

Humber Series Supersnipe and Hawk Resource List

Update 30 November 2024

The below information is provided from opinions and experiences of Humber owners I have met over the years and is offered in good faith but with no guarantees.

LED Bulbs. Led bulbs provide approximately seven times the brightness for less wattage. Led bulbs are polarised so you need to identify whether you need positive or negative earth. Bulbs are available from multiple auto parts stores and places like Jaycar Electronics

Instrument gauges bulbs are MES (miniature Edison screw) size E10 987. Hawkswood Classic car parts (NSW) advertise these on their website for \$6.42 each

Stop/Tail light Bulb type #380 SBC (Small bayonet cap , off set pin, 620 Lumens Dual Filament (specify whether positive or negative earth required)

Flasher Bulb #382 SCC (Single bayonet Cap) 620 Lumens Single filament (specify for positive or negative earth)

GASKET SETS – Available from Auto Surplus in Melbourne (Ask for Bernie Talbot)

GAUGE FACES – Replacement acrylic gauge faces are available for Series 1 – Va and Imperial, solving the problem of hard to read instruments affected by UV degrading. Sold as sets comprising Speedometer and Engine gauge (Fuel, Temp, Amps) , Contact Bernie Meehan 0412 392470

FRONT WHEEL BEARINGS

Firstly, don't ask for Humber, ask for Holden! . Any Holden up to the early 70's was fitted with these bearings along with many other cars, caravans and small trailers. They are known as the "A" set, if you still need the bearing nos use LM67048/10

SPARK PLUGS, not so simple. If you have a Series Snipe, you should be fitting Champion N9YC or their equivalent. Note the Champion catalogue recommends N12Yc which is a hotter plug than necessary. All series Hawks use BP5Es or equivalent.

IGNITION all part numbers are Bosch, BEWARE Series 1, 2 and some Series 3 were fitted with Lucas DM.6 and from then on they had Lucas 25D6 distributors. ALMOST ALL Snipes over the years have been fitted with the later distributors.

SNIPES Series 1,2 and early 3 Points GL15, Cap GL260

Snipe series 3 and later Series 4, 5 and 5A Points GL19, Cap GL274 Push in lead type Cap may be GL212 screw in lead type EP55

All series use Rotor GL254 and Condensor GL103

HAWK all series to 3 Points GL19, Rotor GL230 Cap GL276 condensor GL103

TOP Radiator HOSE for Snipe you need the bottom radiator hose from a 1972-1977 TC to TF Cortina 6 cylinder or the bottom radiator hose from any Valiant 6 cyl Hemi model

Bottom Radiator Hoses for Snipe are hard to source now. Auto Surplus sell a Valiant hose as a substitute which works fine but doesn't have the kink to go around the air conditioning/power steering bracket. The correct part number is CH639 (Mackay Rubber products) if you see one at a swap meet etc. In a pinch a Torana 6-cylinder bottom hose will fit.

Air Filter element Snipe Series 1 to 4 try Ryco A44, AC-A2447, Fram - CA613PL

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Snipe Series V and Va was Ryco A61 which is now obsolete, try the A87A which is very close. Also suitable is AC-2070, Lucas FA430, FRAM CA643PL. Snipe 5 is same as Ford Capri 1970-1975, Zephyr Mk3, and Transit Van Diesel

The Hawk series 3 filter is obsolete but a Ryco A134 does fit exactly.

OIL Filter, Hawk (was) Ryco R2007P this is now obsolete, if anybody knows a replacement, please let me know. Snipe series 1 to IV Ryco R2068P, these are very hard to find now, a better solution is to purchase the oil filter mount for a series V, and bolt that to the block and use a spin on filter (Z9). The mounting block is available from the Humber car Club NSW, contact Roger Foote.

Series 5 and 5A Ryco Z9, caution with spin on filters never use cheap imported filters, some of them are appalling, for a few dollars saved you could wreck your motor.

