



OWNERS MANUAL

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BIRKIN OWNERS REGISTRATION FORM

Questions marked with (*) are optional and are general information for our records.
Either fax (+27 31 7091287) or email (info@birkin.co.za) us your details

Name:-

***Age:-**

Postal Address:-

Country:-

Contact Telephone Number:-

Email Address:-

***Profession:-**

Vehicle Model:-

V.I.N / Chassis Number:-

Engine Number:-

Supplying Dealer:-

Date of Delivery:-

Registration Number:-

**I wish to be kept updated on new developments,
promotions, new accessories:-**

Yes

No

INTRODUCTION

In producing this manual, the object has been to confine the contents to information essential to the proper running and operation of the vehicle.

Nevertheless, the operator will find all the guidance necessary to maintain the vehicle in first-class condition and to ensure trouble free service. Every vehicle leaving the factory is capable of giving absolute satisfaction if the maintenance instructions detailed in the following pages are carefully carried out.

Remember that an approved Distributor/Dealer is better equipped to provide routine repair and service than most, he is at your service and should be consulted if you encounter trouble. When emergency work has been undertaken by someone other than a competent workshop, the vehicle should be submitted to an approved Distributor/Dealer for inspection.

All warranty work must be carried out by an approved Distributor/Dealer.

KNOW YOUR VEHICLE

It is important to become familiar with your vehicles instruments, controls and switches before driving, so that using them becomes automatic and instantaneous.

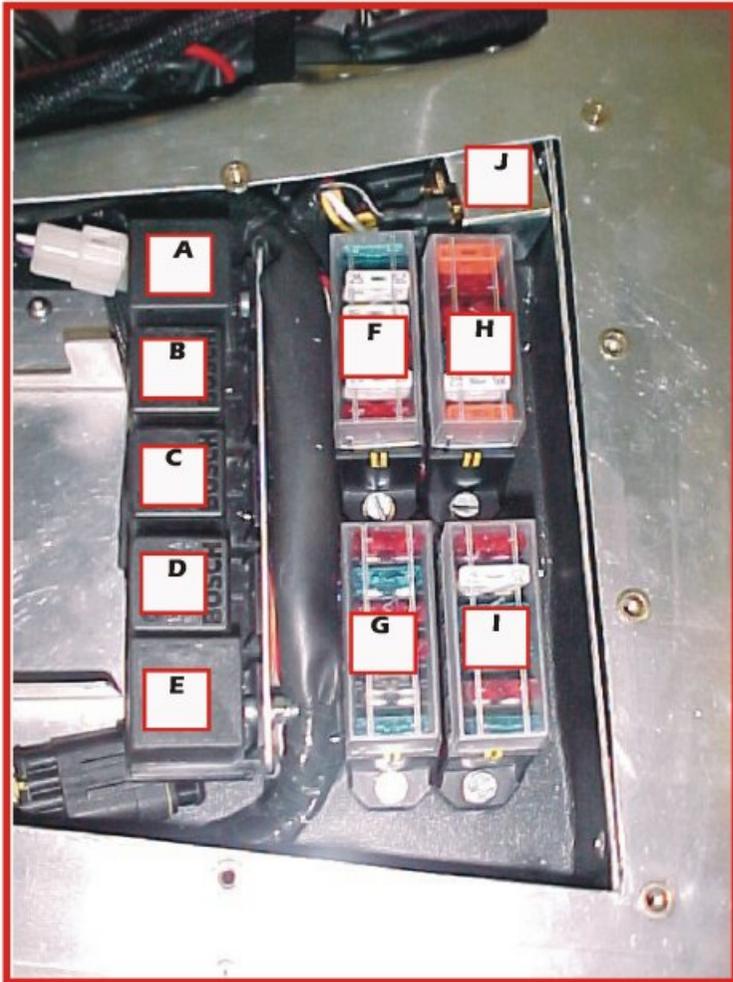
Identification

VIN number: 17 digit identification number on a plate which is welded to the top left hand diagonal brace in the engine bay.

Engine number: stamped onto the left side of the engine block at the rear next to the bellhousing.

