

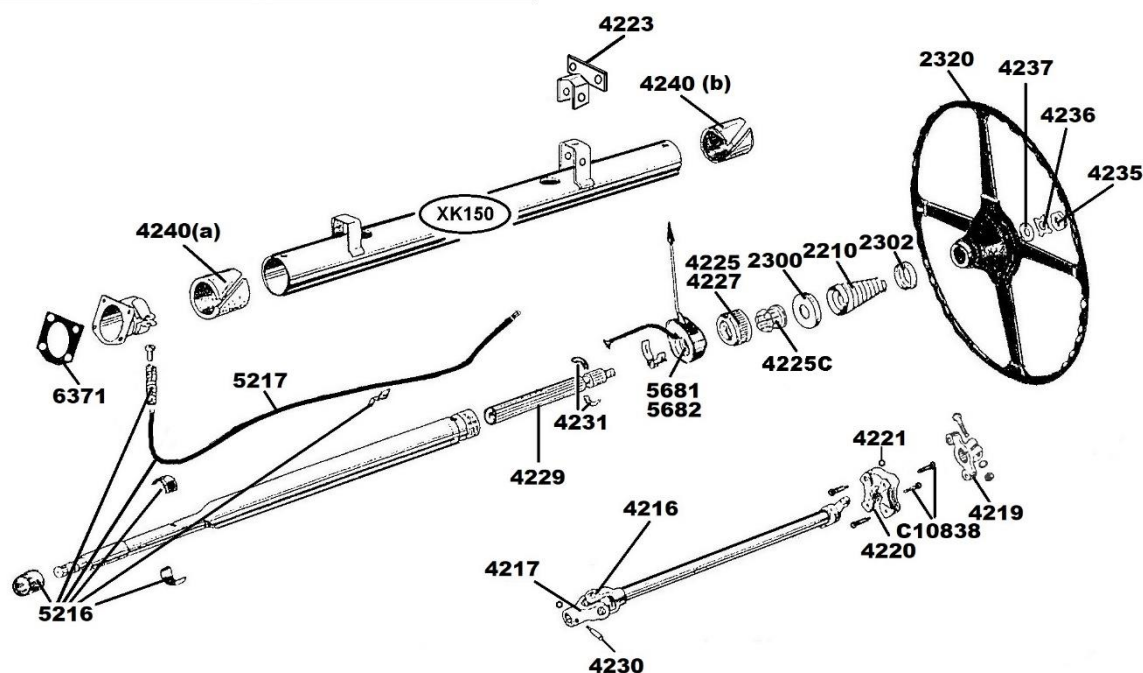


## Steering Conversion LH to Right Hand Drive On XK150

### 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 LATE KIT : [4225K](#) or EARLY KIT : [4227K](#) ) at this stage, *so we recommend you take opportunity to do this*. Simply reverse the position of the indicator arm if this later unit is fitted. Be sure to inspect the universal joint in the lower column, especially if the later rubber version is fitted ( SEE: [4220KIT](#) ) as they can rapidly decompose and often fall completely in two.

