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**SOLIHULL, WARWICKSHIRE, England**  
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**Rover Service News Letter No. 116**

June 1960.

**TO ALL DISTRIBUTORS AND DEALERS**

Dear Sirs,

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

**SECTION I.**

**POLICY**

**Item 625 SUBJECT:**

**GUARANTEE FORMS**

**REMARKS:**

Distributors are requested to note that Guarantee Forms are no longer supplied with each car or vehicle but must be obtained in bulk from the Rover Company, Technical Service Department. Dealers must obtain Guarantee Forms as and when required from their local Distributor. The Rover Company will not supply direct to Dealers.

**SECTION II.**

**WORKSHOP AND PARTS INFORMATION**

**Item 626 SUBJECT:**

**ENGINE ASSEMBLY (NEW ONLY)**

**REMARKS:**

Please correct your copy of News Letter No. 114 as follows:—

Item 613. Models should read: 1955-58 Land-Rover Series I and Series II 2 litre.

Will Home Distributors please note that Part No. 269216 represents a new engine only and that the original 1955 and the 1956-58 2 litre engine can still be accepted under our Engine Reconditioning Scheme.

Part Nos. for the reconditioned engines are:

1955 models	....	248359
1956-58 models	....	269217

**Item 627 SUBJECT:**

**CRANKSHAFT OIL RETAINER**

**MODELS:**

Rover 3 litre and '100'.

**MODIFICATION:**

Improved design crankshaft oil retainer, comprises two retainer halves with separate split oil seal.

**PART NUMBERS:**

Crankshaft oil retainer and seal assembly	....	....	....	1	518427
Comprises:					
Retainer halves for oil seal	....	....	....	2	518284
Oil seal for crankshaft	....	....	....	1	518282
Molybdenum disulphide and butyl acetate $\frac{1}{4}$ oz.	....	....	....	1	522648

**COMMENCING NUMBERS:**

Engines numbered:

'100' models from 650005641 onwards	} With 8.75 : 1
3 litre 4-speed basic models from 625000907 onwards	
3 litre 4-speed overdrive models from 626001670 onwards	
3 litre Borg-Warner models from 630002010 onwards	} compression ratio engines
3 litre 4-speed basic models from 626030433 onwards	
3 litre 4-speed overdrive models from 626060158 onwards	
3 litre Borg-Warner models from 631000389 onwards	} With 7.5 : 1
	} compression ratio engines

**REMARKS:**

The latest type crankshaft retainer and seal assembly Part No. 518427 can be fitted to any earlier 3 litre or '100' model; proceed as follows:

**PREPARATORY WORK:**

To ensure efficient lubrication during the initial running period of the oil seal, the crankshaft oil seal journal must be treated with a mixture of Molybdenum disulphide and Butyl acetate as detailed below:

- 1. Thoroughly stir** the mixture immediately prior to use.

2. Degrease the crankshaft oil seal journal.
3. Paint mixture evenly on to the surface of the oil seal journal with a fine brush, alternatively, if a quantity of crankshafts are being done, it can be sprayed on with a gravity feed spray gun using 40 lb./sq.in. (2,8 kg/cm<sup>2</sup>) air-lined pressure.
4. The mixture takes approximately 10 to 15 minutes to dry and the surface must not be scratched after treatment. A warm air stream may be used to reduce this time if necessary.

**PROCEDURE:**

1. Apply Silicone grease MS4 Part No. 270656 liberally to both sides of the split oil seal rubbing face.
2. Open the split oil seal sufficiently to allow it to be fitted over the crankshaft oil seal journal. The rubber ribs on the inside of the seal should be facing the crankshaft thrust collar. The split line on the seal should be pointing towards the top of the cylinder block. The oil seal must not be repeatedly fitted and removed from the crankshaft, as this can damage the sealing lip.
3. Slide the split oil seal along the journal until it is nearly touching the crankshaft flange.
4. Fit one half of oil seal housing on to the crankcase dowels. The split oil seal should be compressed to assist assembly.
5. Bolt the housing firmly on to the crankcase, tightening all five bolts fully. It will be necessary to rotate the crankshaft on 3 litre engines due to the 5 in. (127 mm) flange, therefore the split oil seal should be held to prevent it rotating with the shaft.
6. Bolt the other half of the oil seal housing firmly on to the main bearing cap, tightening all five bolts fully.
7. Fit the main bearing cap with the seal housing, bearing shell half and packing for main bearing cap to the crankcase. Smear side seals with Silicone Grease M.S.4 and use special tool Part No. 270304 to assist assembly. Do not fully tighten at this stage.

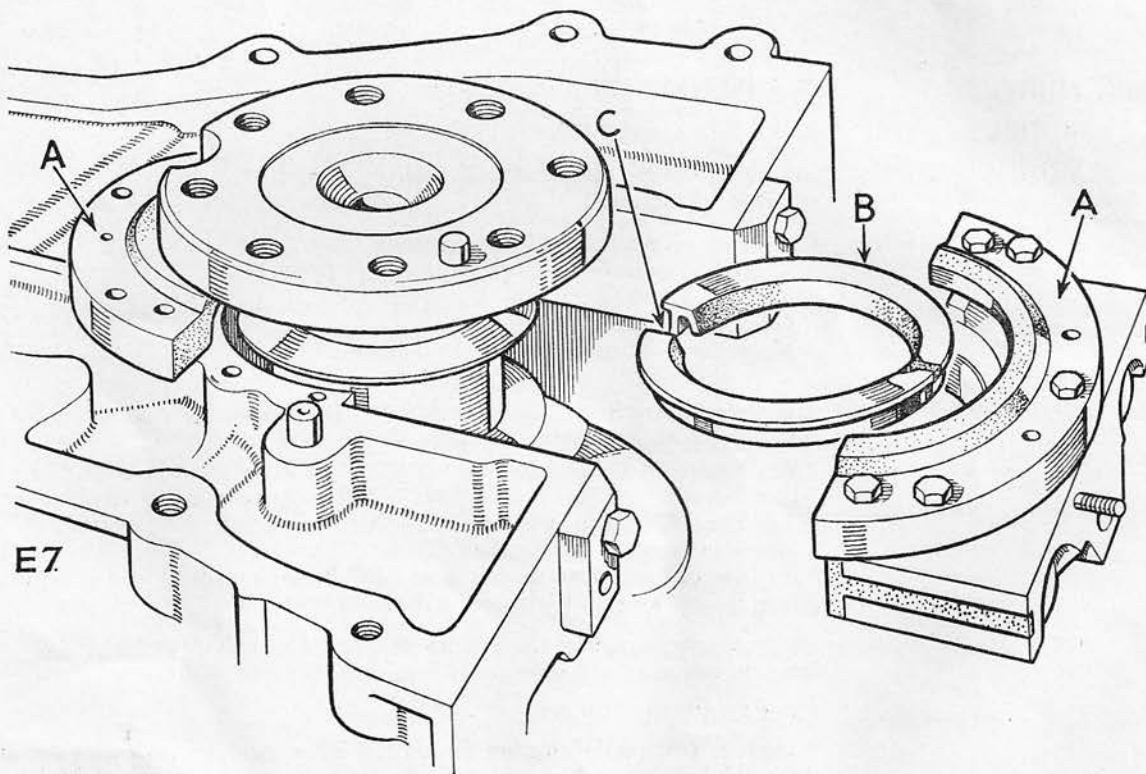


Fig. 1. Fitting retainer halves and oil seal.

A—Retainer halves. B—Split oil seal. C—Split line of seal towards top of engine.

8. Using two screwdrivers, slide the split oil seal along the shaft until its flange is flush with both the top and bottom oil seal housing halves. It is essential that care is taken to ensure that there is no buckling of the split oil seal or misalignment of the split joint. On 3 litre models the joint can be inspected by rotating the crankshaft until the cut-out in the flange is adjacent to the split in the oil seal.
9. Pull the main bearing cap down to the correct torque, that is 65 lb/ft. (9 mkg), ensuring that the split oil seal does not move.

*NOTE:* The split oil seal must be renewed whenever a crankshaft is removed and replaced for any reason.

The rear main bearing retainer and seal assembly Part No. 518427 can also be fitted to the following models:

1954-59 '60', 1955-59 '75', 1954-59 '90', 1955-58 Land-Rover with 2.0 litre engine.

**Item 628 SUBJECT: CRANKSHAFT OIL SEAL**

MODELS: Rover '80' and Land-Rover.

MODIFICATION: Stud replaces set bolt in rear main bearing cap.

COMMENCING NUMBERS: '80' models from 645001693 onwards  
 '88' and '109' Land-Rover Petrol models from 151001646 onwards  
 '88' Land-Rover Diesel models from 146001610 onwards  
 '109' Land-Rover Diesel models from 156001475 onwards

REMARKS: A new test procedure has been adopted on the original assembly of the crankshaft oil seal whereby oil is pumped through the tapped hole in the rear main bearing cap directly on to the seal during the initial running-in period; this means that the original blank tapped hole in the bearing cap is now drilled right through and a stud is used for retaining the sump in place of the set bolt previously used. To prevent any oil seepage when replacing cylinder blocks with the latest type bearing cap it is important that the stud supplied with the cylinder block is used and that the threads are smeared with suitable jointing compound before the stud is actually fitted to the bearing cap.

**Item 629 SUBJECT: PUSH ROD TUBE**

MODEL: Land-Rover Diesel.

MODIFICATION: Push rod tube altered dimensionally to improve sealing.

PART NUMBER: Push rod tube ..... 8 514224

COMMENCING NUMBERS: Engines numbered:  
 '88' Diesel models from 146001592 onwards  
 '109' Diesel models from 156001472 onwards

REMARKS: The latest type push rod tube can be used in any earlier Land-Rover Diesel models.

**Item 630 SUBJECT: FULL-FLOW OIL FILTER**

MODELS: Rover '100' and 3 Litre.

MODIFICATIONS: Oil filter re-designed so that filter bowl is detached from the top instead of the underside.

PART NUMBER: Full-flow oil filter.... 1 513591

COMMENCING  
NUMBERS:

'100' Home R.H.D. models from 650003278 onwards  
 '100' Export R.H.D. models from 651000331 onwards  
 '100' Export L.H.D. models from 653000404 onwards  
 3 litre Home R.H.D. 4-speed models from 625001429 onwards  
 3 litre Export R.H.D. 4-speed models from 626000448 onwards  
 3 litre Export L.H.D. 4-speed models from 628000193 onwards  
 3 litre Home R.H.D. Borg-Warner models from 630000832 onwards  
 3 litre Export R.H.D. Borg-Warner models from 631000213 onwards  
 3 litre Export L.H.D. Borg-Warner models from 633000476 onwards

## REMARKS:

The later type oil filter complete can be fitted to any earlier '100' and 3 litre models. The oil filter is serviced by merely unscrewing the bolt in the top of the filter instead of the bolt in the bottom, as on earlier models. The element for oil filter Part No. 246262; gasket, large, Part No. 246261 and gasket, small, Part No. 277611 are applicable to both early and late type filters.

**Item 631** SUBJECT:**DISTRIBUTOR**

## MODEL:

Rover 3 Litre.

## MODIFICATION:

Introduction of distributor with side outlet leads to reduce overall height of engine.

## PART NUMBERS:

Distributor complete (engines with 8.75 : 1 compression ratio)	....	1	515773
Distributor complete (engines with 7.5 : 1 compression ratio)	....	1	517196
Front engine lifting bracket	....	1	515772

COMMENCING  
NUMBERS:

Engines numbered:

Basic 4-speed gearbox, from 625000745 onwards	} With 8.75 : 1 compression ratio engines
Overdrive 4-speed gearbox, from 626001159 onwards	
Borg-Warner models from 630001432 onwards	
Basic 4-speed gearbox, from 626030374 onwards	} With 7.5 : 1 compression ratio engines
Overdrive 4-speed gearbox, from 626060135 onwards	
Borg-Warner models from 631000290 onwards	

## REMARKS:

The latest type distributor and front engine lifting bracket can be used on any earlier 3 litre model.

**Item 632** SUBJECT:**D.P.A. INJECTION PUMP TIMING**

## MODEL:

Land-Rover Diesel.

## REMARKS:

When fitting the latest type pistons or modified hot plugs to an early Diesel Land-Rover and at the same time altering the injection timing to either 17° or 16° it is most important, if it is necessary to file the slots in the flange of the distributor pump to obtain the correct timing, that the material thickness of the ends of the slots is not reduced beyond .196 in. (5 mm).  
 If it is impossible to obtain the correct timing under these conditions the latest type vertical drive shaft Part No. 503266 must be fitted.

**Item 633** SUBJECT:**FAN BLADES**

## MODEL:

Rover '100'.

## MODIFICATION:

Introduction of distance piece to improve accessibility of fan blade fixing bolt.

## PART NUMBERS:

Distance piece	....	1	274737
Set bolt ( $\frac{1}{4}$ " UNF $\times$ $1\frac{1}{8}$ " long) fixing fan pulley	....	4	255010

COMMENCING  
NUMBERS:

Engines numbered:

'100' models from 650004353 onwards.

## REMARKS:

The distance piece, together with the longer set bolts, can be used on any earlier '100' model.



COMMENCING  
NUMBERS:

Rear axles numbered:

**Bearing housing, sleeve and 'O' ring**

'80' and '100' basic models from 645004847 onwards  
 '80' and '100' models with overdrive from 650000134 onwards  
 3 Litre basic and Borg-Warner models from 625002213 onwards  
 3 Litre models with overdrive from 626000959 onwards

**Felt seal**

'80' and '100' basic models from 645006194 onwards  
 '80' and '100' models with overdrive from 650000134 onwards  
 3 Litre basic and Borg-Warner models from 625003127 onwards  
 3 Litre models with overdrive from 626001348 onwards

## REMARKS:

The latest type bearing housing for rear wheel can be used on all earlier '80', '100' and 3 litre models, and 1948-59 '60', '75', '90' and '105' models. The 'O' ring and felt seal can be fitted to these models in conjunction with the sleeve for oil seal and the bearing housing for rear wheel.

Alternatively, the original bearing housing can be modified; full instructions together with all the parts required, are supplied under Rear hub sealing modification kit Part No. 520808.

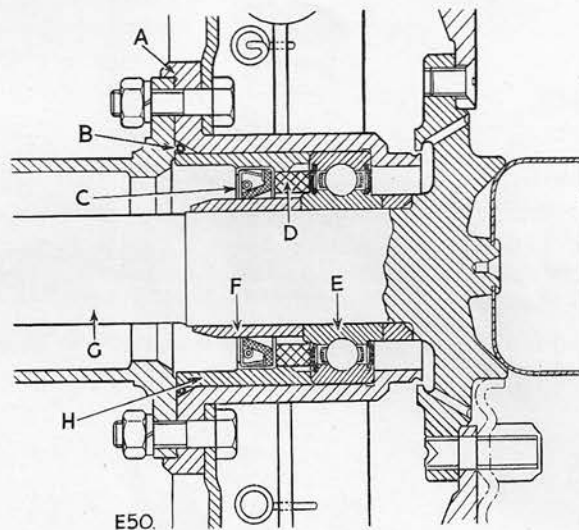


Fig. 3. Cross-section of rear hub.

A—Bearing housing	D—Felt seal	G—Axle shaft
B—'O' ring	E—Bearing	H—Sleeve for oil seal
C—Oil seal	F—Retaining collar	

**Item 637** SUBJECT:**HUBS**

MODEL:

Land-Rover.

REMARKS:

To prevent oil escaping round the outer edge of the hub oil seals a suitable sealing compound should be used at this point when inserting the seal. Land-Rovers currently being supplied have been modified in this respect.

**Item 638** SUBJECT:**DISC BRAKES**

REMARKS:

Pads for disc brakes are supplied in sets of four. It is most important that when any replacements are made that the complete set is fitted. Fitting individual pads or pads on one side only will result in uneven braking, which is impossible to cure. This is due to the structure and characteristics of the pads which alter after they have been heated in use under normal service conditions.

**Item 639 SUBJECT: STEERING BOX FIXINGS**

MODEL: Land-Rover Series II.

MODIFICATION: Introduction of internal type shakeproof washers fixing steering unit to support bracket.

PART NUMBERS: Shakeproof washer, 5/16" internal diameter .... 1 70822  
 Shakeproof washer, 3/8" internal diameter .... 1 70823

REMARKS: The internal type shakeproof washers give improved locking of the steering box to the steering box support. They should be used in this application whenever a steering box is removed for any reason.

**Item 640 SUBJECT: OVER-CENTRE CLUTCH ADJUSTMENT**

MODEL: Rover 3 Litre.

REMARKS: The complete adjustment of the clutch and over-centre linkage on the Rover 3 Litre models should be carried out as follows:

1. Disconnect clevis K and Q from clutch lever P.
2. Rotate clutch cross-shaft N in a clockwise direction, as far as possible, to ensure that all clearance between the clutch withdrawal sleeve and release levers is taken up.
3. With the cross-shaft end held in the fully clockwise direction, the clutch lever P must be fitted one spline forward of the vertical position.

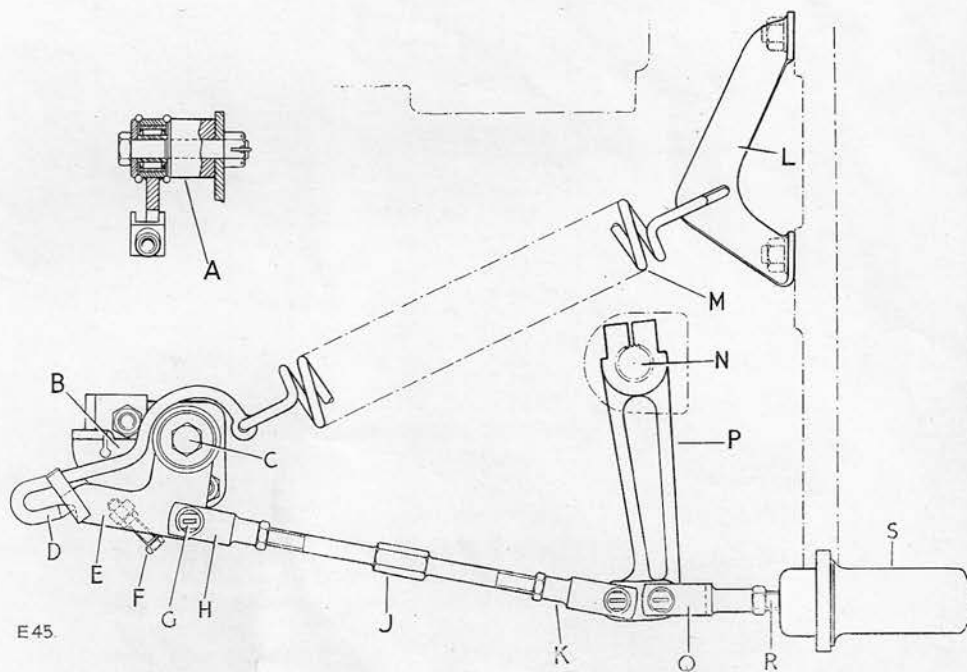


Fig. 4. Layout of over-centre clutch linkage

- |                             |                                      |
|-----------------------------|--------------------------------------|
| A—Assembly of crank lever   | K—Clevis, left-hand thread           |
| B—Support bracket           | L—Anchor bracket for balance spring  |
| C—Pivot bolt                | M—Balance spring                     |
| D—Hook for balance spring   | N—Clutch cross-shaft                 |
| E—Cranked lever             | P—Clutch lever                       |
| F—Adjustment bolt           | Q—Clevis, right-hand thread          |
| G—Clevis pin                | R—Push rod for clutch slave cylinder |
| H—Clevis, right-hand thread | S—Clutch slave cylinder              |
| J—Adjustment rod            |                                      |

4. With the slave cylinder push rod R pushed as far as possible into the bore of the cylinder, and the clutch lever P still held one spline forward of the vertical position, adjust rod R so that when the clevis is connected there is approximately  $\frac{3}{32}$  in. (2,5 mm) of free play. This adjustment will give the correct pedal free play and the correct clearance between the clutch withdrawal sleeve and release levers.
5. Unscrew adjusting bolt F a few turns.
6. Reconnect clevis K to lever P and adjust length of rod so that the clevis pin G is vertically in line with the pivot bolt C.
7. Whilst the clutch pedal is held fully depressed, adjust bolt F so that it abuts on to the stop plate, then tighten the lock-nut. This adjustment prevents the linkage from going over-centre and thus ensures that the clutch does not stick in the disengaged position.
8. Depress the clutch pedal a few times to ensure correct operation of linkage.
9. When routine clutch pedal free play adjustment is carried out, any adjustment of the clutch slave cylinder push rod R must be compensated by adjustment of rod J. For example, if adjustment at rod R is shortened by two turns, then the adjustment at rod J must be lengthened by **one turn only** to maintain the vertical position of the pivot bolt C and clevis G.

**Item 641 SUBJECT: PETROL TANK**

MODEL: Rover 3 Litre.

MODIFICATION: Introduction of petrol tank with expansion tank to give improved breathing and to rectify complaint of petrol fumes.

PART NUMBERS:	Petrol tank	....	....	....	....	....	1	515070
	Expansion tank	....	....	....	....	....	1	515071
	Bolt ( $\frac{1}{4}$ " UNF $\times$ $\frac{9}{16}$ " long)	} Fixing expansion tank to body					4	255005
	Plain washer						4	3840
	Spring washer	}					4	3074
	Breather hose						....	....
	Overflow hose	....	....	....	....	....	1	515123
	Hose clip....	....	....	....	....	....	6	279630
	Overflow pipe	....	....	....	....	....	1	517118
	Grommet for overflow pipe	....	....	....	....	....	1	515770
	Clip for overflow pipe	....	....	....	....	....	1	515502
	Bolt ( $\frac{1}{4}$ " UNF $\times$ $\frac{1}{2}$ " long)	} Fixing clips to body					1	255204
	Spring washer						1	3074
	Nut ( $\frac{1}{4}$ " UNF)	}					1	254810
	Bolt (2 B.A. $\times$ $\frac{1}{2}$ " long)						1	250959
	Spring washer	} Fixing overflow pipe to clip					1	3073
	Nut (2 B.A.)						1	2247
	Boot trim, front	....	....	....	....	....	1	354724
	Petrol filler complete	....	....	....	....	....	1	356681

## COMMENCING NUMBERS:

Cars numbered:

Home R.H.D. 4-speed models from 625001036 onwards

Export R.H.D. 4-speed models from 626000371 onwards

Export L.H.D. 4-speed models from 628000122 onwards

Home R.H.D. Borg-Warner models from 630000524 onwards

Export R.H.D. Borg-Warner models from 631000129 onwards

Export L.H.D. Borg-Warner models from 633000351 onwards

REMARKS: The latest type petrol tank and breathing system can be fitted to any earlier 3 litre model providing all the parts listed above are supplied and fitted.

**Item 642 SUBJECT: TOOL TRAY**

MODEL: Rover 3 Litre.

MODIFICATION: Ornamental plate on front of tool tray has been discarded to give more knee room for the passenger.



PART NUMBER: Tool tray ..... 1 356649

COMMENCING NUMBERS: Cars numbered:  
 Home R.H.D. 4-speed models from 625000864 onwards  
 Export R.H.D. 4-speed models from 626000301 onwards  
 Export L.H.D. 4-speed models from 628000106 onwards  
 Home R.H.D. Borg-Warner models from 630000403 onwards  
 Export R.H.D. Borg-Warner models from 631000106 onwards  
 Export L.H.D. Borg-Warner models from 633000288 onwards

REMARKS: The latest type tray can be fitted to any earlier 3 litre models.

**Item 643 SUBJECT: CATCHES FOR SLIDING WINDOW**

MODELS: Land-Rover Series II Station Wagon and Cab.

MODIFICATION: Introduction of strengthened catch with 1/4 in. U.N.F. fixings in place of the 2 B.A. fixings previously used.

PART NUMBERS: Catch for sliding glass, front, overall length 1 1/2" 2 332324 R.H. side on Cab  
 Catch for sliding glass, rear, overall length 1" ..... 2 332325 L.H. side on Cab  
 Tapped plate for catch ..... 4 332329  
 Washer for catch ..... 16 340391  
 Screw (1/4" UNF x 3/8" long) } Fixing 2 78401  
 Screw (1/4" UNF x 7/8" long) } catch 2 78402

COMMENCING NUMBERS: Vehicles numbered:  
 Home R.H.D. 88 Petrol models from 141001430 onwards  
 Export R.H.D. 88 Petrol models from 142000960 onwards  
 Export L.H.D. 88 Petrol models from 144002296 onwards  
 Home R.H.D. 88 Diesel models from 146000695 onwards  
 Export R.H.D. 88 Diesel models from 147000133 onwards  
 Export L.H.D. 88 Diesel models from 149000171 onwards  
 Home R.H.D. 109 Petrol models from 151000659 onwards  
 Export R.H.D. 109 Petrol models from 152001836 onwards  
 Export L.H.D. 109 Petrol models from 154001381 onwards  
 Home R.H.D. 109 Diesel models from 156000447 onwards  
 Export R.H.D. 109 Diesel models from 157000315 onwards  
 Export L.H.D. 109 Diesel models from 159000169 onwards  
 Home R.H.D. 109 Station Wagon Petrol models from 161000028 onwards  
 Export R.H.D. 109 Station Wagon Petrol models from 162000276 onwards  
 Export L.H.D. 109 Station Wagon Petrol models from 164000293 onwards  
 Home R.H.D. 109 Station Wagon Diesel models from 166000001 onwards  
 Export R.H.D. 109 Station Wagon Diesel models from 167000001 onwards  
 Export L.H.D. 109 Station Wagon Diesel models from 169000017 onwards

REMARKS: Earlier Land-Rover Station Wagon and Cab models can be modified by fitting all the parts supplied under Catch for sliding glass, Part No. 320511, front on Station Wagons and R.H. side on Cab and 320512, rear on Station Wagons and L.H. side on Cab.

**Item 644 SUBJECT: LOCKING HANDLES AND CATCHES**

MODELS: Land-Rover optional equipment.

MODIFICATION: Introduction of locking handles and catches with the locking handle on the left-hand door.

PART NUMBER: Locking handles and catches ..... 1 332997

COMMENCING NUMBERS: Cars numbered:  
 Export L.H.D. 88 Petrol models from 144001134 onwards  
 Export L.H.D. 88 Diesel models from 149000108 onwards  
 Export L.H.D. 109 Petrol models from 154000630 onwards  
 Export L.H.D. 109 Diesel models from 159000062 onwards  
 Export L.H.D. 109 Station Wagon Petrol models from 164000175 onwards  
 Export L.H.D. 109 Station Wagon Diesel models from 169000006 onwards

REMARKS: The locking handles and catches supplied under Part No. 332997, which includes the fitting instruction, are designed for use on left-hand drive models. However, they can be used on right-hand drive models if the locking handle is required on the left-hand side of the vehicle.

**Item 645 SUBJECT: COAT HOOKS**

MODELS: Rover '80', '100' and 3 Litre.

MODIFICATION: Introduction of coat hook fitted above the 'B-C' post.

PART NUMBERS: Coat hook ..... 2 356648  
 Drive screw fixing hook to body ..... 4 311248

COMMENCING NUMBERS: Cars numbered:  
 Home R.H.D. '80' models from 645001098 onwards  
 Export R.H.D. '80' models from 646000078 onwards  
 Export L.H.D. '80' models from 648000033 onwards  
 Home R.H.D. '100' models from 650002332 onwards  
 Export R.H.D. '100' models from 651000255 onwards  
 Export L.H.D. '100' models from 653000258 onwards  
 Home R.H.D. 4-speed 3 Litre models from 625000980 onwards  
 Export R.H.D. 4-speed 3 Litre models from 626000333 onwards  
 Export L.H.D. 3 Litre models from 628000111 onwards  
 Home R.H.D. 3 Litre Borg-Warner models from 630000460 onwards  
 Export R.H.D. 3 Litre Borg-Warner models from 631000116 onwards  
 Export L.H.D. 3 Litre Borg-Warner models from 633000311 onwards

REMARKS: Coat hooks can be fitted to any earlier '80', '100' and 3 Litre models. For location see illustrations.

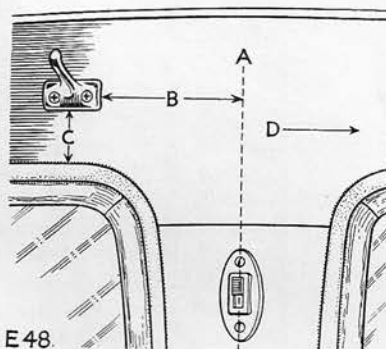


Fig. 5. Position of coat hook on '80' and '100' models  
 A—Centre line of 'B-C' post  
 B—4½ in. (104 mm)  
 C—1½ in. (31 mm)  
 D—Front of car

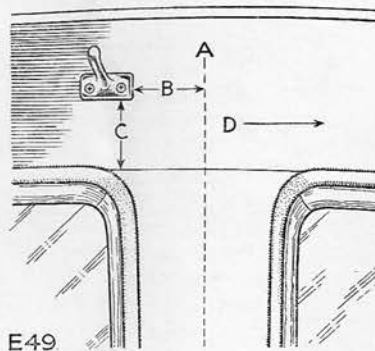


Fig. 6. Position of coat hook on 3 Litre models  
 A—Centre line of 'B-C' post  
 B—2 in. (50 mm)  
 C—2 in. (50 mm)  
 D—Front of car

**Item 646 SUBJECT: WIND DEFLECTOR**

**MODEL:** Rover 3 Litre.

**MODIFICATION:** Introduction of wind deflector fitted adjacent to front door windows.

**PART NUMBER:** Wind deflector kit ..... 1 357060

**REMARKS:** Wind deflectors are supplied as a kit, complete with Fitting Instructions, under Part No. 357060. They are designed to deflect additional cool air into the car and can be fitted to any Rover 3 Litre model.

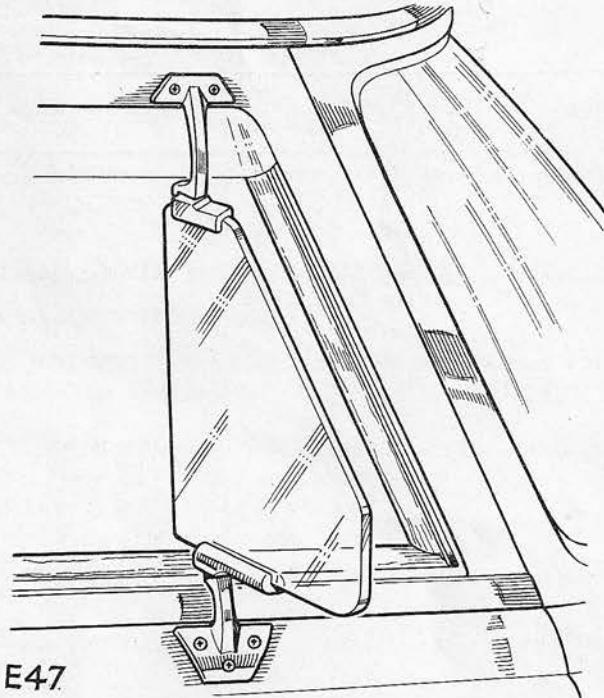


Fig. 7. Wind deflector fitted in position

**Item 647 SUBJECT: TELEPHONE CALLS TO THE SERVICE DEPARTMENT**

**REMARKS:** To assist in the efficient handling of telephone calls to the Service Department we detail below a list of the various Departments within the Service organisation and the telephone extension numbers for each particular Department.

Rover Service Department .... Telephone Number—SHEldon 4242

<b>Parts Department</b>	Telephone Extension Number
Placing of, or enquiries about, parts order	43, 220 or 317
Placing of, or enquiries concerning, orders in respect of replacement engines	21
Any reference of an urgent nature to the issue of invoices in respect of parts sales	38

**Technical Service**

Service School....	155
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**Repair Service**

Reception of incoming vehicles and enquiries regarding progress	40, 108 or 150
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**Item 648 SUBJECT: FITTING INSTRUCTIONS**

MODELS: All.

REMARKS: It is probably well known that Fitting Instructions are produced to be included in certain service assemblies supplied as optional equipment or as conversion kits. Information concerning these Fitting Instructions is circulated in News Letters as and when the assemblies become available from our Parts Department. In addition to the above, it is also our practice to compile Fitting Instructions for certain reclamation schemes and modifications on cars and vehicles in service. In future we intend to circulate information on these special Fitting Instructions by means of the Service News Letter. Details of the more recent issues in this category will be found below. Copies can be obtained from the Technical Service Department on application.

<i>Description</i>	<i>Models</i>	<i>Fitting Instruction Part No.</i>	<i>Kit Part No.</i>	<i>Remarks</i>
Fitting an additional heater in rear of body	Land-Rover Series II '88' 2½ litre Petrol	320503	320502	Must be used in conjunction with front heater, Part No. 330988
Repairing radiator side straps	Land-Rover Series II 2½ litre Petrol model	320514	—	Parts required to be made from 18 gauge mild steel
Modification to piston for timing chain	Rover '80'	320517	Plug 518896 Joint Washer 247564 Lock Washer 247771	To rectify timing chain rattle at engine tick-over speed
Modification to bucket seats	Rover 3 Litre	320518	320519	To stiffen up bucket seat cushion
Fitting bucket seats	Rover 3 Litre	356417	356416	To convert bench seats to bucket seats
Modification to rear parcel tray	Rover 3 Litre	356483	—	To prevent parcel tray trim buckling
Distribution baffle for car heater	Rover 3 Litre	356575	356574	To give better distribution of warm air to car
Protection Shield for brake pedals	1954-59 '60', '75', '90', '105' and '80' and '100' models	516913	—	Protection shield prevents snow and ice freezing on pedals. Shield should be made from 20 gauge sheet steel.
Fitting auxiliary petrol tank	Land-Rover Series II Petrol models	512766	See Fitting Instruction for parts required	Auxiliary tank is fitted under left-hand seat and two electric petrol pumps are used
Rear hub seal modification	1948-59 '60', '75', '90' and '105' and 3 Litre, '80' and '100'	520809	520808	To prevent oil leaks from rear hub. See Item 636 in this News Letter

Yours faithfully.

for THE ROVER COMPANY LIMITED

*Ms. Brewer.*

Publications Editor,

Technical Service Department.