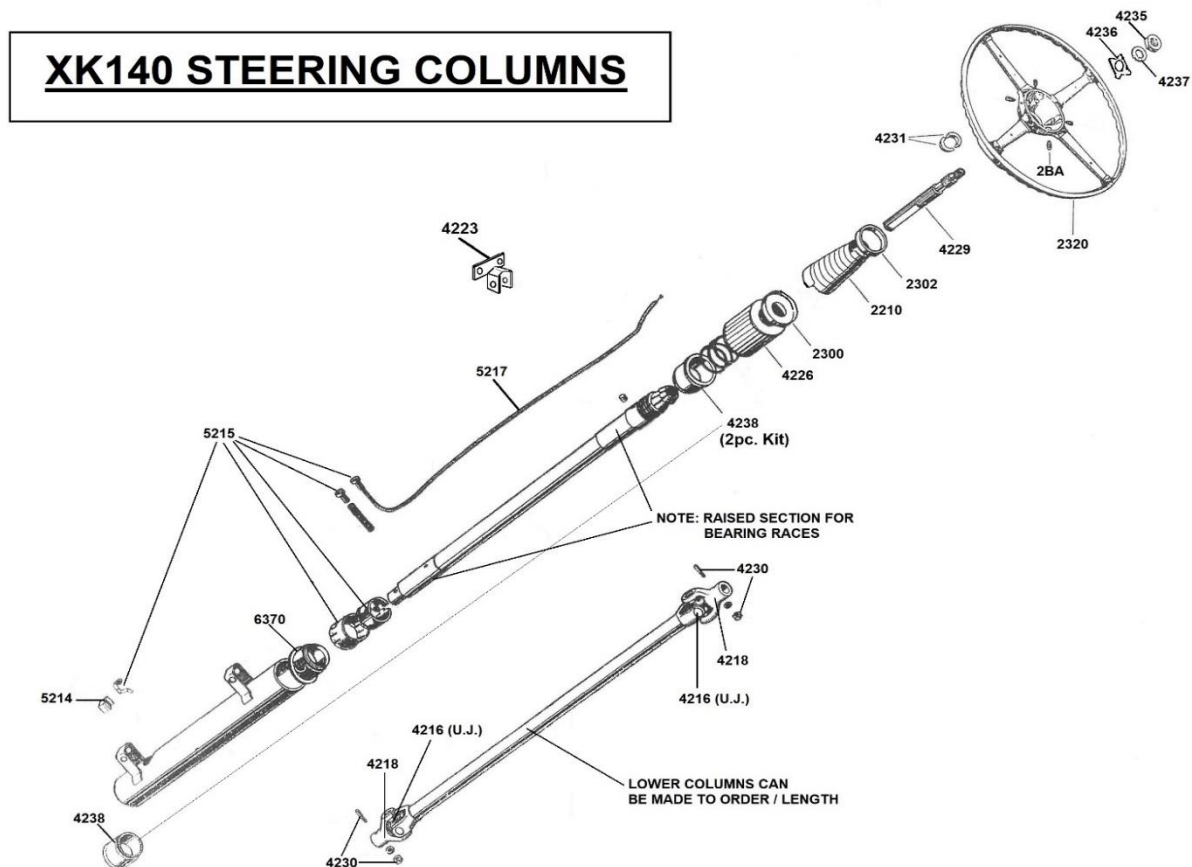




Steering Conversion To Opposite Side On XK140 DHC /OTS

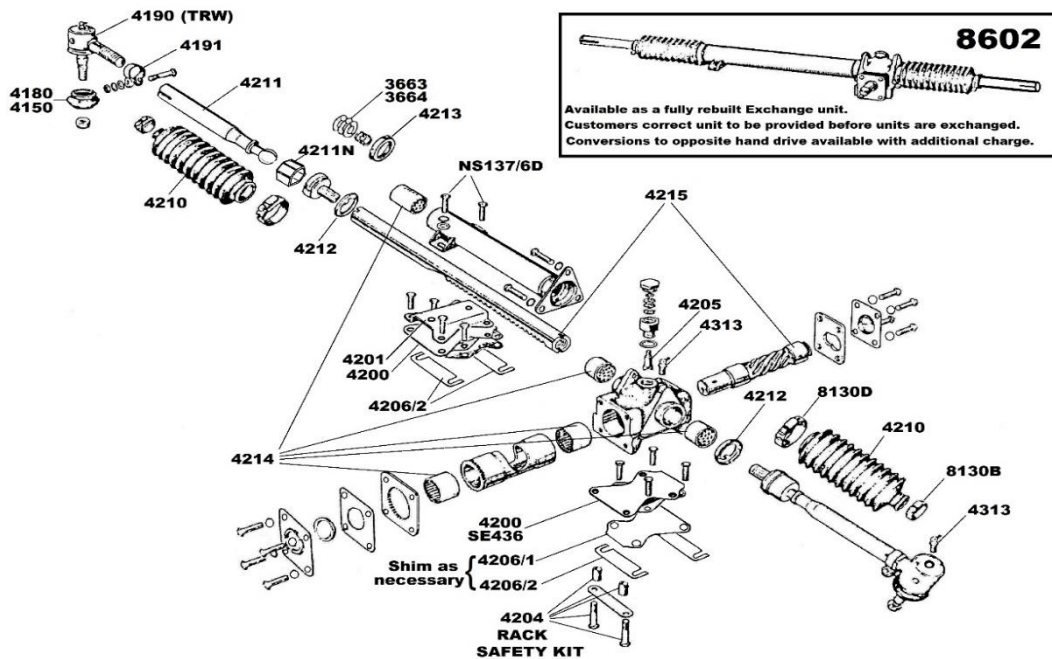
STEERING COLUMN

Once the horn assembly (4 grub screws in boss) and steering wheel is removed, the steering column is basically going to be transplanted across as a whole unit inc. mount bracket (SEE : [4223](#)) . We do manufacture all parts to fully rebuild the column and the horn fittings (SEE KIT : [4226K](#)) at this stage, so *we recommend you take opportunity to do this*. Be sure to also inspect the unique XK140 steering column bearings (SEE : [4238](#)) and also lower column universal joint (SEE : [4216](#)), taper pins (SEE : [4230](#)) and the receiving taper holes etc. whilst the assembly is removed. **NOTE: Never machine (re-face) the inner column, as column diameter is critical to bearing 'grab' on the raised sections.**



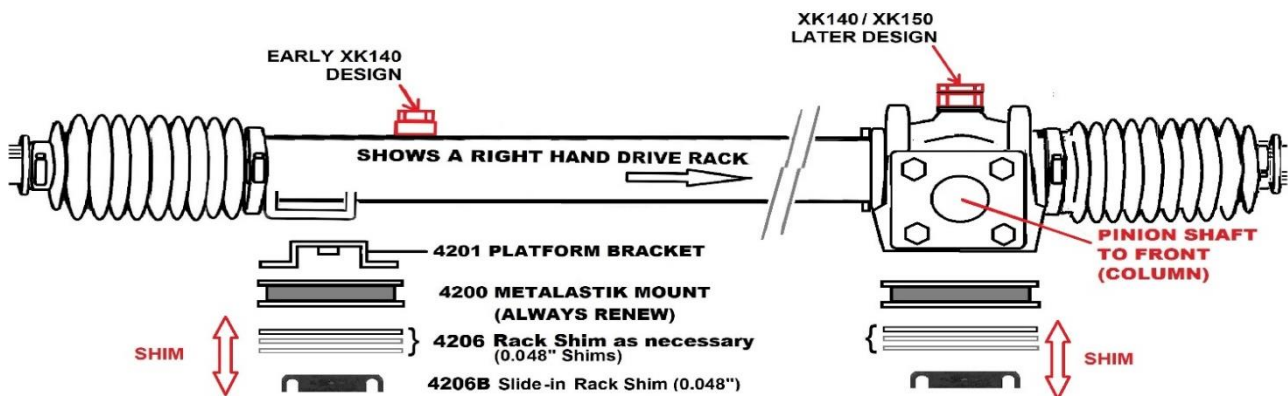
STEERING RACK

This is quite straight-forward exchange as the opposite hand steering rack is available (stock allowing) as a Service / Exchange unit (SEE : [8602C](#)) which includes a surcharge for line-boring and additional modification of the tube to the main body. Now we can also offer NEW, lightweight, steering racks from us as a new product. The first time we can ever actually offer a brand new, outright purchase, unit in Left or right hand drive configuration : SEE: [4195](#)



For best performance, the rack should always be correctly shimmed squarely onto the chassis (use shim kit [4206KIT](#)) in the new, reversed configuration, **always using new rubber mounts ([4200pr](#))** as these are a common failure point and can decay without obvious corrosion across the bonded metal to rubber faces. Always also fit the steering rack Safety Kit (SEE : [4204](#)) with new 4200, as it not only prevents the rack from tearing free if the rubber bond fails , but also limits the rubber mount twisting too far out of alignment under stress. Alternatively, you may wish to use our racing, solid steel rack mounts, for greater steering feedback ([SE436](#)) and security.

