



Lima

HANDBOOK

PANTHER

MAINTENANCE SCHEDULE

PANTHER WESTWINDS LIMITED

CANADA ROAD • BYFLEET • WEYBRIDGE • SURREY
ENGLAND

BYFLEET 49293

CABLES • PANTHER ENGLAND

NOTE 1

TYRES

We must emphasize that it is essential to use the correct type of tyre specified by the vehicle manufacturer.

Incorrect tyre pressures can be dangerous so ensure they are in accordance with those recommended by the Manufacturer. Adjust your tyres to the recommended pressures given in the Handbook in respect of load and road speed. Check your tyres regularly for general condition, pressure and uneven wear, especially if fast motoring is anticipated.

Remember, tyre neglect can cause accidents.

NOTE 2

BRAKES

Hydraulic Brake Systems

In addition to the recommended periodic inspection of all brake components, it is advisable as the car ages as a precaution against the effects of wear and deterioration to make a more searching inspection and renew parts as necessary.

It is required that:

1. Brake fluid should be completely renewed at 18,000 mile (30,000 km) or 18 month intervals whichever is the sooner.

It is recommended that:

2. All fluid seals in the hydraulic system and all flexible hoses should be examined and renewed if necessary at 36,000 mile (60,000 km) or 3 year intervals whichever is the sooner. We think that at the same time the working surfaces of the pistons and of the bores of the master cylinder, wheel cylinders and other slave cylinders, should be examined and new parts fitted where necessary. The brake servo filter element should also be renewed.

1,000 MILE/1,500 KM FREE SERVICE

ENGINE

Drain engine oil and refill/renew filter
Top up carburettor piston damper(s)
Check/adjust carburettor settings
Lubricate accelerator linkage and check operation
Examine cooling system for leaks
Check/top up cooling system
Check/top up windscreen washer reservoir
Check/adjust all driving belts
Check security of engine mountings
Check/adjust torque of cylinder head nuts/bolts
Check/adjust torque of rocker shaft and manifold nuts
Check/adjust valve rocker clearances (not overhead camshaft)
Renew fuel filter
IGNITION
Check/adjust distributor points. Lubricate and check auto advance
Check/adjust ignition timing using electronic equipment

STEERING AND SUSPENSION

Check for oil/fluid leaks
Check/top up fluid level in power steering reservoir
Check/adjust front wheel alignment
Check security of suspension fixings
Check all boots and gaiters for security and damage
Check all steering joints for security
Check steering column clamp bolt
Lubricate all grease points excluding hubs

BRAKES

Check visually hydraulic pipes and unions for chafing and leaks
Check/top up brake fluid reservoir
Check brake pedal travel and hand brake operation, adjust if necessary

ELECTRICAL

Check function of lamps, horns, indicators and windscreen wipers
Check/top up and test battery
Check/adjust headlamp alignment

TRANSMISSION

Drain and refill gearbox and overdrive oil

Check/top up level of final drive unit oil
Check/top up automatic transmission fluid
Check/top up clutch fluid reservoir
Check/adjust clutch pedal free travel
Check clutch pipes for leakage and chafing

FUEL SYSTEM

Check fuel pipes and unions for leakage and chafing

WHEELS AND TYRES

Check/adjust tyre pressures including spare
Check visually for cuts in tyre fabric, exposure of ply or cord structure, lumps or bulges
Check tightness of road wheel nuts

BODY

Check and lubricate all locks and bonnet release
Check operation of window controls

GENERAL

Road/roller test and report additional work required
Ensure cleanliness of controls, door handles, steering wheel, etc.

IMPORTANT AMENDMENT TO 1,000 MILE/1,500 KM FREE SERVICE

Steering & Suspension

Check front wheel bearing adjustment.

'A' SERVICE MAINTENANCE SCHEDULE

At 6,000 miles—10,000 km or 6 months
At 18,000 miles—30,000 km or 18 months
At 30,000 miles—60,000 km or 30 months
At 42,000 miles—70,000 km or 42 months

ENGINE

Change engine oil and filter
Top up carburettor piston damper(s) and clean out dash pots
Check/adjust carburettor settings
Examine cooling and heater systems for leaks
Check/top up cooling system
Check/top up windscreen washer reservoir
Check/adjust and report condition of all driving belts
Lubricate accelerator control linkage, cable, pedal fulcrum
Renew fuel filter

IGNITION

Clean/adjust sparking plugs
Check/adjust if necessary report condition of distributor points
Lubricate distributor and check automatic advance
Check ignition timing using electronic equipment