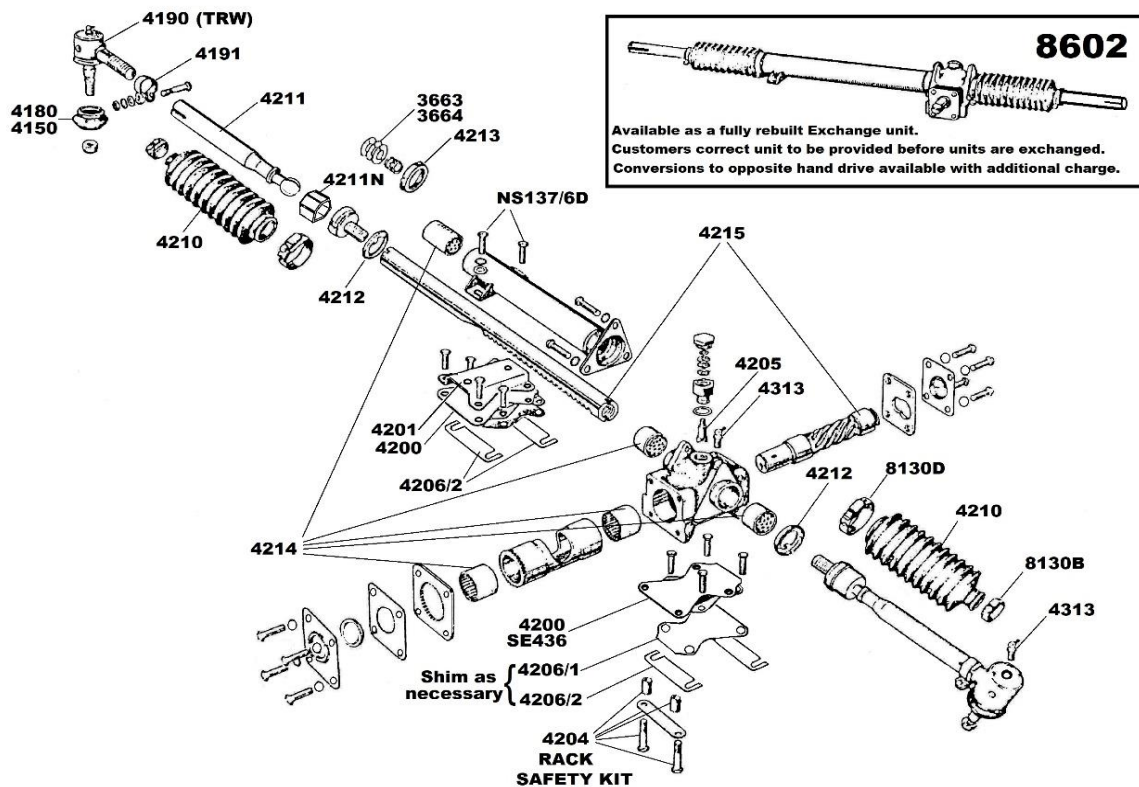
### XK150 Steering Column Parts



### STEERING RACK

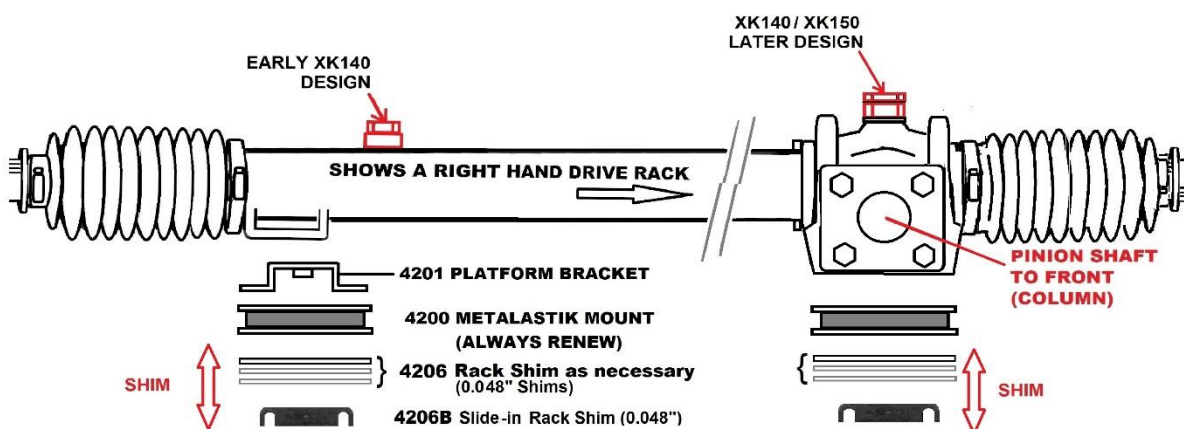
This is quite straight-forward exchange as the opposite hand steering rack is available (stock allowing) as a Service / Exchange unit ( SEE : [8602C](#) ) which includes a surcharge for line-boring and additional modification of the tube to the main body. Now we can also offer NEW, lightweight, steering 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](#)



**NOTE :** Be aware that we have seen 'original' steering units INCORRECTLY 'reverse assembled' 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.

