

CATERHAM

DESIGNED FOR RACING, BUILT FOR LIVING

OWNERS HANDBOOK

**Classic
Roadsport
Superlight**

VEHICLE IDENTIFICATION & OWNER DETAILS

MODEL *Caterham Super 7 VJC*

COLOUR

ENGINE

TRANSMISSION

CHASSIS No.

ENGINE No.

DATE OF DELIVERY

DATE OF REGISTRATION REG No.

ACCOUNT No.

OWNER'S NAME

ADDRESS

POST CODE

CONTACT No.

I certify that these details are correct, that the vehicle has been carefully prepared in accordance with Caterham's Pre-Delivery Inspection standards and that the Post-build Check Voucher has been authorised.

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INTRODUCTION

Welcome to your new Caterham Seven sports car.

Designed for racing and built for living, your Caterham Seven is competition-developed capable of performance well in excess of more mundane road cars. Take the time to read this manual, get well acquainted with the controls and understand the maintenance requirements of your car. This will help you appreciate its capabilities to the full and allow you to derive as much pleasure from ownership as possible.

As a high performance car, it is likely that your Caterham will be subjected to the stresses and strains of enthusiastic driving particularly on the track. Therefore it is essential that the maintenance programme of regular servicing and checks contained in this manual is adhered to. This will ensure that the vehicle is always in the best possible condition and ready for action. For all servicing we recommend that you return your car to the Aftersales at Caterham Darford or Caterham Midlands. Alternatively you may find it more convenient to use one of the Caterham approved service agents located around the UK.

Using this Handbook

This handbook has been divided into sections, each dealing with the different aspects of owning and caring for your Caterham. You will find lots of useful and worthwhile advice and tips to help you get to know and look after your new car, enabling hours of pleasure for years to come. Please take a little time to read each section and get to know your Caterham as soon as you possibly can.

- **'Before Taking to the Road'** – Includes Controls, Pedal adjustment, Seat adjustment, Weather equipment, Security and other information that you should know before you drive your new car.
- **'Useful Information'** – This section is where you will find all the technical data on your Caterham Seven.
- **'Maintenance'** – Detailed here are all the regular checks you will need to carry out to ensure you continue to get the best from your Caterham.
- **'In an Emergency'** – Should an emergency arise then here you will find advice on what you can do, including Jump starting, Checking the fuses, Changing a bulb.
- **'Servicing'** – This section provides vehicle service information including service schedules. Including pages that can be used to keep a record of when and where a service was done plus an additional section for any future modifications or upgrades to your vehicle.

WARNING!

Safety warnings are included in this handbook. These indicate either a procedure which must be followed precisely, or information that should be considered with great care in order to avoid the possibility of personal injury or serious damage to the vehicle.

Figure 1: Dashboard layout for models with standard instruments

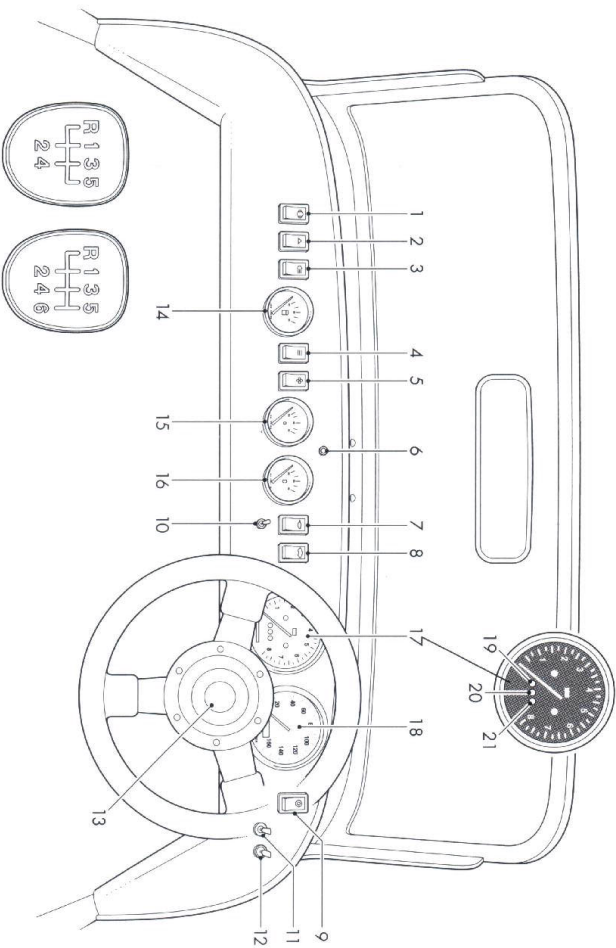


Figure 1a: Five or six speed gear shift patterns

- | Controls | |
|----------|----------------------------|
| 1. | Brake Fail. |
| 2. | Hazard. |
| 3. | Rear Fog. |
| 4. | Heated Windscreen. |
| 5. | Heater Fan. |
| 6. | Immobilizer Warning Light. |
| 7. | Windscreen Washers. |
| 8. | Windscreen Wipers. |
| 9. | Lights. |
| 10. | Indicator Switch. |
| 11. | Dipswitch. |
| 12. | Headlamp Flasher Switch. |
| 13. | Horn. |
| 14. | Fuel Gauge. |
| 15. | Temperature Gauge. |
| 16. | Oil Pressure Gauge. |
| 17. | Tachometer. |
| 18. | Speedometer. |
| 19. | Headlight Warning Light. |
| 20. | Indicator Warning Light. |
| 21. | Ignition Warning Light. |

1.1 EXPLANATION OF DASHBOARD

- Brake Fail**
Single position spring loaded switch, illuminates to indicate low fluid level. Press to test bulb.
- Hazard**
Single position switch activates all indicators.
- Rear Fog**
Single position switch activates rear fog lights when dipped headlights are illuminated.
- Heated Windscreen**
Single position switch activates heating elements to demist front windscreen.
- Heater Fan**
Two position switch provides low and high speed fan control.
- Windscreen Washers**
Single position spring loaded switch activates washer jets when depressed.
- Windscreen Wipers**
2 position switch to provide low and high speed continuous wipe. In addition an intermittent wipe can be activated by switching to low speed and then off again. Repeat to deactivate.
- Indicator Switch**
3 position switch Left-Off-Right. N.B. non-self cancelling.
- Lights**
2 position switch, first position side lights, second position headlights.
- Dipswitch**
2 position switch for dip or main beam.
- Headlamp Flasher**
Single position spring loaded switch to flash headlights.
- Heater Valve Control**
This is located on the inside of engine compartment bulkhead, above the drivers knee. Pull towards driver to increase heat.

Speedometer
Indicates road speed in miles per hour and/or kilometres per hour.

Digital display

The display shows the following:

- Odometer reading (shows the total distance travelled by the car).
- Trip recorder (for recording individual journey distances). The word trip is also displayed.

Trip recorder reset button

Whenever the ignition switch is turned on, the display shows the odometer reading. By pressing the trip recorder reset button briefly, the display will change to show the trip recorder reading (a further press of the button returns the display to the odometer reading). Press and hold the reset button for two seconds to reset the display to zero.

Tachometer

Indicates engine speed in revolutions per minute.

NOTE: An electronic limiter will prevent engine speed rising above a pre-determined level.

Oil Pressure Gauge

The pointer indicates the oil pressure measured in bar. The needle will quickly rise when the engine is started. If the pointer falls into the red mark the oil pressure is at a critical level and severe engine damage could result; switch off the engine immediately, safety permissible and seek qualified assistance. Never restart the engine or drive the car with the oil pressure gauge indicating red.

NOTE: The pressure will fluctuate as engine revs change.

Temperature Gauge

This gauge indicates the temperature of the engine coolant. During normal operation, the pointer will rise from the lower (cold) mark to the middle part of the gauge, where it

will remain while the engine is operating at its normal temperature.

In severe driving conditions, such as very hot weather or extended hill climbing, the pointer may rise. If the pointer rises to the RED mark, the coolant is too hot and severe engine damage could result; stop the car as soon as safety permits and seek qualified assistance.

Fuel gauge
The pointer indicates the fuel level. After refuelling, the gauge slowly rises to the new level once the ignition switch is turned on.

WARNING! NEVER allow the car to run out of fuel (the resultant misfire could destroy the catalytic converter).

WARNING LIGHTS

Battery charging - RED
The light illuminates as a bulb check when the ignition switch is turned to position 'I' and extinguishes as soon as the engine is running. If it remains on, or illuminates whilst driving, a fault with the battery charging system is indicated. Seek qualified assistance urgently.

Direction indicators - GREEN
The indicator warning light flashes in time with the left or right direction indicator lights, whenever they are operated. If the warning light fails to illuminate, or flashes very rapidly, this means that one of the indicator lights is not operating.

Headlight main beam - BLUE
Illuminates when the headlights are switched to main beam.

Immobiliser Warning light
See section on Immobilisation (page 13).

Stalk Display
(see page 9 for detailed instructions).

Figure 2: Dashboard layout for models with Stack instruments and full windshield

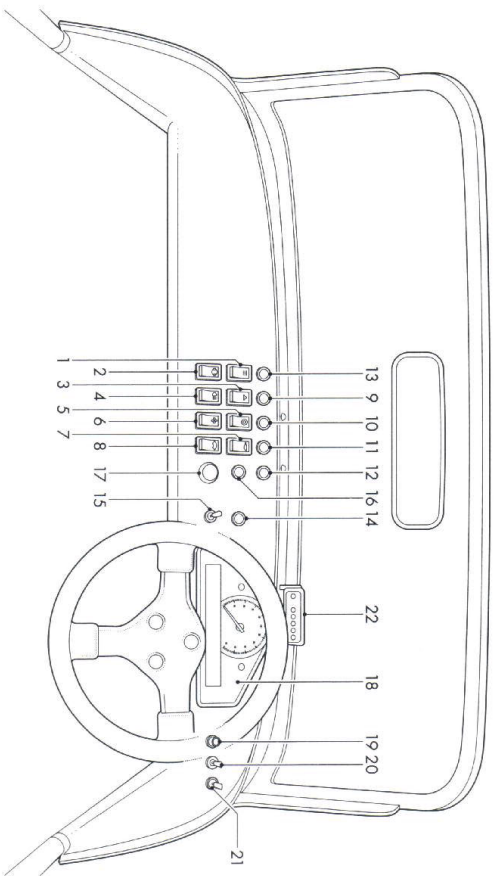
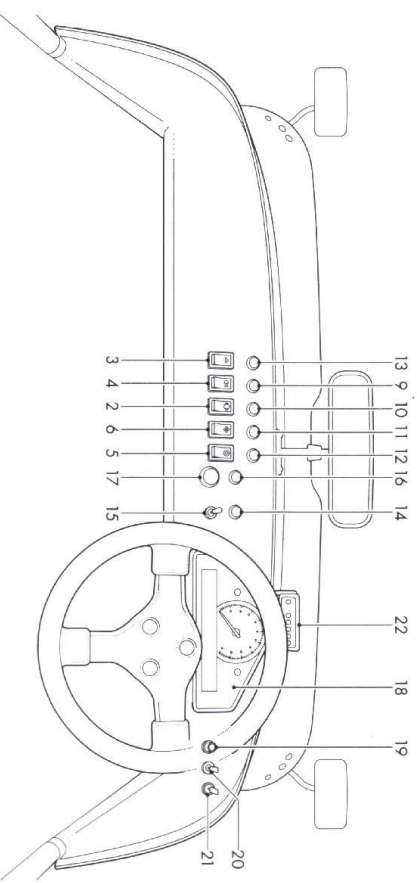


Figure 3: Dashboard layout for models with Stack instruments without windshield



Controls

1. Heated Windscreen.
2. Brake Fail.
3. Hazard.
4. Rear Fog.
5. Lights.
6. Heater.
7. Windscreen Washers.
8. Windscreen Wipers.
9. Stack Switch 1.
10. Stack Switch 2.
11. Stack Switch 4.
12. Stack Switch 3.
13. Shift Light Switch.
14. Indicator Warning Light.
15. Indicator Switch.
16. Main Beam Warning Light.
17. Push Button Starter.
18. Stack Display.
19. Horn.
20. Dipswitch.
21. Headlamp Flash.
22. Gear change lights (optional).

Stack Display System

The Stack STB130 road car display system monitors and displays a range of performance parameters, needed for effective car and driver management in most driving situations.

STB130 combines an analogue tachometer with a digital display for the following performance parameters:

1. Vehicle speed (MPH) or (Km/Ph)
2. Engine speed (RPM)
3. Oil pressure (BAR)
4. Oil temperature (°C)
5. Water temperature (°C)
6. Fuel level (litres)
7. Battery Voltage (volts)
8. Lap times (last completed and best) (optional) available from aftersales.

