

# Scimitar GTE – SE6/6a

## Owners Handbook



[www.sporting-reliants.com](http://www.sporting-reliants.com)



## Foreword

The Scimitar GTE, a high-performance car of distinction, has been designed, styled and engineered to meet the most exacting requirements in performance, appointment and comfort.

Powered by an advanced design 'Vee' engine, providing maximum flexibility and ensuring a smooth and powerful performance, the Scimitar GTE is a car for the connoisseur. As its owner, you will appreciate the importance of regular routine maintenance. This driver's handbook gives concise information on the correct running and maintenance of the Scimitar GTE. It is not intended to be a service repair manual and should work become necessary which is not detailed in it, owners should contact a Dealer, preferably the same Dealer from whom the vehicle was purchased.

### Pre-delivery inspection

The pre-delivery inspection is carried out by the Dealer supplying the vehicle. It is designed to ensure that the vehicle reaches you, the owner, in first class condition. Continued efficiency and economy of operation depends entirely on the care and regular maintenance the vehicle receives during its life.

### Free Service

You will have received with your vehicle a booklet 'The Key to Service'. In it is detailed the Free Service to be carried out by a Reliant Dealer.

All authorised Dealers are under agreement to provide a full after-sales service at 1,000 miles (1,500 km). Should you reside a long distance from the Dealer from whom you purchased the vehicle, it is that Dealer's responsibility to make prior arrangements for you to have your Free service carried out by a Reliant Dealer nearer to your home address.

### Warranty

The terms of warranty are included in the 'Key to Service' booklet. Owners should appreciate that it is essential that any

'warranty rectification' work must be carried out by a Reliant Dealer. The Warranty does not apply to defects arising in components that have not received the essential scheduled maintenance as detailed in the 'Key to Service' booklet and on **pages 19-21** of this handbook. Other matters affecting claims made under Warranty are clearly stated in the 'Key to Service' booklet.

### Your Scimitar Dealer

Owners are strongly recommended to entrust their vehicle's servicing to a Scimitar Dealer. This is essential whenever 'warranty rectification work' is involved. Authorised Dealers are constantly being advised of the latest technical developments and methods of repair and replacement and are, therefore, able to provide the best servicing advice, or information.

An authorised Dealer also has the special facilities and equipment necessary for major repairs or long term maintenance, not usually available to the private owner.

### Identification

In all correspondence, either with the company or your Reliant Dealer, it is imperative that the full chassis and engine numbers are quoted. These numbers are to be found on the identification plate located on the right-hand side panel of the engine compartment.

### Reliant 'R' Parts

Great care should be taken to ensure that only genuine Reliant 'R' Parts are used in the maintenance of your vehicle. 'R' parts, stocked by all authorised Reliant Dealers, are subject to the same rigorous quality control standards as components used in original manufacture and have a factory backed assurance of quality.

### Exchange scheme

An exchange scheme for many major items and assemblies is operated by our Parts Department; ask your Dealer for details.

## Introducing your Scimitar GTE

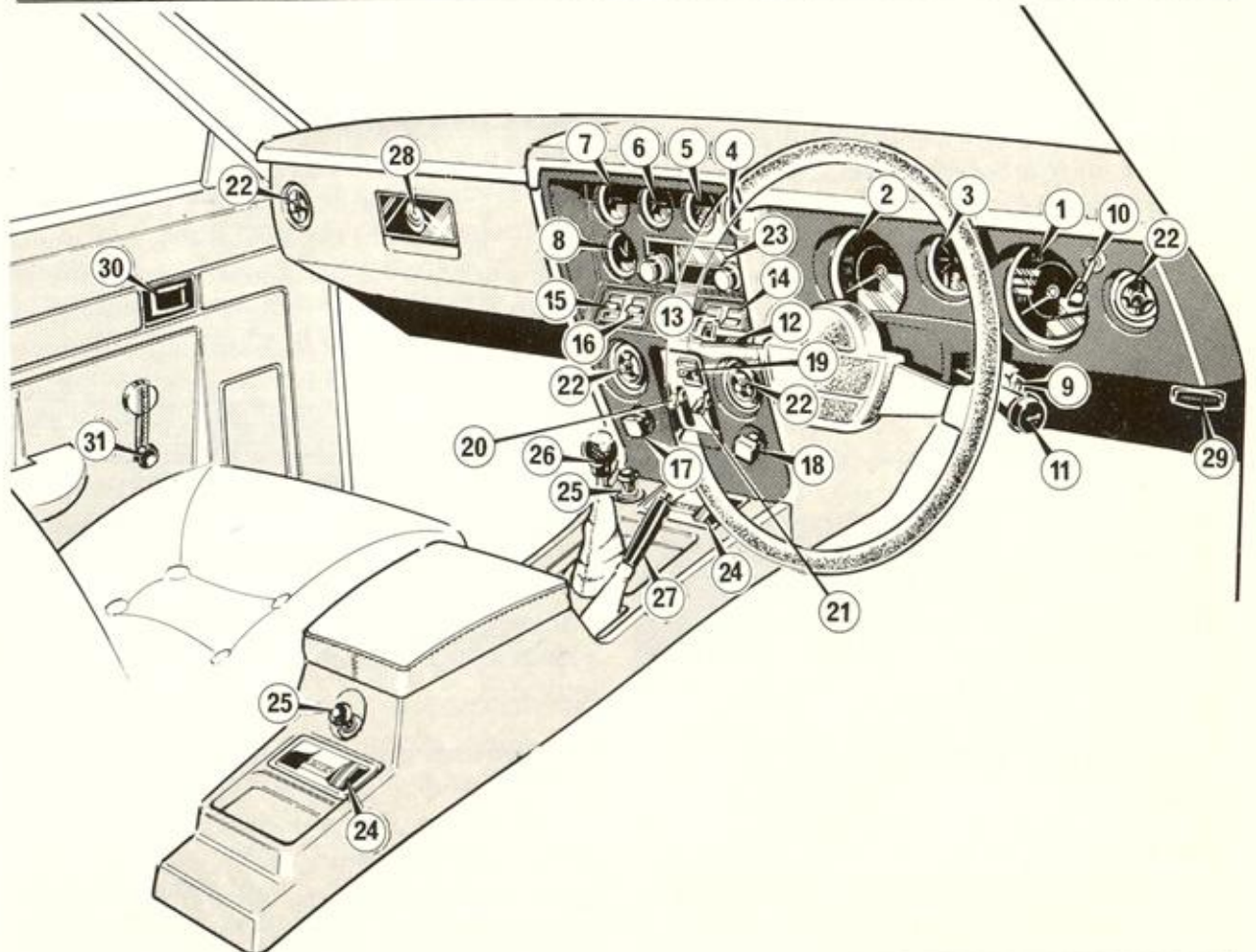
You should first familiarise yourself with the functions of the instruments and controls. To ensure safety and driving confidence, learn to handle them and interpret their readings quickly and easily.

### Instruments

The instruments are described as viewed from the driving seat. (**Figure 1.**)

**Figure 1** Fascia, instruments and controls

- |                                     |   |                            |
|-------------------------------------|---|----------------------------|
| 1 Revolution counter                | 11 Multiswitch                              | 20 Distribution control    |
| 2 Speedometer                       | 12 Windscreen wiper/washer switch           | 21 Temperature control     |
| 3 Warning light display instrument  | 13 Combined side/tail and headlamp switch   | 22 Fresh air vents         |
| 4 Oil pressure gauge                | 14 Rear fog guard and auxiliary lamp switch | 23 Radio or tape player    |
| 5 Fuel gauge                        | 15 Heated rear screen switch                | 24 Ash tray                |
| 6 Water temperature gauge           | 16 Hazard warning lamp switch               | 25 Cigar lighter           |
| 7 Battery condition indicator gauge | 17 Panel lamps switch                       | 26 Gear lever              |
| 8 Clock                             | 18 Rear wiper/washer switch                 | 27 Handbrake lever         |
| 9 Ignition switch/steering lock     | 19 Heater booster fan switch                | 28 Glove box lock          |
| 10 Overdrive switch                 |   | 29 Bonnet lock release     |
|                                     |   | 30 Door handle             |
|                                     |   | 31 Window regulator handle |



### Revolution counter

The revolution counter is a 7,000 rpm tachometer, situated at the extreme right of the instrument panel.

### Speedometer

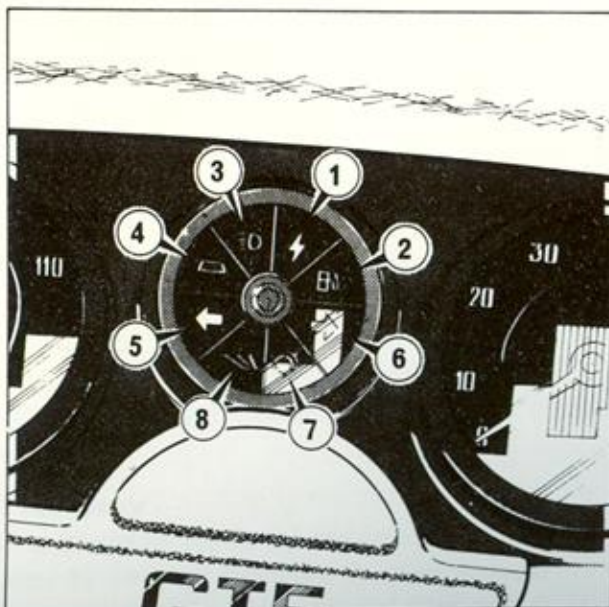
The speedometer is calibrated up to 140 mph and incorporates a kilometre scale. Also included in the meter is a total mileage indicator (odometer), and an indicator showing the mileage covered on an individual journey. The latter is re-set to zero by pressing a small button projecting through the glass on the face of the instrument.

### Warning light display instrument

Situated centrally above the steering wheel this instrument is comprised of 8 warning lights. (**Figure 2.**) The **ignition light**, red in colour indicates that the ignition circuit is switched on with the engine at rest and should extinguish when the engine is started, failure to do so indicates a fault in the charging circuit.

**Figure 2** Warning light display instrument

- |                         |                           |
|-------------------------|---------------------------|
| 1 Ignition              | 5 Left hand indicator     |
| 2 Fuel low              | 6 Right hand indicator    |
| 3 Main beam on          | 7 Brake pad wear          |
| 4 Heated rear screen on | 8 Brake hydraulic failure |



The **fuel level warning light**, blue in colour, is illuminated when the level of petrol in the fuel tank has dropped to approximately 9.1 litres (2 imp. gallons). The bottom two warning lights indicate braking system functions. **Front brake pad wear** is indicated when the lower right hand lamp is illuminated and the pads should be replaced as soon as is practically possible. The lower left hand segment is illuminated, on application of the brakes, when either the front or rear brakes have failed due to a **failure in the hydraulic braking system**. The fault should be investigated immediately and any necessary repairs carried out by an authorised Reliant Dealer.

Both the brake system warning lights are illuminated when the **handbrake is applied**. This serves the dual purpose of reminding the driver that the handbrake is 'on', and as a check that the warning light circuits and bulbs for the braking system are operative. On releasing the handbrake both lights should extinguish.

The **heated rear screen** warning light, green in colour, is only illuminated when the heating elements have been switched on.

The **main beam warning light**, a blue lamp, is illuminated whenever the headlamp beams are deflected from the dipped position or when the headlamp 'flasher' switch is used.

Indicator warning lamps that flash in unison with the front and rear **direction indicator lamps** are also included in the warning light display instrument. These two lamps also flash together when the hazard warning device is actuated. A continuous display from either warning lamp indicates a bulb failure at front or rear on the side indicated.

### Oil pressure gauge

The oil pressure gauge indicates that oil is circulating the engine under the correct pressure. When starting from cold, the gauge may show a high initial pressure, but will gradually fall to about 3.51 kg/sq cm (50 lbs/sq. inch) for normal engine speeds

as the engine temperature rises. However, low oil pressure readings are quite normal at idling speeds. If a very low indication is given at normal speeds, or the instrument shows no pressure at all, the engine should be switched off immediately and the oil level checked by means of the engine dipstick.

### Fuel gauge

The fuel gauge operates from an instrument incorporated in the fuel tank itself and does not become operative until the ignition is switched on. The engine should always be switched off whilst the tank is being filled.

### Water temperature gauge

This gauge indicates the temperature of the water in the cylinder head. Normal operating temperature is 88°C (190.4°F).

### Battery condition indicator gauge

A meter graduated to indicate the battery operating voltage. If the reading is above 12 volts, the battery is reasonably charged. However, if it is below 11.5 volts, the battery should be put on charge. A reading of over 15 volts indicates the battery is being over charged and the cause should be investigated or damage may occur.

### Clock

The clock operates from the car battery, and is consequently always operating. However, it will stop if the battery is disconnected for any reason. In such a case, re-set the clock as soon as the battery is re-connected; simply re-set by means of the button provided. The button is pressed and turned to adjust. It will re-start automatically on releasing the button.

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## Controls and switches

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Again, switches and controls are described viewed from the driving seat.

### Ignition switch/steering lock

The combined ignition switch and steering lock, situated adjacent to the steering column on the right-hand side of the steering wheel nacelle, is operated by a special key. The area around the ignition switch is illuminated, by a green light housed in the multi-switch nacelle, whenever the main light switch is operated. The switch has four positions. **(Figure 3.)**  
*Position 0* – the only position in which the key can be inserted and withdrawn. The steering is locked when the key is withdrawn.

*Position 1* – The steering lock is released by inserting the key and turning it clockwise. This action also maintains all the auxiliaries, including radio, wipers, and heater, in circuit without ignition switched on.

*Position 2* – A further clockwise rotation of the key switches the ignition on. The instruments and heated rear screen are also included in the ignition circuit.

*Position 3* – Continued rotation of the key

against spring pressure operates the starter circuit. Immediately the engine starts the key should be released. The keys for this lock unlike the other keys supplied for your vehicle, do not have an identification number stamped on them. This is for security/anti-theft reasons. The keys are supplied with a tag which has the key number stamped on it. It is most important that the tag is retained in a safe place, or the number noted, for future reference, as this is the **only** means of identification for your vehicles steering lock, in case of loss or theft of the keys.

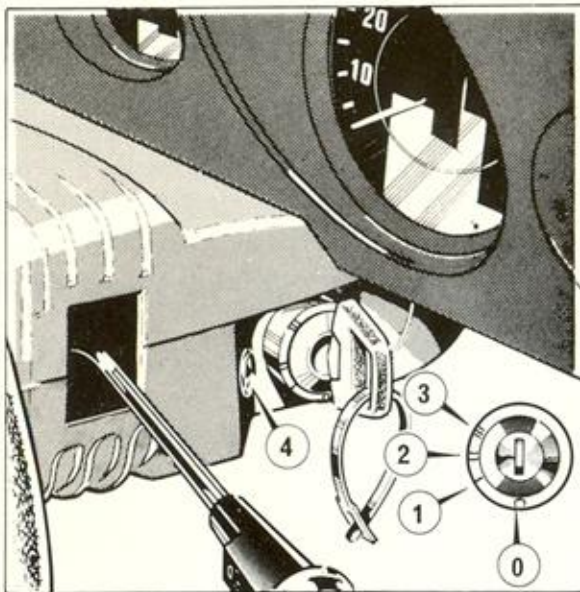
**Note:** It must be remembered that when the key is removed the lock 'bolt' is released, but does not engage and lock the steering until the wheels are turned to a 'locked' position. For this reason the key must never be removed whilst the vehicle is in motion.

### Overdrive switch

The overdrive mechanism is brought into operation by a simplified arrangement necessitating only the operation of a slim lever-type switch. It provides fingertip control permitting the overdrive to be

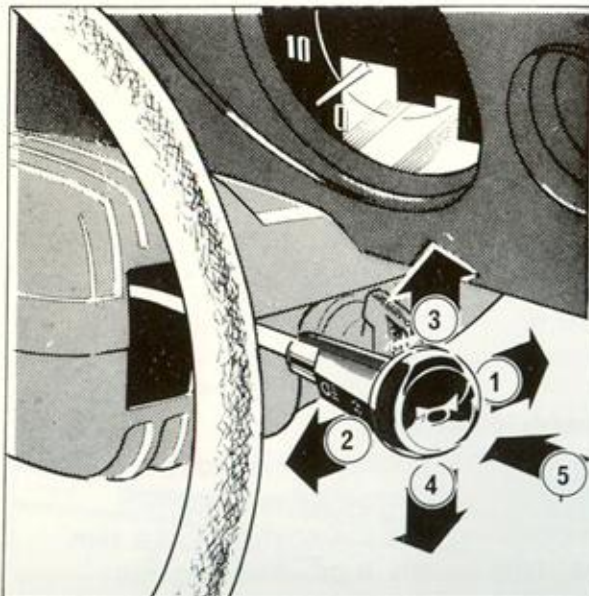
**Figure 3** Ignition switch/steering lock

- 0 Ignition off – steering locked
- 1 Steering free – auxiliaries on
- 2 Ignition on
- 3 Starter
- 4 Switch lamp



**Figure 4** Multi-switch

- 1 Forward – headlamp main beam
- 2 Back – headlamp flasher
- 3 Up – left hand indicator
- 4 Down – right hand indicator
- 5 Press – horn



brought in or out without moving the hand from the steering wheel. (**Figure 1.**)

**Combined direction indicator switch/dip switch/headlamp flasher and horn push**

A multi-purpose switch operated by a lever projecting from the right-hand side of the steering wheel nacelle. (**Figure 4.**) The switch has four functions as follows:

*Headlamp dipped beam/main beam* – With the headlamps switched on at the console lighting switch, press the multi-switch lever forward, away from the steering wheel, to switch on the inner headlamps, and deflect the outer headlamps to main beam.

*Headlamp flasher* – Pull the lever back, towards the steering wheel, against spring pressure from the dipped beam position to flash the headlamp on main beam. This operates irrespective of whether the lighting switch is on or off.

*Direction indicators* – The switch operates the indicators only when the ignition is switched on. Raise the switch lever to operate the left-hand indicators. Press down to operate the right-hand indicators. The switch lever may be held against spring pressure to operate either indicators and will cancel the indication immediately it is released. Prior to making a turn, however, the switch can be fully operated and 'clicked' into a 'HOLD' position. The 'hold' selection is automatically cancelled by return of the steering wheel to the straight-ahead position.

A visual warning of indicators operating is given on the warning light display instrument.

*Horn* – Pressure on the knob at the end of the switch lever will operate the twin high and low tone horns.

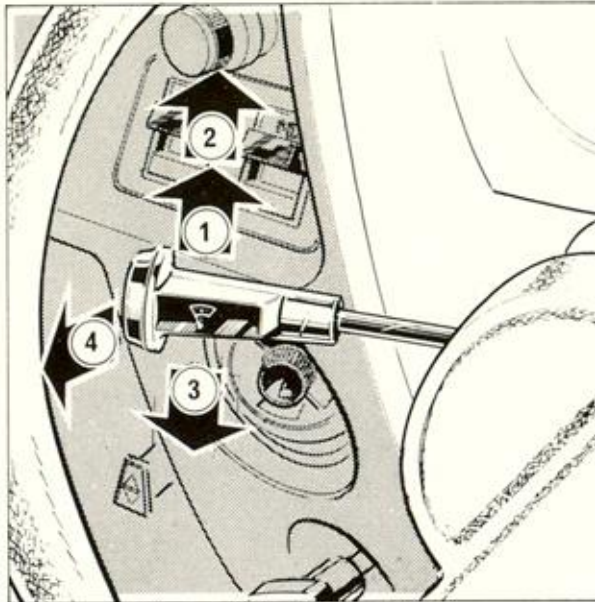
**Combined windscreen wiper and washer control**

A multi-purpose switch operated by a lever projecting from the left-hand side of the steering wheel nacelle. (**Figure 5.**) The switch has four functions as follows:

*Slow wipe* – Raise the switch lever to the

**Figure 5** Windscreen wiper/washer switch

- 1 Up (first position) – slow wipe
- 2 Up (second position) – fast wipe
- 3 Down – single wipe
- 4 Back – washer



first position.

*Fast wipe* – Raise the switch lever to the second position.

*Single wipe* – Press the switch lever down and release it to obtain a single-wipe and automatic parking of the wiper blades. The switch lever is spring-loaded and returns automatically to the 'off' position.

*Windscreen washer* – Pull the switch lever back to operate the washer pump. The washer can be operated while the wipers are operating at any speed.

When the windscreen is dirty, operate the washer before setting the wipers in motion.

**Combined side/tail lamps and headlamps switch**

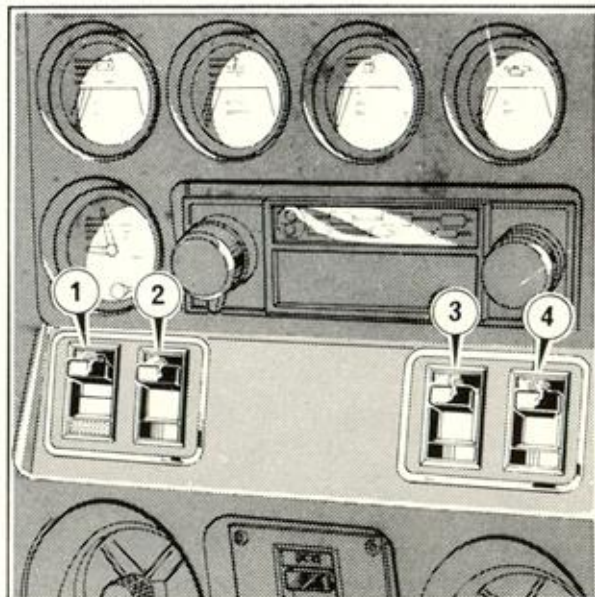
The switch, shown in **Figure 6**, has two operating positions. The first position operates the side or pilot bulbs in the outer headlamps. The second position switches on the headlamp. Dipped or main beam selection is controlled by the multiswitch as previously described.

**Figure 6** Switches – lights, heated rear window, fog and hazard warning

- 1 Heated rear window
- 2 Hazard warning
- 3 Lights: first position – side/tail lamps  
second position – headlamps
- 4 Fog lights: first position – fog rear guard lamps  
second position – auxiliary front lamps

**Rear fog guard lamps and auxiliary front lamps switch**

The switch, shown in **Figure 6**, has two operating positions. The first position switches on two high intensity rear fog guard lamps. The second position switches on the two auxiliary front lamps (optional extras), if fitted, in addition to the rear fog guard lamps. The auxiliary lamps have a 'fog lamp' beam configuration. See use of auxiliary lamps, **pages 16 and 44**.



**Heated rear window switch**

The electrically heated rear window is operated by a switch on the centre console (**Figure 6**.) A green warning light is illuminated in the warning light display instrument when the elements are switched on. Care should be taken to ensure that they are not left on unnecessarily. **Note:** The heated window only operates when the ignition switch is switched **on**.

