THE ROVER COMPANY LIMITED
SERVICE DEPARTMENT

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Rover Service News Letter No. 52

February, 1955

TO ALL DISTRIBUTORS AND DEALERS

Dear Sirs,

The following changes and developments have taken place during the past month.

With this issue we are also including copies of Amendment No. 2 to the Land-Rover and Car Spare Parts Catalogues and Cumulative Amendment No. 5 to the Master Spare Parts Price List.

SECTION II. WORKSHOP AND SPARE PARTS INFORMATION

Item 90 SUBJECT: **WATER PUMP OVERHAUL KITS**

MODELS: 1938-47 Car. 1948-49 '60' and '75'
1950-53 '75'. 1954-55 '60', '75' and '90'.
1948-55 Land-Rover.

PART NUMBERS:

WATER PUMP OVERHAUL KIT	1	265254	1938-47 All
Comprises:			
Thermoflex seal	1	05933	
Copper washer for seal	1	02178	
Bearing, inner	1	01071	
Bearing, outer	1	10511	
Nut fixing impeller	1	2827	
Grease retaining washer	1	58116	
Joint washer, pump to head	1	59090	1938
Joint washer, pump to head	1	06771	1939-47
Joint washer, water pump cover	1	06767	1939-47
Joint washer, water outlet elbow	1	07263	1939-47
Fibre washer for thermostat	2	01645	
WATER PUMP OVERHAUL KIT	1	265255	1948-49 '60' and '75' 1948-55 Land-Rover 1950-53 '75' 1954-55 '60', '75' and '90'
Comprises:			
Pump spindle and bearing	1	213695	
Carbon ring and seal unit	1	239855	
Impeller	1	242329	
Joint washer for pump	1	09118	
Joint washer for inlet pipe	1	213724	
Rubber joint ring	1	09170	1948-49 '60' and '75' 1948-55 Land-Rover
Fitting instruction	1	265256	

REMARKS: Water pump overhaul kits are now available from our Spares Department; they contain all the parts needed to completely overhaul water pumps used on the above models.

Item 91 SUBJECT: **SPARKING PLUG RECOMMENDATIONS**

MODELS: 1950-55 Car. 1948-55 Land-Rover.

REMARKS: Lodge 14 mm. CLN-H sparking plugs are normally supplied as original equipment on all the Rover Cars and Land-Rovers listed above. The following are also recommended as being suitable replacements for these models:

A.C. Delco 45XL.
Champion N.8.B.

Item 92 SUBJECT: **FRONT BRAKES**

MODELS: 1955 '75' and '90'.

MODIFICATION: Improved brake performance

PART NUMBERS:

Brake shoe assembly L.H. front	2	265966
Brake shoe assembly R.H. front	2	265967
Lining for brake shoe	4	265965

COMMENCING NUMBERS:
'75' Home R.H.D. models from Cars numbered 54300339 onwards
'75' Export L.H.D. models from Cars numbered 54330070 onwards
'75' Export R.H.D. models from Cars numbered 54360041 onwards
'90' Home R.H.D. models from Cars numbered 55300605 onwards
'90' Export L.H.D. models from Cars numbered 55330138 onwards
'90' Export R.H.D. models from Cars numbered 55360513 onwards

REMARKS: The latest type 1955 '75' and '90' front brake shoes are fitted with Ferodo D.M.1 linings and will be supplied as replacements for all 1955 '75' and '90' Cars. They must be fitted in sets of four brake shoes for Cars numbered prior to the commencing numbers above.

Identification—One long and two short blue stripes on the edge of the brake lining.

Item 93 SUBJECT: **BRAKE CONTROLS**

MODELS: 1955 '60', '75' and '90' R.H.D.

COMPLAINT: Restricted brake pedal movement

CAUSE: Due to snow lodging between body bracket and bracket for brake return spring.

CURE: Fit new parts as detailed below.