TRANSMISSION

Check/top up gearbox, rear axle/final drive oil
Check/top up automatic transmission fluid
Check/top up clutch fluid reservoir
Check/adjust clutch pedal free travel
Check/adjust clutch return stop clearance
Lubricate clutch linkage
Lubricate exposed automatic gearbox selector linkage
Check parking pawl engagement

STEERING AND SUSPENSION

Check for oil/fluid leaks
Check/top up steering box and idler or lubricate steering rack and pinion
Check steering unit/joints for security, backlash and gaiter condition
Check/top up fluid level in power steering reservoir
Check/adjust front wheel alignment
Check steering column clamp bolt
Check/top up fluid in levelling supply tank
Lubricate all grease points excluding hubs

BRAKES

Note two
Check visually hydraulic pipes and unions for chafing, leaks and corrosion
Check/top up brake fluid reservoir
Check/adjust brake pedal travel and check hand brake operation
Inspect brake pads for wear and discs for condition
Lubricate hand brake mechanical linkage and cables

ELECTRICAL

Check function of lamps, horns, indicators, windscreen wipers and radiator cooling fans
Check/top up and test battery and grease connections
Check/adjust headlamp alignment
Check, if necessary replace, windscreen wiper blades
Lubricate dynamo bearing

EXHAUST, FUEL AND CLUTCH PIPES

Check visually fuel and clutch pipes and unions for chafing, leaks and corrosion
Check exhaust for leakage and security

WHEELS AND TYRES

Note one
Check that tyres comply with manufacturers specification
Check/adjust tyre pressures including spare
Check visually and report depth of tread, cuts in tyre fabric, exposure of ply or cord structure, lumps or bulges
Check tightness of road wheel nuts

BODY

Fit new sparking plugs
Lubricate all door, bonnet and boot locks and hinges
Check/report condition and security of seats and seat belts
Check/report rear view mirrors for looseness, cracks and crazing

GENERAL

Road/roller test and report additional work required
Ensure cleanliness of controls, door handles, steering wheel, etc.

'B' SERVICE MAINTENANCE SCHEDULE

At 12,000 miles—20,000 km or 12 months
At 24,000 miles—40,000 km or 24 months
At 36,000 miles—60,000 km or 36 months
At 48,000 miles—80,000 km or 48 months

ENGINE

Change engine oil and filter
Fit new air cleaner element(s) (dry type)
Top up carburettor piston damper(s) and clean out carburettors
Check/adjust carburettor settings
Clean and test crankcase breather valve
Clean/fit new engine breather filter
Check/adjust valve rocker clearances
Examine cooling and heater systems for leaks
Check/top up cooling system
Check/top up windscreen washer reservoir
Lubricate water pump
Check/adjust and report condition of all driving belts
Lubricate accelerator control linkage, cable and pedal fulcrum

MODELS WITH EXHAUST EMISSION CONTROL

Fit Red emission pack 40 000 km (24 000 miles)
Renew charcoal canister 40 000 km (24 000 miles)

IGNITION

Fit new sparking plugs
Check/adjust if necessary report condition of distributor points
Lubricate distributor and check automatic advance
Check ignition timing using electronic equipment

TRANSMISSION

Check/top up gearbox, rear axle/final drive oil
Check/top up automatic transmission fluid
Check/top up clutch fluid reservoir
Check/adjust clutch pedal free travel
Check/adjust clutch return stop clearance
Lubricate clutch linkage
Lubricate exposed automatic gearbox selector linkage
Check parking pawl engagement

STEERING AND SUSPENSION

Check for oil/fluid leaks
Check/top up steering box and idler or lubricate steering rack and pinion
Check steering unit/joints for security, backlash and gaiter condition
Check king pin wear

Check/top up fluid level in power steering reservoir
Check/adjust front wheel alignment
Check steering column clamp bolt
Check/top up fluid in levelling supply tank
Lubricate all grease points excluding hubs

BRAKES

Note two
Check visually hydraulic pipes and unions for chafing, leaks and corrosion
Check/top up brake fluid reservoir
Check/adjust brake pedal travel and check hand brake operation
Inspect brake linings/pads for wear, drums/discs for condition
Lubricate hand brake mechanical linkage and cables
Renew servo filter element at 36,000 mile intervals

ELECTRICAL

Check function of lamps, horns, indicators, windscreen wipers and radiator cooling fans
Check/top up and test battery and grease connections
Check/adjust headlamp alignment
Check, if necessary replace, windscreen wiper blades
Lubricate dynamo bearing