FUSE BOX:

Situated in the Engine Bay



A	HAZARD RELAY
B	IGNITION RELAY
C	LIGHTS RELAY
D	HEATED W/SCREEN RELAY
E	INDICATOR RELAY

FUSEBOX #1

LOW BEAM 15 AMP
HI BEAM 25 AMP
RAD FAN 25 AMP
BRAKE 10 AMP
HEAD 25 AMP
HAZARD 10 AMP

F

FUSEBOX #2

PARK 10 AMP
E.C.U 15 AMP
RESERVOIR 10 AMP
REVERSE 10 AMP
FUEL PUMP 15 AMP
REAR FOG 15 AMP

G

FUSEBOX #4

MAIN 40 AMP
HORN 10 AMP
SPARE 10 AMP
SPARE 15 AMP
SPARE 25 AMP
SPARE 40 AMP

H

FUSEBOX #3

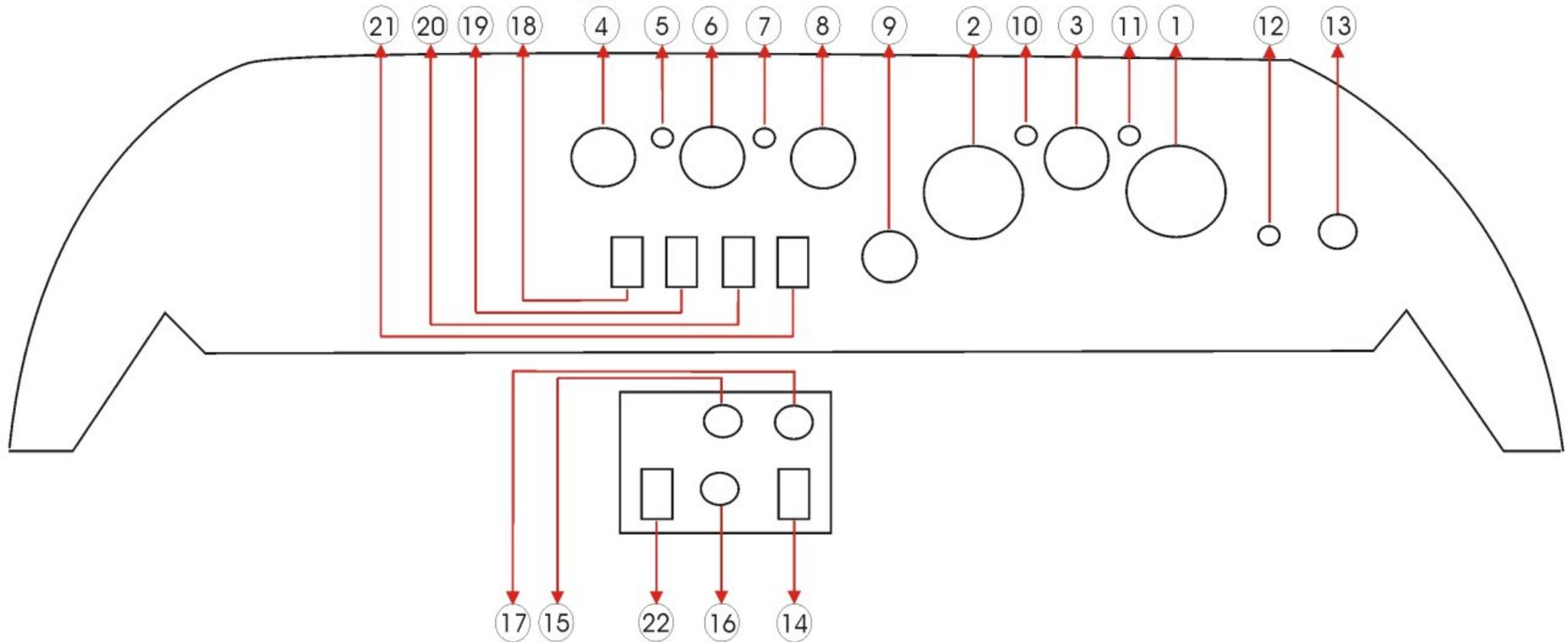
INDICATOR 10 AMP
WASHER 25 AMP
W/SCREEN 15 AMP
HEATER 15 AMP
GAUGES 10 AMP
WIPER 15 AMP

I

J

DIP RELAY

DASHBOARD LAYOUT for Right Hand Vehicle:

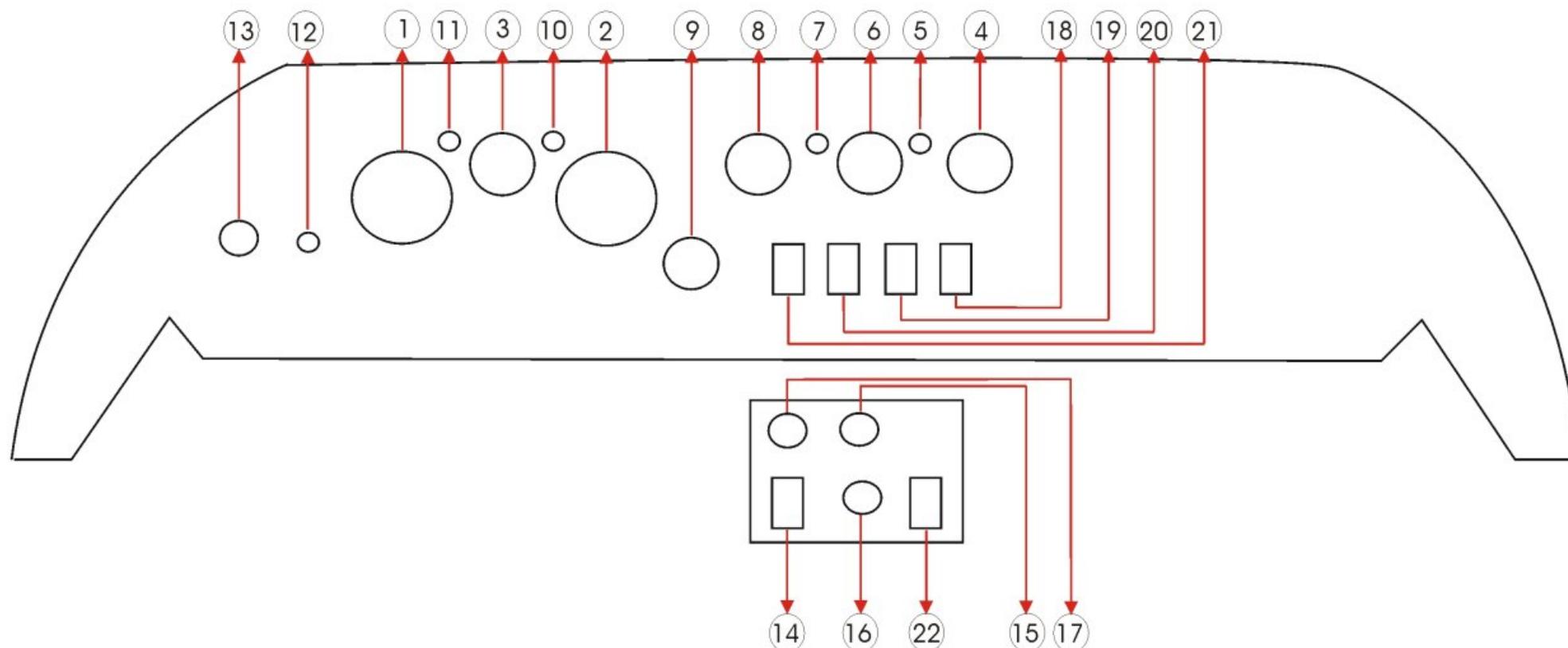


KEY

- 1** Speedometer
- 2** Rev counter/Tachometer
- 3** Oil pressure gauge
- 4** Ammeter
- 5** High beam warning light
- 6** Water temperature gauge
- 7** Ignition light
- 8** Fuel gauge
- 9** Dip switch
- 10** Indicator light
- 11** Brake fluid warning light

- 12** Indicator switch
- 13** Hooter switch
- 14** Test switch - Brake Fluid warning circuit (Optional)
- 15** Heater fan switch
- 16** Windscreen washer switch
- 17** Choke
- 18** Demister switch
- 19** Emergency lights switch
- 20** Windscreen wipers switch
- 21** Lights switch
- 22** Rear fog light switch (optional)(Optional)

DASHBOARD LAYOUT for Left Hand Vehicle:

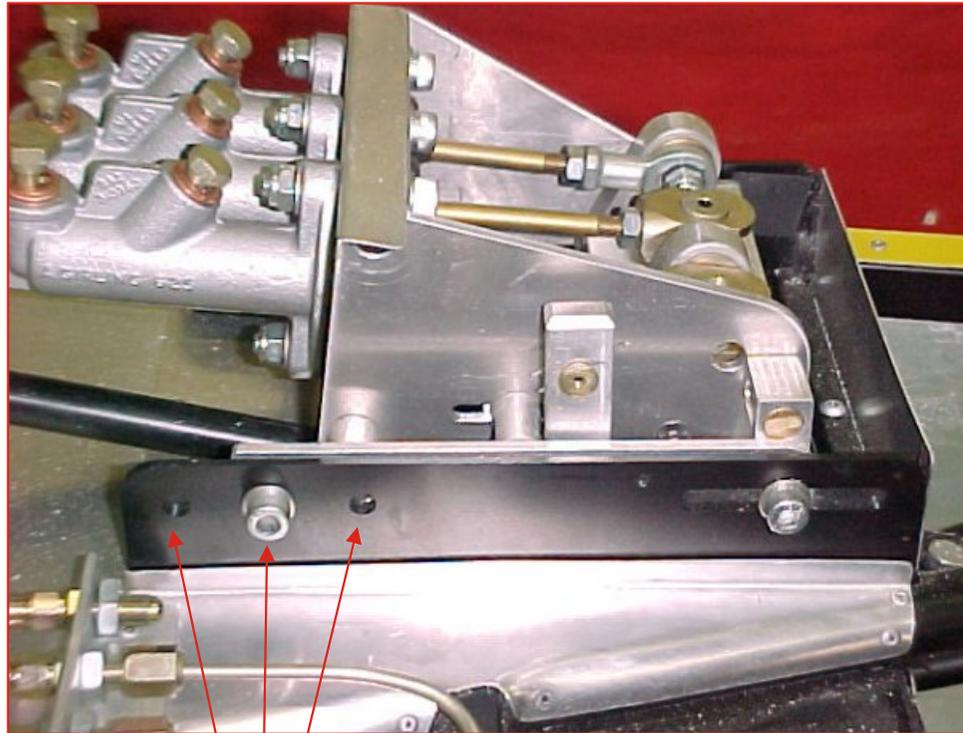


KEY

- | | |
|-------------------------------------|--|
| 1 Speedometer | 12 Indicator switch |
| 2 Rev counter/Tachometer | 13 Hooter switch |
| 3 Oil pressure gauge | 14 Test switch - Brake Fluid warning circuit (Optional) |
| 4 Ammeter | 15 Heater fan switch |
| 5 High beam warning light | 16 Windscreen washer switch |
| 6 Water temperature gauge | 17 Choke |
| 7 Ignition light | 18 Demister switch |
| 8 Fuel gauge | 19 Emergency lights switch |
| 9 Dip switch | 20 Windscreen wipers switch |
| 10 Indicator light | 21 Lights switch |
| 11 Brake fluid warning light | 22 Rear fog light switch (optional)(Optional) |

PEDAL BOX ADJUSTMENT:

The pedal box can be moved forward or backwards by positioning the pedal box locating bolts in one of the three positions indicated below.



Pedal box adjustment fasteners

CLUTCH, BRAKE AND ACCELERATOR PEDAL

ADJUSTMENT:

The pedal height may be adjusted vertically and laterally by using alternative mounting positions on the clutch, brake and acceleratory pedal pads as shown below.



