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Rover Service News Letter No. 114

April, 1960

TO ALL DISTRIBUTORS AND DEALERS

Dear Sirs,

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

SECTION I.

POLICY

Item 612 SUBJECT:

BODY TRIM

REMARKS:

Item 619 in this News Letter dealing with trim changes on the Rover 3 litre body should be specially noted.

SECTION II.

WORKSHOP AND PARTS INFORMATION

Item 613 SUBJECT:

ENGINE ASSEMBLY (NEW ONLY)

MODELS:

1954-58 Land-Rover Series I, and Series II 2 litre.

PART NUMBER:

Engine assembly 1 269216

REMARKS:

With effect from March 31st engine assembly part number 269216 will be used as a Service replacement for all Land-Rover Series I models from 1955-58 and the 1958 Series II 2 litre models. Future supplies of engine assembly part number 269216 will be identified by a small brass plate fitted adjacent to the dipstick. The plate is marked as follows:—

“Engine assembly part number 269216, suitable for the Land-Rover Series I models 1955-58 in the engine number range 5710 and 1706, and the 1958 Series II 2 litre models.

Important. When ordering replacement parts for this engine, always quote the engine part number as above and the vehicle serial number. For part numbers of engine component parts see the Land-Rover Series II Parts Catalogue Engine 2 litre Section.”

It is particularly important that the above information is quoted when the engine has been fitted into a 1955 model numbered in the range 5710, to ensure that subsequent replacements are of the correct type.

Item 614 SUBJECT:

TAPPETS AND ROLLERS, VALVE ROCKERS AND ROLLERS

MODELS:

Rover 3 litre, Rover 80, Land-Rover Petrol 2½ litre, Land-Rover Diesel.

REMARKS:

Complaints have recently been received of undue wear on the tappets and rollers of the 2½ litre Petrol and Diesel models and on the valve rockers and rollers of the 3 litre models, because the bronze material could be seen through the lead skin. However, upon examination they were found to be quite normal, as far as wear is concerned. During the bedding-in of the rollers in either the tappet or the valve rocker, as the case may be, they will generally wear through the lead skin overlay in the centre of the tappet or rocker before settling down; this bedding-in will cause the bronze material to be seen at this point. This is in no way detrimental to the valve gear mechanism and will not give rise to noise.

Item 615 SUBJECT:

CARBURETTER

MODELS:

Land-Rover 2½ litre Petrol

REMARKS: There appears to be some confusion concerning changes made on the carburetter fitted to the Land-Rover 2½ litre model, these are as follows:

(a) Up to engines numbered 151902520

Solex 40 P.A.10/4. Parts peculiar to these carburetters are:

Throttle lever	....	....	....	....	....	503892
Choke tube 30	....	....	....	....	....	503902
Non-return valve	....	....	....	....	....	260765
Main jet 135	....	....	....	....	....	503907
Correction jet 175	....	....	....	....	....	503908
Emulsion tube	....	....	....	....	....	503909
Pilot jet 60	....	....	....	....	....	260216
Economy jet—High speed 150	....	....	....	....	....	503911

(b) Engines numbered 151902521 to 151909189

Solex 40 P.A. 10/5. Parts peculiar to these carburetters are:

Throttle lever	....	....	....	....	....	504683
Choke tube 30	....	....	....	....	....	503902
Non-return valve	....	....	....	....	....	260765
Main jet 135	....	....	....	....	....	503907
Correction jet 175	....	....	....	....	....	503908
Emulsion tube	....	....	....	....	....	503909
Pilot jet 60	....	....	....	....	....	260216
Economy jet—High speed 150	....	....	....	....	....	503911

(c) From engines numbered 151909190 onwards

Solex 40 P.A. 10/5. (Identified by a spot of red paint.)

Parts peculiar to these carburetters are:

Choke tube 28	....	....	....	....	....	512105
Non-return valve	....	....	....	....	....	513507*
Main jet 125	....	....	....	....	....	505701
Correction jet 185	....	....	....	....	....	512106
Emulsion tube No. 10	....	....	....	....	....	260743
Pilot jet 50	....	....	....	....	....	260268
Economy jet—High speed 100	....	....	....	....	....	512107

* 513507 has a steel ball in place of the perspex type used on the two previous models.

