



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 Vol. 2 No. 10

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Item 31 SUBJECT: PRE-DELIVERY INSPECTION (Policy item)

REMARKS:

The owner's literature pack that is put into every new Land-Rover when it leaves the factory contains a pre-paid P.D.I. (Pre-delivery Inspection) postcard. This should be signed by a representative of the Rover Distributor or Dealer; responsible for the retail sale of the vehicle as set out in our circular letters of November 29th 1965, reference RWB/DCH and March 22nd 1966, reference AVH/RM; to certify that the Pre-delivery Inspection has been completed, and returned to our Technical Service Department. Similar action is required in respect of the Free Service pre-paid postcard when the 1,000-mile (1.500 km) Free Service Schedule has been completed.

The service records that we operate are difficult to maintain if the Pre-delivery Inspection and Free Service cards are not returned to us as intended, or are incorrectly completed. We have recently written to all our Home Distributors and Dealers on this matter, and have been encouraged by the response and degree of co-operation received.

This reminder of the procedure to be followed is given because of the importance we attach to the subject for the reason outlined and also in the interests of our Distributors and Dealers, and those of their customers.

We have learned that literature packs sometimes go astray, or that owners do not keep them in the vehicle. To meet such contingencies, additional copies of each pre-paid postcard in limited quantity can be obtained upon application to The Rover Co. Ltd, Technical Service Department, Solihull, Warwickshire.

Item 32 SUBJECT: THERMOSTAT

MODEL: Land-Rover.

REMARKS:

From time to time it comes to our notice that in various overseas territories of high ambient temperature, a practice is adopted of removing the engine thermostat.

We cannot too strongly emphasize—and would ask that this information be made known as widely as possible—that removal of the thermostat is not a suitable means of dealing with any real or anticipated problem of overheating. In fact the removal of the thermostat does nothing at all to improve the situation and in certain circumstances can in fact worsen this.

In any territories where there are regular problems arising from overheating, it is most important that the Rover Company should be advised when, according to the circumstances, recommendations will be made as to the best action to be taken.

- Item 33** SUBJECT: **CARBURETTER**
- MODEL: Land-Rover 109 Forward Control with 2.6 litre engine.
- REMARKS: With the increasing use of engine oils with a wide viscosity range—20W/40 and 20W/50—it is important that the oil used in the hydraulic damper of the SU carburetter remains in the SAE 20 range.
- 10W/30, 20W/20 and 20W/30 oils are suitable for the hydraulic damper, but oils below 10W or above 30W should not be used, as they will impair the damper efficiency.
- If an oil of high viscosity is used, the damper action will be greater than intended when the engine is hot, giving a rich mixture and sluggish acceleration when the throttle is opened, and stalling of the engine when the throttle is closed suddenly. Conversely, a low viscosity oil will reduce the damper effect when the engine is hot, giving a weak mixture and flat spot on acceleration, and possible stalling of the engine when the throttle is released.
- Item 34** SUBJECT: **CLUTCH WITHDRAWAL**
- MODEL: Land-Rover.
- REMARKS: Investigation into instances of oil leaks from the clutch withdrawal housing has shown that this is often due to incorrect tightening of the securing nuts.
- The correct torque figures are:
- 10 lb.ft. (1,4 mkg) for the $\frac{7}{16}$ in. AF nuts.
15 lb.ft. (2,0 mkg) for the $\frac{1}{2}$ in. AF nuts.
- Item 35** SUBJECT: **BRAKE SYSTEM**
- MODEL: Land-Rover Forward Control and 109 long.
- REMARKS: In Land-Rover Service News Letter Vol. 2, No. 6, item 20 we gave details of a revised method of bleeding the brake system on Forward Control models.
- This revised method is also applicable to the Land-Rover 109, omitting the operations on the brake servo unit detailed in 2 and 4, except where the servo unit is fitted as an optional extra.
- Item 36** SUBJECT: **SHOCK ABSORBER BUSHES**
- MODEL: Land-Rover 109 Long and 109 Forward Control.
- MODIFICATION: Introduction of improved shock absorber bushes and pads to reduce deterioration in humid climates.
- PART NUMBERS: Rubber pad 4 552818
Bush for shock absorber 12 552819
- REMARKS: The latest bushes and pads can be used as replacements on all earlier vehicles.
- The earlier Vulcollan material was found to absorb up to 7% moisture if stored in open containers. This caused the parts to swell and give difficulty when fitted as replacements. In addition, a chemical action occurred in temperatures over 50°F (10°C) that could cause rapid deterioration.
- The new bushes and pads are made from Polyvon, and while water absorption is reduced to 2% it is important that the parts are stored in sealed containers. Water absorption does not occur when the parts are fitted and under compression, and the new material is not subject to chemical change at high temperatures.