**Hazard warning lights switch**

A switch adjacent to the heated rear window switch, shown in **Figure 6**,

operates the hazard warning device enabling indicators to flash simultaneously to give visual warning to other road users. The indicator warning lights on the warning light display instrument flash in unison with the external lamps whenever the hazard device is in operation. The warning device is connected directly to the battery circuit and will function whenever the switch is depressed, regardless of the position of the ignition or direction indicator switches.

#### Panel lamp switch

The instruments are individually illuminated and a panel lamp switch, shown in **Figure 1**, incorporates a dimming control. When the switch is turned in a clockwise direction the panel lamps will be fully illuminated. Further rotation of the switch will gradually decrease the intensity of illumination until the required level is reached. The panel lamps will only operate whilst the side or headlamps are switched on.

#### Rear window wiper and washer switch

The rear window wiper is controlled by a two position rotary switch. (**Figure 1**.) The switch is turned clockwise to operate the wiper at slow speed. Further rotation will operate the wiper at fast speed.

Press the switch knob in to operate the washer control. The washer will continue to operate until the knob is released. When the rear window is dirty, always operate the washer before setting the wiper in motion.

#### Electrically operated window switches (Optional equipment)

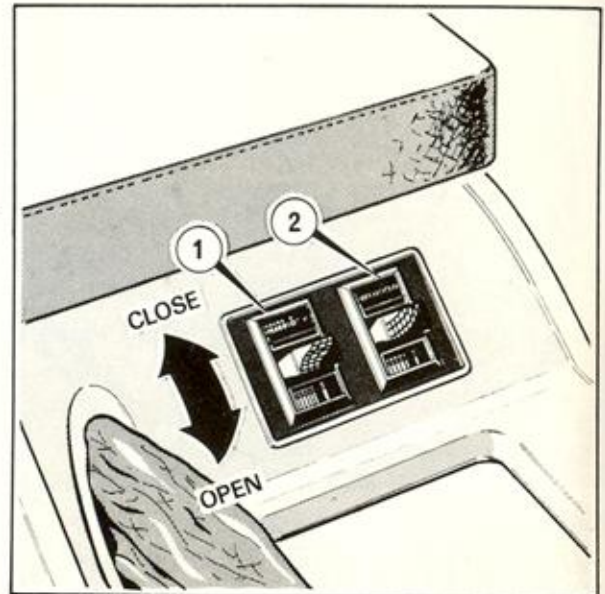
Electrically operated windows are available as factory fitted optional equipment. The mechanisms are controlled by two switches situated on the console centre arm rest.

(**Figure 7**.) The three position rocker type switches are pressed downwards to lower the window glass and upwards to raise the glass. Releasing the switch will stop the glass in any desired position, the spring-loaded switch returning to the off position.

A thermal cut-off prevents the electric motors from over loading when the glass reaches the extreme open and closed positions. This device has the effect of preventing the mechanism from operating

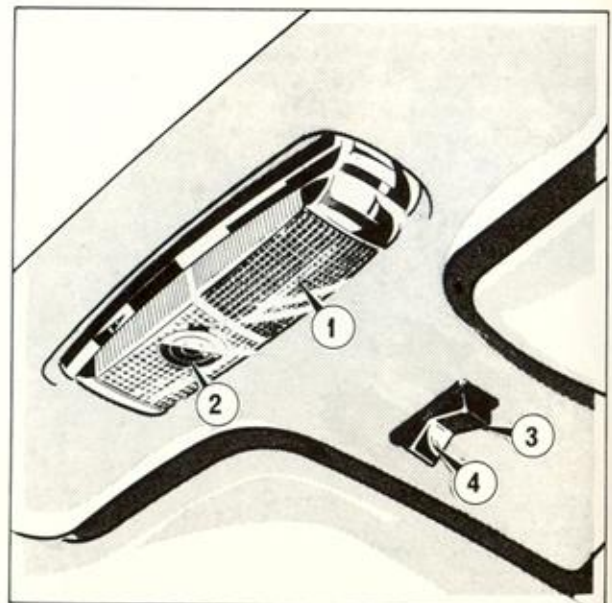
**Figure 7** Electric window switches

- 1 Driver's window
- 2 Passenger's window



**Figure 8** Interior light switches

- 1 Interior light
- 2 Map spot light
- 3 Interior light switch
- 4 Map spot light switch





for approximately 5 seconds.

### Cigar lighter

Two cigar lighters are fitted adjacent to the ash trays at the base of the centre console and to the rear of the centre arm rest. The cigar lighter element is heated by pressing the unit into its holder. The unit will remain depressed until the element is at red heat when the unit springs back automatically. The cigar lighters operate direct from the battery and are useable at all times.

### Interior lights

Two interior lamps are fitted, one adjacent to the interior rear view mirror in the sun visor roof moulding, the other at the rear of the vehicle above the rear window. Both lamps are linked to door operated courtesy switches, being illuminated when either

door is open. The courtesy switch mechanisms incorporate delay switches. These have the effect of leaving the interior light on for approximately 10 seconds after either door has been closed, the light is then automatically switched off. With the doors closed the rear lamp can be switched on using the switch on the lamp unit. The front interior light comprises two separate lamp units operated by a three position rocker switch located adjacent to the light. The main lamp is switched on, when the doors are closed, by pressure on the right-hand end of the rocker switch. A separate map reading spot lamp is incorporated in the light unit, operated by pressure on the left-hand end of the switch. (Figure 8.)

## Heating and ventilation

### Heater

A comprehensive heating and ventilation system is built into the vehicle and various combinations of heat and air flow are possible. Air extractors are at the rear of the vehicle to ensure complete ventilation of the passenger area. The various controls are as follows:

### Booster fan switch

A two speed fan switch located in the centre of the heater control panel, operates a booster fan in the ventilation/heater system. Used in conjunction with the temperature control it can be used to boost cool or warm air as required. (Figure 9.)

### Distribution control

The left-hand lever on the heater control panel directs air into the car at footwell or windscreen levels or a combination of both.

### Temperature control

The right-hand lever on the heater control panel governs the temperature of the air output by blending cold and heated air.

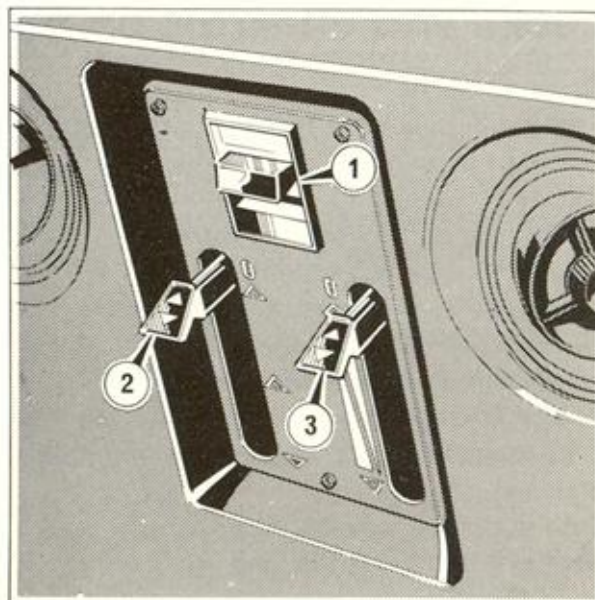
### Heater functions

The controls are progressively variable;

hence any combination of temperature and distribution may be obtained by suitable manipulation of the controls. The air flow is

**Figure 9** Heater controls

- 1 Heater fan switch:  
first position – slow speed  
second position – fast speed
- 2 Distribution control
- 3 Temperature control



always divided between the footwell and demister vents, the distribution lever is used to vary the volume of air emitted at each vent. The following are examples of the control settings that will be most commonly used:

*Demist* – the distribution control lever should be moved to the central position, this will increase the air flow to the windscreen, reducing the floor level flow to a minimum. The temperature control lever can be adjusted as required. Use the booster fans at fast or slow speed as required.

*Defrost* – controls should be set as for 'demist' with the temperature control at 'hot' and the booster fans switched 'on'.

*Interior* – the distribution control should be pushed to its lowest position giving maximum air flow to the footwells and minimum flow from the demister vents.

Adjust the temperature controls and use the booster fans as required.

*Heating system off* – both temperature and distribution levers should be at the 'top' of the heater panel with the booster fans switched 'off'.

### Ventilation

#### *Facia and console fresh air vents*

Fresh air vents are fitted, to give face level ventilation at ambient temperature. These are situated at the extreme ends of the

**Figure 10** Fascia fresh air vent

1 Air flow and directional control



fascia and on the centre console. They supply fresh air by means of the ram effect when the vehicle is moving which can be boosted by the booster fan when the vehicle is slow moving or stationary. The vents have adjustable and rotary nozzles. The knurled knobs can be used to direct or adjust the air flow from the vents independently. Turning the knurled knob clockwise opens the vent. (**Figure 10.**)

## Locks and controls on body

### Door controls

Anti-burst, disc latch locks are provided. The door is unlocked from inside the vehicle by pulling the flush fitting lever of the interior door handle. (**Figure 11.**) The door can be locked from inside by operating the safety catch knob. This prevents accidental opening of the door from inside and also prevents the lock mechanism operating from outside. The catch can only be operated when the door is closed.

Both doors are lockable from outside, by means of tumbler locks, and are unlocked using the same key.

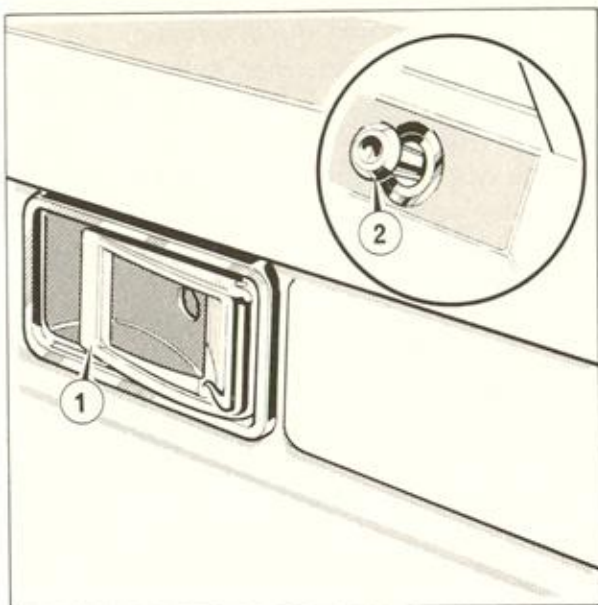
The conventional mechanical window winding handle, fitted as standard equipment, raises or lowers the door window glass. Electrically operated windows are optional equipment, see **page 8.**

### Bonnet lock and release

The bonnet is released by pulling a T-shaped hand grip which is situated immediately under the fascia adjacent to the driver's door. Operation of this lever unlocks the bonnet, and it will rise slightly under spring pressure. The bonnet can then be opened from outside the car. First

**Figure 11** Interior door handle/safety catch

- 1 Door handle – pull to open
- 2 Safety catch – press to lock



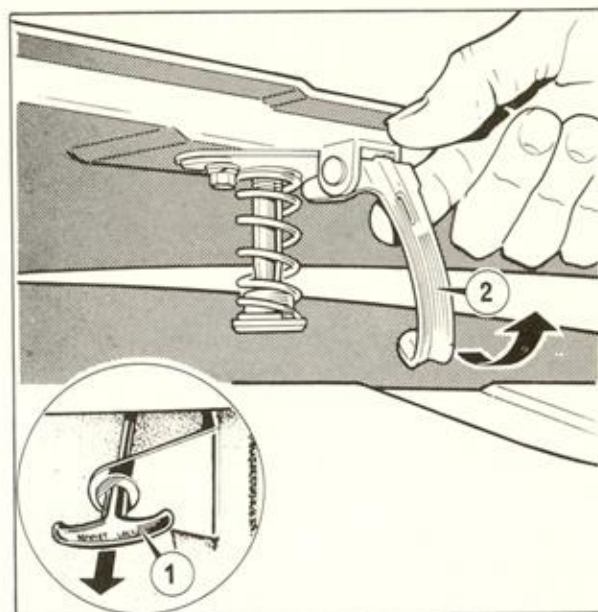
release the safety catch at the front of the bonnet. **(Figure 12.)** Raise the bonnet to its fully open position. It is held in this position by a ratchet-type prop bar. To close the bonnet, release the holding lever on the prop bar, and lower the bonnet gently, engaging the safety catch. Hand pressure on the bonnet will then close the lock.

#### Glove compartment

On the passenger side of the fascia is the

**Figure 12** Bonnet release/safety catch

- 1 Bonnet release handle
- 2 Safety catch arm



glove compartment which has a hinged drop down lid. The lid is lockable, having a separate key.

#### Hinged rear window

To open the hinged rear window, insert the key in the lock, turn it clockwise and then withdraw it. Turning the domed head in a clockwise direction releases the catch and the rear window can then be raised and will remain open, supported by two pneumatic support stays. **(Figure 13.)**

## Seats

#### Front seats

Both the driver's and passenger's seats have fore-and-aft adjustment. Moving the lever, at the front of the seat at floor level, towards the door releases the seat. The seat is then free to be moved, whilst applying pressure to the lever, until it is in the required position. Releasing the lever secures the seat. **(Figure 14.)** The seats have reclining backs which can be placed in any desired position by lifting the lever on the inboard side of the seat, adjusting the back to the required position, then depressing the lever to lock. **(Figure 14.)** Access to the rear seats is gained by raising

the lever located on the outboard side of the front seat squab. **(Figure 14.)** The seat squab can then be hinged forward, this action also moves the front seat forward enabling easier access to the rear seat.

#### Rear seats

The rear seat, although a bench seat, has individually folding seat squabs. These fold down readily to give a larger flat floor space at the rear of the vehicle. **(Figure 15.)**

#### Safety belts

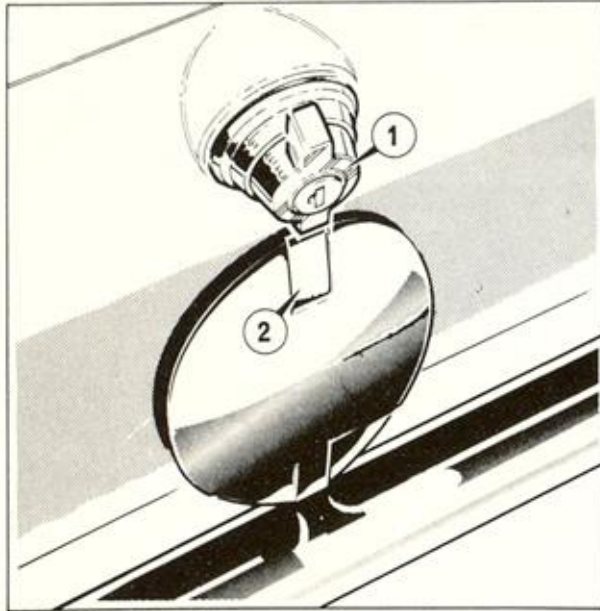
Inertia reel safety belts are fitted in both driver's and passenger's positions, lap belts being provided for the rear seat passengers.

*Front seats*

The safety belts are specially designed and approved for the Scimitar GTE. The wearing

**Figure 13** Rear window lock and petrol filler cap

- 1 Rear window lock
- 2 Petrol filler cap release button – press to open



**Figure 14** Front seat adjusters

- 1 Seat slide release lever
- 2 Reclining squab adjusting lever
- 3 Seat squab tilt release lever



layout is shown in **Figure 16**.

With the occupant seated, the shoulder strap must pass over the outboard shoulder and diagonally across the chest. To fasten, slide the tongue into the automatic fastening device, and when locked a 'click' will be heard.

To release, press the release button and the tongue will be automatically ejected from the fastening device. The inertia reel will automatically rewind the belt. (**Figure 17.**)

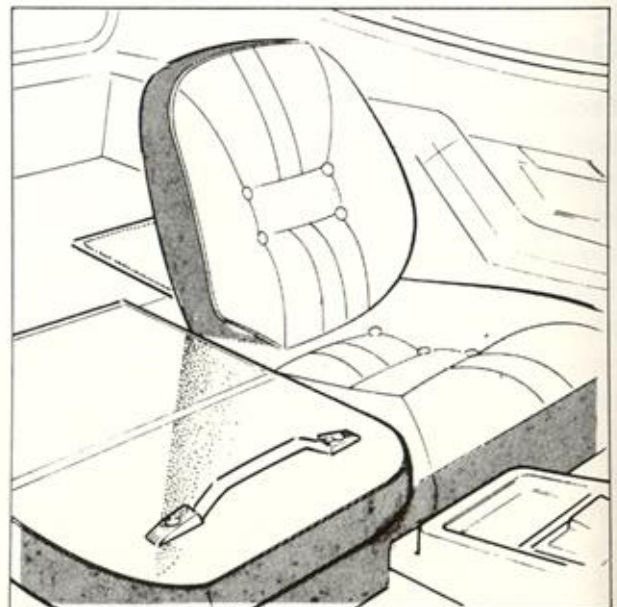
*Rear seats*

Your vehicle has lap belts fitted for the rear seat passengers.

The lap belt is fastened on the inboard hip of the passenger. The belt is adjusted by means of the buckle. The buckle when lifted away from the lap belt, as shown in **Figure 18**, will leave the strap free to run through the buckle. To tighten the belt simply pull on the free end of the strap. The belt is released by pressure on the 'press' button of the buckle.

*Cleaning:* The webbing should be lightly brushed with a mild soap and warm water; but avoid soaking and dry naturally, away from heat. **Do not** boil, bleach or dye, as this may severely reduce the effective strength of the belt.

**Figure 15** Rear seats



**Figure 16** Safety belt layout

The belt should be inspected at regular intervals for signs of severe fraying or having been cut. If these signs occur or if the belt has been severely stressed during an accident the belt should be replaced.

#### Dipping mirror

The driver's 'dipping' rear view mirror is dipped by pressing the lever projecting from the bottom edge of the mirror frame. Pulling the lever back returns the mirror to the normal rear view position. (**Figure 19.**)

#### Adjustable exterior rear view mirror

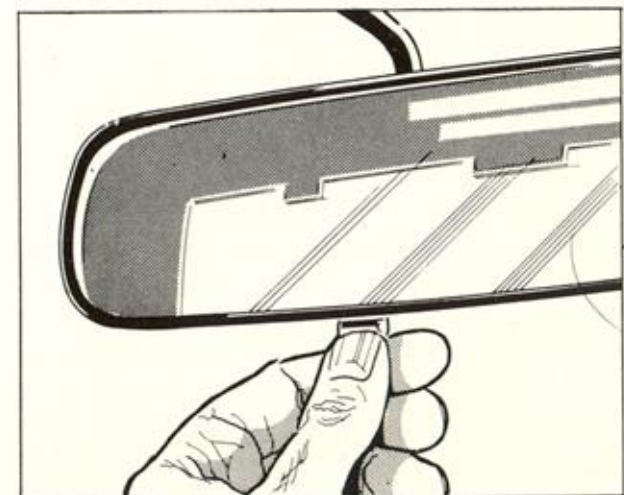
The door mounted exterior rear view mirror is fully adjustable from within the vehicle by means of a remote control lever mounted on the door trim panel. See **Figure 20.**

Any movement of the remote control lever results in a corresponding movement of the rear view mirror.

#### Ash trays

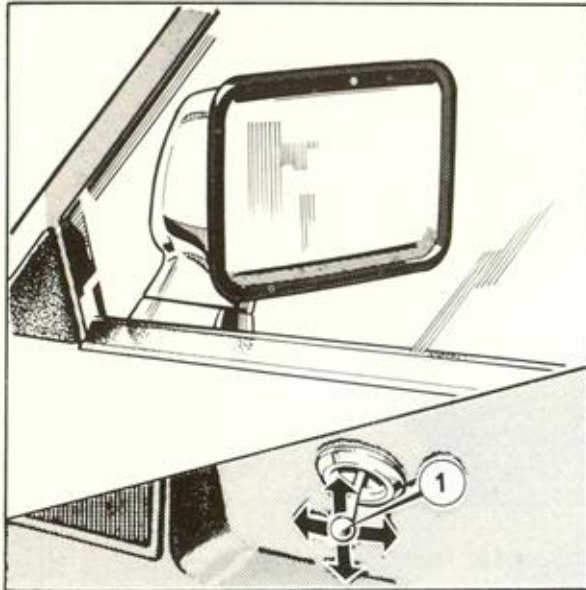
Ash trays are provided, for both driver and passengers, in the front and rear of the centre arm rest console.

The ash trays have hinged lids and the complete units are removeable from the centre console for cleaning.

**Figure 17** Safety belt release**Figure 18** Rear seat passenger safety belt**Figure 19** Dipping mirror

**Figure 20** Adjustable exterior rear view mirror

- 1 Remote control lever

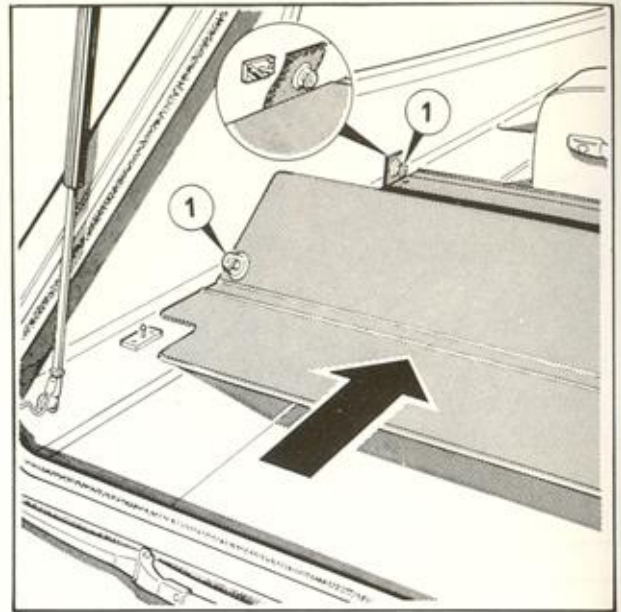


**Tonneau cover**

The rear compartment of the vehicle, behind the rear seats, is covered to rear window level by means of a folding tonneau cover. This cover is secured to the rear quarter trim panels by means of stud fasteners. On raising the rear window, access to the storage area below the tonneau cover can be obtained by releasing the two rear fasteners and folding up the cover the required amount. The cover can be completely removed by releasing the remaining two fasteners, on straps, behind

**Figure 21** Rear tonneau cover

- 1 Stud fasteners



the rear seats. (Figure 21.)

**Storage compartment**

Storage space additional to the glove compartment is provided in the two door pockets and in the centre console arm rest. The centre arm rest has a hinged lid. Two concealed compartments are provided in the floor at the rear of the vehicle. Access to these spaces is obtained by lifting the carpet immediately below the rear window.