PART NUMBERS:

Anchor plate for brake pull-off spring	1	266270
Bracket for stop lamp switch	1	266272
Link for stop lamp switch spring	1	266271

COMMENCING NUMBERS:
'60' Home R.H.D. models from Cars numbered 53300238 onwards
'60' Export R.H.D. models from Cars numbered 53360030 onwards
'75' Home R.H.D. models from Cars numbered 54300506 onwards
'75' Export R.H.D. models from Cars numbered 54360049 onwards
'90' Home R.H.D. models from Cars numbered 55300728 onwards
'90' Export R.H.D. models from Cars numbered 55360597 onwards

REMARKS:

Any earlier 1954 or 1955 '60', '75' and '90' Car can be modified if so desired, by carrying out the following. See Fig. 1 below for layout of new parts.

1. Remove brake pedal return spring from chassis bracket.
2. Remove stop lamp link adjuster nipple and remove link.
3. Remove fork end joint pin.
4. Remove fork end from master cylinder connecting tube.
5. Remove spring anchor from brake tube.
6. Weld a suitable bracket to chassis side member for the brake pull-off spring. The bracket to be approximately 2¼ in. (57 mm.) forward of the original bracket, which should be removed.
7. Refit fork end and replace joint pin.
8. Check that master cylinder has 1/16 in. (1,6 mm.) free play at the push rod and tighten locknut.
9. Fit anchor plate (266270) to joint pin for fork end and split pin, discarding the original plain washer.
10. Remove brake stop lamp switch and bracket.
11. Fit bracket for stop lamp switch (266272) using original position on wing valance. Alternatively, the holes in the original bracket can be slotted to give adjustment to the stop lamp switch link.
12. Fit stop lamp switch and connect up link (266271) using a suitable hole in the anchor bracket, adjust link by means of the stop lamp switch.

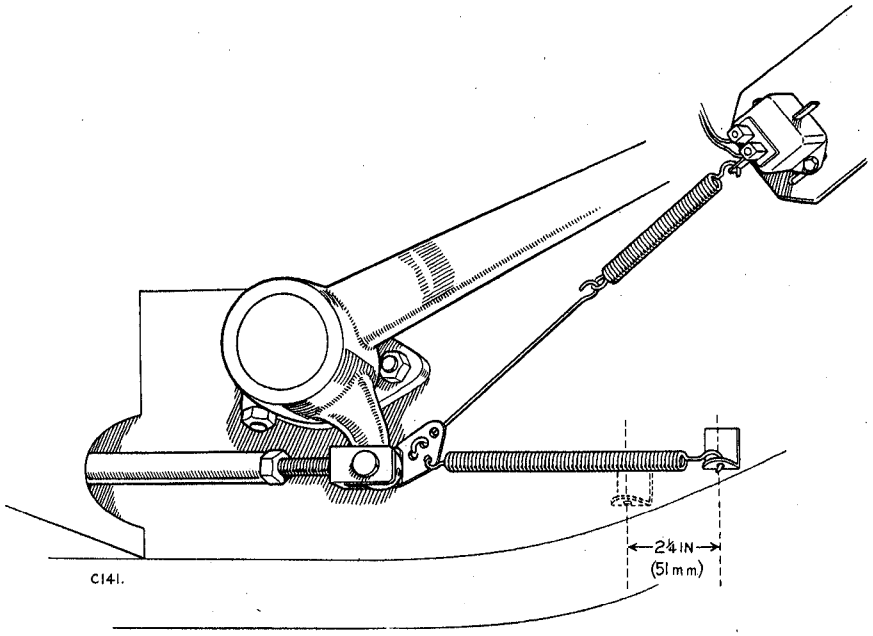

Fig. 1. Layout of brake linkage.

Item 94 SUBJECT: **STEERING UNIT**

MODELS: 1955 Land-Rover.

MODIFICATION: Seal for rocker shaft. Rubber "O" ring replaces cork seal.