An alarm light alerts the driver that a warning condition has been detected. The warning conditions are based on pre-set alarm values for the above listed performance parameters 3-7. When the warning condition alarm light is switched on, a warning message is shown on the digital display to identify the condition. It is possible to enable or disable the warning system for each parameter individually. The warning message can be cancelled by pressing any switch. Doing this does not turn off the warning condition alarm light, which stays on until the condition no longer applies.

The Display Module

The display module consists of an analogue tachometer, two indicator lights, and a digital display panel.

Operating the Display System

The digital display has five display levels each showing three parameters and their values. The levels can be changed by pressing switch 3.

Display Level 1

- Level 1 shows:
- Fuel level
 - Current speed (mph or km/h)
 - Trip indicator
 - Odometer
- Press switch 3 to see level 2

Display Level 2

- Level 2 Shows:
- Oil temperature (Deg C or F)
 - Current speed (MPH or KM/H)
 - Oil pressure (lb ft or bar)

Display Level 3

- Display level 3 show:
- Water temperature (Deg C or F)
 - Current speed (MPH or KM/H)
 - Oil pressure (lb ft or bar)
- Press switch 3 to change to level 4.

Display Level 4

- Display level 4 shows:
- Current speed (MPH or KM/H)
 - Battery Voltage (Batt)
 - Ambient air temperature is shown but not utilised in the set-up. This will default to a reading of 9999
- Press switch 3 to change the display to level 5 if you have the lap timing kit installed (optional) or back to level 1.

Display Level 5 (optional)

- Display level 5 shows
- Number of current lap
 - Current speed (MPH or KM/H)
 - Last lap time
 - Previous best lap time
- Press switch 3 to change the display back to layer 1. Lap time can be recorded manually using Switch 4 or with the optional lap timing kit.

Peak values (Tall Tales)

The system can display the peak values that have been recorded during a run for all the monitored parameters. Peak values are updated only when the engine speed has exceeded its "gate value" for RPM for at least one-second. This allows the values to stabilise. Blipping the engine may not be enough to update the peak values. The gate value is a predefined RPM value that is used to control when the system updates the peak values. This is to prevent abnormal peak values from being recorded when, for example, the engine is either not running, is idling, or is being warmed up. The system stores either a maximum or a minimum value as the peak value, as in the following table:

Channel	Units	Tall-Tale	Default	Adjust
Oil Pressure	Ps	Min	20	No
Oil Temperature	°C	Max	130	No
Water Temperature	°C	Max	100	No
Fuel Level	Litres	low	5	No
Battery	Volts	Min	11.5	No
Engine Pulse	Cycles	—	4	No
Wheel Pulse	Pulse/Rev	—	4	No
GateRPM	RPM	—	1200	No
Shift Light	RPM	—	9000	Yes
Wheel Circum	mm	—	1000	Yes

NOTE: The wheel circumference requires manual setting for self builds, and the shift light requires manual setting for non R500 taking up the option.

Displaying the Peak Values

Press and hold switch 1 to show the peak values for the parameters currently being displayed. Release the switch to return to the normal display.

NOTE: The minimum oil and water temperature for which the display gives a true reading is 12°C or 53°F. The unit displays temperatures that are less than this as 0°C or 32°F. Press switch 3 to change to level 3.

Peak Value Memory

The peak values are stored in a memory, which is powered by an internal back-up battery. They remain stored in this memory when the external power source is disconnected from the system. The internal battery needs to be changed every 4-5 years. When the power from this battery drops below a safe level, an alarm is triggered and the warning "Internal Battery Low" is displayed. Contact Caterham officers when this occurs.

Alarms

The display system has built-in warnings to alert the driver when certain parameters either exceed or fall below their alarm values. For example, a warning is signalled if the oil pressure falls below its alarm value or if the oil temperature rises above its alarm value. (The oil pressure alarm will come on at power-up until the engine is started and pressure exceeds the threshold set for the alarm).

Some of the warnings (see the following table) are triggered only after the engine speed has exceeded its "gate value" for RPM for at least one second. Blipping the engine may not be enough to trigger a warning. The gate value is a predefined RPM value that is used to control when the system is to trigger a warning. This is to prevent abnormal warnings from being triggered when, for example, the engine is either not running, is idling, or is being warmed up. Once the engine has been running above the gated RPM for one second, any problems will trigger an immediate warning.

The display system has the following built-in alarms:

Parameter	Alarm is triggered when the :	Gated to RPM
Oil Temp	Current value exceeds the pre-set value	Yes
Water Temp	Current value exceeds the pre-set value	Yes
Oil Pressure	Current value drops below the pre-set value	No
Fuel Level	Current value drops below the pre-set value	No
Battery Volt	Current value drops below the pre-set value	No

Displaying an Alarm

When an alarm condition occurs, the built in red warning light turns on, and the digital display gives a warning message to show the type of alarm.

NOTE: The amber light indicates low fuel warning.

Clearing an Alarm

Press switch 2

Showing the Last Alarm

Press and hold switch 2.

Lap Times (optional)

The lap time for each lap is recorded either by the infrared time sensor when passing the lap time beacon or when the driver presses switch 4.

The most recent lap time is held in display level 5.

Resetting the Lap Time to Zero

Press and hold switch 1 and then press switch 4 to reset the lap count and lap time to zero. The lap timer starts recording the time immediately.

Switches

The four switches are used to control the functions of the Display System. The normal functions of the four switches are:

Switch	Functions
Switch 1	Show the peak values.
Switch 2	Clear an alarm and show the last alarm.
Switch 3	Change the display level and clear an alarm.
Switch 4	Reset the trip distance to zero and start the lap timer. The trip distance is reset after each lap.
Switches 1 & 2 together	Set Up mode.
Switches 1 & 3 together	Change speed units to MPH or km/h (UK version only).
Switches 1 & 4 together	Reset the peak values and lap times.

1.2 BEFORE YOU DRIVE AWAY

Pedal Adjustment Facility

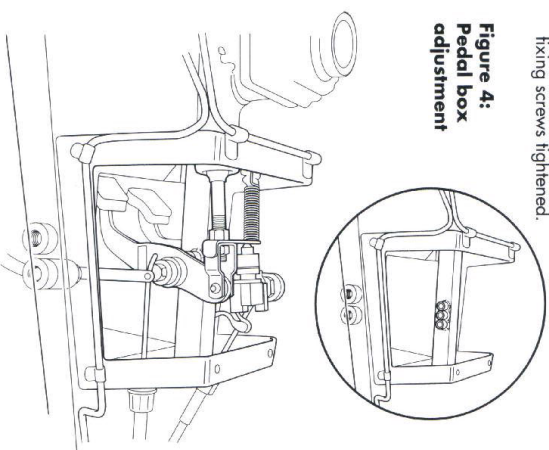
All cars are fitted with an adjustable pedal box assembly. This is not intended to give instant adjustment but provides an opportunity for the owner to tailor an optimum driving position.

When the car leaves the factory the pedals are set in the middle of three positions, unless specified otherwise, and can thus be moved backwards and forwards as required. It is important not to move the pedals too far forwards as this will restrict pedal travel, interfering with the correct operation of the brake master cylinder.

In order to move the pedals the procedure set out below should be followed:-

- Position the driving seat to suit your reach to the steering wheel and gearlever, then assess whether and how far the pedals need to be moved.
- Remove the pedal box lid which is held in place by 8 screws.
- Adjust the brake pedal, which can be achieved in two ways.
 - By increasing the effective length of the master cylinder pushrod which has an adjustable clevis.
 - By moving the fulcrum position from the middle hole to either the rear hole or the front hole where appropriate, this option will also move the clutch pedal.
- The clutch pedal can now be levelled up to the brake pedal by adjusting the cable at the bellhousing.
- Finally the throttle pedal pivots around its mounting bolt. This bolt is screwed into the front mounting bush of the two provided in the chassis.
- It may be necessary to bend the top of the throttle pedal to enable full throttle movement as the adjustment on the cable is limited.
- The pedal box lid can now be replaced and the eight fixing screws tightened.

Figure 4:
Pedal box adjustment



WARNING

Always check to ensure pedals move freely once the fixing nut and bolt have been tightened.

NOTE: that if the movement required is more than 2" then the adjustment available on the pushrod will not be sufficient.

Seats and seat belts

Forward/backwards adjustment

Push the lever to one side to release the catch enabling the seat to slide back or forward. Ensure the seat is locked in position before driving off.

WARNING!

DO NOT adjust the seats while the car is in motion.

Head Restraints

Head restraints are designed to restrain rearward movement of the head in the event of an accident or sudden stop – a properly adjusted head restraint can considerably reduce the risk of neck and head injuries.

Lift or push down on the padded cushion, to adjust the height of the restraint, so that the padded cushion is level with the back of the head.

WARNING!

Where possible, adjust the height of a head restraint so that the cushion is level with the back of the head – NOT THE NECK!

The head restraints can be removed completely to allow for fitment of the tonneau cover.

WARNING!

Never drive the car with the head restraints removed.

Seat belt safety

The seat belts supplied with your car, are intended for use by adult sized occupants, and must be used by one occupant ONLY. Seat belts are life saving equipment. In a collision, unrestrained passengers can be thrown around inside, or possibly thrown out of the car, resulting in injury to themselves and to other occupants as well.

ENSURE that the passenger is securely strapped in at all times.

- ALWAYS adjust seat belts to eliminate any slack in the webbing. DO NOT slacken the webbing by pulling the belt away from the body – to be fully effective, the seat belt must remain in full contact with the body at all times.
- ALWAYS fit the lap strap across the pelvis (never across the abdomen), and ensure that the diagonal strap passes across the chest, without slipping off the shoulder, or pressing against the neck.
- DO NOT fit more than one person into a belt, or use a seat belt that is twisted or obstructed in any way that could impede its smooth operation.
- DO NOT wear seat belts, over hard or fragile items in clothing, such as pens, keys, spectacles etc.

- DO NOT allow a baby or infant to be carried on the lap. The force of a crash can increase effective body weight by as much as 30 times, making it impossible to hold on to the child.
- DO NOT allow foreign matter to enter the seat belt buckles as this can render the buckles inoperative.
- Pregnant women should ask their doctor for advice about the safest way to wear seat belts.

Caring for seat belts

Regularly inspect the belt webbing for signs of fraying, cuts and wear, also paying particular attention to the condition of the fixing points and adjusters. Care should be taken to avoid contamination of the webbing from the effects of polish, oil and chemicals (see 'Cleaning & car care').

Three tests for checking seat belts

- 1) With the seat belt fastened, give the webbing near the buckle a quick upward pull – the buckle should remain securely locked!
 - 2) With the seat belt unfastened, unreel the webbing to the limit of its travel. Check that unreeling is free from snatches and snags.
 - 3) With the webbing half unreel, hold the tongue plate and give it a quick forward pull – the mechanism must lock automatically and prevent any further unreeling!
- If a seat belt should fail any of these tests, contact Caterham Cars immediately.

WARNING!

Always replace seat belt assembly that has withstood the strain of a severe vehicle impact, or one where the webbing shows signs of fraying.

Weather equipment

Erecting the hood can be difficult if the correct procedure is not followed, therefore we recommend that the following sequence is adopted:-

- i) Erect the hoodsticks, slacken the buckles to allow the front hoodstick to collapse forwards.
- ii) Unfold the hood and clip it onto the windscreen first.
- iii) Stretch the rear of the hood over the back of the car and clip it over the poppers situated on the backpanel starting at the outside and working into the centre.
- iv) Attach to the remaining poppers on the sides of the vehicle.
- v) From the inside of the car tension the hood by pulling on the loose end of the straps retensioning the buckle (the buckle will automatically lock in position when released). The straps should be adjusted until the front hoodstick is in line with the hood seam. (see diagram)
- vi) The Velcro lined strips inside the hood should now capture the front hoodstick, which prevents the hood from ballooning at speed.
- vii) The tops of the sidescreens tuck under the flaps on the hood sides in order to make the hood watertight. At the rear, however, the sidescreens overlap the hood.