EXHAUST, FUEL AND CLUTCH PIPES

Check visually fuel and clutch pipes and unions for chafing, leaks and corrosion
Check exhaust for leakage and security

WHEELS AND TYRES

Note one
Check that tyres comply with manufacturers specification
Check/adjust tyre pressures including spare
Check visually and report depth of tread, cuts in tyre fabric, exposure of ply or cord structure, lumps or bulges
Check tightness of road wheel nuts

BODY

Lubricate all door, bonnet and boot locks and hinges
Check/report condition and security of seats and seat belts
Check/report rear view mirrors for looseness, cracks and crazing

GENERAL

Road/roller test and report additional work required
Ensure cleanliness of controls, door handles, steering wheel, etc.

'C' SERVICE—OPTIONAL INSPECTION CHECK

At 3,000 miles—5,000 km or 3 months
At 9,000 miles—15,000 km or 9 months
At 15,000 miles—25,000 km or 15 months
At 21,000 miles—35,000 km or 21 months
At 27,000 miles—45,000 km or 27 months
At 33,000 miles—55,000 km or 33 months
At 39,000 miles—65,000 km or 39 months
At 45,000 miles—75,000 km or 45 months

ENGINE

Check/top up engine oil level
Check/top up cooling system
Check/top up windscreen washer reservoir
Check/adjust and report condition of all driving belts

MODELS WITH EXHAUST EMISSION CONTROL

See Special instructions in Owner's Handbook

TRANSMISSION

Check/top up clutch fluid reservoir

STEERING AND SUSPENSION

Check for oil/fluid leaks
Check steering unit/joints for security, backlash and gaiter condition
Check/top up fluid level in power steering reservoir

BRAKES

Note two
Check visually hydraulic pipes and unions for chafing, leaks and corrosion
Check/top up brake fluid reservoir
Check/adjust brake pedal travel and check hand brake operation

ELECTRICAL

Check function of lamps, horns, indicators and windscreen wipers
Check/top up and test battery
Check/adjust headlamp alignment
Check, if necessary replace, windscreen wiper blades

EXHAUST, FUEL AND CLUTCH PIPES

Check visually fuel and clutch pipes and unions for chafing, leaks and corrosion

Check exhaust for leakage and security

WHEELS AND TYRES

Note one
Check that tyres are in accordance with manufacturers specification

Check/adjust tyre pressures including spare

Check visually and report depth of tread, cuts in tyre fabric, exposure of ply or cord structure, lumps or bulges
Check tightness of road wheel nuts

BODY

Check/report condition and security of seats and seat belts
Check/report rear view mirrors for looseness, cracks, and crazing

GENERAL

Ensure cleanliness of controls, door handles, steering wheel, etc.
Report any additional work considered necessary

SPECIFICATIONS

www.MyPanther.de

Engine '2300' - 2279 cc (139.2 cu.in)
4 cylinder ohc.
Installed bhp 108 at 5000 rpm DIN.
Installed torque 138 lb. ft. at 3000 rpm DIN.

Viscous drive fan for quieter running,
minimum power loss and reduced fuel
consumption.

No running in. Engines are 'motored' in
production to ensure full circulation of
lubricant before running under their own
power for initial 'bedding down' under
controlled conditions during the critical first
10 minutes of engine life.

Cold start coil gives increased spark for
starting, especially when starting in sub zero
temperatures.

12 volt, 39 amp/hour battery. Negative earth
system. Alternator maintains battery in good
state of charge even at low speed.

Emission control. Engine meets 1976
European levels.

Fuel capacity. 10 gallons.

Transmission Clutch. Mechanical operation.
Diameter: 8.5 in. (216 mm).

Gearbox 4 speed all synchromesh with
central floor mounted shift. Automatic
optional.

Suspension Front. Independent. Long and
short wishbones with coil springs. Anti roll
bar. Rear live axle with coil springs, four
link system.

Steering Energy absorbing. Rack and pinion.
3.16 turns lock to lock. Turning circle
between kerbs 32.2 ft. (9.82 m).

Brakes Front 10.03 in. (255 mm) dia. discs.
Rear 9 in. (229 mm) dia. self adjusting
drums. Vacuum servo assisted with dual
circuit system.

Wheels and tyres Aluminium alloy 5½J x
13. 185/70 HR x 13 radial tyres.
Chrome wire wheels — optional.

Tyre Pressures	Front	Rear
Normal running	20	18
High speed running	24	22

Dimensions

Wheelbase	97 in. (246 cm.)
Track, front	52.3 in. (133 cm.)
Track, rear	52 in. (132 cm.)
Length	376 cm.
Width	164 cm.
Height	128 cm.