PART NUMBERS: See Amendment No. 2 to Land-Rover Spare Parts Catalogue.

COMMENCING NUMBERS:

86 Home R.H.D. models from vehicles numbered 57101636 onwards
86 Export L.H.D. models from vehicles numbered 57131161 onwards
86 Export R.H.D. models from vehicles numbered 57160599 onwards
86 C.K.D. R.H.D. Export from vehicles numbered 57660487 onwards
86 C.K.D. L.H.D. Export from vehicles numbered 57630093 onwards
107 Home R.H.D. models from vehicles numbered 57200324 onwards
107 Export L.H.D. models from vehicles numbered 57230451 onwards
107 Export R.H.D. models from vehicles numbered 57260443 onwards
107 C.K.D. R.H.D. Export from vehicles numbered 57760181 onwards
107 C.K.D. L.H.D. Export from vehicles numbered 57730025 onwards

REMARKS: The latest type steering unit assembly is completely interchangeable with the earlier type.

Item 95 SUBJECT: **FOG AND SPOT LAMPS—HOME MARKET**

MODELS: 1950-55 Car.

REMARKS: Legal requirements when fitting Fog and Spot lamps.

(*a*) Excepting vehicles first registered after 1st January 1952 the fog lamp can be at any distance from the ground, but if the centre is below 24 in. it can only be used when conditions of fog or falling snow exist.

On vehicles first registered after 1st January 1952 the fog lamps can be positioned at any distance from the ground up to a limit of 3 ft. 6 in., but if the centre is below 26 in. it can be used only when conditions of fog or falling snow exist.

The present fog lamp as fitted to the 1954-55 Home '90' models is about 24 in. from the ground and this is satisfactory when used as a fog lamp.

(*b*) If an additional spot lamp is fitted care should be taken to see that the centre is at least 26 in. (in the case of vehicles registered up to 1st January 1952—24 in.) from the ground with the car unladen; it will then comply with the regulations and can be used under any conditions.

Item 96 SUBJECT: **WATER ENTRY**

MODELS: 1954-55 '60', '75' and '90'.

COMPLAINT: (*a*) Water entering luggage boot.

(*b*) Water entering body of car.

CURE: Check points in list below, and rectify as necessary.

NOTE.—In cases where the source is in doubt it is recommended that the car is lightly sprayed for some minutes to allow water to begin to enter the car, and thus indicate the actual source of entry.

Water leaks on the 1955 back light are probably the most difficult to locate and seal due to the length and contour of the sealing area. It is particularly important therefore, that a thorough water test is carried out (10 to 20 minutes spray may be necessary) when the back light is suspect or where difficulty is experienced in locating water leaks in the boot; as water entry through any of the points listed below may show up at the rear of the wheel-arch or round the petrol filler, etc.; this is because the water tends to run down inside the boot, thus giving a false impression of the source of entry.

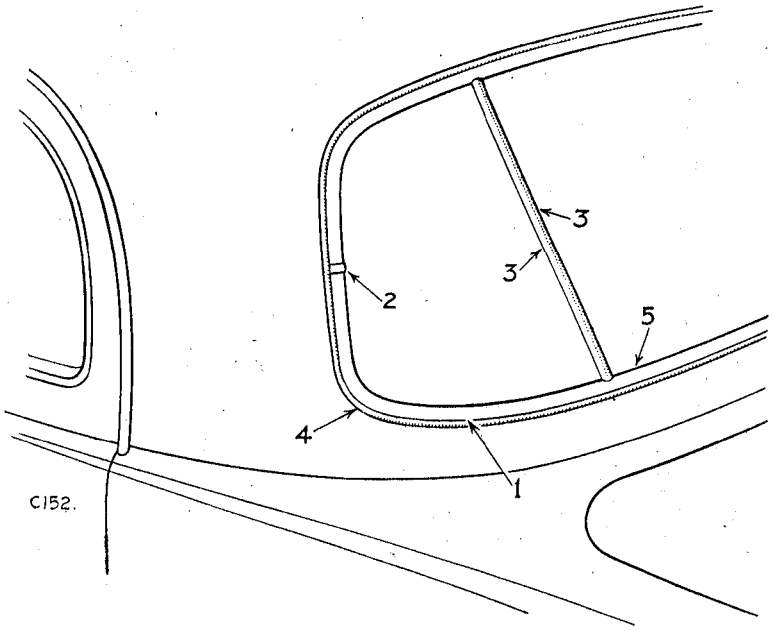

Fig. 2. Backlight from L.H. side.