**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'.**

**IMPORTANT NOTE:** The rack should always be correctly shimmed square onto the chassis (use shim kit [4206KIT](#)) in the new reversed configuration, of course using new rubber mounts ([4200pr](#)) as these are a common fail point or use our solid mounts for better feel ([SE436](#)). Always fit Steering Rack Safety Kit (SEE : [4204](#)) as it prevents the rack from tearing free if the rubber mount fails.

### **BULKHEAD PANEL**

The bulkhead panel will either need replacing or welding up on the LHS and preparing on the RHS for the column and pedals. It is best to take patterns from an original XK150 to ensure this is done correctly. The column to bulkhead mount clamp brackets differ in shape (round/ square for LHD) and pitch angle where the plate meets the bulkhead panel which ( features different angles on opposite sides). The RHD bracket requires a steeper angle with a larger, 'house' shaped face plate. LHD features a 90° tube with circular mounting plate. (See gasket: [6371](#) for RHD floor plate pattern). This bracket can be manufactured and supplied to order from us.

The bonnet stay and retainer will also require moving to the opposite side rad stay and the matching spec. bonnet-mounted receiving bracket (mirror-image) will be required too and can all be supplied to order.

### **BRAKE AND CLUTCH PEDALS**

The original cast iron brake and clutch pedals are on a common pivot bolt mounted to the chassis on a plate. This can move across and simply require the opposite hand mounting plate to the chassis, but do use new bearings (and pivot) as they will be sure to be worn (SEE: [3273](#) ). The pedals themselves have differing offsets for the stem and plates to come through the floor. It was once common practice to bend the cast iron originals, as they can be carefully modified but is always wiser to obtain a correct pedal if you can. Coventry Auto Components is currently engaged in re-tooling the more popular pedals, as new SG steel castings , so it may be easier and safer to just purchase the correct Right Hand Drive pedals . See our shop for latest new products [www.covauto.com](http://www.covauto.com).

**NOTE:** There is a late XK150 design of clutch pedal that incorporates a spring- loaded cradle assister assembly for the clutch pedal, so if you can obtain this assembly, it is recommended for a better actuation. See the XK150 Parts Book for details relating to diagram Plate 25.

The steel stem and plates also can differ and can be modified and reused, or simply replaced with our stem and plate kit ( Part No. [3235](#). Requires welding ). The stem & plate brings the chassis mounted pedal motion through the floor up to the foot, so the opportunity occurs to also be able custom construct them to the owner's leg for best operation.

## DIPSWITCH

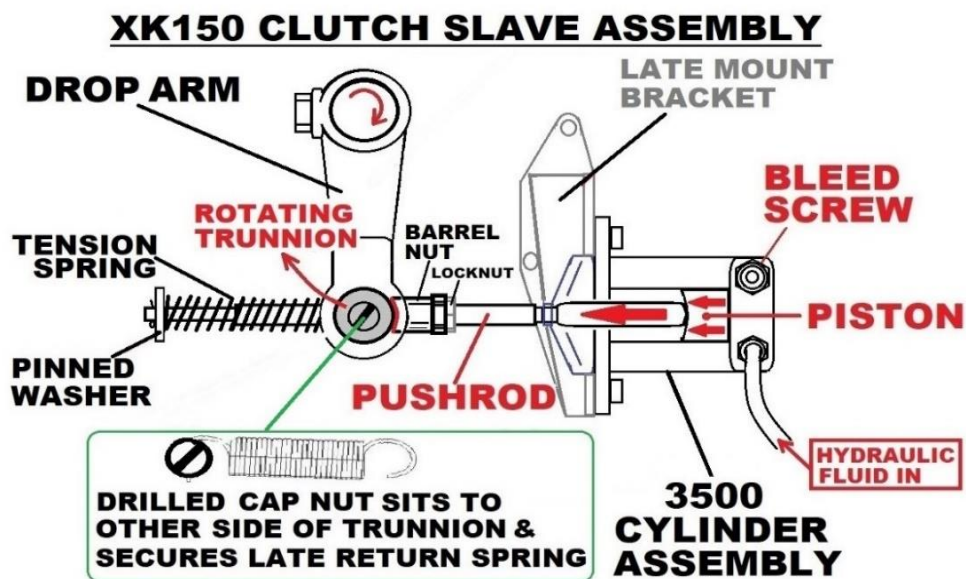
The dipswitch assembly will also require unbolting and resituating on the other bulkhead.

