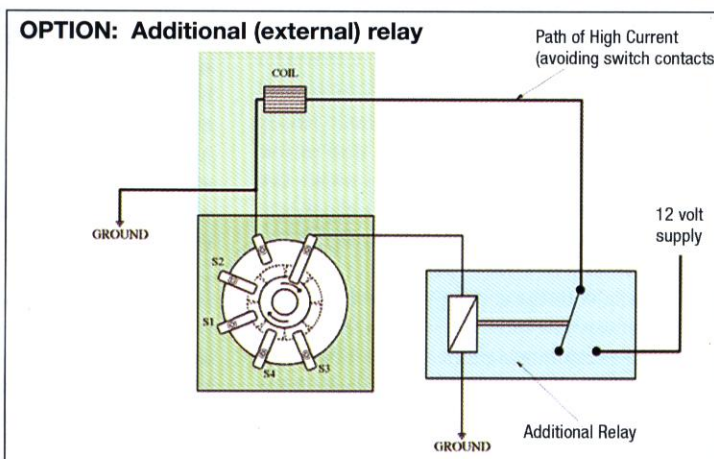
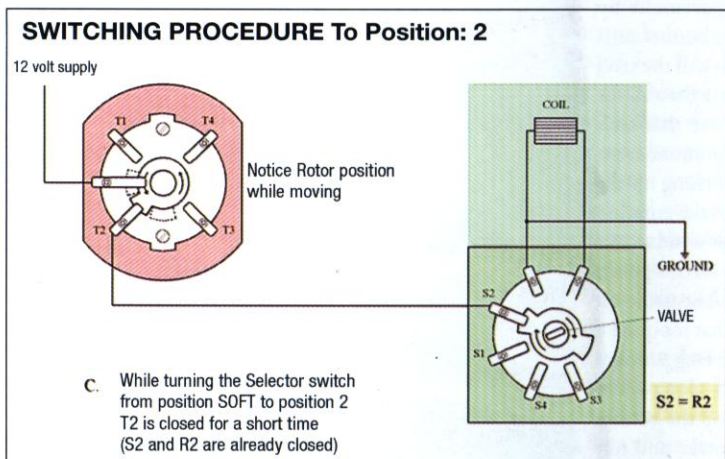
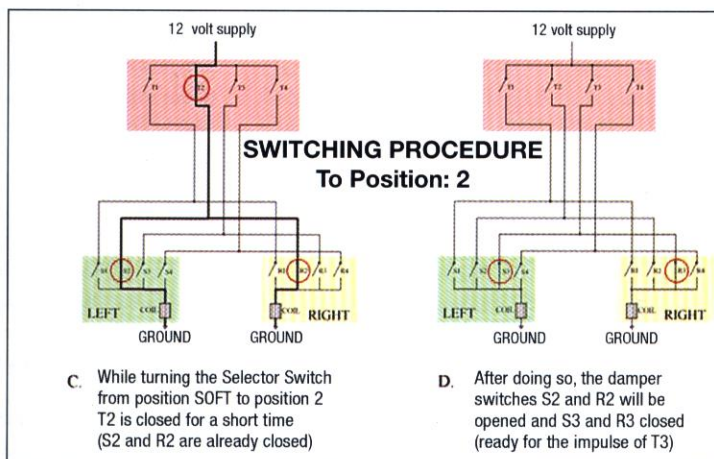
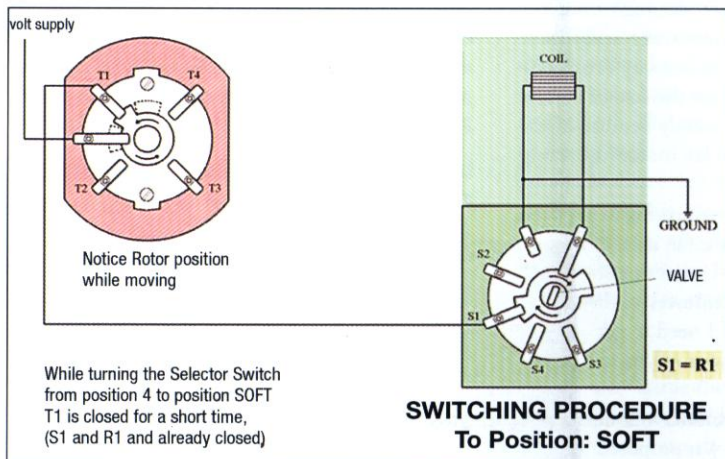