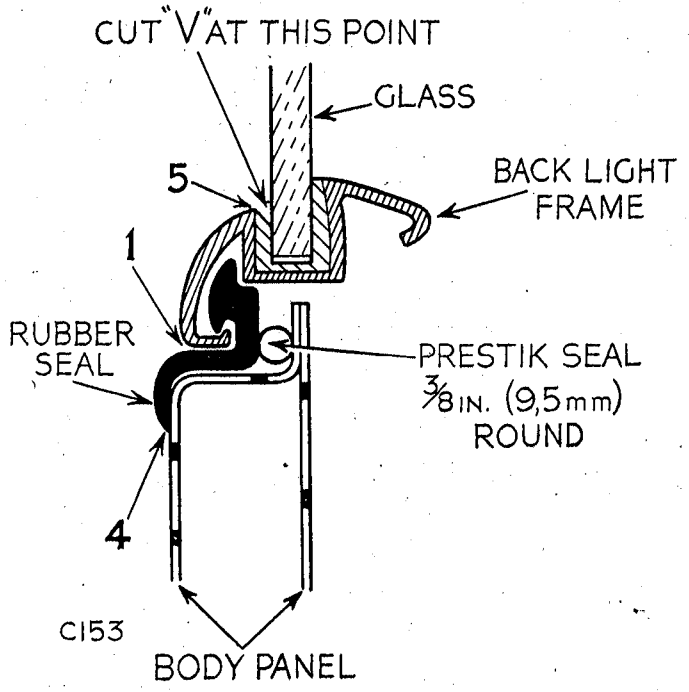

Fig. 3. Cross-section of backlight frame. Full size.

Section 'A'—Water entering luggage boot.

BACKLIGHT 1954.

Water may leak between the glass and the sealing rubber.

Attention should be paid to the lowermost corners and Sealastik applied where necessary.

BACKLIGHT 1955.

It is most important that any work carried out on the 1955 backlight is done **thoroughly,** even a small break in the sealing compound may allow water entry.

(*a*) Using a suitable gun and nozzle inject Sealastik at the following points:—

(1) All round the backlight between chrome bead and rubber seal. (See Figs. 2 and 3, Item 1.)

(2) Underneath the chrome clips at either side of the chrome beading. (See Fig. 2, Item 2.)

(3) Between backlight glass and vertical rubber seals. (See Fig. 2, Item 3.)

(4) All round backlight between rubber moulding and body. (See Figs. 2 and 3, Item 4.)

(*b*) Cut a deep "V" in the rubber seal between glass and chrome bead and fill in with Sealastik. (See Figs. 2 and 3, Item 5.)

When all the above points have been checked and sealed as required, remove surplus sealing material from glass and body.

NOTE.—On early 1955 models it may be necessary to fit the latest type Sealing rubber between backlight and body, Part No. 314360, and also the Clips, Part No. 314505 covering the joint between the two chrome beads.

RUBBER SEAL FOR BOOT LID.

The rubber surrounding the boot lid aperture and engaging the face of the lid may allow water to pass the guttering.

Remove the sealing rubber. Inject Sealastik all round the guttering, refit rubber and manipulate the rubber so that the lip protrudes above the wing line. (See Fig. 5, Item 11.)

WHEELARCH.