## CLUTCH SLAVE CYLINDER

The position of the clutch slave cylinder always remains on the RH side of the bellhousing. We do recommend fitting the later XK150 Spec mount bracket ( SEE : [3499](#) ) if not fitted as it cures some pushrod 'lost motion' problems in the earlier system's design.

NOTE: This modification IS NOT shown in the XK150 Parts Book on Plate 25 !

Our Late pushrod kit ( SEE: [3502](#) ) offers the later XK150 spec pushrod to enable an additional return spring modification (another design fault) . See XK150 Parts Book for details and diagram on Plate 25.



## MASTER CYLINDERS

The brake and clutch master cylinder will also have to move across with a new mounting plate to the chassis. For easier operation we do also offer alternative Clutch Master Cylinders to the original 0.625" bore unit, SEE : [SE620](#) ( 0.70" bore ) and [SE621](#) ( 0.75" bore) clutch cylinders both offer bigger internal bores for greater displacement / less pressure in the same design of unit.

The remote fluid reservoirs will all move across to the opposite bulkhead to suit, but exact position and mounting spacers / brackets will vary by each model spec. and obstructions, so do to refer to original matching spec. cars to get them correctly positioned.

## HYDRAULIC PARTS AND KITS

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

Part [3522](#) : XK150 RHD KuniFer full rigid brake line pipe kit

Part [3647](#) : XK150 RHD rigid Clutch Pipe lines Kit.

Part [3200](#) : New Brake Master Cylinder

Part [3220](#) : New Clutch Master Cylinder ( or alternatives SE620 & SE621 bigger bores )