Type B carburetters can be modified to Type C by changing the carburetter jets detailed above, but it is not possible to modify the P.A. 10/4 carburetter to the P.A. 10/5 type due to certain internal drillings.

The latest type carburetter can be used on all earlier 2½ litre petrol models.

Item 616 SUBJECT:

MOUNTING BRACKET FOR STEERING COLUMN

MODELS:

Rover 3 litre.

PART NUMBERS:

Mounting bracket for steering column, lower angle R.H.	....	1	356211 R.H.D.
Mounting bracket for steering column, tie bracket R.H.	....	1	356213 R.H.D.
Mounting bracket for steering column, lower angle L.H.	....	1	356212 L.H.D.
Mounting bracket for steering column, tie bracket L.H.	....	1	356214 L.H.D.
Set bolt (¼" UNF x ⅝" long)		2	255406
Plain washer		2	3840
Spring washer		2	3074

} Fixing bracket to angle

MODIFICATION:

Redesigned to increase clearance to surrounding parts and make top fixing more accessible after assembly.

COMMENCING NUMBERS:

Cars numbered:

Home R.H.D. 4-speed models from 625901204 onwards
 Export R.H.D. 4-speed models from 626900212 onwards
 Export L.H.D. 4-speed models from 628900139 onwards
 Home R.H.D. Borg-Warner models from 630900588 onwards
 Export R.H.D. Borg-Warner models from 631900107 onwards
 Export L.H.D. Borg-Warner models from 633900110 onwards

Stage 2 introduced the following:

Facia frame and mouldings
Glove box lid and mouldings
Fresh air controls
Door casings and door mouldings

PART NUMBERS: See 2nd Edition of Rover 3 litre Parts Catalogue.

COMMENCING
NUMBERS:

Stage 1. Cars numbered:

Home R.H.D. 4-speed models from 625000980 onwards
Export R.H.D. 4-speed models from 626000333 onwards
Export L.H.D. 4-speed models from 628000111 onwards
Home R.H.D. Borg-Warner models from 630000460 onwards
Export R.H.D. Borg-Warner models from 631000116 onwards
Export L.H.D. Borg-Warner models from 633000311 onwards

Stage 2. Cars numbered:

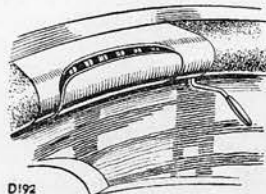
Home R.H.D. 4-speed models from 625001353 onwards
Export R.H.D. 4-speed models from 626000432 onwards
Export L.H.D. 4-speed models from 628000176 onwards
Home R.H.D. Borg-Warner models from 630000749 onwards
Export R.H.D. Borg-Warner models from 631000193 onwards
Export L.H.D. Borg-Warner models from 633000444 onwards

REMARKS:

There is no interchangeability between early and late type trim, due to the altered position of the various clips and brackets on the body.

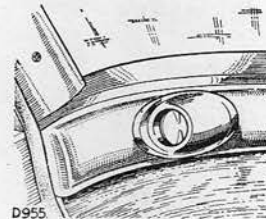
The two types of trim can be identified as follows:—

The roof trim on early models has oblong interior lights with circular lights at the rear. On the late trim both front and rear interior lights are oblong. The early type seats have flutes across the body. On the later type these flutes are from front to rear on the seat cushions and vertical on the backrests. Facia frame and changes to the doors can be identified by the upper fresh air control. On the earlier type the cool air to the upper part of the car is controlled by small levers below each side grille. On the late models cool air to the upper part of the car is controlled by a butterfly which is pushed round to regulate the amount of air required.



D192

Fig. 1—Upper cool air lever, early models



D955

Fig. 2—Upper cool air system, late models

Distributors and Dealers are asked to particularly note when ordering a replacement body for cars subsequent to the commencing numbers listed above, that they must order the latest body; part number 356569 together with body trim complete from the waist upwards under part number 356576 for R.H.D. models and 356577 for L.H.D. models stating colour of trim required. All the parts in this kit must be fitted to the body, it is not possible to use any trim from the earlier body in body part number 356569.

The kits of trim parts will be charged at the normal price.

REMARKS: The latest type mounting brackets for steering column can be fitted to any 3 litre model providing all the parts listed above are supplied and fitted.

Item 617 SUBJECT: FRONT BUMPER

MODELS: Rover 3 litre.