1. Default (factory set) position of the pedals on the pedal box as shown from back of pedals.



2. View showing clutch pedal (right) raised vertically upwards.

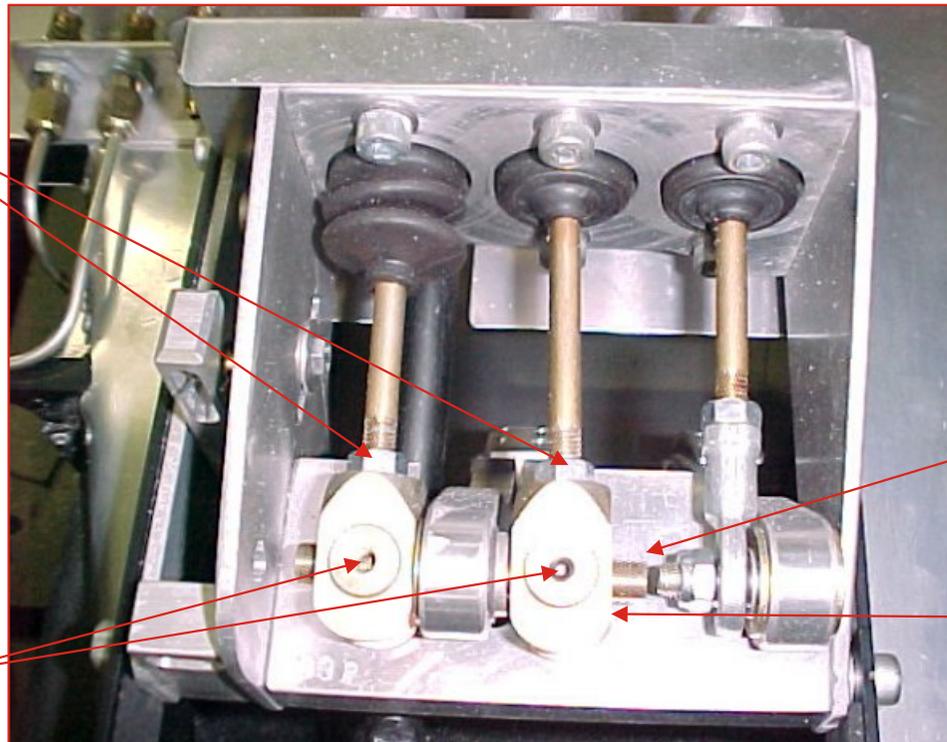


3. View showing lateral adjustment of clutch pedal (right pedal) positioned on left side of lever arm.

BRAKE BIAS ADJUSTMENT:

It is possible to adjust the braking bias between the front and rear by adjusting the Bias Bar on the pedal box. Adjusting the Bias Bar as indicated below will bias the braking as required.

Master
cylinder
shaft lock
nuts



Bias Bar

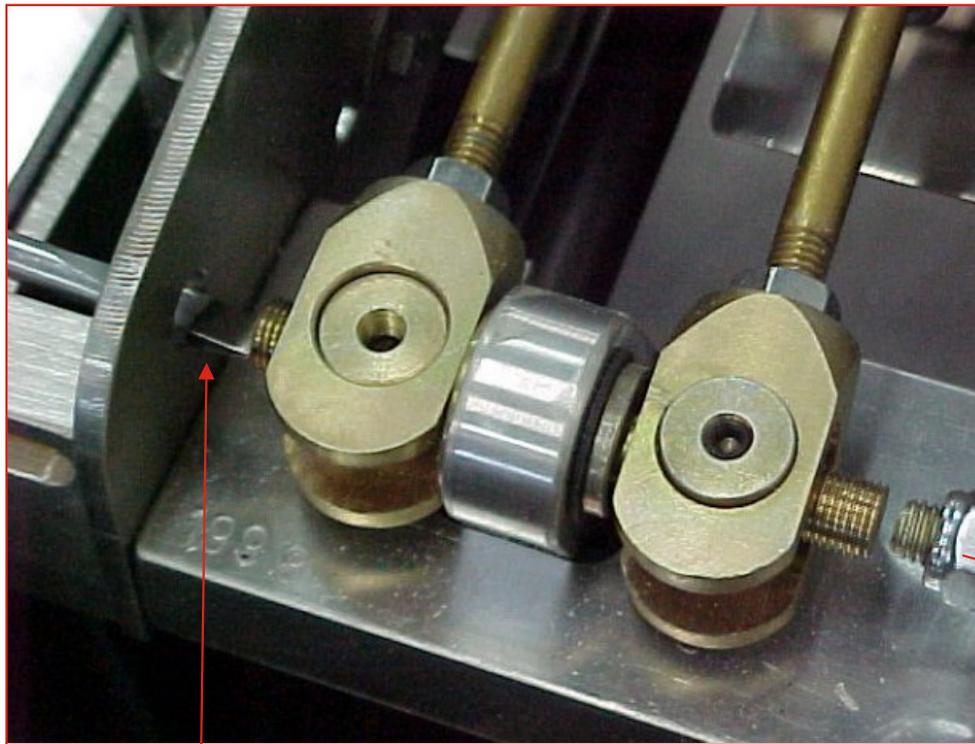
Cylinder
Clevis

Grub screws

Front Bias ← → Rear Bias

Instructions for setting adjustment on Bias Bar:

1. Adjust the master cylinder push rod lengths until they are equal, with approximately 0,5mm free-play.
2. Loosen the grub screws with an Allen key.
3. The Bias Bar may now be adjusted as shown below.
4. Once set, nip up grub screws before replacing cover.

