

SERVICE INFORMATION

LAND-ROVER



Vol. 2 Issue 5

ROVER TRIUMPH BRITISH LEYLAND UK LIMITED
SERVICE DEPARTMENT
COVENTRY
ENGLAND CV4 9DB

August – September, 1974

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ITEM 8 Division : 06
 Subject : Oil filter torques
 Models : All Land-Rover
 Remarks :

The correct tightening torque figures for the oil filter assembly retaining bolts on Land-Rover are as follows :

1. Centre bolt retaining oil filter canister to filter housing – 12 lbf.ft. (1,66 kgf.m).
2. Retaining bolts for filter housing to cylinder block – 25 lbf.ft. (3,45 kgf.m).

The latest gasket for the filter housing to cylinder block faces is Part No. 598354 (Coopers G63 or Parabestos). (Vol.1, No.23, Item 95 refers).

If oil leakage problems are encountered with oil filters assembled to the above specification these should be reported to Rover Triumph Service Department on a Product Defect Report form.

ITEM 9 Division : 30
 Subject : Exhaust manifold failures
 Models : Land-Rover 88 and 109 2¼ petrol
 Remarks :

As a result of investigation into the problem of exhaust manifold failures a non-annealed manifold of C60 material with 1% manganese content, Part No. 598473, was introduced on Production from the vehicles detailed below.

Chassis serial numbers :

88, 2¼ litre petrol	Home R.H. Stg.	..	..	..	from 90109783 A
	Export R.H. Stg.	..	..	..	from 90202087 A
	Export L.H. Stg.	..	..	..	from 90407083 A
88 Station Wagon 2¼ litre petrol	Home R.H. Stg.	..	..	..	from 92100595 A
	Export R.H. Stg.	..	..	..	from 92203350 A
	Export L.H. Stg.	..	..	..	from 92403360 A
109 2¼ litre petrol	Home R.H. Stg.	..	..	..	from 91105963 C
	Export R.H. Stg.	..	..	..	from 91204324 C
	Export L.H. Stg.	..	..	..	from 91412912 C
Station Wagon 109 2¼ litre petrol	Home R.H. Stg.	..	..	..	from 93101565 C
	Export R.H. Stg.	..	..	..	from 93201969 C
	Export L.H. Stg.	..	..	..	from 93407221 C

If similar failures occur on vehicles subsequent to those indicated above, relevant details should be sent to the Rover Triumph Service Department on a Product Defect Report form.

ITEM 10

Division : 88

Subject : Instrument voltage stabiliser

Models : All Land-Rover

Remarks :

From a batch of 26 voltage stabilisers, returned as faulty, which had been tested by the manufacturers – Smiths Industries Limited, one unit was faulty, one was damaged and the remaining 24 were found to have no fault.

In view of these findings it is recommended that before a voltage stabiliser unit is condemned, wiring and connections must be carefully checked.

To ensure that a voltage stabiliser is **not** fitted upside down a keyed bracket is employed with a single fixing screw. When installed the double female connector (marked I) is on the left of the unit i.e. nearest to the right side of the vehicle.

For isolated cases of faults on voltage stabiliser units, use Complaint code 7W3.

NOTE Smiths Industries produce an instrument tester, the SR/D 380, which is available through normal trade channels. This will test their electrical fuel, temperature and pressure indicators covering 12 and 24 volt applications.