

Land-Rover Service Newsletter Vol. 3 No. 13



June 1970

The Rover Company Limited Service Department: Solihull, Warwickshire, England

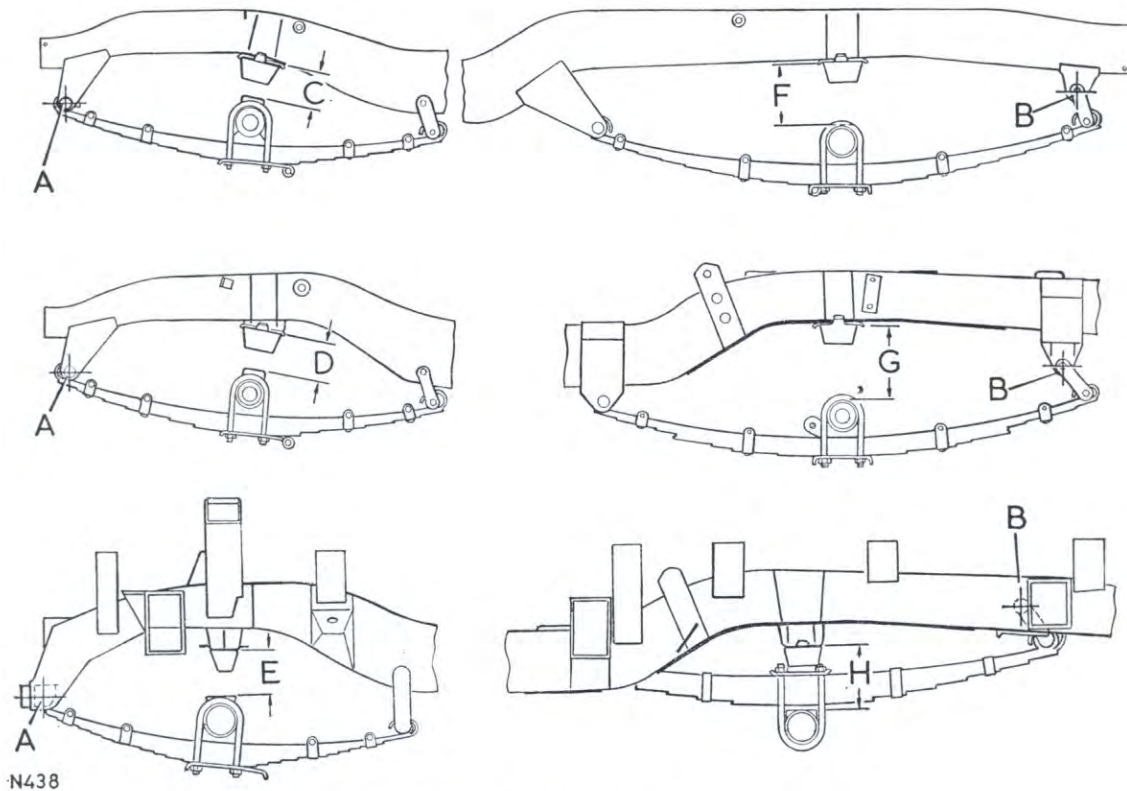
By Appointment to
Her Majesty
Queen Elizabeth II