MODIFICATION: Introduction of front bumper with increased wrap round at each side of car.

PART NUMBERS:	Outer bar, R.H.	....	....	....	....	....	....	1	507033
	Outer bar, L.H.	....	....	....	....	....	....	1	507032
	Support bracket, centre	....	....	....	....	....	....	1	510049
	Support bracket, outer	....	....	....	....	....	....	2	510050

COMMENCING NUMBERS: Cars numbered:
 Home R.H.D. 4-speed models from 625900503 onwards
 Export R.H.D. 4-speed models from 626900035 onwards
 Export L.H.D. 4-speed models from 628900017 onwards
 Home R.H.D. Borg-Warner models from 630900181 onwards
 Export R.H.D. Borg-Warner models from 631900004 onwards
 Export L.H.D. Borg-Warner models from 633900008 onwards

REMARKS: The latest type outer bars and support brackets can be used on any earlier 3 litre car provided they are fitted as a car set.

Item 618 SUBJECT: BRAKE SERVO PIPE, SERVO TO RESERVOIR TANK

MODELS: Rover 3 litre.

MODIFICATION: To facilitate assembly and to improve pipe run, the one-piece pipe has been replaced by two pipes with a short interconnecting hose.

PART NUMBERS:	Pipe, tank to hose	....	....	....	....	....	....	1	516272
	Pipe, hose to servo	....	....	....	....	....	....	1	516273
	Hose, connecting pipes	....	....	....	....	....	....	1	516274
	Clip for hose	....	....	....	....	....	....	2	50302

COMMENCING NUMBERS: Cars numbered:
 Home R.H.D. 4-speed models from 625000456 onwards
 Export R.H.D. 4-speed models from 626000148 onwards
 Export L.H.D. 4-speed models from 628000060 onwards
 Home R.H.D. Borg-Warner models from 630000185 onwards
 Export R.H.D. Borg-Warner models from 631000054 onwards
 Export L.H.D. Borg-Warner models from 633000124 onwards

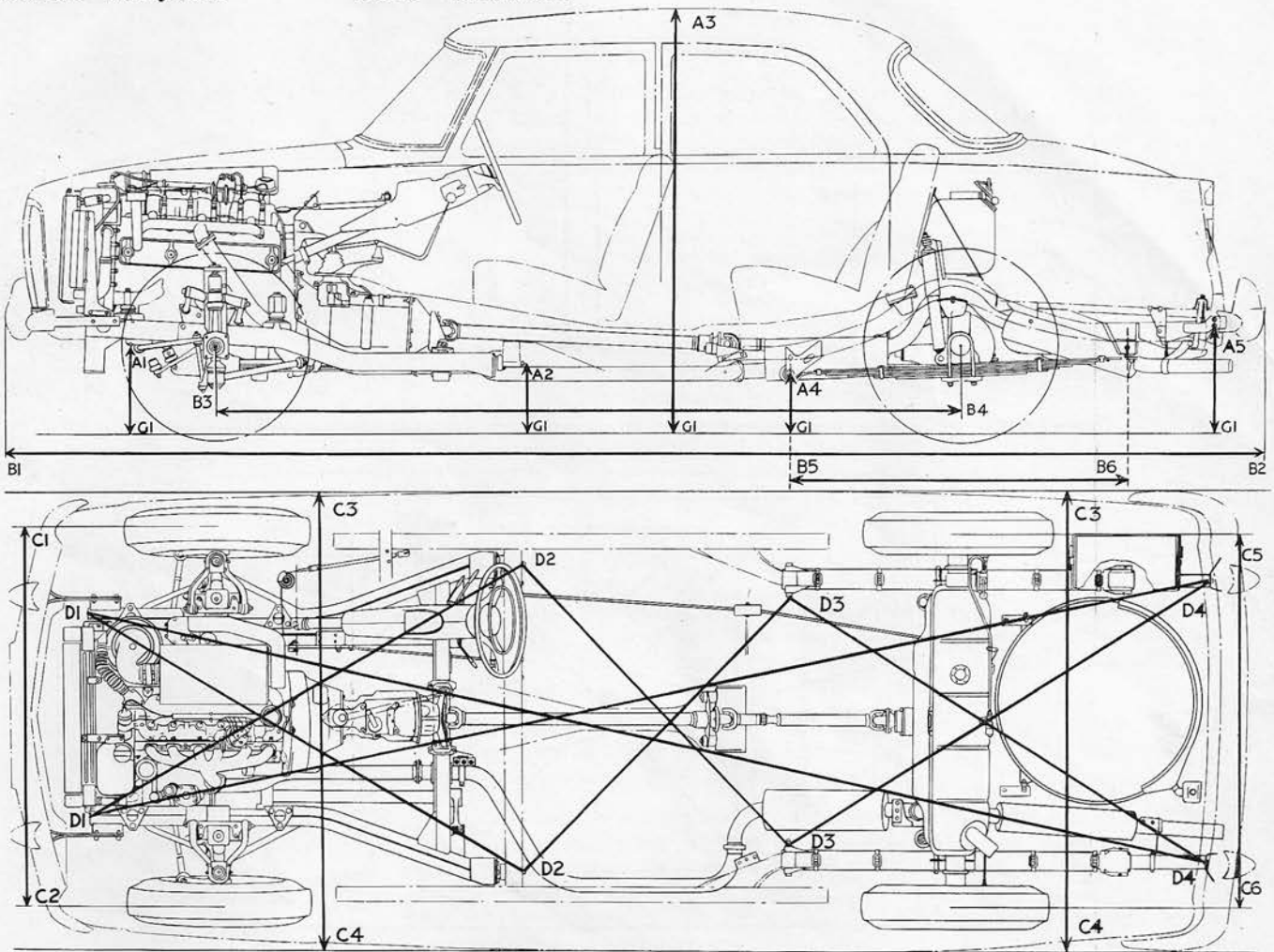
REMARKS: The latest type pipes, together with the hose and clips, can be used on any earlier 3 litre models