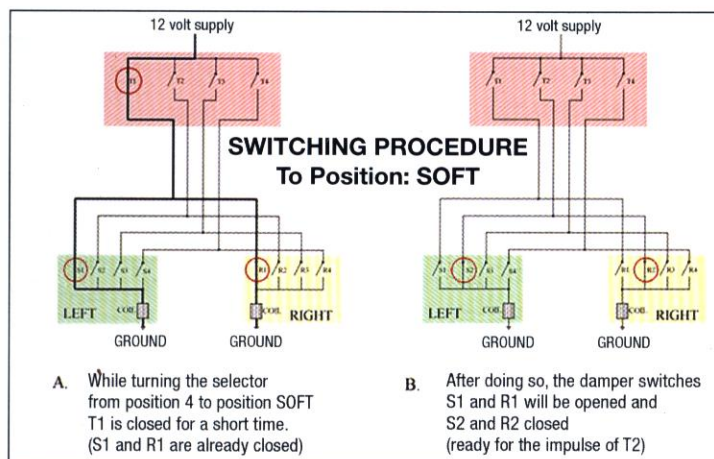
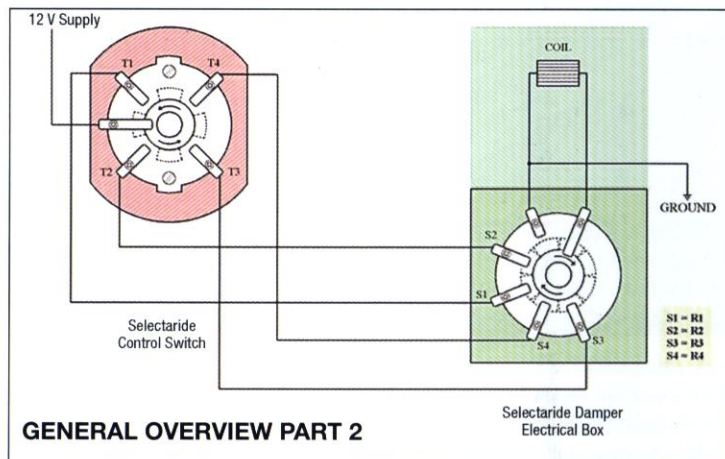
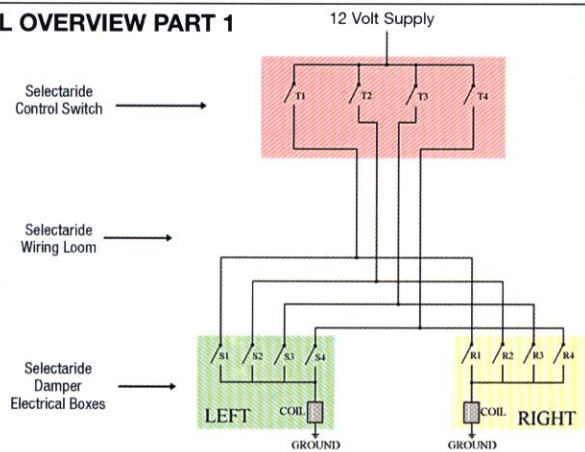


# ARMSTRONG SELECTARIDE DAMPERS



The Armstrong Selectaride dampers were fitted to the Jensen C-V8 and Interceptor Mk I (as well as lots of cars of the period). These diagrams and the text on the next page explain how the system works.

## GENERAL OVERVIEW PART 1





## SELECTARIDE SHOCK ABSORBERS: ELECTRICALS

### 1) General Description

(Please refer to drawings 'GENERAL OVERVIEW')

By turning the Selector switch (on the gearbox cover), the switches T1-T4 are closed and opened one after another. Due to the mechanical layout of the selector switch it's not possible to keep these switches closed much longer than a split second — this helps to protect the coils of the shock absorber solenoids.

One pair of the switches in the shock absorber electrical boxes (S1-S4 / R1-R4) will always be closed. If the corresponding switch of the Selector switch is closed too, the solenoids (coils) will be activated. The movement of the solenoid causes:

- the shock absorber valves to turn (changing of the damping characteristics)
- the next pair of the shock absorber switches to close.

By clockwise turning the Selector switch to the next positions, T1 to T4 will — via the switches S1 to S4 [R1 to R4] — activate the solenoids. After a complete cycle of the selector switch, you will be back where you started.

This system works like a manual 'memory'. If somebody turns the Selector switch while the ignition is switched off, then the position of the Selector switch no longer matches the position of the absorber valves. If this happens, you just have to switch on the ignition again and turn the Selector switch until you can hear the solenoids work again — then all the switches are synchronised again!

### 2. Example

(Please refer to drawings 'SWITCHING PROCEDURE')

Suppose that the shock absorber valves are in the tightest position and you want to make the shock absorber soft again, you will have to turn the selector switch from position '4' to position 'SOFT'.

While doing so, you're closing switch T1 for a short time; this — because the switches S1 (and R1) are already closed — will activate the solenoids. That again turns the shock absorber valve to position soft, opens S1 (and R1), and closes S2 (and R2) ready for the impulse of T2.

### 3. Option

(Please refer to drawing 'ADDITIONAL EXTERNAL RELAY')

The trouble with the Selectaride electrical system is that there is quite a bit of current on all the switch contacts. The sparks that occur can burn the contacts. This can easily be cured by an additional relay which will take the high current. On the switching contacts, only the control signals will be left.

Produced by:

**Andy Kreis**, September 2001

Drawings re-produced by:

**Derek Chapman**, October 2001



Having purchased several excellent cleaning products now marketed under the Clubs' own brand, your enterprising Regalia Secretaries, Diane & Colin, invited Mark Wibberley, a trained valet, to the International Weekend to promote these products by demonstrating how he would clean a Jensen to the very high standards required by the Concours competition. Sean Winfield kindly allowed his Mark 111 Interceptor to be used for the demonstration. Mark structured his demonstration into several parts commencing with washing the car body.

### Cleaning — Car Body

He began by demonstrating the 'two-bucket cleaning method'. Bucket 1 had two capfuls of CLASSIC WASH & WAX (£11.99) mixed with cold water to produce foaming suds and bucket 2 contained just clean cold water. The process he recommended was:

- 1) Carefully pre-soak the car with a hose pipe, then using a SHEEPSKIN WASH MITT (£9.99), not a sponge which due to its porous construction could hold abrasive grit, wash a small area at a time with the suds. This should be worked in straight parallel strokes to avoid swirling.
- 2) Ring out the wash mitt in clean cold water, bucket 2, before repeating the process to wash another small area.
- 3) Repeat steps 1 & 2 until a convenient area has been cleaned — hopefully the whole car. This will depend on the weather since the area should not be allowed to fully dry before step 4.

4. Dry off using a JOC dry-soft DEERSKIN CHAMOIS LEATHER (£12.99).

### Polishing — Car Body

Here the product being used was JOC CARNAUBA CREAM WAX £11.99, an applicator pad and a fibre polishing cloth.

The method used, again treating a small area at a time, was to apply the polish in parallel lines; this time after several strokes repeat the process 90 deg to the initial direction. This was to both prevent swirls from forming and to help fill any may be already present. The micro fibre cloth finally applied to buff the paintwork to a brilliant shine. This product contains no chalk, silicone abrasives and leaves a superb lasting finish. A bottle will cover 6-8 Interceptors.

### General

Whilst the article has emphasised the use of the products already available from Regalia stock following other products, all at £7.99, could be stocked if the demand for them is demonstrated.

**Wheel brush** (long handled) — soft bristles, ideal reaching inside slots on MK1 & MK11 Interceptor wheels. It should also work well on some of the early cars.

**Trim dressing** — petroleum based. Excellent for vinyl roofs, rubber bumper inserts, and tyres.

**Chrome cleaner** — gentle and effective. This worked very well on the test area of the demonstration car bumper

**Geoff Collis**