Manufacturers
of Motor Cars and
Land-Rovers

- Item 95A** SUBJECT: **PARTS WARRANTY (Policy Item)**
- MODELS: All Land-Rovers.
- REMARKS: In order to protect Distributors, Dealers, and the Rover Company, it is essential that when Warranty Claims or E.C.A. forms are submitted under Parts Warranty, they are supported either by the invoice submitted to the owner at the time of repair, or sale of the item, or by a reference to the Warranty Claim covering the fitment of the defective item.
- E.C.A. forms and Warranty Claims submitted to the Rover Company in respect of Parts Warranty will not be considered unless this requirement is met in every instance.
- Photostatic copies in lieu of original invoices will suffice, but it is regretted that typed copies cannot be accepted.
- Item 96** SUBJECT: **CONNECTING ROD BEARING NIP**
- MODELS: Land-Rover 2 $\frac{1}{4}$ Litre petrol and diesel, Bonneted and Forward Control.
- MODIFICATION: Increase of the connecting rod bearing nip limits.
- LITERATURE AFFECTED: Land-Rover Workshop Manual, Part One, Part Number 606407, Pages 73-A1 and 74-A2.
- REMARKS: The connecting rod bearing nip figures have been revised to 0.004 in. to 0.008 in. (0,10 mm to 0,20 mm).
- The bearing nip can be corrected by selective assembly of the bearing shells. These are available in slightly varying thicknesses. Do not file or machine the caps or connecting rods to obtain the correct bearing nip, as such action would necessitate the replacement of the connecting rod assembly.
- Item 97** SUBJECT: **EXHAUST MANIFOLD**
- MODELS: Land-Rover, Bonneted and Forward Control models with 2 $\frac{1}{4}$ litre petrol or diesel engines.
- MODIFICATION: (a) Introduction of a new exhaust manifold for the 2 $\frac{1}{4}$ litre petrol engine to reduce the possibility of cracking or distortion.
- (b) Introduction of plain washers for manifold fixings on 2 $\frac{1}{4}$ litre petrol engines to replace the previous 'bowed' washers, which restrict expansion and contraction.
- (c) Introduction of improved manifold clamps on 2 $\frac{1}{4}$ litre petrol and diesel engines, which overcome the problem of the clamps digging into the manifold.

2. With the vehicle weight taken off the road springs, remove the shackle pins. If they are not a free fit in their mating threads or in the rubber bush inner sleeves, this condition should be achieved by the use of emery cloth and oiling the threads, or if necessary, by reaming the holes through which the shackle pin passes.
3. All traces of Parkerising should be removed from the ends of the inner faces of the shackle side plates.
4. Replace the shackle pins, and on achieving the spring position detailed in Fig. 2, tighten first the shackle pin and then the lock nut to 70 lbs ft (9,6 mkg).
5. Allow the vehicle weight to be taken on the road springs.



N438

Fig. 2. Presetting position of road springs to chassis frame

- A—Shackle pin centre, front spring
- B—Shackle pin centre, rear spring
- C—3.500 in. (89 mm) 88 Bonneted Control models
- D—3.750 in. (95 mm) 109 Bonneted Control models
- E—4.250 in. (108 mm) Forward Control models
- F—5.000 in. (127 mm) 88 Bonneted Control models
- G—6.000 in. (151 mm) 109 Bonneted Control models
- H—6.000 in. (151 mm) Forward Control models

LITERATURE

AFFECTED:

Land-Rover Parts Catalogue, Bonneted Control Models, Part Number 605957, Pages 79, 81, 365.

Land-Rover Parts Catalogue, Forward Control Models, Part Number 4862, Page 41.

PART NUMBERS:

Exhaust manifold	1	574721	} Part of 606988	} 2¼ litre petrol engine
Exhaust manifold heat shield	1	587095		
Exhaust manifold fixing kit	1	606988		
Stud	1	564574		
Manifold clamp	2	564308		
Plain washer	5	574645		
Bolt ($\frac{5}{16}$ in. UNF x $2\frac{3}{4}$ in. long)	4	256029		
Bolt ($\frac{5}{16}$ in. UNF x $1\frac{1}{8}$ in. long)	2	255029		
Nut	3	254831		
Plain washer, fixing heat shield	1	2550		
Manifold clamp	2	564308	2¼ litre diesel engine	

COMMENCING
NUMBERS:

Engine Serial numbers:

Land-Rover 88 and 109 Regular and Station Wagon 2¼ litre petrol models, 8:1 compression ratio, from 24124251A onwards.

Land-Rover 88 and 109 Regular and Station Wagon 2¼ litre petrol models, 7:1 compression ratio, from 25108508K onwards.

Land-Rover 110 Forward Control 2¼ litre petrol models, from 32500515B onwards.

Land-Rover 88 Regular and Station Wagon 2¼ litre diesel models, from 27160240K onwards.

Land-Rover 110 Forward Control 2¼ litre diesel models, from 33500407B onwards.

REMARKS:

The improved exhaust manifold, Part No. 574721, with fixings is completely interchangeable with the earlier exhaust manifold and fixings. It will be supplied for all service replacements on 2¼ litre petrol engines. It will be necessary either to fit a new exhaust manifold heat shield, Part No. 587095, or to modify the existing heat shield. The modification consists of elongating one fixing hole, whereupon the heat shield can be fitted using the plain washer, Part No. 2550, in addition to the fixings employed before modification.