THERE ARE 2 VARIANTS OF THIS LEY'S DESIGN STEERING RACK THAT ARE INTERCHANGABLE



IMPORTANT: NEW RACKS ARE LINE BORED, WHICH ENSURES THE RACKBAR RUNS PERFECTLY BETWEEN THE OIL-LITE BUSHES. THIS IS AN INTERNAL MACHINING PROCESS AND AS WITH MOST XK COMPONENTS MEANS THE RACK CASING MUST BE SHIMMED ONTO THE CHASSIS.

THIS PREVENTS DISTORTION OF THE RACK WHICH CAUSES STEERING 'DRAG'.

NOTE : Be aware that we have seen 'original' steering units INCORRECTLY 'reverse assembled' , i.e. and the vehicle ends up with an incorrect mounting position of the main body section. This in turn leads to further compounded errors in steering column position requiring other component alterations etc.

BULKHEAD PANEL

The bulkhead panel will either need replacing or alternatively welding up (plating) on the left-hand side and preparing on the right hand Side for the column and pedals (or vice versa). It is best to take patterns from an original right-hand (or LH) Drive XK140 to ensure this positioning is done correctly. The lower mount bracket under the bulkhead will need to be moved across to support the lower column loop bracket , possibly a new top mount bracket can be simply adapted for this purpose (SEE : [4223](#))

BRAKE AND CLUTCH PEDALS

New cast iron brake and clutch pedals for Roadster and Drop Head Coupe are now available from us, (sorry no FHC pedals) but will require different clutch actuator / support shafts for the specific model on the opposite side. For RHD DHC/ OTS Shaft SEE : [3267](#) for LHD shaft SEE: [3269](#). The pedals themselves have differing offsets, for RHD pedal we offer a complete kit with new bearing, stem & plate etc : [3238K](#) , as the stem and plates to come through the floor differently . (It was once common practice to bend the cast iron originals but is always wiser to obtain a correct pedal if you can.)

For complete XK140 Left Hand Drive Pedal kit SEE : [3212K](#) .

See our shop for latest new products www.covauto.com.

DIPSWITCH

The dipswitch assembly will also require unbolting and resituating on the other bulkhead.

MASTER CYLINDERS

The brake master cylinder will also have to move across with a new mounting plate to the chassis. For the correct RHD master cylinder mount plate SEE : [3125](#).

The brake reservoir cannister will move across to the opposite bulkhead to suit, but exact position and mounting spacers / brackets will vary by each model spec. and obstructions, so again do to refer to original matching spec. cars to get it correctly positioned.

HYDRAULIC PARTS AND KITS

All Hydraulic pipes will require some re-routing. See below to purchase correct spec. kits :

Part [3521](#) : XK140 RHD Kunifer full brake line pipe kit

Part [3524](#) : XK140 LHD Kunifer full brake line pipe kit (if converting the other way).

Accelerator

A new Right Hand Drive accelerator pedal is available from us SEE : [8386](#) . For LHD SEE : [8387](#).

The throttle rods will simply reverse with some repositioning of one nipple (SEE : [8365](#)) on the bulkhead swinging pivot quadrant. We can also supply our adjustable throttle linkages SEE : [8700](#) made up to specific lengths if required.