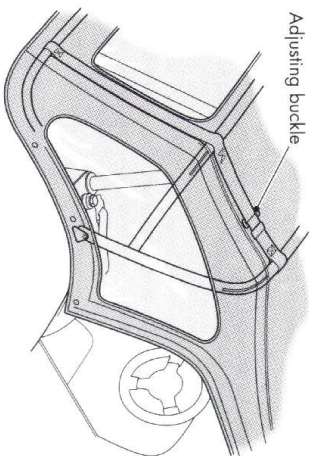
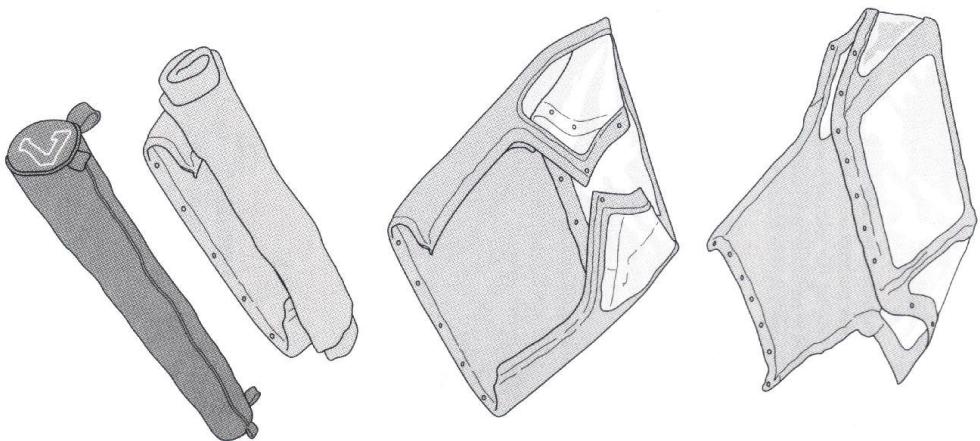


Figure 5: Tensioning the hood

Figure 6: Hood folding procedure



Removal and Storage

To remove the hood slacken the buckles and remove in reverse to the above. It is important that the hood is folded correctly when removed in order to avoid unsightly creases and prevent the clear plastic windows being scratched. We suggest that it is always folded and then rolled as shown in the adjacent diagram.

To help prevent damage, and free up storage space, a protective hood bag is available from Caterham Cars Parts Counter.

NB Never store hood when wet.

Security

Security Card

The card, supplied as part of this handbook, contains important emergency information. It is important that you keep the card safe from theft and ensure that it is passed to the new owner if you sell the car.

- **Key number:** Ignition and fuel. These numbers are essential if you ever need to obtain a replacement key.
- **VIN (vehicle identification number):** This identity number is unique to your car and is essential proof of its specification. The number can also be found in various locations around the car.

WARNING!

NEVER leave the card inside the car when it is unattended.

Keys/key numbers

You have been supplied with 4 keys: 2 for the ignition and 2 for the fuel cap. The numbers for these can be found on a small tag attached to the key ring.

You will also have been supplied with 2 remote control handsets (Rover robust immobiliser) or 2 encrypted code-plugs (Shurlock EP100 immobiliser). Please make sure that both key numbers have been entered in the space provided on the Security Information Card.

WARNING!

Keep the Security Information card, key tag, spare key and handset in a safe place – NOT IN THE CAR!

If the key or handset is lost, contact Caterham Cars, who can supply replacement or additional keys and handsets.

Immobilisation

Most Caterhams are fitted with an immobiliser as standard, this will be one of two types:
All 16 valve (except R300, R400 and R500) "Rover-robust immobilisation".
R300, R400 and R500 "Shurlock robust immobilisation".

Rover robust Immobilisation – handset operation

All cars fitted with the K series 16-valve engine are supplied with a "Rover Robust Immobiliser" system fitted as standard with the exception of R300, R400 and R500.

This system is self-arming, however it can also be manually armed using the handset provided. The handset has two buttons:

1. Button with closed padlock embossed on it.
2. Plain button.

Arming the system

To manually arm the system depress button 1 once. The red LED on the dashboard will flash quickly for approximately 30 seconds then will slow to a steady flash that will remain active until the system is disarmed.

Automatic arming of the system

If the system is not manually armed approximately 1 minute after the ignition has been switched off it will be automatically armed.

Disarming the system

To disarm the system depress the plain button once. The red LED on the dashboard will stop flashing and go out.

Changing the handset battery

The handset supplied with your immobiliser requires a battery that should be replaced periodically. The handset battery should last for approximately three years dependent upon use. A good sign that the battery needs replacing is reduced range of the signal from the unit. (Normally 1-2 metres). Should the battery fail completely you will not be able to disarm the system.

Always fit a CR2032 replacement battery and adopt the following replacement procedure:

- 1) Carefully prise the handset apart, starting from the keyring end using a coin or small screwdriver. Avoid damaging the seal between the two halves of the case and DO NOT allow dirt or moisture to get inside the handset.
- 2) Slide the battery out of its clip, taking care to avoid touching the circuit board or the contact surfaces of the clip.
- 3) Press and hold each button in turn for at least five seconds (this will drain any residual power from the handset).
- 4) Fit the new battery, ensuring that correct polarity is maintained (positive (+) side facing up). Finger marks will adversely affect battery life; if possible, avoid touching the flat surfaces of the battery and wipe them clean before fitting.
- 5) Reassemble the two halves of the handset.
- 6) Operate the lock button of the handset at least four times. The handset is now ready for use.

WARNING!

The handset contains delicate electronic circuits and must be protected from impact and water damage, high temperatures and humidity, direct sunlight and the effects of solvents, waxes and abrasive cleaners.

Vehicle battery disconnection.

If the car battery is disconnected for any reason, the status of the security system prior to disconnection, will be memorised and automatically reset when the battery is reconnected.

Shurlock EP100

The Shurlock EP100 is an encrypted code-plug immobiliser system.

You have been provided with 2 plastic code-plugs (keys) 1 Black and 1 Red.

The Black plug should be attached to your key ring, as this will be required when disarming the system.

The Red plug is a master Plug and should be kept in a safe place. This plug is unique to your system and cannot be replaced if lost.

This Red code-plug must not be used as a replacement for the Black one. Further information on when and how to use this plug can be found in the detailed user manual supplied with the immobiliser.

BASIC OPERATING INSTRUCTIONS

Arming the immobiliser

This immobiliser is self-arming, 30 seconds after the ignition is switched off the system will automatically arm, thereby disabling the vehicle.

- The red LED on the socket will flash continuously.
- The buzzer will beep twice.
- Your vehicle will not start.

Disarming the immobiliser

Insert the black code-plug into the socket on the dashboard and wait until the red LED stops flashing. The following will occur:

- The buzzer will beep once.
- The red LED will stop flashing and remain off.
- Now remove your code-plug from the socket and start the engine as normal.

Should you not start the engine within 30 seconds the system will rearm and you will need to repeat the above procedure to enable the vehicle to start.

It is possible to extend the arming delay time to 5 minutes should the need arise, however this one off change will revert back to the default 30 seconds the next time the immobiliser is disarmed. For information on how to do this and other programming functions please refer to the user manual supplied with the immobiliser.

Ignition Switch and Steering Lock

The ignition switch uses the following sequence of key positions to operate the steering lock, electrical circuits and starter motor:

'O' – Steering locked

With the key removed, the steering column will be locked and most electrical circuits are non-operational.

'I' – Steering unlocked

Turn the switch to position 'I' to unlock the steering.

'II' – Electrical circuits on

With the switch in position 'II', all electrical circuits are operational.

'III' – Starter motor operates

Turn the switch to position 'III' to operate the starter motor; release the key as soon as the engine starts (the key will automatically return to position 'II').

Steering Lock

To unlock the steering:

Insert the key FULLY and turn the ignition switch to position 'I' – a small movement of the steering wheel may be necessary to disengage the lock.

To lock the steering:

With the ignition switch turned to position 'O', remove the key and turn the steering wheel until the lock engages.

NB Cars fitted with quick release steering wheels do not have a steering lock mechanism fitted.

WARNING!

Once the steering lock is engaged, it is impossible to steer the car.

DO NOT remove the key, or turn the ignition switch to position 'O', while the car is in motion.

Starting the engine

WARNING!

Before starting the engine, ENSURE you are familiar with the procedures below. Catalytic converters are easily damaged through improper use, particularly if the wrong fuel is used, or if an engine misfire occurs – before starting the engine, you should be aware of the precautions detailed in the 'Catalytic converter' section.

Never start, or leave the engine running, in an unventilated building – exhaust gases are poisonous and contain carbon monoxide, which can cause unconsciousness and may even be fatal.

Starting the engine:

- 1) Check that the handbrake is on and that the gear lever is in neutral.
 - 2) Switch off all unnecessary electrical equipment.
 - 3) Turn the ignition switch to position 'III' and release the key as soon as the engine has started.
- DO NOT** press the accelerator pedal while starting and **DO NOT** operate the starter for more than 15 seconds at a time. If the engine fails to start, switch off and wait for at least 10 seconds before trying again.

NOTE: When the battery is in a low state of charge, depress the clutch before starting and hold it down until the engine is running.

What to do if the engine fails to start, or starts but will not continue running:

- Press the accelerator pedal half way down while operating the starter. **DO NOT** operate the starter for more than 15 seconds and release the accelerator as soon as the engine fires.
- If the engine still fails to start, operate the starter again, this time FULLY depressing the accelerator pedal to clear the engine of excess fuel. Ensure the starter motor is not operated for more than 15 seconds and release the accelerator as soon as the engine has started.
- **DO NOT** pump the accelerator pedal during starting.

Starting in cold climates

In freezing conditions, fully depress the clutch pedal while starting and hold it down until the engine is running. Note that engine cranking times will increase and that the battery charging light may take several seconds to extinguish.

Warning up

In the interest of fuel economy, it is advisable to drive the car soon after starting, remembering that harsh acceleration, or labouring the engine before the normal operating temperature has been reached, can damage the engine.

Running-In

The engine, gearbox, brakes and tyres need time to 'bed in' and adjust to the demands of everyday motoring. During the first 500 miles (1,000 km) it is essential that you drive with consideration for the running-in process and heed the following advice:

- **DO NOT** allow the engine to exceed 4,000 rev/min in any gear.
 - **DO NOT** operate at full throttle in any gear.
 - **DO NOT** allow the engine to labour in any gear.
 - **AVOID** heavy braking.
- After the running-in distance has been completed, engine speeds may be gradually increased.

Fuel Economy

Fuel consumption is influenced by two major factors:

- How your car is maintained.
- How you drive.

To obtain optimum fuel economy, it is essential that your car is maintained in accordance with the manufacturers recommendations.

Items such as the condition of the air cleaner element, tyre pressures and wheel alignment, can have a significant effect on fuel consumption. But above all, the way in which you drive is most important. The following hints may help you to obtain even better value from your motoring:

- Avoid unnecessary short, start-stop journeys.
- Avoid fast starts, by accelerating gently and smoothly from rest.
- Do not drive in the lower gears for longer than necessary.
- Decelerate gently and avoid sudden and heavy braking.
- Anticipate obstructions and adjust your speed accordingly well in advance.

Always remember: driving gently saves fuel!

Catalytic Converter

The exhaust system on your car incorporates a catalytic converter, which convert poisonous exhaust emissions from the engine into environmentally less harmful gases, thereby reducing atmospheric pollution.

WARNING!

The catalytic converter can be easily damaged through improper use, particularly if the wrong fuel is used. For this

reason, it is VERY IMPORTANT that you heed the following precautions:

Filling up with fuel:

- Use ONLY fuel recommended for your car (see Technical Data).

Starting the engine:

- **DO NOT** continue operating the starter, if the engines fails to start after a few attempts (unburnt fuel may be drawn into the exhaust system, thereby damaging a catalyst) – seek qualified assistance.
- If a misfire is suspected when starting, **DO NOT** drive the car, or attempt to clear the misfire by pressing the accelerator pedal. **DO NOT** attempt to push or tow start the car. Instead, turn the ignition switch off immediately and seek qualified assistance.

Driving the car:

- Provided the engine has reached its normal operating temperature, if a misfire is suspected or the car lacks power while driving, it may be driven SLOWLY (at risk of catalyst damage) to Caterham Cars for assistance.
- **NEVER** allow the car to run out of fuel (the resultant misfire could destroy a catalyst).
- An engine burning excessive oil (blue smoke from the exhaust) will progressively reduce catalyst efficiency.
- Do not overload the engine.

Switching off:

- **DO NOT** switch off the engine whilst the car is in motion, with a forward or reverse drive gear selected.

Vehicle maintenance:

- Any engine misfire, loss of engine performance or engine run-on, could seriously damage the catalytic converter. For this reason, it is vital that unqualified persons do not tamper with the engine and that regular maintenance is carried out by Caterham Cars, in accordance with the service interval plan included in this book.
- **DO NOT** run the engine with a spark plug or lead removed, or use any device that requires an insert into a spark plug.

WARNING!

Exhaust temperatures can be extremely high. **DO NOT** park or ground where combustible materials, such as dry grass or leaves, could come in contact with the exhaust system – in dry weather a fire could result.

Gearbox

The gear positions are indicated on the gear lever knob. Synchronesh engagement is provided on all forward gears and, in the neutral position, the gear lever is spring loaded to rest naturally between 3rd and 4th gears.

