



REGISTERS

V8

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Overdrive inhibitor switch

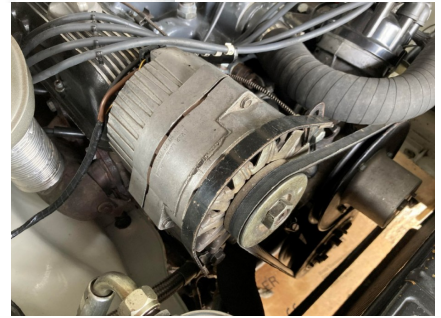
Overdrive cycling in and out issues

Jim Livingstone had some issues with the overdrive cycling in and out of engagement on his V8 and traced the problem to a low oil level in the gearbox caused by a leakage. Subsequent testing confirmed this which he described in a note released in May 2025. However, the cycling returned on the first long run with extended use of overdrive. On revisiting the problem

Jim discovered that adjustment of the inhibitor switch has proved a more long-lasting solution. He has recorded the procedure he adopted in a further note. Jim's notes are available via the 'More' link at

<https://www.v8register.net/more.htm>

While looking into the problem, Jim found that a previous owner had cut a convenient access hole into the transmission tunnel on the passenger side, just ahead of the seat. A blanking plug was used to cover this impromptu service hole. Normal access to the inhibitor switch is by unbolting the gearbox crossmember, lowering the assembly on to the fixed crossmember and displacing it to the right. Jim readily admits that although he is grateful to the previous owner who provided this access feature, he doubts if he would have undertaken it himself for what is, hopefully, a rare service requirement.



Fitting a fan guard on an uprated replacement alternator

On seeing the twin 12v batteries in parallel upgrade with an uprated 75amp replacement alternator, many owners felt they would benefit from the increased reliability such a modification would provide. Jim Livingstone couldn't help noticing that the new alternator appeared to have even more aggressive fan blades than on the original 45amp AC Delco unit. He has always considered this to be a hazard when working under the bonnet with the engine running, especially when checking ignition timing with a stroboscope. Jim mentioned he recently came across a fan guard BHH 1580 in Brown and Gammons' parts list, which he purchased for the modest sum of £2.52 plus VAT.