Oil Seals Rear Axle Hub Seal for Hawk and Snipe Dimensions are 2.500 x 1.750 x 0.375 PBR part no #TC12124, CBC part # C2410. Differential Pinion Seal for Hawk and Snipe Dimensions are 2.750 x 1.625 x 0.375 PBR part # TC121112, CBC part #42321. Front timing/ crank seal for Snipe – it is best to use a double lip seal part no NAK P5148 otherwise single lip try GACO MIS 22 or CBC part # C2127 Front timing seal for Hawk is CBC #C3199 Borg Warner DG automatic front Seal is CBC #C3911 rear extension seal is C3798. Hawk Manual transmission front seal is CBC#C3744, rear is CBC #C3133 (Overdrive rear seal is C3233)

REAR AXLE BEARINGS- Snipe and Hawk it is best to use a sealed bearing , part KBC 6307Z, CBC part# for the normal unsealed bearing is 6307

TAILSHAFT CENTRE BEARINGS – Snipe and Hawk, NSK Part# 88506, or CBC part# FB3486

UNIVERSAL JOINTS- Snipe and Hawk K5-L4R same as Volvo 240 rear

THERMOSTAT- Series 1 and 2, is 54mm diameter, 170F (77deg C) Tridon model TTI-170, Series 3 onwards is 54mm diameter, 180 degree F (88 deg C) Tridon model TTI-190,in practice the hotter thermostat is often used in Series 1 and 2 applications , as long as the radiator is in good condition.

Thermostat ADDENDUM

I have found my Series V tended to overheat in summer in slow traffic and when the air-conditioning is running at full blast. Ray Linden brought my attention to a new product called HIGH FLOW thermostats . These have the same external dimensions , ie 54mm but the throat opening of the thermostat is 40mm diameter compared to the standard 30mm diameter. I have chosen to drop down from the 190 F specified to the same as that on the Series 1 and 2 of 170 degrees. The theory is that it is easier to keep a cooler engine from over-heating than trying to cool down an engine that is already over-heated. In any case I have tested the theory and it has worked for me. the Tridon model is TT2000-170 which I purchased at Supercheap Auto for just over \$20. If you are considering the expense of electric fans, this could be an inexpensive step before firing the parts cannon.

The thermostat gasket is difficult to obtain now but Tridon gasket TTG4 can be modified to fit by enlarging the bolt holes by 2mm. Alternatively a square of gasket material can be purchased, and the gasket cut by hand.

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TIMING CHAIN- for Super Snipe is identical to that of Rover 2000 and Rover P4

BRAKES – Front calliper pistons are still available, they MAY be the same as Rover 2000 or 3500, the only part number we have is 64325438 which was on a plain white box. New Front disc rotors were made by Disc Brakes Australia (DBA) the part number was DBA094. Failing this new rotor can be source out of England through Norfolk Humbers

BRAKE PEDAL RUBBERS- (Automatic) are identical to VC Valiant. New ones available from Auto Surplus Croydon

Hand Brake Boots – Available through Roger Foote, Humber car Club of Australia (Sydney)

TYRES

The normal tyre to fit for many years was the 185 x 15 radial tyres. These are OK as long as you understand that the rolling radius is less than the 13.2" originally specified and that they are a bit wide for standard rims. The original 670 x 15 had a diameter of approx. 27", 185 x 15 have a diameter of approx. 25" this means that your speedo reading will be about 7% fast and your fuel economy will be 7% worse than it appears to be. On top of this the lower the rolling diameter of the tyre the heavier your steering will be due to changes in the steering geometry. 185 x 15 are made by Kumho, 185 x 15 light truck by Hankook and are reasonably priced. The best tyre to fit is the 600 x 15 light truck radial tyre. They are almost identical in dimension to the original 670 x 15 conventional tyres and have a conventional tread pattern. The ride and handling are excellent and very quiet. Your steering will be light again. Forget about the truck tyres of old, these are completely different. Try Bridgestone 600 x 15 VSteel 8 ply R18. Federal Tyres also make a 165 x15 which is very similar to the original cross ply. The worst thing you can do is fit 195's or wider. They are too wide for the rims and put excessive loads on already fragile suspension, axles and steering.