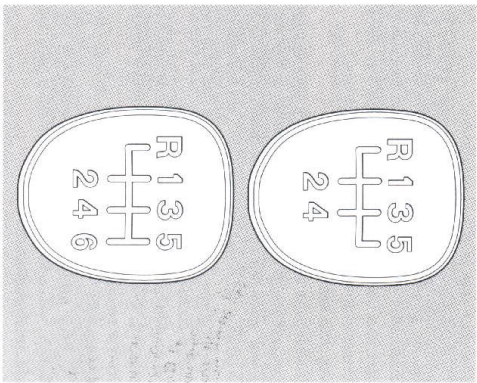
Selecting reverse gear

Before selecting reverse gear, ENSURE THE CAR IS STATIONARY; then, fully depress the clutch pedal and pause briefly before moving the gear lever into position by pushing the knob downwards prior to moving the lever fully to the left and forwards.

Precautions while driving

- DO NOT rest your hand on the gear lever while driving; pressure transmitted from your hand, may cause premature wear to the gear selector mechanism.
- DO NOT rest your foot on the clutch pedal while driving; excessive wear to the clutch will result!

Figure 7: Five and six speed gear shift patterns



Fuel

Petrol Engines:

The RON value (octane rating) of petroleum commonly available at garage forecourts, will vary in different countries. The RON value quoted below, is a MINIMUM requirement and can be safely exceeded.

USE ONLY UNLEADED PETROL

95 RON ALL CARS EXCEPT R300, R400 and R500.
98 RON R300, R400 and R500.

IN AN EMERGENCY (and only if the correct fuel is unavailable), lower octane rated fuel can be used for very limited period of moderate, or low speed motoring, provided engine 'knocking' does not occur.

WARNING!

USE ONLY UNLEADED PETROL. Serious damage to the catalytic converter will occur, if incorrect fuel is used.

Fuel Filling

Always fill the tank SLOWLY, until the filler nozzle automatically cuts-off the fuel supply. DO NOT attempt to fill the tank beyond this point, or spillage could result due to expansion of the fuel.

The filler tube is designed to accept a narrow filler nozzle, of the type found on pumps that deliver ONLY unleaded fuel. A flap lies across the filler neck; insert the filler nozzle sufficiently to fully open the flap before filling.

WARNING!

DO NOT fully fill the tank if the car is to be parked on a slope in direct sunlight, or high ambient temperature - expansion of the fuel could cause spillage.

Filling difficulties

The fuel delivery rate of filling station pumps, can vary significantly from one garage forecourt to another. This, coupled with the fact that modern pumps are equipped with a sensor which automatically cuts off the supply as soon as turbulence is detected in the upper part of the car's filler neck, could result in isolated fuel filling problems. If individual owners experience difficulty, the following advice may be useful:

- Hold the filler gun with the trigger directly below the nozzle (at right angles to the ground). Twisting the gun to either side, is unlikely to ease the filling process.
- Fill the tank slowly - DO NOT fully squeeze the trigger.

Braking System

The hydraulic braking system operates through dual circuits; if one circuit should fail, the other will continue to function. However, in the event of a brake failure where only one circuit is operational, the car should ONLY be driven at slow speed to get home. In these circumstances, exercise EXTREME CAUTION and be aware that much greater pedal effort and longer stopping distances will be required.

Brake pads

Brake pads and linings require a period of bedding in. For the first 400 miles (650 km), avoid situations where heavy braking is required.

Remember that regular servicing is vital, to ensure that the brake components are examined for wear at the correct intervals and changed whenever necessary to ensure optimum safety and performance.

WARNING!

DO NOT rest your foot on the brake pedal while driving; this may overheat the brakes, reducing their efficiency and causing excessive wear.

Handbrake

The handbrake operates on the rear wheels only and should not require adjustment. To apply the handbrake, pull the lever up. Always apply the handbrake FULLY whenever you park the car. To release, pull the lever up slightly, depress the button and fully lower the lever.

WARNING!

DO NOT drive with the handbrake applied; this could damage the rear brakes.

USEFUL INFORMATION – Engine Specifications

	K Series	K Series	MG Xpower	MG Xpower	MG Xpower	MG Xpower	MG Xpower
	105	120	140	WC 180	R300	R400	R500
Engine Type	4 cyl-in-line	4 cyl-in-line	4 cyl-in-line	4 cyl-in-line	4 cyl-in-line	4 cyl-in-line	4 cyl-in-line
Capacity	1397 cc	1588 cc	1796 cc	1796 cc	1796 cc	1796 cc	1796 cc
Bore	73mm	80mm	80mm	80mm	80mm	80mm	80mm
Stroke	79mm	79mm	89.3mm	89.3mm	89.3mm	89.3mm	89.3mm
Cylinder Head	16v DOHC	16v DOHC	16v DOHC	16v DOHC	16v DOHC	16v DOHC	16v DOHC
Valve Actuation	Hydraulic	Hydraulic	Hydraulic	Hydraulic	Mechanical	Mechanical	Mechanical
Compression Ratio	10.5:1	10.5:1	10.5:1	10.5:1	10.8:1	11.0:1	11.5:1
Maximum Power	105bhp@6000rpm	120bhp@6000rpm	140bhp@6750rpm	160bhp@7000rpm	160bhp@7000rpm	200bhp@7500rpm	230bhp@8600rpm
Maximum Torque	95lbft@5000rpm	107lbft@3000rpm	124lbft@5000rpm	130lbft@5000rpm	130lbft@5000rpm	150lbft@5750rpm	155lbft@7200rpm
Maximum RPM	6800rpm	6800rpm	6800rpm	7000rpm	7600rpm	8000rpm	8600rpm
Gear change up light	Sequential (option)	Sequential (option)	Sequential (option)	Sequential (option)	Sequential	Sequential	Sequential
Ignition System	MEMS electronic	MEMS electronic	MEMS electronic	MEMS electronic	MBE electronic	MBE electronic	MBE electronic
Induction System	Single butterfly	Single butterfly	Single butterfly	Single butterfly	Four port roller barrel	Four port roller barrel	Four port roller barrel
Fuel System	Multi point injection	Multi point injection	Multi point injection	Multi point injection	Multi point injection	Multi point injection	Multi point injection
Fuel Type	Unleaded 95 RON	Unleaded 95 RON	Unleaded 95 RON	Unleaded 95 RON	Unleaded 98 RON	Unleaded 98 RON	Unleaded 98 RON

Technical data

Vehicle Type
2 seater, convertible sports car.

Construction
Tubular steel space frame.
Aluminium panels with aluminium honeycomb cockpit side impact protection.
Glass fibre or Carbon fibre nose-cone and wings.

Dimensions

Wheelbase SV 88.5 in 2225 mm
Front Track (Classic/Roadsport) 90.8 in 2305 mm
Front Track (Superslight) 50.0 in 1270 mm
Front Track (Superslight) 52.5 in 1336 mm
Front Track SV 56.9 in 1446 mm
Rear Track 52.5 in 1336 mm
Rear Track SV 56.9 in 1446 mm
Overall Length (Classic/Roadsport) 133.0 in 3380 mm
Overall Length (Superslight) 122.0 in 3100 mm
Overall Length SV 138.9 in 3530 mm
Overall Width 62.0 in 1575 mm
Overall Width SV 66.3 in 1685 mm
Overall Height (Hood Up) 44.0 in 1115 mm
Overall Height (Hood Up) 45.0 in 1140 mm
Overall Height (Hood Down) 39.0 in 990 mm
Minimum Ground Clearance Classic/Roadsport 4.0 in 102 mm
Superslight 3.1 in 80 mm
Turning Circle 393.7 in 10 M
Turning Circle SV 433.0 in 11 M
Passenger Compartment Internal Width 36.6 in 930 mm
Width SV 43.7 in 1110 mm
Width SV 33.0 in 838 mm
Seat to Roof Height 34.0 in 865 mm
Seat to Roof Height SV 34.0 in 865 mm
Luggage Compartment Capacity 4.2 cu ft 120 ltr
Luggage Compartment Capacity SV 4.5 cu ft 130 ltr

Weights

Kerb Weight Classic 540 kg max 840 kg
Roadsport 550 kg max 850 kg
SV 575 kg max 875 kg
R300 500 kg max 800 kg
R400 490 kg max 790 kg
R500 460 kg max 760 kg

Braking System

Twin circuit, equal split front/rear, with system warning of low fluid level.
Discs front and rear

Front discs (Classic, Roadsport, SV)

Disc Diameter: 9.0 in (229 mm)
Pad area: 14.7 in² (9500 mm²)
Swept area: 149.0 in² (96700 mm²)

Up-rated brake (R300, R400 and R500): 10" ventilated discs with aluminium 4 pot calipers

Rear discs (All variants)

Disc Diameter: 9.0 in (229 mm)
Pad area: 14.0 in² (9500 mm²)
Swept area: 149.0 in² (96700 mm²)

Parking brake operating on rear wheels, actuated by hand lever.

Suspension

Front Double wishbones (adjustable), anti-roll bar
Springs Linear Coil
Dampers Telescopic

Rear

De Dion axle located by lower 'A' frame and radius arms or 'X' Frame and Watts linkage.
Adjustable anti-roll bar (optional)
Springs Progressive Coil
Dampers Telescopic

Steering

Mechanism Rack and Pinion
Turns lock to lock Standard 1.93
Race 1.75

Wheels and Tyres

Classic Wheels 5½ x 13" alloy
Tyres Avon 185/70 R 13
Pressures (PSI) Front 20 Rear 20
Roadsport Wheels 6½ x 14" alloy
Tyres Avon 185/60 HR 14
Pressures (PSI) Front 20 Rear 20

R300, R400 Wheels 6½ x 15" alloy
Tyres Avon 195/45 CR500 15
Pressures (PSI) Front 18 Rear 18
R500 Wheels 6½ x 13" Mag split rim
Front 8½ x 13" Mag split rim
Rear 8½ x 13" Mag split rim
Tyres Avon 175/55 CR500 13
Front Avon 205/55 CR500 13
Rear 18 Rear 20

Pressures (PSI)

Wheel and tyre options

15" Wheels 6½ x 15 alloy
Tyres Avon 195/50 VR 15
Pressures (PSI) Front 18 Rear 18
16" Wheels 7½ x 16 alloy
Tyres Avon 205/45 VR 16
Pressures (PSI) Front 16 Rear 16

Road wheel nut torque 55lbf 75nm

All

Electrical
12 Volt, Negative earth
Alternator output: 45 amperes
Battery Capacity 30 amp/hrs

Fluid Capacities

Fuel Tank Std 8.0 gal 36.3 litres
Fuel Tank SV 9.1 gal 41.37 litres
Oil (incl Filter) wet sump 4.5 litres
wet sump with oil/ Air Separator 7 litres
dry sump 6 litres
Gearbox 5/6 speed 1.9 litres
Differential 1.2 litres
(Gearbox and differential fluid capacities are approximate and the correct level should be obtained via the level plug).

Cooling Standard radiator 4.5 litres
(with Heater) odd 0.6 litres
Optional triple pass radiator odd 0.5 litres

Recommended Fluid Specification

Engine Oil Gamma Syner-Z Synthetic 0w-40
All cars

Performance/
Track driving
Gearbox Oil* Caterham Motorsport Oil 5W-50

Differential Caterham Gearbox Oil G14 grade
All cars Caterham Differential Oil EP90
LSD's Lubeguard Limited Slip Diff additive
Engine Coolant Gamma Xtream Red OAT
Brake Fluid Gamma DOT4

* Under no circumstances use a GL5 grade oil

Manual Transmission

Clutch Actuation, all models except VWC Mechanical (Cable) Clutch Actuation VWC Hydraulic 7.5 in (190 mm)
Clutch Diameter 3.92:1
Final Drive Ratio Classic 3.92:1
Final Drive Ratio Roadsport 3.62:1
Final Drive Ratio Superslight 3.62:1

Gearbox ratios

5 spd Classic	5 spd Roadsport	6spd Roadsport/ Superslight
1 3.65	1 3.36	1 2.69
2 1.97	2 1.81	2 2.01
3 1.37	3 1.26	3 1.59
4 1.00	4 1.00	4 1.32
5 0.82	5 0.82	5 1.13
R 3.66	R 3.37	6 1.00
		R 2.96

TRACK USE

ENJOYING TRACK DAYS & COMPETING IN YOUR CATERHAM SEVEN

Due to the difficulty – and illegality – of using the Caterham Sevens full performance on the public roads, many owners choose to use their cars in competition events, such as circuit racing, sprints and hillclimbs, as well as non-competitive track days.
As an introduction to motorsport Caterham Cars introduced the Academy series in 1995, using 25 identical Live Axle cars; the series covers a range of events, from sprints and hillclimbs to circuit races. This Series has proved to be very popular and Caterham now run two grids of 25 new Roadsport type cars each year. To enable ex-Academy drivers to further their racing careers two championships known as the Graduate or Super Graduate have been developed.

