



Service Department:

**THE ROVER COMPANY LIMITED**

By Appointment to  
Her Majesty  
Queen Elizabeth II



Manufacturers  
of Motor Cars and  
Land-Rovers

SOLIHULL  
WARWICKSHIRE  
ENGLAND

## LAND-ROVER SERVICE NEWS LETTER No. 41

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**Item 199 SUBJECT: ENGINE FOOT L.H.**

**MODELS:** Land-Rover Series IIA 88 Regular, 109 Long; 88 and 109 Station Wagon, Petrol and Diesel; 109 Forward Control 2½ litre Petrol.

**MODIFICATION:** Introduction of strengthened L.H. engine foot, to eliminate the possibility of engine foot failure.

**PART NUMBER:**

Engine foot assembly L.H.	.....	.....	.....	1	535108	Petrol models
Engine foot assembly L.H.	.....	.....	.....	1	543823	Diesel models
Set bolt (½" UNF x 1½" long) fixing engine foot, bottom	.....	.....	.....	1	255086	

**COMMENCING NUMBERS:**

Engines numbered:  
 88 and 109 2½ litre Petrol, from 25152571D onwards  
 109 Forward Control 2½ litre Petrol from 28600957B onwards  
 88 and 109 2½ litre Diesel, from 27110202D onwards

**REMARKS:** The strengthened L.H. engine mounting is identified by the reinforcing pad welded to the lower end of the foot, replacing the washer previously used. The new engine foot is completely interchangeable with the previous type, but the bottom fixing bolt must be replaced by the longer one, part number 255086, to suit the reinforced mounting.

**Item 200 SUBJECT: OIL PUMP**

**MODEL:** 109 Land-Rover Forward Control with 2.6 litre engine.

**MODIFICATION:** Deletion of core holes from sides of oil pump cover casting to eliminate the possibility of cover fracturing between fixing screw orifice and core holes.

**PART NUMBER:**

Oil pump assembly	.....	.....	.....	.....	.....	1	542581
Oil pump cover assembly	.....	.....	.....	.....	.....	1	542396

**COMMENCING NUMBER:**

Engines numbered:  
 2.6 litre Forward Control from 30000083A onwards

**REMARKS:** The new oil pump complete or the cover assembly can be used as a service replacement on early 2.6 litre Land-Rover Forward Control vehicles.

**Item 201 SUBJECT: DISTRIBUTOR PUMP TIMING**

**MODEL:** Land-Rover Series IIA 2½ litre Diesel.



**MODIFICATION:** The timing circlip on the distributor pump has been altered from a round eye to a straight edge on one side. See illustrations below.

