SECTION A.

GENERAL INFORMATION

In compiling this schedule of spare parts it has been assumed that its main function will be to enable a mechanic to order a replacement for a part he has removed from a car. This means he will know what the part looks like and where it fits, so to assist in finding the part in the schedule the car has been broken down in successive stages.

The car as represented by the schedule is broken down to Sections, each Section being as clearly defined as is practicable.

A Section is broken down into a number of Groups. These Groups have no particular assembly significance but an attempt has been made to keep them self contained with all parts assembling together although this is not a strict rule. There is only one of each Group per chassis or car unless specifically stated otherwise in the Group heading.

A Group is reduced to Items which are identified by the first work being typed in capital letters.

An item may be a single article, such as a bolt or nut but it may also be an "assembly" of parts normally stocked as one. Any single part in an assembly may be requested as an item provided it is not marked with a cross in which case it can only be supplied as part of the assembly, usually because a welding or similar operation is involved. The quantity of parts required to make up an assembly item is shown slightly indented from the main quantity column.

Drawings are included in the schedule to aid identification and to this end Plates and Groups have the same reference, e.g. a drawing of the Oil Filter will bear a Plate Number, D3 because that is its Group Number. All the "items" in the Group context bear a reference on the drawing in the order they occur in the context, except for "Standard Parts".

Standard Parts i.e. parts which are common to many sections, such as bolts, nuts, washers, etc., although shown wherever they occur in the context are also detailed in Section X alphabetically with the numerical cross reference. This is for the assistance of store keepers who may be requested to supply "a quarter bolt like this one".

Notes.

In the context certain items will be found to have a letter included in the "notes" column; this letter may refer to one of the general notes set out below, or to a note which will be found at the end of the Group.

Note.	Explanation.
A.	The item is alternative to another item which will usually be found listed immediately below it also marked with an A.
B.	The item is usually an adjusting piece used only when required therefore the quantity column is left blank.
C.	The item is only required on coachbuilt bodies.
D.	The item is only required on the Standard or Pressed Steel body.
E.	The item is not used on a Standard car and is only fitted by request of the customer.

Abbreviations.

BA.	British Association Screw Thread.
BSF.	British Standard Fine Screw Thread. This is used generally and is implied unless otherwise stated.
o/s.	Oversize e.g. 002 o/s means .002 inches larger than Standard size.
u/s.	Undersize.
dia.	Diameter. In the case of washers the nominal diameter of the bolt is quoted.
HP	High pressure.
LP.	Low pressure.
SWG.	Standard wire gauge.
PVC.	Poly-vinyl-chloride, a synthetic compound.
L.H.	Left hand. In all cases this means the L.H. side of the car as viewed from the rear looking forwards.
R.H.	Right hand. Remarks as for L.H.
LC.	Left control. The item is only applicable when the driving controls are on the L.H. side of the car.
RC.	Right control. Remarks as for LC.