The exhaust manifold fixing kit, Part No. 606988, contains all the fixings necessary for the improved exhaust manifold, including the newly introduced plain washers. All items included in the kit, Part No. 606988, are available individually under the appropriate part number.

The manifold clamps, Part No. 564308, which are of improved design, are interchangeable with the earlier type and may also be fitted to existing 2¼ litre petrol and diesel engines.

Item 98 SUBJECT:**SWIVEL PIN BUSHES**

MODELS:

Land-Rover, all models.

MODIFICATION:

Re-introduction of Railko type swivel pin bushes.

LITERATURE

AFFECTED:

Land-Rover Parts Catalogue, Bonneted Control Models, Part No. 605957, Page 271.

PART NUMBERS:

Railko bush and housing	2	539742
Thrust washer for swivel pin	2	528702

REMARKS:

All swivel pin bushes issued by the Parts Department are of the Railko type. Distributors and Dealers are requested to amend their records in line with our current policy.

Item 99 SUBJECT:**HANDBRAKE**

MODELS:

All Forward Control and Bonneted Control Land-Rovers.

MODIFICATION: Introduction of a stronger handbrake relay mounting bracket and handbrake relay lever shaft, to eliminate the possibility of bending, and addition of a washer plate.

LITERATURE AFFECTED: Land-Rover Parts Catalogue, Forward Control Models, Part No. 4862, Page 211.
Land-Rover Parts Catalogue, Bonneted Control Models, Part No. 605957, Page 315.

PART NUMBERS:	Handbrake relay lever and bush assembly ..	1	238180	} Bonneted Control Models	
	Shaft for handbrake relay lever ..	1	577137		
	Self-locking nut, $\frac{7}{16}$ in. UNF, shaft to bracket	1	252163		
	Washer plate for handbrake relay shaft ..	1	577138		
	Washer for handbrake relay shaft ..	1	577354		
	Handbrake relay lever and bush assembly ..	1	509784		} Rear
	Shaft for handbrake relay lever ..	1	577137		
	Handbrake relay lever and bush assembly ..	1	535391		} Front
	Self-locking nut, $\frac{7}{16}$ UNF, shaft to bracket ..	1	252163		
	Washer for handbrake relay shaft ..	1	577354		
Washer plate for handbrake relay shaft ..	1	577138			

REMARKS: The handbrake relay mounting bracket has been increased in material size from 12 SWG (2,6 mm) to 8 SWG (4,0 mm), proportionally the relay lever shaft has been increased from $\frac{3}{8}$ in. UNF to $\frac{7}{16}$ in. UNF.
There is no interchangeability between the early and late parts, as the introduction of this modification has necessitated alterations to the chassis frame.
Whether early or late parts are fitted can be easily determined by checking the size of the self-locking nut locating the handbrake relay lever shaft to the bracket. $\frac{3}{8}$ in. UNF early, $\frac{7}{16}$ in. UNF late.

Item 100 SUBJECT: ROAD SPRINGS

MODELS: Bonneted Control and Forward Control Land-Rovers.

MODIFICATION: Introduction of procedure for checking variations in suspension height.

REMARKS: With the vehicle in the static unladen condition standing on level ground, measure the distance from the ground to the shackle pin centres marked 'A' and 'B' at Fig. 2. The permissible variation between vehicle sides in front or rear suspension height is 1 in. (25 mm).
Problems have arisen occasionally concerning the 'settling' of front or rear road springs. Invariably the springs in question have been found, on examination, to be within the required limits.
Our investigations into this matter have established that the apparent settling is generally a result of 'wind up' in the shackle bushes.
In all cases of 'spring settling' it is therefore recommended that the following steps be taken before considering removal of the springs for investigation.

1. Check the part numbers to ensure that the correct springs are fitted. The Part No. is stencilled on the top face and stamped on the under face of one of the leaves. See Fig. 1 below.

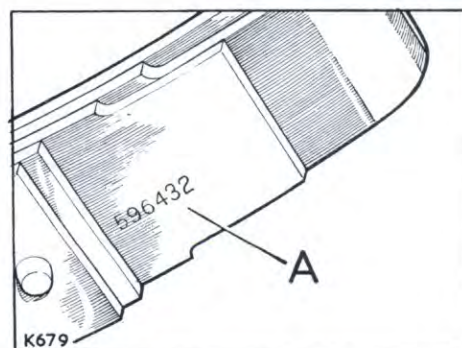


Fig. 1. Spring identification