**Hand controls**

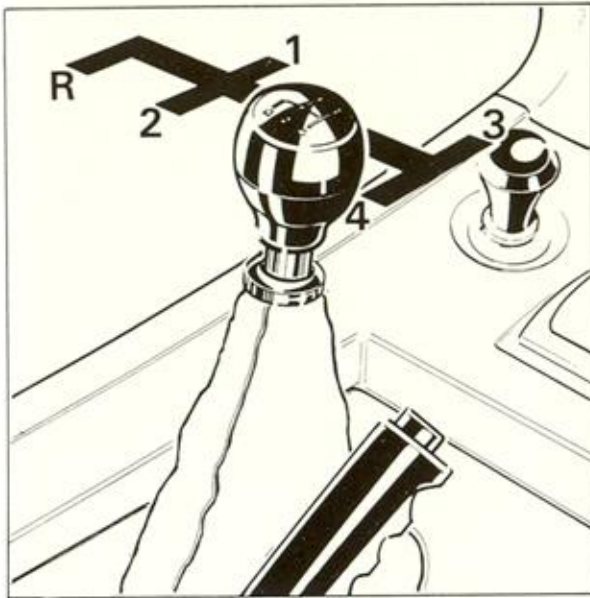
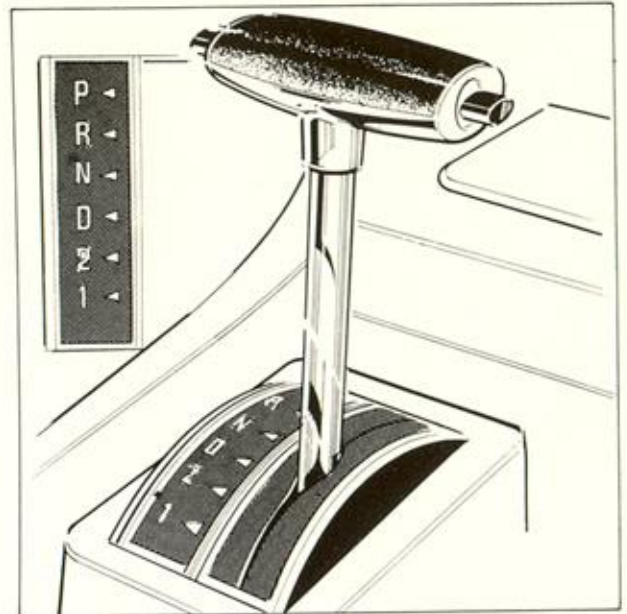
**Handbrake**

The handbrake lever is located in a central position alongside the driver's seat. It operates on the rear brakes only. To apply the handbrake pull the handbrake lever upwards; it is retained in position by a ratchet and pawl. To release the handbrake, pull the lever slightly upwards and at the same time press the button at the top of the hand grip. Push the lever downwards to its fully 'off' position. A handbrake warning device is fitted giving a visual warning if the handbrake is inadvertently left on, see

page 4.

**Gear change – Overdrive**

Gear change is effected by a short lever operating through a remote control mechanism, to a four-speed synchromesh gearbox. The gear lever positions are shown in Figure 22. Always ensure that the gear lever is in neutral before starting the engine. Never attempt to engage reverse gear unless the car is stationary.

**Figure 22** Gear change – overdrive**Figure 23** Gear change – automatic**Gear change – automatic**

The automatic gearbox provides three forward speeds, neutral and reverse, as shown in **Figure 23**.

P–Park

R–Reverse

N–Neutral

D–First, Second and Top

2–Second only

1–First only

It is necessary to press the button on the right-hand side of the handle when moving the gear lever between the following

positions:

D to R

R to P

P to R

D to 2

2 to 1

To apply the parking lock, move the lever to position 'P'. The 'R' position provides reverse ratio.

**Warning:** Neither 'P' nor 'R' should be engaged whilst the car is in motion. (See also **page 17**.)

**Driving your Scimitar GTE – all models****Before starting**

The careful driver will daily check the radiator water and engine oil levels, topping up if necessary. The tyre pressures and battery electrolyte level should also be checked regularly and corrected if necessary.

**Starting the engine**

Your car is equipped with an automatic choke. Before starting the engine, first press the accelerator pedal right down. Next remove your foot from the pedal. Then start the engine by turning the ignition key fully clockwise, but release as soon as the engine fires. Once this simple operation has

been carried out the engine will receive the rich mixture it requires for starting from cold. After the car has been driven a short distance the engine will warm sufficiently for the mixture to return to normal. This adjustment is automatically taken care of by the choke mechanism.

If any difficulty is experienced in starting a hot engine, the starter can be operated with the accelerator depressed. Release the accelerator as soon as the engine fires. However, the procedure mentioned earlier should always be used for starting from cold. Do not race a cold engine. In order to reach normal running temperature quickly you should drive away steadily as soon as

the engine has been started.

### **Braking**

Your vehicle is equipped with a vacuum servo assisted hydraulic braking system. Power is supplied to the unit from the vacuum created in the engine inlet manifold when the engine is running, resulting in power assistance to the effort applied by the driver's foot to the brake pedal. It should be noted that if for any reason the vehicle is coasted with the engine stopped, or if the vehicle has to be towed, repeated applications of the brakes will discharge the vacuum in the servo unit which will result in sudden increases in the pedal pressure required to achieve the desired braking effect.

### **Power assisted steering – if fitted**

The power assisted steering operates hydraulically, the power being supplied by a hydraulic pump driven by a 'Vee' belt from the engine. It should be noted that should the belt come off the pulleys because of excess wear or lack of adjustment, a sudden substantial increase in steering loads will be felt at the steering wheel. See **page 31** for belt adjustment and replacement information. Similarly the steering loads required when the engine is switched off will be very much higher than

when the engine is running. This, of course, will lead to considerable difficulty in manoeuvring.

### **Towing – warning**

When having the vehicle towed, it is important that the ignition key **must** be in position 1. If left in position 0 the steering will be locked, making towing impossible.

### **Heated rear window – warning**

It is recommended that adhesive labels should not be stuck on the inside of the heated rear window as damage to the heating elements may result when attempting to remove such labels.

### **Use of auxiliary front lamps**

The legal requirement for the use of auxiliary lamps as fitted to your vehicle by the manufacturer, or to the manufacturers instructions, is as follows:

The matched pair of auxiliary lamps can be used instead of the obligatory headlamps in fog or falling snow, but in no other circumstances. i.e. During poor, reduced visibility or the hours of darkness when the road lighting conditions are such that side lights and dipped beam headlamps are required than the headlamps may be replaced by both auxiliary lamps only in conditions of fog or falling snow.

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## **Driving your Scimitar GTE – Overdrive**

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The overdrive is operative on third and top gear only, and with the overdrive engaged the gear change procedure is the same as that for conventional drive.

To engage overdrive push the switch lever on the fascia down. (**Figure 1.**) Minimum engagement speeds are dependant on road conditions and it is essential that the car continues to run easily without signs of engine labouring.

Maximum disengagement speeds:

Top gear 90 mph (145 kph)

Third gear 65 mph (105 kph)

Disengagement of the overdrive at speeds higher than those stated above could cause damage from 'over-revving'.

**Note:** If for any reason, when cancelling the overdrive, after operating the overdrive switch the overdrive does not **disengage** it is most important that reverse gear is not selected or damage will occur.



## Driving your Scimitar GTE – Automatic

The gear positions are shown in **Figure 23**. Position 'D' is the position for normal automatic gear-changing; '2' is an alternative position used for starting the car in second gear. The use of gear positions is explained in the following notes. For normal driving, move the lever to 'D', release the handbrake and depress the accelerator. The car will move off in first gear, automatically changing to second and third gears depending on car speed and accelerator pedal position. With a small throttle opening the upward changes are made at a lower speed than would be the case with a large throttle opening, when maximum acceleration is provided in the indirect gears.

If position '2' is selected, from rest, the car will move off in second gear and stay in second gear. There is no automatic shift upwards or downwards. This position is particularly useful when starting on ice or other slippery surfaces, since it ensures that less torque is transmitted to the rear wheels as the car gets underway, and with careful acceleration there is less likelihood of wheel spin. However, the position 'D' should be used under normal conditions, as it makes full power available for starting. If '2' is selected when the car is moving, an intermediate down shift to second gear take place. Therefore, to avoid 'over-revving' the engine, do not select '2' when travelling at speeds much in excess of 55 mph (89 kph).

### 'Kick-down' acceleration

When the accelerator is depressed beyond the normal wide-open position, to the kick-down position, upward changes will occur at maximum pre-set speeds. The kick-down position is reached by depressing the accelerator through a 'hard spot' which is felt in the travel of the pedal. The maximum downward change speeds are also pre-set to provide optimum performance without over-revving the engine when overtaking or hill climbing.

From the foregoing information, it can be seen that if the driver desires, he can leave everything to the automatic gearbox and gear changes will occur at the theoretically correct moment in terms of speed and load. Obviously, however, road or traffic conditions may be such that the automatic gear change may be undesirable, and it is for this reason that the over-riding controls are provided to enable the driver to enforce a gear change as and when desired. The driver should, therefore, first familiarise himself with the approximate speeds at which the automatic changes occur.

These are as follows:

'D' range – upward changes

	<b>1-2</b>	<b>2-top</b>
Light throttle	6-9 mph (10-14 kph)	10-14 mph (16-22 kph)
Kick-down (Full)	41-51 mph (64-80 kph)	71-80 mph (113-129 kph)

The driver wishing occasionally to indulge in a very fast get-away will obtain maximum vivid acceleration by allowing the automatic gearbox to make full throttle changes throughout the speed range.

Under 'Kick-down' conditions downward changes occur at speeds below the following:

Top to 2nd	63-75 mph (101-121 kph)
2nd to 1st	30-44 mph (48-71 kph)

### Stopping

To stop the car, release the accelerator pedal and apply the brakes keeping the selector at 'D'. To drive off again release the brakes and depress the accelerator.

### Parking

When the car has stopped, apply the handbrake, switch off the engine and select 'P'.

Preparatory to re-starting on a steep gradient, apply the brakes before disengaging 'P' to prevent the car from rolling; disengagement of the parking pawl

will be audible.

### Idling

If it is necessary to idle the engine for an extended period, i.e. when carrying out adjustments, select position 'P' and apply the handbrake. **Note:** In heavy traffic conditions, when idling it is advisable, whenever practical, to select position 'N'. This will assist engine cooling and minimise wear of transmission bands.

### Rocking the car

In order to extricate the car from mud, sand or snow, employ a constant slight throttle opening and rock the car backwards and forwards by alternately selecting the 'R' and 'D' positions.

### Towing the vehicle

If the transmission is operating satisfactorily

and the fluid level is correct, the car may be towed with the selector lever at 'N' at a speed of not more than 30 mph (48 kph) over short distances. For long distance towing, the propellor shaft must be disconnected. If the transmission is inoperative, the car should be towed with a rear-end pick up or with the propellor shaft removed.

### Push or tow starting

The automatic gearbox fitted to your Scimitar GTE will not allow the engine to be turned by the road wheels, therefore, 'push' or 'tow' starting is **not** possible.

### Coasting

Avoid coasting at all times, otherwise the automatic gearbox may suffer serious damage due to lack of lubrication.

## Running-in

Running-in is largely a matter of common sense. The aim should be to avoid imposing undue stresses on the engine and transmission during the early stages of use. Therefore you should avoid fast starts for the first 600 miles (1,000 km), although speeds not in excess of 60 mph (96.6 kph) in top gear, 45 mph (72.4 kph) in third gear, 30 mph (48.3 kph) in second gear, and 20 mph (32.2 kph) in first gear, subject to legal speed limits, will assist in running-in. However, avoid maintaining the same engine or road speeds for long

periods.

Vary your speed as much as is practicable and release the accelerator now and again. Do not allow the engine to labour, particularly when driving up steep hills; change down in good time, but bear in mind that changing down too soon can result in undesirably high engine speeds. After the first 1,000 miles (1,500 km) your Reliant Dealer will service your car free of charge. Correct attention at this first service will do much to ensure subsequent trouble-free motoring.

## Routine maintenance

Regular and conscientious routine inspection, maintenance, lubrication and, in general, planned servicing of your Scimitar GTE are absolutely essential to ensure trouble-free motoring.

It is recommended that the routine maintenance and inspection of your vehicle should be entrusted to your Scimitar Dealer, who has the experience which comes only from the close association with this vehicle. Certain items of maintenance require special equipment and these, of course, must be carried out by your Dealer

at periods prescribed. Neglect of even the simplest item can have serious consequences.

The services recommended in this section of the handbook have been developed for your vehicle.

Your Reliant Scimitar Dealer is well equipped for routine servicing, but for those owners who wish to carry out this work themselves, then complete information will be found in the following pages. Lubrication is absolutely vital for your vehicle. Only the high quality





**Operation** *continued*

	Weekly	600m (1,000 km) Free service	3,000m (5,000 km) Supplementary service	6,000m (10,000 km) Standard service	12,000m (20,000 km) Major service	18,000m (30,000 km) Standard service	24,000m (40,000 km) Major service	30,000m (50,000 km) Standard service	36,000m (60,000 km) Major service
Check oil and water leaks		X		X	X	X	X	X	X
Check all controls, lights, horn, instruments, etc.	X	X	X	X	X	X	X	X	X
Check headlamp alignment				X	X	X	X	X	X
Check washer reservoir and top up	X	X	X	X	X	X	X	X	X
Check external condition of exhaust system				X	X	X	X	X	X
Check and, if necessary, renew windscreen wiper blades					X		X		X
Check and top up power steering pump reservoir				X	X	X	X	X	X
Automatic transmission – adjust intermediate band									X
<b>Road test</b>									
Check brake function		X	X	X	X	X	X	X	X
Adjust ignition timing and dwell angle		X		X	X	X	X	X	X
Adjust carburettor – <b>Warning:</b> Emission controlled carburettors require special attention		X		X	X	X	X	X	X

**Routine maintenance – checks**

**Engine oil level**

Ensure that the car is standing on level ground, and withdraw the engine dipstick, located on the left-hand side of the engine.

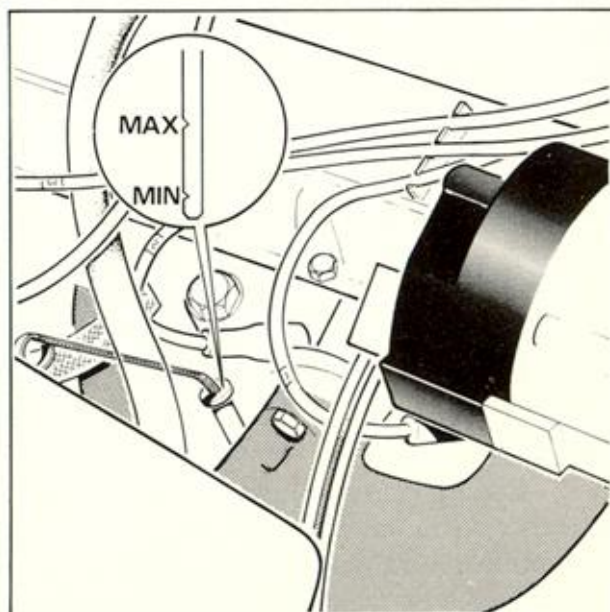
**(Figure 24.)**

Wipe the dipstick with a clean rag, replace, and again withdraw. The oil level will be shown by the mark left by the oil on the lower end of the dipstick. There are two marks on the dipstick; **maximum** and **minimum**. Top up with the recommended grade of engine oil to the maximum mark.

**Note:** The distance between the **max** and **min** markings on the dipstick represents 1.14 litres (2 pints) of oil. (See lubrication chart **page 24.**)

You can either carry out this operation yourself or alternatively, get into the habit of having your oil level checked whenever you stop at a service station for petrol. All

**Figure 24** Engine oil level dipstick



reputable service stations carry out this service willingly, and stock the requisite grades of oil.

### Coolant level

Remove the filler cap only when **cold**. Remember if you have to top up the coolant, use an anti-freeze solution as well as water if you already have anti-freeze in the system. Fill the system to the level of the overflow pipe in the filler neck and replace the cap. (**Figure 25.**) Ensure that coolant is in the overflow bottle. When the engine is cold the overflow bottle should be approximately  $\frac{1}{3}$ rd full. When warm the coolant will expand into the overflow bottle and siphon back as the engine cools.

### Tyre pressures

The pressures should be checked while tyres are cool, otherwise misleading readings may be obtained. A weekly check must be considered the absolute minimum. Ensure that all valve caps are in position. Inspect tyres for any signs of damage. Flints, etc., should be removed from the tyre tread, if neglected they may work through the cover. Any oil or grease which may get onto the tyres should be cleaned off by using petrol sparingly. Do not use paraffin which has a detrimental effect on rubber.

The pressures, recommended by the manufacturer, should be strictly adhered to as follows:

#### Normal load

Front 1.69 kg/sq. cm (24 lbs/sq. in)

Rear 1.69 kg/sq. cm (24 lbs/sq. in)

#### Fully laden

Front 1.69 kg/sq. cm (24 lbs/sq. in)

Rear 1.69 kg/sq. cm (24 lbs/sq. in)

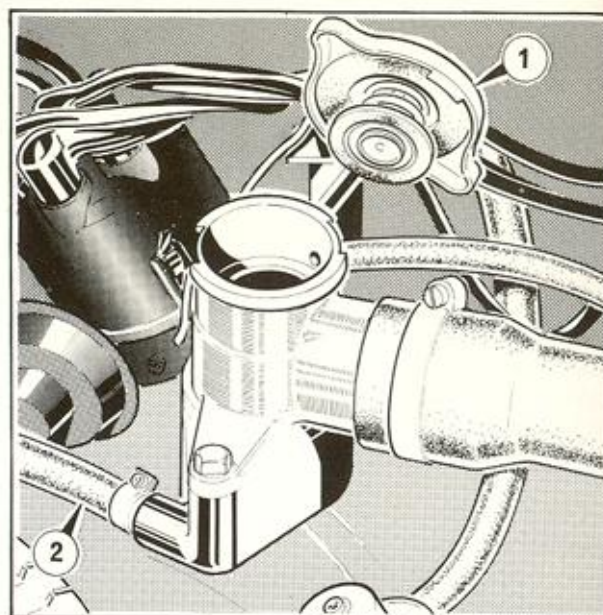
For sustained speeds in excess of 85 mph (137 kph) pressures should be increased by 0.42 kg/sq. cm (6 lbs/sq. in) on the above figures.

### Fuel

Check that there is ample petrol in the tank for any trip you are about to make. The petrol level is indicated on the fuel gauge, which becomes operative as soon

**Figure 25** Radiator filler cap

- 1 Filler cap
- 2 Overflow tube



as you switch on the ignition. The fuel tank has a capacity of 91 litres (20 imperial gallons). The warning light display instrument includes a light that is illuminated when the petrol level in the fuel tank has dropped to 9.1 litres (2.0 imperial gallons). The filler cap is situated centrally at the rear of the body. (**Figure 13.**)

Always use a recommended petrol of the correct grade. Your engine is fitted with a high compression head. It is adjusted to run on a 97 octane fuel (British Standards 4-star rating). If a lower octane fuel is used between 88 (2-star rating) and 95 (3-star rating) – retard the distributor setting 4°

### Checking the battery

The battery is located in the engine compartment. The correct electrolyte level is given when the lid of the battery is lifted and distilled water is added until the trough in the cover is full. Closing the lid will top up each cell automatically. **Use only distilled water.** Under no circumstances should ordinary tap water be used. At the same time be sure that the battery connections are tight. The terminals should be given a light coating of petroleum jelly.

Keep the top of the battery clean. As a precautionary measure, wipe it over periodically with a rag moistened in ammonia, in order to neutralise any acid on the battery surface.

If the battery is at any time disconnected, ensure that it is re-connected with the **negative** terminal earthed.

### Lighting system

It is a wise precaution to check the lighting system at least once a week, or before starting on a trip. This is simply a matter of operating the appropriate controls (lighting switch; dip switch; turn indicator lever and headlamp flasher; panel light switch; stop lamps), and ensuring that all lighting components are in full working order.

### Windscreen washer

The windscreen washer reservoir, located on the bulkhead in the engine compartment, should be checked regularly. It is not possible to empty the container with the pump. Refilling is necessary when the water level has fallen below the level of the pump. **Do not continue to operate the switch after the available water has been used up otherwise damage may be caused to the unit.** Refilling the container will restore normal operation of the unit. Denatured alcohol (methylated spirits) must **not** be used. The use of this chemical will discolour the paintwork.

### Adjusting windscreen washer jets

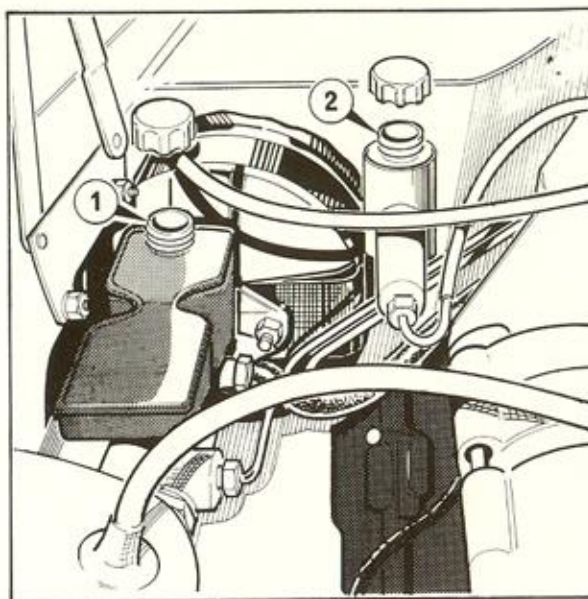
With a screw-driver turn the jet nozzle in the jet holder until the jets of water strike the windscreen in the area swept by the wiper blades. It may be necessary to adjust the nozzle slightly after a trial on the road due to jets of water being deflected by the air stream.

### Cleaning the jet nozzles

To clear a blocked jet nozzle completely unscrew the nozzle from the jet holder. Clear the small orifice with a piece of thin wire or blow out with compressed air; operate the washer with the nozzle removed. Allow the water to flush through the jet holder and then replace the nozzle.

**Figure 26** Hydraulic fluid reservoirs

- 1 Brake fluid reservoir
- 2 Clutch fluid reservoir



### Hydraulic fluid reservoir

The correct level for the hydraulic fluid is indicated on the outside of the reservoir, located on the servo unit. (**Figure 26.**) The transparent reservoir enables the actual fluid level to be readily established. Do not allow the fluid level to fall below the 'minimum' mark indicated. Top up as necessary.

**Important:** Top up the reservoir with the recommended brake fluid when necessary. See chart on **page 24**. Use no other fluid otherwise seals may be damaged and cause brake failure. Before removal of the cap on the reservoir, wipe both the reservoir and the cap with a clean, dry cloth to ensure that no dirt enters the system.

