



# SERVICE BULLETIN

Date: 28.04.08

Model: 2-Eleven

Number:  
2008/11

**CLASS 3**

Service Manager	Service Reception	Supervisor	Parts Manager

**TITLE:** Adjustment of early type mirrors.

**REASON:** To clarify correct procedure.

**ACTION:** Two types of mirror have been used on the 2-Eleven. Early cars used a rectangular mirror mounted on a vertical stem, whereas later cars use a 'D' shaped mirror on an angled stem. This document concerns only the earlier type.

Movement of the mirror head is constrained by two distinct means; a sprung detent mechanism, and a clamped adjustment ball.

The detent mechanism is contained within the body of the mirror, and is designed to reduce damage potential caused by accidental knocks. The load required to activate this mechanism may be adjusted by a socket head clamp screw accessible via a small hole in the top of the mirror body. A 1/8 inch hexagonal key is required, and is supplied in the vehicle tool pouch. For high speed track use, a higher clamp load will be necessary.

For field of vision adjustment, an assistant should be used. The knurled nut below the mirror head should be turned anticlockwise (as viewed from above) to release the pivot clamp load, the mirror moved as required, and the nut then turned clockwise to clamp. Any subsequent movement of the head will tend to slacken the clamp and require its release and re-tightening.

It is important that owners understand these design features to ensure satisfaction with the product.