

Bulletin
Number 5037

Issue 1

Date 17.1.49

Sheet 1 of 2 Sheets

MODELS AFFECTED
1948-49 "60" AND "75"
LAND-ROVER

UNIT AFFECTED
CARBURETTOR

COMPLAINT

1. WEAK MIXTURE FLAT SPOT (LAND-ROVER ONLY)
2. ACCELERATION FLAT SPOT
3. THROTTLE SPINDLE NUTS LOOSE OR MISSING.

SUBJECT

1. WEAK MIXTURE FLAT SPOT (LAND-ROVER)

The carburettor accelerator pump on early Land-Rover engines, illustrated at Fig. 1., is so arranged that the pump operates over most of the throttle range.

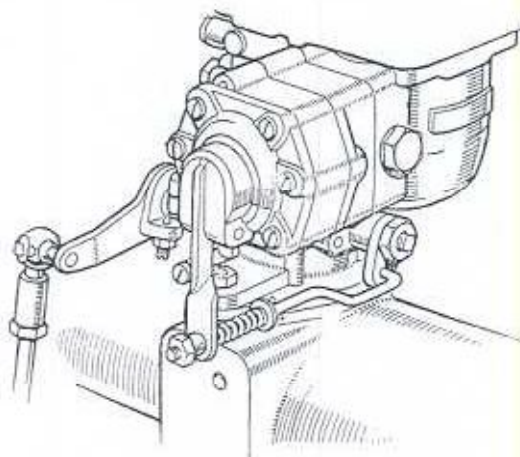


Fig. 1

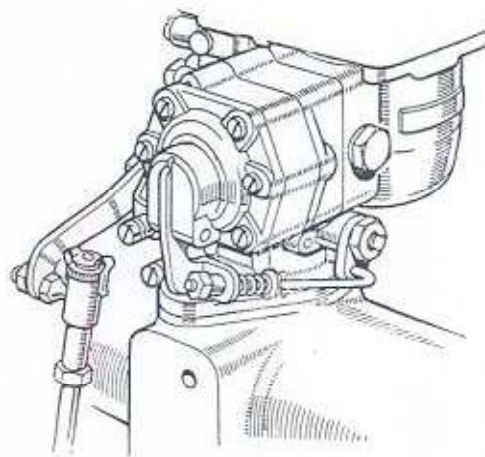


Fig. 2

On such engines, cases have been reported of a weak mixture flat spot occurring during acceleration; this can be eliminated by converting the pump linkage to the latest pattern (Fig. 2), so that the pump operates only during the first stages of throttle opening.

In addition, a main jet size 107.5 should be fitted in place of the original size 102.5 (139 c.c.).

The parts required to carry out this modification are as follows:—

Throttle lever T706, accelerator pump T1562, main jet (107.5) T1563, lever for pump rod T1564 and pump control rod T1565.

These parts must only be fitted in complete sets.

2. ACCELERATION FLAT SPOT ("60", "75" AND LAND-ROVER)

A flat spot can occur during acceleration as a result of a fuel leakage inside the carburettor, between the accelerator pump injector nozzle block and the carburettor body.

To check this possible defect, remove the air cleaner and the float chamber cover, when the injector will be found in the carburettor body at the top of the choke tube(s). With the engine stationary, open the throttle, when a discharge of fuel from the accelerator pump should occur only through the injector nozzle(s).

If a fuel leak is detected between the injector block and the carburettor body, withdraw the securing screw and remove the injector complete. Replace the existing paper washer under the block with a Neoprene washer (Part No. T1570 for "60" and Land-Rover; Part No. T1571 for "75" models) and refit the injector and securing screw.

Check that the leak has been eliminated and replace the float chamber cover and air cleaner.

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Sheet 2 of 2 Sheets

MODELS AFFECTED

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COMPLAINT

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SUBJECT

**3. CARBURETTOR THROTTLE SPINDLE NUTS LOOSE OR MISSING ("60", "75"
AND LAND-ROVER)**

Cases have been reported of the carburettor throttle spindle nuts becoming loose or unscrewing completely from the spindle. It has been established that such complaints occur only on carburettors having a die-cast zinc-base throttle abutment plate, which is liable to contract, so leaving the nuts loose.

To rectify the defect, the zinc alloy throttle abutment plate should be replaced by one made from steel (Part No. T139) and a tab washer (Part No. T1594) should be fitted for the nut. These parts are available from our Spares Department on a free of charge basis.

To fit the new parts:—

Remove the air cleaner (for convenience in working); remove the nut from the throttle spindle; detach the throttle lever and lift off the abutment plate. Transfer the slow-running and throttle stop screws to the new steel plate and replace the parts in the reverse order, fitting the new tab washer under the nut. Bend over the tab washer to lock the nut securely. Adjust the slow-running and throttle screws to give an even "tick-over" as described in Service Bulletin 5036.

In future, only steel plates will be stocked by our Spares Department.

This modification should be carried out at the earliest opportunity on all vehicles in your area having a zinc alloy abutment plate.

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