

Rover Service News Letter No. 45

TO ALL DISTRIBUTORS AND DEALERS

GENERAL

- Item 49 **BRAKE FLUID SUPPLY TANK. CAR AND LAND-ROVER** Oil leaks have been reported from under the filler cap of the brake fluid supply tank, due to the threaded portion of the cap being too long and not allowing it to tighten down on the joint washer.

This has now been corrected by reducing the length of the threaded portion of the cap.

Instances of oil leaks from the supply tank on earlier models can be cured by fitting an additional joint washer, Part No. 260820, in the filler cap.

1954 ROVER "60", "75" and "90"

- Item 50 **OIL CONSUMPTION 1954 "90"** It has been found that the oil consumption on some "90" cars has increased after long high speed runs due to oil being thrown through the tack welding between the baffle plate and the cover plate into the oil breather pipe.

The breather pipe has been modified on Production from Engines number 45303920 onwards by welding all round the baffle.

Where a complaint of high oil consumption after long runs is received, a check should be made in the vicinity of the breather pipe for traces of oil. If oil is found the breather pipe should be removed and the baffle welded all round as shown in the sketch below.

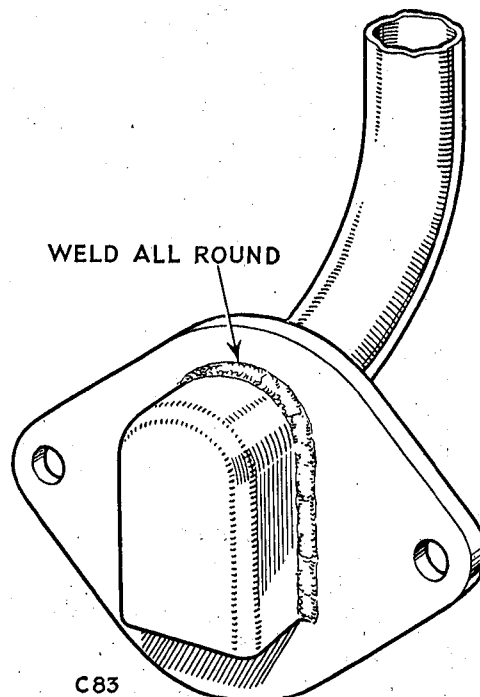


Fig. 1. Welding breather pipe baffle.

Item 51 CRANKSHAFT OIL SEAL 1954 "60" and "90" The dowels retaining the crankshaft oil seal in the cylinder block have been shortened to allow the oil seal to be dismantled without removing the crankshaft. This modification has been introduced from Engines numbered "60": 43301710 onwards. "90": 45303902 onwards.

The new dowel can be obtained under Part No. 246464 and should be fitted to all earlier 1954 "60" and "90" engines when the engine is dismantled for any reason. When fitted the dowel should protrude not more than .125 in. (3 mm.) from the cylinder block.

Item 52 EXHAUST MOUNTING To ensure that vibration is not transmitted up the exhaust system, a re-designed front mounting pin with a spring at top and bottom has been introduced from:—

- 60: 1st car.
- 75: 44302460, 44330616, 44360469, 44730001 and 44760017 onwards.
- 90: 45301453, 45330443, 45360992, 45830001 and 45860017 onwards.

The new parts are:—

Pin complete	.....	.....	1	245699
Rubber pad, upper	.....	.....	1	245701
Spring, upper	.....	.....	1	245702

Any earlier 1954 Car can be modified if the parts above are supplied and in addition one plain washer, Part No. 2550, and one split pin, Part No. 2389, are also used. The sketch below shows the method of assembly.

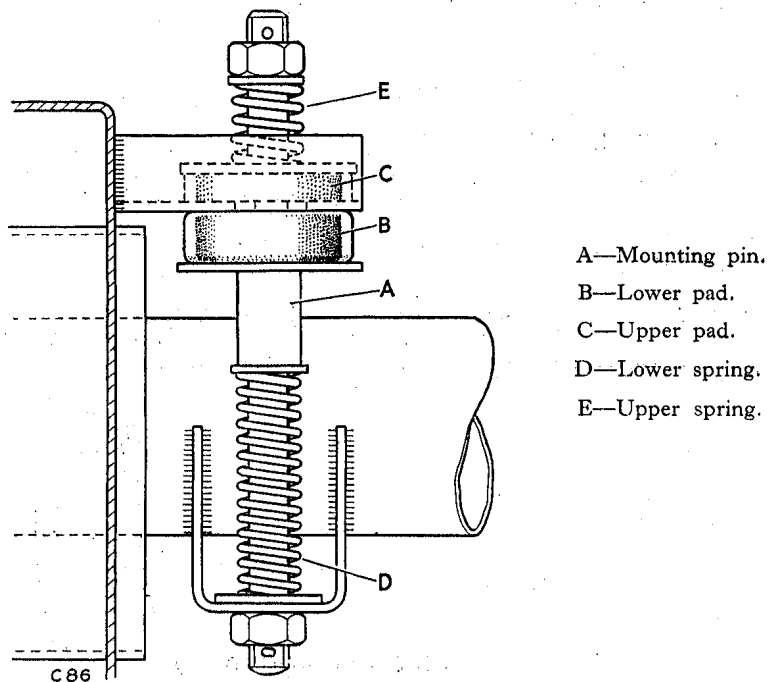


Fig. 2. Front mounting for exhaust pipe.

Item 53 PETROL PUMP. 1951 "75" Failure of the petrol pump on the 1951 "75" model can be caused by water entry into the pump body past the rubber boot.

This trouble can be overcome by sealing off the small hole in the rubber boot and taping round the skirt of the boot to prevent water entry. It is also advisable to fit a fibre washer between the terminal nut and the plastic cover to ensure a seal at this point.

LAND-ROVER

Item 54 STEERING BOX. 1954 LAND-ROVER. Instances have been reported of the air release plug in the side cover of the steering box becoming seized in the cover plate. This is due to internal corrosion caused by a brazing flux residue. Where difficulty is experienced in removing this plug, the side cover plate should be removed and the flux residue thoroughly cleaned off. The plug can then be removed. Replace side cover and refill steering box with the correct grade of oil. Replace air release plug.