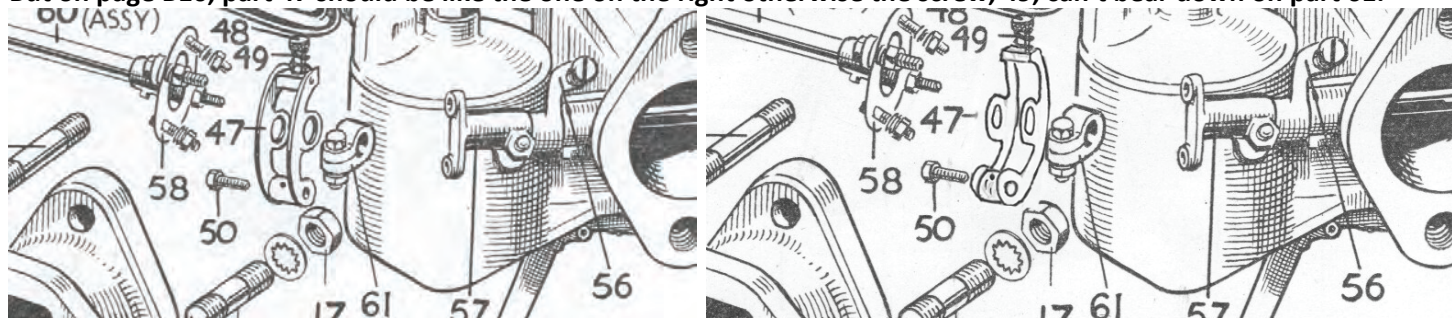


# Sometimes it's hard to know Right from Wrong...or Left

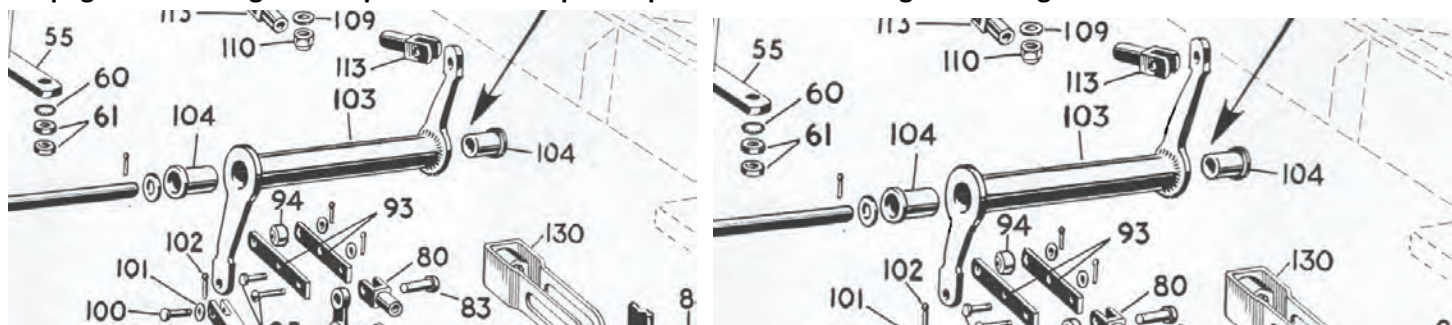
*A special revelation from Jack Trolley*

You can't always believe what you read in the manual. The images below on the left are from the manual.

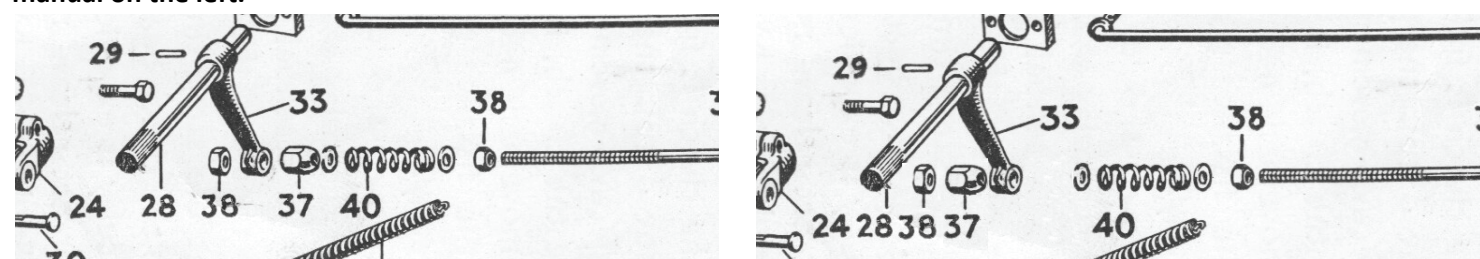
But on page B10, part 47 should be like the one on the right otherwise the screw, 49, can't bear down on part 61.



On page M4 the long arm on part 103 should point upwards as in the image on the right.

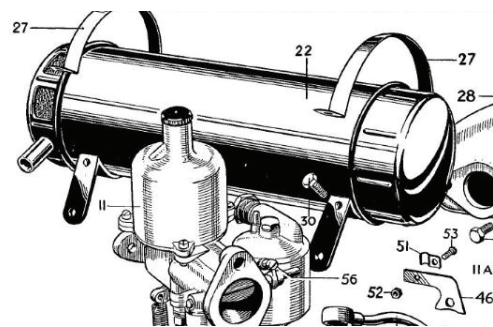


On page B12, part 37 should be behind the lever part 33 as in the image on the right, not in front of it as shown in the manual on the left.



## And does Sir dress to the left or right?

That is I mean which way does your air cleaner face? I'm reliably informed that on 1½ litre RM's the gauze intake was always fitted at the rear end, with the exception of :- The prototype with the pre-war style cylindrical type unit, the earliest 1946 cars where the unit lay parallel to the bonnet side and had the outlet fitting vertically downwards connecting to the square type aluminium air box and the Twin-Carb conversion set-up. On 2½ litre. RM's (including the Pathfinder) the gauze was always fitted to the front end.



**And what about your lower shock absorber mounts?** Are they innies or outies? I'm reliably informed that out is the correct way for RM's except for very early RM's and it's likely that about 50% of our RM's have them fitted incorrectly. **Have a look one day.**

