SERVICE INFORMATION

Vol. 1 No. 21

LAND-ROVER PETROL AND DIESEL MODELS

Rover
British Leyland UK Limited,
PO Box 4,
Solihull,
Warwickshire,
England
B92 8NP

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Item 87

SUBJECT: **EXHAUST MANIFOLD**

MODELS: Land-Rover 2¼ litre petrol.

OBJECTIVE: To improve the service life of the exhaust manifold.

REMARKS: For evaluation purposes, the Cyclic Annealing Process has been deleted on 1500 exhaust manifolds fitted to vehicles which fall within the range of engine numbers listed below.

First 500

90140473A to 90140804A
25602321A to 25602357A
90412481A to 90412547A
95103691A to 95103734A

Following 1000

90145663A to 90146389A
25602850A to 25602851A
90414041A to 90414219A
95104971A to 95105077A

All numbers are inclusive.

Whilst the first 500 manifolds can only be identified by the engine numbers, the remaining 1000 have the letters NA (not annealed) stamped on the redundant boss on top of the manifold.

To achieve effective evaluation results, it is requested that Distributors and Dealers supply all vehicle details of any cases of exhaust manifold failures, experienced within the above range, on a Product Defect Report form, part number AKD 8474 and despatch the form to the Rover/Triumph Service Department at Solihull.

Item 88

SUBJECT: **STEERING COLUMN LOCK**

MODELS: All Land-Rover.

OBJECTIVE: To emphasise the importance of unlocking the steering before moving the vehicle.

REMARKS: It is essential, before attempting to tow or coast the vehicle, that the ignition key is inserted in the lock and turned to either position 'I' or 'II' to ensure that the steering column lock is disengaged.

Insertion of the key only will not prevent the steering column lock from engaging.

Distributors and Dealers are asked to familiarise their personnel and customers with these details.

Item 89

SUBJECT: **BRAKE DUST**

MODELS: All Land-Rover.

OBJECTIVE: To discourage the use of compressed air to remove brake dust during vehicle servicing.

REMARKS: Apart from health risks arising from the presence of asbestos and metal particles in brake dust the practice of blowing dust into the workshop atmosphere is unhygienic.

We recommend that brake dust is removed from the brake drums on the above models by vacuum or wet cleaning method.

Item 90

SUBJECT: **INTERIOR HEATER**

MODELS: All Land-Rover.

OBJECTIVE: To rectify Service complaints of poor heater performance.

LITERATURE AFFECTED: Land-Rover Repair Operation Manual, English, Part No. 607314, Operations 26.45.01 and 26.45.09.

REMARKS: Isolated incidents have been reported of poor heater performance. The following recommendations are made to assist Service Personnel to locate and rectify this problem.

1. Check for correct coolant level. Examine for any visible leaks, if level is low.
2. Check that heater inlet and outlet pipes are correctly connected.
3. Check performance of thermostat unit. This procedure is laid down in the Repair Operation Manual, as indicated above.
4. Bleed the cooling system to evacuate any possible air locks which may be present.
5. Check for correct operation of all heater controls.

Investigation into the above problem has in some instances revealed the presence of foreign matter, in the form of casting sand, and machining swarf which has circulated into the cooling system and blocked the heater tubes. Where the above recommendations have failed to identify a fault, it is suggested that the heater matrix, be 'reversed flushed' using a low water pressure supply, to remove any foreign matter. It is stressed, that under no circumstances should water be introduced to the heater outlet connection under high pressure, i.e. from a mains supply by hose, as this could result in damage to the matrix and/or the soldered joints.

Item 91

SUBJECT: **SURGE PROTECTION DEVICE**

MODELS: Land-Rover with 18 ACR alternator.

OBJECTIVE: To introduce a surge protection device.

PART NUMBER: Surge protection device 1 608425

REMARKS: A surge protection diode has been incorporated in the current range of Lucas ACR alternators. The diode is connected between the 'IND', terminal and earth, which protects the regulator and/or alternator diodes from high voltage surges due to poor external wiring connections or battery lead removal when the engine is running.

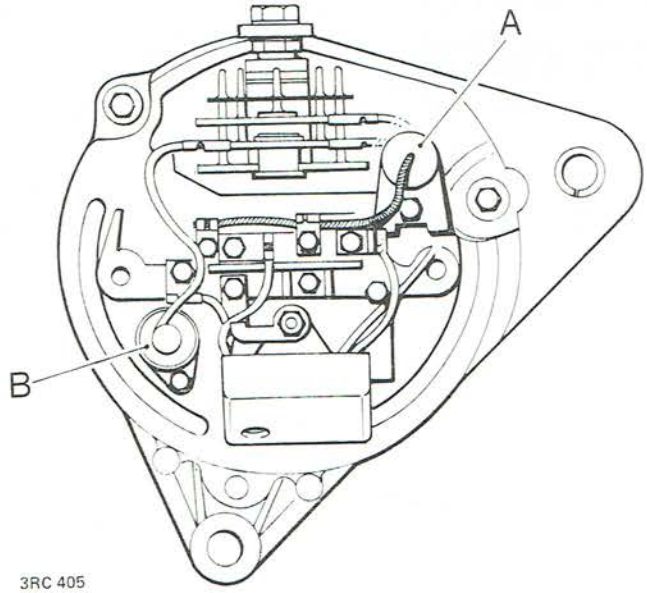

Fig. 1. Location of surge protection device

A—Surge protection device
B—Suppressor

Under normal charging voltage levels the diode is open circuit. However, if for any reason a high voltage surge occurs i.e. battery leads removed, the diode will provide an alternative path to earth for this damaging voltage, instead of passing through the regulator components and alternator diodes, causing irreparable damage.

TESTING

If the alternator output falls to zero, the fault may be caused by a shorted surge protection device. To check this, proceed as follows:

1. Check that all circuit connections are clean and tight.
2. Disconnect surge protection device lead.
3. Run alternator. If the alternator output is now normal fit a new surge protection device.

If a regulator failure is experienced when a surge protection device is fitted, the protection device should be replaced together with the alternator.

The above surge protection device can be fitted to earlier ACR alternators. However, it may be necessary to re-locate the suppressor to the position shown.

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