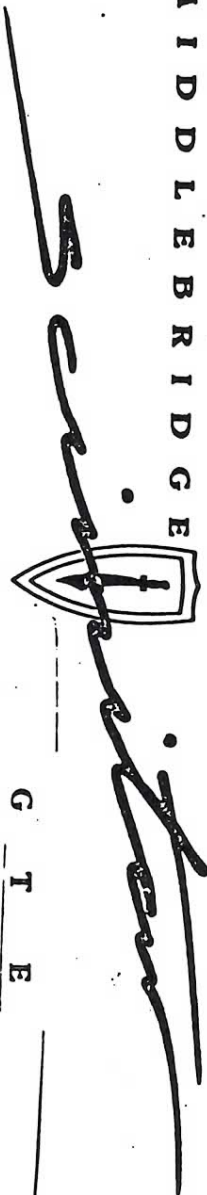


MIDDLEBRIDGE



G T E

75m 50

SCIMITAR GTE MANUAL AND AUTOMATIC

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INTRODUCING YOUR SCIMITAR GTE

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

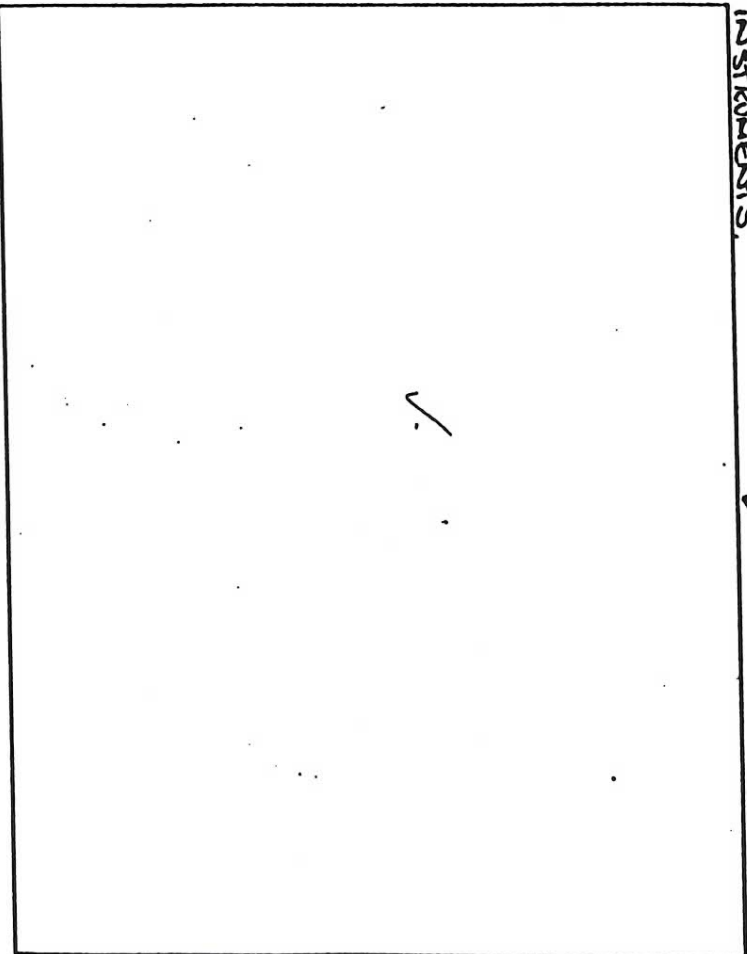
INSTRUMENTS

7 Voltmeter

- 1 Tachometer
- 2 Speedometer
- 3 Warning light display instrument
- 4 Oil pressure gauge
- 5 Fuel gauge
- 6 Water temperature gauge
- 7 Voltmeter (battery condition)
- 8 Clock
- 9 Ignition switch/steering lock
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- 11 Windscreen wiper/washer switch
- 12 Combined side/tail and headlamp switch
- 13 Rear fog guard and auxiliary lamp switch
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- 26 Handbrake lever
- 27 Glove box lock
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- 34 Warning light, rear fog guard lamp

FIGURE 1.
INSTRUMENTS.

All REVERSES to Right-hand and left-hand are made whilst positioned in the driver's seat looking forwards.



1) FORWARD

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. The 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.

2) PRE DELIVERY INSPECTION

The pre-delivery inspection, 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 operations depends entirely on the care and regular maintenance the vehicle receives during its life.

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

WARRANTY

The terms of the warranty are included in the Service booklet. Owners should appreciate that it is essential scheduled maintenance as detailed in the service booklet and on pages of this hand book. Other matters affecting the claims made under Warranty are clearly stated in service booklet.

3) 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, methods of repair and replacement, therefore, able to provide the best service 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 Middlebridge Dealer, it is imperative that the full chassis number, as quoted. This number is to be found on the identification plate located on the right-hand side panel of the engine compartment.

MIDDLEBRIDGE PARTS

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

1) FORWARD
2) IS

4) IS CARRIED OUT
5) MIDDLE BRIDGE

SPEEDOMETER

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

SPEEDOMETER

The speedometer is calibrated up to 160mph 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.

The fuel level warning light, blue in colour, is illuminated when the level of the petrol 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 when brake fluid level drops, this may indicate fluid loss due to leakage.

The fault should be investigated immediately and any necessary repairs carried out by an authorised Middlebridge 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 headlight 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 light is actuated. A continuous display from either warning lamp indicates a bulb failure at the front or rear on the side indicated.

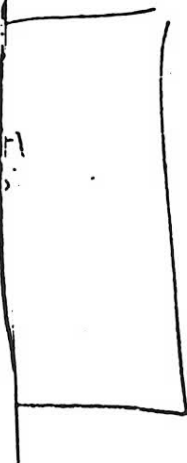


Figure 2 Warning light display instrument

- | | |
|----------------------|------------------------|
| 1 Ignition | 5 Left hand indicator |
| 2 Fuel low | 6 Right hand indicator |
| 3 Main beam on | 7 Break pad wear |
| 4 Heated rear screen | 8 Low brake fluid |
| on | indicator |

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/cm (50lbs/sq inch) around 4 bar on the gauge for normal engine speeds as the engine temperature rises. However, low oil pressure reading are quite normal at idling speeds. If 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 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.

WATER TEMPERATURE GAUGE

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

VOLTMETER (BATTERY CONDITION)

A meter graduated to indicate the battery operating voltage. The normal operating voltage is 13 to 14 volts. Whilst the engine is running, a reading below 11.5 volts means the battery is not being charged
the cause should be investigated or dam age 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 case, re-set the clock as soon as the battery is reconnected, simply re-set by the means of the button provided. The button is pressed and turned to adjust. It will re-start automatically on releasing the button.

CONTROLS AND SWITCHES

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.

Position 1 - The Steering lock is released by inserting the key and turning it clockwise. This action maintains the in circuit without radio.

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 operates a starter circuit. Immediately the engine starts the key should be released. The key for this lock unlike the other keys supplied for your vehicle, do not have an identification number stamped on them.

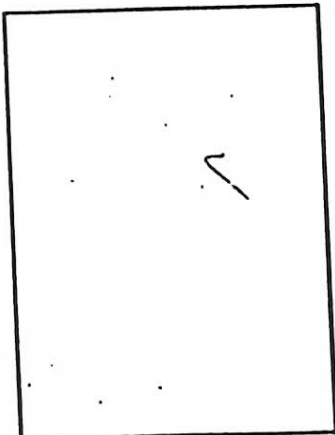
This is for security/anti-theft reasons. The keys are supplied with a tag which has the key number stamped on it. It is most important that the tag is retained in a safe place, or the number noted, for future reference.

Warning: This is the only means of identification for your vehicles steering lock, in case of loss or theft of 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 unit until the wheels are turned to a locked position. For this reason the key must never be removed whilst the vehicle is in motion.

Figure 3 Ignition switch/steering lock

- 0 Ignition off - steering lock
- 1 Steering free - auxiliaries on
- 2 Ignition on
- 3 Starter
- 4 switch lamp



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: Headlamps dipped/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. 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 lever to operate the right indicators. Press down to operate the left 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 the turn of the steering wheel to the straight ahead position.

Warning of indicator 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.

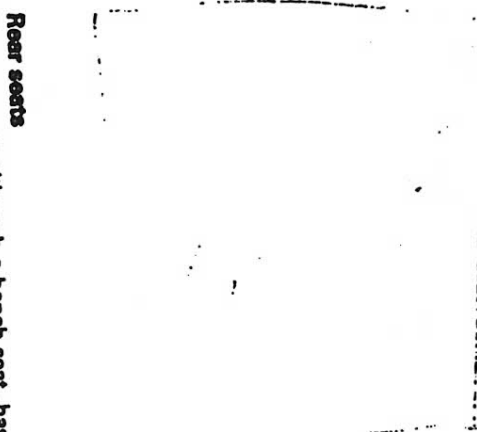
Fig 15 Front seat adjusters

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

Fig 16 Rear seats

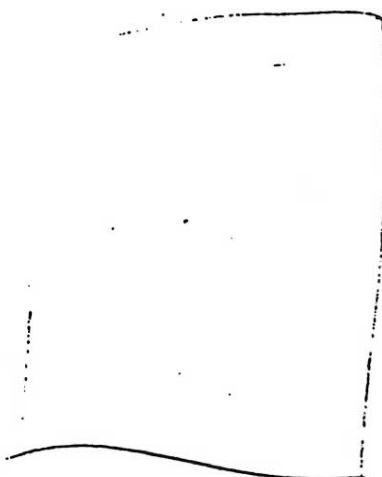
Fig 14 Rear seat catch

- 1 Catch release lever



Seat catches

The individually folding rear seat squabs are retained in the upright position by means of safety catches mounted on the rear quarter trim panels. The catches must be released before the seat squabs can be folded down, as shown in (Fig 14.) It is important to ensure that the squab is locked when returning it to the upright position. The squab will automatically operate the catch when pushed firmly upright.



Rear seats

The rear seat, although a bench seat, has individually folding seat squabs. These fold

down readily to give a flat floor space behind the front seats. (Fig 16.)

2

Locks and controls on body

Door controls

Anti-burst disc latch locks are provided. The door is unlocked from the inside of 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 opening from the outside. The catch can only be operated when the door is closed. Both doors are lockable from the outside, by means of tumbler locks, and are unlocked by using the same key. Both doors are central locking either door.

Bonnet lock and release

The bonnet is released by pulling a T shaped hand which is situated immediately under the fascia adjacent to the drivers door. Operation of this lever unlocks the bonnet, and it will rise slightly under spring pressure. The bonnet can be opened from the outside of the car.

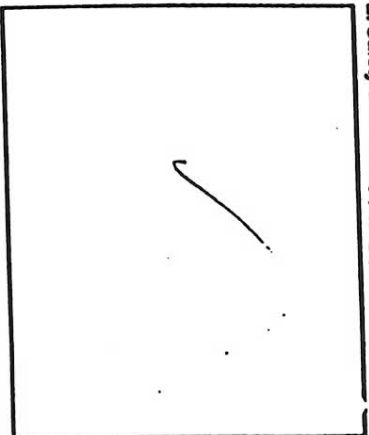
First

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.

15

Figure 11 Interior door handle/safety catch.

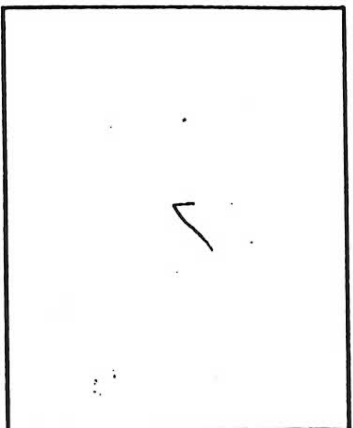
1. Safety catch arm, knob



16

Figure 12 Bonnet release safety catch

1. Bonnet release handle
2. Safety catch arm



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.

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 removable from the centre console for cleaning.

Glove compartment

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

to retain

Seatbelts.

Your Scion car is listed with seatbelts for passengers in the event of an accident. The belts comply to the latest standards.