Kerb weight 950 kg. (2095 lbs.)

Bodywork Moulded glass fibre body, steel
doors. The driver and passenger are totally
surrounded by a steel module within the
glass fibre body. Spoiler optional.

Totally detachable P.V.C. hood. Tonneau
cover optional.

A superb range of plain and metallic colours.
Every car is two toned and complemented by
a range of Connolly leather for the tilt
forward seats.

6 cu. ft. of luggage space behind the seats.

Comprehensive, 7 instrument panel.

Chassis A combined pressed steel and
fabricated structure.

Performance equipment The majority of the
mechanical parts available through Sport
Part Dealers for the 2300 cc engine and
suspension will fit the Panther Lima.

Estimated performance standard engine:—
0 — 60 m.p.h. 7 to 8 seconds.
Max. speed 110+ m.p.h.

D.T.V. modified engine:—
0 — 60 m.p.h. 6 seconds.
Max. speed 125+ m.p.h.

Lubrication

Engine:— Castrol GTX

Gear Box:— Castrol Hypoy

Rear Axle:— Castrol Hypoy

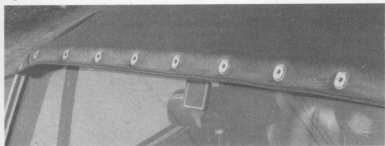
Braking System:— Castrol Girling Universal
Brake & Clutch Fluid
(Change every year)

Cooling System:— Castrol Antifreeze

HOOD AND TONNEAU OPERATING INSTRUCTIONS

To remove hood, first release fasteners along top edge of windscreen and along each side of the car behind the doors. Lift hood off towards the back of the car disengaging it from the two hooks on the rear bodywork. Fold hood ensuring the rear and quarter windows are not creased. Fold hood frame, remove locating pins from slots behind doors, and separate in the centre.

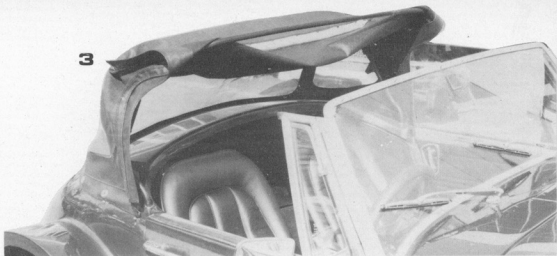
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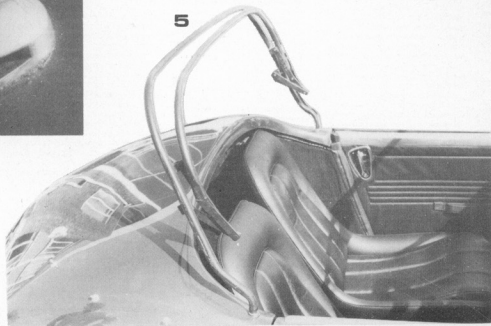
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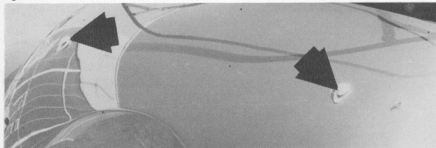


Hood and Tonneau Operating Instructions

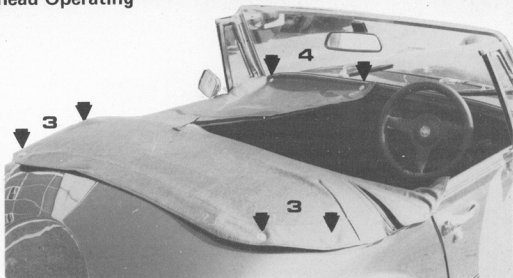
To fit tonneau cover, first locate on the two hooks on the rear bodywork then fasten along each side behind the doors; wind down windows, fasten front passenger side of the tonneau on two fasteners at base of windscreen, locate other side of tonneau over steering wheel, fasten centre zip and remaining fastener.

The hood, hood frame and tonneau cover may all be stowed in the luggage compartment behind the seats.