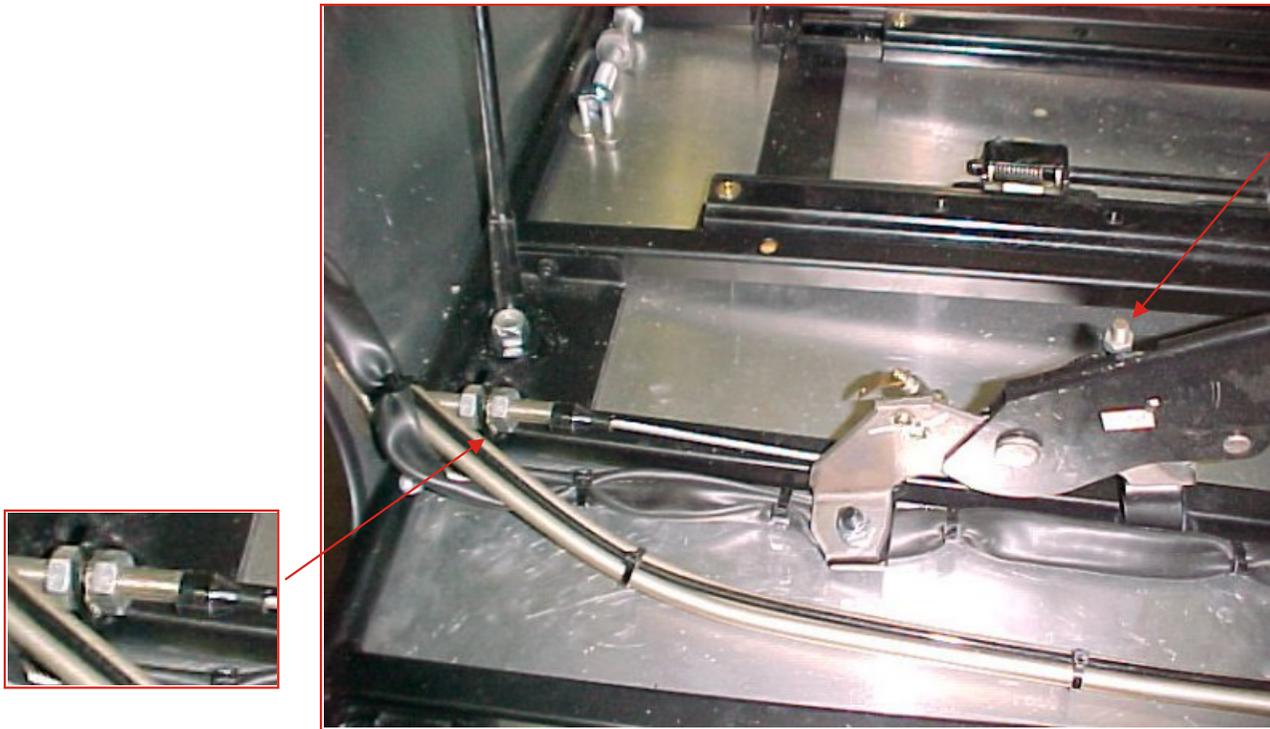


screwdriver

Bias bar screwed in this direction will increase braking to rear brakes and reduce braking to front, and adjusting in opposite direction will have the reverse effect.

HANDBRAKE ADJUSTMENT:

The handbrake tension must be set correctly as described below.



By adjusting the nuts on the handbrake (as indicated), the tension to the handbrake can be adjusted accordingly. It is recommended that the tension be set so that the handbrake begins to take after 2 'clicks' and that it is fully engaged after 4 to 5 'clicks'.