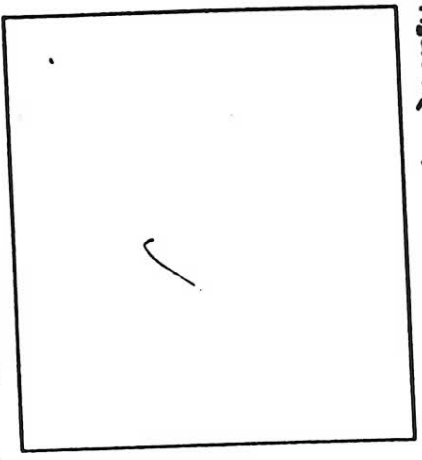
safety

The two front seats are equipped with inertia reel belts, the rear seats are fitted with lap belts.

SEAT BELTS

Front Seat Inertia Reel Belts (Figure 12).
Pull the seat belt steadily out of the reel and push the tongue into the buckle until a click is heard. Since the reel mechanism is sensitive to vehicle attitude, this may not be possible until the car is on level ground. Ensure that the lap portion of the belt fits snugly across the hips in a low position, and that there are no twists anywhere in the length of the belt.

Figure 12, Safety belt layout



To release the belt, depress the red button on the buckle.

Figure 13

Safety belt release

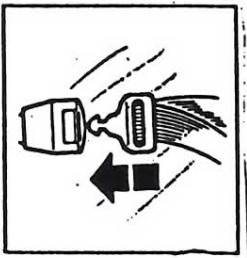
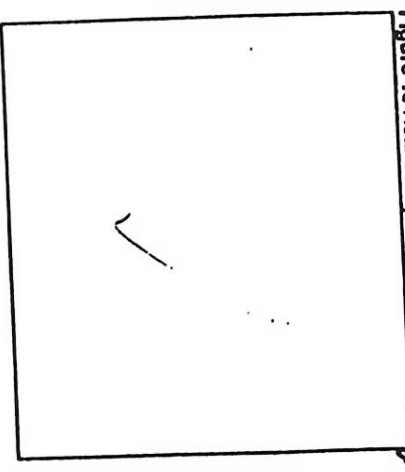


Figure 18 Rear seat passenger safety belt engagement

Rear Lap Belt
This belt should be worn snugly across the hips with the tongue locked securely into the buckle with an audible click.
To tighten the belt, pull the webbing through the adjuster. Move the plastic clip to retain the end of the belt. To lengthen the belt, turn the adjuster at right angles to the belt, depress the tongue into the adjuster housing and pull the webbing through the adjuster. To fasten, insert the tongue into the buckle until a click is heard.
To release the belt, press the red button on the buckle.



Large box
put under the box

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 first position.

Fast wipe - Raise the switch lever to the second position.

Wipe - Press the switch lever down to obtain ^{or}ce

Intermittent ¹ 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 moving at any speed. When the windscreen is dry, operate the washer before setting the wipers in motion.

Combined sidelamp 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 headlamps. Dipped or main beam selection is controlled by the multi-switch as previously described.

Rear fog guard lamps and auxiliary front lamps switch

The switch, shown in Figure 6 has two operating positions. The first position switches on the high intensity rear fog guard lamps. The second position switches on the two auxiliary front lamps in addition to the rear fog guard lamps. The auxiliary lamps have a 'fog lamp' beam configuration. See use of auxiliary lamps, page 10.

The fog lamps will only operate when the side or headlamps are switched on.

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 rear window only operates when the ignition switch is on.

Heated rear window - warning
It is recommended that the 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.

Hazard warning lights switch
A switch adjacent to the heated rear window switch, shown in Figure 6.

Operates the hazard warning device enabling the indicators to flash simultaneously. The visual warning light display instrument flash in unison with the external lamps whenever the hazard switch 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 rheostat
The instruments are individually illuminated and a panel lamp rheostat, 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 head lamps are switched on.

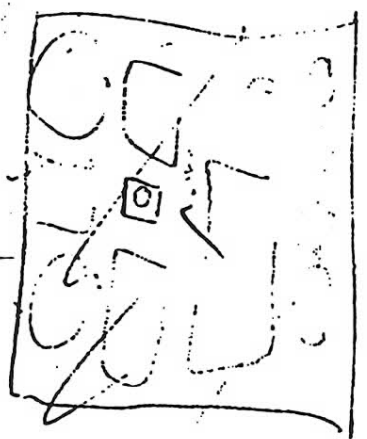
and

Rear window wiper 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. Pressing the knob will operate the washer. The wiper will continue to operate until the knob is released. When the rear window is dry, always operate the washer before setting the wiper in motion.

←STER

Cigar lighter
The cigar lighter is fitted adjacent to the ash tray at the base of the centre console unit.

The cigar lighter element is heated by pressing the unit into its holder. This unit will remain depressed until the element is at red heat when the unit springs back automatically. The cigar lighter operates direct from the battery and is useable at all times.



① Intermittent wiping of the windscreen.

② Intermittent wiping is turned off by pressing the lever down once. The blades will automatically park.

ELECTRICALLY OPERATED DOOR MIRROR SWITCH

The control knob located in the centre of the console has the rotary positions shown in Figure 7.

FIGURE 7.

- A - LH Mirror adjust
- B - Off
- C - RH Mirror adjust

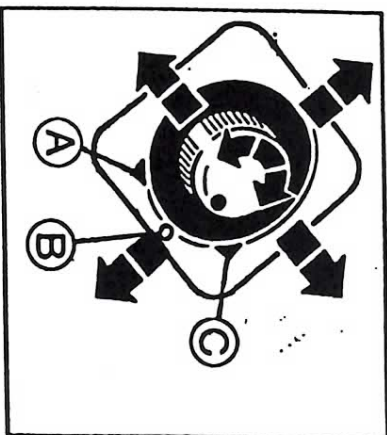
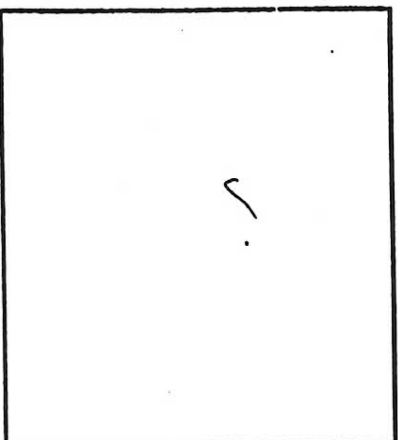


Figure 8 Electric Window switches

1. Drivers window
2. Passengers window



Adjustment

Set the control knob to the position applicable to the mirror requiring adjustment and move the control knob in the direction you wish to move the mirror.

After adjusting the mirror return the switch to the off position. The mirrors will also be heated when the heated rear window is operated.

Interior lights

Two interior lamps are fitted, one adjacent to the interior rear view mirror in the sun visor moulding, the other at the rear of the vehicle above the rear window. Both lamps are linked to door operated courtesy switches. To aid the driver and passengers an interior light delay unit is fitted to the interior lights. When the doors are closed the lights will stay on for approximately 10 seconds and be extinguished automatically by the unit.

An override circuit is linked to the ignition switch to extinguish the lights when the engine is started.

Front light (Figure 8).

The front interior light comprises of two separate bulbs operated by a three position rocker switch located adjacent to the light.

The centre position turns the light off. The light will not be turned on when

the doors are opened.

With the Right-hand side of the switch pressed in the light becomes operative when either of the doors are opened.

With the left-hand side of the switch pressed the map light is turned on. Whilst the switch is in this position and a door is opened, the main light will also become operative.

Rear light. (Figure 9)

The rear light similarly has three positions.

The forward position allows the light to be turned on when either of the doors are opened.

The centre position turns the light off.

The rearward position turns the light on regardless of the doors.

Figure 8 Front interior light

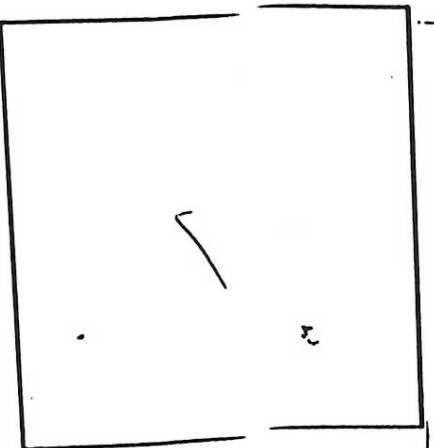
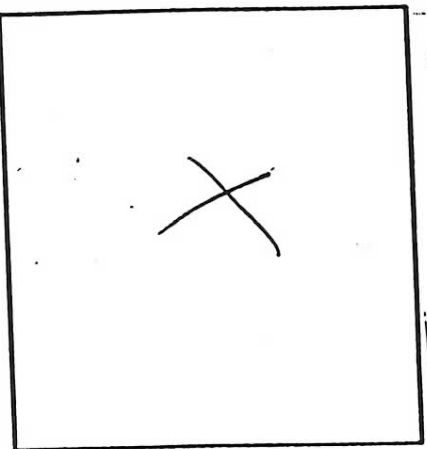


Figure 9 Rear interior light



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 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 2) 10

Distribution control

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

Temperature control

The right-hand lever on the heater control panel governs the temperature of 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

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 samples of control settings that will be most commonly used:

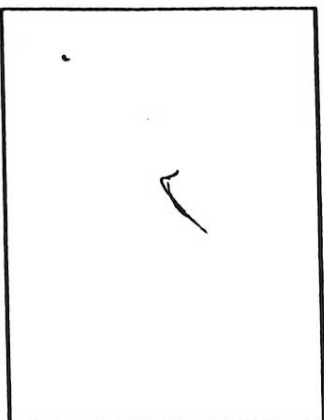
Demist - The distribution control lever should be moved to the central position, this will increase the air flow to the windscreen, reducing the floor level to a minimum. The temperature can be adjusted as required. Use the booster fan at fast or slow speed as required.

Demist - controls should be set as for 'demist' with the temperature control as 'hot' and the booster fans switched 'on'.

Interior - the distribution control should be pushed to its lowest position giving maximum airflow to the footwells and the minimum flow from the demister vents. Adjust the temperature controls and use the booster fans as required.

Figure 2 Heater controls

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



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

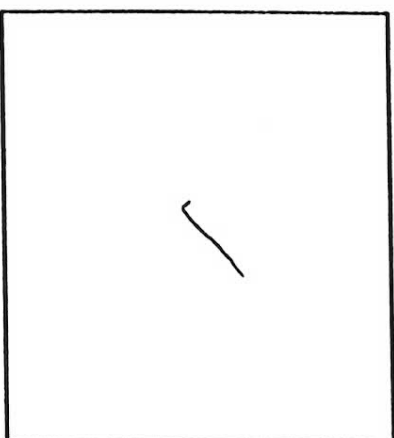
Ventilation

Fascia 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 fascia and on the centre console.

The vents have adjustable and rotary nozzles. The control knobs can be used to direct or adjust the air flow from the vent independently. Turning the knurled knob clockwise opens the vent. (Figure 10) 11

Figure 10 Fascia fresh air vent

1. Air flow and directional control



Recommendations

Occupants should wear the belts whenever travelling and wear them correctly with the diagonal passing over the shoulder and across the chest and with the lap belt as low as possible on the hips. Remember that seat belts provide protection to all.

Avoid reclining the seats excessively.

The seat belts are designed to provide maximum protection when the seat backs are in the normal position.

Check that the buckles latch correctly with an audible action.

Check that the retractor locks correctly by sharply tugging the webbing.

Check for wear, tear, damage or general deterioration.