1

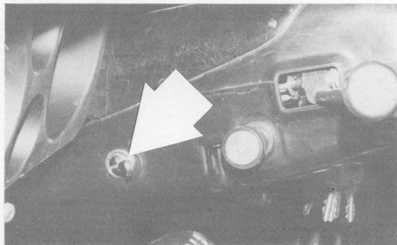


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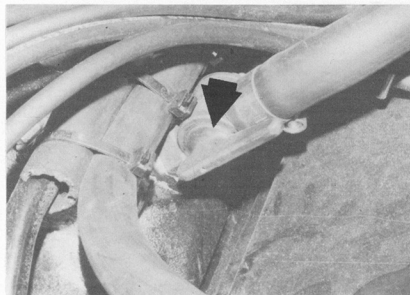


HEATING CONTROLS AND VENTILATION

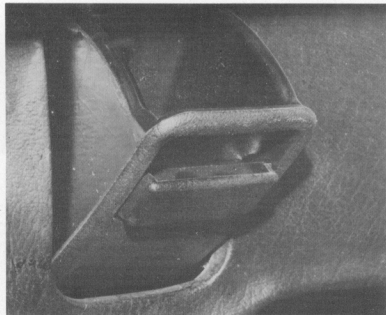
If the normal airflow is inadequate it can be boosted by bringing into operation the electrically-operated booster fan. The fan is controlled by a three-position switch mounted on the left hand side of the steering column behind the hazard warning switch. With the switch facing towards the driver, the fan is off. Moving the switch to the first position backwards brings on the fan at slow speed. Moving the switch fully away from the driver switches on the fan at high speed.



Air temperature can be varied by adjusting the position of the brass tap on the top left hand side of the engine just behind and to the right of the distributor. The maximum temperature is produced when the tap is parallel with the hose, and the temperature can be progressively reduced so that cold air is produced when the tap is perpendicular to the hose.



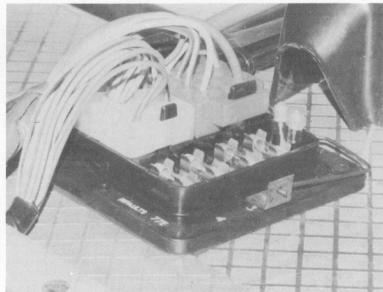
ASHTRAY



There is one ashtray in the fascia panel immediately in front of the passenger.

To empty the ashtray, open it fully and then lift up and withdraw the ash container. When replacing the container insert the bottom of the container first and then push it inwards at the top to the closed position.

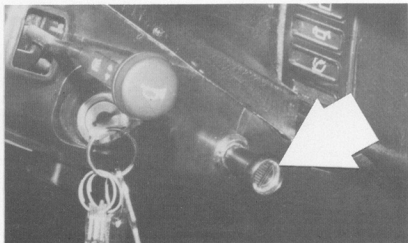
FUSES



There are four cartridge-type fuses carried in a single block located under the bonnet in the centre of the flat area to the rear of the engine compartment.

DRIVING AND INSTRUMENT LIGHTS

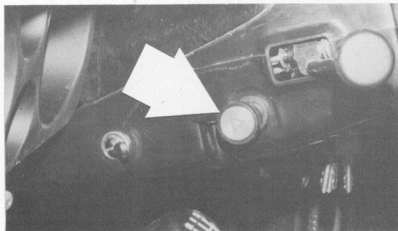
The driving and instrument lights are controlled by a three-position switch positioned either on the right hand side of the steering column behind the ignition switch on a car with manual transmission or on the central floor console on a car with automatic transmission.



The first movement of the switch lever from the 'OFF' position brings on the side, tail, rear number plate and instrument lights. Further movement of the switch lever brings on the headlights also.

HAZARD WARNING SYSTEM

In the event of an emergency stop on the road, operation of the hazard warning switch, mounted on the left hand side of the steering column, will cause all four turn signal lights to flash simultaneously, thereby warning all other road users that your car is a traffic hazard. Visual warning that the system is operating is given to the driver by the simultaneous flashing of both turn signal warning lights.



The hazard warning system can be operated with the ignition switch in the off position, thus allowing the car to be locked while assistance is sought.

KEYS DOORS AND WINDOWS

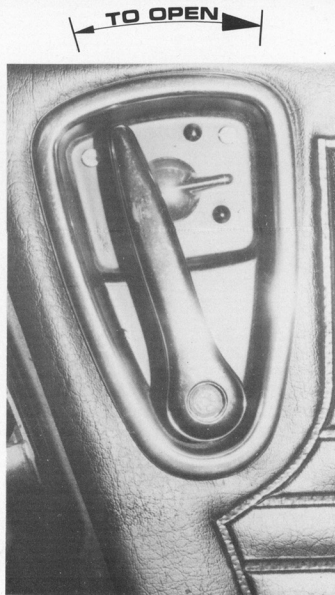
Each car is supplied with 2 different door keys, a locking petrol cap key and a combined ignition switch and steering lock key. Please note their numbers when you take delivery so as to avoid difficulty in obtaining replacements.