**It is essential to ensure that the hydraulic fluid is uncontaminated by dirt or through any other cause.**

## Lubrication Chart (British Isles)

(Not listed in order of preference)

	BP	Castrol	Duckhams	Esso	Mobil	Petrofina	Shell	Texaco
<b>Engine</b>	Super Viscostatic 20W/50	GTX	Q Motor Oil all temps. U.K.	Esso Uniflo or Esso Extra 20W/50	Mobiloil Super or Mobiloil Special 20W/50	Fina Supergrade 20W/50	Super motor oil 20W/50 or X.100 20W	Havoline Motor oil 20W/50
<b>Engine</b> Oils for use in temperatures below +32°F (0°C)	10W/40	Castrolite	10/30	Esso Extra 10W/30	Mobiloil Super 10W/50	Super Fina Supergrade 10W/30	Super motor oil 10W/30	Havoline Motor oil 10W/30
<b>Gearbox</b>	BP Gear Oil SAE 80 EP	Castrol Hypoy Light	Hypoid 80	Esso gear oil GX 80	Mobilube HD 80	Fina Pontonic MP SAE 80	Sprax 80 EP	Multi-gear lubricant EP 80
<b>Rear axle</b>	BP Gear Oil SAE 90 EP	Castrol Hypoy	Hypoid 90	Esso gear oil GX 90/140	Mobilube HD 90	Fina Pontonic XP90/140	Spirax 90 EP	Multi-gear lubricant EP90
<b>Rear wheel bearings and front hub</b>	Energrelase L2	Castrol LM Grease	LB 10 Grease	Multi-purpose grease H	Mobilgrease MP or Mobilgrease Super	Fina Bentex A3	Retinax A	Marfak all-purpose grease
<b>Chassis</b>	Energrelase L21M	Castrol MS3	LBM 10 Grease	Multi-purpose grease (moly) Super	Mobilgrease MP or Mobilgrease Super	Fina Marson LM2	Retinax AM	Molytex Grease 2
<b>Automatic transmission* and power steering</b>	Autran B	TQF	Q-matic	ATF	ATF 210	Purifmatic 33F	Donax T7	Texamatic 6991 Type F
<b>Brake and clutch fluid reservoirs</b>	Hydraulic fluid to Specification J.1703A, e.g. Lockheed Super 105 Hydraulic fluid or Castrol Girling Universal Brake and Clutch fluid							
<b>Anti-Freeze</b> Smiths Bluecol AA	BP Anti-freeze	Castrol Antifreeze	Duckhams Universal Antifreeze	Esso Anti-freeze	Mobil Permazone	Thermidor Antifreeze	Shell Anti-freeze	Regent PT Antifreeze

\* The fluids quoted are suitable for topping up purposes only.



## Routine maintenance – lubrication

### Grease gun points

The grease gun nipples, indicated in **Figure 27**, should be well cleaned of dirt and old grease before application of a high pressure grease gun. Use only the grease shown on the lubrication chart on **page 24**.

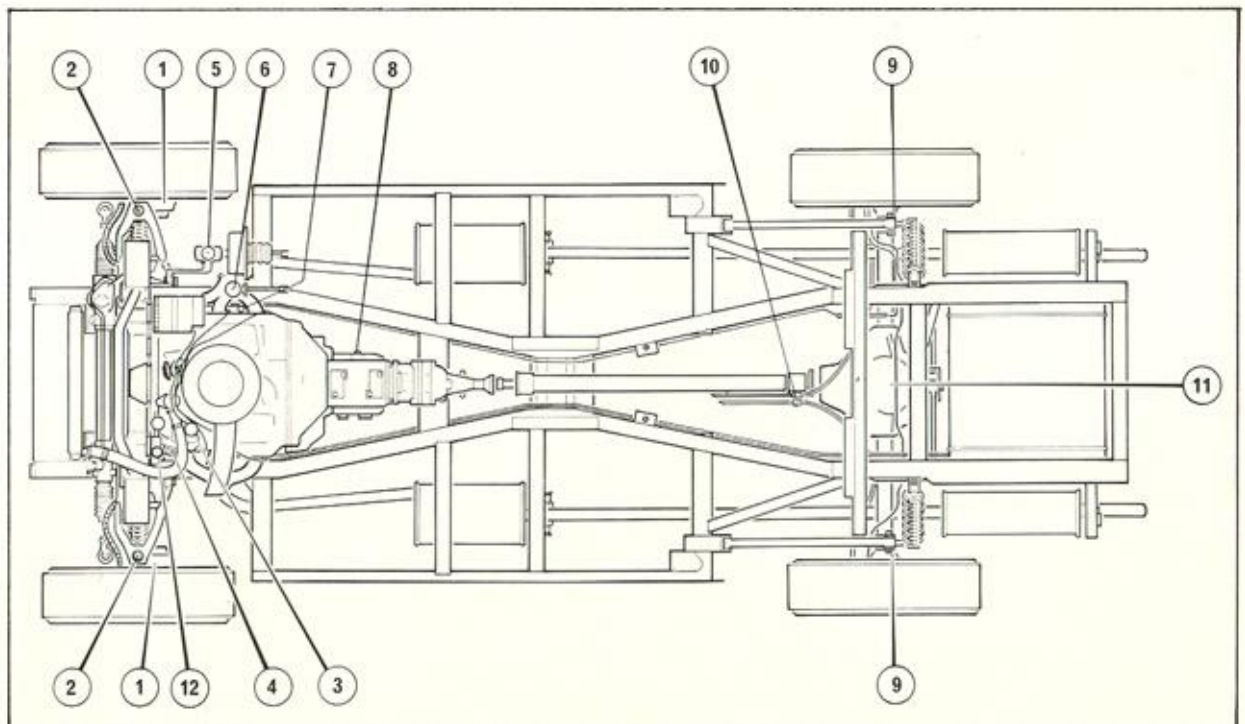
### Engine oil change

Oil changes are very important during the running-in period. The first change should be made at 1,000 miles (1,500 km), then at 6,000 miles (10,000 km) intervals. If, however, the engine oil appears fouled before the normal servicing period is reached, the engine should be refilled with new oil and the filter renewed. Draining of the sump will be greatly facilitated if carried

out when the car has just completed a run, and the oil is warm and will therefore flow more readily. Allow to drain thoroughly. Care should be taken to ensure that no dirt or grit enters the sump whilst the drain plug is removed (**Figure 28**), or when it is being refitted. Clean the plug thoroughly and check the condition of the washer. If damaged the washer should be replaced otherwise oil leaks may result. Screw the plug in tightly. Refill with the specified lubricant. The capacity is 5 litres (8.8 pints). A flushing oil can be used to advantage on engines which have done considerable mileage, and particularly if the 6,000 mile (10,000 km) intervals have not been adhered to.

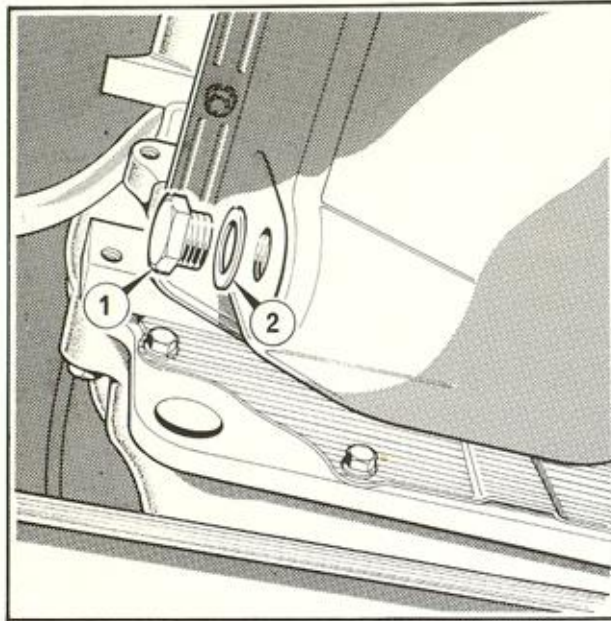
**Figure 27** Lubrication points

1 Front hub	Repack	7 Automatic transmission	Top-up fluid
2 Upper wishbone ball joint and lower trunnion	Grease	8 Gearbox	Oil
3 Engine oil filler cap	Oil	9 Rear wheel bearings	Grease
4 Engine oil filter	Renew	10 Handbrake cables	Grease
5 Brake hydraulic fluid reservoir	Top-up fluid	11 Rear axle	Oil
6 Clutch hydraulic fluid reservoir	Top-up fluid	12 Power steering fluid reservoir	Top-up fluid



**Figure 28** Sump drain plug

- 1 Plug
- 2 Gasket

**Engine oil filter change**

The oil filter should be renewed as and when necessary, but at least every 6,000 miles (10,000 km). For location of the oil filter see **Figure 29**; it is screwed into a boss cast on the crankcase wall. The thread is the normal right-hand thread. The correct replacement oil filter is 'R' Part No. 209785.

**Oil filler cap**

The oil filler cap is located at the forward end of one valve rocker cover. The cap is a push-pull fit. The oil filler cap contains a wire gauze element and should be washed in clean paraffin every 6,000 miles (10,000 km). Dip the cap in clean oil and wipe thoroughly before refitting.

**Gearbox oil level (Overdrive model)**

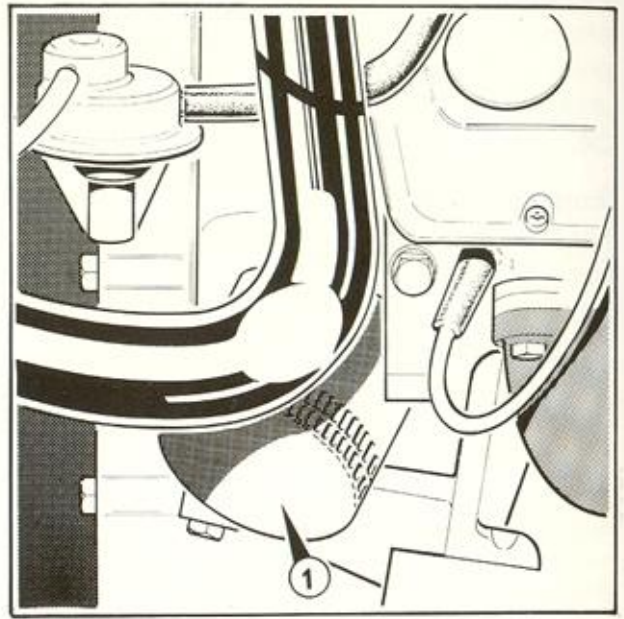
Remove the filler/level plug to top up the oil level (**Figure 30**). For the specified lubricant see **page 24**.

**Gearbox oil change (Overdrive model)**

Drain and refill the gearbox/overdrive at the first 12,000 miles (20,000 km) service and at subsequent 12,000 miles (20,000 km) intervals and top-up at intermediate 6,000 miles (10,000 km) intervals.

**Figure 29** Engine oil filter

- 1 Oil filter



Ensure that the vehicle is standing on level ground and, preferably, carry out the oil change while the oil is hot, in order to ensure maximum drainage. Remove the gearbox drain plug and the combined filler/level plug. (**Figure 30**.) Ensure that complete drainage has been achieved. Replace the drain plug, and refill to the level of the filler/level plug. Replace the combined filler/level plug. Capacity of gearbox with overdrive 2.84 litres (5 pints).

**Automatic transmission fluid level**

Maintaining your automatic transmission only requires fluid for topping up. Periodic fluid changes are unnecessary and not normally recommended. At every 6,000 miles (10,000 km) interval check the fluid level, topping up if necessary.

Checking of the fluid level **must** be carried out as follows:

**1** Ensure the transmission fluid is at normal operating temperature. This will be achieved after a short run of approximately 2 to 4 miles, from cold.

**2** Drive the vehicle onto level ground and apply the handbrake.

With the engine at idling speed (i.e. approximately 600 rpm) and the handbrake

**Figure 30** Gearbox oil level and drain plug

- 1 Oil level/filler plug
- 2 Drain plug



and footbrake firmly applied, move the selector lever at least three times through all positions.

**3** Select 'P' and wait for approximately 1 to 2 minutes.

**4** With the engine still idling check the fluid level after wiping the dipstick. The location of the dipstick is shown in **Figure 31**. Topping up is effected via the dipstick tube using a filler tube.

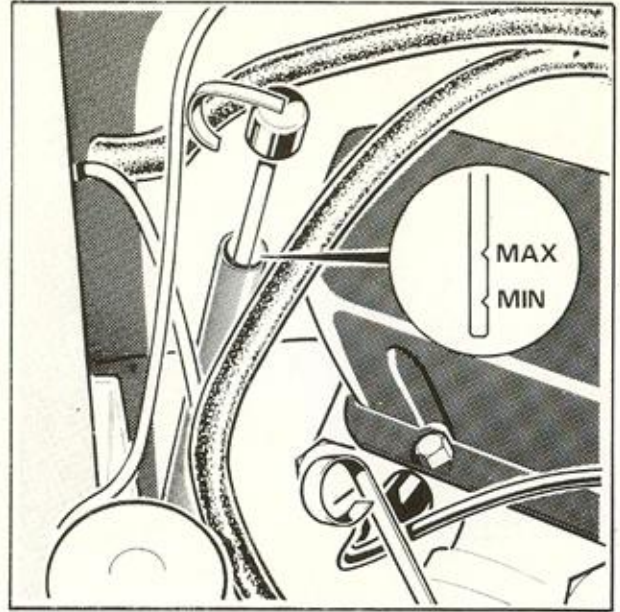
**Important:** The automatic transmission fluid to Ford Motor Company specification M2C-33-F is suitable for topping up purposes only. See lubrication chart on **page 24** for manufacturers equivalents. Every 36,000 miles (60,000 km) adjust the intermediate band.

Adjust the low and reverse bands as required.

#### Rear axle

The rear axle oil level should be checked by means of the combined filler and level plug. (**Figure 32.**) If necessary, add the recommended oil until the level reaches the level plug orifice.

The axle does not have a drain plug. The initial oil fill and the recommended oil for topping up the rear axle are formulated to

**Figure 31** Automatic transmission fluid level dipstick

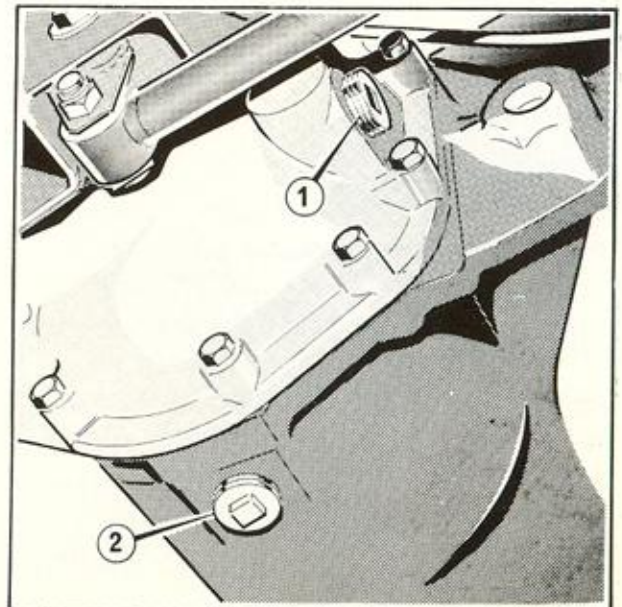
give a sludge free axle life.

#### Steering unit – manual

All steering connections are checked at the 1,000 miles (1,500 km) free service. The manual steering unit is of the rack and pinion type, friction damped. The unit

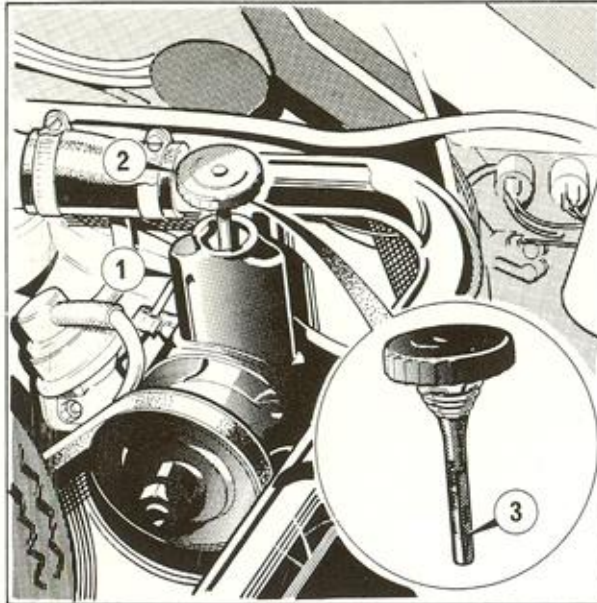
**Figure 32** Rear axle level/filler plug

- 1 Level/filler plug
- 2 Drain plug



**Figure 33** Power steering reservoir

- 1 Reservoir
- 2 Filler cap
- 3 Dipstick



requires no lubrication attention unless the rubber gaiters are damaged, when they should be replaced and each gaiter packed with 56.7 grams (2 ozs) of Retinax A or equivalent grease.

The gaiters should be inspected for wear at every 6,000 mile (10,000 km) service.

**Steering unit – power steering (if fitted)**

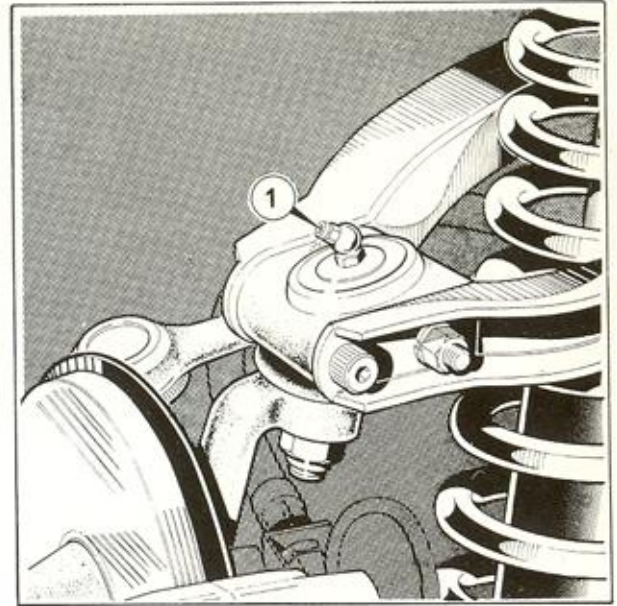
The steering unit fitted as part of the power assisted steering should require no lubrication attention unless the rubber gaiters are damaged or split due to wear. If a gaiter is replaced it should be filled with 0.06 litres (0.11 pints) of SAE 90 gear oil. The gaiters should be inspected for wear at every 6,000 miles (10,000 km) service.

**Power steering hydraulic pump (if fitted)**

The fluid reservoir is integral with the pump. **(Figure 33.)** It is important that absolute cleanliness is observed when replenishing with fluid as any foreign matter that enters may effect the hydraulic system resulting in poor performance of the steering rack. Clean around the filler cap and then remove the cap by turning anti-clockwise. Check

**Figure 34** Upper wishbone ball joint greaser

- 1 Greaser



the level of the fluid indicated on the dipstick attached to the filler cap. The level should be up to the 'full' mark when the system is warm. Top up the reservoir with the recommended fluid specified on **page 24.**

**Important:** If the fluid level is allowed to fall appreciably, the power assistance to the steering will be affected.

**Front suspension**

The front suspension should need little or no maintenance other than the lubrication of the upper wishbone ball joints and the lower trunnion, and at major maintenance periods the repacking of the front wheel bearings. Lubricating nipples are situated at the upper wishbone ball joints **(Figure 34)** and at the lower trunnion **(Figure 35).**

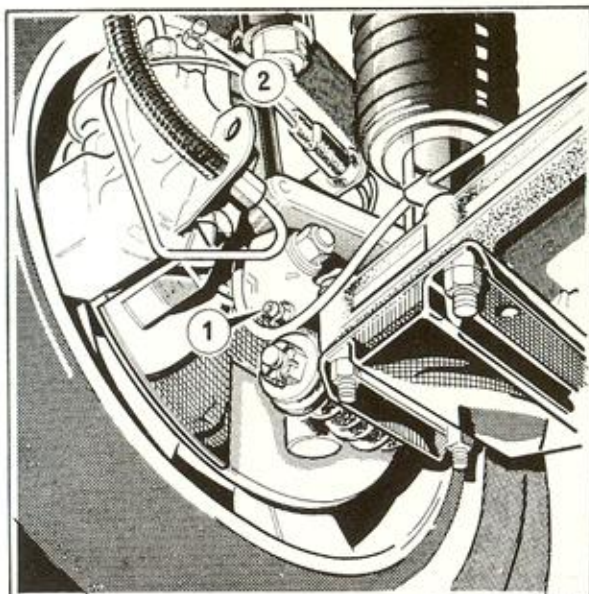
Apply three or four strokes of a grease gun at every 6,000 miles (10,000 km) service.

**Front wheel bearings**

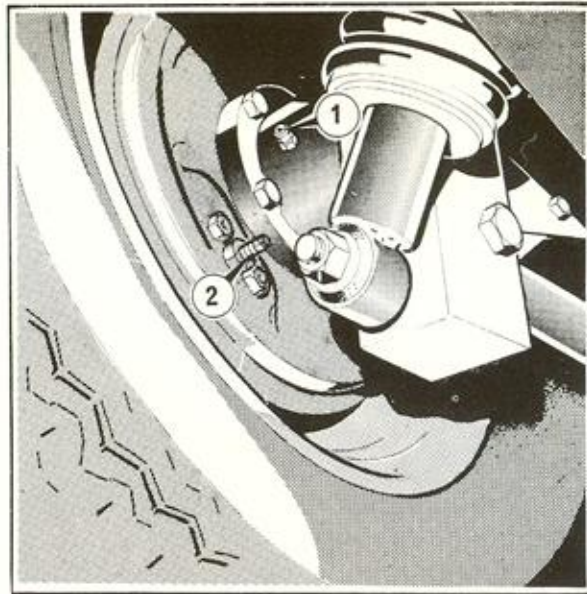
The front wheel bearings are lubricated by means of grease packed in the hub on assembly. Re-packing of the front wheel bearings should be carried out every 36,000 miles (60,000 km).

**Figure 35** Lower trunnion greaser

- 1 Greaser
- 2 Bleed screw

**Figure 36** Rear wheel bearing greaser

- 1 Greaser
- 2 Adjuster

**Rear wheel bearings**

The rear wheel bearings are lubricated by means of a grease nipple located on the hub. (**Figure 36.**) Three or four strokes of a grease gun are sufficient, applied at every 6,000 miles (10,000 km) service.

**Handbrake cable**

The handbrake cable is greased on assembly, but the cable inner should be periodically greased by means of the two grease nipples (**Figure 37**), and especially in adverse weather conditions, at the handbrake pulley and any areas of exposed inner cable.

