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Rover Service News Letter No. 103

May 1959

TO ALL DISTRIBUTORS AND DEALERS

Dear Sirs,

During the past month the changes and developments set out below have taken place.

SECTION I

POLICY

No items of Policy this month.

SECTION II

WORKSHOP AND PARTS INFORMATION

Item 492 SUBJECT:

CYLINDER HEAD

MODELS:

1957-59 Land-Rover Diesel.

REMARKS:

Requests have been received for replacement Diesel cylinder heads because the hot plugs are slightly loose in the recess in the cylinder head.

Slightly loose hot plugs are not detrimental to the running of the engine, as it is normal for them to shrink slightly in service; it is not therefore necessary to change a cylinder head for this reason alone.

Should a hot plug actually fall out during the removal of the cylinder head, it can be retained in the recess by a dab of grease while the cylinder head is replaced.

Item 493 SUBJECT:

SPARKING PLUGS

MODELS:

1959 '105' 8.5: 1 compression ratio and 3 litre.

MODIFICATION:

Introduction of Champion N5 sparking plugs.

PART NUMBERS:

Sparking plug, Champion N5 6 512445

COMMENCING NUMBERS:

Engines numbered:

'105' 8.5: 1 compression ratio models from 620901282 onwards

3 litre R.H.D. 4-speed models from 625900294 onwards.

3 litre L.H.D. 4-speed models from 626900311 onwards.

3 litre Borg-Warner models from 630900204 onwards.

REMARKS:

The Champion N5 sparking plug can be used, in engine sets, on any earlier '105' 8.5: 1 compression ratio or 3 litre models.

Champion N8 sparking plugs, Rover part number 512806, are also approved for service replacements, in engine sets, for the following models:

1939-47 10, 12, 14, 16 and 20 h.p.
 1948-49 '60' and '75'
 1950-59 '75'
 1954-59 '90'
 1957-59 '105' 7.5: 1 compression ratio
 1948-59 Land-Rover

Sparking plugs, Champion N5 and N8, Rover part numbers 512445 and 512806, are available from stock and should be ordered from our Parts Department.

Item 494 SUBJECT: WATER LEVEL IN RADIATOR

MODELS: 1957-59 Land-Rover Diesel.

REMARKS: Distributors and Dealers are requested to bring to the attention of all Land-Rover Diesel owners the need for periodical checking of the water level in the radiator, as we have recently had one or two cases of cracked cylinder heads as a result of poor maintenance in this respect.

The water level in the radiator should be checked at least every week or more frequently if the vehicle is doing arduous or long-distance work.

Any unusual loss of water must be investigated immediately and the source of leakage rectified. Particular attention should be paid to the small water holes in the left-hand side of cylinder block; water at these points will indicate a leak past the top sealing ring of the cylinder liner.

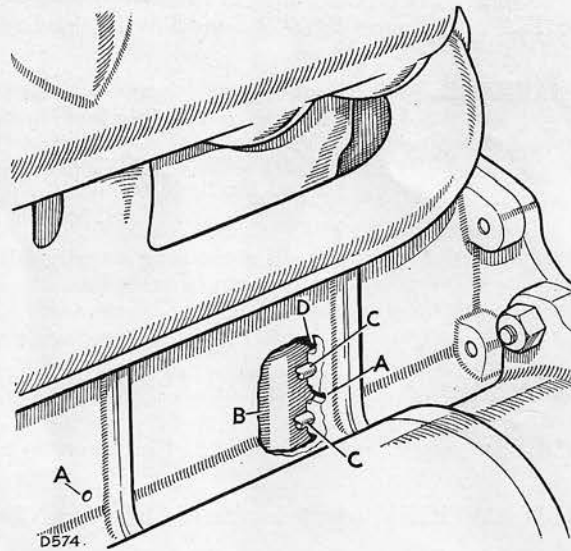


Fig. 1. Water holes in cylinder block.

A—Water hole. C—Sealing rings.
 B—Cut-away view of cylinder block showing sealing rings. D—Water jacket.

All four holes, one for each cylinder, should also be checked occasionally to ensure that they are not blocked up.

It is also important when fitting replacement cylinder liners that the grooves at the bottom of the cylinder block bores are thoroughly cleaned before the sealing rings are inserted.

Item 495 SUBJECT: STEERING RELAY UNIT

MODELS: 1948-59 Land-Rover.

REMARKS:

An improved and safer method of fitting the spring to the steering relay unit is now available; this is a hardened steel pin in place of the clips previously used. The pin should be used as detailed below:—

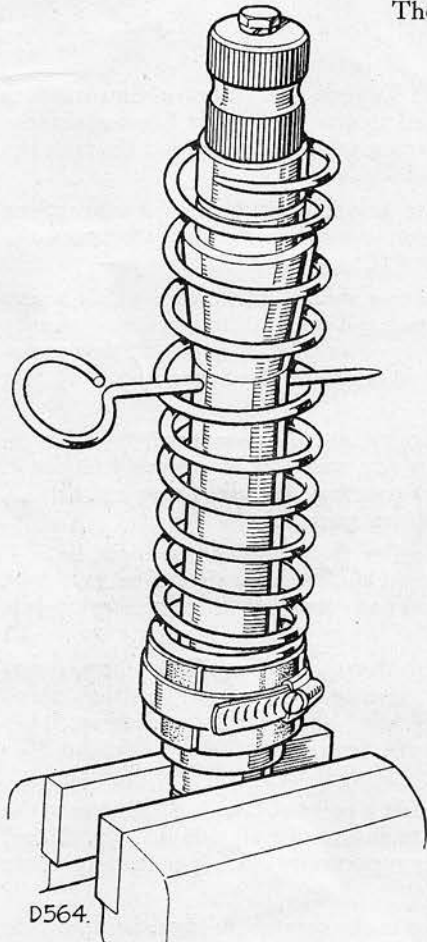


Fig. 2.