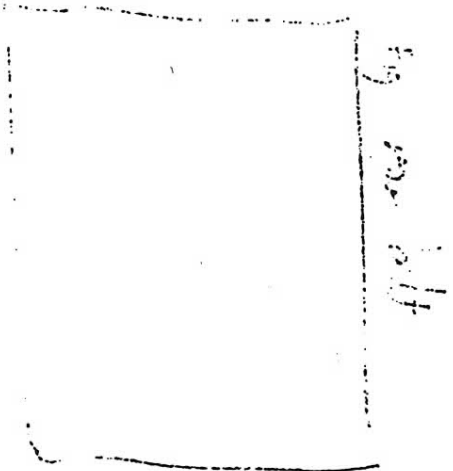
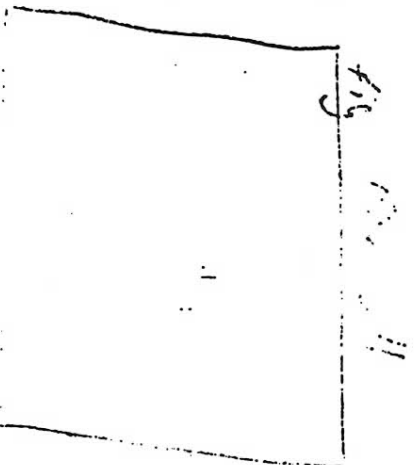
Always ensure that the belt is properly adjusted without slack and is not caught around any obstructions. Do not use a seat belt for more than one person.

Do not bleach or redye the webbing.

Do not lubricate the retractor or buckle mechanisms or attempt any internal repair.

Do not continue to use a belt which has been subjected to a severe accident.

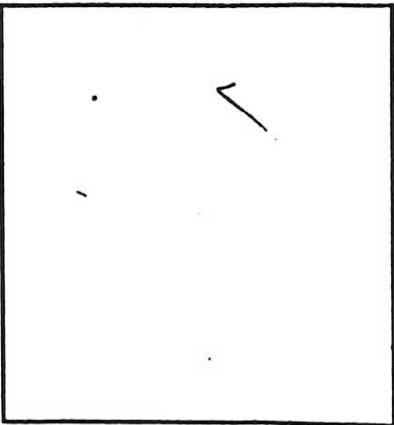
Cleaning: The webbing should be lightly brushed with a mild soap and warm water, but avoid soaking and dry naturally, away from the heat. Do not boil, bleach or dye, as this may severely reduce the effective strength of the belt.



Dipping Mirror

The drivers '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.)

Figure 19 Dipping mirror

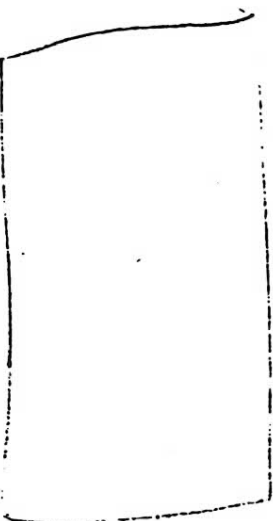


Hinged rear window

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. (Fig 13)

Fig 13 Rear window/boot lock and petrol filler cap

- 1 Rear window/boot lock
- 2 Petrol filler cap release button — press to open



WARNING:-

WHEN RELEASING THE FILLER CAP AN AMOUNT OF COMPRESSED AIR WILL BE EJECTED FROM THE TANK. THIS IS DUE TO THE SYSTEM BEING PRESSURISED WHILST RUNNING.

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. (Fig 15)

The seats have reclining backs which can be adjusted to any angle. To adjust, move the reclining lever towards the rear of the seat, tilt the back to the required position then release the lever to lock the seat back. Ensure that the lever returns to its original vertical position. (Fig 15)

Access to the rear seats is gained by raising the lever located on the outboard side of the front seat squab. (Fig 15) The seat squab can then be hinged forward, this action also moves the front seat forward enabling easier access to the rear seat.

The front seats incorporate a seat belt warning sensor. The sensor illuminates a warning light on the fascia until the seat belts have been fastened.

DRIVING YOUR SCIMITAR GTE - ALL MODELS

Before Starting

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

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 Middlebridge Dealer will service your car free of charge. Correct attention at this first service will do much to ensure subsequent trouble free motoring.

Power assisted steering

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.

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.

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 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.

Coasting

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

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 instruction, 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.

ie. 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 then the headlamps may be replaced by both auxiliary lamps only in conditions of fog or falling snow.

Idling (Automatic)

If it is necessary to idle the engine for an extended period, ie. 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.

MANUAL TRANSMISSION

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.

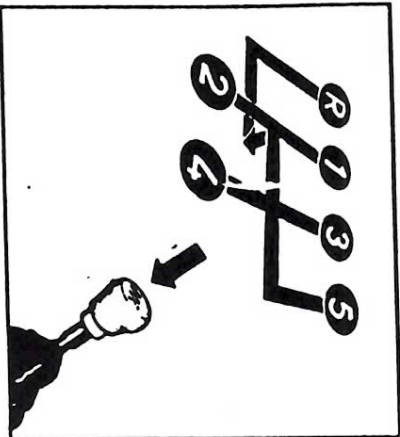
When a vehicle with automatic transmission is being towed, the gear selector lever should be left in the neutral N position. To avoid transmission damage, the towing speed must not exceed 30mph (50km/h) and the towing distance must not be more than 30 miles (50km). If the vehicle has to be towed a greater distance than this, then the driveshaft should be removed or, alternatively, the rear axle should be lifted clear of the ground.

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 3

Gear change
Gear change is effected by a short lever operating a five-speed gearbox. The gear lever positions are shown in Figure 21. Always ensure that the gear lever is in neutral before starting the engine.

Figure 21 Gear change manual



The 5 speed transmission has synchronesh on all forward gears.

The 5th gear provides open road cruising at a lower engine speed than is achieved in 4th gear. When used correctly it also reduces fuel consumption and engine noise.

WARNING-Care should be taken when changing from 5th to 4th gear that no undue side pressure is applied to the gear lever. So that 2nd gear is not selected by mistake.

To avoid a noisy reverse gear engagement, depress the clutch pedal fully when the engine is at idling speed and then wait a few seconds before selecting reverse gear.

Reverse gear is selected by moving the gear lever from the neutral position by pressing down on the lever against a spring pressure and moving it to the left and then forward.

Never attempt to engage reverse gear unless the car is stationary.

3-3rd gear

This transmission shifts automatically up the gear range to 3rd gear and in this gear the maximum vehicle speed may be achieved.

NOTE If you release the accelerator pedal (ie when slowing down) When the selector level is in position D (1st, 2nd or 3rd gear engaged) the transmission has a freewheeling effect.

This means that the engine speed falls away to idling level giving an additional fuel saving. No free wheeling effect will occur in position D When the 4th overdrive gear is engaged. Position D is not recommended for descending steep hills as the free wheel eliminates engine braking.

2-2nd Gear

When this position is selected, the car moves off in second gear and will remain in this gear until another gear is selected. This position is suitable for ascending and descending hills, or driving through areas with several successive bends, providing that the vehicle does not fall below 25mph (40km/h). In exceptional cases when Winter conditions prevail (in snow or on icy roads) this position can be used for initial drive away.

1-1st Gear

In this position the vehicle moves off in 1st gear and remains in this gear. This gear is suitable for ascending and descending very steep inclines, or driving in continual slow moving traffic.

Summary of automatic gear lever position

Position	Function
P	Park
R	Reverse
N	Neutral
D	Drive gears plus 4th gear (Drive Economy)
3	Drive (1st, 2nd and 3rd gear)
2	2nd gear
1	1st gear

LEAD FREE FUEL.

Your Scribner GTE has the ability to run continuously on lead free fuel.

The EEC-IV management system, after a inexpensive modification to the octane adjustment leads, is programmed to adjust the ignition pattern to suit the change in octane rating (97 octane for leaded fuel to 95 octane for unleaded).

Warning:

Serious engine damage may result if you fail to have the necessary

adjustment made to the management system before using unleaded fuel.

Similarly, you should only use unleaded fuel once your car has been converted.

Your Middlebridge dealer will be able to advise you and undertake the conversion to lead free fuel.

Your Scribner can be converted back to leaded fuel very easily once the initial modification has been carried out. This flexibility allows you, the driver, to choose the fuel used, dependant upon availability.

This change of fuel type should be carried out when the fuel tank is as close to empty as is practically possible.

Consult your dealer for detailed instructions.

Figure 22
Lead free adjustment & location - rear battery



SERVICE SCHEDULE

The maintenance periods fall into well classified categories:

- 1 Regular day by day attention.
- 2 Maintenance at the first 1,000 miles (1,500 km) - Free Service.
- 3 Maintenance at 6,000 miles (10,000 km) intervals - Standard Service.
- 4 Maintenance at 12,000 miles (20,000 km) intervals - Major Service.

The standard and Major Service intervals are designed to ensure safety and reliability under most operating conditions. However, if your operating conditions are severe, you cover a very low annual mileage or have a high proportion of short journeys a 'supplementary' service is recommended at intervals of 3,000 miles (5,000 km).

This intermediate service is particularly important, with increasing vehicle mileage, after the first 12,000 miles (20,000 km). The supplementary service is limited to simple checks and adjustments, easily described in the following pages of this handbook. This work can, of course, be entrusted to a Dealer. Details of this intermediate service, together with the Standard and major services, are included in the 'Service' booklet. Presentation to this service booklet to any Middlebridge Scimitar Dealer will ensure proper completion of the maintenance operations.

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 Middlebridge Scimitar Dealer is well equipped for routine servicing. Lubrication is absolutely vital for your vehicle. Only the high quality recommended lubricants should be used throughout the vehicle, as cheaper oils, greases and fluids may, in time, prove to be false economy.

Always use the approved grade of oil, see page 10

Every Middlebridge Scimitar GTE leaving the works capable of giving satisfaction if attention is given to essential maintenance operations detailed in this handbook.

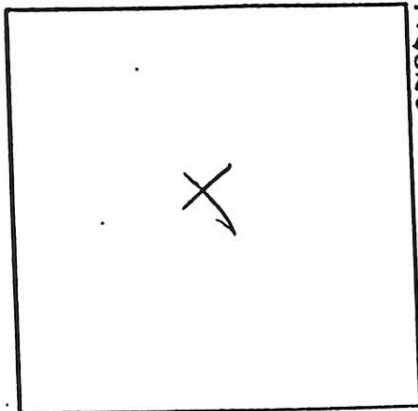
Remember that your Middlebridge Scimitar Dealer is better equipped to provide a routine maintenance and repair service than the owner/driver.

Therefore, if you encounter trouble, consult your Scimitar Dealer - he is at your service.

ROUTINE MAINTENANCE CHECKS

1. Engine oil level
Ensure that the car is standing on level ground, and withdraw the engine dipstick, located on the right-hand side of the engine. (Figure 23) 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.

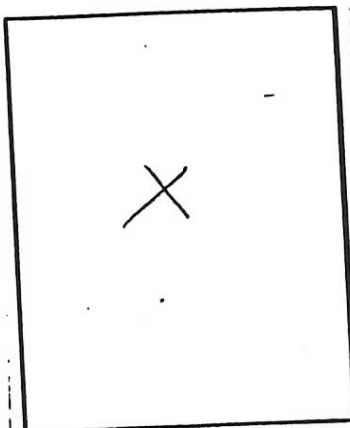
Figure 23.



2. Hydraulic fluid reservoir
The correct level for the hydraulic fluid is indicated on the outside of the reservoir, located on the servo unit. (Figure 24) 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 25. 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.

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Figure 24. Hydraulic fluid reservoirs
1 Brake fluid reservoir



2. Power steering hydraulic pump
The fluid reservoir is mounted on the right-hand side of the engine compartment. (Figure 25) 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 the level of the fluid indicated on the level mark on the side of the reservoir. The level should be up to the 'full' mark when the system is warm.

WHEELS AND TYRES

Spare wheel

The spare wheel is located in the engine compartment. Unscrew the retaining bolt to remove. (Figure 33)

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Tool kit

The tools, held in a tool roll, are housed in the left hand storage compartment at the rear of the vehicle. (Figure 34) The tool roll contains a fitting jack, jack handle, wheel brace and plug spanner. Auxiliary tool roll contains a dual purpose screw driver, 7 inch pliers, 3 open end spanners and an adjustable spanner.