Caterham cars run two circuit racing championships in conjunction with the British Racing and Sports Car Club (BRSSCC), the Caterham Roadsport and Caterham R400 Challenges. Both of these have been designed to promote close and cost-effective racing by virtue of the strict regulations and the use of sealed engines.
The Roadsport championship is for road going 1.6

Roadsport cars and is an ideal series for both amateur and experienced drivers alike looking for competitive racing.
The Caterham R400 challenge cars are aimed at the more experienced competitor and are amongst the fastest one-make race cars in Europe, running on slick tyres with 200 bhp and weighing only 505kg.
The 750 Motor Club also run several championships and race events for which the Caterham Seven is eligible and highly competitive.

Caterham Sevens are also highly popular for hillclimb and sprint events, from club to national level. These events are run solely against the clock, with one car on the course at a time divided into a range of classes.
The Motor Sports Association (MSA) is responsible for all forms of motor sport in the UK including all the above, and in order to compete, a competition licence must be held. To hold a 'speed' licence for hillclimb and sprint events you only need to pay the relevant fee. For a race licence however a one-day ARDS driving course must be completed and you will need to pass a medical examination with a doctor. Full details can be obtained from the MSA or Caterham Cars.

Track days

Track driving days are generally organised by the relevant club, be it an owners club or a track driving club such as Caterham Motorsport Club without involving the MSA. Contact the organising body for details of these events. Safety equipment requirements vary greatly between the levels of events, from track days where you simply need a crash helmet, to a Caterham race where full fireproof clothing is required along with full safety equipment. Check with the MSA and the event organisers as to exactly what is required.

SAFETY EQUIPMENT

For any form of track use we would recommend a minimum of the following safety equipment. All available from the Caterham Parts Department:

- Full harness safety belts (6 point not 4 point)
- F.I.A. roll over bar with head restraint
- Ignition cut out switch
- Handheld or plumbed in fire extinguisher
- Honeycomb fuel tank or bag tank
- Honeycomb floor impact protection panels
- Rear wheel protection bar
- Arm restraints
- Bespoke seat

Essential Check items for cars being used on the Track

- Wheel nuts – must be torqued to the correct setting (see Technical Data) and checked after every session.
- Tyre pressures – CR500 16psi cold/c: 20-22psi hot (For information on other tyre types please contact the Caterham Technical Department)
- Oil and coolant. These should be filled to maximum marks and checked after every session
- General Nut & Bolt check
- Check brake pad wear and fluid level
- Remove all loose objects from boot area

Additional track day information

Track usage is among the toughest environments for any vehicle and even though your Caterham has been designed around this environment it is vital that careful monitoring of the gauges is carried out whilst driving under these harsh conditions.

The following recommendations are designed to reduce the risk of engine damage:

Water Temperature

Always allow the engine to warm up before using high rpm or full throttle. Minimum water temperature 65°C. The optimum operating water temperature for your engine is 70°C to 80°C.

Oil Temperature

Once again high rpm or full throttle should not be used until the engine oil temperature is at least 50°C.

A maximum oil temperature of 100°C is recommended. If track usage causes this figure to be exceeded then fitment of an oil cooler is recommended.

Although an oil temperature gauge is not fitted as standard on all cars should you intend to use your car on the track regularly we recommend fitment of one to enable accurate monitoring of the engine.

Oil changes

The engine oil should be changed more frequently with cars used on the track.

We recommend every 1000 track miles as a minimum. More frequent changes can only be beneficial. Caterham Motorsport oil is strongly recommended.

For Enhanced Track Performance

You may wish to upgrade your car to include some of the following as this will improve both your enjoyment and safety whilst on the track.

- Large brake master cylinder
- Race dampers
- Uprated front or rear springs
- Uprated anti roll bars (front and rear)
- Race Rock (22%) wide track only. Not for road use
- High ratio clutch and brake pedal
- Triple pass radiator
- Clutch and throttle pedal stops
- 13" wheels fitted with Avon CR500 road tyres or Avon slick/wets. (This may require a differential change and suspension upgrade depending on circuit, for further information contact Caterham Technical Department).

MAINTENANCE

In addition to regular servicing, there are a number of simple, routine checks that you must perform such as checking the fluid levels and tyre pressures. Details of how and when to perform these checks are detailed in this section.

For servicing, we recommend that the car is returned to Caterham After-sales at the Darford factory or Caterham Midlands. Caterham will know what is required to maintain the high standards you expect from your Seven and will be able to advise you on any modification or upgrade that could increase your enjoyment of the car. Servicing is also available at a number of approved Caterham

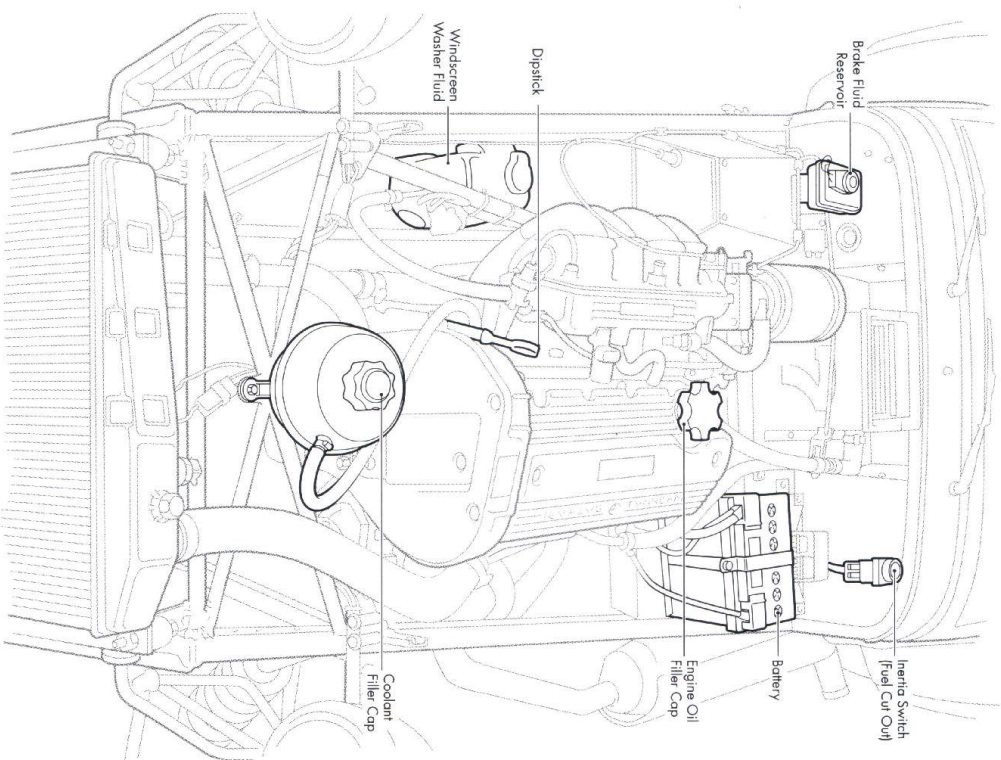
service agents around the UK.

A record of service work and upgrades will be kept at the back of this owners handbook and keeping this up to date helps to ensure the maximum resale value of your vehicle.

Owner Maintenance

In addition to the routine services and inspections described in this book the following simple checks must be carried out more frequently. You can do these yourself and advice is given on the pages that follow.

Figure 9: underbonnet location



Daily checks:

- Operation of lights, horn, direction indicators, wipers, washers and warning lights.
- Operation of seat belts and brakes.
- Look for fluid deposits on the floor beneath the car, which may indicate a fluid leak.

Weekly checks:

- Engine oil level.
- Cooling system level.
- Condition and pressure of tyres.
- Brake fluid levels.
- Screen washer reservoir level.

NOTE: Any significant or sudden drop in fluid levels, or uneven tyre wear, should be reported to Caterham Cars without delay.

Emission control

Your car is fitted with emission control equipment, designed to meet specific legal requirements. You should be aware that unauthorised replacement, modification or tampering with this equipment by an owner or motor vehicle repairer, could be unlawful and subject to legal penalties.

In addition, engine settings must not be tampered with. These have been established to ensure that your car complies with stringent exhaust emission regulations. Incorrect engine settings may adversely affect exhaust

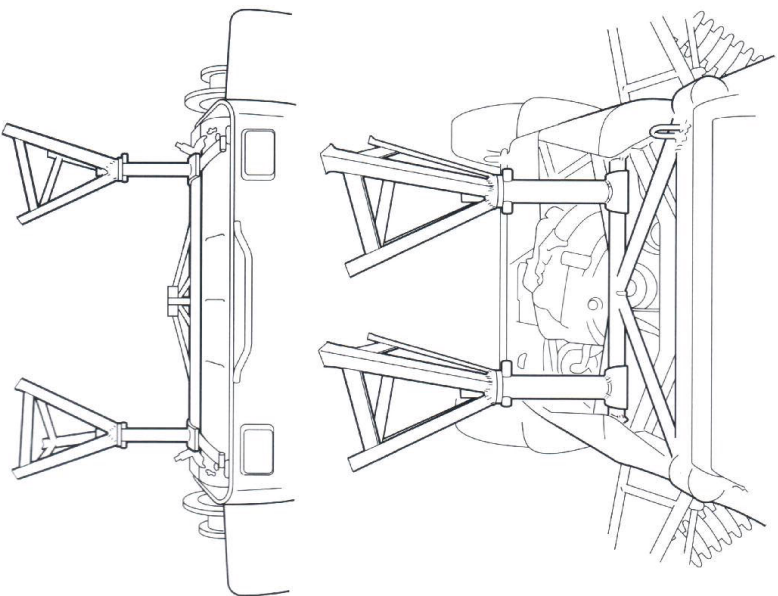
emissions, engine performance and fuel consumption, as well as causing high temperatures, which could result in damage to the catalytic converter and the car.

Safety in the garage

If you need to carry out maintenance on your vehicle, observe the following safety precautions at all times:

- ALWAYS keep hands, tools and items of clothing, clear of all drive belts and pulleys (see 'Warning' below).
- DO NOT touch exhaust or cooling system components until they are cool.
- DO NOT touch electrical leads or components with the ignition switch turned on.
- NEVER leave the engine running in an unventilated area – exhaust gases are poisonous and extremely dangerous.
- **DO NOT work beneath the car with a vehicle lifting jack as the only means of support.** (See axle stand positioning).
- Ensure sparks and naked lights are kept away from the engine compartment.
- Take care to avoid contact with a hot exhaust system.
- Remove all metal wrist bands and jewellery, before working in the engine compartment and NEVER allow the battery terminals, or leads, to make contact with tools or other metal parts of the car.

Figure 10:
Axle Stand
Positioning



Poisonous liquids

Most liquids used in motor vehicles are poisonous and should not be consumed, or brought into contact with open wounds (these substances include; battery acid, anti-freeze, brake fluid, petrol, oil and windshield washer additives). Obey all instructions printed on labels and containers!

Used engine oil

Prolonged contact with engine oil may cause serious skin disorders, including dermatitis and cancer of the skin. Wash thoroughly after contact.

PROTECT THE ENVIRONMENT

It is illegal to pollute drains, water courses or soil. Use authorised waste disposal sites and garages, which provide facilities for the receipt of discarded batteries, used oil and toxic chemicals. If in doubt contact your Local Authority for advice.

WARNING!

Cooling fans may operate after the engine is switched off. Keep clear of all fans while working in the engine compartment.

WARNING!

Before carrying out maintenance checks or working in the engine compartment, ALWAYS observe the safety precautions listed under 'Safety in the garage'.

Checking fluid levels

Due to the nature of the Caterham Seven with its high revving engines and extreme cornering speeds it is vitally important that the correct engine oil level is maintained at all times.

Engine oil level cannot be checked too often.

We recommend that it be checked at least every 500 miles and before any long journey or before every section of a track day.

There are several different oil systems fitted to the Seven of which each requires a different means for checking the level. It is important that you are clear on the correct procedure for the system fitted to your car.

- Standard wet sump arrangements & engines fitted with oil/air separator tank
- Engines with Dry sump Bell Tank and Swirl Tower

Engines with Standard Wet Sump Arrangement & Engines Fitted with Oil/Air Separator Tank

- Start the engine and run it until the normal operating temperature is achieved (80-90°C).
- With the engine still running remove the dipstick from its tube and wipe clean before re-dipping, this will ensure that the correct indication is achieved.
- The oil should be at the maximum level at all times. (As a guide the difference between min and max is approximately 1/2 litre).
- If oil is required you must first switch off the engine.

- Oil should be added via the oil filler cap on the top of the engine and must be of the correct specification of oil for your engine type. (See technical data).
- It is advisable to add a small amount at a time and recheck by repeating the above procedures until the correct level is achieved.
- Care should be taken not to overfill the engine with oil.
- Always replace the oil filler cap and dipstick before restarting the engine.