For added strength and safety, the doors are made of steel and mounted directly on the chassis. From inside the car, an unlocked door is opened by pushing the door handle forward.

To lock the doors from the outside, turn the top of the key towards the front of the car. After locking or unlocking the doors, return the key to the vertical position to withdraw it. The doors may be locked from inside the car by turning the locking knob downwards.

Rotate the handle on each door to open and close the windows. The ventilation panels adjacent to each window may be opened after releasing the catch.

The locking fuel tank filler cap is on the left-hand rear body panel.



RADIO INSTALLATION

i) Radio Fitment An area for radio fitting has been provided in the centre of the fascia, just below the instrument pack, which will accommodate sets with up to 8" x 2½" (203 x 57mm) frontal area.

The fascia must be cut out to suit the radio to be fitted. This should be done by chain drilling and/or a pad saw on the waste side of the desired aperture line, which should be finished to size with a sharp millen cut file. The set will normally be clamped to the fascia by mounting nuts concentric with the controls. This is adequately strong provided that the weight of the unit is carried by a steel strap at the rear, attached to one of the steel supports for the horizontal aluminium bulkhead. These are readily accessible from inside the car.

ii) Power Supply There are three alternative electrical power supply sources:—

1. Underside the fuse box, terminal A4, will give a permanent live feed, regardless of the position of the ignition switch — it may be used for audio equipment, and should be used to supply an automatic electric aerial when fitted.

2. Underside of fuse box, terminal G3, will give a live feed, only when the ignition switch is in the "accessory", or "ignition on" position this is recommended.

3. Underside of fuse box, terminal E2, will give a live feed, only when the ignition switch is in the "ignition on" position.

Regardless of which terminal is chosen, the power supply to the set must incorporate a line fuse, of the value determined by the equipment manufacturer.

iii) Earthing The earthing of the set will be adequately accommodated if the recommended technique for installation is followed.

Either a manual or electric retractable aerial may be fitted, preferably at the rear of the car, on the right hand side of the body, away from the petrol filler, but inboard of the flat wing area, where there is insufficient clearance.

The under body of the aerial will project into the luggage storage area behind the seats, so it may be necessary to protect it by means of a metal shield from accidental knocks and possible damage. This is especially important in the case of an electric aerial installation.

iv) Loudspeakers There are many possibilities with regard to loudspeaker fitment, with the sole exception that, unless inverse coil/magnet types are used there is insufficient depth to accommodate door mounting loudspeakers. Almost all the popular commercial species may be installed.

For monaural reproduction, a single triangular pod loudspeaker mounted in between the seats at the rear, behind the seat belt mounting stalks, and projecting the sound forward has been found to give good results.

For stereophonic broadcasts and tapes a pair of matching pod loudspeakers can be mounted on the luggage area floor in each rear corner. This is the simplest installation and will give adequate results except when the boot is full of luggage.

If it is desired to overcome this disadvantage, another alternative is to mount a similar pair of loudspeakers on the transverse steel square tube to be found just below the top surface of the luggage compartment. If vibration problems are to be eliminated this will entail the fabrication of some fairly substantial steel mounting brackets. This placement gives superior sound reproduction, although it does increase the cost of the installation slightly.

v) Suppression Although the suppression of spurious noise is frequently a problem in cars with GRP bodies, in our experience we have never had to carry out any more vigorous suppression than would be the case for a conventional steel bodied car. The engine is fitted with suppressed H.T. ignition leads as standard, it may be found necessary to add capacitors to the coil or the alternator, and occasionally the wiper motor may produce some interference. The petrol pump, being mechanical, causes no problems.

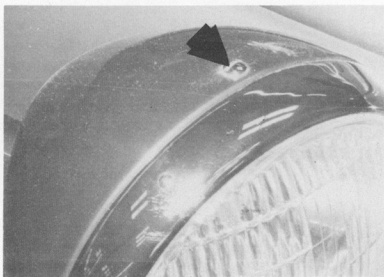
Many of the better sets available today do have built in interference suppression and we have fitted Phillips '860', Blaupunkt 'Mainz' and Becker 'Mexico' with absolutely no additional suppression being required, either for AM or FM reception.

One thing that is most important with a GRP body is to ensure that the aerial casing is adequately bonded to earth (ground). This must be done by a relatively substantial flexible copper braid, such as is often used for an engine or battery earthing lead.