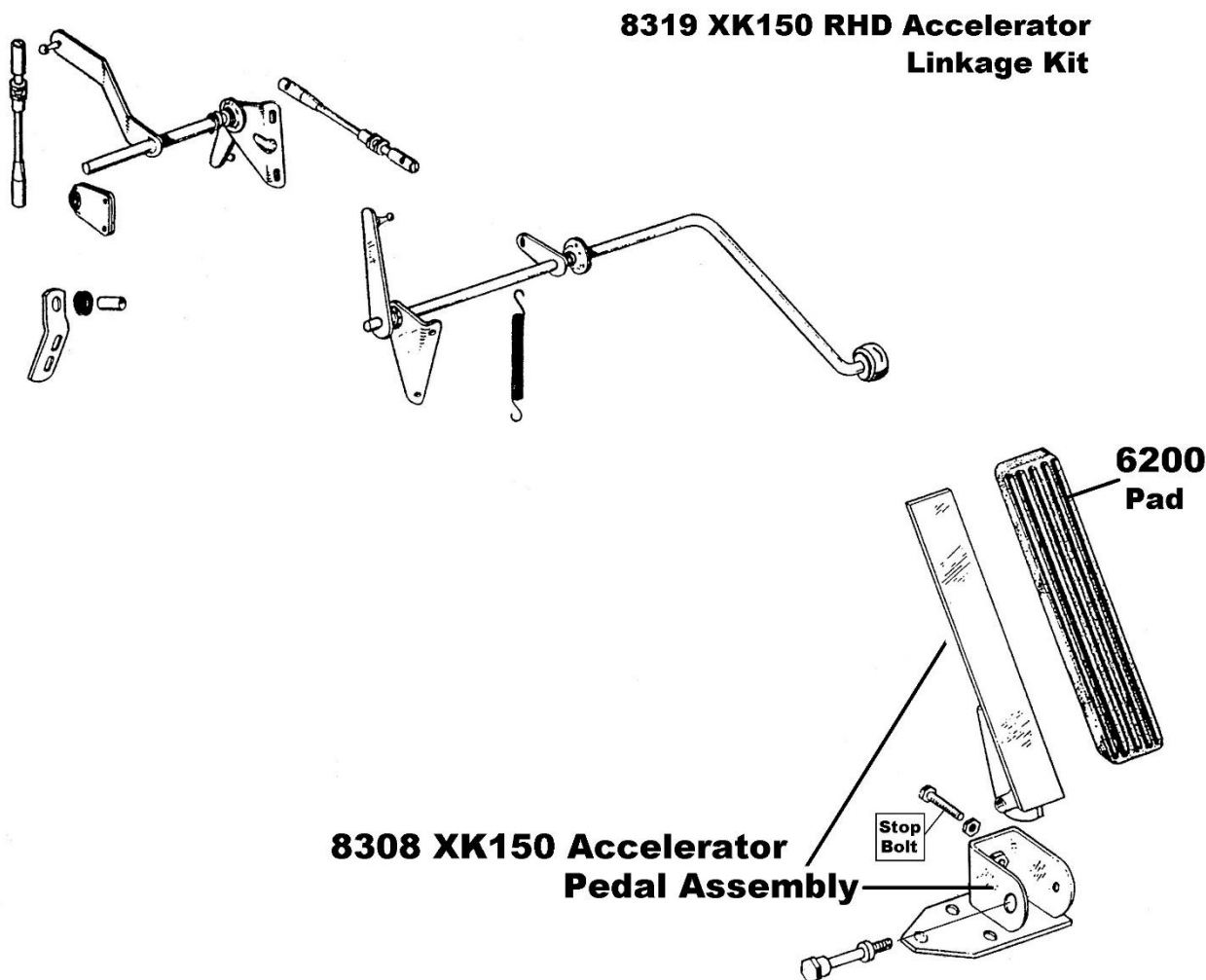
Part [3500](#) : New Clutch Slave Cylinder ( remains on the RH side of bellhousing)

Part [3499](#) : Late XK150 Spec. Modified Slave Mount Bracket ( \* a recommended modification \* )

Part [3502](#) : Late XK150 Spec. Modified pushrod kit.

### Accelerator

A new stainless steel Right Hand Drive accelerator linkage kit is available from us ( Part [8319](#) ) for standard twin carb models. The Right Hand Drive floor mounted accelerator pedal ( [8308](#) & [6200](#) pad ) is longer and RHD throttle linkages and pedal operation differ noticeably, so this must be changed. We also now can offer from our stock, the very rare XK150'S' spec Right Hand Drive accelerator kit for triple carb equipped vehicles. SEE: [8712](#) For Correct Triple carb, 'S' spec. throttle Linkage kit.



Note that the XK150 RHD Accelerator pedal is longer than the LHD version and uses a roller actuation rather than a direct nipple fastening to the pedal back as is common to other XKs.

Circumstance allowing, we may be able to purchase your unwanted, Left hand drive accelerator mechanism, if you wish to offer it to us, to help customers converting their vehicles the opposite way.