Two cage nuts immediately behind L.H. wheelarch. Two nuts and bolts immediately behind R.H. wheelarch. Seal with Bostik. (See Figs. 4 and 5, Item 1.)

GUTTERS AT BOOT.

At the bottom of the gutters, and also through the welding at the top corners of the main boot lid sealing rubbers. Seal with Bostik where necessary. (See Fig. 5, Item 2.)

TAIL LAMP.

The body of the tail lamp, i.e., by-passing between the rubber seal and the wing panel. (See Fig. 5, Item 3.)

Remove the complete lamp and use a suitable compound to seal the rubber seal and wing. Seal between rubber and lamp bezel with Prestik. When replacing the lamp, do not tighten the nuts excessively, as this will distort the rubber seal.

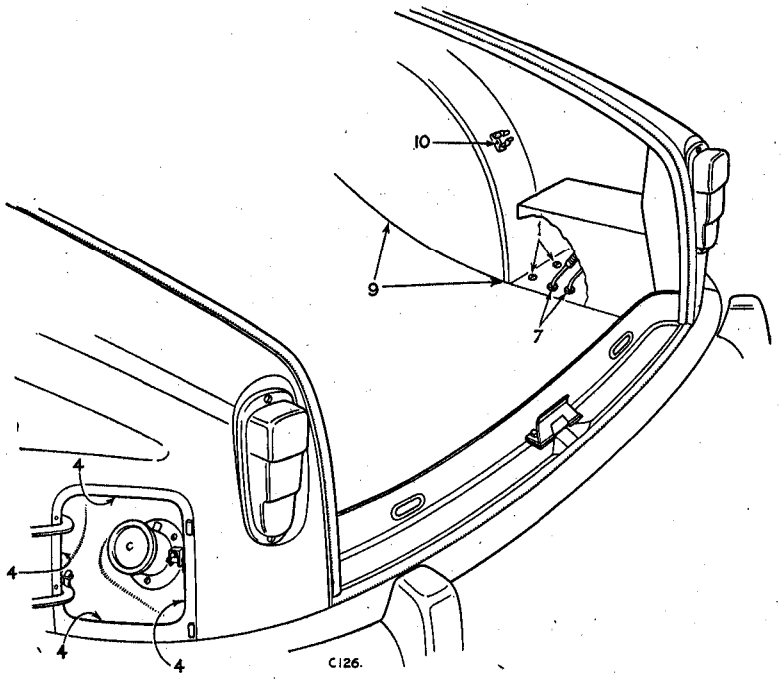

Fig. 4. Boot interior from left-hand side.

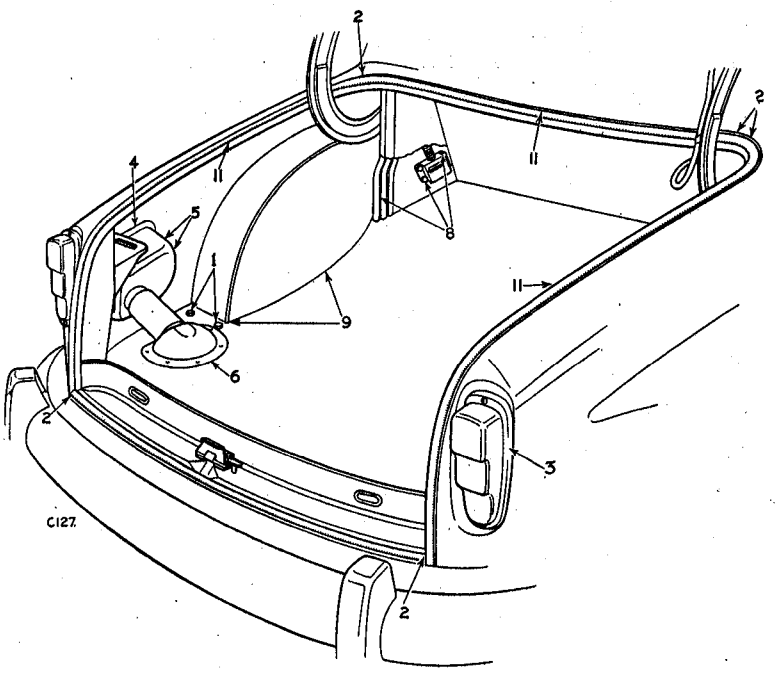

Fig. 5. Boot interior from right-hand side.