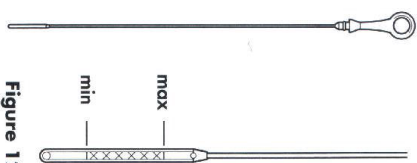


Figure 12

Engines with Dry Sump Bell Tank and Swirl Tower

- Start the engine and run it until the normal operating temperature is achieved (80-90°C).
- Switch off the engine.
- Unscrew the dipstick from the top of the swirl tower and wipe clean before re-dipping, this will ensure that the correct indication is achieved. Be sure to screw the dipstick fully home when re-dipping.
- The oil should be at the maximum level at all times. (As a guide the difference between min and max is approximately 1/2 litre).
- If oil is required it should be added via the oil filler cap on the top of the engine and must be of the correct specification for your engine type. (See technical data). It is advisable to add a small amount at a time and recheck by repeating above procedures until the correct level is achieved.
- Care should be taken not to overfill the engine with oil.
- Overfilling this system will result in oil being blown out into the oil catch tank the next time the vehicle is driven.
- Always replace the oil filler cap and dipstick before restarting the engine.

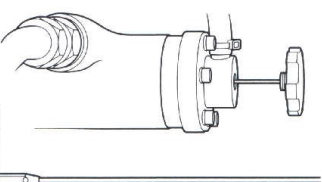


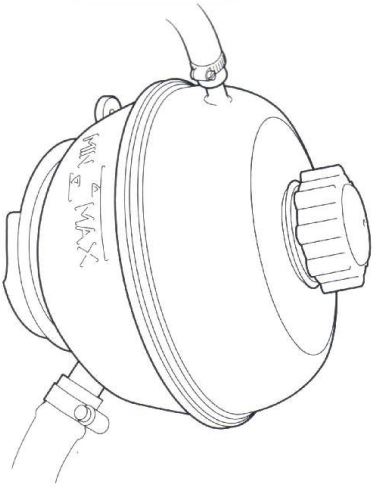
Figure 13

NB. With this system the oil level must be checked within one minute of the engine being switched off otherwise the oil will start to drain back into the engine and a false reading will be obtained. Should this be the case restart the engine again and let it run for approximately one minute before repeating the checking procedure.

Coolant check & top-up

The coolant level should be checked weekly, when the system is cold, and topped up with Comma Xstream Red. Top up to the 'MAX' mark shown on the exterior of the reservoir. If the level falls appreciably during a short period, suspect leakage or overheating and arrange for Caterham Aftersales to examine the vehicle.

Figure 14: Coolant, expansion bottle



Brake fluid check & top-up

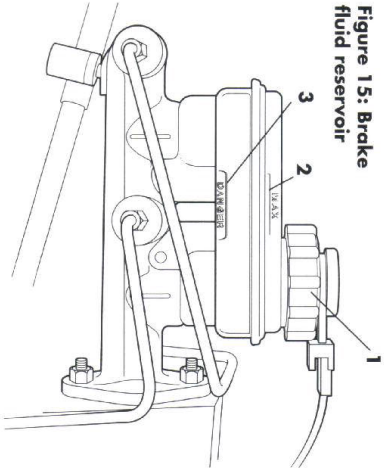
Fluid level in the brake reservoir may fall slightly during normal use, but should not drop below the 'DANGER' mark. If there is any appreciable drop in level over a short period, consult Caterham Aftersales.

1. Reservoir filler cap
2. 'MAX' – maximum level
3. 'DANGER' – minimum level

Topping-up

Wipe the filler cap clean before removing, to prevent dirt from entering the reservoir, then top-up the reservoir to the 'MAX' mark using a recommended fluid:
(See technical data)

Figure 15: Brake fluid reservoir



Use only new fluid from a sealed container (old fluid from uncapped containers or fluid previously bled from the system will absorb moisture, and adversely affect braking performance).

To refit the cap, replace slowly to prevent leakage and screw up cap by hand only.

WARNING!

- DO NOT drive the car if the fluid level is below the 'DANGER' mark.
- Brake fluid will damage painted surfaces: Soak up any spillage with an absorbent cloth immediately and wash the area with a mixture of car shampoo and water.
- If brake fluid should come into contact with the skin or eyes, rinse immediately with plenty of water.
- Brake fluid must be completely replaced every two years regardless of mileage.
- Brake fluid is inflammable do not allow fluid to come into contact with hot components or naked flames.

Wipers & Washers

Windscreen washers

Check the reservoir level at least every week and top-up with a mixture of water and Comma screenwash.

WARNING!

Screenwash is inflammable, particularly if high or undiluted concentrations are exposed to sparks. Do not allow screenwash to come into contact with naked flames or sources of ignition.

Body panels may suffer discoloration as a result of screenwash spillage. Take care to avoid spillage, particularly if an undiluted or high concentration of screenwash is being used. If spillage occurs, wash the affected area immediately with water.

WARNING!

Do not use an anti-freeze or vinegar/water solution in the screen washer reservoir – anti-freeze will damage painted surfaces, while vinegar can damage the windscreen washer pump.

Washer jets

Once set the water jets should not require further adjustment. If a jet becomes blocked, use a thin wire or pin as a probe to clear the obstruction.

Wiper blades

Wash the wiper blades in warm, soapy water and periodically check their condition. If signs of hardness or cracking in the rubber are found, or if the wipers leave streaks or unwiped areas on the windscreen during use, then the wiper blades should be replaced.

Clean the windscreen regularly with Comma glass cleaner and ensure the screen is thoroughly cleaned before fitting replacement wiper blades.

Battery

Battery maintenance

The battery is designed to be maintenance free, so topping-up is unnecessary. The battery will lose charge if your vehicle is laid up unused. See "laying your vehicle up for long periods" later in this section.

WARNING!

- Batteries contain acid, which is both corrosive and poisonous. If spillage occurs:
 - On clothing or the skin – remove any contaminated clothing immediately; flush the skin with large amounts of water, and seek medical attention urgently.
 - In the eyes – flush with clean water immediately for at least 15 minutes. Seek medical attention urgently.
- Swallowing battery acid can be fatal unless IMMEDIATE action is taken – seek medical attention urgently.
- During normal operation batteries emit explosive hydrogen gas – ensure sparks and naked lights are kept away from the engine compartment.
- For your safety remove all metal wrist bands and jewellery before working in the engine compartment

and NEVER allow the battery terminals or vehicle leads to make contact with tools or metal parts of the vehicle.

WARNING!

- DO NOT reverse the polarity of the battery – the electrical system will sustain extensive damage if the battery leads are connected to the wrong terminals.

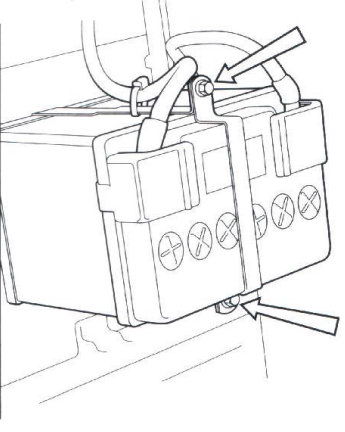
Battery removal and replacement

Before disconnecting the battery, disarm the immobiliser, switch off all electrical equipment and remove the ignition key. To remove: disconnect the negative (-) cable first and then the positive (+) cable. When reconnecting, connect the positive cable first and then the negative cable. Do not allow the battery terminals to make contact with metal parts of the vehicle.

To release the battery from the car, undo the two bolts securing the battery clamp and remove the clamp.

When replacing, ensure the battery is fitted the right way round and that the clamp is secure. Tighten the clamp bolts until the clamp is free from movement, but do not over-tighten.

Figure 16: Battery and battery clamp



Replacement battery

Only fit a replacement battery of the same type and specification as the original – other batteries may vary in size or have different terminal positions which could cause a fire hazard when connected to the car's electrical system.

Battery disposal

Used batteries should be recycled. However, batteries are hazardous – you should seek advice about disposal from a Caterham dealer or your local authority.

WARNING!

- Keep the battery upright at all times – damage will be caused if the battery is tilted more than 45 degrees.
- DO NOT run the engine with the battery disconnected, or disconnected the battery while the engine is running.

Battery charging

Batteries generate explosive gases, contain corrosive acid and produce levels of electric current sufficient to cause serious injury. While charging always heed the following precautions:

- DO NOT use anti-freeze to any specification other than that recommended (see technical data).
- DO NOT add rust inhibitors or other additives to the coolant – these may not be compatible with the coolant or engine components.
- DO NOT remove the reservoir cap when the cooling system is hot – escaping steam or water could cause serious injury.
- Anti-freeze is poisonous and can be fatal if swallowed. If accidental consumption of anti-freeze is suspected, seek appropriate medical attention immediately.
- Take precautions to prevent anti-freeze coming in contact with the skin or eyes. If this should happen, rinse immediately with plenty of water.
- Anti-freeze is inflammable. Take care not to spill anti-freeze onto a hot engine – a fire may result.
- When topping up, avoid spillage onto painted body panels – anti-freeze will damage painted surfaces.

- Before charging, disconnect and remove the battery from the vehicle – charging the battery with the cables connected may damage the vehicle's electrical system.
- Make sure the battery charger leads are securely clamped to the battery terminals BEFORE switching on the battery charger. Do not move the leads once the charger is switched on.
- While charging, shield your eyes or avoid leaning over the battery and keep the area around the top of the battery well ventilated.
- Do not allow naked lights near the battery (batteries generate inflammable hydrogen during and after charging).
- When charging is finished, switch off the battery charger BEFORE disconnecting the leads from the battery terminals.
- After charging, leave the battery for an hour BEFORE reconnection to the vehicle – this will allow time for explosives gases to disperse, thereby minimising the risk of fire or explosion.

NOTE: Be aware that a battery will take longer to charge in a cold environment.

WARNING!

- DO NOT charge the battery if it is connected to the car – this may seriously damage the electrical system.
- DO NOT charge the battery if it is suspected of being frozen.

Wheels & Tyres

WARNING!

DEFECTIVE TYRES ARE DANGEROUS!

DO NOT drive your car if any tyre is excessively worn or damaged, or is inflated to an incorrect pressure. Incorrect tyres can affect the stability and handling characteristics of your car – only fit replacement tyres that are identical to the original specification.

Caring for your tyres

- Always drive with consideration for the condition of the tyres, and frequently inspect the tread and side walls for any sign of distortion (bulges), cuts or wear. The most common causes of tyre failure are:
- Bumping against kerbs
 - Driving over deep pot holes
 - Driving with under or over-inflated tyres.

Tyre pressures

Correctly inflated tyres will ensure that you enjoy the best combination of tread life, ride comfort, fuel economy and road holding.

Check the pressures at least every week (including the spare wheel), preferably when the tyres are cold (be aware that the car can be driven up to one mile (1.6 km), before the tyres start to warm up).

Air pressure naturally increases in warm tyres; if it is necessary to check the tyres when they are warm (after the car has been driven for a while, even in cold weather), you should expect the pressures to have increased by between

4 and 6 lbf/in². In this circumstance, DO NOT let air out of the tyres in order to match the recommended pressures. The recommended pressures are shown in 'Technical Data' section of this book. Remember: incorrectly inflated tyres may wear rapidly or unevenly; are more easily damaged, and can seriously affect the car's handling characteristics.

Tyre wear indicators

The tyres on your car, have wear indicators moulded into the tread pattern, at several points around the circumference. When the tread has worn down to 1.6 mm, the indicators will come to the surface of the tread pattern, producing the effect of a continuous band of rubber across the width of the tyre.

The indicators provide warning that there is insufficient tread remaining to provide good traction, particularly on wet roads.

NOTE: Due to the minimal weight of the Caterham it is more prone to aqua planing in wet conditions. It is for this reason that we recommend tyres are changed at 2.5mm even though the legal minimum is 1.6mm. If tyre wear is uneven (on one side of the tyre only), or becomes abnormally excessive, the wheel alignment should be checked.

Valve caps

Keep the valve caps screwed down firmly. They prevent dirt from entering the valve.

Punctured tyres

Your car is fitted with tubeless tyres, which will normally lose pressure very slowly if penetrated by a sharp object, provided it remains in the tyre. If you are aware of this occurring, reduce speed immediately and drive with caution until the spare wheel can be fitted. Remember, punctured or damaged tyres must be permanently repaired or replaced, AS SOON AS POSSIBLE!

Replacement tyres

Wheel rim and tyres are matched to suit the handling characteristics of the car. Changing the specification of a wheel or a tyre, can adversely affect the car's handling and ultimately your own safety in emergency road situations. To be safe, ONLY fit replacement tyres that are identical to the original specification shown in 'Technical Data' section of this book.

Changing a Wheel and Tyre assembly

- Tools required
- Jack & handle
 - Wheel nut spanner

Before you start ensure that the vehicle is on firm level ground. Always apply the handbrake and put into 1st gear.

Positioning the jack

Position the jack under the jacking point (see illustration). Turning the jack screw by hand, raise the jack until the centre of the jack platform fits snugly up to the jacking point. Do not raise the car.

