



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 45.

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Item 219 SUBJECT: **APPROVED LUBRICANTS (POLICY ITEM)**
MODEL: Land-Rover.
REMARKS: Please note that "Improved Mobiloil Special" SAE 10W/30 engine oil is approved for use in the above models for the range of SAE grades that it covers.

Item 220 SUBJECT: **A.C. PRESSURE CAP AND COOLING SYSTEM TESTER**
MODEL: Land-Rover.
REMARKS: The Rover Company officially approve the A.C. pressure cap and cooling system tester; obtainable from AC.Delco Division of General Motors Ltd., Dunstable, Bedfordshire.
The equipment, which is complete with all adaptors, can be used to carry out the following tests in seconds.

PRESSURE CAP

Calibration test

Fit cap to tester, then pump up pressure as far as possible. If pressure release is not within the limits marked on the dial, the cap is fatigued and should be replaced.

Leak test

If the cap will not hold pressure for a minimum of 10 seconds it indicates a leaking seal or valve and the cap should be replaced.

COOLING SYSTEM

External leak test

Remove pressure cap and fit the tester to the radiator. By pumping up the pressure to the poundage indicated on the cap, near actual running conditions can be assimilated. If the pressure drops, check all seals and joints for leaks—any leaks will be apparent because the pressure forces the coolant to seep out of any leakage points.

Absence of external leaks may indicate that internal leaks are present.

Blown cylinder head gasket test

Care must be exercised in this test to ensure that the cooling system pressure does not exceed that marked on the cap. Attach tester to radiator and apply pressure. Start engine and set at a slow tick-over—a blown cylinder head gasket will now show itself by fluctuations in pressure on the tester gauge.

Item 221 SUBJECT: DYNAMO LUBRICATION

REMARKS: It has been found from experience in the field that dynamo bearing failure is invariably due to:

- (a) Lack of lubrication maintenance;
- (b) The use of incorrect bushes on dynamo overhaul.

Distributors and Dealers are therefore requested to ensure that dynamo maintenance is carried out in accordance with the maintenance instructions issued by the Company and to use only the correct type of replacement bushes or bearings as supplied by the Rover Company or Lucas Authorised Dealers.

Item 222 SUBJECT: GEARBOX SERIAL NUMBERS

MODELS: Land-Rover Series IIA, Regular and Long.

REMARKS: The 25100001 range of gearbox serial numbers on Rover 88 regular and 109 long models have now been completely used up, gearbox serial numbers for the above models are therefore being numbered in the 2520001 range.

This new range of numbers will carry the suffix letter 'C' which of course indicates the revised ratio gears.

Item 223 SUBJECT: LAND-ROVER CHASSIS

REMARKS: Several cases have recently been brought to our attention where body manufacturers have ordered Land-Rover chassis through a Rover Distributor and subsequently it has been found that the standard springs were not suitable for the type of special body fitted.

When dealing with orders of this sort Distributors and Dealers are requested to ascertain if heavy duty or high rate suspension may be necessary.

Item 224 SUBJECT: REAR ROAD SPRINGS

MODELS: Land-Rover Series IIA.

PART NUMBERS:	Road spring, rear	..	..	..	..	2	517588	88 models
	Road spring, rear	..	..	..	..	2	279678	109 models

REMARKS: The driver's side higher camber rear road springs are now fitted to both driver's and passenger's side to eliminate handed rear springs. The driver's side spring can be used as a replacement for the passenger's side spring on all earlier Land-Rovers as applicable.