PETROL FILLER COMPARTMENT.

The petrol filler compartment—passing round the edges of the filler lid and between the panels and thence between the panel of the boxed-in section and the adjoining inner panel of the wing. The cut away edge of the boxed-in section panel should be sealed with a suitable compound. Seal off round the edges. (See Figs. 4 and 5, Item 4.)

The slots in the body, for the bolts holding the petrol filler lid hinge. Seal with Prestik washers. (See Fig. 5, Item 5.)

The flanges of the petrol filler neck where it adjoins the floor of the boot and petrol filler compartment. Seal off the edges with a suitable compound. See Fig. 5, Item 6.)

Between the large rubber grommet for the petrol filler tube and the cover plate. Between the petrol vent tube and the cover plate. Seal with Bostik where necessary. (Not illustrated.)

ACCESS COVER FOR R.H. REAR BUMPER BOLT.

Between cover and boot floor. Seal round edge with Bostik. (Not illustrated.)

GROMMET FOR PETROL PIPES.

The petrol pipe grommets in the boot floor. Seal with Bostik. (See Fig. 4, Item 7.)

BOOT LID HINGE SUPPORT AND TRUNNION BRACKET.

Four bolts in each wheelarch, holding the boot lid hinge support and three holding the trunnion bracket. Seal with Prestik washers. (See Fig. 5, Item 8.)

WHEELARCH AND FLOOR.

Between the junction of the wheelarch and the floor, seal with Bostik, especially at the corners, where the joint flange passes through the floor. (See Figs. 4 and 5, Item 9.)

WHEEL BRACE CLIP.

Holes for the clip securing the wheel brace on the right-hand wheelarch. Seal with Prestik. (See Fig. 4, Item 10.)

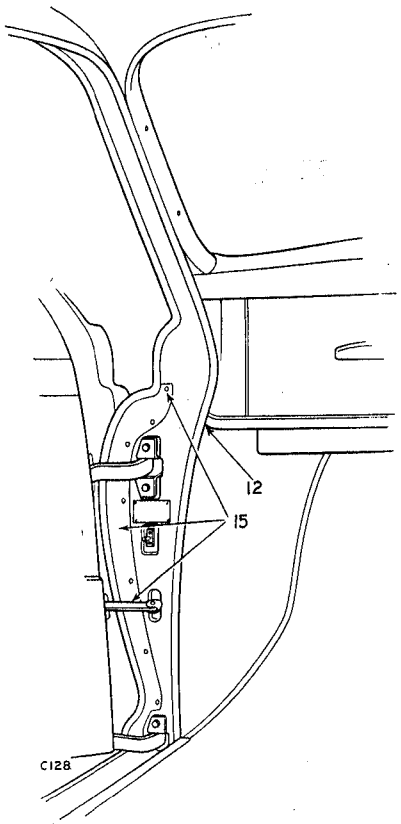

Fig. 6. Front door pillar, left-hand side.

