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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. 21

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Item 90 SUBJECT: BRAKES (Policy Item)

MODELS: All

REMARKS: It is not always fully appreciated that in addition to the normal wear, the rubber seals in the brake system are subject, over a period of time, to deterioration caused by the brake fluid.

We are therefore drawing the attention of Distributors and Dealers to the importance of renewing all rubber seals, as detailed in the current edition of the Owner's Maintenance Manual, that is every 3 years, if the mileage covered is less than 40,000 miles (64,000 km).

When renewing the seals, the master and wheel cylinders should be carefully checked for wear and replaced as necessary to ensure efficiency of the new seals. At the same time the contaminated brake fluid in the reservoir should be drained and the complete brake system flushed, before refilling it with Girling 'Crimson' Brake Fluid (Specification S.A.E. 70 R 3).

The above procedure has the full backing of the British Insurance Association.

Item 91 SUBJECT: EXCHANGE PARTS AND UNITS (Policy Item)

MODELS: Land-Rover

REMARKS: With effect from 1st August, 1967 Steering relay, part number 543878, will no longer be accepted for reconditioning under the Rover Exchange Parts and Reconditioning Scheme.

The above part number has been superseded by 562874.

Item 92 SUBJECT: CYLINDER BLOCK

MODEL: Land-Rover

MODIFICATION: Revision to cylinder bore grade sizes.

LITERATURE
AFFECTED: Land-Rover Workshop Manual, Part No. 4611, Section A, Operation A.134.

REMARKS: The diameter grade letters stamped on the cylinder block adjacent to each bore indicate bore sizes as follows:

'Z'	..	..	3.5620 to 3.5622 in. (90,4748 to 90,47988 mm.)
'A'	..	..	3.5622 to 3.5624 in. (90,47988 to 90,48496 mm.)
'B'	..	..	3.5624 to 3.5626 in. (90,48496 to 90,49004 mm.)
'C'	..	..	3.5626 to 3.5628 in. (90,49004 to 90,49512 mm.)
'D'	..	..	3.5628 to 3.5630 in. (90,49512 to 90,5002 mm.)

Note that 'Z' is not nominal to minus .0002 in. as previously stated. Any cylinder block carrying the grade letters 'ZZ' indicates that in this particular case bore diameter is between nominal and minus .0002 in.

However, as blocks marked in this manner are the exception rather than the rule, no 'ZZ' grade piston will be available in service and in the case of a small mileage engine with negligible bore wear requiring a replacement piston, a 'Z' grade piston will be suitable.

Item 93 SUBJECT: PISTON RINGS

MODEL: Land-Rover 2½ Litre Diesel

PART NUMBER: Three-piece oil control ring 4 601703

LITERATURE AFFECTED: Land-Rover Workshop Manual, Part No. 4611, Section A, Operation A.434.

REMARKS: Further to Land-Rover Service News Letter, Vol. 2, No. 11, item 39.

The method of assembly for the above item is as follows:

1. The three-piece oil control ring must be fitted to the upper scraper ring groove only: no machining is necessary to the groove. The lower groove below the gudgeon pin must **not** be used.
2. The two chrome-plated rails of the ring assembly should be checked for ring gap in the normal way. The ring gap is .010 to .015 in. (0,25 to 0,40 mm).
3. Wind a rail on to the piston skirt, just below the upper scraper ring groove.
4. Place the expander in the groove with its ends butted, in line with the gudgeon pin bore.
Great care must be taken to ensure the ends of the expander do not overlap, and to facilitate this, the ends have been coloured white and green so that they can easily be seen. Both coloured ends must be visible.
5. Fit the lower rail into the groove, beside the expander. The ring gap should be situated approximately 1.0 in. (25 mm) to the left of the coloured butted ends of the expander.
6. Do not, at this stage, push the back of the expander into the groove. Wind the other rail down over the lands into the scraper groove on the upper side of the expander with the gap of the rail situated approximately 1.0 in. (25 mm) to the right of the coloured butted ends of the expander.
7. Work the back of the expander down into the groove between the rails previously fitted. Centralise the ring on the piston, but do not move the assembly more than is necessary. The ring will now be complete in the groove and although it may feel somewhat stiff to move in the groove, this can be ignored.
8. Use an ordinary piston ring clamp to enter the piston into the cylinder bore.

Item 94 SUBJECT: **WORKSHOP TOOLS**

MODELS: Land-Rover with E.N.V. differentials only.

LITERATURE
AFFECTED: Land-Rover Workshop Manual, Part No. 4611, Section F.
Workshop Tools Book, Part No. 4375, page 35.

PART NUMBER: Spanner for differential nuts, E.N.V. axle 1 600970

REMARKS: This spanner is necessary when adjusting crownwheel backlash on E.N.V. differentials.

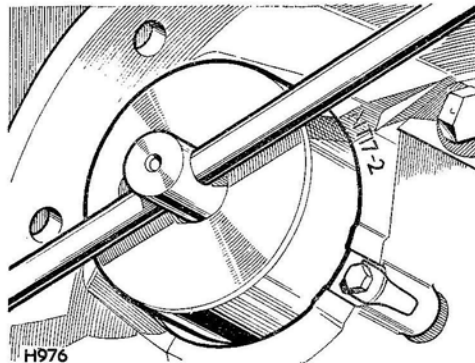


Fig. 1. Spanner for differential nuts. E.N.V. axles.