Figure 34, Spare wheel retainer

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- 1 Retaining bolt
- 2 Rubber washer

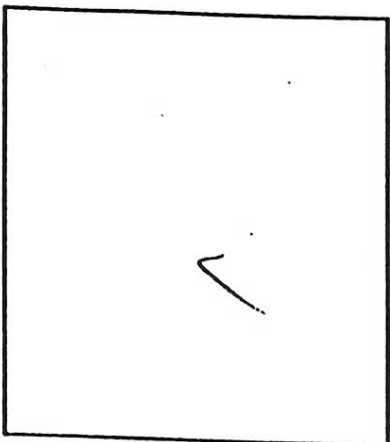
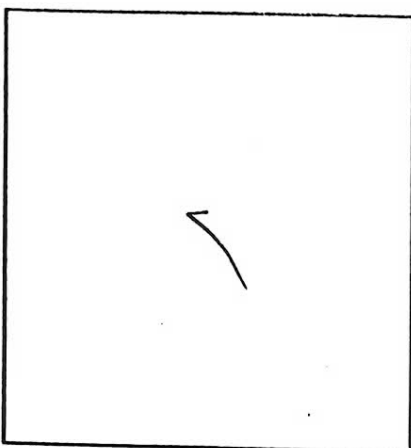


Figure 34, Tools

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



Jacking points

The recommended jacking points are shown in Figures 35 and 36. The jack has a peg that locates in holes provided in the chassis at these points. 30 31

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

Figure 35, Front jacking position

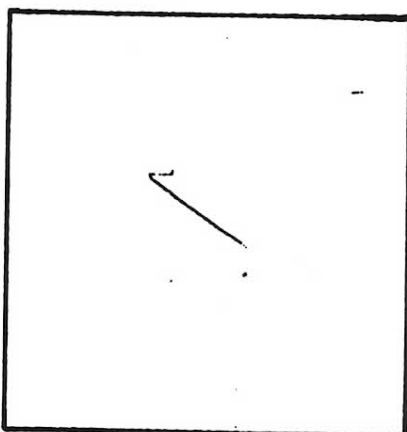
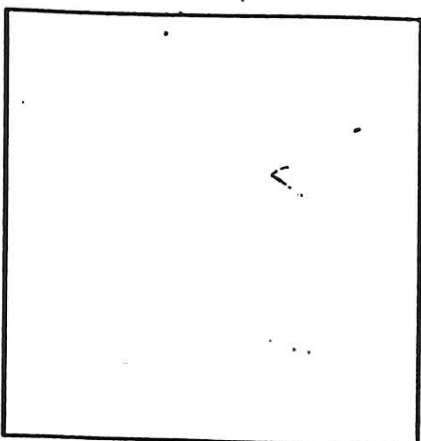


Figure 36, Rear jacking position



Wheels and wheel nuts

The 6.1 x 15 wheels fitted as standard equipment are of the alloy disc type.

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 195 x 65 x 15 VR radial 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. Firms etc. should be removed from the tyre tread, if neglected they may work through the core. 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, it is advisable only to change tyres from side to side on the same axle and not diagonally.

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:

	Normal load
Front	1.82 kg/sq.cm (26 lbs/sq.in)
Rear	1.82 kg/sq.cm (26 lbs/sq.in)

Fully laden

Front	1.82 kg/sq.cm (26 lbs/sq.in)
Rear	1.82 kg/sq.cm (26 lbs/sq.in)

For sustained speeds in excess of 85 miles per hour (137 kph) pressures should be increased by 0.28 kg/sq.cm (4 lbs/sq.in) on the above figures.

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 possible.

As your Scimitar GT is a high performance vehicle Middlebridge recommend that the damaged tyre is replaced as soon as is practically possible, with a new tyre of the same type.

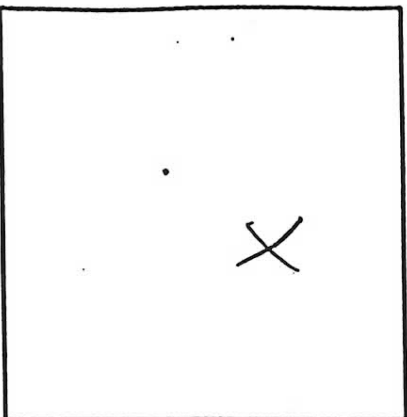
Dec 5

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 marked on the side of the and replace the cap.

(Figure 29 header took 27)

FIGURE 27



Checking the battery

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 in the engine compartment, should be checked regularly.

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 or 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.

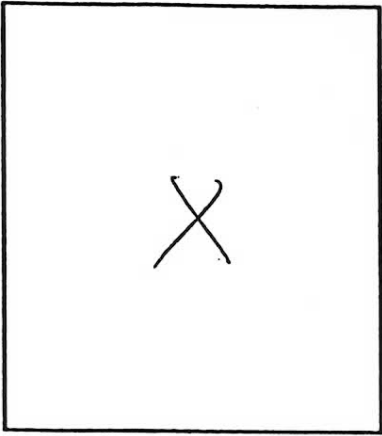
Turn the jet nozzle in the jet holder until the jets of water strike the windscreen in the area swept by the wiper blades. It may be necessary to adjust the nozzle slightly after a trial on the road due to jets of water being deflected by the air stream.

Top up the reservoir with the recommended fluid specified on page 25. Important: If the fluid level is allowed to fall appreciably, the power assistance to the steering will be affected.

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Figure 24 Power steering reservoir

1. Reservoir
2. Filler Cap



Automatic Transmission Fluid Level

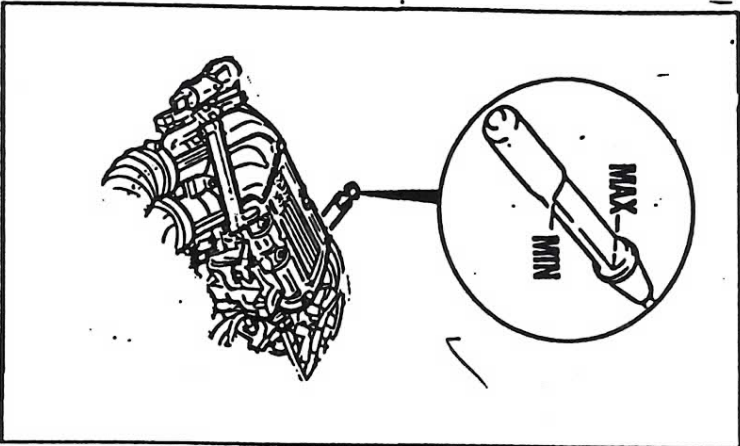
Check the fluid level when the engine is at operating temperature, eg after completing a short run.

Carry out the check as follows:

1. Park the vehicle on level ground and apply the handbrake and footbrake.
2. With the engine idling, move the selector lever three times through all positions.
3. With the engine idling, select position P and wait one minute.
4. With the engine idling, withdraw the dipstick. Wipe it with a clean non-fluffy cloth, replace it fully and withdraw. Check the fluid level. It should be between the indentations on the dipstick. Never allow the oil level to fall below the lower mark (Figure 25).
5. If necessary, add automatic transmission fluid meeting the specification on page 3 through the transmission dipstick tube.

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Figure 25 Automatic transmission fluid level dipstick



The trial trip ex

Polarity

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

Battery

The battery terminals should be kept clean and tight. Periodically examine the level of acid in the battery and top up with distilled water as necessary. Never use ordinary tap water to top up your battery as it contains impurities which are detrimental to the battery.

Fuses

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

car or see 2f.

Only use the correct fuse. The fuses' value is marked, in the case of a glass fuse, on a slip of

coloured paper inside the fuse. Blade fuses have their

rating value embossed on the top of the fuse.

Main fuse box

The main fuse box is situated inside the vehicle on the left-hand side of the front passenger footwell. (Figure 32).

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.

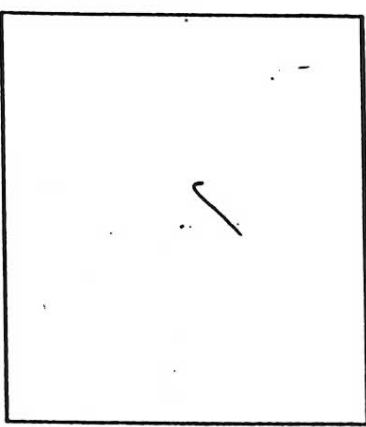
The correct functions and ratings for the main fuse box are:

1. Heater motor 15amps
2. Battery control 35amps
3. LH Side & tail 10amps
4. RH Side & tail 10amps
5. HRS Switch 25amps
6. Rear fog lights 10amps
7. Rear inter light 10amps
8. Fog lights 25amps

9. Horn 35amps
10. Front & Rear wipers 35amps
11. Hazard & Fast Speed 25amps
four relay
12. Ignition Control 35amps

Figure 32 32

Main Fuse box



Auxiliary Fuse Box

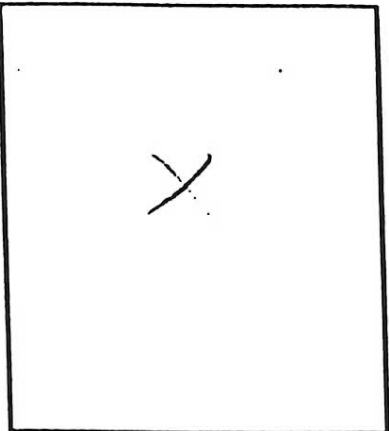
In addition to the main fuse box there are six blade fuses housed in a small fuse box situated behind the glove box. (Figure 33). Access is gained by removing the left-hand underdash cover. Again, the circuit function is indicated on the cover.

The circuits and correct fuse ratings are as follows:

1. Electric windows 30 amps
2. Electric mirrors 15 amps
3. Heated rear Screen 25 amps
4. Cooling fan 25 amps
5. Central locking 15 amps
6. Spare 30 amps

Figure 33.

Auxiliary Fuse box



Headlamp fuses.

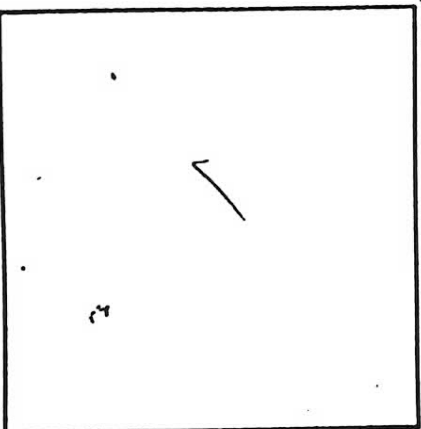
The headlamp circuits are protected by four glass fuses located in a separate fuse box (Figure 34). This fuse box is located at the front of the left-hand inner-wing, next to the air filter unit.

The fuse box contains the following rated fuses and their circuit:

- 1.
- 2.
- 3.
- 4.

Figure 34.

Headlamp fuse box



Engine Management diode and Fuel pump fuse.

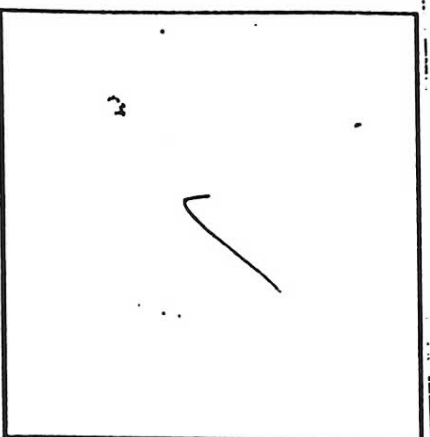
The EEC-IV management system employed in the Scimitar GTE is protected by a diode. The diode together with a 20 amp blade fuse

for the fuel pump are located on the left-hand door 'A' post. Access to these components is achieved by removing the left-hand side kick panel. (Figure 35).

Replacements for the diode should only be obtained through your Middlebridge dealer.

Figure 35.

Engine Management diode & Fuel pump relay and fuse



Relays

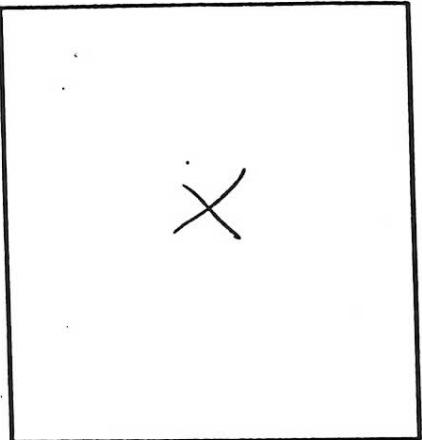
Main relay block.
The main relay block is situated inside the

Vehicle behind the
engine box. Access to
the relay block is gained
by removing the left-hand
underdash cover.

