

HELPFUL HINTS

HELPFUL HINTS #1	HELPFUL HINTS #2
<p>If your car is POSITIVE EARTH (as most HUMBERS are) the POSITIVE coil terminal connects to the distributor and the NEGATIVE coil terminal connects to the ignition switch circuit.</p> <p>If your car is NEGATIVE EARTH (the last of the HUMBERS) the NEGATIVE coil terminal connects to the distributor and the POSITIVE coil terminal connects to the ignition switch circuit.</p>	<ol style="list-style-type: none">1. Need a Ser III to VA Super Snipe bottom radiator hose? Part #CH1015 (Torana LH 1.9L OHC) fits beautifully.2. Need a Ser III to VA Super Snipe top radiator hose? Part #CH850 (CL Valiant) does the job nicely. <p>With thanks to Des Judd</p>

HELPFUL HINTS #3

Handy Hint - Dashboard Restoration.

This works well - use shellac/French polish on wooden dashboards where the lacquer has separated from the wood. The shellac takes away the milky appearance and helps adherence.

Use copiously and wipe away excess with metho.

Also, a heat gun works well to separate the lacquer from the wood veneer if your intention is to refurbish the polish. Just apply heat until the lacquer goes 'milky' then peel off when cool. Use care not to burn the veneer.

Handy Hint - Rubber Grease.

If you aren't a regular user of PBR Rubber grease you should be. It makes difficult jobs like replacing rubber bushes easy. Even when replacing a rubber grommet or plug it makes it a breeze.

Available on Ebay if you have trouble finding it.

HELPFUL HINTS #4

Convert Positive to Negative Earth

So why would you want to do that then?

Pretty much every modern electrical unit, such as car stereos and navigation units, are designed to run on a negative earth as it has become today's standard. So if you want to be able to charge your phone or listen to your radio in crystal clear Dolby Digital sound then you may well need to carry out this modification to your classic car.

On basic vehicles this can take as little as a couple of hours, but it needs to be done carefully because mucking this up may well result in letting a lot of smoke out of the wiring!

Safety First!!

Make sure the ignition is switched off and the keys secure (in case someone else decided to switch it on).

The Battery

Disconnect both battery terminals and turn the battery through 180 degrees. You will most likely need to change the battery cables because they will be too short, but even if they are not it is good practice to do so and make sure that the positive is red and the negative is black. **DO NOT RECONNECT THE POSTS UP YET**, we have plenty more to do before this is safe to connect.

The Coil

Your coil will have two connections either side of the king lead. Depending on how old it is it will either be marked SW (SWitch) and CB (Contact Breaker) or a + (plus) and - (negative). Essentially in either case you simply need to reverse these connections. If you have the older style of coil it is good practice to replace it. By reversing the polarity of the coil you will reduce the voltage to the spark plug by about 50% thus causing a weak spark and all the running issues associated. There is no such issue with the newer style of coil.

Distributor

If your car is running points then there is nothing to change here, but if you have electronic ignition be sure to reverse the connections otherwise you will blow the electronic ignition module.

Generator/Dynamo

We need to change the 'polarisation' of the generator. Have a look at your dynamo, there should be a large (usually brown) wire and a smaller wire connected to a terminal marked with an F for Field. To do this you will need to follow these instructions:

- * Pull off the wire connected to the field terminal.,
- * Connect the negative battery lead only.
- * Connect a 'jumper wire' about 1.5 metres long to the positive post of your battery.
- * Touch it against the F terminal, you should see a few sparks fly.
- * Repeat this stage a further 2 times
- * Remove the 'jumper wire'
- * Reconnect your small brown wire to the F terminal

Your generator/dynamo is now polarised with a negative earth.

Amps meter

Remove the ammeter from the dash/instrument panel. Simply reverse the connections on the back. It is easy to see that it is done correctly because it will simply read backwards if not!

Old Radios

If you are leaving the old radio in the dash it is good practice to disconnect it completely from the vehicles wiring. They can get hot and combust if accidentally switched on for a period of time!

Other electrical components

Most other electrical components will run perfectly well left alone but anything with a motor will need to be carefully checked before switching on. Most windscreen motors will work perfectly well as they are on a cam and will run both forwards and backwards, but heater motors, electric window motors and convertible hood motors will probably need to have there polarity changed. Simply change the wires around on these components.

EDITORS NOTE: Disconnect the clock !!! My research suggest that just reversing wires will fry the clock. This is because there are two functions, the clock and the light. It depends on the internal structure and the grounding mechanism. Other club members may have had experience with this.

In the meantime there is a very good technical article on Smiths Clocks from The Hillman Owners Club of Australia at:

www.sa.hillman.org.au/TT_SmithsClock.htm

You are now ready to connect the positive battery lead and give it ago. Good luck!