**Distributor lubrication**

Remove the distributor cap by releasing the clips. Apply one or two drops of engine oil to the felt pad situated within the end of the cam spindle. Smear a thin film of Lithium based grease on the contact breaker cam. **Caution:** Do not over-lubricate any part of the distributor, otherwise lubricant may reach the breaker contacts, resulting in burning and difficult starting.

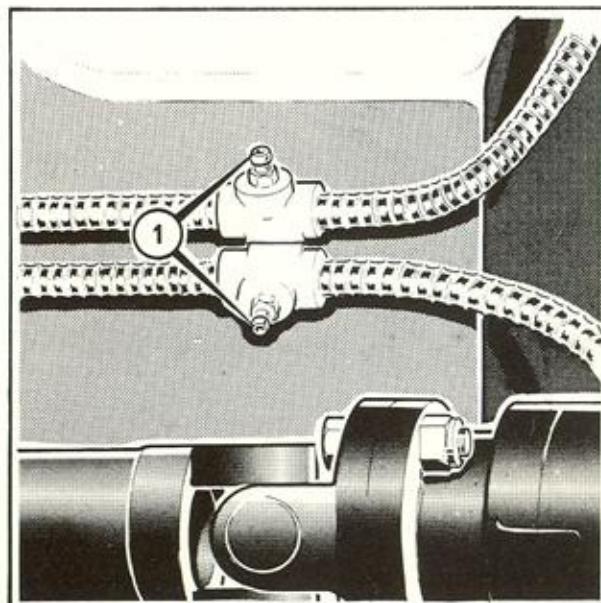
**Locks, hinges, linkages etc.**

Apply a few drops of light oil. When lubricating locks on doors and rear window this can be effected by lubricating the key and inserting it into the lock several times and turning.

**Do not** lubricate the ignition/steering lock.

**Figure 37** Handbrake cable greasers

- 1 Greaser



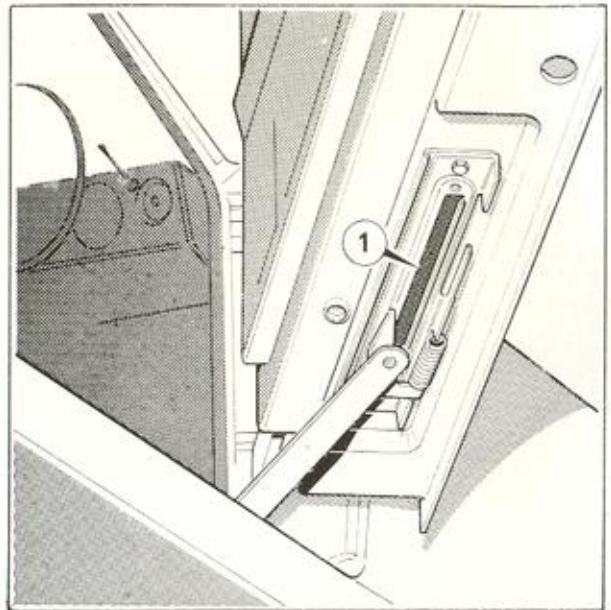
Ensure that all brake levers, pulleys and linkages are well lubricated with oil.

**Door check linkage**

The door check linkage mechanism is mounted on the lower face of the door, accessible when the door is open. Grease should be applied to the sliding section of the mechanism to maintain easy operation of the check linkage. (Figure 38.)

**Figure 38** Door check link

- 1. Sliding channel – apply grease



**Routine maintenance – adjustments**

**Cylinder head and manifold bolts**

The importance of correct tightening down of all cylinder head and manifold bolts cannot be over emphasised. For this reason it is the responsibility of your Reliant Scimitar Dealer to check the bolts for correct tightness at the 1,000 miles (1,500 km) free service, and at subsequent 6,000 miles (10,000 km) services. Although the checking of the cylinder head and manifold bolts and replacement of the cylinder head gaskets is best left to your Dealer, the owner can carry out the operations himself, providing he has the correct tools. Information regarding the tools and correct tightening down sequence and torque figures can be found in the Reliant Scimitar GTE Workshop Manual.

**Valve clearances**

The clearances should be checked when the engine is hot, preferably while the engine is running. The specified clearance is:

- Exhaust* 0.50 mm (0.020 in.) hot
- Inlet* 0.35 mm (0.013 in.) hot

To adjust, turn rocker retaining nut in a clockwise direction to reduce and anti-

clockwise to increase the clearance. Adjust valves in the following order and ensure that the correct clearance is used in relation to exhaust and inlet valves.

<i>Valves open</i>	<i>Valves to adjust</i>
1 and 6	7 (inlet) and 10 (exhaust)
8 and 11	4 (inlet) and 5 (exhaust)
2 and 3	9 (inlet) and 12 (exhaust)
7 and 10	6 (inlet) and 1 (exhaust)
4 and 5	11 (inlet) and 8 (exhaust)
9 and 12	2 (inlet) and 3 (exhaust)

**'V' belt adjustment**

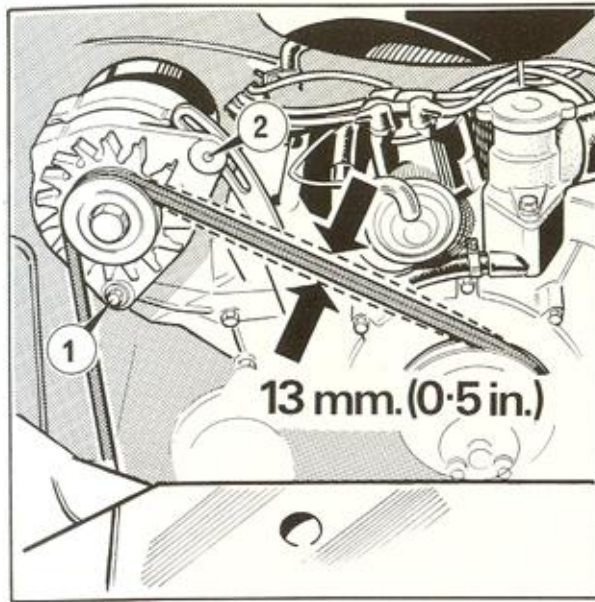
Regularly examine the alternator 'V' belt tension, which should allow 13 mm (1/2 inch) movement when the belt is pushed and pulled at a point midway between the alternator and engine pulley. (Figure 39.)

If required, adjust by slackening the alternator front lower mounting bolts and the front adjusting bolt. Move the unit to give the correct amount of tension and re-tighten the bolts.

If the belt is to be removed, release the mountings and move the alternator to the full extent of the slot in the bracket. It will be necessary to remove the auxiliary 'V' belt (if fitted) before the alternator belt can be

**Figure 39** 'V' belt adjustment – alternator

- 1 Front lower mounting bolt
- 2 Adjustment bolt



removed.

Fit the new belt and readjust to the correct tension.

#### Auxiliary 'V' belt (Power steering – if fitted)

The auxiliary 'V' belt is adjusted, in a similar manner to the alternator belt, by means of the power steering pump mounting bolts.

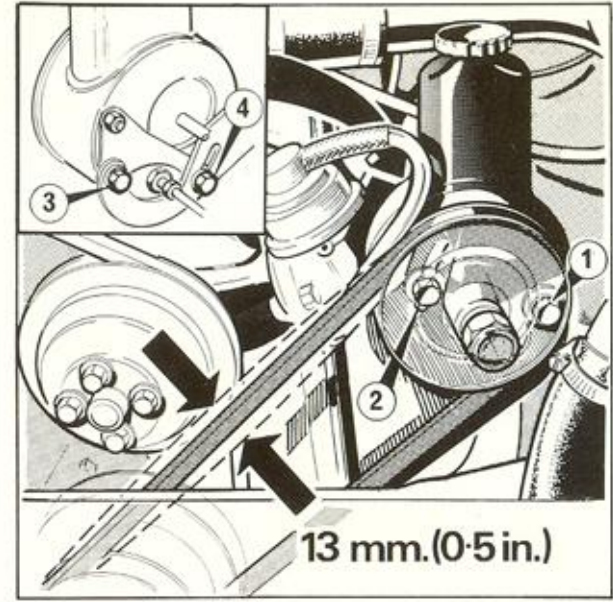
The front pivot bolt and adjustment bolt, shown in **Figure 40**, and the rear pivot and adjusting bolts, shown inset in **Figure 40**, should be released and the belt tension adjusted by pulling the body of the pump away from the engine.

When correctly tensioned it should be possible to depress the belt 13 mm ( $\frac{1}{2}$  inch) at a point midway between the pulleys. (**Figure 40.**) Re-tighten the mountings. The belt should be regularly examined for signs of wear. A worn or frayed belt should be replaced without delay.

If the belt is to be removed, slacken the adjustment bolts in the slots and the mounting bolts and press the body of the pump in towards the engine. Remove the belt. Fit the new belt and adjust to the

**Figure 40** 'V' belt adjustment – power steering

- 1 Front mounting bolt
- 2 Front adjusting bolt
- 3 Rear mounting bolt
- 4 Rear adjusting bolt



correct tension.

#### Brake adjustment

Servicing at the 1,000 miles (1,500 km) free service includes an examination of the braking system, adjustment of brakes; and bleeding the hydraulic system if necessary. No servicing is required for the front disc brakes.

The rear brake linings should be examined for wear at least every 6,000 miles (10,000 km). Owners making a high proportion of short journeys are recommended to include a brake lining check in a Supplementary service at 3,000 miles (5,000 km) intervals. Details of this Supplementary service appear on **pages 19-21**.

#### Rear brakes

Check and adjust brakes as follows:

- 1** Jack up the vehicle until one rear wheel is clear of the ground. (**Figure 55.**)
- 2** Remove the road wheel and fully slacken the brake adjuster. Remove the brake drum.
- 3** Check the lining material thickness. Linings that are bonded to the shoes must not be allowed to wear below  $\frac{1}{16}$ th of an inch in thickness. Rivetted linings should

**Figure 41** Rear brake adjuster

- 1 Rear hub greaser
- 2 Brake adjuster



be changed when the material wears within  $\frac{1}{32}$ nd of an inch of the rivet heads.

**4** If the linings are serviceable replace the brake drum, ensuring that it is re-aligned with the hub as originally fitted. Replace the road wheel and adjust as follows: Release the handbrake and whilst rotating the wheel turn the square headed adjuster spindle (**Figure 41**) until the shoes touch the drum when resistance will be felt.

**5** Slacken the adjuster two clicks, when the wheel should rotate freely. Spin the wheel as rapidly as possible and apply the brakes hard, in order to centralise the shoes in the drum. Repeat with the other rear wheel. Adjustment of the rear brakes automatically affects the handbrake.

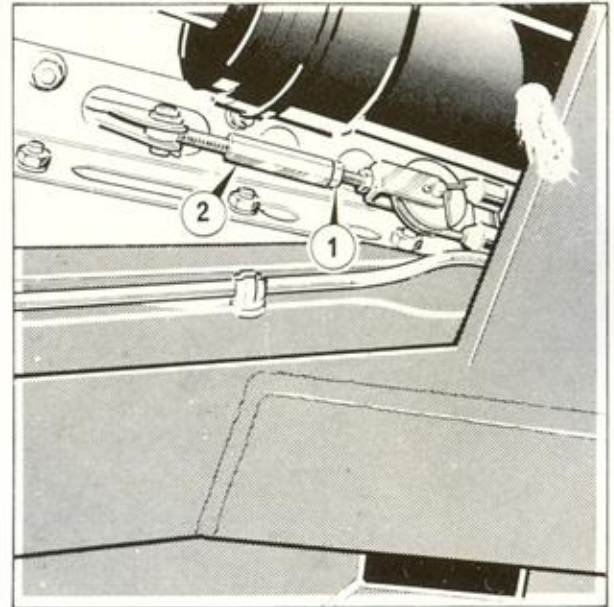
At the same time as the rear brake linings are being checked, examine the brake hydraulic cylinders. If there are any visible signs whatever of leakage past the seals, contact your authorised Scimitar Dealer immediately. The seals will probably require renewing.

**Front brakes**

The disc brakes fitted to the front wheels, require no manual adjustment, since they

**Figure 42** Handbrake adjuster

- 1 Locknut
- 2 Adjuster



are automatically self-adjusting. However, the brake pads should be inspected every 6,000 miles (10,000 km), in order to determine the amount of lining wear. To examine the brake pads, remove the road wheel and measure the distance between the contact face of the disc and the adjacent face of the brake pad support plate to which the lining material is attached.

Ask your authorised dealer to renew the pad if measurement of the pad lining shows that the thickness of the lining has been reduced to no less than 3.18 mm ( $\frac{1}{8}$ th of an inch). The correct pads having the warning light indicators incorporated are only available from Reliant Scimitar Dealers, 'R' Part No. 91715.

**Handbrake adjustment**

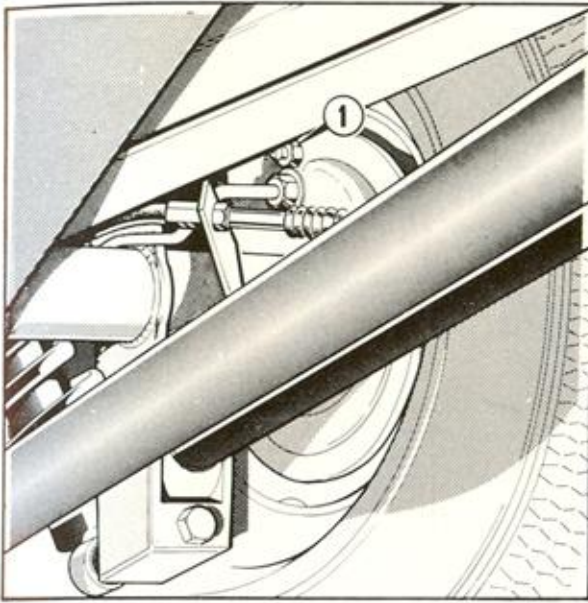
Before adjusting the handbrake cable, always adjust the rear brakes. To adjust the cable:

- 1** Ensure the handbrake lever and cable inner are in the OFF position.
- 2** Slacken off the locknut shown in **Figure 42**. Adjustment can then be effected by means of the main adjuster until all slack is



**Figure 43** Rear brake bleed screw

1 Bleed screw



taken out of the cable linkage. Re-tighten the locknut securely.

The handbrake operates mechanically and is quite independent of the hydraulic system. It operates the rear brakes through levers incorporated in the brake backplate

### Bleeding the brake hydraulic system

Bleeding – elimination of air from the hydraulic system – should be necessary only when any part has been disconnected or damaged; or if the fluid level in the master cylinder reservoir has fallen so low that air has been introduced into the system.

The apparatus needed to bleed the hydraulic system consists of a clean glass jar containing some brake fluid and a length of rubber pipe of sufficiently small diameter to fit tightly over the bleed nipple. An assistant will be required to pump the brake pedal. Locate the bleed screw on the nearside rear wheel backplate (**Figure 43**). Remove the rubber dust cover, fit the tube over the bleed nipple, and unscrew it about  $\frac{3}{4}$  of a turn.

Immerse the free end of the tube in the fluid contained in the glass jar. The operation of the brake pedal is important. The pedal should be depressed slowly

throughout the full stroke and allowed to return unassisted. There should be a pause of three or four seconds and the action repeated until the fluid expelled is free from air bubbles. Tighten the bleed nipple without excessive force, ensuring that this is done during a downward stroke of the brake pedal. Remove the bleed tube and replace the rubber dust cover. This action should be repeated until air is dispelled at each bleed screw, working from nearside rear to offside rear followed by nearside front and offside front. Always remove the floor mat or any other object which may obstruct the full stroke of the pedal.

The master cylinder is fitted with a pressure differential warning valve incorporating a switch that automatically indicates any hydraulic pressure drop in the brake system by illuminating the 'brake system failure' light on the warning light display instrument.

A slight variation of the above procedure would be to simultaneously bleed both front and rear brakes on one side of the vehicle, e.g. O.S. front and O.S. rear together then N.S. front and N.S. rear together. This method can be employed if difficulties are encountered.

During the process of bleeding always ensure that the level of fluid in the master cylinder reservoir is maintained with fresh fluid, not that which has been bled from the system. Scrupulous cleanliness must be observed at all times. Use only the recommended hydraulic fluid, see **page 24**. Never under any circumstances use fluid that has been previously bled from a system to top up the master cylinder reservoir, as it may be aerated, have too much moisture content and possibly be contaminated.

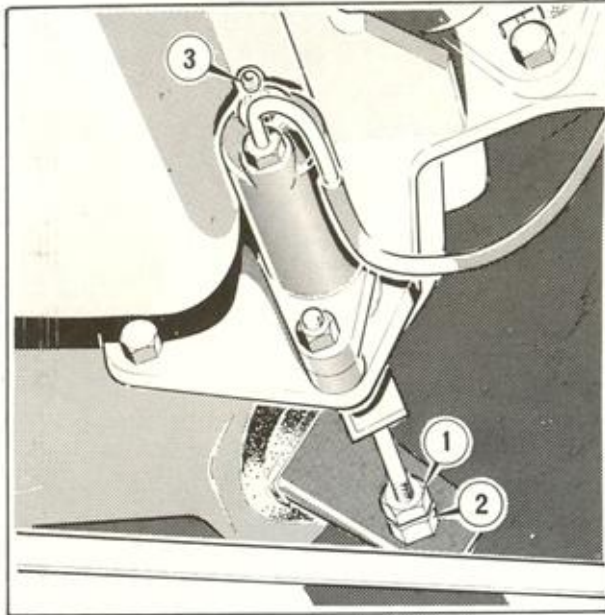
**Note:** At 36,000 miles (60,000 km), or every 3 years, the hydraulic fluid should be changed. The fluid may slowly, over prolonged use, absorb moisture and this can lead to brake failure.

### Clutch adjustment (Overdrive model)

When the clutch mechanism is correctly adjusted, there should be just perceptible clearance between the pedal push rod and the master cylinder piston.

**Figure 44** Clutch adjustment

- 1 Locknut
- 2 Adjuster nut
- 3 Bleed screw



clearance of 1.6 mm ( $\frac{1}{16}$ th of an inch) between the clutch release arm and the operating cylinder push rod; and the pedal should return to its stop without any sign of hesitation. All adjustments can be quickly checked at the clutch pedal. Very slight movement of the pendant-type pedal should be sufficient to take up the initial clearance between push rod and master cylinder piston.

There should be approximately 13 mm ( $\frac{1}{2}$  inch) to 19.5 mm ( $\frac{3}{4}$  inch) free travel before the clutch begins to be released.

To adjust, slacken the operating rod locknut and turn the domed adjusting nut. Turning in a clockwise direction increases the free movement, turning anti-clockwise reduces it. Ensure that the locknut is fully tightened after adjustment. **(Figure 44.)**

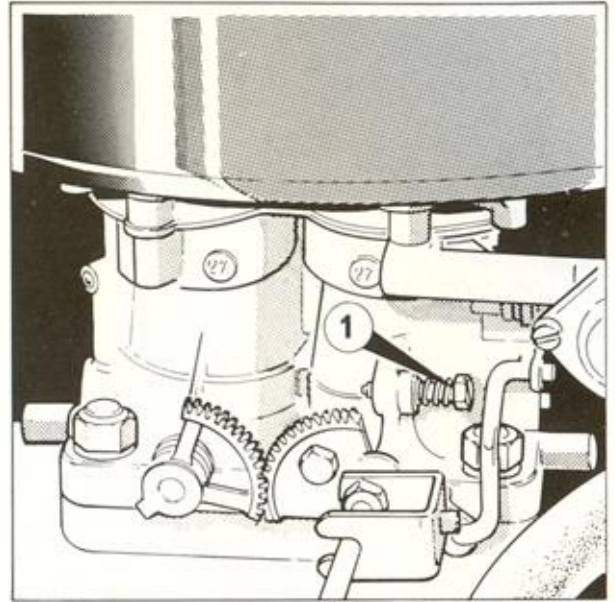
The clutch hydraulic system should not normally require attention, or bleeding, unless any part of the system has been dismantled.

### Carburettor

Your vehicle has a carburettor conforming to European regulations for Emission control. This carburettor, pre-set to give

**Figure 45** Carburettor adjustment screw

- 1 Idle speed screw



acceptable CO emission, has tamperproof seals on the idle mixture screws to prevent unqualified persons from making adjustments which could increase emissions above a pre-determined level, either through lack of understanding or essential measuring equipment.

### Adjustment of slow running

**This is the only adjustment within the scope of the 'owner' without specialised equipment.**

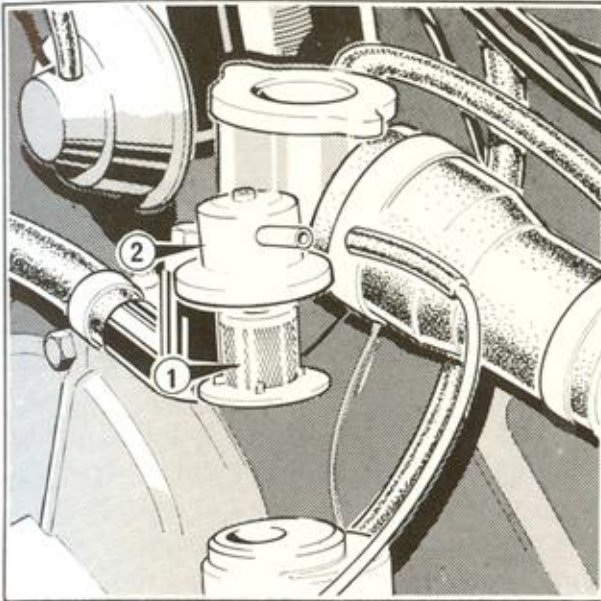
Any adjustments made without the necessary specialised equipment, or the damaging of tamperproof seals, will result in the vehicle failing to comply with Emission legislation.

#### Procedure:

- 1** Warm up the engine to the normal operating temperature.
- 2** Stabilise the engine by running it at 3,000 rpm for approximately 30 seconds, then allow the engine to idle.
- 3** Adjust the idle speed screw, see **Figure 45**, to achieve the correct idling speed of 800 rpm. Clockwise rotation of the screw will increase engine speed, anti-clockwise rotation decreasing the engine speed.

**Figure 46** Fuel pump and filter

- 1 Filter element
- 2 Pump upper body



If satisfactory performance cannot be obtained from this adjustment, then the necessary tuning or servicing of the carburettor **MUST** be carried out by an authorised Reliant Dealer.

#### Fuel pump filter

The fuel pump filter (**Figure 46**) should be cleaned every 6,000 miles (10,000 km), as follows:

Mark the upper and lower body to ensure correct re-alignment during assembly. Pull the pipe from the pump inlet tube, remove the screw and lift off the sediment bowl. Remove the seal and filter and clean in petrol, blow out with an air line. Replace the filter, seal and sediment bowl, securing with the screw, ensuring correct alignment.