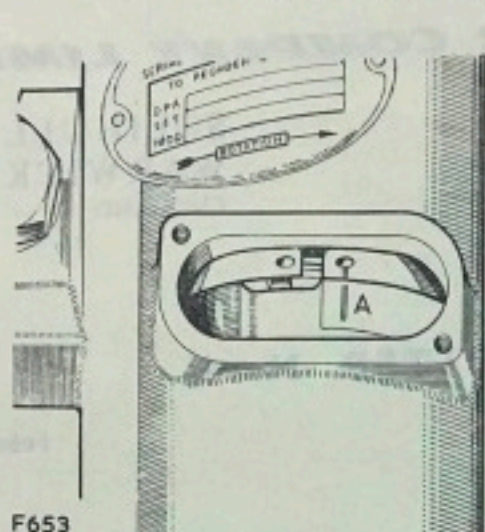


Fig. 1

Injection pump timing marks correctly aligned—early type

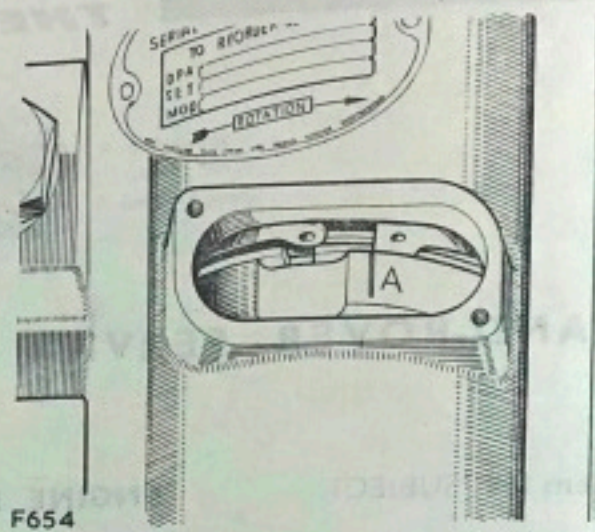


Fig. 2

Injection pump timing marks correctly aligned—late type

**REMARKS:****Timing.**

1. Align the appropriate timing mark on the flywheel with the pointer as detailed in the Land-Rover Workshop Manual.
2. Remove the inspection cover from the injection pump and rotate the spindle until the line marked 'A' on the driving plate is aligned as follows:
  - (a) Early models: Mark on timing circlip.
  - (b) Late models: Straight edge of timing circlip.
3. Offer the pump to the engine and engage in the splined shaft. With a small mirror, observe the setting through inspection aperture in injection pump and make any final necessary adjustment by turning the pump body to align the timing circlip as detailed above.
 

Hold the pump drive plate and press the skew drive gear back against the driving side of the teeth whilst final adjustments are made and the pump secured, in order to avoid any timing errors.
4. Recheck the timing by turning the crankshaft in the direction of rotation until both valves of number one cylinder are closed and the piston is ascending the bore on the compression stroke, continue to turn the crankshaft slowly. With a small mirror observe that the timing mark 'A' on the pump drive plate aligns as follows:—
  - (a) Early models: Mark on timing circlip.
  - (b) Late models: Straight edge of timing circlip.

When the above condition is obtained, the appropriate flywheel timing mark should be exactly in line with the flywheel housing pointer. In this way any slight timing error is magnified by the 2 : 1 ratio of the camshaft to crankshaft. An error of a given width on the pump marking will be 12 times that width if transferred to the flywheel.

If the flywheel is inadvertently turned too far and the timing mark on the pump drive plate goes past the appropriate timing point on the circlip, the operation must be repeated.

Item 202 SUBJECT:

**FLYWHEEL FIXINGS**

MODEL:

109 Land-Rover Forward Control with 2.6 litre engine.

MODIFICATION:

Deletion of lockers for flywheel fixing bolts.



REMARKS: On engines without lockers for the flywheel fixing bolts, these must be tightened to a torque figure of 50 lb.ft (6,9 mkg). It is possible to delete the lockers on early engines fitted to vehicles in the above range, providing the bolts are tightened to the recommended torque.

**Item 203 SUBJECT: BELL HOUSING AND ENGINE TIE ROD**

MODELS: Land-Rover 88 Regular; 109 Long; 88 and 109 Station Wagon, Petrol and Diesel; 109 Forward Control 2½ litre Petrol.

MODIFICATION: Introduction of strengthened tie rod bracket and lugs on bell housing to provide a more positive attachment.

PART NUMBERS:

Bell housing assembly, Basic Land-Rovers	.....	.....	1	539819
Bell housing assembly, 2½ litre, 109 Forward Control	.....	.....	1	540353
Bracket, tie rod to bell housing, R.H., 2½ litre, 109 Forward Control	.....	.....	1	543406
Bracket, tie rod to bell housing, L.H.	.....	.....	1	543582
Bolt ( $\frac{3}{16}$ " UNF x 1½" long) fixing bracket to bell housing	.....	.....	4	256222

COMMENCING NUMBERS:

Gearboxes numbered:  
Basic vehicles from 25170529B onwards  
109 Forward Control from 28601133B onwards

REMARKS: The new bell housings can be used for all Service replacements on earlier vehicles of the respective range. However, when fitting the reinforced tie rod brackets, part numbers 543406 and 543582, the long bolts, part number 256222 must also be used.