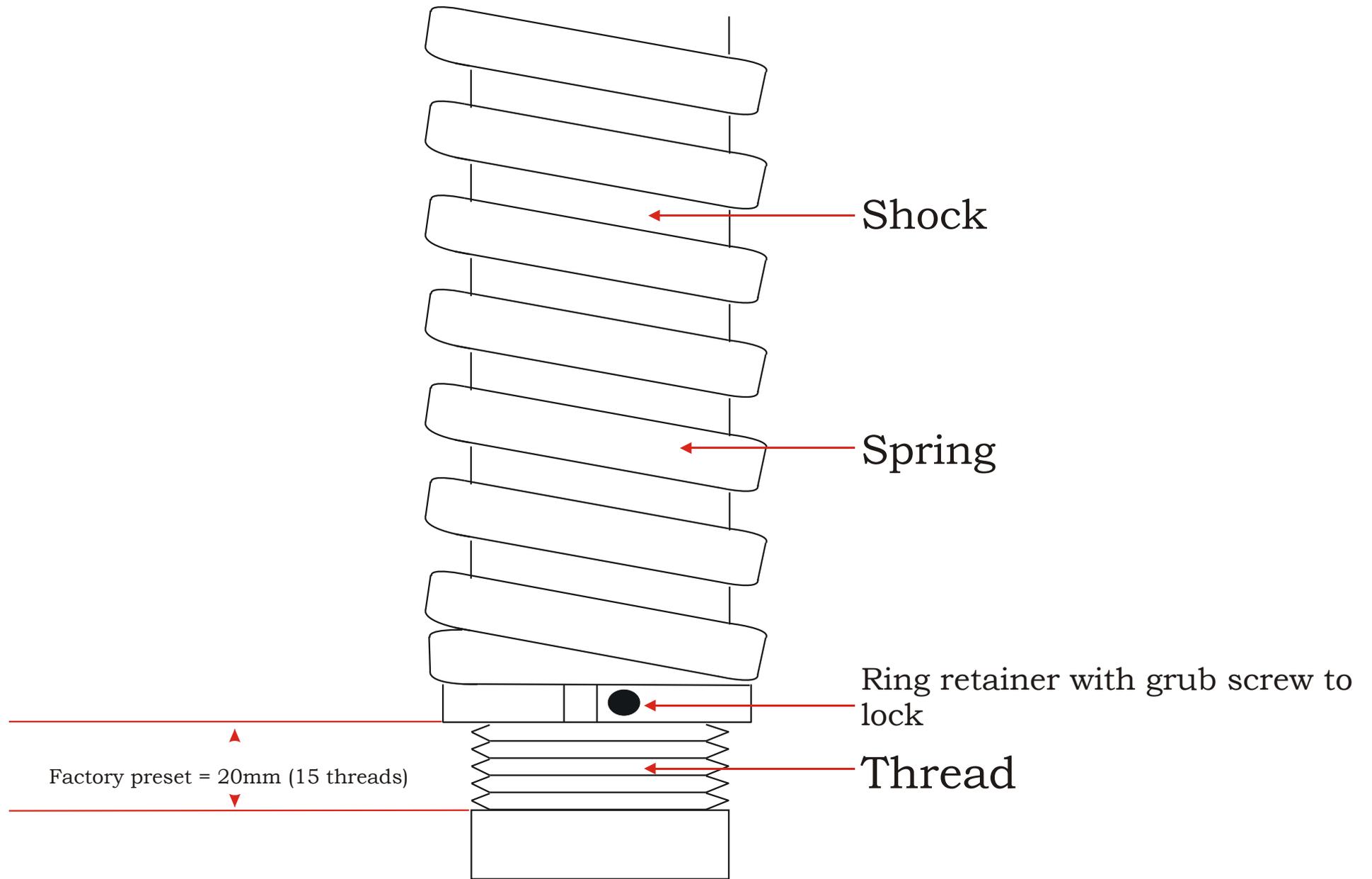
For previous models that used Honda calipers, the handbrake tension on each Caliper (ie the balance) may be set independently by adjusting the nuts.

Firstly, adjust the tension on one Caliper until the brake disk does not rotate at all.

Now, reduce the tension gradually until the disk rotates freely while keeping count of the number of turns of the nut.

Repeat for the opposite Caliper. The number of turns for both should be the same.

For the new models, the calipers are self adjusting.



REGULAR MAINTENANCE:

Oil Level: **This is very important!** Park the car on level ground. Wait a few minutes before checking the dipstick with a clean rag. The dipstick has two marks on it which indicate the minimum and maximum, the difference between the marks being 500ml. If your car is fitted with a dry sump system, the nose cone must be removed to visually see the level. Through the filler cap you will notice a baffle plate - the oil level must be just below this while the engine is running. Visually check that the oil pump drive belt looks ok before starting. Warm up the engine before driving. The viscosity of oil when it is cold will put strain on the oil pump drive belt.

Be sure to keep tools, hands and any parts away from any moving parts.

Water Level: Every 20000km the coolant system should be flushed and replaced with a recommended anti-corrosion inhibitor. If the header tank cap must be removed while the engine is hot, muffle the cap with a thick rag, releasing it slowly.

Brake Fluid: The minimum and maximum marks can be seen on the side of the reservoir. If it is necessary to top up levels, do not overfill the container and only use recommended brake fluid which has not been exposed to the atmosphere. If any brake fluid is spilt, wash down the affected area immediately with cold water.

Battery: The battery supplied is a sealed maintenance free battery.

Fan Belt: Check movement of the belt between the water pump pulley and the alternator pulley. The belt should have a total movement of 10mm with normal wrist movement.

Air Cleaner: The air cleaners fitted never have to be replaced. A filter cleaning solution is available through aftermarket engine accessory shops.

Tyres: Tyre pressures should be done when the tyres are cold and pressures should never be 'bled' from hot checks! The recommended pressures are 180Kpa all round, and be sure to check the spare. Regular maintenance of the tyres and wheel alignment will ensure a longer tyre life and an efficient fuel economy.