In the event of bad interference, which may be experienced with the less sophisticated radios, it may, as a last resort, be necessary to glue a fairly heavy gauge aluminium foil onto the under surface of the bonnet. This must make good contact with a flexible braid — preferably by means of one of the hinge mounting screws. The other end of the braid should be securely earthed onto the main body frame. It is not sufficient to rely on the bonnet hinge pivots for an earth bond. The appearance will be improved by undersealing the foil after fitment.

RENEWING BULBS

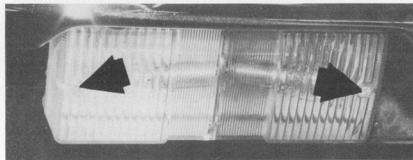
Headlights — slacken screw on top of headlamp and pull light unit away from casing, the bulb can then be changed.



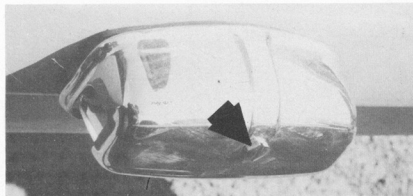
Sidelights — the light lens is removed by the two screws visible at the front of the lamps.

Front Turn Signals — these bulbs are positioned in the same unit as the sidelights.

Stop, Tail and Rear Turn Signals — these lamp units are to the same design as the front lamps, so that the bulb changing procedure is the same.



Number Plate Lamp — remove spare wheel to gain access to the lamp; remove the visible chrome headed screw and then the casing and lens.



Always carry spare bulbs and having used one, replace it at the first opportunity.

CHANGING A WHEEL

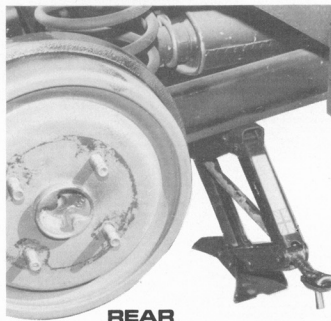
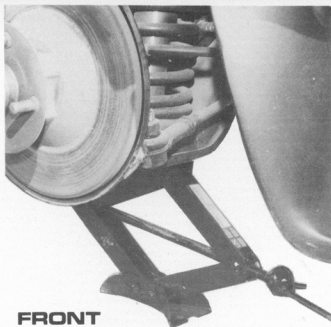
The jack and its cranked handle, together with the wheel nut spanner, are carried in the luggage compartment.

Before starting to change a wheel, ensure that the parking brake is applied, switch on the hazard warning lights, and block the wheel diagonally opposite the one to be changed.

Remove the wheel nut covers and slacken the wheel nuts about half a turn.

To raise a front wheel, place the jack under the jacking pad on the lower front suspension arm. To raise a rear wheel place the jack under the rear suspension arm as nearly in line with the front of the tyre tread as possible. See that the jack is positioned squarely under the jacking point before starting to raise the vehicle, complete the removal of the wheel nuts, and lift off the wheel.

Reverse the procedure to replace the wheel, tightening the nuts evenly. After lowering and removing the jack, give the wheel nuts a final tightening and replace the wheel nut covers.



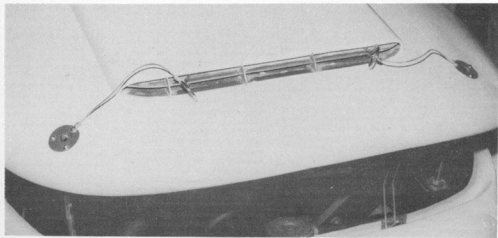
Whenever a wheel has been removed and replaced it is advisable to recheck the tightness of the wheel nuts after a further 1000 miles (1600 km).

Cleaning Chrome Wire Wheels

Regular washing with car shampoo and sponge will keep the chrome wire wheels looking clean.

If, over a period of time the wheels become too dirty to clean with a shampoo and sponge they can be removed from the vehicle (as described under "Changing a Wheel") and cleaned with a small stiff brush and a suitable soluble degreaser. Once they have been cleaned with a degreaser and are dry, they can then be polished with a suitable chrome polish and re-fitted to the vehicle.

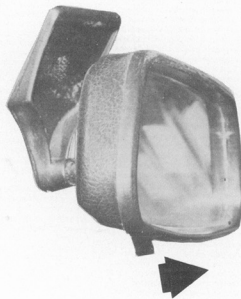
BONNET FASTENINGS



To open the bonnet withdraw the two safety clips (placing them temporarily on the small bonnet grille); lift the bonnet about three inches by gripping it under the small bonnet grille; release the safety catch through the gap under the bonnet by pressing inwards. In the fully open position, the bonnet should be supported with the stay rod which is located on the left hand side as you face the car.