#### Air cleaner

To clean the paper element, remove the top cover secured by two nuts, and withdraw the element. (**Figure 47.**) Hold the element vertically and gently tap against a smooth surface until dirt and dust are dislodged. The paper element should be renewed every 12,000 miles (20,000 km). The correct replacement air cleaner element

**Figure 47** Air cleaner

- 1 Element
- 2 Top cover



is 'R' Part No. 210194.

#### Emission control valve

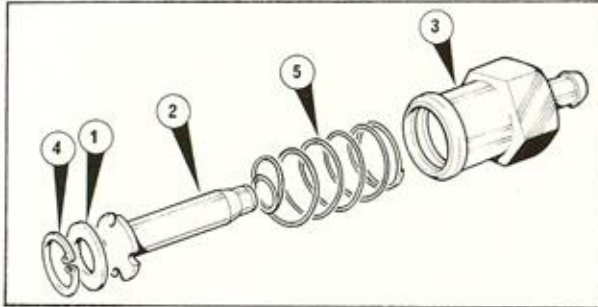
The emission control valve should be cleaned every 6,000 miles (10,000 km) or whenever the engine oil is changed. To remove the emission control valve disconnect the hose and pull the valve out of its grommet in the right-hand rocker cover. Do not try to run the engine with the hose disconnected from the control valve, as the fuel mixture strength will be excessively weakened. Dismantle the valve (**Figure 48**) by removing the circlip (4) and extract the valve seat (1) valve (2) and spring (5). Wash the components in petrol to remove any sludge or lacquer that may be present. Reassemble the components in the reverse order to removal and refit the circlip. Push the valve back into its grommet in the rocker cover and reconnect the hose.

#### Distributor – contact breaker adjustment

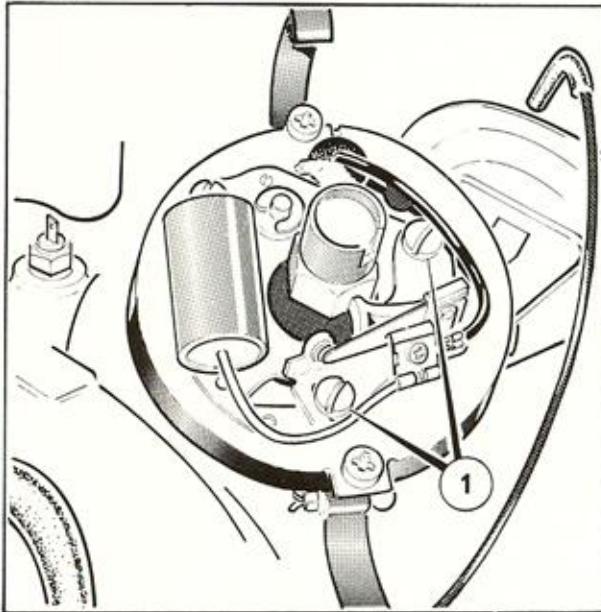
The contact breaker points should be checked and adjusted every 6,000 miles (10,000 km). The contact breaker gap setting should be such that, when the

**Figure 48** Emission control valve

- |              |                 |
|--------------|-----------------|
| 1 Valve seat | 4 Circlip       |
| 2 Valve      | 5 Valve seating |
| 3 Body       |                 |

**Figure 49** Distributor – general view

- 1 Locking screws



contact breaker heel of the moving contact is on the highest point of the cam, there is a gap of 0.64 mm (0.025 inches). This is effected by slackening the two locking screws (**Figure 49**), on the fixed contact plate and moving it until the correct gap is obtained, using a feeler gauge. Tighten the locking screws securely. Re-check the gap to ensure that there has not been any variation during locking. Re-adjust if necessary.

Check the condition of the points and fit a new set if the contacts are worn or burnt. Contacts showing a greyish colour and only slight signs of pitting need not be

renewed. Points which have become dirty or contaminated with oil or grease should be cleaned with a stiff brush and carbon-tetrachloride.

When refitting the rotor arm ensure that it fits squarely on the cam spindle with the slot and lug in line. Press the rotor into position so that the lower face abuts the cam.

Check that the high tension leads are securely retained in the distributor cap and then refit the cap.

### Sparking plugs

The sparking plugs are Motorcraft AGR 22 and should be set to a gap within a range of 0.59 to 0.70 mm (0.023 to 0.028 inches). Provided the carburettor mixture is correct, a set of plugs will serve for at least 6,000 miles (10,000 km) without attention. When attention is necessary, however, the plugs should be cleaned on a machine such as is installed in most modern garages. Keep the points in a clean condition, and ensure that the plug is firmly screwed home. When adjusting sparking plug gaps, the central electrode must not be moved. Always lever the earth electrode as necessary to obtain the required gap. Ensure that the plug threads and the seating face in the cylinder head are clean before replacing the plug.

The sparking plugs should be renewed, in sets, every 12,000 miles (20,000 km). Your Dealer will stock 'R' Part replacement plugs, Part No. 210166.

### Front wheel tracking

The toe-in, camber and castor angles should be checked together with rear wheel to front wheel alignment at the 1,000 miles (1,500 km) free service and thereafter at every 12,000 miles (20,000 km) interval. These checks should be carried out by your Reliant Scimitar Dealer since specialised equipment is necessary in order to carry out this operation accurately.

Your Scimitar toe-in adjustment should be zero.

Camber angle 0° to 1° positive.

Castor angle 2° 40' positive – manual steering.

Castor angle 11° positive – power steering.

## Cooling system

The engine is water cooled, effected by a circulating pump driven by a 'V' belt from the engine pulley. The cooling is assisted by an independent electric fan thermostatically controlled by a sensor unit to operate only when the radiator coolant temperature rises above 80°C.

The cooling system is pressurised and great care must be taken when removing the filler cap if the system is hot as the pressure released could blow out steam and boiling water with the possibility of severe scalding. In winter, anti-freeze must be added to the water in the system to prevent damage to the block and radiator in severe weather conditions through freezing. Before adding anti-freeze solution the cooling system must be drained and flushed through by inserting a hose in the filler orifice and allowing water to flow through until clean. The cylinder block and radiator drain plugs are indicated in **Figures 50** and **51**. Refit the drain plugs

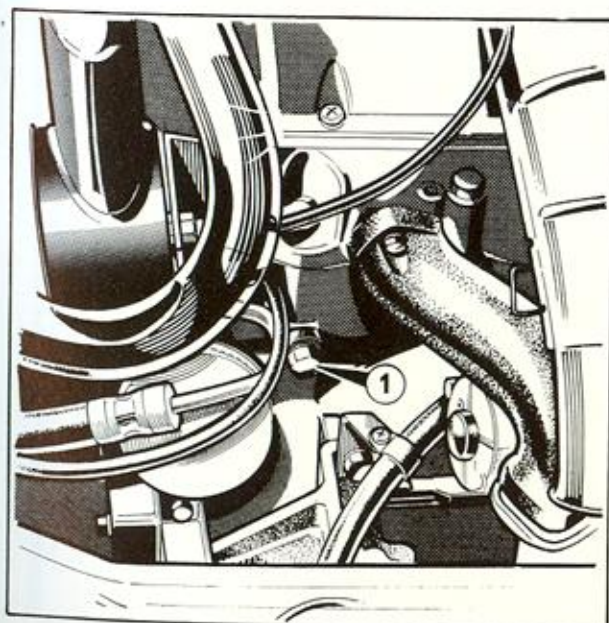
and refill the system with 20% to 30% anti-freeze solution to specification BS 3151 or 3152. (**See Page 24.**)

It is permissible, with modern anti-freeze formulation, to leave the anti-freeze solution within the cooling system throughout a twelve month period provided the protection afforded by the mixture, at the onset of winter, has not been reduced by topping up the coolant with water in the summer months. The degree of protection can be tested by means of a hydrometer. A 30% concentration solution should give a specific gravity reading of 1.050, affording protection down to -16°C (+3°F). A lower reading requires the system to be refilled with the correct concentration of anti-freeze.

When refilling the cooling system the hose to the temperature controlled automatic choke on the carburettor should be disconnected. When water flows from the hose it should be reconnected. This will

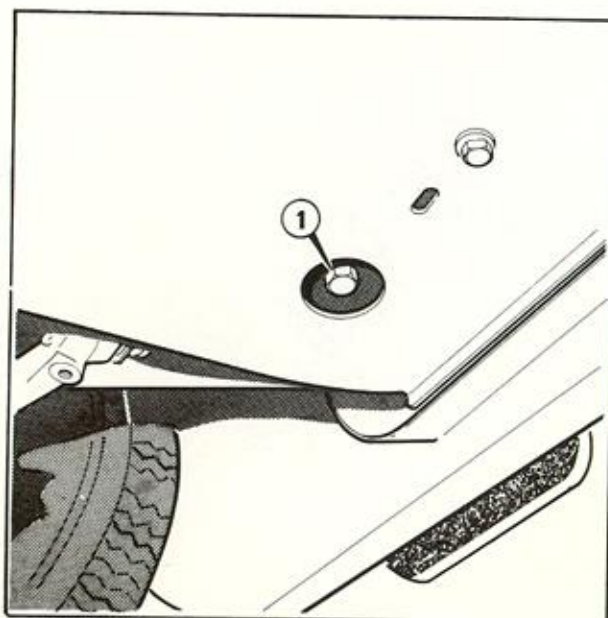
**Figure 50** Cylinder block drain plug

1 Drain plug



**Figure 51** Radiator drain plug

1 Drain plug



prevent air being trapped at the highest point in the system and minimise the possibility of air locks forming. Fill the system to the level of the overflow tube in the filler neck and ensure that when the system is cold the overflow bottle is at least  $\frac{1}{3}$ rd full.

The addition of an anti-freeze solution

gives rise to greater danger of seepage through inadequate joints. After anti-freeze has been added, therefore, it is always a wise precaution to re-examine the hoses, clamps, and cylinder heads, for any signs of leakage. Total capacity of cooling system 9.65 litres (17 imperial pints).

## Wheels and tyres

### Spare wheel

The spare wheel is located in the engine compartment. Unscrew the retaining bolt to remove. (Figure 52.)

### Tool kit

The tools, held in a tool roll, are housed in the left hand storage compartment at the rear of the vehicle. (Figure 53.) The tool roll contains a lifting jack, jack handle, wheel brace and plug spanner. An auxiliary tool roll contains a dual purpose screw driver, 7 inch pliers, 3 open end spanners and an adjustable spanner.

### Jacking points

The recommended jacking points are

shown in Figures 54 and 55. The jack has a peg that locates in holes provided in the chassis at these points.

Never work under the vehicle when it is raised on a jack, unless a proper chassis stand is used to support the vehicle.

### Wheels and wheel nuts

The  $5\frac{1}{2}$ J x 14 wheels fitted as standard equipment are of the pressed steel disc type. Care must be taken when replacing the glass fibre wheel trims fitted to the standard equipment wheels, to ensure that the wheel trim is correctly located with the rubber spacer and plastic washer under the head of the wheel nut, as shown in Figure 56.

Figure 52 Spare wheel retainer

- 1 Retaining bolt
- 2 Rubber washer

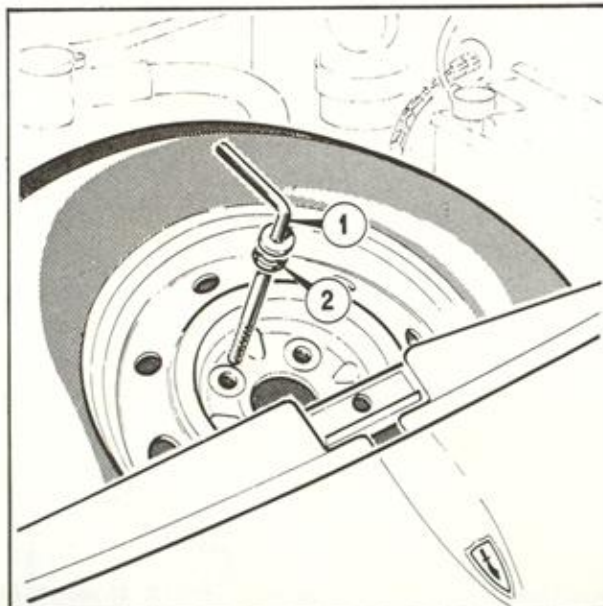


Figure 53 Tools

- 1 Jack handle
- 2 Tool roll – jack and wheelbrace
- 3 Tool roll – auxiliary tool kit



The wheel nuts used with the optional alloy wheels have captive washers and a special wheel brace is supplied.

When checking wheel nuts for tightness do not use an extension, as ordinary pressure exerted on the handle of the tool supplied with your vehicle is quite sufficient. If a torque spanner is used to tighten the wheel nuts the correct torque figure is 6.22-6.91 kg m (45-50 lbs ft).

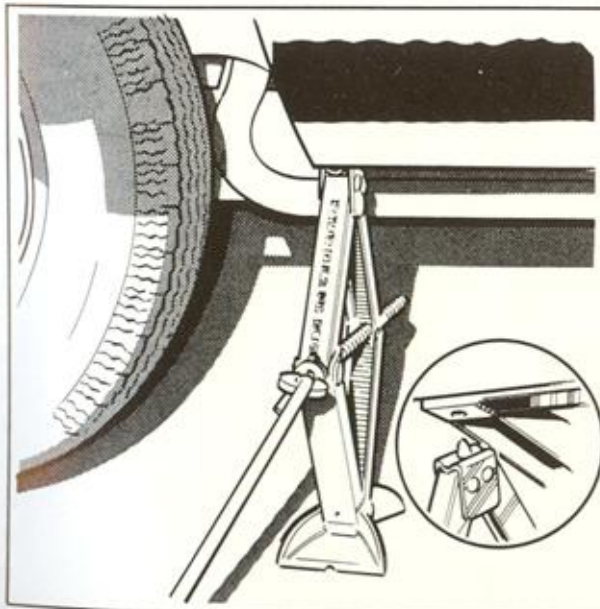
### Tyres

Your vehicle is fitted with 185 x 14 radial ply tyres as standard equipment. Replacement tyres must be of the radial ply type. Regular inspection of tyres should be made to check the condition of the tyre tread and walls. Flints etc., should be removed from the tyre tread, if neglected they may work through the cover. Any oil or grease which may get onto the tyres should be cleaned off by using petrol sparingly. Do not use paraffin, which has a detrimental effect on rubber.

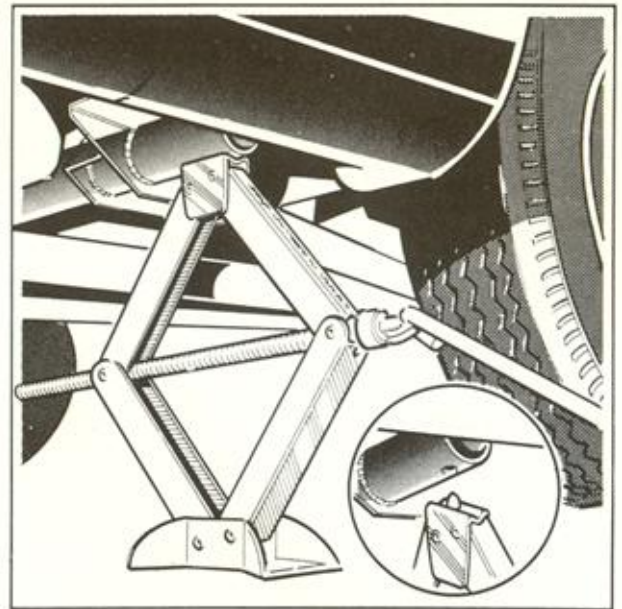
### Wheel changing

The tyre manufacturers recommend that, if wheels are changed around, then changes should be made at intervals no greater than 3,000 miles (5,000 km), but best results are obtained if the tyres are left in the position first fitted. If wheel changes are undertaken,

**Figure 54** Front jacking position



**Figure 55** Rear jacking position



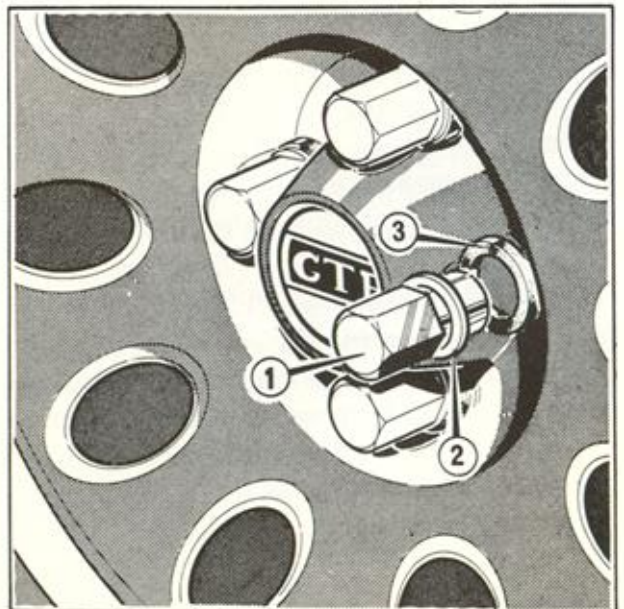
it is advisable only to change tyres from side to side on the same axle and **not diagonally**.

### Repairs

The insertion of a plug to repair a puncture in a tubeless tyre is legally permitted as a temporary repair only. A permanent vulcanised repair **must** be made as soon as

**Figure 56** Wheel trim removal

- 1 Wheel nut
- 2 Plastic washer
- 3 Rubber washer



possible.

### Valves and caps

See that the valve caps are screwed down firmly by hand, too much force will damage the rubber valve seating. The cap prevents the entry of dirt into the valve and forms an additional seal on the valve, preventing any leakage if the valve core is damaged.

### Tyre pressures

Tyre pressures should be checked before a run when tyres are cold. Whilst driving, the pressures will increase and the additional pressure should not be released, since in determining the tyre pressures this increase has been taken into account.

Under-inflation can result in damage to the walls and the tread itself due to excess flexing. The tyre pressures, recommended by the manufacturer, should be strictly adhered to as follows:

	<i>Normal load</i>
<b>Front</b>	1.69 kg/sq. cm (24 lbs/sq. in)
<b>Rear</b>	1.69 kg/sq. cm (24 lbs/sq. in)
	<i>Fully laden</i>
<b>Front</b>	1.69 kg/sq. cm (24 lbs/sq. in)
<b>Rear</b>	1.69 kg/sq. cm (24 lbs/sq. in)

For sustained speeds in excess of 85 miles per hour (137 kph) pressures should be increased by 0.42 kg/sq. cm (6 lbs/sq. in.) on the above figures.

## Ignition

The ignition system is the normal coil ignition system as fitted to most modern cars, and depends on the battery for its electrical supply.

The main components apart from the battery are the coil and distributor. The coil needs no maintenance, apart from keeping the terminals tight and clean.

### Distributor

The distributor incorporates a vacuum advance and retard mechanism, which regulates the amount of ignition advance according to the requirements of the engine. The distributor cover contains six segments and a central carbon brush which should be kept clean at all times. Use only a clean, dry cloth and ensure that the carbon brush is free in its holder. The presence of dirt, oil or water on the ignition points, the central carbon brush or the contact segments in the distributor cover will cause erratic running or may even prevent the engine from running at all.

### Ignition timing marks

A notch is cut into the crankshaft pulley indicating 14° of crankshaft rotation from top dead centre. A timing pointer is provided cast onto a boss on the engine front cover. Your vehicle should be timed to 14° before TDC.

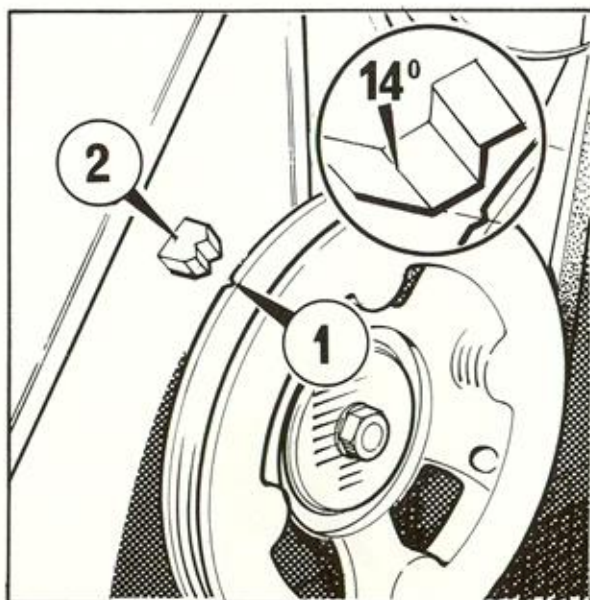
### Procedure for timing without the use of a timing light

**1** Adjust the contact breaker gap to 0.64 mm (0.025 inches). Turn the engine until No. 1 piston is coming up to TDC on the compression stroke (this can be checked by removing No. 1 spark plug, the front right hand plug, and feeling the pressure developed in the cylinder).

Continue turning the engine until the notch

**Figure 57** Timing marks

- 1 Timing mark
- 2 Timing pointer





on the crankshaft pulley is in line with the lower edge of the timing mark boss (Figure 57).

This will give the initial timing setting of 14° BTDC (initial advance).

**2** Slacken off the distributor body clamp bolt and rotate the body clockwise until the contact breaker points are just opening when the rotor is adjacent to No. 1 HT contact segment in the distributor cap.

**3** Tighten the distributor body clamp bolt and replace the distributor cap.

**4** A slight re-adjustment to the distributor may be necessary and should be carried out on road test in the following manner:

a) Warm up the engine to normal operating temperature.

b) Accelerate in top gear on wide throttle, opening, from 20 mph (32 kph) to 40 mph (64 kph).

c) If heavy pinking occurs, **retard** the ignition until a trace pink can just be heard under these conditions of acceleration.

The correct firing order is 1, 4, 2, 5, 3, 6.

## Electrical Equipment

### Polarity

This vehicle, as is now common with most European vehicles has a **negative** earth electrical system.

### High tension leads

If the high tension sparking plug leads show signs of breaking or perishing they should be replaced.

Use only the correct 'R' Part replacement leads as they have the correct resistance value to comply with suppression regulations.

### Alternator

The only attention the alternator needs, from the owner driver, is to maintain it in a clean condition. Wipe away any dirt or oil which may collect around the slip ring end cover ventilation apertures.

The bearings are packed with grease during assembly and do not require attention.

**Note:** Serious damage can occur to the alternator if the following points are not observed:

**1** Ensure that the negative terminal of the battery is earthed. Reversed cable connections will burn out the alternator diodes.

**2** Never earth the output (B+) terminal of the alternator. It should be connected directly to the battery positive terminal.

**3** Always disconnect the battery earth cable at the battery before removing the alternator or its connecting wires. Serious damage to the wiring harness and the

alternator can result from accidentally earthing the output terminal.