Figure 17: Front jacking point

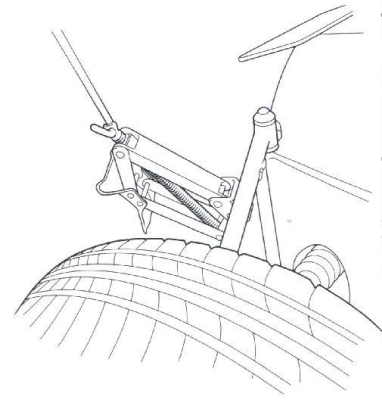
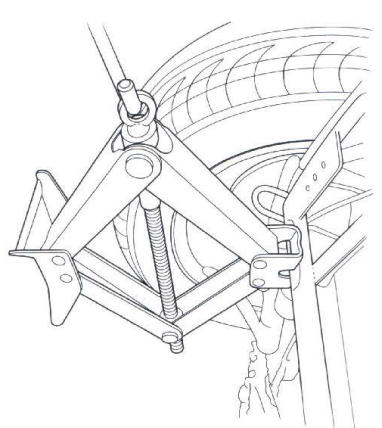


Figure 18: Rear jacking point



Removing and refitting the Wheel and Tyre assembly

Before raising the vehicle, use the wheel brace to slacken the wheel nuts ½ a turn anti-clockwise. Ensure jack is placed as far inboard as possible when jacking front of vehicle on lower wishbone. Attach the jack handle to the jack and turn clockwise until the tyre is just clear of the ground. (Do not allow the jack to tilt on its base). Remove all the wheel nuts and the wheel. (Do not place the wheel face down on the ground as this may cause scratching to the surface of the wheel). Replace the wheel and wheel nuts (tapered end towards the wheel) and tighten the nuts until the wheel is seated firmly against the hub.

Lower the car by turning the jack handle anti-clockwise then remove the jack from under the car. Finally fully tighten the wheel nuts in a diagonal sequence.

WARNING!

- Always check the tyre pressures before driving off or as soon afterwards as possible.
- Whenever refitting the wheel nuts it is imperative that they are tightened to the correct torque. Check wheel nut torque as soon as possible.

WARNING!

- Always observe the following precautions!
- Choose a safe place to stop, away from the main thoroughfare, and ensure your passenger gets out of the car and waits in a safe area, away from other traffic.
 - Switch on the hazard warning lights to alert other road users. Apply the handbrake and engage 1st gear.
 - Ensure the jack is positioned on firm, level ground. Do not position the jack on metal gratings or manhole covers, or use additional material between the base of the jack and the ground.
 - If jacking on a slope, place chocks at the front and rear of the wheel diagonally opposite the one to be removed.
 - Care must be taken to avoid accidental contact with any underbody parts, especially the hot exhaust system components, likely to cause personal injury during the raising or lowering of the car.

In addition:

NEVER jack the car with passengers inside!
NEVER work beneath the car with the jack as the only means of support. The jack is designed for wheel changing only!

Cleaning and car care

Washing your car

WARNING!

Take care to avoid contact with a hot exhaust system when washing the car.

- Road dirt, oil, and deposits from birds and trees, can permanently spoil the paint finish. Wash your car frequently, using a clean, grit free sponge and generous quantities of cold or lukewarm water, containing a car shampoo. Rinse and dry off with a chamois leather.
- In hot weather, DO NOT wash the car in direct sunlight – move the car into the shade!
 - DO NOT use hot water!
 - DO NOT use detergent soap products or washing up liquid!

During winter months when salt has been used on the roads, use a hose to wash the underside. Pay particular attention to wheelarches, panel seams and to removing accumulations of mud.

When using a hose, do not direct the jet into the heater air intake ducts, or through the wheels onto the brake components.

WARNING!

Some high pressure cleaning systems available on garage forecourts, are sufficiently powerful to penetrate window seals or damage fragile components. Never aim the water jet directly at components that might easily be damaged.

Getting rid of tar spots

Use white spirit to remove tar spots and stubborn grease stains from paintwork. Then wash immediately with soapy water, to remove all traces of the spirit.

Body protection

After washing, inspect the paintwork for damage. Treat paint chips and scratches with touch-up paint. If the damage has revealed bare metal, use a coloured primer first, then apply the base coat and finish off with a lacquer pencil, if appropriate. Carry out this treatment after washing, but before polishing or waxing. However, take care to ensure that car polish and body cleaning compounds, are not applied to the window glass or seals.

More extensive damage to paint or bodywork should be repaired in accordance with the manufacturer's recommendations.

Windscreen and mirrors

Regularly clean the windscreen, inside and out, using an approved glass cleaner.

Windscreen: Always clean the windscreen before fitting replacement wiper blades.

Hood/Side screen

The windows in the hood and sidescreen are made of plastic and should be cleaned with soapy water. Never use an abrasive cleaner on these windows.

Mirrors

Mirror glass is particularly susceptible to damage; DO NOT use abrasive cleaning compounds or metal scrapers.

Wiper blades

Regularly wash the wiper blades with warm soapy water (NEVER use a spirit or petrol based solvent).

Looking after the interior

Vinyl/plastic/cloth-faced materials: Clean with diluted upholstery cleaner.

Leather: Seats, steering wheel and any trim features, should be cleaned with warm water and a non-detergent soap. Dry and polish the leather with a clean, dry, lint-free cloth. DO NOT use petrol, detergents, furniture creams or polishes!

Carpets: Sweep regularly with a brush or vacuum cleaner and clean with diluted upholstery cleaner.

Seat belts

Extend the belts, then use warm water and a non-detergent soap to clean. On no account use bleaches, dyes or cleaning solvents – these can weaken the belt webbing. Finally, allow the belts to air-dry naturally and do not retract them, or use the car, until they are completely dry.

Laying your vehicle up for long periods

Should your Caterham be laid up unused for more than 6 weeks at a time then we recommend the following precautionary measures be taken to avoid unnecessary deterioration.

1. Ensure the bodywork and trim are properly cleaned and protected to prevent corrosion.
2. Erect and correctly tension weather equipment to prevent storage damage.
3. Raise car off the ground and place on axle stands taking the weight of the car off the tyres.
4. Check Antifreeze content as this will not only protect your engine from the cold but most antifreeze also includes additives to prevent corrosion inside the cooling system.
5. It is of the uppermost importance that the battery charge level is maintained during storage. Recharging of the battery may not be successful if the battery is allowed to discharge below a certain level. We recommend that a battery conditioner is fitted to the vehicle whilst in storage as this unit will maintain a minimum charge of all times. Available from Caterham Parts department (part no. 71537). Should this option not be available to you then the battery should be disconnected and charged periodically. See section on battery removal and replacement.
6. Ensure that the handbrake is off and that all the wheels turn freely as this will help to prevent the brake pads from sticking to the discs in cold and damp conditions.

After long periods of storage

Before reusing your vehicle after storage the following checks should be carried out:

1. Tyre pressures and condition
2. Check all fluid levels

NB Should your vehicle have been laid up in excess of 6 months then we strongly recommend that the engine oil and oil filter are changed and the braking system is checked. A full safety check is available from the Caterham After-sales department.

Travelling abroad

In certain countries, it is illegal to fit parts which have not been made to the vehicle manufacturer's specification. Owners should ensure that any parts or accessories fitted to the car while travelling abroad, will also conform to the legal requirements of their home country.

Note

There are certain items you are required to carry with you whilst travelling abroad. Please consult your motoring organisation for the latest requirements.

IN AN EMERGENCY

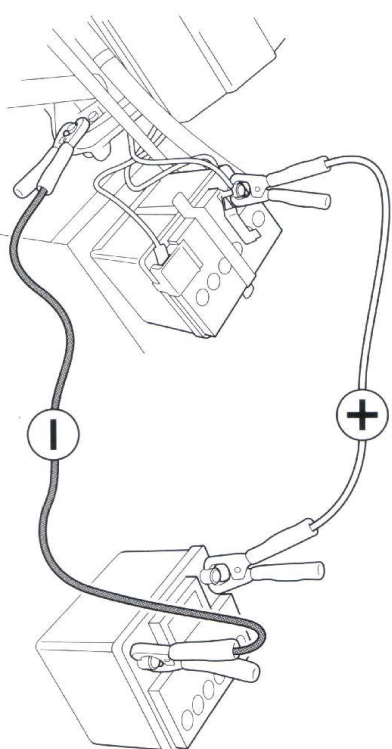
Emergency Starting

WARNING!

- During normal use, batteries emit explosive hydrogen gas, sufficient to cause severe explosions capable of causing serious personal injury – ensure sports and naked lights are kept well away from the engine compartment.
- DO NOT disconnect the discharged battery.
- Make sure BOTH batteries are of the same voltage (12 volts), and that the jump leads are approved for use with 12 volt car batteries.
- To avoid injury, always adopt the following procedure when using jump leads:

- 7) and allow it to idle for a few minutes.
 - 8) Now start the engine of the car with the discharged battery – DO NOT crank the engine for more than 15 seconds at a time.
 - 9) Once both engines are running normally, allow them to idle for two minutes, before switching off the engine of the donor vehicle and disconnecting the jump leads. DO NOT switch on any electrical circuits on the previously disabled vehicle, until AFTER the jump leads have been removed.
- Disconnecting the jump leads, must be an EXACT reversal of the procedure used to connect them, i.e: disconnect the BLACK cable from the earth point on the disabled vehicle FIRST.

Figure 19: Jump lead connection, 16 valve models



Using jump leads from a donor battery, or a battery fitted to a donor vehicle, is the only approved method of starting a car with a flat battery. Push or tow starting is NOT recommended!

- 1) If a donor vehicle is to be used, the vehicles should be parked with their battery locations adjacent to one another. Ensure that the two vehicles do not touch.
- 2) Apply the handbrakes and ensure that the gear levers on both vehicles are in neutral.
- 3) Turn off the ignition switch and ALL electrical equipment of BOTH vehicles.
- 4) Connect the RED jump lead between the positive (+) terminals of BOTH batteries.
- 5) Connect the BLACK jump lead from the negative (-) terminal of the donor battery, to a good earth point (eg. engine mounting, engine block or other unpainted surface), remote from the battery and well away from fuel and brake lines (see illustrations).

DO NOT connect a jump lead to the negative (-) terminal of the discharged battery!

- 6) Check that the cables are clear of the moving parts of both engines, then start the engine of the donor vehicle

Emergency towing

Both the front and rear lashing eyes are intended for use ONLY by the emergency services, or qualified vehicle recovery specialists, to assist in the recovery of your car should a breakdown or accident occur.

- DO NOT use the lashing eyes to tow your car behind another vehicle.
- DO NOT using the lashing eyes for towing another vehicle.

Towing for recovery

If your car is to be towed, most qualified recovery specialists will use wheel lift equipment to suspend the front wheels, while the rear wheels remain on the ground. However, if it is necessary for the car to be towed with all four wheels on the ground, follow this procedure.

Before being towed:

- 1) Turn the ignition key to position 'I' to unlock the steering, and then to position 'II' to enable the brake lights, wipers and direction indicators to be operated if necessary.
- 2) Place the gear lever in neutral.
- 3) Release the handbrake.

WARNING!

- **DO NOT** attempt to tow the car unless the ignition switch is turned to position '1', in order to unlock the steering (it's due to an accident or electrical fault, this is considered unsafe, disconnect the battery before turning the switch).
- **DO NOT** remove the ignition key or turn the switch to position '0', while the car is in motion.

Fuses and Relays

The fuse box is located under the dashboard on the vertical face of the engine bulkhead (see figure 21). Although the fuses and relays are not numbered the tables below are in the order that they will be found in the fuse box working from the top down.

Fuses

Brake light & Reversing light	15 Amp
Instrumentation power supply and Heater fan	10 Amp
Radiator cooling fan	15 Amp
Heated element for front windscreen	10 Amp
Rear fog light	5 Amp
R/H side/tail light & instrument illumination	7.5 Amp
L/H side/tail light	5 Amp
Headlights Main beam	15 Amp
Headlights Dipped beam	15 Amp
Wiper motor & wash pump	15 Amp
Horn	20 Amp
Direction Indicator lights	10 Amp
Electric Fuel Pump	15 Amp
ECU (Fuel injection cars only)	30 Amp

Fuses are simple circuit breakers, which protect electrical equipment by preventing the electrical circuits from being overloaded. A 'blown' fuse is indicated when the electrical equipment it protects becomes inoperative. Check a suspect fuse by removing it from the fuse box and looking for a break in the wire inside the fuse.