When closing the bonnet replace the stay rod in its retainer, lower the bonnet, press it firmly downwards and replace the two safety clips.

MIRRORS



The rear-view mirror with antidazzle head is designed to break away from the windscreen on impact. To reduce mirror dazzle, pull the lever at the bottom of the mirror towards the rear of the car.

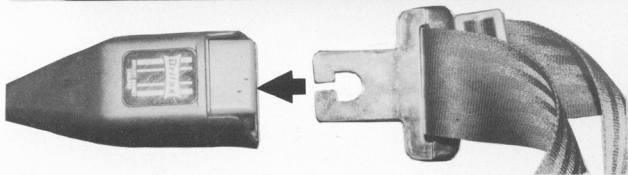
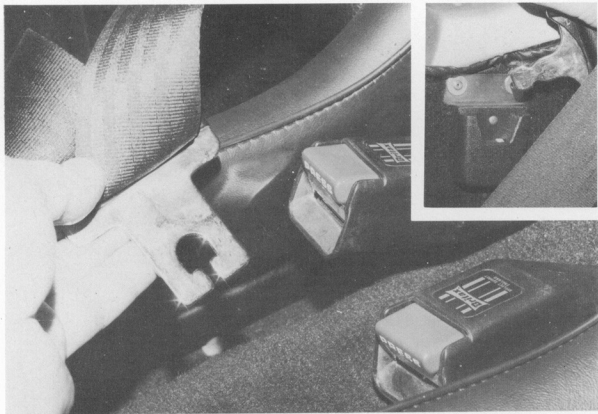
Adjustable door mirrors are fitted on both sides of the car.

SAFETY BELTS

Each Lima is supplied with inertia reel lap and diagonal safety belts with single-handed operation.

To fasten the belt grasp the tongue and slowly pull the webbing through the top attachment point far enough to permit inserting the tongue into the coupling buckle. The belt should pass over the right shoulder of the occupant of the right-hand seat and over the left shoulder for the left-hand seat. Now push the tongue into the coupling buckle nearest to the seat, and a positive click will signal that the tongue is securely locked in the buckle.

To release the belt depress the button marked "PRESS", and return the tongue to its stowed position near the top attachment point.



WARRANTY STATEMENT

SERVICING

Enclosed with this handbook is a schedule detailing service intervals and procedures. You are advised to note particularly the provisions relating to recommended tyre equipment and periodic brake inspections.

It is recommended that servicing be entrusted to an Authorised Panther Lima Dealer, a complete list of which can be obtained from Panther Westwinds Limited.

Alternatively Panther Westwinds are pleased to be able to offer service facilities at our own factory workshops in Surrey. Appointments should be made with the Service Manager.

Panther Westwinds Limited, as Manufacturer, undertakes that this vehicle including all equipment and accessories thereon, manufactured or supplied by Panther Westwinds Limited will be free of defects in material and workmanship under normal use and service, Panther Westwind's obligation under this undertaking being limited to repairing or replacing at its option any part or parts thereof which shall, within six months or 6,000 miles (whichever shall first occur) after delivery of such vehicle as a new vehicle to the original retail purchaser be returned to the Authorised Panther Lima Dealer through whom the vehicle was supplied or, in the event of this being impossible or inconvenient, to any other Authorised Panther Lima Dealer at such Dealer's place of business and which shall prove to them to have been thus defective.

The provisions of this undertaking shall not apply to any motor vehicle which has been subject to misuse, negligence or accident, or which shall have been repaired or altered in any way so as to affect adversely its performance and reliability, nor to normal maintenance services (such as engine tune, fuel system cleaning, brake and clutch adjustments) and the replacement of service items (such as spark plugs, ignition points and filters) made in connection with such services, nor to normal deterioration of soft trim and appearance items due to wear and exposure.

If any dispute or difference shall arise concerning this undertaking, or any defect in the vehicle, it shall be referred to a single arbitrator to be appointed, in default of agreement between the parties to such dispute by the President for the time being of the Society of Motor Manufacturers and Traders Limited except that, in so far as any dispute or difference relates to matters covered by the Code of Practice for the Motor Industry drawn up by the said Society, the Motor Agents Association and the Scottish Motor Trade Association nothing in this undertaking shall remove the right of an owner to have any such dispute or difference referred to arbitration under that Code.

This warranty does not adversely affect remedies against the seller under the Sale of Goods Acts and gives remedies in addition to those against the seller under the contract of sale.

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