

THE ROVER COMPANY LIMITED
SERVICE DEPARTMENT

SOLIHULL, BIRMINGHAM, England
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Rover Service News Letter No. 49

October 29th, 1954

TO ALL DISTRIBUTORS AND DEALERS

SECTION 1. **WORKSHOP AND SPARE PARTS INFORMATION**

Item 70 SUBJECT: **FROST PRECAUTIONS.**
MODELS: All Cars and Land-Rovers.
REMARKS: From October 8th, 1954 to March 31st, 1955 inclusive all Cars and Land-Rovers leaving this Factory will have the cooling system filled with 25% of Anti-freeze mixture.

Cars and vehicles so filled will be identified as below:—

1. A yellow sticky label affixed to the right-hand side of the windscreen:
"Anti-freeze added 25%".
2. A yellow label is tied to the engine;
"The Rover Co. Ltd., 25% I.C.I.
Ethylene Glycol "D" has been
added to this cooling system
giving safety against frost down
to zero Fahrenheit."

If the prevailing weather makes the use of anti-freeze mixture unnecessary when the car or vehicle is received, the cooling system must be drained, flushed and refilled as a precaution against corrosion.

The yellow labels should be removed from the windscreen and the engine when this has been carried out.

Should the radiator require substantial topping up while the anti-freeze is in use, always add a 25% solution, never water only.

For information, the quantity of anti-freeze required to give a 25% solution for Rover models is listed below:—

Model	Cooling capacity.	Amount of anti-freeze.	Amount of water.
Land-Rover and "60"	17 pints (9,5 litres)	4½ pints (2,5 litres)	12¾ pints (7 litres)
"75" and "90"	21 pints (12 litres)	5½ pints (3 litres)	15¾ pints (9 litres)

NOTE: If Ethylene Glycol "D" anti-freeze mixture is not available, any **good quality** anti-freeze mixture can be used when topping up the radiator.

Item 71 SUBJECT: **CARBURETTER.**
MODELS: 1955 Land-Rover.
COMPLAINT: Flat spots and surging in the speed range 20-40 m.p.h. (32-64 k.p.h.)
CAUSE: 50 Economy jet too small.
CURE: Fit larger size jet i.e. 75.
PART No.: Economy jet 75 1 261974
REMARKS: The 75 economy jet, Part No. 261974, is fitted as an alternative to the 50 jet, Part No. 261420. This point should be checked when ordering these jets for replacements.

Sheet No. 1

Item 72 SUBJECT:
MODELS:
REMARKS:

FRONT WHEEL DRIVE AND SWIVEL PINS.

1948-55 Land-Rover.

Some confusion appears to exist about the interchangeability of various component parts of the Land-Rover front wheel drive and swivel pins, as certain parts are very similar in design.

It is **most important that the correct parts are used** for the models concerned, failure to do so can result in:—

- (a) Fouling of half shaft joint.
- (b) Lack of lubrication to the swivel pin cone.

Listed below are the parts which **are not interchangeable**, together with the means of identification.

1. Front half shaft.
1948-53 Half shaft, tracta joint and stub shaft are all separate items.
1954-55 Half shaft, universal joint and stub shaft are connected up as one assembly.
2. Bearing for half shaft.
1948-53 Ball } External dimensions are identical.
1954-55 Roller }
3. Swivel pin and steering lever.
Effective length of swivel pin as shown below:—

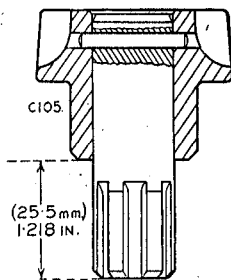


Fig. 1. Length of swivel pin. ~~1948-53~~
1954-55

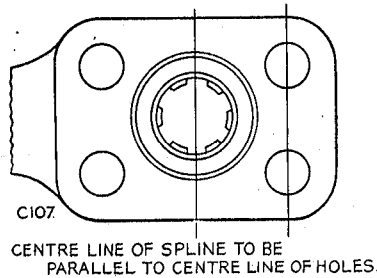


Fig. 2. Position of spline. 1948-55.

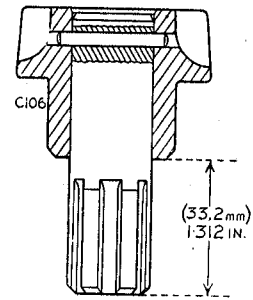


Fig. 3. Length of swivel pin. ~~1954-55~~
1948-53

4. Housing for swivel pin bearing.
Internal dimension as detailed below:—

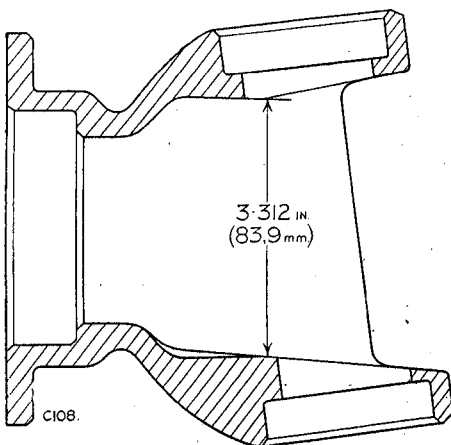


Fig. 4. Housing for swivel pin bearing. 1948-53.

