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SOLIHULL, WARWICKSHIRE, England
 Telephone No. : Sheldon 4242
 Telegrams : Rovrepair, Solihull
 Telex No.: 33-156

Rover Service News Letter No. 99

January 1959.

TO ALL DISTRIBUTORS AND DEALERS

Dear Sirs,

During the past month the following changes and developments have taken place.

With this issue we are also including copies of Cumulative Supplement No. 7 to the Master Parts Price List.

May we take this opportunity of wishing our Distributors and Dealers throughout the world a Happy and Prosperous Year during Nineteen Hundred and Fifty-Nine.

SECTION I

POLICY

No item of policy this month.

SECTION II

WORKSHOP AND PARTS INFORMATION

Item 457 SUBJECT:

PISTON ASSEMBLY

MODELS:

1958 '75'

MODIFICATION:

Introduction of special three-ring, double taper top land pistons. These pistons have two compression rings and one maxilite scraper ring; the stepped scraper ring is not used.

PART NUMBERS:

PISTON ASSEMBLY, GRADE Z	....	....	....	6	279485
PISTON ASSEMBLY, GRADE A	....	....	....	6	279496
PISTON ASSEMBLY, GRADE B	....	....	....	6	279497
PISTON ASSEMBLY, GRADE C	....	....	....	6	279498
PISTON ASSEMBLY, GRADE D	....	....	....	6	279499
PISTON ASSEMBLY, .010" O.S. ....	....	....	....	6	276300
PISTON ASSEMBLY, .020" O.S. ....	....	....	....	6	276301
PISTON ASSEMBLY, .030" O.S. ....	....	....	....	6	276302
PISTON ASSEMBLY, .040" O.S. ....	....	....	....	6	276303

COMMENCING NUMBER:

Engines numbered:
 '75' models from 605801291 onwards.

REMARKS:

IMPORTANT NOTES

The three-ring type pistons can be used as replacements for the earlier type of piston, but they should be fitted in engine sets.

- (a) When replacing individual pistons in the above range they must be of the same type.
- (b) The gudgeon pin should be a slight interference fit in piston bores. It should be fitted by hand pressure but must not be able to fall out of either bore under its own weight. It is of particular importance that gudgeon pins are not fitted tighter than this in the three-ring type of piston, otherwise piston seizure may result.
- (c) When measuring the clearance of the piston in the cylinder bore make sure that the clearance is measured when the piston is in its working position.

As it is usual in service to change pistons with the crankshaft in position, the piston clearance is normally checked at the top end of the bore with the piston upside down. If any wear due to taper has occurred, this means that the clearance measured at the top of the bore is appreciably less when the piston is actually fitted to the engine, as the bottom end of the skirt is of larger diameter than the top, whilst the cylinder bore wear is normally largest at the top.

A safe rule is to measure the amount of taper on the cylinder bores and add .002 in. (0,05 mm) to the amount of this taper for the thickness of feeler to be used, e.g. if the taper is .0005 in. (0,01 mm) use a .0025 in. (0,06 mm) thick

feeler. If the taper is .001 in. (0,02 mm) use a .003 in. (0,07 mm) thick feeler. The feeler should withdraw with quite a light pull, not more than 10 lbs.

For information on the three-ring type pistons applicable to the Land-Rover 2.0 litre, '60', '90' and '105' models, see News Letter No. 94, Item 427 and News Letter No. 83, Item 340.

- Item 458 SUBJECT: SELF-LOCKING NUT FOR CONNECTING ROD BOLT**
- MODELS:** 1958-59 Land-Rover 2½ litre, 1959 Car 3 litre.
- REMARKS:** The 'Nyloc' self-locking nuts for the connecting rod bolts, on the above models must be discarded after they have been unscrewed from the bolt three times. However, in the interests of safety and possible damage to the engine, they should be renewed whenever the connecting rod cap has been removed and replaced, as in most cases, there is no means of telling how often they have been unscrewed previously.
- Item 459 SUBJECT: SPRING FOR ROCKER SHAFTS**
- MODELS:** 1958 Car. 1958 Land-Rover Series I 2 litre.
- MODIFICATION:** Introduction of spring with ends closed and ground square to prevent springs 'digging in' and 'clicking'.
- PART NUMBERS:**
- | | | | |
|--------------------------------|------|--------|--|
| Spring for top rocker shaft | .... | 500609 | '60', '75', '90' and '105' |
| Spring for top rocker shaft | .... | 502006 | Land-Rover Series I 2 litre |
| Spring for bottom rocker shaft | | 500610 | '60', '75', '90', '105' and
Land-Rover Series I 2 litre |
- COMMENCING NUMBERS:**
- Engines numbered:
- '60' models from 600801483 onwards
 - '75' models from 605801409 onwards
 - '90' models from 610804129 onwards
 - '105 R' 8.5 compression ratio models from 615801161 onwards
 - '105 R' 7.5-1 compression ratio models from 616800458 onwards
 - '105 S' 8.5-1 compression ratio models from 620803290 onwards
 - '105 S' 7.5-1 compression ratio models from 621800330 onwards
 - Land-Rover 2 litre Series I R.H.D. models from 111810269 onwards
 - Land-Rover 2 litre Series I L.H.D. models from 114805055 onwards
- REMARKS:** Early and late type springs are completely interchangeable for their respective applications.
- Item 460 SUBJECT: IGNITION EQUIPMENT**
- MODELS:** 1959 Land-Rover 2½ litre petrol engine.
- MODIFICATION:** Introduction of rubber boots for waterproofing plug leads at suppressors and distributor cover; also new combined suppressors and covers for the sparking plugs.
- PART NUMBERS:**
- | | | | | | |
|--|------|------|------|---|--------|
| Rubber boot for distributor cable nut | .... | .... | .... | 5 | 506679 |
| Suppressor and cover for sparking plug | .... | .... | .... | 4 | 507000 |
| Rubber boot for sparking plug suppressor | .... | .... | .... | 4 | 507001 |
- COMMENCING NUMBER:**
- Engines numbered:
- 2½ litre engine from 151905713 onwards.
- REMARKS:** The rubber boots, suppressors and covers can be fitted to any earlier 2½ litre engine, by merely removing the existing sparking plug suppressors, covers, sealing rings and cable nuts and fitting the new parts to the plug leads.
- Item 461 SUBJECT: CARBURETTER**
- MODELS:** 1959 Land-Rover 88 and 109 2½ litre.
- MODIFICATION:** To improve throttle operation by the introduction of a shorter throttle lever with control rod to suit.

PART NUMBERS: Carburetter, Solex 40 PA 10/5 1 505898
 Throttle lever, Solex No. 10347 1 504683
 Rod assembly, bell crank to carburetter 1 506210

COMMENCING
NUMBER:

Engines numbered:
2½ litre engines from 151902521 onwards.

REMARKS:

The latest type carburetter can be used on any earlier 2½ litre engine provided that the rod, bell crank to carburetter, Part No. 506210, is also supplied.

Item 462 SUBJECT: COLD START CONTROL FOR CARBURETTER

MODELS:

1950-59 Car.

REMARKS:

When starting from cold at very low temperatures, that is, at or below 0°F, it is important, after pulling out the cold start control, that the accelerator pedal is depressed and released. This ensures that the full effect of the fast idle is obtained and the carburetter controls are set to the most effective position for starting.

Although the above procedure is common practice with most carburetters having automatic chokes, it may not be fully appreciated that it is necessary in the case of the S.U. carburetter with manual choke.

Will Distributors and Dealers, where applicable, draw the attention of owners to this fact.

Item 463 SUBJECT: THERMOSTAT

MODELS:

1959 Car. 1958 Land-Rover 2 litre Series I.

MODIFICATION:

Introduction of thermostat with fully sealed body to decrease warm-up period.

PART NUMBER:

Thermostat 77°C 1 504560

COMMENCING
NUMBERS:

Engines numbered:
Land-Rover 2 litre Series I R.H.D. models from 111819592 onwards
Land-Rover 2 litre Series I L.H.D. models from 114805362 onwards
'60' models from 600900347 onwards
'75' models from 605900285 onwards
'90' models from 610900900 onwards
'105' models from 620900420 onwards

REMARKS:

Early and late type thermostat are completely interchangeable.