**4** Never attempt to operate the alternator with the output lead between the battery and the output terminal disconnected. A very high voltage will develop which could burn out the rotor or damage the diodes.

**5** When the battery is to be re-charged in the car, disconnect both battery cables before connecting a charger.

**6** If a slave battery has to be used to start the engine, ensure the leads are connected correctly, i.e. positive to positive, negative to negative.

### Fuses

The fuse block is situated inside the vehicle on the left-hand side of the front passenger footwell. (Figure 58.)

To change a fuse, lift off the cover and replace the blown fuse.

A blown fuse is indicated by the failure of all the units protected by it, and is confirmed by examination of the fuse when withdrawn. Before renewing a blown fuse inspect the wiring applicable for evidence of a short circuit. If you cannot trace the source, consult your Scimitar Dealer.

Use only the correct fuse. The fusing value is marked on a coloured paper slip inside the glass tube of the fuse.

### Fuse ratings

The fuse box has the circuit function protected by each fuse indicated on the cover. The fuses vary in value depending

on the circuit protected. The correct fuse ratings are as follows:

1-2	15 amps	Heater motor
3-4	35 amps	Battery control
5-6	10 amps	Side and tail lamps LH
7-8	10 amps	Side and tail lamps RH
9-10	25 amps	Heated rear screen
11-12	35 amps	Headlamp - main inner
13-14	15 amps	Headlamp - LH dip
15-16	25 amps	Headlamp - main outer
17-18	15 amps	Headlamp - RH dip
19-20	35 amps	Screen wiper motor
21-22	25 amps	Hazard warning
23-24	35 amps	Ignition control

The auxiliary front lamps, if fitted, are protected by separate 25 amp in-line fuses. The high intensity rear fog guard lamps are similarly protected by 10 amp fuses.

### Battery

The battery terminals should be kept clean and tight. A smear of petroleum jelly will prevent corrosion. Periodically examine the level of acid in the battery and top up with distilled water as and when necessary. This will need doing more often in hot weather, and most petrol filling stations will supply this service for you free of charge.

Wipe the top of the battery after topping up. Never use ordinary tap water to top up your battery as it contains impurities detrimental to the battery. The efficiency of the battery should be occasionally checked by means of a hydrometer, which shows the specific gravity of the acid. The specific gravity readings and their indications are as follows:

1.280 - 1.30 - fully charged  
about 1.20 - half charged  
about 1.150 - fully discharged

If the battery has been disconnected, ensure that the **negative** terminal is earthed on re-connection.

**Caution:** Never use a naked light when examining a battery. The mixture given off by the battery is highly inflammable.

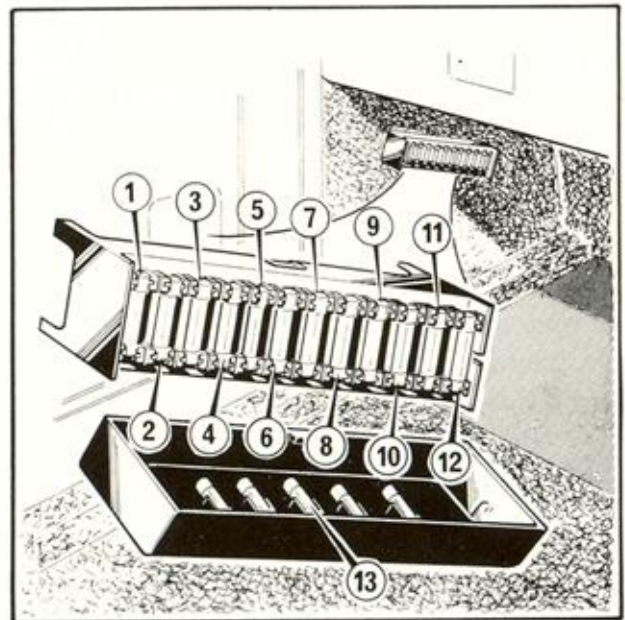
### Lighting system

#### Headlamps

The headlamps comprise four sealed beam units. The outer units are 7" diameter double filament type, the inner units being 5" diameter main beam filament only.

#### Figure 58 Fuses

- 1 Ignition circuit - 35 amps
- 2 Hazard warning - 25 amps
- 3 Screen wiper motor - 35 amps
- 4 Headlamp, RH dip - 15 amps
- 5 Headlamp, main outer - 25 amps
- 6 Headlamp, LH dip - 15 amps
- 7 Headlamp, main inner - 35 amps
- 8 Heated rear screen - 25 amps
- 9 Side & tail lamps, RH - 10 amps
- 10 Side & tail lamps, LH - 10 amps
- 11 Battery control - 35 amps
- 12 Heater motor - 15 amps
- 13 Spare fuses



In the event of main beam or dipped beam filament failure the sealed beam unit must be replaced. The outer lamp incorporates a pilot bulb of the 'capless' type which can be replaced separately in the event of failure.

#### Renewal of sealed beam unit or pilot bulb

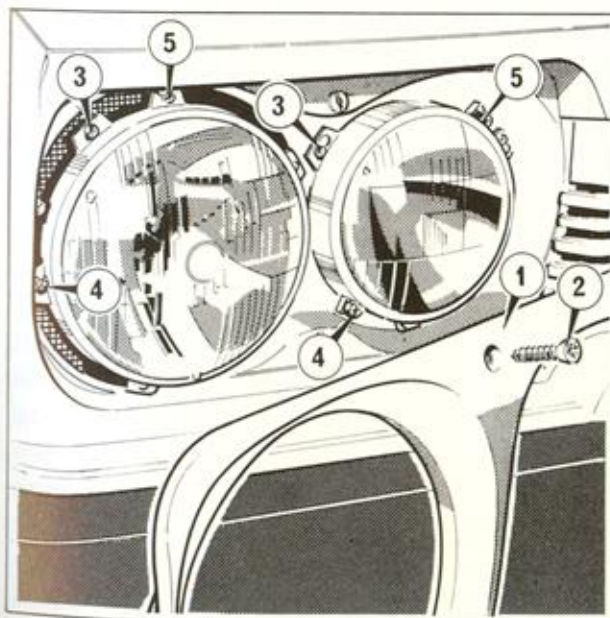
Access to the sealed beam unit or pilot bulb is gained by removing the headlamp bezel, retained by two cross head

countersunk screws. **(Figure 59.)** Remove the three small screws **(Figure 59)**, which secure the inner rim to the seating rim. The unit can now be withdrawn and the cable connectors pulled off. Take this opportunity to check the serviceability of the pilot bulb. Fit the cable connector to the new light unit and place the unit in the seating rim, correctly locating the three projections on the rear of the unit with the corresponding slots in the rim. These are arranged so that the unit must be properly positioned, that is, with the marking 'top' on the front glass, uppermost. Replace the inner rim and secure with the three screws. Check the beam setting, adjusting if necessary. Replace the headlamp bezel securing with the two screws.

The headlamp alignment should be checked and adjusted if necessary every 6,000 miles (10,000 km).

**Figure 59** Headlamps

- 1 Headlamp bezel
- 2 Bezel securing screw
- 3 Headlamp retaining screws
- 4 'Horizontal' beam adjusting screws
- 5 'Vertical' beam adjusting screws



### Headlamp adjustment

Remove the headlamp bezel. The outer headlamp is adjusted by means of two slotted screws. The top screw gives vertical adjustment, the left-hand side screw providing horizontal adjustment. The inner, main beam, headlamp is similarly adjusted. **(Figure 59.)**

### Front indicator lamps

The amber lens of the front flashing indicator is retained by two screws. When replacing a bulb remove the two screws, the lens can then be removed and the bulb replaced in the conventional manner. **(Figure 60.)**

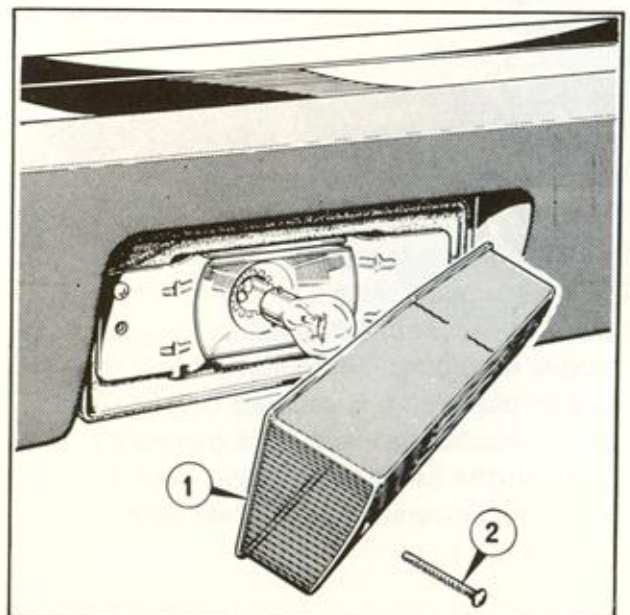
### Combined rear lamp unit

The stop/tail lamp, rear indicator lamp and reversing lamp are all contained within the one unit. The lamp glasses are not removable. Access to the bulbs for replacement is from inside the vehicle as follows:

Remove the rear trim panel secured by five cross headed screws. Care should be taken when lifting the panel over the window catch. Remove the access panel secured by six screws to gain access to the bulb

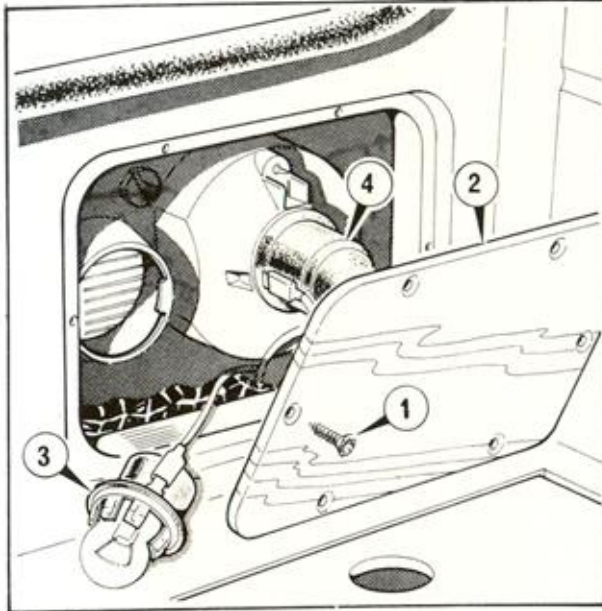
**Figure 60** Front indicator lamp

- 1 Lens
- 2 Lens securing screw



**Figure 61** Access to rear lamps

- 1 Screw, access panel
- 2 Access panel
- 3 Indicator bulb holder
- 4 Reversing lamp bulb holder



holders. (**Figure 61.**) The bulb holders are of the push-in type and can only be inserted when located correctly, ensuring the bulb is properly aligned. All three bulbs are of the bayonet fitting type, the stop/tail bulb having offset pins to ensure correct location.

**Interior lamps**

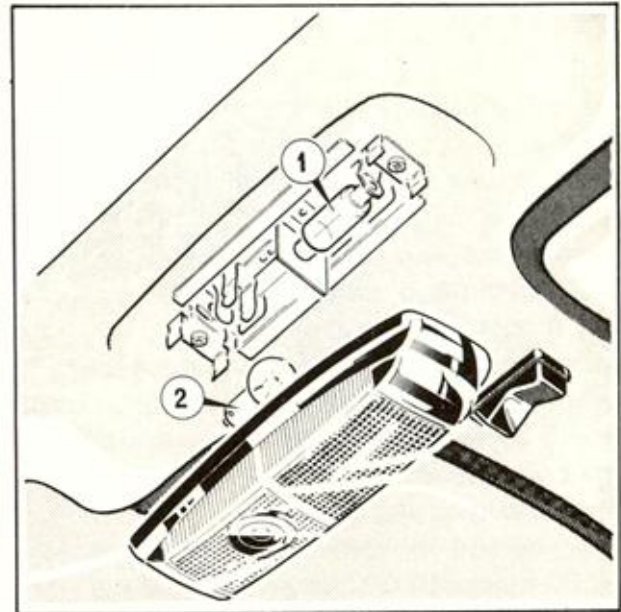
The interior lamp above the drivers and passengers seats houses two bulbs. Access to both bulbs is gained by prising off the bezel and glass lens assembly (**Figure 62.**) Access to the bulb of the rear interior light is gained by removing the two screws securing the chrome cover and lens.

**Number plate lamps**

The rear number plate is illuminated by means of two lamps housed in the rear bumper moulding. The chrome bezel to the number plate lamp is secured by two screws. Access to the bulb is gained by removing the bezel and folding back the rubber flange retaining the glass lens. (**Figure 63.**)

**Figure 62** Interior lamps

- 1 Main interior lamp bulb
- 2 Map spot light bulb



**Rear guard fog lamps**

The rear guard fog lamp lenses are secured by two screws. Access to the bulb is gained by removing the lens. (**Figure 64.**)

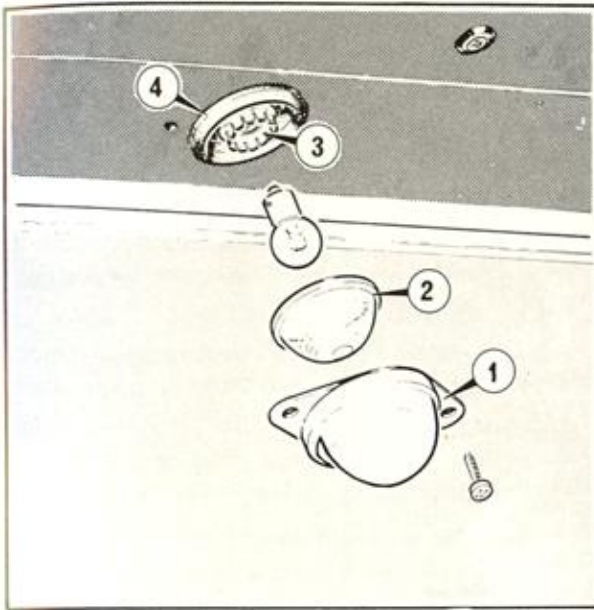
**Auxiliary front lamps (if fitted)**

The auxiliary front lamps, available as optional extras, contain quartz halogen light units. Access to the bulb is gained by removing the rear cap on the body of the lamp. Twisting the cap, by means of a suitable tool in the slot provided, enables it to be withdrawn complete with the bulb holder. (**Figure 65.**) Tilting the light unit upwards will facilitate removal of the bulb unit.

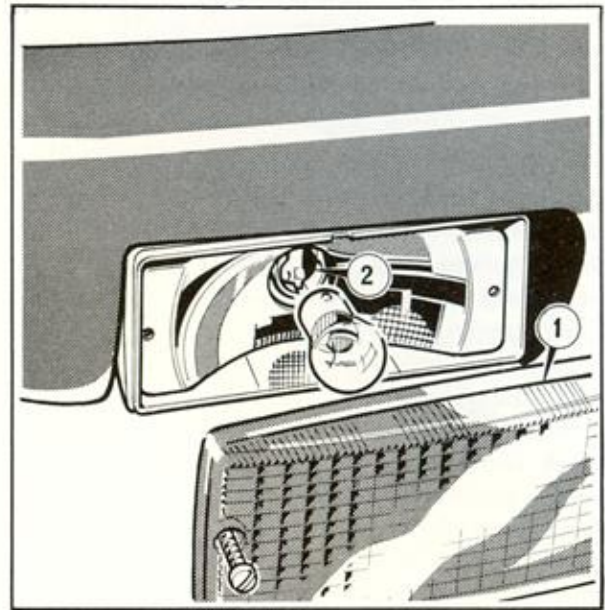
When replacing the quartz halogen bulb the glass envelope **must not be handled with the fingers**, always hold the bulb by the base. If the envelope is handled it must be cleaned with methylated spirit, or the efficiency of the unit will be seriously affected.

**Figure 63** Number plate lamp

- 1 Bezel
- 2 Lens
- 3 Bulb holder
- 4 Rubber flange

**Figure 64** Rear guard fog lamp

- 1 Lens
- 2 Bulb holder

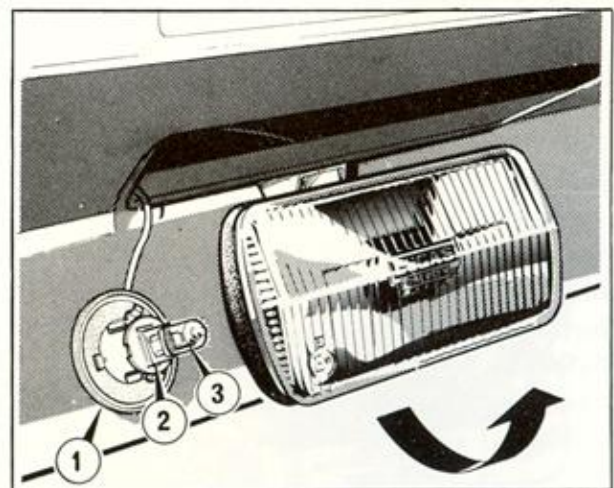
**Instrument and switches illumination**

The main instrument bulbs are accessible from below the instrument panel on either side of the steering column.

The warning lamp display instrument must be removed from the instrument panel to replace the individual bulbs. The instrument is held in place by a spring and bayonet ring, which when released allows the instrument to be removed from the front of the panel. A screw on the back of the instrument secures the printed circuit and bulb holder assembly. Access to the rear of the instruments and switches on the centre console is gained by removing the glove box inner, secured by two screws located on the side walls of the inner moulding. The centre console panel can be completely removed, complete with all instruments and switches, if required, by releasing the two screws at the top of the panel, removing the radio knobs and escutcheon, heater knobs and rotary switch knobs. The locking rings on the rotary switches must be removed before the panel is completely free to be withdrawn from the fascia.

**Figure 65** Auxiliary front lamp

- 1 Rear cap
- 2 Bulb holder
- 3 Quartz halogen bulb



**Bulb list**

<b>Bulb</b>	<b>'R' Part Number</b>	<b>Voltage</b>	<b>Wattage</b>	<b>Cap type</b>
Headlamp (inner) – main beam	90089	12	75	Sealed beam 5½" diameter
Headlamp (outer) – dipped/main beam	90009	12	75/60	Sealed beam 7" diameter
Pilot bulb	17125	12	5	Capless
Stop and tail	17713	12	21/5	SBC Stagg
Front and rear indicator	17721	12	21	SCC
Reversing	17721	12	21	SCC
Bonnet	17746	12	5	MCC
Number plate	17746	12	5	MCC
Auxiliary front lamp	210177	12	55	QH
Rear guard fog lamp	17721	12	21	SCC
Front interior light – Spot	17353	12	4	MCC
Front interior light – Main	6706	12	6	Festoon
Rear interior light	6706	12	6	Festoon
Instrument illumination	17602	12	2·2	MES
Clock illumination	17139	12	2	BA7S
Switch symbol illumination	17139	12	2	BA7S
Warning lamp display instrument	91315	12	1·5	LES
Ignition switch illumination	17139	12	2	BA7S

**Radio/Tape Player****Station guide***BBC service areas*

Radio 1	247 medium wave
Radio 2	1500 metres long wave
Radio 3	Radio 3 is obtainable in Central and Southern England on 464 metres elsewhere on 194 metres medium wave
Radio 4	
London	330/202 metres
West of England	285/206 metres
North of England	434/261 metres
Northern Ireland	224 metres
Midlands	276 metres
Wales	341 metres
Scotland	371 metres

For optimum results from the receiver it is advisable to ensure that the aerial mast is kept clean, and that the sliding sections are occasionally lubricated with a petroleum jelly. Should the overall quality and sensitivity of the receiver show a noticeable deterioration, or should interference

become excessive, do not immediately suspect the receiver. The fault is more often with the installation, and all leads and suppressors should be checked. The suppression equipment fitted is rigorously tested and will withstand extremes of temperature and vibration. An engine in a poor state of tune can produce vibratory conditions sufficient to damage the suppressors. This will cause an increase in engine interference, and should be remedied immediately.

**Automatic electric aerial (if fitted)**

The electric aerial is automatically raised to its full extent when the receiver is switched on. If the radio is on when the ignition is switched to the 'off/steering locked' position the aerial will retract.

The radio will also operate and the aerial function in the auxiliaries position.

**Radio receiver**

The smaller knob on the left-hand control not only switches the radio *on* and *off* but also governs the volume. The larger control

on the left-hand knob varies the bass and treble tones. Either long or medium wave stations may be tuned with the right-hand control knob, or by depressing the push-button of the required station which can be pre-set. **(Figure 66.)**

To change from the medium to long wave depress the extreme right-hand push-button and then tune to the station required.

#### *Push-button setting*

Any four medium wave band stations and one long wave station may be pre-set for automatic selection by means of the push-button controls. To set a push-button for a medium wave band station first switch on the radio and then depress one of the four medium wave buttons. Tune in accurately with the manual tuning knob to the required station, fully withdraw the depressed medium wave push-button **(Figure 66)** and then push this button in to lock the tuning.

When each push-button has been set in

this way it is only necessary to depress the correct push-button to obtain the station desired. To pre-set the long wave band push-button, carry out the above instructions, using the extreme right-hand push-button.

#### **Stereo tape cartridge player/radio**

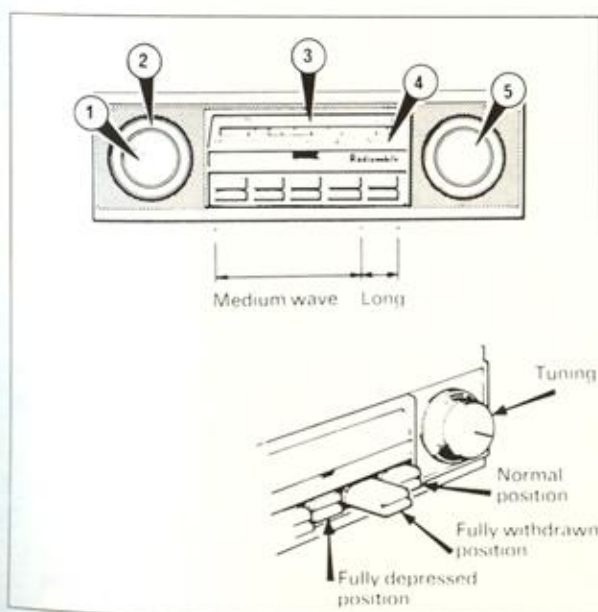
This tape player is designed to play 'Stereo 8' magnetic tape cartridges, which provide up to one hour and twenty minutes of stereo music. The eight track cartridges each have four programmes recorded on a pair of tracks on the tape giving left and right-hand channels. The continuous loop cartridge plays endlessly, automatically switching from programme to programme. The programme can also be changed manually.

#### **Operation of tape player**

Upon inserting a cartridge and pushing it all the way in, the cartridge will start to play. An indicator light will show which programme has been selected.