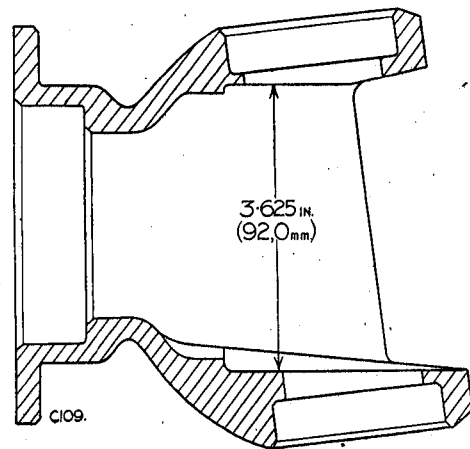


Fig. 5. Housing for swivel pin bearing. 1954-55.

5. Cone bearing for swivel pin, top.

External dimension as shown in the sketch below:—

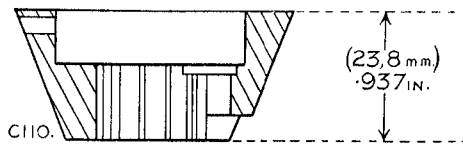


Fig. 6. Cone bearing.

1948-53
1954-55

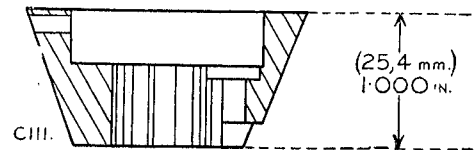


Fig. 7. Cone bearing.

1954-55
1948-53

The round section spring and the rectangular section spring for the cone bearing **are interchangeable**. Only the rectangular section spring will be supplied for all replacements; it should be fitted as detailed in Rover Service News Letter No. 44. Item 41.

In the assembly of the cone bearing and the steering lever the **relationship of the oil hole in the cone bearing to the centre line of the front axle** is very important. The sketch below illustrates the position of the oil hole for the models concerned.

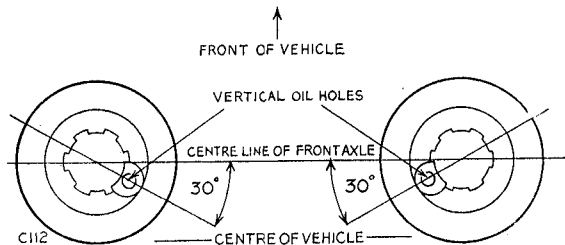


Fig. 8. Position of oil hole.
1948-53.

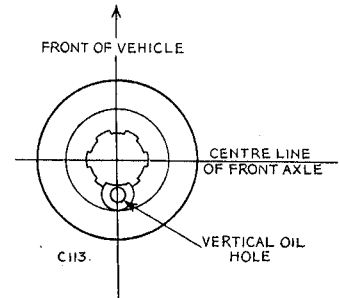


Fig. 9. Position of oil hole.
1954-55.

NOTE: The frictional torque of the swivel pin damping, when checked with a spring balance at the track rod lever hole, should be:—

Round section spring, no oil seal fitted	10-12 lbs. (4,5-5,5 kg.)
Round section spring, oil seal fitted	16-24 lbs. (7-11 kg.)
Rectangular section spring, no oil seal fitted	14-16 lbs. (6,25-7,25 kg.)
Rectangular section spring, oil seal fitted	18-26 lbs. (8-12 kg.)

Readings in excess of the above figures should be rectified by:—

- (a) Adding shims if necessary, or
- (b) By checking that the additional friction is not imposed by a badly-assembled oil seal.

Item 73 SUBJECT:
MODELS:
PART No.:
REMARKS:

ELEMENT FOR AIR SILENCER.

1954-55 "90" 1954-55 "60" Export 1955 "75"

Element for air silencer 1 248362

Two types of air silencer element have been used on the above models;

- (a) With the felt sealing rings attached to the inside of the air silencer cover and the end cap.
- (b) With the felt sealing rings attached to each end of the element.

Only the latest type element, Part No. 248362, with the felt rings attached to the element, will be supplied for all replacements. When these are used in place of the earlier type, the felt rings attached to the air silencer cover and end cap must be removed before inserting the replacement element.