Handbrake

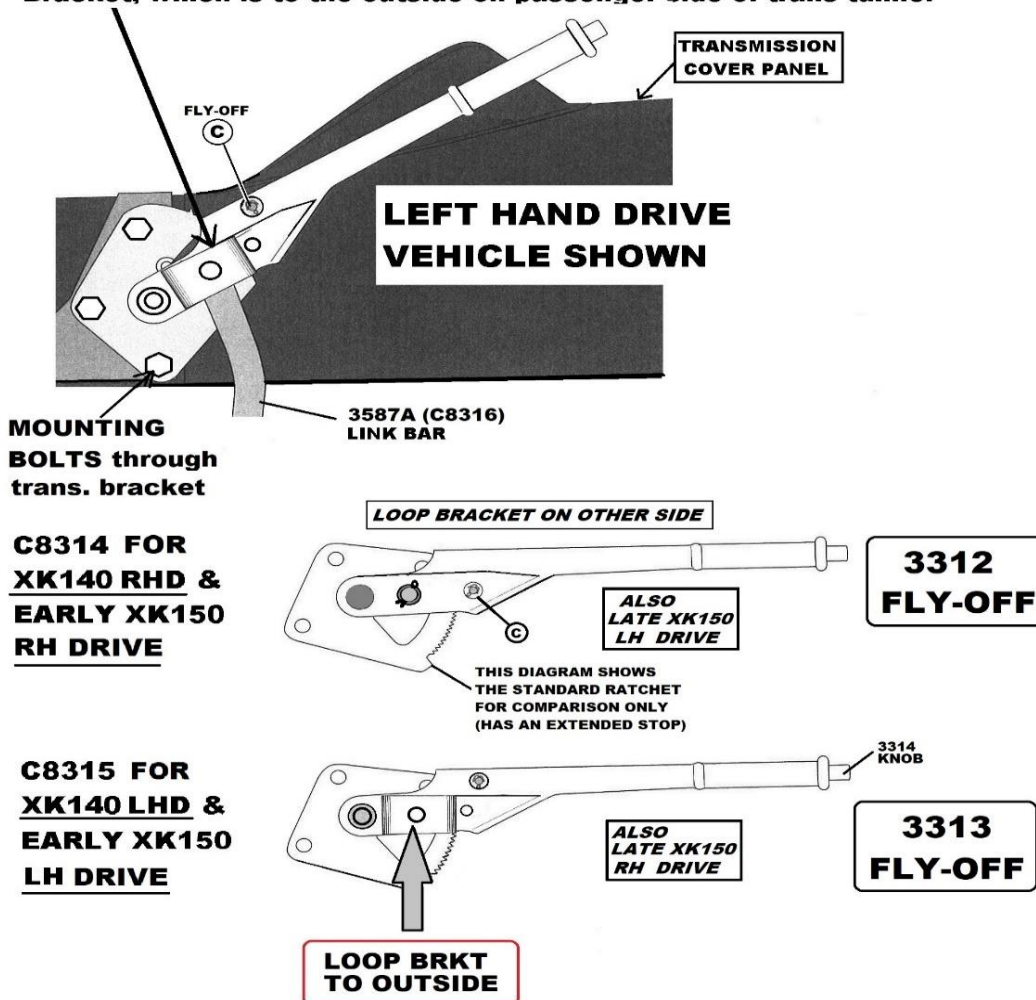
The handbrake lever may be moved across by carefully cutting and re-welding the mechanism's mounting, step-bracket, back onto on the opposite side of the body and re-chroming, or new 'Fly-Off' design units are available from us. (SEE our part [3312](#) for LH / [3313](#) for RH trans. panel mounting). We also now manufacture a unique. handbrake ratchet, rebuild kit (Part 3317).

The transmission mount bracket will, of course, require reversing to suit.

XK140 & XK150 HANDBRAKE INFO.

ALL XK VARIANTS HAVE LEVER ON PASSENGER SIDE EXCEPT LATE XK150

This shows XK140 LEFT HAND DRIVE handbrake. Indicated by the Loop Bracket, which is to the outside on passenger side of trans tunnel



NOTE: THE LOOP BRACKET FACES OUTWARD TO SECURE DROP LINK BAR 3587A TO THE FIRST KNUCKLE JOINT BELOW FLOOR.

THERE ARE ALSO TWO TYPES OF HANDBRAKE, STANDARD WITH A 15 TOOTH RATCHET AND SPLIT PIN FASTENING KNOB AND A FLY-OFF (RACING) STYLE WITH 11 TOOTH RATCHET AND 2BA THREAD SCREW ON KNOB. ITEM 3314
A CLEVIS PIN (C) THROUGH THE BARREL OF THE LEVER INDICATES A FLY-OFF VERSION.

Dashboard

The centre dash panel remains unchanged, with all gauges remaining in the same position. The outer dashboard wood surrounds will need to have the opposite, mirror-image replacements made up to suit. If fitted, the overdrive plinth mount assembly will also move across for the driver to reach.

The green flock-lined, metal cubby box inserts are available as part [2483](#) for Right Hand Drive spec.

See [2484](#) for Left Hand Drive spec.

For a roadster the lower dashboard grab handle is reversed as is a new outer dash, aluminium surround. If a veneered dash is fitted, a replacement will have to be manufactured to order. We can commission this for you if you require, under reference part number 9242, price is upon application.

PROCEDURE WILL BE SIMILAR FOR FIXED HEAD COUPES, BUT PEDALS AND ESPECIALLY THE VARIOUS XK140 FHC THROTTLE LINKAGES ARE GENERALLY NOT AVAILABLE AS REMANUFACTURED PARTS.

S.G.MacNeill

10/11/2020

NOTE: THIS IS NOT A DEFINITIVE INSTRUCTION SHEET, BUT IS PROVIDED AS A GENERAL GUIDE FOR BASIC COSTING AND RE-FITTING PROCEDURES, AND THE JOB WILL INCLUDE A DEGREE OF CUSTOM FABRICATION DEPENDING ON YOUR EXACT MODEL, SO DO INVESTIGATE YOUR OWN VEHICLE'S SPEC. BEFORE BEGINNING THE PROJECT.

AS WE ARE UK BASED, PRIMARY REFERENCE IS FOR LEFT TO RIGHT HAND DRIVE CONVERSIONS BUT ADDITIONAL INFO IS PROVIDED WHERE POSSIBLE..