

SERVICE INFORMATION

LAND-ROVER PETROL AND DIESEL MODELS



Vol. 1 No. 24

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

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Item 98

SUBJECT: **DIRECTIONAL INDICATOR SWITCH**
MODELS: All Land-Rover.
OBJECTIVE: Introduction of improved direction indicator switch.
PART NUMBER: Direction indicator switch 1 575383
REMARKS: Three modes of failure have been identified in Service on the above switch:

1. Melting of the switch base in the vicinity of the headlamp dip contacts.
2. Melting and burning of the switch base material in the vicinity of the directional indicator contacts.
3. High cancelling torques.

As a result of investigations into these failures, the Manufacturer has made the following improvements with effect from date stamp 45/72, which can be found on the body of the unit:

1. Deletion of a stainless steel spring from the headlamp dip contact assembly.
2. Formation of a small ramp in front of the directional indicator contact to prevent the contact burning.
3. New detent mechanism to reduce the cancelling torque.

Distributors are requested to forward all details of any directional indicator switch failures which occur after the above date stamp to Rover Triumph Service Department on Product Defect Report Form part number AKD 8002.

The part number of the switch remains unchanged.

Item 99

SUBJECT: **ADAPTOR FOR PINTAUX DIESEL INJECTOR NOZZLE**
MODELS: All Land-Rover diesel.
OBJECTIVE: Introduction of revised ordering procedure.
PART NUMBER: Adaptor for Pintaux diesel injector nozzle 1 278182

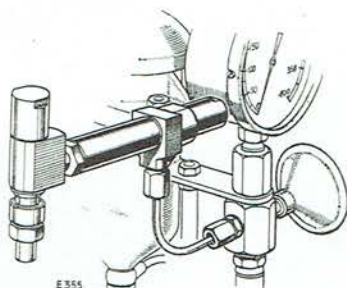


Fig. 1 Injector Adaptor

The adaptor, overleaf, used in conjunction with the Churchill setting kit, Rover Part No. 278183, is now only available direct from:

Leslie Hartridge Ltd.,
Westfield Works,
Buckingham,
Buckinghamshire

Telephone: Buckingham 3661.

Or overseas, from Leslie Hartridge agents.

The Hartridge part number for this tool is 7044-872.

Item 100

SUBJECT: ELECTRONIC ENGINE TEST AND TUNING EQUIPMENT

MODELS: All Land-Rover.

OBJECTIVE: To ensure that electronic engine test and tuning equipment is correctly maintained.

REMARKS: Instances have been reported to us whereby incorrectly maintained electronic engine test and tuning equipment has been used for servicing Rover vehicles.

We would, therefore, emphasize the necessity for all equipment to be maintained regularly in accordance with the manufacturers recommendations. Particular attention should be given to the calibration of these instruments, as failure to do so could bring about the incorrect tuning of vehicles.

Whilst maintenance of the equipment is usually carried out at six monthly intervals, it is suggested that the individual manufacturers are contacted for their own recommendations. The addresses of the widely known specialists are given below:

Crypton Equipment Limited,
Bridgewater,
Somerset.

Sun Tester Limited,
Kings Lynn,
Norfolk.

Laycock Engineering
Archer Road,
Millhouses,
Sheffield S8 OJY

Black Hawk Applied Power (UK) Limited,
Newhaven,
Sussex.