Item 619 SUBJECT: BODY TRIM

MODELS: Rover 3 litre.

MODIFICATION: Body trim completely revised to give improved seating and more pleasing appearance. These modifications have been introduced in two stages:
 Stage 1 introduced the following:
 Roof trim
 Windscreen trim
 Rubber moulding, backlight glass
 Seat and backrest trim
 'B.C' post trim
 Scuttle trim
 Cant rail and 'D' post trim
 Rear lower quarter trim
 Rear parcel shelf
 Driving mirror

Item 620 SUBJECT: BODY CHECKING



E17.

Fig. 3—Layout of car checking points

Height dimensions:

- A1 — G1 From the front mounting bolt on stabilising anti-roll bar to ground level 13 in. $\pm \frac{1}{8}$ (330 mm ± 3)
- A2 — G1 From torsion bar rear mounting point to ground level 10.687 in. $\pm \frac{1}{8}$ (271,4 mm ± 3)
- A3 — G1 Overall height 60.25 in. $\pm \frac{1}{8}$ (1,53 m ± 3 mm)
- A4 — G1 From centre of rear spring hanger mounting bolt to ground level 9.3 in. $\pm \frac{1}{8}$ (236 mm ± 3)
- A5 — G1 From lower rear bumper mounting bolt to ground level 16.3 in. $\pm \frac{1}{8}$ (414 mm ± 3)

Length dimensions

- B1 — B2 Overall length 186.5 in. (4,74 m)
- B3 — B4 Wheelbase 110.5 in. (2,81 m)
- B5 — B6 Centre of front eye of rear spring to centre of rear spring mounting 49 $\frac{3}{8}$ in. $\pm \frac{1}{8}$ (1,25 m ± 3)

Width dimensions

- C1 — C2 Track, front 55 in. (1,4 m)
- C3 — C4 Overall width 70 in. (1,78 m)
- C5 — C6 Track, rear 56 in. (1,42 m)

Diagonals

- D1 — D2 From the front centre weld on the sub-frame side-member, to the centre of the rear sub-frame mounting bolt 76 in. $\pm \frac{1}{8}$ (1,93 m ± 3 mm)
- D1 — D4 From front centre weld on the sub-frame side-member to centre of rear bumper mounting bolt 171.7 in. $\pm \frac{1}{8}$ (4,36 m ± 3 mm)
- D2 — D3 From the centre of the rear sub-frame mounting bolt, to the centre of nut head on rear spring hanger 57.4 in. $\pm \frac{1}{8}$ (1,46 m ± 3 mm)
- D3 — D4 From centre of nut head on rear spring to centre of rear bumper mounting bolt 73.9 in. $\pm \frac{1}{8}$ (1,88 m ± 3 mm)