All the relays, six on a
manual and seven on an
automatic are of the
same type.

Figure 36 Shows the
position and function
of the relays

Figure 36.
Main Relay block.



- A- OUTER MAIN BEAM
- B- FRONT & REAR FOGS
- C- HEATER, WIPER, WINDOW MOTORS, MIRRORS
- D- RAY FAN (FAST)
- E- RAY FAN (SLOW)
- F- HEATED REAR WINDOW AND MIRRORS
- G-

Fuel pump relay

The relay for the
fuel pump is located
behind the left-hand
side Kickwell panel
on the A post pillar,
(Figure 35), adjacent
to the fuse for
the pump and the
diode for the
engine management
system.

This relay is of a
special type and
replacements should be
obtained through your
dealer.

Fuel gauge damper, low
fuel light and interior
light delay units

The above electronic
units fitted to your
car are located behind
the right-hand side
Kickwell panel.

Repair or replacement
of these three units
must be undertaken
by your dealer, owing
to their complex
nature.

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 86°C.

NOTE: The electrically operated fan is two speed, operated by a temperature sensor unit.
Slow speed operating at around 86°C
High speed operating at around 91°C

CAUTION: Under certain operating conditions (when the ambient under bonnet temperature is high) the cooling fan will continue to operate, for some time, after the ignition has been switched off.

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 dam-

age 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.

Fill the system with 20% to 30% anti-freeze solution to specification BS 3151 or 3152. (See page 7.)

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 (-30°F). A lower reading requires the system to be refilled with the correct concentration of anti-freeze.

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. ²Total capacity of cooling system 9.65 litres (17 imperial pints).

GENERAL DATA AND SPECIFICATION

Engine

V6 overhead valve, water cooled. Bore 93.0mm. Stroke 72.0mm. Displacement 2,933 litre. Max. bhp net 150 @ 5,700bpm DIN. Max. torque net 157lb ft. (233kgm) @ 3,000 rpm. Comp. Ratio 9.5:1. Stainless steel exhaust system.

Fuel Type

Leaded. Octane rating * 97 RON
* 95 RON unleaded can be used with minor ignition retard.

Fuel System

Bosch Jetronic electro-mechanical electronically controlled with cold start enrichment and warm-up regulation. Electrically driven fuel pump. Paper element air cleaner. Fuel tank capacity 20 gallons (91 litres).

Lubrication System

Full pressure feed, high output oil pump, wet sump. Full flow replaceable oil filter.

Ignition System

Breatherless electronically controlled (12 volt).

Cooling System

Pressurised radiator. Remote header tank. Twin speed electric cooling fan controlled by high - low dual temperature sensor.

Manual Transmission

5 Speed Synchromesh

Single dry plate diaphragm clutch. Cable release, self adjusting, zero clearance, pre-loaded release bearing.

Ratios

First 3.358:1, second 1.809:1, third 1.258:1, fourth 1.000:1, fifth 0.825:1, reverse 3.375:1. Remote control gear lever directly mounted.

Automatic Transmission

(option)

Automatic gearbox (fitted with oil cooler) with remote control lever centrally mounted on shaft tunnel. 4 speed with lock-up overdrive. Epicyclic gearbox and torque converter with lock-up clutch. Hydraulic actuation and control with electrically controlled kick-down.

Ratios

First 2.474:1, second 1.474:1, third 1.00:1, fourth 0.75:1, reverse 2.11:1.

Propellor Shaft

Manual: Single shaft with constant velocity joints.
Automatic: Single shaft with constant velocity joint and hookes joint.

Rear Axle

Hypoid, semi-floating. Ratio 3.54:1.

Steering

Rack and pinion, power assisted steering. 2.5 turns lock to lock. Three-spoke leather finish safety steering wheel with energy absorbing centre pad and mountings. Conforms to latest safety requirements.

Suspension

Front: Independent double wishbone coil spring and damper units and anti-roll bar. Rear: Coil spring and damper units with rear anti-roll bar to axle located by trailing arms and laterally, by Watts linkage.

Chassis

Box section pressed steel with cruciform, hot dipped galvanised for maximum corrosion protection.

Road Wheels

Cast alloy 6J x 15 wheels. Tyres 195VR x 65 x 15 high speed radials fitted with steel valves.

Brakes

Direct acting vacuum servo four wheel hydraulic, pendant pedal operated, discs on front, drums on rear. Independent (dual line) front and rear hydraulic system with low fluid level warning device. Lever type handbrake operating rear brakes through compensator.

Fascia

Precision moulding incorporating hooded glare-free instruments.

160 mph speedometer, with kilometre scale, trip mileage, 7000 rpm electronic tachometer, warning light cluster incorporating: Ignition, main beam, heated rear screen, right and left hand trafficators, low brake fluid warning, worn brake pads, low fuel and handbrake on, electric clock. Battery condition, oil pressure, water temperature and fuel gauges.

Column switch for horn, headlamp dipflashes, direction indicators, windscreen wash and windscreen wiper 2 speed control with intermittent wipe facility.

Switches for all lighting and dual speed heater fan, rear window wash/wipe

hazard warning, fog rear guard lamps and heated rear window. Instrument illumination level control, face level fresh air ventilation through adjustable nozzles. Combined ignition starter switch and steering anti-theft lock.

WORK

COACH

Repairs

The bodywork of your Middlebridge 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.

Your Middlebridge Scimitar Dealer has the necessary experience to effect any repair.

Cleaning

5) Avoid using a dry cloth to ~~wipe~~ the body work.

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 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

~~gather~~ cloth upholstery with lukewarm, 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 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.

CAPACITIES AND SPECIFICATIONS

AREA	CAPACITY(L)	GRADE	FORD SPEC.	REMARKS.
ENGINE-(EX. FILTER)	4.25	SAE 10 W 30	SSM-2C-9011-A	
(INC. FILTER)	4.50			
GEARBOX-(MANUAL)	1.90	SAE 80 EP	SM-2C-1011-A	
(Auto)	9.00	-	SSM-2C-9010-A	
REAR AXLE	2.00	HYPOID 90	-	
POWER STEERING	0.75	-	SSM-2C-900-A	
BRAKING SYSTEM	1.70	DOT 4		
COOLING- WATER	7.00	-	-	
ANTIFREEZE	2.80		SSM-97B-9313-A	
WASHER SYSTEM	1.40	-	-	

PLEASE NOTE: ALL CAPACITIES ARE ONLY A GUIDE, FILLING OR TOPPING UP SHOULD BE CARRIED OUT IN CONJUNCTION WITH THE RELEVANT SECTION IN "ROUTINE MAINTENANCE - CHECKS"

Electrical

12 volt battery, 590A capacity, 90RA, 90 Amp alternator/combined regulator, four Halogen headlamps (two dipping) with hand-operated dip switch. Side lamps combined with outer headlamps. Front flasher and side repeater lamps. Rear combined stop/tail lamps, reflectors, flashers and reversing lamps. Fog rear guard lamps. Heated rear opening window. Rear number plate lamps. Self parking two speed windscreen wipers, front and rear. Windscreen washers front and rear. Twin horns. Clock. Two interior lights one with delay action courtesy switch.

Engine compartment light.

Instrument lights. Map light. Illuminated door rear guard and puddle lamps. Electrically controlled and heated door mirrors. Auxiliary driving lamps, electrically operated windows.

Body

All glass fibre hand-built Gran Turismo body. Wide-opening doors with fully curved tinted glass laminated windscreen. Upward opening rear window with gas struts and locking with key.

Reclining front seats with progressive sliding folding action for access to rear seats. Rear seats can be folded together or individually to form flat floor. Leathercloth upholstery with crushed velour facings. Inertia front seat belts, two lap belts for rear seats. Head restraints.

Luggage Capacity

With all four seats up 21 cu. ft.; with one rear seat folded flat 30 cu. ft.; with both rear seats folded flat 40 cu. ft.

General Information

Track: Front	14-83	mm (in.)	58.39
Rear	14-28	mm (in.)	56.22
Wheelbase	2637mm (103.8in.)		
Overall length	4432mm (174.5in.)		
Overall width	1720mm (67.7in.)		
Overall height	1321mm (52.0in.)		
Ground clearance	140mm (5.5in.)		
Gross vehicle weight	1678kg (3,700lbs)		
Kerb weight	1266-1311kg (2790-2890lbs)		
Maximum towing weight	(dependant upon model and equipment)		
	1016kg (2240lbs)		

Performance Figures and Fuel Consumption Test Results

TBA.

The descriptions and illustrations appearing in this book are applicable to vehicles manufactured at the time of printing. The manufacturer therefore reserves the right - whilst retaining the basic features of the models herein described and illustrated - to make at any time with necessarily bringing this book up to date, any alterations to units, parts or accessories deemed convenient for improvement or for any manufacturing or commercial reasons.

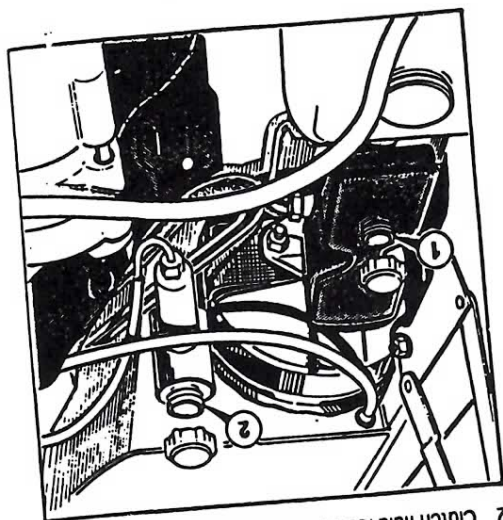


Fig 29 Hydraulic fluid reservoirs
1 Brake fluid reservoir
2 Clutch fluid reservoir (where applicable)

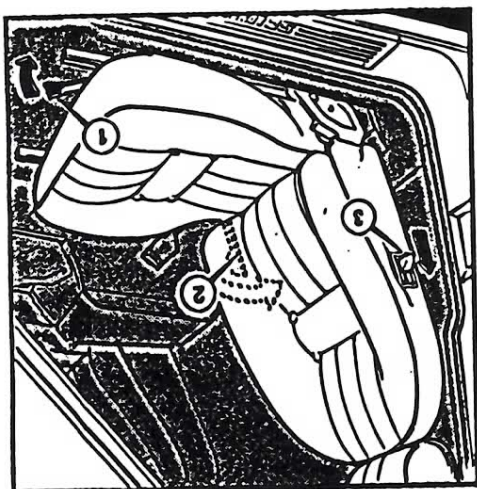


Fig 62 Side door illumination lamps

- 1 Door guard lamp
- 2 Puddle lamp
- 3 Bezel, lamp lens
- 4 Screw, bezel securing
- 5 Lens
- 6 Bulb
- 7 Bulb holder
- 8 Body

