



Service Department:

**THE ROVER COMPANY LIMITED**

SOLIHULL  
WARWICKSHIRE  
ENGLAND

LAND-ROVER SERVICE NEWS LETTER  
No. 17

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- Item 88** SUBJECT: **WATER LOSS, 2 LITRE DIESEL ENGINE**  
MODELS: Land-Rover Series II Diesel.  
PART NUMBER: Hylomar SQ32M Sealing Compound, 4 oz. tube ..... 1 534244  
REMARKS: It is possible to over-pressurise the cooling system of the 2 litre Diesel engine due to a slight blow across the cylinder head gasket from the cylinder bore, which then finds its way between the cylinder block and the liner flange into the water.  
This additional pressure will cause water loss through the radiator overflow pipe, with possible damage to the cylinder head if the water level is not frequently checked and topped up.  
We consider it essential, therefore, whenever cylinder liners are fitted to the Rover 2 litre Diesel engine, that the underside of the liner flange and the mating recess in the cylinder block should be lightly smeared with Hylomar SQ32M Sealing Compound, using a fairly stiff brush for application,; this is, however, non-toxic and may be applied with the hands.  
The sealing compound should be allowed to air-dry for at least ten minutes before the liner is fitted; although this drying time is necessary for the compound to become tacky, the coated joint faces may be allowed to remain for as long as desired before they are assembled.  
The above procedure must always be carried out on any 2 litre Diesel engine which has been the subject of a complaint regarding excessive use of water or has actually been damaged due to water loss.
- Item 89** SUBJECT: **BRAKE SERVO CONVERSION KIT**  
MODELS: Land-Rover 109 Petrol, Series II and IIA.  
MODIFICATION: Introduction of a brake servo conversion kit for the Land-Rover 109 Petrol, Series II and IIA models.  
PART NUMBER: Brake servo conversion kit ..... 1 533822  
REMARKS: The brake servo conversion kit, which is complete with detailed fitting instructions, can be easily fitted to any Land-Rovers Series II or IIA 109 Petrol model. If considered necessary it could also be fitted to the Land-Rover 88 Petrol model Series II and IIA.  
The power unit, which is fitted to the wing valance and connected to the existing hydraulic system, is a vacuum-hydraulic unit which utilises intake manifold vacuum and atmospheric pressure for its operation. It adds to the pressure created in the hydraulic master cylinder and delivers this combined pressure to the wheel cylinders. It is so designed that in the event of vacuum failure the brakes continue to function in the normal way as a hydraulic brake system. The purpose of this unit is to provide a lighter pedal pressure to achieve the same standard of braking performance previously obtained without it.

**Item 90 SUBJECT: HEAVY DUTY SUSPENSION**

MODELS: Land-Rover Series II and IIA, 88 and 109.

PART NUMBERS:	Rear spring, passenger's side	....	1	265989	} 88 Series II and IIA 2½ litre Petrol, 2 litre Diesel and 2¼ litre Diesel; E1003 when specified as original equipment
	Rear spring, driver's side	....	1	241285	
	Shock absorber, front	....	2	512102	
	Shock absorber, rear	....	2	512086	
	Rear spring, passenger's side	....	1	272968	} 109 Series II and IIA 2½ litre Petrol, 2 litre Diesel and 2¼ litre Diesel; E1188 when specified as original equipment
	Rear spring, driver's side	....	1	272967	
	Shock absorber, front	....	2	508033	
	Shock absorber, rear	....	2	508034	

REMARKS: Premature failure of road springs and shock absorbers have been experienced on Land-Rovers used in certain territories; investigation proves this is largely because the standard suspension has been specified as original equipment and not the heavy duty suspension which should have been used bearing in mind the conditions under which the vehicle will be operating.

It is most important that heavy duty suspension is used when the Land-Rover spends most of its working life on hard, rough terrain. We have in mind territories such as North Africa, Persia, Middle East, Kenya, East Africa and West Africa, etc., etc.

Distributors are therefore requested to pay particular attention to future orders in this respect and to ensure that the appropriate heavy duty suspension is specified where applicable. Efforts should also be made to persuade owners having vehicles operating under the conditions described above, to have them modified to the heavy suspension type road springs and shock absorbers.

It should be noted that Guarantee Claims for suspension items will not be accepted for vehicles which are fitted with standard suspension and have been used under the conditions described above.