Compressing steering relay spring.

To assemble relay unit.

1. Examine all parts and renew as necessary.
2. Fit the top end plate and joint washer to the housing.
3. Fit one split bush to the taper on the bottom end of the shaft, and secure tightly with a suitable 2 in. hose clip (Part No. 50323).
4. Place a steel washer on to the shaft, next to the inner side of the Tufnol bush.
5. Place the spring over the shaft and insert the special tool (Part No. 510309) through the coils of the spring and right through the lubrication cross-drilling in the shaft.
6. The spring can now be wound down the tool until the steel washer and the split Tufnol bush can be secured to the taper on the other end of the shaft with a hose clip.
7. Remove the special tool (Part No. 510309).
8. Place a brass thrust washer on the top end of the shaft, lubricate the shaft and insert into the housing.
9. With a plastic hammer gently tap the shaft into the housing until the first hose clip slides off the Tufnol bush, remove the clip completely from the shaft.
10. Continue to tap the shaft into the housing until the second clip is freed and the shaft abuts the top end cover.
11. Fit the bleed and filler plugs, fill the unit with oil, replace the bottom end thrust washer, joint washer, end cover and tighten the retaining bolts.
12. Fit the upper relay lever.
13. If the unit is in order, it should require a force of at least 12 lb. (5,5 kg.) to turn the relay shaft, using a spring balance in the relay lever boss.

Item 496 SUBJECT:

BRAKE FLUID RESERVOIR

MODELS:

1959 Car and Land-Rover.

MODIFICATION:

Introduction of nylon filter for brake fluid reservoir, replacing rubber bodied type filter.

PART NUMBERS:

Nylon filter for brake reservoir, GI. 360182	.....	.....	.....	1	510808
Rubber washer for reservoir cap, GI. 362920	.....	.....	.....	1	264767

REMARKS:

The rubber cap washer and the rubber-bodied filter (whichever is fitted), used in the brake fluid reservoirs of all models, are liable to deterioration after a period of time.

This deterioration leads to break up of these parts and particles of rubber can get into the braking system.

Disintegration is accelerated by high under-bonnet temperatures.

It is strongly recommended that all vehicles should have this point checked whenever they are being serviced and that any filters or washers that are showing signs of deterioration be replaced by the new nylon filter which is now available from our Parts Department.

A new rubber washer must also be fitted above the filter rim to effect a good seal and although this may deteriorate in time, any particles which may fall away will be trapped in the nylon filter.

The new nylon filter, together with the rubber washer, can be fitted to all models from 1948 onwards.

Item 497 SUBJECT: **BRAKE SERVO UNIT, APPARENT FAILURE OR DEFECTIVE OPERATION**

MODELS: 1956-59 '90', 1957-59 '105'.

REMARKS: It is in the interests of all Distributors and Dealers when a brake Servo unit is reported as, or is suspected of, having failed to give the correct Servo assistance on application of the brakes, that it is not assumed immediately that the fault lies entirely with the Servo unit itself.

The trouble may be due to deterioration of any of the rubber pipe connections between the inlet manifold and the vacuum reservoir or possibly between the reservoir and the Servo unit.

All these rubber pipes and connections have a special nitrile core which resists the tendency of high octane petroleum to attack and soften them, because obviously if they do become soft or start to disintegrate internally, the vacuum they transmit will tend to close them and thus result in failure of the Servo unit to operate correctly.

It is essential, therefore, to save time, money and inconvenience, to check all these pipes and connections before doing any work on the Servo unit itself. The pipes can be checked very simply by squeezing between finger and thumb, using, if need be, a new one for comparison purposes.

If any pipe or connection is significantly softer than it should be, or if there is any doubt in the matter, it should be removed and the bore should be examined for any signs of "tackiness" or deterioration and discarded where such symptoms are found.

In this connection, it has come to our notice that the rubber elbow pipe to reservoir, Part No. 277145, has in some cases deteriorated to the extent that Servo assistance was either lost, partially or completely. This condition does not apply after the introduction of the nylon pipe scheme described in News Letter No. 101, Item 476.

All Distributors and Dealers are asked to make a point of bringing this item to the attention of their workshop personnel and to ensure that all '105 R', '105 S' and relevant '105' models are checked whenever opportunity offers, particularly where there is any complaint of the braking system.

Although the same general principle applies in the case of '90' models fitted with Servo assisted brakes, it is our experience that the pipes on this model are not so subject to contamination by fuel as a result of the different method of connection to the manifold. Nevertheless, in cases where the servo is not operating properly, it will obviously pay to examine them for deterioration or damage before starting any work on the Servo unit itself.

When examining the pipes and connections above described, the opportunity should be taken at the same time to ensure that the rubber non-return valves fitted in the line have not swollen as a result of petrol contamination.

Item 498 SUBJECT: **SPARE WHEEL**

MODELS: 1959 Rover 3 litre.

REMARKS: The attention of all Service personnel is drawn to the importance of fully tightening the hexagon-headed screw which retains the spare wheel compartment on the Rover 3 litre.

Failure to do this after the compartment has been lowered and raised up again may result in the loss of the spare wheel.

Yours faithfully,
for THE ROVER COMPANY LTD.,

M. Brewer.

Publications Editor,
Technical Service Department.