



Ashley's G301WAC

G-WAC Notes

From the
Project Jay Preservation Group

A News Sheet for those who are interested in the factory registered G-WACs.



G302WAC Owner unknown.
Now in the USA

November 2021

I lost my storage space a few months back as the owners had sold the building and the new owners wanted the space. Stephen has secured a space for 610, until he takes her home to get started on the restoration, so I hope to get some space alongside 610 soon. I have eight Jays and my Rover 75 in the drive just now.



In the January issue of Classic Land Rover magazine there is an article titled 'The Affordable Classic'. The header asks, 'Has the hour of the original Disco finally come?' On page 93 the PJPG get a mention in helping to save so many of the launch G-WACs,

The magazine should be in the shops now so pop along and buy a copy, better still, take out a subscription and have it delivered through your letterbox each month.

Heater motor on the pre-pro

The heater motor has not run on the slowest speed in G513DHP for some years and stopped altogether at the beginning of this year, but with her being dry stored and only out for shows in the summer I did not repair it.



I did notice that if I accidentally switched the heater on the third position, full speed, I could tell from the drop in the intensity of the ignition light that it was trying to pull power. Leaving it switched on would have made it overheat and perhaps caused a fire.

On the back page of our club publication, Jay News, is listed several members who can help with parts or services. Glen Dibnah is listed as having bearings and other bits for the heater motor, so I gave him a call.

I decided that it should be fixed before she went into hibernation for the winter. Glen suggested that I take 513 over to him so that he could have a look and fix it for me. I have not yet tackled taking a dash out of a Jay so thought it would be a good idea to let him do the job.

I took her over one afternoon and got a lift home. By 10 o'clock the next day Glen rang to say that he had the heater out and would repair the motor, and it would be ready to collect the next day.

A good job well done and now I have some heat in the car, and more importantly some windscreen clearing, and Daphne does not need a blanket over her legs.

G301WAC has been found

301 has been on our website as 'owner unknown' for a few years now but was recently seen by Ashley in a scrapyards along with some other old vehicles. He promptly bought her.

Ashley has a garage business in South Wales so is very capable of restoring her.

She has no engine and the V5 shows her as having a cylinder capacity of 2800cc, (diesel) so he is not sure what engine was in her.



G610WAC - Doors

Having cleaned the interior, the doors are the next on the hit list. All three are suffering from edge erosion to the aluminium, with minor tin worm attack to the steel frame, so the plan is to strip the door down and try to repair it with sections of another scrap door bottom. The first thing to remove was the door trim.



DOOR TRIM

Remove the door pull from its mounting brackets.

Remove the interior door release handle surround from the trim panel.

Then work around the trim panel by inserting a trim panel removing tool between the trim panel and the inner door. A set of plastic trim tools makes this task very easy, and they are available on eBay for less than £20 and are useable on all the sections of trim throughout the vehicle, they are a good investment.

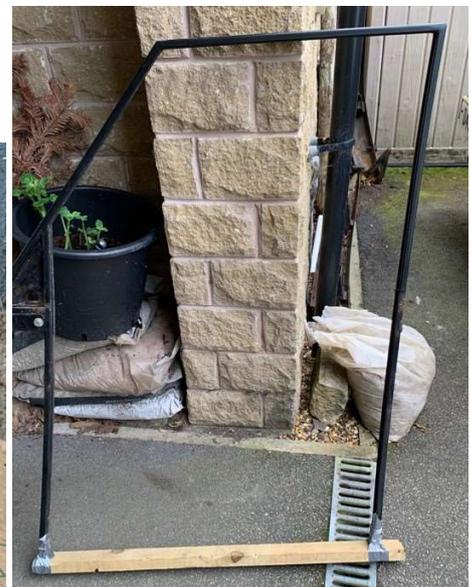
Disconnect the two speaker connections from inside the door and remove the trim panel complete with speaker, ashtray, and door bin. A plastic vapour barrier (polythene sheet) covers the door apertures to prevent moisture getting onto the back of the door trim. This is glued to the door and can be released with careful slicing of the glue with a sharp blade.

FRONT DOOR GLASS AND REGULATOR

With the window in the fully closed position tape the glass to prevent the window from dropping down. Remove the window lift motor and the window regulator screws. Remove the two screws holding the lower window lift channel and slide the channel off the stud. As you can see the lower window lift channel was rotten. If it fails it can result in the window falling into the door, but it is still available to buy.

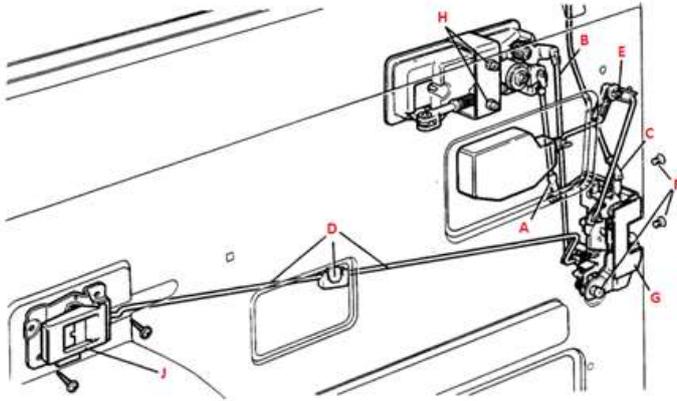
With the window lift mechanism released, remove it from the lower centre opening in the inner door panel. Remove the exterior driving mirror and seal from the top of the door panel. Remove the bolts which secure the window surround from the door frame.

Lift the door glass frame complete with glass out of the door, then slide the glass out of the door frame channel. The glass frame is quite flexible, so I taped it to a length of wood for support.



FRONT DOOR LOCK, OUTSIDE AND INSIDE DOOR RELEASE HANDLES

I then removed the door actuator unit. Disconnect the lock barrel control rod from the lock by releasing the metal clip at the bottom of the rod (A). Disconnect the control rod from the outside door release handle by pulling it out of the plastic ferrule (B). Disconnect the remote button control rod from the lock by releasing the metal clip at the bottom of the rod (C) and withdraw the rod from the door. Disconnect the control rod connector between the inside door release handle and the door lock by releasing the metal clip and pulling one of the control rods out of the plastic connecting block (D). This is accessible through the small centre cut-out in the door panel. The control rod also passes through a guide bracket in the inside of the inner door panel.



From inside the door panel push out the small pin that secures the quadrant to the inner door panel (E). Push the quadrant out of the panel. Release the door lock by removing the two counter-sunk screws (F) from the door edge and the single screw and shakeproof washer on the inner door panel. Withdraw the lock (G) through the lower rear cut-out on the inner door panel. Remove the two nuts (H) and retaining bracket securing the outer door release handle to the outer door panel, accessible through the upper rear cut-out on the inner door panel. Detach the door release handle from the outer panel.

Remove the two screws securing the inside door release handle (J) to the inner panel, then withdraw the handle from its location with the connecting rod half still attached. Then unclip the end of the connecting rod from the handle.

With the lower door stripped out, I peeled back what was left of the wrap around fold of the aluminium skin and removed it from the steel frame. The skin was glued to the frame with what looks like a sound deadening paint, but came away fairly easily with a thin blade.

I plan to cut an old skin into strips and try to weld, glue or braze them to the original skin to replace the corroded sections. In the meantime I will repair the steel inner door. **To be continued.**