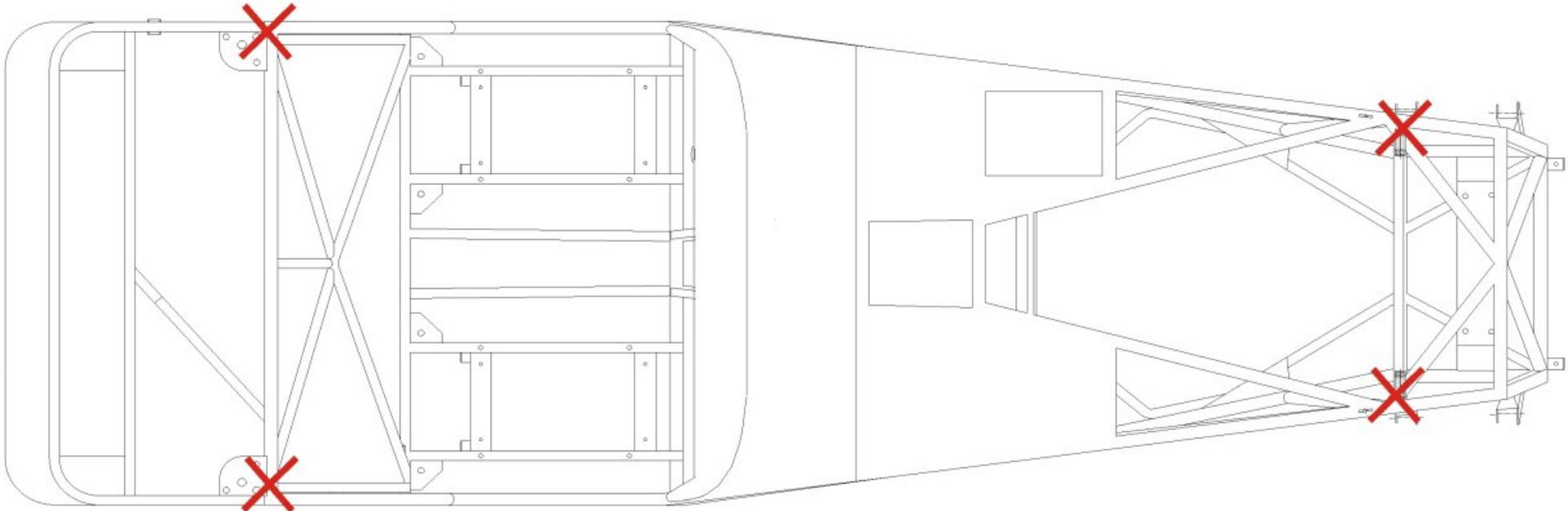
Bodywork: The aluminium bodywork is best kept clean by using a metal polish such as 'Brasso'. Fine scratches can be removed by using a rubbing compound. The paintwork should be washed frequently using luke-warm water, and then dried off with a chamois cloth. A good wax on the paint is recommended once a month. If a hose is being used, avoid directing the full force of the water pressure onto the car.

Upholstery: Keep the upholstery clean by using a suitable aftermarket product such as 'Armourall' which is excellent not only for the upholstery, but also for the rubber components.

Weather Trim:

1. Do not pack trim away when it is wet.
2. Wet trim must be left on the car to dry with all the press studs fastened.
3. The hood must be fitted starting from the windscreen first. The reverse applies when taking the hood off - start from the rear.
4. To fit the tonneau cover, start by connecting the zip to the boot cover first. Next, fasten the front press studs, working your way down the sides towards the rear.
5. Ensure all press studs are fastened down.

Jacking Points: Jacks must be placed on the chassis as indicated. It is important to jack on the steel chassis members.



SERVICE DATA:

Service Intervals: The service intervals are those applicable to the Ford Zetec engines and is recommended that the service and maintenance is done by a competent workshop. In the event fo emergency repairs having been done, it is recommended that the repairs are inspected by a competent workshop.

PRE-DELIVERY
SERVICE

2500km
MINOR
SERVICE

15 000km
MIDWAY
SERVICE

30 000km
MAJOR
SERVICE

An optional 5000 km service is recommended for vehicles which travel less than 1000 km every year.

SERVICE RECORD:

DEALER

DEALER
STAMP

Date:

Mileage:

DEALER

DEALER
STAMP

Date:

Mileage: