

THE ROVER COMPANY LIMITED
S E R V I C E D E P A R T M E N T

SOLIHULL, BIRMINGHAM, England
Telephone Nos. : Sheldon 2461, 2613
Telegrams : Rovrepair, Solihull

Rover Service News Letter No. 40

January 29th, 1954

TO ALL DISTRIBUTORS AND DEALERS

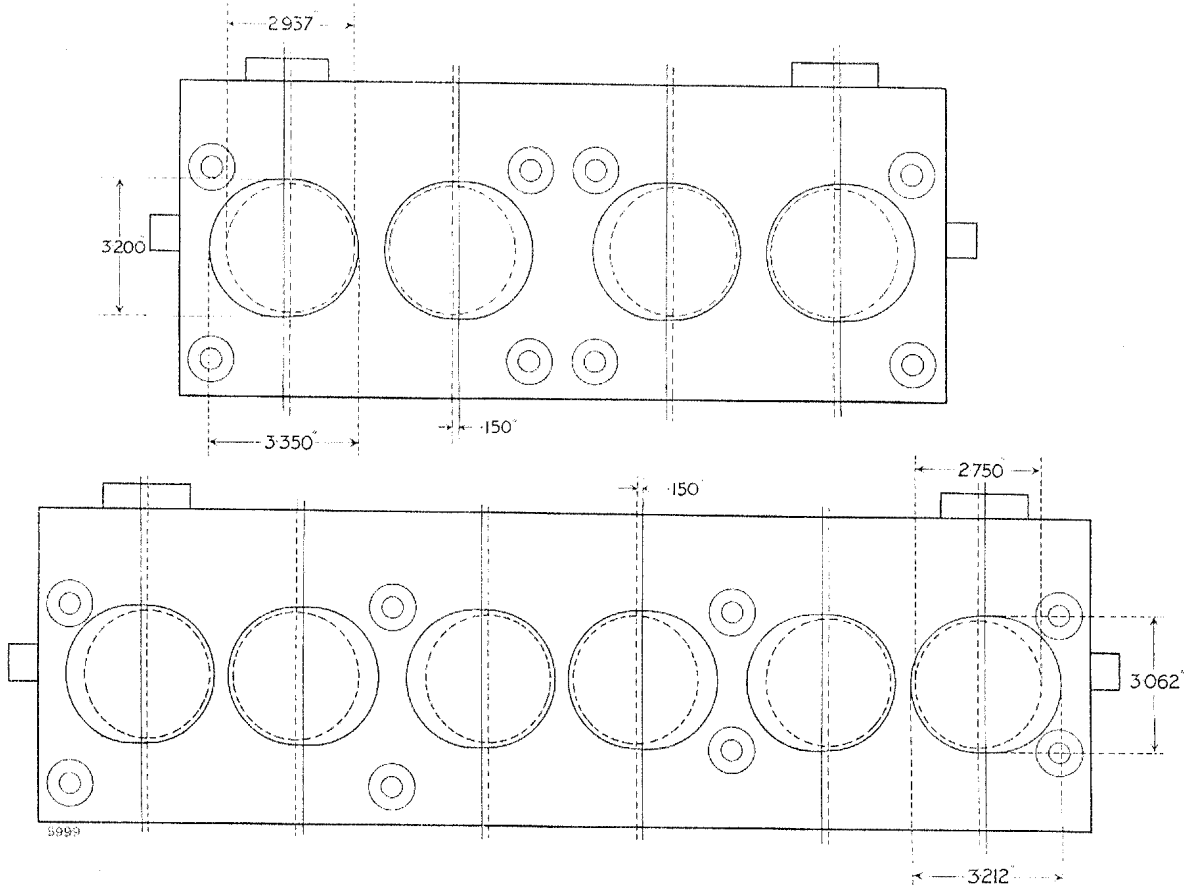
GENERAL.

**Item 1 ENGINE CONVERSION
 PARTS, LAND-ROVER**

The engine conversion parts listed in Service Bulletin 2/A4 will be chargeable as from this date. These parts are required when fitting 2.0 litre Land-Rover engines in place of 1.6 litre engines and will be charged at the normal price and discount.

**Item 2 JIG BLOCK FOR
 CYLINDER BORING
 LAND-ROVER AND
 CAR**

All Service stock of Jig blocks, part numbers 261287 and 261288, have been modified to make them suitable for the 1954 "60" and "75" and "90" respectively. Any stocks held by Distributors or Dealers can be modified as detailed in the sketch below, or alternatively they can be returned to our Service Department, where they will be modified free of charge.