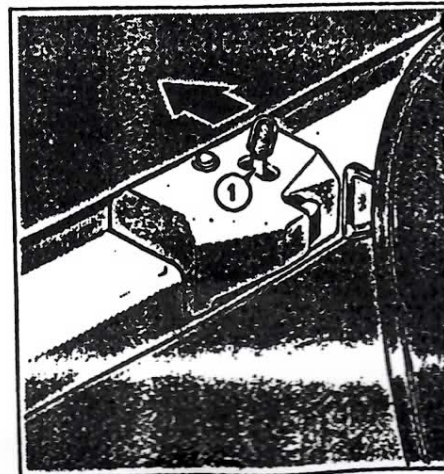
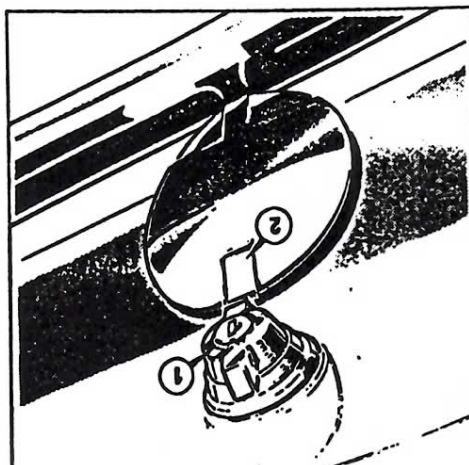
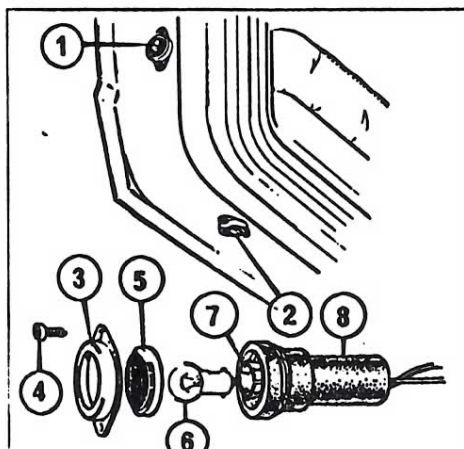
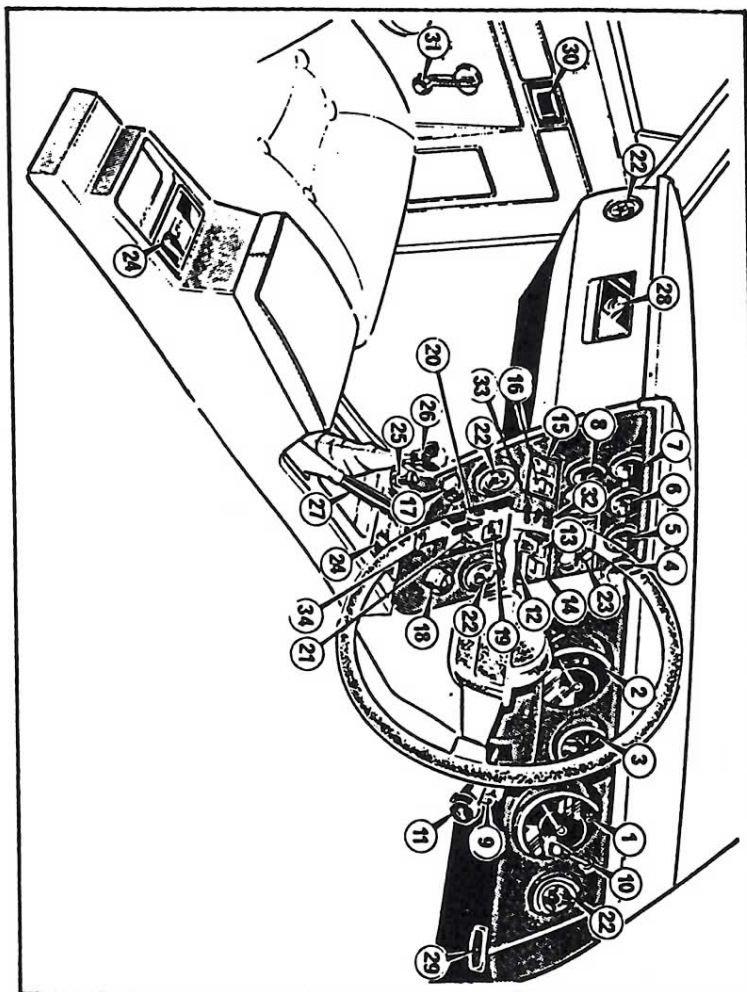


Figure 1 Fascia, instruments and controls



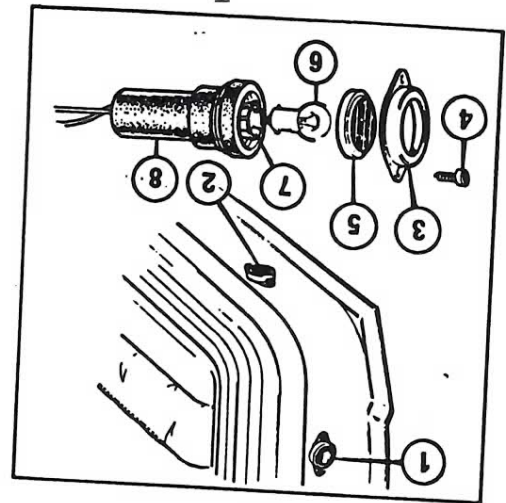


Fig 62 Side door illumination lamps

- 1 Door guard lamp
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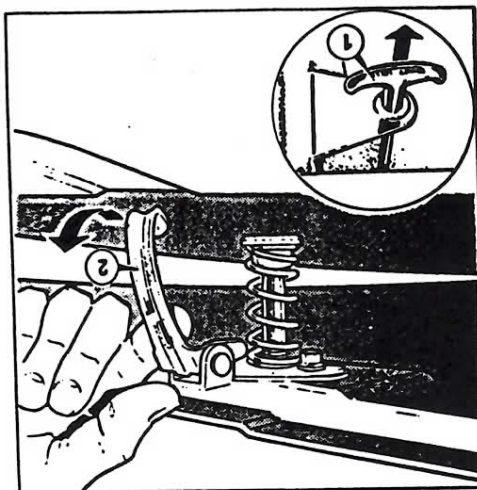


Fig 12 Bonnet release/safety catch
 1 Bonnet release handle
 2 Safety catch arm

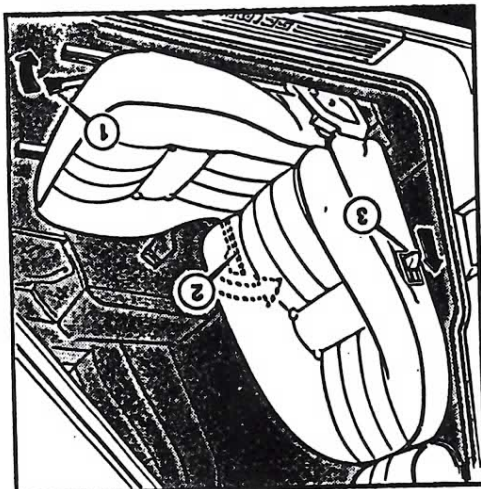


Fig 15 Front seat adjusters
 1 Seat slide release lever
 2 Reclining squab adjusting lever
 3 Seat squab tilt release lever

Fig 14 Rear seat catch

- 1 Catch release lever

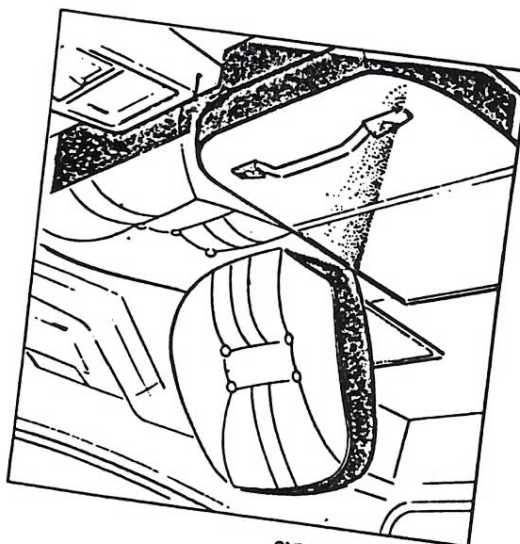
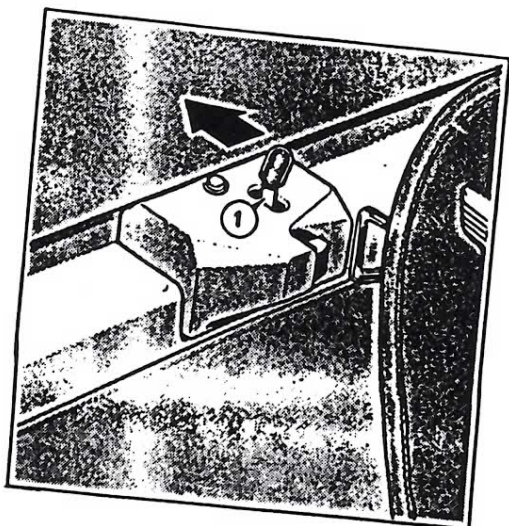
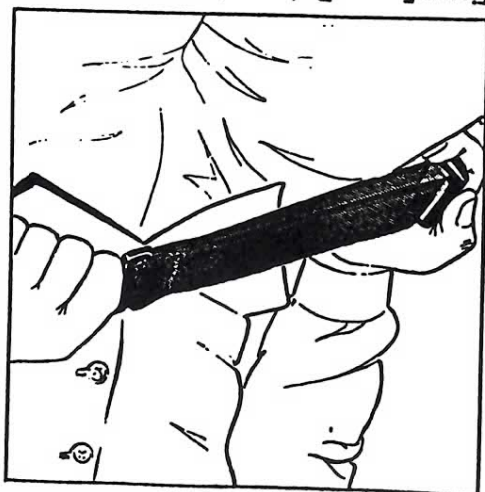


Fig 16 Rear seats

Figure 4 — Rear seat belt lap strap engagement



Figure 5 — To loosen lap strap



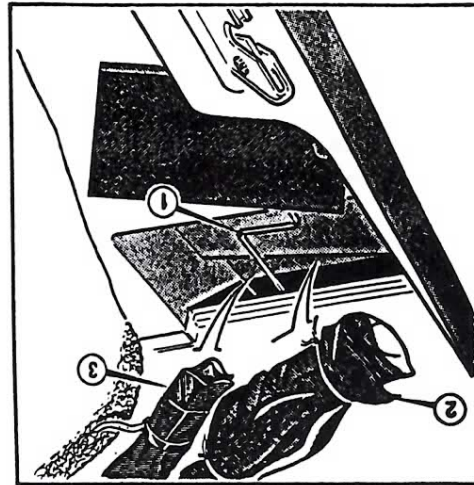


Fig 52 Tools
1 Jack handle
2 Tool roll - jack and wheelbrace
3 Tool roll - auxiliary tool kit

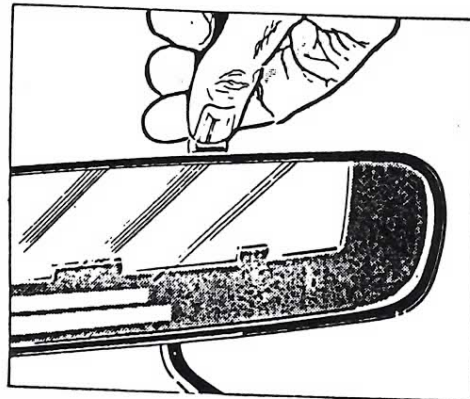


Fig 20 Dipping mirror

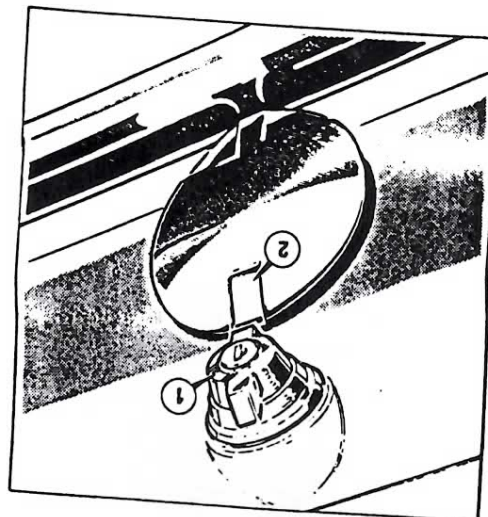


Fig 13 Rear window/boot lock and petrol filler cap

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

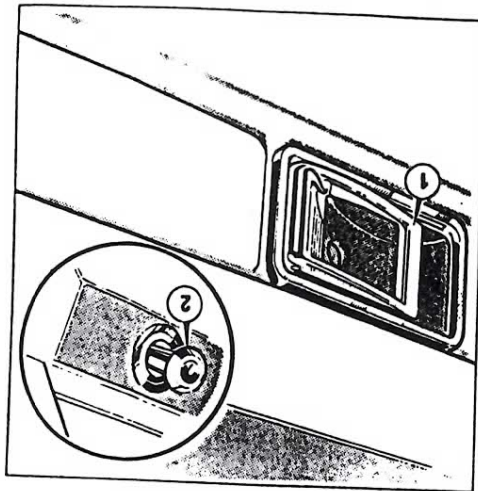


Fig 11 Interior door handle/safety catch
1 Door handle - pull to open
2 Safety catch - press to lock