Item 464 SUBJECT: RUBBER "O" RING FOR THERMOSTAT

MODELS:

1959 Land-Rover 2½ litre petrol and diesel.

MODIFICATION:

Introduction of rubber "O" ring between thermostat and water outlet pipe.

PART NUMBER:

Rubber "O" ring for thermostat 1 502832

COMMENCING
NUMBERS:

Engines numbered:
2½ litre petrol models from 151906707 onwards.
88 Diesel models from 146900997 onwards
109 Diesel models from 156900580 onwards.

REMARKS:

The rubber "O" ring can be used on any earlier 2½ litre petrol or Diesel engine; it should be fitted over the top of thermostat between the cylinder head and the water outlet pipe body.

It is important that the rubber "O" ring is fitted to all earlier 2½ litre petrol or Diesel models which have a heater installed, particularly if there have been complaints of slow warm-up, as it appreciably decreases the warming-up period by improving the water seal between the thermostat body and the water outlet pipe.

- Item 465 SUBJECT: IMMERSION HEATER FOR CYLINDER BLOCK**
- MODEL:** 1958-59 Land-Rover Diesel.
1958-59 Land-Rover 2¼ litre petrol.
- MODIFICATION:** Cylinder block modified to enable immersion heater to be fitted.
- PART NUMBERS:** Electric immersion heater, 200-250 volt, 250 watt 1 511302
Electric immersion heater, 100-125 volt, 250 watt 1 511303
- COMMENCING NUMBERS:** Cylinder block modification from Engines numbered:
2¼ litre petrol models from 146801056 onwards.
Diesel models from 156800671 onwards.
- REMARKS:** The immersion heaters, which are supplied complete with all fixings, can be fitted only to engines with the modified cylinder block; these can be identified by the large aluminium plug situated at the left-hand side of the engine just above the starter motor.
- It is not possible to modify an earlier cylinder block to enable the immersion heater to be fitted.
- The electric engine heater is a miniature immersion heater which is fitted permanently into the cylinder block; it is connected by a cable extension to a special socket which can be fitted to the dash panel or the steering column as preferred.
- A plug is supplied for connection to the ordinary mains supply, either in the garage or, if the vehicle is parked outside, to a waterproof switch plug on an outside wall.
- It is strongly recommended that the heater be earthed. A three-core cable should be used with a three-pin plug and socket. The earth lead should be connected between the earth pin of the three-pin mains plug and the scraping earth terminal of the plug supplied.
- When the vehicle is not in use, simply insert plug through slightly opened window, plug into socket and switch on; there is no need to open the bonnet at all.
- When in use the electric immersion heater warms the entire engine; this ensures instant starting on cold mornings, reduces engine wear and gives longer battery life, etc.
- Its efficiency is not affected by pump, thermostat or anti-freeze mixture.
- To fit immersion heater, proceed as follows:—
1. Drain coolant from radiator and engine.
 2. Remove aluminium plug from cylinder block; this plug is situated just above the starter motor at the left-hand side of the engine.
 3. Disconnect lead from immersion heater by unscrewing knurled ring. Fit heater into the cylinder block.
 4. Re-fit lead to immersion heater, noting that it can be connected into any one of four positions.
 5. Disconnect the armoured cable socket and insert cable through the dash panel. A convenient place is through the grommet round the steering column; clip the cable into position as required and re-connect the dash socket.
 6. Using the fixings supplied the socket can then be attached to either the dash panel or steering column as preferred.
 7. Connect a suitable length of three-core to plug supplied, making sure that a good earth connection is made.
 8. Re-fill system with coolant, start engine and allow to run for a few minutes, then check for leaks.
- In addition to the immersion heaters listed above, heaters can also be obtained for other voltages by special order.

Yours faithfully,

for THE ROVER COMPANY LIMITED,

M. Brewer.

Publications Editor,
Technical Service Department.