

**CONFIDENTIAL**

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## DOOR LOCKS

AUSTIN 1100

MORRIS 1100

MG 1100

Where the front doors cannot readily be locked or unlocked with the key, the cause is usually the lower lobe of the locking lever 'B' jamming against the back of the rotor teeth sufficiently to prevent key operation. This is consequent upon these parts being subjected to side pressure when the door is in the closed position.

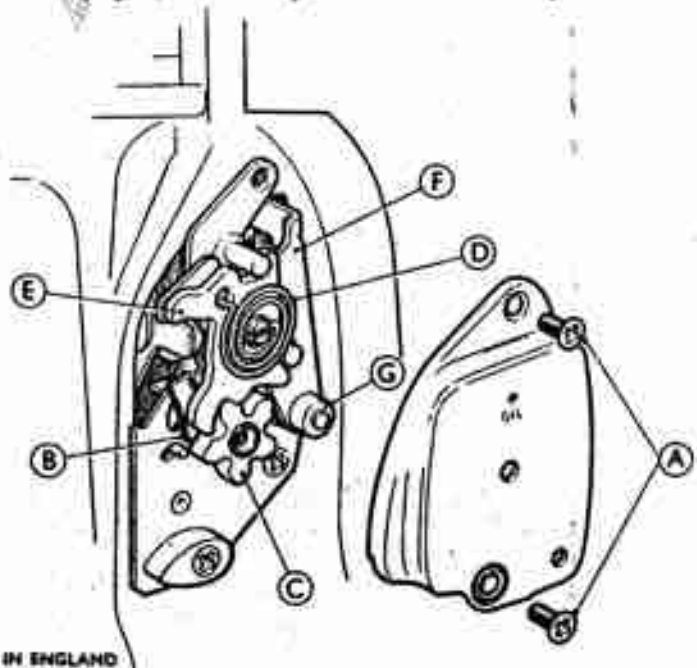
In current production a minor revision to the locking lever has rectified matters and the following modification to locks fitted to existing cars may be carried out without removing the lock or door casing:

First remove screws 'A' so that lock cover can be taken off to expose internal mechanism. The lower lobe of locking lever 'B', i.e., the lever actually operated by the key device, will then be visible but to facilitate matters, lift off rotor 'C', pawl spring 'D' and pawl 'E'. The contactor 'F' and loose bush 'G' need not be disturbed.

The end of lobe 'B' must be bent downwards towards the backplate,  $\frac{3}{64}$ " 1.19 mm, along  $\frac{1}{4}$ " 6.35 of its length, so that it cannot come into contact with the back of the rotor teeth under any circumstances. At the same time the action of the over-centre spring immediately behind the lobe must not be obstructed.

Before replacing the components, ensure that there are no abrasions on the locking lever 'B', particularly on the raised portion above the lobe.

**NOTE:** The rotor must be replaced so that the flat side of its tooth form coincides with the flat portion on the pawl 'E'.



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