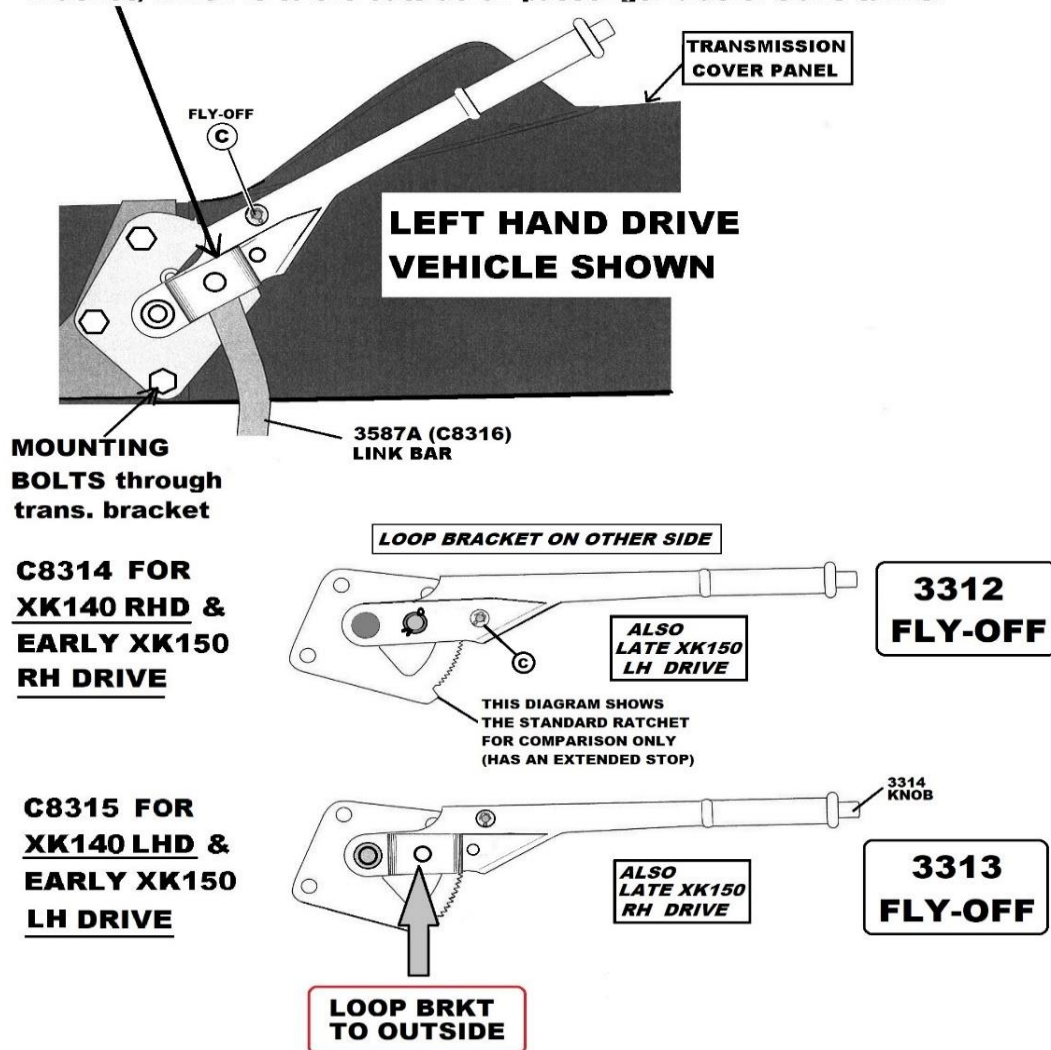
## Handbrake

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

## **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.

The transmission mount bracket will, of course, require reversing to suit. NOTE: The later spec. XK150 was modified to have the handbrake situated on the passenger side, so it could in fact be left as it is, for greater leg room. ( Do advise your trimmer of this later spec. modification ).

### 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 out of plywood (please enquire about parts 9270 Centre & 9271 Side Woods etc. ) taking care to swap over the rare, chrome glove box door limiter and hinges and also if fitted, the overdrive plinth mount assembly will also move across for the driver to reach.

The green flock-lined, millboard glove and cubby box inserts are available as part [2479R](#) for Right Hand Drive spec. ( and [2479L](#) for Left Hand Drive spec. ). New cubby lock and key set are available as part no. [2466](#).

The lower dashboard chrome strip pieces will need to be reversed or if curved, replaced as necessary around the steering column area. They are often available as used parts or sometimes as new items.

S.G.MacNeill

28/10/2020

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