



Service Department:

THE ROVER COMPANY LIMITED

SOLIHULL
WARWICKSHIRE
ENGLAND

LAND-ROVER SERVICE NEWS LETTER
No. 13

August 1961

Item 67 SUBJECT:

PERFORMANCE OF THE 88 2 $\frac{1}{4}$ LITRE PETROL LAND-ROVER

REMARKS:

We have recently received some complaints that the performance of current Land-Rover 88 2 $\frac{1}{4}$ litre petrol models compared unfavourably with the earlier 2 litre petrol models.

On investigation it was found that the customers were unaware of the two-pressure accelerator pedal fitted to the later models; they were in actual fact operating their Land-Rovers at three-quarters throttle maximum.

The two-pressure accelerator is achieved by inserting an additional spring in the accelerator linkage, see Fig. 1. This allows the accelerator to be pressed down with normal pressure for about three-quarters of its travel, thereafter higher pressure is required for the rest of the movement.

This results in considerably improved fuel consumption, especially where the driver tends to use the full throttle opening unnecessarily. However, if it is not appreciated that additional pressure is required to get full throttle conditions, the impression can be given that the performance is not up to standard under certain conditions.

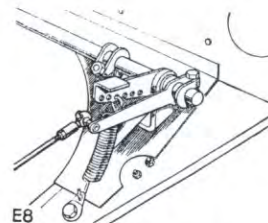


Fig 1. Accelerator pedal restrictor.

Will Distributors and Dealers please ensure that the use and advantages of the two-pressure accelerator is made quite clear to all owners of Land-Rover 88 petrol models.

For your information the restrictor spring has been fitted as standard equipment on all Land-Rover 88 Series II models from vehicles numbered:

88 R.H.D. Home models from 141001495 onwards

88 R.H.D. Export models from 142000991 onwards

88 L.H.D. Export models from 144002270 onwards.

An accelerator pedal restrictor kit, to enable petrol models prior to the commencing numbers above to be converted, is obtainable from our Parts Department under Part Number 516057.

Item 68 SUBJECT: **POSITION OF AIR CLEANER WHEN RUNNING DIESEL ENGINES**

MODEL: Land-Rover Diesel.

REMARKS: We are repeating important information that was circulated in Rover Service News Letter No. 85, Item 352, concerning the air cleaner on Land-Rover Diesel models, and request that all Distributors, Dealers and Fleet Owners ensure that their workshop personnel adhere strictly to the instructions given.

At all times when the diesel engine is running the oil bath air cleaner must be fastened securely in the vertical position.

If adjustments are made with the engine running and the oil bath air cleaner balanced on top of the engine, it is possible, should the cleaner tip to one side, for oil to be drawn into the intake manifold and hence into the engine, where it will act as a fuel and cause the engine to overspeed out of control and serious damage may result.

Should it be necessary to run the engine with the air cleaner out of the normal position, the rubber hose should be disconnected from the inlet manifold and the whole oil bath removed from the vehicle.