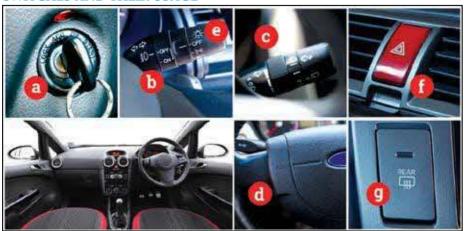
L (LOCK-UP OR HOLD)

- 38 The 'L' (Lock-up or Hold) position on the selector enables you to either keep in a low gear or to use a lower gear. In heavy and slow traffic, you might find that using D may cause unnecessary upward and downward automatic gear changes. Using L would override the automatic mechanism and keep you in the lower gear.
- 39 Similarly, if you want to change to a lower gear for example, to go down a long steep hill – you need to use L. Many automatic transmissions have three forward gears, and the L position is usually arranged to allow you to select or to hold either the middle or the lowest of these.
- 40 With most types of automatics, if you select L when in second gear, it will hold that gear only at speeds above about 10 kmph. If the speed drops so low that the bottom gear comes in, the L position will then hold the transmission down to that gear. In other words, there will be no change back to second gear – unless, of course, you select D again. The lock-up arrangements on some versions of automatics allow any gear to be selected and held; on others, any gear except the top gear may be held.

KICK-DOWN

- Many automatics have a form of foot control called 'kick-down'.
- 42 A short sharp pressure right down on the accelerator pedal, past the fully open position, causes a quick change down to the next lower gear.
- 43 This ability to override the automatic mechanism is very useful for quick acceleration when you need it -e.g. for overtaking. To return to the higher gear again, merely ease the pressure on the accelerator pedal.

SWITCHES AND THEIR USAGE



- (a) Ignition switch (or starter switch)
- (c) Windscreen wiper and washer
- (b) Direction indicator lever (d) Horn

- (e) Light switch
- (f) Hazard warning switch
- (g) Demister