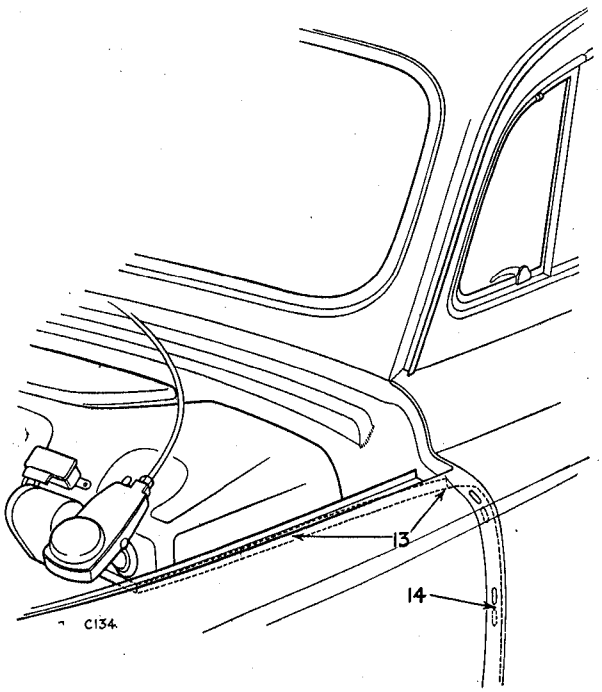

Fig. 7. Scuttle, left-hand side.

Section 'B'—Water entering the body of the car.

DASH.

The spot welded seam, and the joint between the seam and the rear face of the 'A' post. Paint over with Bostik as necessary. (See Fig. 7, Item 13.)

The angle for attaching the wing is bolted to the side of the dash by four set bolts. The slotted holes in the scuttle should be sealed with Prestik washers with 1½ in. (48 mm.) diameter aluminium washers on top; both being under the angle. (See Fig. 7, Item 14.)

DOORS.

The sealing of the rubber retaining plates on the 'A' post should be checked from the top to the level of the door check straps; add sealing compound where necessary. (See Fig. 6, Item 15.)

VENTILATOR.

The sealing rubber round the ventilator aperture should be checked for alignment. Lower the level of the ventilator and if necessary, the bonnet top, to line with each other. (Not illustrated.)

WINDSCREEN

Water may leak between the screen and the sealing rubber; attention should be paid to the lowermost corners, and Bostik applied where necessary. (Not illustrated.)

DOOR GLASSES.

Water may leak between the window glass and the sealing. This water will pass down the inside of the door emerging at the bottom of the door. (Not illustrated.)

This should not be confused with Item 15.

REMARKS: The preceding notes attempt to indicate possible points through which water may enter and the suggested tests are merely to serve as a guide to the rectification of any possible complaints should they arise. It is stressed that these suggestions cannot be inferred as meaning that any faults exist either in design or manufacture or that any attention is necessary.

Item 97 SUBJECT: **BOOT LID**

MODELS: 1955 '60', '75' and '90'.

COMPLAINT: Flexing of boot lid outer panel at top edge.

CURE: Fit support brackets as detailed below:—

PART NUMBERS:

Support bracket	2	314373
Drive screw	2	77949

COMMENCING NUMBERS:

'60' Home R.H.D. models from Cars numbered 53300088 onwards
'60' Export L.H.D. models from Cars numbered 53330002 onwards
'60' Export R.H.D. models from Cars numbered 53360014 onwards
'75' Home R.H.D. models from Cars numbered 54300092 onwards
'75' Export L.H.D. models from Cars numbered 54330036 onwards
'75' Export R.H.D. models from Cars numbered 54360016 onwards
'90' Home R.H.D. models from Cars numbered 55300351 onwards
'90' Export L.H.D. models from Cars numbered 55330066 onwards
'90' Export R.H.D. models from Cars numbered 55360227 onwards

REMARKS:

To fit brackets proceed as follows:—

1. Remove rear boot lid light and withdraw light to extent of wiring.
2. Place support brackets in rear light aperture and use as templates to mark off position for drilling the two 7/64 in. (2,7 mm.) holes for securing the supports.
3. Using a suitable adhesive, cover the supports with 1/8 in. (3 mm.) felt.
4. Insert support brackets (314373) through the aperture for the boot light to the left and right of the car.
5. Secure by means of the drive screws (77949).
6. Refit boot light.

Yours faithfully,

For THE ROVER COMPANY LIMITED

M. Brewer.

Publications Editor,
Technical Service Department.