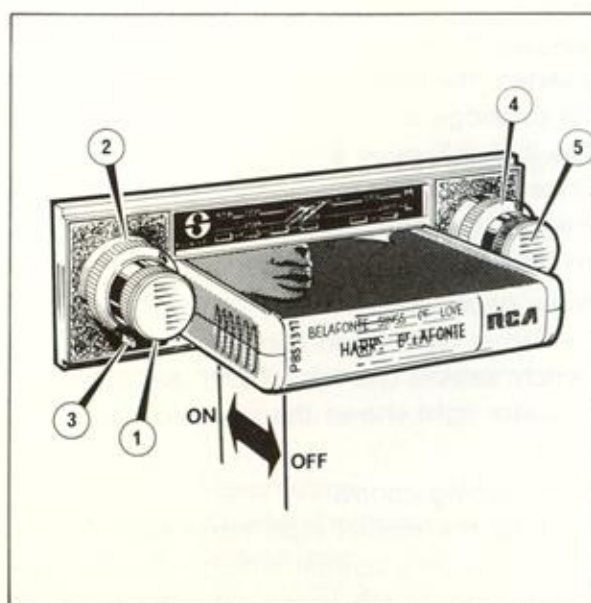
**Figure 66** Radio

- 1 On/off – tone
- 2 Volume
- 3 Long-wave scale
- 4 Medium-wave scale
- 5 Tuning



**Figure 67** Radio/stereo cartridge player

- 1 Volume – radio on/off
- 2 Balance
- 3 Tone
- 4 Waveband selector
- 5 Radio tuning – tape programme selector (push-in)



The unit is automatically switched off by pulling the cartridge out approximately one inch. (**Figure 67.**)

After inserting a cartridge a slight delay may be noticed before the programme is heard. This is due to a special circuit designed to mute the output until the tape speed is running correctly.

#### *Volume control*

Volume is adjusted using the smaller left-hand control knob.

#### *Balance control*

Usually the knob should be left in its central position, where a slight 'click' location will be felt. Rotation of the knob to the left or right will increase the volume of the left or right-hand speaker respectively.

#### *Tone control*

The rotary lever control below the left-hand knob gives three degrees of treble cut when turned anti-clockwise.

#### *Push-button programme selector*

To change the cartridge programme push in and release the smaller right-hand knob; an indicator light will show the selected programme.

### **Operation of radio**

#### *On/off radio control*

To turn the radio on and off, the left-hand smaller knob should be pushed in and released. However, if a cartridge has been inserted, the radio will not operate unless the cartridge is pulled out approximately one inch. (**Figure 67.**)

Once the cartridge is pushed in all the way, the tape will start playing, automatically switching off the radio.

#### *Wave band selector*

The larger right-hand knob, a two position switch, selects the wave band required. An indicator light shows the selected wave band.

#### *Radio tuning control*

Rotating the smaller right-hand knob moves a sliding pointer which indicates the wave length to which the set is tuned.

**Note:** It is most important that when turning off the ignition if the tape player has been playing, the cartridge should be withdrawn approximately one inch. If the cartridge is not withdrawn, possible damage to the tape drive wheel mechanism could be caused resulting in poor subsequent performance of the unit.

### **Stereo tape cassette player/stereo radio**

The stereo cassette player/stereo radio is equipment on which you can play prerecorded cassettes available with a large variety of programmes or cassettes which you have recorded yourself available with various playing times. The radio gives stereo reception of FM programmes and a choice of six pre-selected stations.

### **Stereo radio**

#### *Manual tuning*

- a) Switch on the radio with knob (1) (**Figure 68**) and also use it to control the volume.
  - b) Select the wave range by depressing turnolock key (15) once or several times until the colour on indicator (6) corresponds to colour code (5) of the desired wave range.
  - c) Now tune accurately to the desired station by first pulling out knob (8) and then turning it. If knob (8) is not pulled out it is not coupled to the tuning mechanism; in this way undesirable detuning is prevented.
- Adjust the tone with lever (2). In its central position (where a slight resistance is felt) you hear a maximum of bass and treble. When turning the lever anti-clockwise from this position, you will hear less treble; when turning it clockwise, you will hear less bass. Adjust the balance between the left-hand and the right-hand channel by means of lever (9).

#### *Tuning with the turnolock push-button*

Turnolock button (15) allows tuning in permanently to six stations: Operate the apparatus as described under (a), (b) and (c). Then depress turnolock button (15)



again, pull out knob (8) and tune to the next station desired, etc.

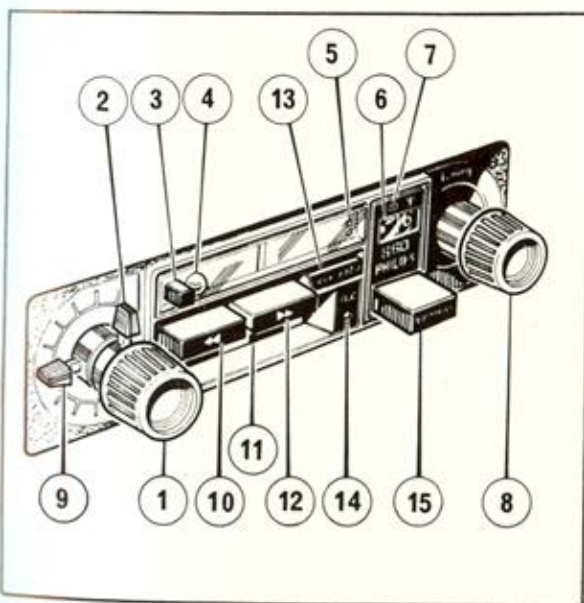
If you now wish to select one of the pre-set stations, it is sufficient to depress turnolock button (15) one or more times until the relevant pre-selection position shown by indicator (6) (colour and digit) is obtained.

#### FM stereo reception

Stereo indicator (4) lights up when you receive a stereo transmission, provided that button (3) has not been depressed. If the signal decreases, your receiver automatically and gradually changes over to monaural reproduction. If this stereo signal should strongly vary on account of the reception conditions, it is advisable to change over to permanent monaural reception by depressing button (3).

#### Trimming the aerial

Screw (7) is used for trimming the aerial, which has already been done when the set was mounted into the car. Do not change this adjustment.



**Figure 68** Stereo radio/stereo cassette player

- |                          |                              |                          |
|--------------------------|------------------------------|--------------------------|
| 1 On-off/volume          | 2 Tone lever                 | 3 Mono button            |
| 4 Stereo indicator       | 5 Waveband colour code       | 6 Waveband indicator     |
| 7 Aerial trimmer screw   | 8 Tuning knob                | 9 Balance lever          |
| 10 Fast rewind button    | 11 Cassette holder           | 12 Fast forward button   |
| 13 Cassette eject button | 14 Cassette player indicator | 15 Turnolock push-button |

### Cassette player

#### Operation

Switch on the set with knob (1), **Figure 68**. Slide the cassette into cassette holder (11) with its open side to the right and the full reel towards you. Playback now starts automatically and pilot lamp (14) burns continuously.

Adjust the volume, tone and balance as described under Radio.

At the end of the tape the set automatically changes over to radio reception and pilot lamp (14) starts flashing. Remove the cassette by fully depressing button (13); the pilot lamp now extinguishes.

If you want to stop playback before the end of the tape has been reached, then fully depress button (13); then you also change over to radio reception.

#### Fast forward and rewind

Fast rewind: depress button (10).

Fast forward wind: depress button (12).

Both fast forward wind and fast rewind are stopped by briefly pressing button (13); after that cassette playback is resumed.

#### Cassette player indicator

Pilot lamp (14) indicates various functions.

a) Continuous light means: cassette playback or fast wind.

b) Intermittent light means: cassette playback or fast wind terminated; you hear a radio programme; fully depress eject button (13) and remove the cassette.

c) No light means: radio reproduction.

#### Cassette storage

Keep cassettes in their own boxes. Storage space is provided in the centre console armrest. Do not expose cassettes to heat or the direct rays of the sun and keep them away from magnetic objects and the loudspeakers.

## Bodywork

### Repairs

The bodywork of your Reliant Scimitar GTE is manufactured entirely of glass reinforced plastic, which is an inert material completely impervious to rust and corrosion. It is highly resistant to damage and upon impact may crack or shatter, but the damaged section will retain its original shape and no panel beating is necessary for repairs.

The repair procedure for small areas of damage is quite simple and can often be undertaken by an owner. Your Reliant Scimitar Dealer has the necessary experience to effect any major repair or replace body panels.

### Cleaning

Avoid using a dry cloth to wipe the bodywork. Dust is an abrasive and if removed in this way will scratch polished surfaces.

The body panels should be washed, using plenty of water, and dried off with a wash leather. For the occasional, more thorough cleaning, after washing, the vehicle should be polished with a non-abrasive car polish. Use a soft rag dipped in petrol to remove greasy stains on panels.

Do not use detergents or household

cleaners as they may cause damage. Never wash or polish the car under a hot sun. Tar or grease stains on the front and rear rubber bumpers may be cleaned off using a soft cloth moistened in petrol. Do not use paraffin as this has a detrimental effect on rubber.

### Interior

Use a vacuum cleaner where possible to remove dust and dirt from the vehicle interior. Wash leather cloth upholstery with luke warm, non-caustic, soapy water. Do not use detergent or household cleaners as these may cause damage. Rinse and dry thoroughly. Fabric panels on seats should be brushed to remove surface dust or dirt. A clean sponge dipped in soap solution can be effective in removing stains. Do not soak the fabric. Work from well outside the stain towards the centre to avoid patches. Sponge with clean water and dry with a clean cloth. When dry vacuum or brush. Spillages should be mopped up immediately. Do not allow to soak in. Wipe fascia and instrument panels, door casings etc. with a damp cloth only. Wax or other polishes should not be used inside the vehicle.

## General data and specification

### Engine

Number of cylinders	Six 60° Vee
Bore of cylinders	93.67 mm (3.69 in.)
Stroke of crankshaft	72.42 mm (2.85 in.)
Cubic capacity	2994 cc (182.7 cubic inches)
Compression ratio	8.9:1
Valve clearance (hot) -- Inlet	0.35 mm (0.013 inches)
Exhaust	0.50 mm (0.020 inches)

### Performance data

Brake horse power (maximum)	135 net at 5,500 rpm
Torque (maximum)	23.8 kg m net (172 lbs ft) at 3,000 rpm

### Lubrication (Engine)

Pump type	Eccentric bi-rotor or sliding vane
Oil filter	External full flow pressure relief type
Oil pressure	3.16 to 3.51 kg/sq. cm (45 to 50 lbs/sq. in)

**Ignition system**

Contact breaker gap	0.64 mm (0.025 inches)
Spark plugs – type	Motorcraft AGR 22 (14 mm)
gap	0.59 to 0.70 mm (0.023 to 0.028 inches)
Firing order	1 (R) 4 (L) 2 (R) 5 (L) 3 (R) 6 (L)
Ignition timing (Static)	14° before TDC

**Cooling system**

Pressurised radiator, water pump, thermostatic heat control and electric cooling fan with thermostatic control.

**Radiator**

Cap pressure	0.914 kg/sq. cm (13 lbs/sq. in)
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**Fuel system**

Carburettor type	Weber, twin choke down draught
	Main jet 142    Venturi 27 mm
	Idle jet 45     Idle air bleed 195

**Air cleaner**

Type	Thermo controlled with paper element
------	--------------------------------------

**Fuel pump**

Type	Mechanical AC Delco
Pressure	0.25 to 0.35 kg/sq. cm (3.5 to 5 lbs/sq. in)

**Clutch**

Type	Single dry plate, 228.6 mm (9.0 inches) diameter diaphragm spring
Operation	Hydraulic – pendant pedal

**Transmission***'Overdrive' model*

Type	Four forward gears and reverse, synchromesh on all forward gears				
Control	Centre floor mounted remote control				
Gear ratios	First	Second	Third	Top	Reverse
	3.163:1	1.95:1	1.412:1	1.00:1	3.346:1
Overdrive ratio	0.778:1 on third and top				

*'Automatic' model*

Type	Three speed epicyclic gearbox with hydro-kinetic torque converter			
Ratios	First	Second	Third	Reverse
	2.47:1	1.47:1	1.00:1	2.11:1

**Rear axle**

Type	Hypoid, spiral bevel, semi-floating
Ratio	3·31:1 Overdrive 3·31:1 Automatic

**Brakes**

System	Vacuum servo assisted. Independent front and rear hydraulic system with failed system warning device.
Type – front	disc 267 mm (10·51 inches)
rear	drum 254 mm × 19·1 mm (10·0 inches × 1·75 inches)
Handbrake	Lever-type handbrake operating rear brakes

**Suspension**

Front	Independent through wishbone, coil spring and telescopic damper units
Rear	Coil spring and telescopic damper unit to axle, located by parallel trailing arms. Transverse location by Watt linkage.

**Steering**

Type	Rack and pinion, power assisted or manual
Castor angle (static laden)	11° (Power) 2° 40' (Manual)
Camber angle (static laden)	0° to 1° Positive
Steering axis inclination (KPI)	9°
Toe-in	Zero
Turning circle	12·5 metres (41·0 feet) – power steering 11·75 metres (38·5 feet) – manual steering

**Electrical system**

Battery	12 Volt 50 amp/hour at 20 hour rate capacity
Alternator	Lucas 18ACR maximum output 45 amps charging voltage 13·5

**Wheels**

Size	5½J pressed steel disc 5½J composite – alloy with steel rims (optional equipment)
Tyre size	185 × 14 HR. (Dunlop Sport SP Radials)

**Capacities**

Engine (including filter)	5·00 litres (8·8 imp. pints)
Gearbox – Overdrive model	2·84 litres (5 imp. pints)
Rear axle	1·99 litres (3·5 imp. pints)
Cooling system (including heater)	9·65 litres (17 imp. pints)
Fuel tank	91 litres (20 imp. gallons)

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**Chassis data**

Wheel base	2629 mm (103.5 inches)
Track – front	1480 mm (58.25 inches)
– rear	1426 mm (56.125 inches)
Ground clearance	140 mm (5.5 inches)

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**Exterior dimensions**

Overall length	4432 mm (174.5 inches)
Width	1708 mm (67.25 inches)
Height	1321 mm (52 inches)

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**Weight**

Gross laden vehicle weight	1678 kg (3700 lbs)
Maximum towing weight	1016 kg (2240 lbs)

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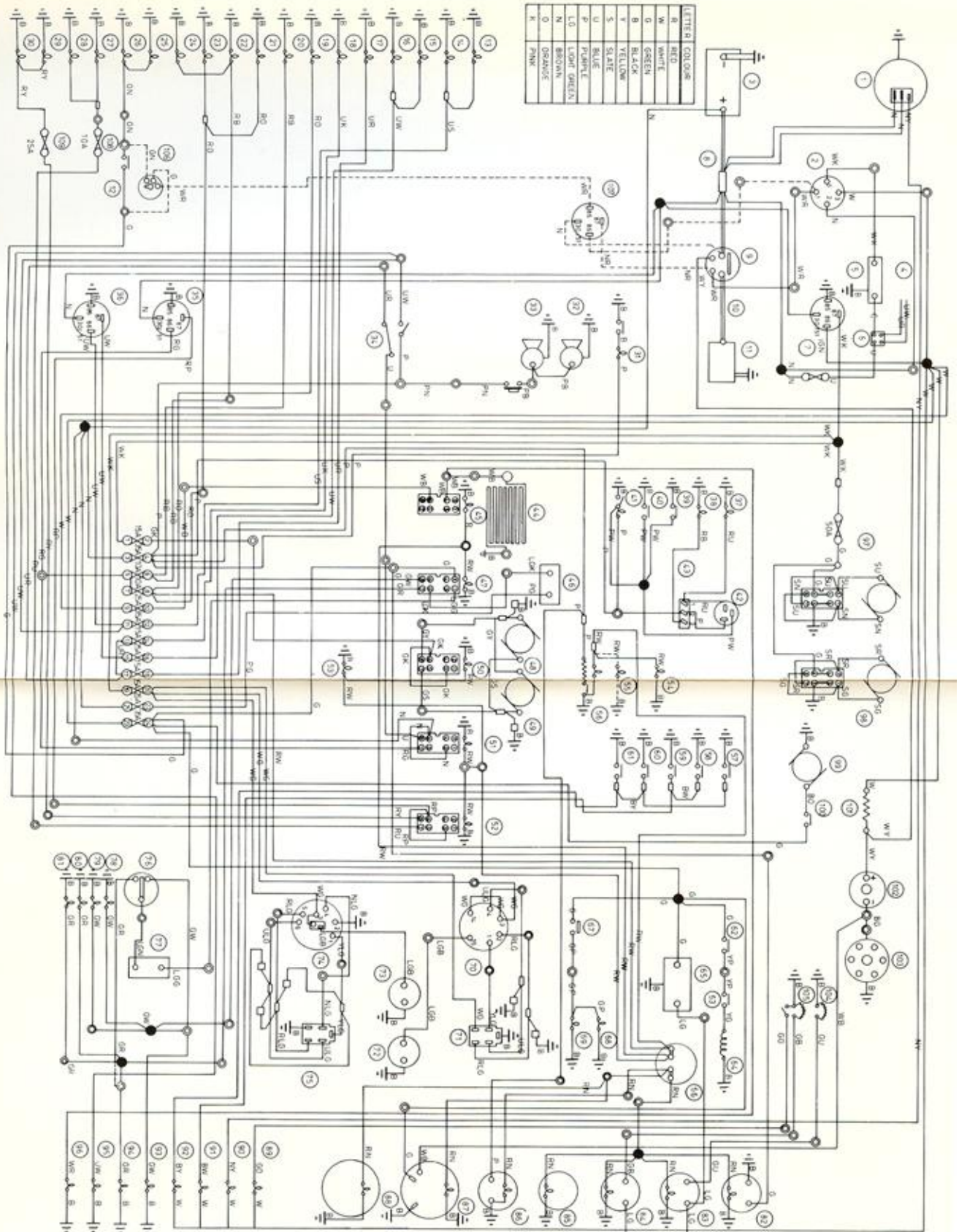
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**Circuit Diagram Key**

- |   |            |   |
|---|------------|---|
| 1. Alternator                                     |            | 56. Front cigar lighter and illumination            |
| 2. Ignition switch                                |            | 57. Handbrake switch                                |
| 3. Battery  |            | 58. Handbrake switch                                |
| 4. Aerial motor feeds                             |            | 59. Pressure warning differential switch            |
| 5. Radio  |            | 60. Right hand brake pad                            |
| 6. Aerial relay                                   |            | 61. Left hand brake pad                             |
| 7. Ignition relay                                 |            | 62. Overdrive panel switch                          |
| 8. Battery spur                                   |            | 63. Gearbox switch                                  |
| 9. Starter solenoid                               |            | 64. Solenoid  |
| 10. Mechanical link                               |            | 65. Voltage stabiliser                              |
| 11. Starter motor                                 |            | 66. Instrument illumination dimmer                  |
| 12. Reverse light switch                          |            | 67. Brake light switch                              |
| 13. Right hand main inner                         | } Headlamp | 68. Left hand stop light                            |
| 14. Left hand main inner                          |            | 69. Right hand stop light                           |
| 15. Right hand main outer                         |            | 70. Front wash/wiper switch                         |
| 16. Left hand main outer                          |            | 71. Front wiper motor                               |
| 17. Right hand dip outer                          |            | 72. Front washer pump                               |
| 18. Left hand dip outer                           |            | 73. Rear washer pump                                |
| 19. Right hand side light                         |            | 74. Rear wash/wiper switch                          |
| 20. Left hand side light                          |            | 75. Rear wiper motor                                |
| 21. Right hand tail light                         |            | 76. Flasher switch                                  |
| 22. Left hand tail light                          |            | 77. Flasher unit                                    |
| 23. Right hand number plate light                 |            | 78. Right hand front flasher                        |
| 24. Left hand number plate light                  |            | 79. Right hand rear flasher                         |
| 25. Right hand reverse light                      |            | 80. Left hand front flasher                         |
| 26. Left hand reverse light                       |            | 81. Left hand rear flasher                          |
| 27. Right hand fog guard                          |            | 82. Volt meter                                      |
| 28. Left hand fog guard                           |            | 83. Temperature gauge                               |
| 29. Right hand auxiliary lamp                     |            | 84. Fuel gauge                                      |
| 30. Left hand auxiliary lamp                      |            | 85. Oil gauge                                       |
| 31. Switch and bonnet light                       |            | 86. Clock   |
| 32. Right hand horn                               |            | 87. Tachometer                                      |
| 33. Left hand horn                                |            | 88. Speedometer                                     |
| 34. Headlamp dip and flash switch                 |            | 89. Low fuel warning light                          |
| 35. Auxiliary lamp relay                          |            | 90. Ignition warning light                          |
| 36. Main beam relay                               |            | 91. Brake failure warning light                     |
| 37. Front interior light                          |            | 92. Brake pads warning light                        |
| 38. Map light                                     |            | 93. Right hand flasher warning light                |
| 39. Right hand door courtesy switch               |            | 94. Left hand flasher warning light                 |
| 40. Left hand door courtesy switch                |            | 95. Main beam warning light                         |
| 41. Rear interior light                           |            | 96. Heated rear screen warning light                |
| 42. Delay unit                                    |            | 97. Right hand window motor switch<br>(when fitted) |
| 43. Interior map light switch                     |            | 98. Left hand window motor switch<br>(when fitted)  |
| 44. Heated rear screen                            |            | 99. Fan motor                                       |
| 45. Heated rear screen switch and<br>illumination |            | 100. Thermostatic fan switch                        |
| 46. Hazard unit                                   |            | 101. Ballast resistor                               |
| 47. Hazard switch and illumination                |            | 102. Ignition coil                                  |
| 48. Left hand heater motor                        |            | 103. Distributor                                    |
| 49. Right hand heater motor                       |            | 104. Temperature sender unit                        |
| 50. Heater switch and illumination                |            | 105. Fuel sender unit                               |
| 51. Light switch and illumination                 |            | 106. Reverse inhibitor switch                       |
| 52. Fog guard switch and illumination             |            | 107. Starter relay                                  |
| 53. Heater control panel illumination             |            | 108. Fog guard fuse 10 amp                          |
| 54. Ignition switch illumination                  |            | 109. Auxiliary lamp fuse 25 amp                     |
| 55. Automatic gear lever illumination             |            |   |



LETTER	COLOR
A	RED
M	WHITE
G	GREEN
B	BLACK
Y	YELLOW
S	SLATE
V	BLUE
P	PINK
L	LIGHT GREEN
N	BROWN
O	ORANGE
E	PURP



**Key to Symbols**

- Successive
- Plug & Socket
- Joint
- Sharp Connection
- Earth via P.M.D. box
- Earth via Cable
- Automatic Circuit