Figure 6 - To tighten lap strap

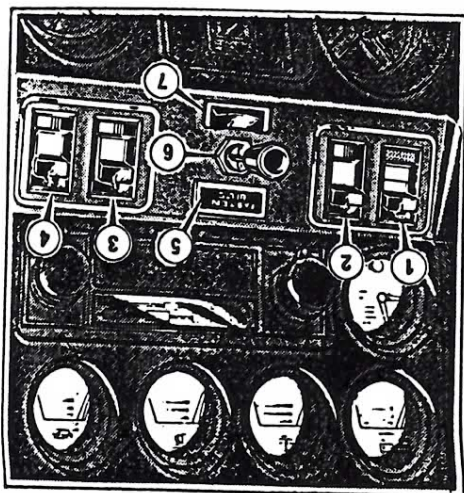
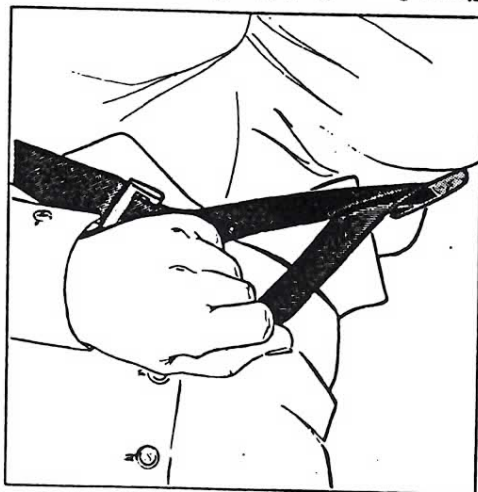


Fig 6 Switches - lights, heated rear window, fog and hazard warning exterior mirror, belt warning
1 Heated rear window - where fitted
2 Hazard warning
3 Lights: first position - side/tail lamps
second position - headlamps
4 Fog lights: first position - fog rear guard lamps
second position - auxiliary front lamps
5 'Fasten belts' warning light
6 Knob, electrically operated exterior mirrors
7 Switch, electrically operated exterior mirrors

Figure 2 — Seat belt layout

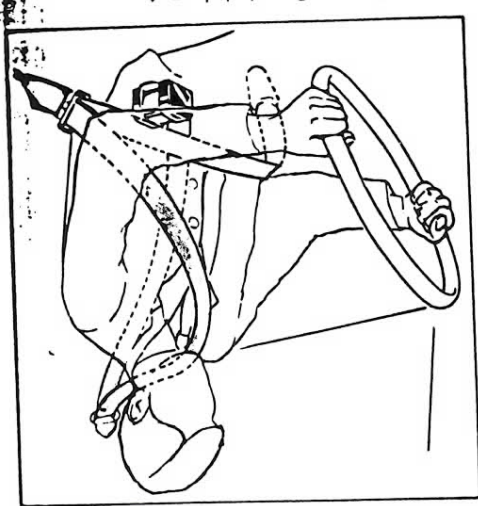


Figure 3 — Seat belt release

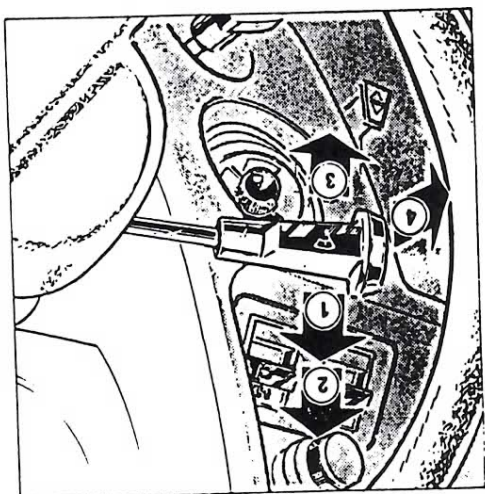
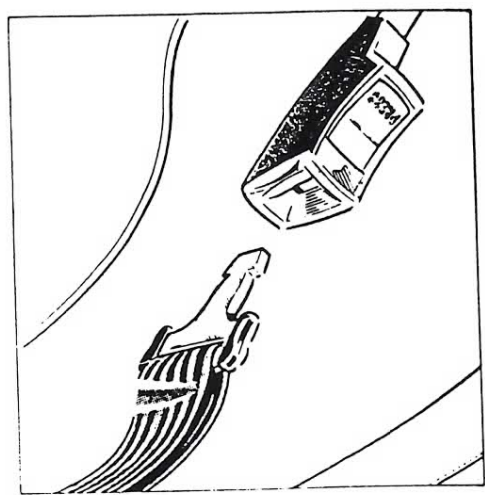


Fig 5 Windscreen wiper/washer switch
 1 Up (first position) — slow wipe
 2 Up (second position) — fast wipe
 3 Down — intermittent wipe
 4 Back — washer

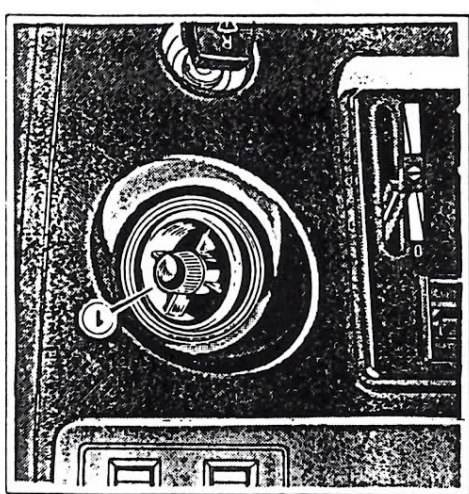
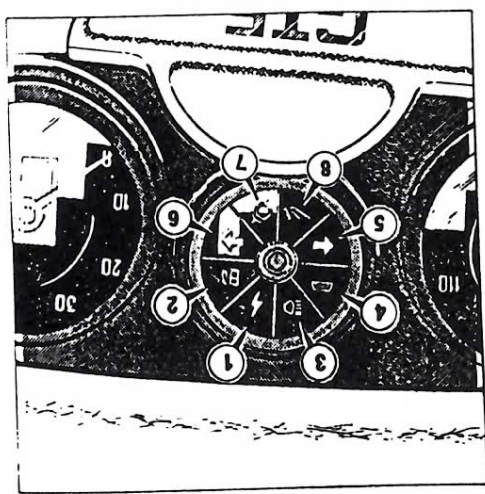


Fig 10 Fascia fresh air vent
 1 Air flow and directional control



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

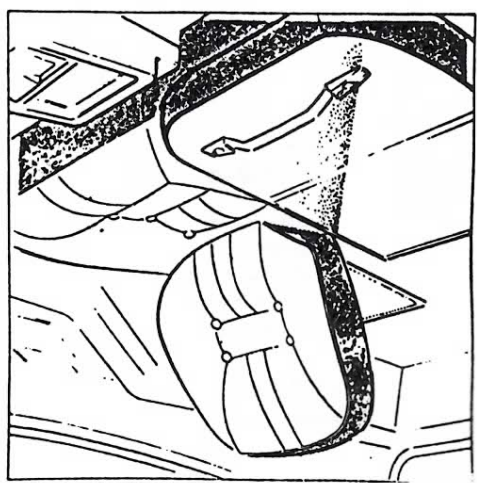


Fig 4 Multi-switch

- Forward — headlamp main beam
- Back — headlamp flasher
- Up — left hand indicator
- Down — right hand indicator
- Press — horn

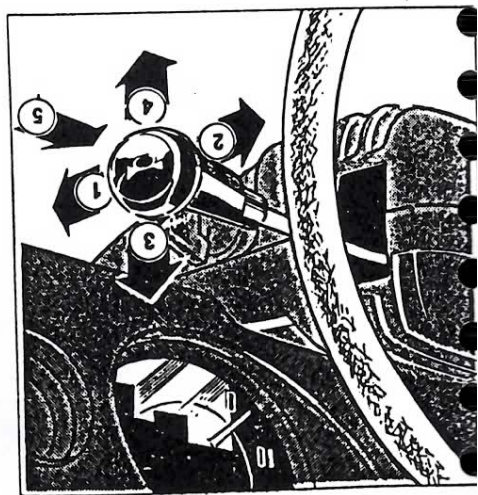


Fig 3 Ignition switch/steering lock

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

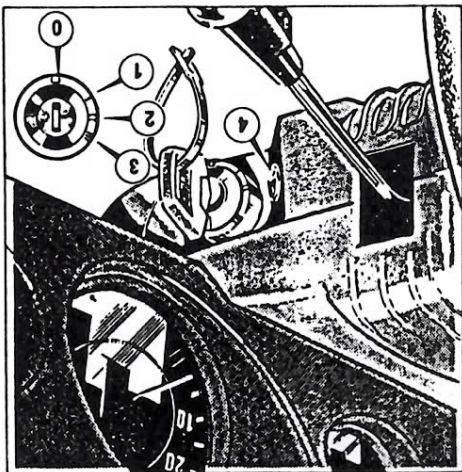


Fig 2 Warning light display instrument

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

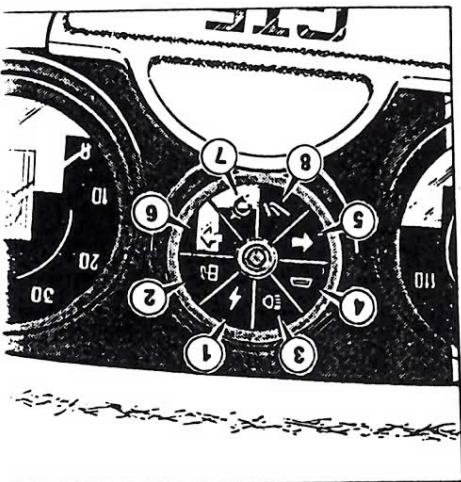


Fig 21 Adjustable exterior rear view mirror

- 1 Remote control lever

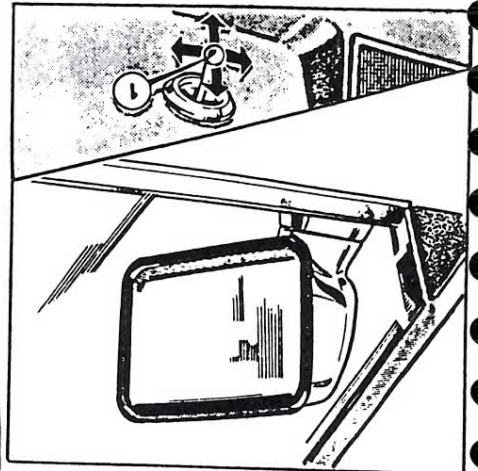


Fig 7 Electric window switches

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

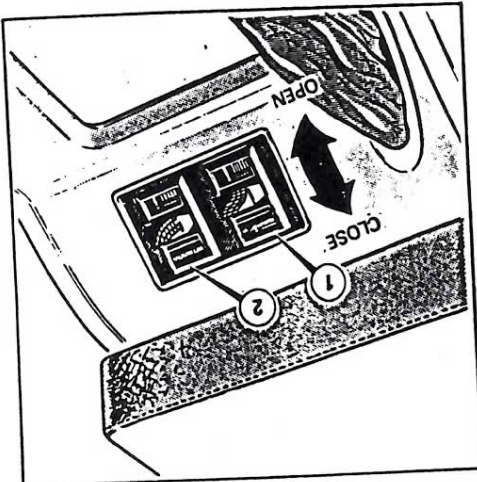


Fig 9 Heater controls

- Heater fan switch
- first position — slow speed
- second position — fast speed
- Distribution control
- Temperature control

