



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. 46

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Item 225 SUBJECT: FROST PRECAUTIONS

MODELS: Land-Rover Petrol and Diesel.

REMARKS: With effect from 30th October 1964, and for the duration of the winter months until the end of March 1965, all Land-Rovers destined for the Home market, will be despatched with the cooling system filled with a 25% solution of anti-freeze mixture, giving frost protection down to -10°F (-23°C).

Each Land-Rover so treated can be identified by a blue disc which is attached to the engine and a blue sticker which is fixed on to the inside of the windscreen at the right-hand side. Export Land-Rovers are drained either at the factory or the docks before despatch.

Item 226 SUBJECT: CRANKSHAFT RECONDITIONING

MODELS: $2\frac{1}{2}$ litre Diesel.

REMARKS: Extreme care must be taken when regrinding $2\frac{1}{2}$ litre Diesel crankshafts, to ensure that a .150 in. (3,8 mm) radius is maintained on the journal sides, as shown at Fig. 1. This is of particular importance on Diesel crankshafts, where the elimination of this radius could seriously impair the stiffness of the crankshaft and possibly cause failure.

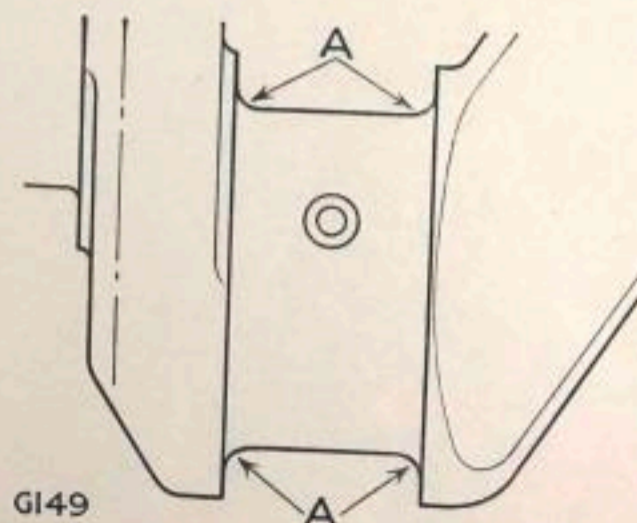


Fig. 1. Crankshaft journal correctly reconditioned
A—.150 in. (3,8 mm) radius

Item 227 SUBJECT: CRANKSHAFT**MODELS:** All Land-Rovers.

REMARKS: Undersize crankshafts are available only on an exchange basis. As this scheme is not economical to operate with overseas markets, it has been decided to suspend with immediate effect the supply of undersize crankshafts to overseas territories.

Undersize crankshafts for 4 and 6 cylinder engines from 1950 onwards are still available on the Home market under the Exchange Scheme.

Item 228 SUBJECT: FUEL GAUGE**MODELS:** All Land-Rovers

REMARKS: From time to time we receive complaints in respect of the inaccuracy of the fuel level gauge.

Both the fuel level gauge and the tank unit are not precision instruments and only give an approximate indication of the fuel level in the tank.

They are therefore not suitable for taking fuel consumption figures.