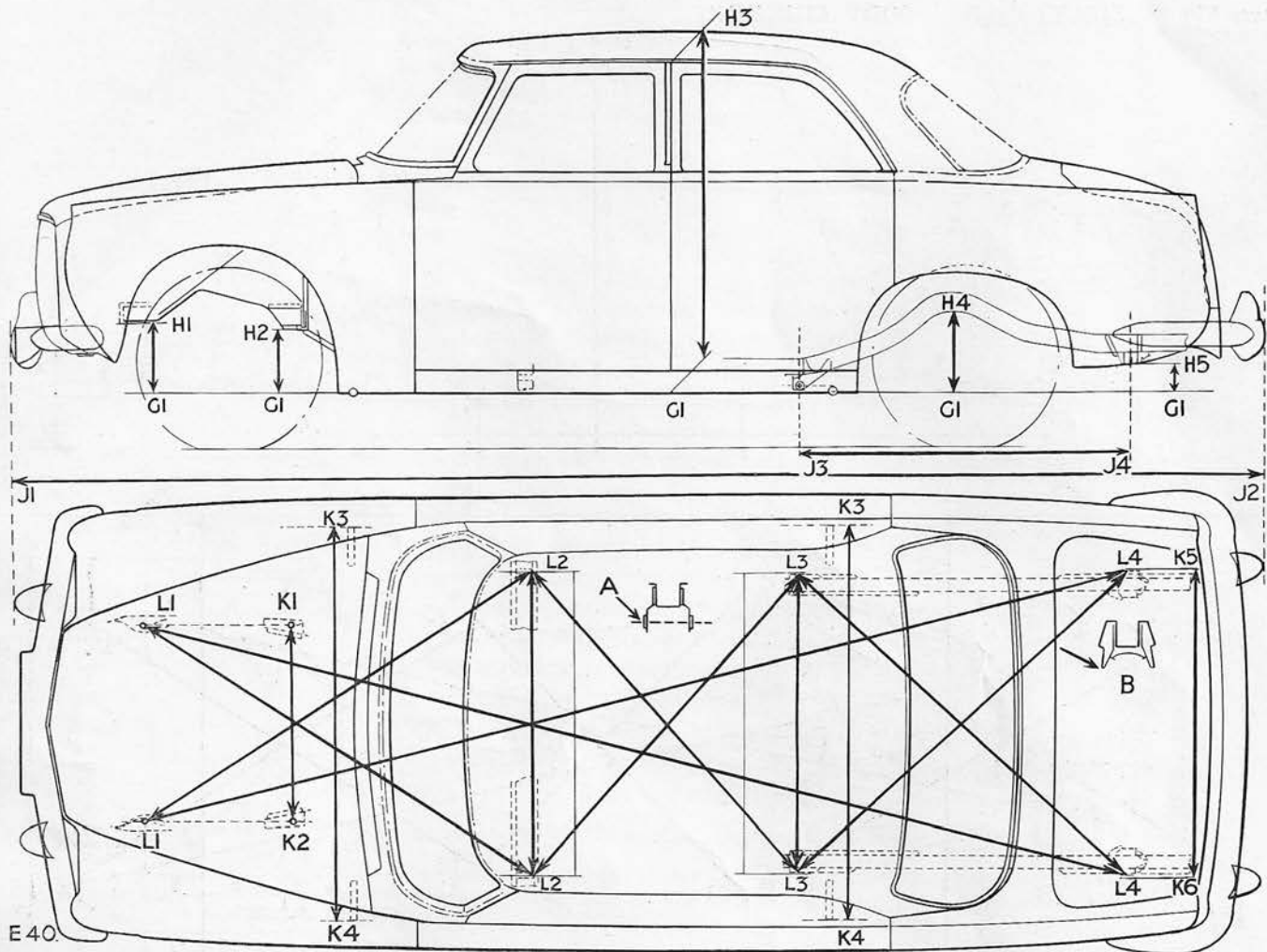


Fig. 4—Layout of body checking points

- A—Check dimensions at front bracket for rear spring at point arrowed.
 B—Check dimensions at rear bracket for rear spring at point arrowed.

With a surface gauge on a suitable stand ascertain the centre of the jacking point. From this setting the following height dimensions can be checked.