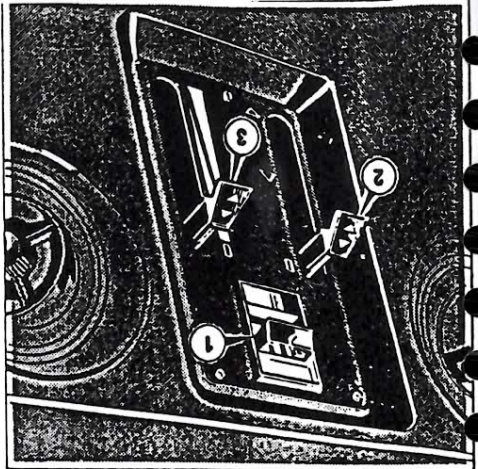


Fig 8 Interior light switches

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

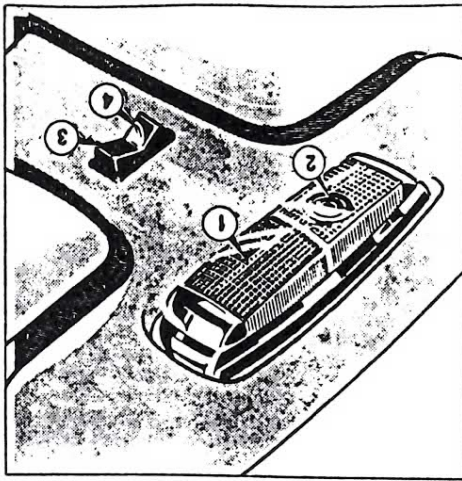
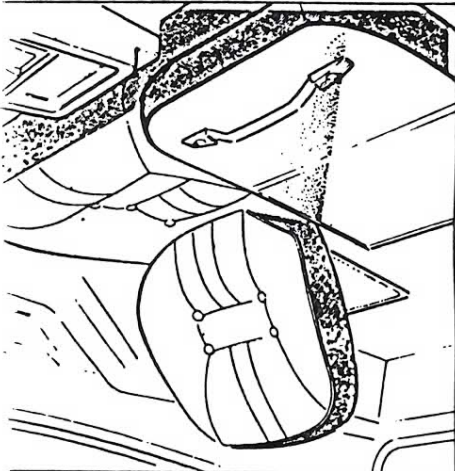
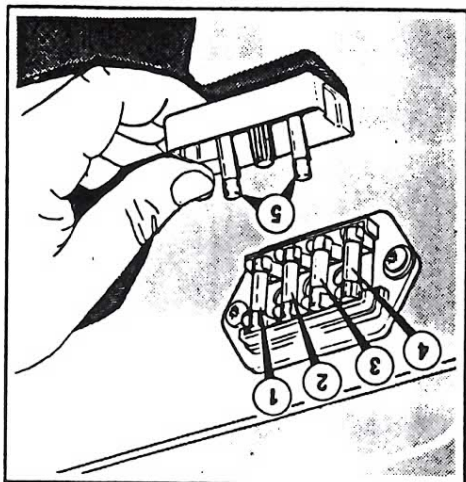
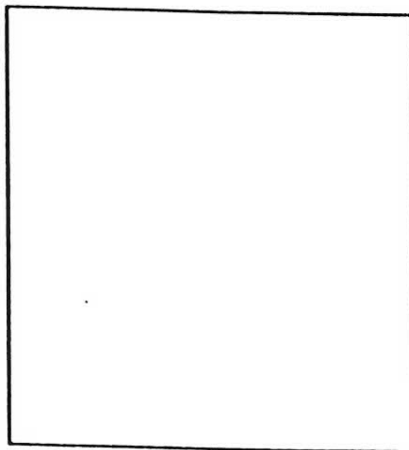


Fig 5 Windscreen wiper/washer switch

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





- 5 Spare fuses
- 4 Headlamp, main inner - 25 amps
- 3 Headlamp, LH dip - 10 amps
- 2 Headlamp, RH dip - 10 amps
- 1 Headlamp, main outer - 25 amps

Fig 57 Headlight fuse block

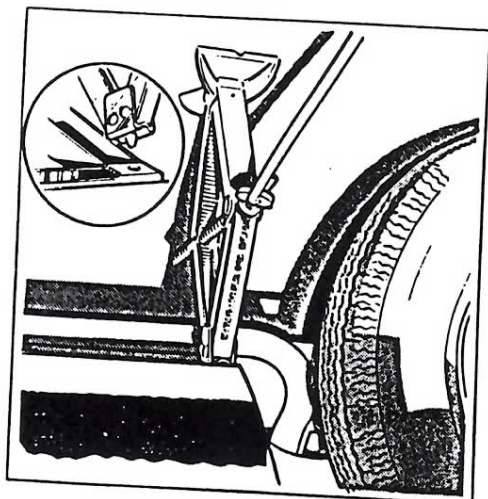
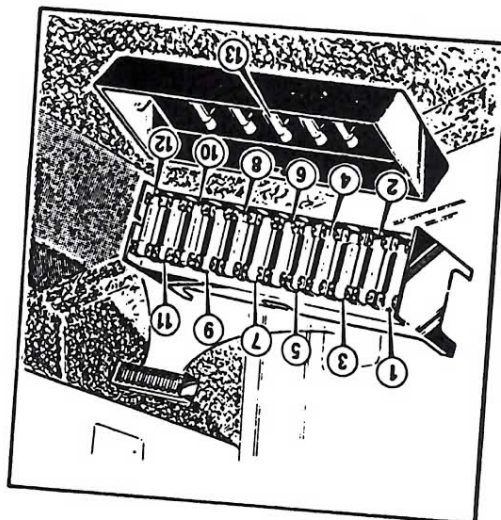


Fig 53 Front jacking position

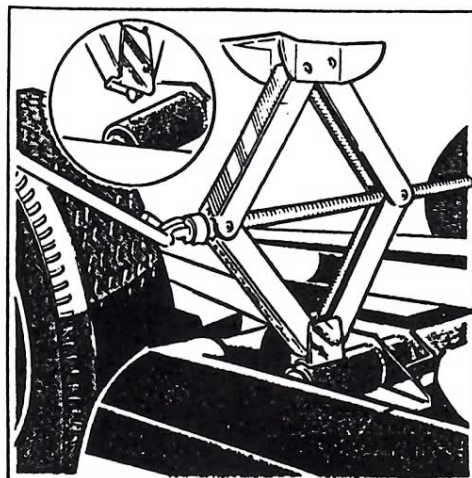
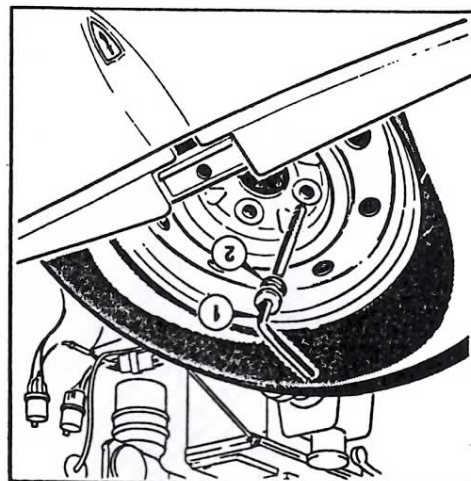


Fig 54 Rear jacking position



- 2 Rubber washer
- 1 Retaining bolt

Fig 51 Spare wheel retainer

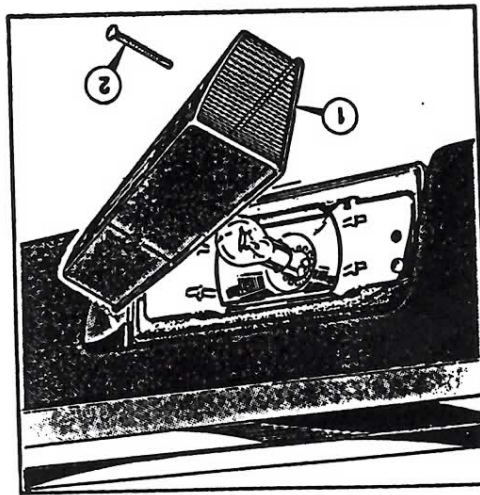


Fig 59 Front indicator lamp
1 Lens
2 Lens securing screw

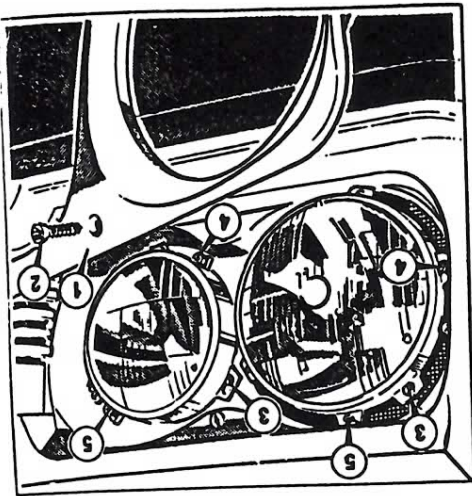


Fig 58 Headlamps
1 Headlamp bezel
2 Bezel securing screw
3 Headlamp retaining screws
4 'Horizontal' beam adjusting screws
5 'Vertical' beam adjusting screws

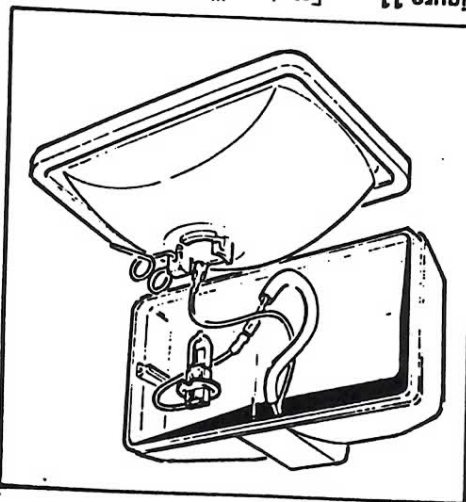


Figure 11 — Front auxiliary lamp

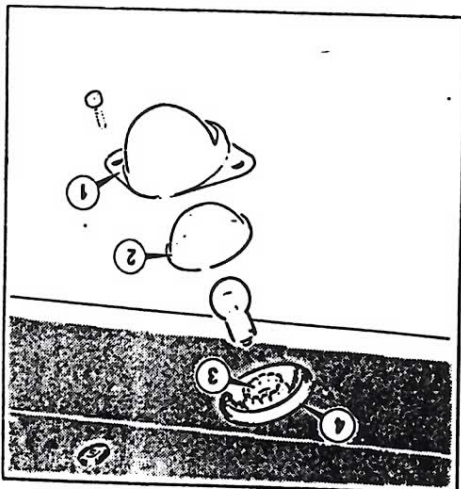
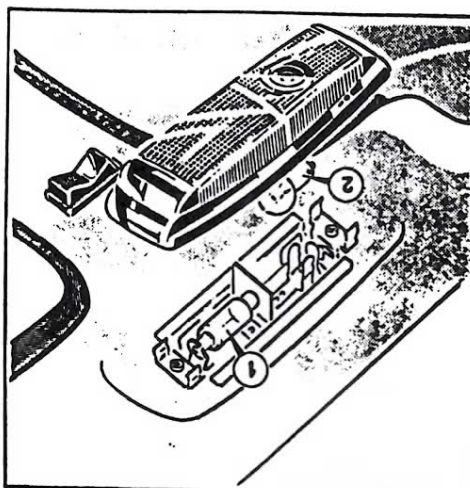
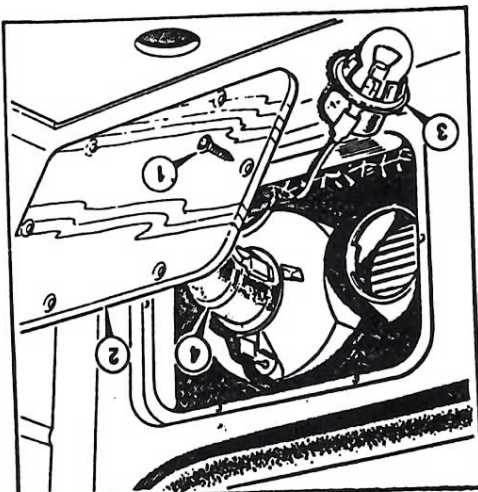


Fig 63 Number plate lamp/Boot lamp
1 Bezel
2 Lens
3 Bulb holder
4 Rubber flange



2 Map spot light bulb
1 Bulb holder



4 Reversing lamp bulb holder
3 Indicator bulb holder
2 Access panel