SERVICE INFORMATION

Vol. 1 No. 4

LAND-ROVER PETROL AND DIESEL MODELS

The Rover Company Limited, Solihull,
Warwickshire, England

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INDEX

*Item contains suffix letter change.

Policy items printed in bold type.

Item 11

SUBJECT: **BRAKE AND CLUTCH FLUID POLICY ITEM**

MODELS: All Land Rover.

REMARKS: In Service Information, Land Rover petrol and diesel models, Vol. 1 No. 2, Item 5 we give information about the introduction of Unipart brake and clutch fluid 410 crimson.

It must be clearly understood that the Unipart brake and clutch fluid does not supersede Castrol/Girling Brake and Clutch Fluid, Crimson but is an additional recommendation.

Service literature will, in future, give both Castrol/Girling and Unipart brake and clutch fluid as alternative recommendations.

Item 12

SUBJECT: **LOW BRAKE PEDAL/REAR BRAKE ADJUSTMENT**

MODELS: Land-Rover 109 Long and 110 Forward Control

REMARKS: If low brake pedal is a problem in Service it has been found that an improvement can invariably be made by carrying out the simple adjustment procedure to the **rear brakes** as detailed below.

The adjustment should be carried out after:

a. the normal checks on the hydraulic system have been made and

b. the front brake shoes have been correctly adjusted in accordance with the Workshop Manual (110 in model) Repair Operation Manual (109 in model).

A second operator will be required to apply and release the foot brake as instructed by the operator who is adjusting in turn each of the rear brake shoe snail cams.

1. Raise the rear of the vehicle and place on stands.
2. Ensure the rear wheels turn freely.
3. With the foot brake firmly applied adjust **one** snail cam to its maximum position.
4. With the foot brake released, undo the cam one or two notches until the wheel just turns freely.
5. Repeat operations 3 and 4 on the remaining rear brake shoe snail adjuster.
6. Check the brakes for correct operation.
7. Lower the vehicle to the ground.

This operation centralizes the brake shoes to the drum without putting any excessive strain on the snail adjusters which could result in damage.

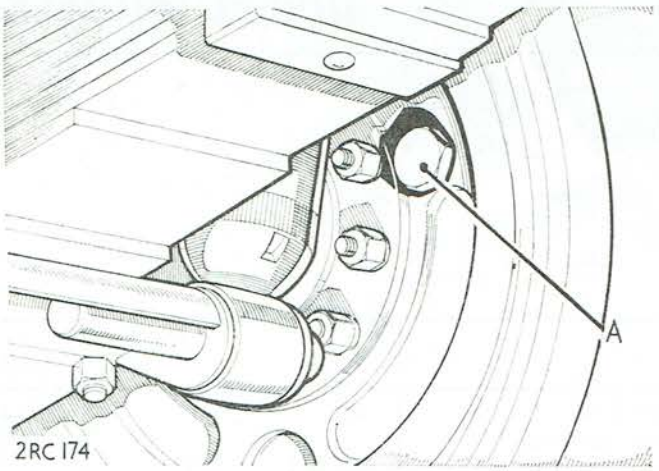

Fig. 1 Wheel brake adjustment

A—Adjuster bolt

Item 13

SUBJECT: **SPEEDOMETER CABLE INCORRECTLY ROUTED**

MODEL: Land-Rover Series III

REMARKS: Service Department have received a few reports of incorrectly routed speedometer cables through the engine compartment bulkhead.

The flexible rubber panel has four grommet holes in it; viewed from left to right with the bonnet open from the front of the vehicle, the holes accommodate:

A. Main body harness.

B. Blanked off.

C. Choke cable.

D. Speedometer cable.

Some early Series III vehicles have the speedometer cable routed through the grommet hole which is normally blanked off. This incorrect assembly forces the cable through a sharp angle and can promote early speedometer inner cable failure.

Service Personnel should familiarise themselves with the correct layout as illustrated and give particular attention to this point when early Series III Land Rovers are inspected.

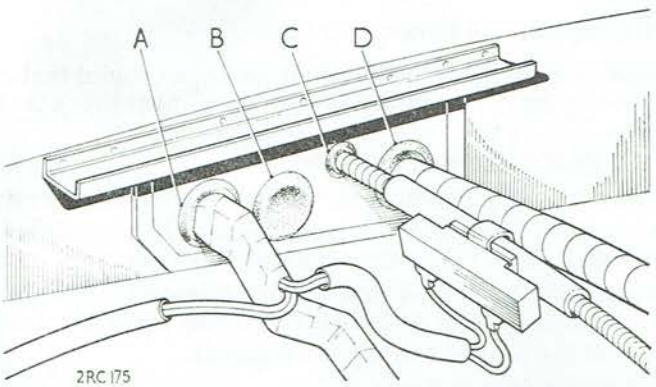

Fig. 2 Correct location of speedometer cable RH Stg. models

A—Main body harness
B—Grommet for blanked off aperture
C—Choke cable
D—Speedometer cable

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