Height dimensions

- H1 — G1 From the underside of the front sub-frame mounting point to the surface gauge set as previously described $10\frac{3}{8}$ in. $\pm \frac{1}{8}$ (278,5 mm \pm 3)
 H2 — G1 From the lower edge of the wing panel adjacent to the sub-frame mounting point to the centre of the jacking point $9\frac{3}{8}$ in. $\pm \frac{1}{8}$ (240,5 mm \pm 3)
 H3 — G1 From the top of the door pillar immediately below the gutter to the lower edge of the body panel immediately below the door pillar $47\frac{1}{4}$ in. $\pm \frac{1}{8}$ (1,20 m \pm 3 mm)
 H4 — G1 From the centre of chassis wheel arch to the centre of jacking point $11\frac{3}{8}$ in. $\pm \frac{1}{8}$ (297,5 mm \pm 3)
 H5 — G1 From the outside lower edge of rear spring hanger to the centre of jacking point 4 in. $\pm \frac{1}{8}$ (101,5 mm \pm 3)

Length dimensions

- J1 — J2 Overall length 186.5 in. (4,74 m)
 J3 — J4 Centre of front eye of rear spring to centre of rear spring mounting $49\frac{3}{8}$ in. $\pm \frac{1}{8}$ (1,25 m \pm 3 mm)

Width dimensions

K1 — K2	From centre of nearside front sub-frame mounting point to centre of offside front sub-frame mounting point 30 in. $\pm \frac{1}{8}$ (762 mm ± 3)
K3 — K4	From outer edge of jacking tubes 59 $\frac{3}{4}$ in. $\pm \frac{1}{8}$ (1,50 m ± 3 mm)
K5 — K6	From the outer edge of the nearside rear spring hanger to the outer edge of offside rear spring hanger 46 $\frac{1}{8}$ in. $\pm \frac{1}{8}$ (1,17 m ± 3 mm)
L2 — L2	From centre of offside rear sub-frame mounting point to the centre of nearside rear sub-frame mounting point 46 $\frac{3}{8}$ in. $\pm \frac{1}{8}$ (1,18 m ± 3 mm)
L3 — L3	From outside edge of nearside front spring hanger to outside edge of offside front spring hanger 46 $\frac{1}{4}$ in. $\pm \frac{1}{8}$ (1,17 m ± 3 mm)

Diagonals

L1 — L2	From the centre of front sub-frame mounting point to centre of rear sub-frame mounting point 70 $\frac{1}{8}$ in. $\pm \frac{1}{8}$ (1,79 m ± 3 mm)
L1 — L4	From the centre of front sub-frame mounting point, to the centre outside edge of rear spring hanger 153 in. $\pm \frac{1}{8}$ (3,88 m ± 3 mm)
L2 — L3	From the centre of rear sub-frame mounting point, to the centre outside edge of front rear spring hanger 61 $\frac{1}{4}$ in. $\pm \frac{1}{8}$ (1,55 m ± 3 mm)
L3 — L4	From the centre outside edge of front rear spring hanger to the centre outside edge of rear spring hanger 67 $\frac{1}{8}$ in. $\pm \frac{1}{8}$ (1,71 m ± 3 mm)

MODELS: Rover 3 litre.

REMARKS: Illustrations and information on checking the Rover 3 litre body from the Rover 3 litre Workshop Manual have been brought right up to date as detailed below. Please ensure that the relevant pages in your copy of the Rover 3 litre Workshop Manual are marked to refer to this News Letter item.

Should the car be involved in an accident the two illustrations, Figs. 3 and 4, show the points at which the car complete, and the body only can be checked for correct alignment. No special jig is required.

Before any checking takes place the car should be placed on a clear level floor. Dimensions given are with the car in a static position, that is, with the torsion bars adjusted so that the distance between the underside of the jacking tubes and the ground is 9 in. $\pm \frac{1}{4}$ in. (228 mm ± 6 mm). If the car is jacked up it must be absolutely level and the additional height taken into account on any dimensions from car to floor level.

In most cases it will be found that damage to the front of the car will only extend as far back as the rear sub-frame mounting point and damage at the rear of the car only as far forward as the front spring hanger bracket.

Yours faithfully,

for THE ROVER COMPANY LIMITED

M. Brewer.

Publications Editor,
Technical Service Department.