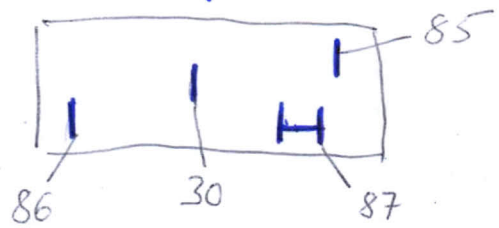


Relais von unten gesehen



## THE LAYCOCK DE NORMANVILLE OVERDRIVE UNIT

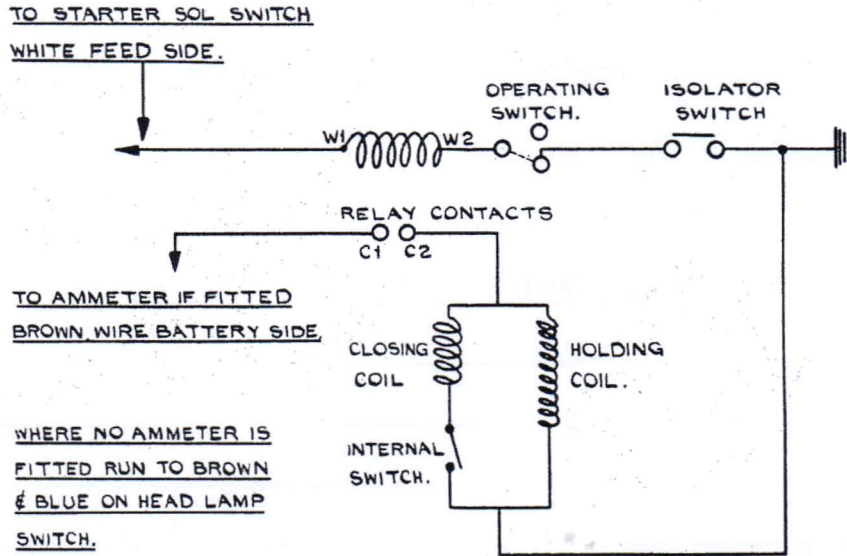


Fig. 41

Overdrive Control Circuit.

the gearbox lid. A second feed wire is connected from the negative side of the ammeter to "C1" on the relay.

To complete the wiring, a wire is connected from "C2" on the relay through a snap connector to the solenoid.

Built into the solenoid are two coils, a closing coil and a holding coil. These two coils are connected in parallel with an internal switch connected in series with the closing coil.

When the solenoid is energised, both coils are in circuit until the plunger reaches a pin which operates the internal switch. This

switch switches out the closing coil and allows the holding coil to remain in circuit. The closing current of 15 amperes is of a very short duration. The holding current should be less than one ampere. Fig. 41 shows the theoretical wiring diagram.

**GENERAL.** With a four-speed gearbox, no useful purpose can be gained by overdriving any gear other than top since the differential ratio of 2nd to 3rd and 3rd to top is almost the same as that of the overdrive. No provision is made for overdriving any gear other than top gear, nor is it recommended.