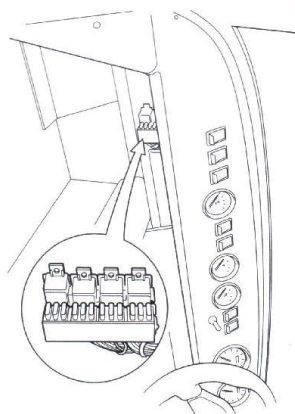
Relays

Classic/Roadsport	Superlight
Horn	1
Headlights	2
Hazard	3
Flasher	4
Not used	5

Renewing a fuse

Always turn off the ignition switch and the appropriate electrical circuit before removing a fuse. Always replace a fuse with another of the same (or lower) rating. If a replacement fuse blows almost immediately, this indicates a serious electrical problem and the circuit **MUST** be checked by Caterham Cars.

Figure 21: Fuse box and relay location



Fuse colours

The fuses are colour coded to identify their amperage ratings as follows:

ORANGE	5 amp
BROWN	7.5 amp
RED	10 amp
BLUE	15 amp
YELLOW	20 amp
GREEN	30 amp

Parts & Accessories

Service parts & accessories

Only Caterham Cars and their dealers are able to provide the full range of recommended parts and accessories, that meet our rigorous standards of safety, durability and performance.

To ensure your future driving please and safety, we strongly recommend that only Caterham approved parts are fitted to your car. Genuine Caterham parts and accessories are the only components approved by Caterham to meet rigorous original equipment standards for fitment and performance. To enhance your motoring pleasure, a comprehensive and versatile range of quality accessories are available. This wide range of genuine Caterham products is an integral part of the car's design and development programme and will help to guarantee continued reliability, safety and performance.

All genuine Caterham parts and accessories are guaranteed for twelve months with unlimited mileage. A comprehensive parts list with descriptions is available for purchase from Caterham Parts department. Fitment of non-Caterham approved parts could effect the resale value of your car.

WARNING!

- It is extremely hazardous to fit parts or accessories where installation requires the dismantling of, or addition to, either the electrical or fuel systems.

- Fitting parts or accessories that have not been approved by Caterham, or the carrying out of non-approved alterations or conversions, may be dangerous and could affect the safety of the car and occupants, and also invalidate the terms and conditions of the car's warranty.

Bulb Replacement

1. Headlamps

Loosen the screw on top of the headlamp bowl until the rim with the light attached can be unclipped and pulled free. The wiring is released from the back of the lamp unit by pulling off the plastic connection. Halogen bulbs can be changed by removing the rubber dust cover then squeezing the retaining clip to release the bulb itself, care should be taken not to touch the Halogen bulb glass as this will cause it to blow on first use.

2. Side/parking lamp (front)

First release headlamps as above. Sidelamps are connected separately into the back of the headlamp and pull free to enable bulb changing. The side lamp bulb is a capless bulb and can be removed by pulling it straight out of its holder.

3. Indicators (front)

Remove the two Phillips head screws holding the amber lens in place. The bulb can then be removed and the new one refitted by pressing and turning through 45°.

4. Indicator repeaters (front)

Remove the single screw holding the lens and unclip. The bulb can then be removed and the new one refitted by pressing and turning through 45°.

5. Stop/trail and indicators (rear)

The lenses are held in place by two screws which allow the complete amber/red lens to be removed for access. The bulbs can then be removed and the new ones refitted by pressing and turning through 45°.

6. Rear fog lights, reversing lights

The lenses are held in place by two screws which allow the lens to be removed for access. The bulbs can then be removed and the new ones refitted by pressing and turning through 45°. When refitting the lens ensure that the rubber seal is fitted correctly to prevent water ingress.

7. Number plate lamp

The number plate lamp contains two bulbs which can be removed and refitted by depressing and turning through 45°. To gain access to the bulbs the black cover must be removed, this is held in place by a single screw in the centre of the cover.

Bulb Replacement Part Numbers from Caterham

Light Unit	Wattage	Caterham Part Number
Headlamp (halogen)	60/55	BB472
Sidelamp	5	LB501
Front/Rear Indicator	21	LB382
Tail/Stop	21/5	LB380
Rear Fog	21	LB382
Side Repeater indicator	4	LB233
Reversing	21	LB382
Rear Number Plate (x2)	4	LB233

SERVICE SCHEDULES

Service Interval – Miles Applicable to all models	First 500	Every 6000	Every 12000	Every 24000
Engine oil	●	●	●	●
Engine oil filter	●	●	●	●
Brake fluid	○	○	○	●
Coolant	○	○	○	●
Alternator drive belt	○	○	○	○
Coolant hose condition and security	○	○	○	○
A frame bush	○	○	○	○
Lights and bulbs	○	○	○	○
Screen Wash Fluid level	○	○	○	○
Switchgear	○	○	○	○
Horn	○	○	○	○
Tyre conditions and pressures	○	○	○	○
Wheel nut torques	○	○	○	○
Wiper condition and operation	○	○	○	○
Washers operation/alignment	○	○	○	○
Clutch action & cable adjustment	○	○	○	○
Handbrake operation	○	○	○	○
Headlight alignment	○	○	○	○
Suspension security	○	○	○	○
Wheel bearing endfloat	○	○	○	○
Wheel bearing endfloat	○	○	○	○
Air filter – clean or change	○	○	○	○
Brake hoses	○	○	○	○
Sump foam baffle	○	○	○	○
Battery connections and conditions	○	○	○	○
Brake pads and discs	○	○	○	○
Brake pipes and unions	○	○	○	○
CV gaitors	○	○	○	○
Different oil level	○	○	○	○
Exhaust security	○	○	○	○
Gearbox oil level	○	○	○	○
Seatbelt security and operation	○	○	○	○
Steering joints and gaitors	○	○	○	○
Engine mountings	○	○	○	○
Wheel alignment	○	○	○	○
Rotor arm	○	○	○	○
Distributor cap	○	○	○	○
Coil lead	○	○	○	○
Spark plugs	○	○	○	○
Fuel filter	○	○	○	○
Fuel lines	○	○	○	○
Cam belts	Replace every 48,000 miles, or sooner if preferred.			
○ Check and adjust or replace as required	● Replace			

Supersport R500 models have special servicing requirements. Please contact AfterSales for further information

5

SERVICE RECORD continued

DATE _____

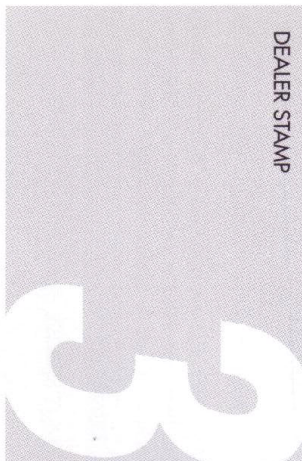
MILEAGE _____

TYPE _____

SIGNATURE _____

We certify that this Service has been completed in accordance with the manufacturer's schedule applicable to your vehicle.

DEALER STAMP



DATE _____

MILEAGE _____

TYPE _____

SIGNATURE _____

We certify that this Service has been completed in accordance with the manufacturer's schedule applicable to your vehicle.

DEALER STAMP



DATE _____

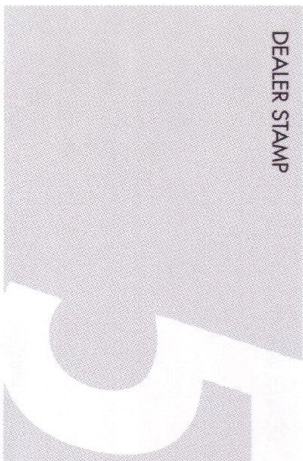
MILEAGE _____

TYPE _____

SIGNATURE _____

We certify that this Service has been completed in accordance with the manufacturer's schedule applicable to your vehicle.

DEALER STAMP



DATE _____

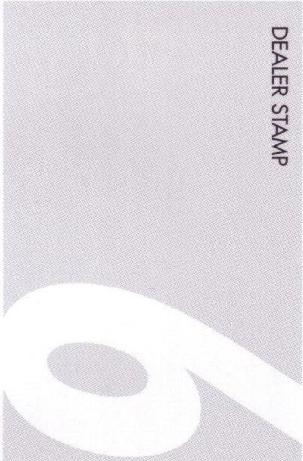
MILEAGE _____

TYPE _____

SIGNATURE _____

We certify that this Service has been completed in accordance with the manufacturer's schedule applicable to your vehicle.

DEALER STAMP



5

SERVICE RECORD continued

DATE _____
MILEAGE _____
TYPE _____
SIGNATURE _____

We certify that this Service has been completed in accordance with the manufacturer's schedule applicable to your vehicle.

DEALER STAMP

1

DATE _____
MILEAGE _____
TYPE _____
SIGNATURE _____

We certify that this Service has been completed in accordance with the manufacturer's schedule applicable to your vehicle.

DEALER STAMP

9

DATE _____
MILEAGE _____
TYPE _____
SIGNATURE _____

We certify that this Service has been completed in accordance with the manufacturer's schedule applicable to your vehicle.

DEALER STAMP

8

DATE _____
MILEAGE _____
TYPE _____
SIGNATURE _____

We certify that this Service has been completed in accordance with the manufacturer's schedule applicable to your vehicle.

DEALER STAMP

10

5

CAMBELT REPLACEMENT

DATE _____
MILEAGE _____
DEALER STAMP _____
SIGNATURE _____

DATE _____
MILEAGE _____
DEALER STAMP _____
SIGNATURE _____

DATE

MILEAGE

DEALER STAMP

3

4

SIGNATURE

FACTORY UPGRADE RECORD

DATE _____
MILEAGE _____
MODIFICATIONS/UPGRADE _____

DATE _____
MILEAGE _____
MODIFICATIONS/UPGRADE _____

UPGRADE

UPGRADE

UPGRADE
SIGNATURE

UPGRADE
SIGNATURE

5

FACTORY UPGRADE RECORD

DATE

MILEAGE

MODIFICATIONS/UPGRADE

UPGRADE

SIGNATURE

3

DATE

MILEAGE

MODIFICATIONS/UPGRADE

UPGRADE

SIGNATURE

4

DATE

MILEAGE

MODIFICATIONS/UPGRADE

UPGRADE

SIGNATURE

5

DATE

MILEAGE

MODIFICATIONS/UPGRADE

UPGRADE

SIGNATURE

6

5

WARRANTY

The Caterham Warranty provides complete assurance that should your vehicle require attention as a result of a manufacturing defect during the warranty period, it will be attended to with minimal inconvenience to you within the terms of the warranty agreement. The warranty agreement is supplied in your delivery pack and copies are available from the Caterham Aftersales Department.

Should your vehicle ever require attention, contact The Caterham Aftersales Department or alternatively a Caterham Service Centre (a list of which can be obtained from Caterham Cars Ltd).

1st Year Warranty

Commences the day the vehicle is first delivered to the initial owner and is applicable for 12 months or 12,000 miles, whichever is the sooner.

Guarantees repair or replacement free of charge, by Caterham Factory, Caterham Midlands or an authorised Service Agent, of any part which fails during the warranty period, as a result of a manufacturing defect, including 'wear and tear' items (not tyres) that fail prior to their normal service replacement date (not including labour).

Guarantees any parts replaced under the terms of the warranty for the balance of the warranty period.

Note: In the event that a problem occurs with your vehicle in the period following expiry of the warranty, you may wish to consult the Caterham Aftersales Department direct, so that full consideration can be given to the problem.

If the vehicle is used for competition or any track based activity, the warranty becomes invalid.

CHANGE OF OWNERSHIP

It is important that Caterham Cars can contact the owner of this vehicle should the need arise. For this reason we ask all new owners to provide us with their details so we can keep our records up to date.

If the change of ownership form is missing from this hand book and you have not informed the Company that you are the new owner, please contact the Caterham Factory Aftersales Department on 01322 625804 or Email your details to aftersales@caterham.co.uk.



CHANGE OF OWNERSHIP/ADDRESS

In order that we can get in touch with the owner of this vehicle should the need arise, it is important that Caterham Cars always have a record of the current owner and his or her address. If you have moved please inform Caterham Cars of your new address. If you are the new owner please fill in and return this form.

New Owners Name: _____

New Owners Address: _____

Postcode: _____

Contact number: _____

Date of Transfer: _____

Vehicle details

Model: _____

VIN No.: SDK _____

Vehicle Registration No.: _____

Warranty Expire Date: _____

Previous Owners Name: _____

Previous Owners address: _____

Postcode: _____

Please return to: Caterham Cars Aftersales, Unit 2,
Kennet Road, Dartford, Kent DA1 4QN

Or Email your details to: aftersales@caterham.co.uk

From time to time Caterham will send out promotional material informing you of new parts or special offers. If you do not wish to receive such information please tick this box

The information provided will be stored and used by Caterham Cars and will under no circumstances be passed on to any third party.



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Dartford
Kent DA1 4QN

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Surrey GR3 6LB
England
Tel: 01883 333700
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sales@caterham.co.uk

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parts@caterham.co.uk
offersales@caterham.co.uk

www.caterham.co.uk

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