TIE-ROD ENDS – these are available and are the same as many other British cars. The part # is TE125L (left) and TE-125R (right) alternative numbering is TE 195L & TE195R, the reason for the different part numbers is unknown other than the latter are generally cheaper.

PISTON RINGS – Holden 161 +.060 are the same as standard series 2 – 5A and are available from Auto Surplus in Melbourne

Shock Absorbers , Front same as Valiant front but use HOLDEN bottom rubbers, Monroe 15-0242 from Holden Rodeo are a suitable alternative

Shock Absorber Bush kits

Series 1-3 (Mackay Rubber A92) All

Series 3-5A (Front lower-Mackay Rubber A148, Front Upper- A92)

The shock absorbers need to have the following dimensions, and have pin top and bush bottom.

Front – Compressed length 242mm

Extended length 373mm

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Rear – Compressed length 319mm

Extended length 522mm

Monroe part # 15-0448 (VB Commodore WAGON) is almost identical to original dimensions, 319mm compressed, 530mm extended.

FURFLEX door seals – Available from Classic Trim in Carrum Downs Victoria

LED Bulbs – Gauges – LED E10 987, Choke and Heater controls are bayonet bulb BA9

FAN Belts- With original type power steering with pump mounted below alternator

Power Steering 13A0710

Alternator, Water pump 13A1015

Air conditioning, mounted drivers side 11A1285

WINDSCREENS- I have not been able to find any retailer who still has a listing for any Humber windscreens. The Humber Car Club in NSW has second hand ones, contact Roger Foote on 0448486237

Electrical components (per Lucas catalogue)

Headlamp 5 3/4 “

Headlamps are twin from Series 4 onwards with outer lamps being dippable hence three connections, and the inner lamps being High beam only with only two connectors

Lamps are nominated as LH and RH for the dippable lights due to the degree of offset when dipped from high beam

RH Dippable model 54052177

LH Dippable model 54052178

RH High beam model 54052657

LH High beam model 54052658

Ignition Coil model 15P6

Flasher unit model FL5

Horn relay model 6RA

Distributor Model 25D6 part no 40901

Alternator model 10AC

Generator model C42

Solenoid, Starter model 4ST

Starter motor is 2m100 “S” Drive, model Number 25631

Brush kit 60600196

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Other component part numbers available upon request

A full listing of bulbs is available from the administrator

Carburettor parts

1966-Twin carburettor

Front 175CDI, part number C1866F

Rear 175CDI, part number C1866R

Repair Kit -24000 miles CD3

Needle valve pack B09053

Diaphragm Assembly 019583

Float and Arm Assembly 020287

Jet orifice 019522

Air valve return spring B18277

Oils and Lubricants

Engine Oil - Most common one being used is Penrite Classic Light 20w-60

Steering Box- Use Semi-Fluid Steering Box Grease (Penrite and Similar) do not use Engine Oil

Carburettor Dash pots- SAE-30 (not engine oil)

Auto Transmission fluid- Book says use Shell Donax T6 (spec M2C-33-F/G)but this is no longer available. Transmission oils have different friction characteristics, use of the wrong oil could cause transmission slip when changing or rough clunk changing.

Shell customer service advise that the current equivalent is Castrol TQF.

Castrol TQF is anti-wear, automatic transmission fluid for Ford and Borg Warner applications where specified. Castrol TQF is designed to meet Ford Specification ESW-M2C-33G.

Use only ATF transmission fluid (Ford formulation) modern synthetic fluids cause all sorts of problems

Grease- Shell Retinax -A