Modification of Jig Block : Bore out, using scrap cylinder blocks to dimensions shown, elongating each bore by .150 in. (3,81 mm). Dotted lines indicate original bore size and centres. Heavy lines show new bore size and centres.

ROVER SERVICE NEWS LETTER No. 40—*continued.*

- Item 3 WATER PUMP, LAND-ROVER AND CAR** Some confusion appears to exist in identifying the early and late type water pump, part numbers 233161 and 241884. The external appearance is similar, but 241884 can be easily identified as the outlet to the thermostat at the top of the pump is both counterbored to take a sealing ring and threaded to take an adaptor.
- Item 4 PROPELLER SHAFT, 1948-49 "60" and "75"** Early 1948-49 "60" and "75" models had no provision for greasing either the journals or the sliding spline. On later models, and all Service replacements, the propeller shafts were modified to include grease nipples. The journals and sliding spline on all modified propeller shafts should be lubricated every 3,000 miles, using a good quality oil to specification S.A.E. 140. This should be brought to the notice of all owners of 1948-49 "60" and "75" models.
- Item 5 SHOCK ABSORBERS, LAND-ROVER AND CAR** Monro Matic telescopic shock absorbers have previously been supplied in gun-metal grey finish. This has been discontinued and future supplies will be finished in black. They can be easily identified as the Rover part number is given on the upper portion of the outer sleeve.
- Item 6 WELDING AND FILLING BODY PANELS, LAND-ROVER AND 1950-54 CAR** As you are aware, the Land-Rover bodywork and the door, boot and bonnet panels on the 1950-54 Rover cars are made from BIRMABRIGHT. BIRMABRIGHT is an alloy of aluminium, and, consequently repair by welding requires a special technique and material. Actually BIRMABRIGHT can be welded with ease providing the right material, tools and method are employed. For some time past we have studied this job with the object of simplifying the methods and also ensuring that the correct material and tools are readily available. As a result of this research we are now in a position to offer a kit of tools and material in kit form complete in every detail including simple instructions at a reasonable cost. We are also in a position to demonstrate the welding technique in our Service School at Solihull. Full details concerning prices will be sent to you shortly, but in the meantime any enquiries will be promptly dealt with.
- ROVER "60", "75" and "90"**
- Item 7 OIL FILTER "60" and "90"** When fitting a new oil filter element on the 1954 "60" and "90" it is essential also to fit the joint washer supplied with each element. Failure to do so may result in oil leaks as the original rubber joint washer invariably swells and is then difficult to replace. This information should be brought to the notice of all Workshop personnel immediately.
- Item 8 FAN BLADE "75"** To stiffen up the fan blade on "75" models, a reinforcing plate part number 244318 has been fitted. It was introduced from cars numbered 44301750, 44330402, 44360360 and 44760009 onwards. This reinforcing plate can be fitted to any earlier 1954 "75" model.
- Item 9 THERMOSTAT SWITCH "90"** To protect the terminal of the thermostat switch from the air cleaner on the "90", a rubber boot, part number 246241, has been introduced from cars numbered 45300247, 45330162 and 45360377 onwards. This can be fitted to any earlier 1954 "90" model if required.
- Item 10 GEARBOX COVER "60", "75" and "90"** To provide access to the reverse stop an additional rubber grommet has been fitted to the gearbox cover. The rubber grommet, part number 305016, has been fitted from cars numbered, "60" 43300315, 43330003 and 43360003 onwards; "75" 44301743, 44330402, 44360360 and 44760009 onwards; "90" 45300204, 45330114 and 45360263 onwards.

Rover Service News Letter No. 41

February 26th, 1954.

TO ALL DISTRIBUTORS AND DEALERS

GENERAL

- Item 11 SPARE PARTS CATALOGUE 1954 LAND-ROVER** A fully illustrated owners' version of the 1954 Land-Rover Spare Parts Catalogue, price 12/6d. less a special discount, is now available from our Spares Department. This book is a duplicate of our standard Land-Rover Spare Parts Catalogue on thinner paper with a cardboard cover. It is mainly for the use of overseas Land-Rover owners.
- Item 12 GEARBOX 1950-53 "75"** This instruction supersedes all previous information on the subject of the 1950-53 "75" Gearbox which has been issued from the Rover Technical Service Department. It covers Gearbox assembly Part No. 244132 for all 1950-51 Gearboxes with the early type freewheel spring, i.e. long spring inside reverse selector shaft and Gearbox assembly Part No. 230376 covering all 1950-53 gearboxes with the later type freewheel spring, i.e. large external spring. The information detailed below should be brought to the notice of all Workshop and Stores personnel immediately.

ADJUSTMENT OF GEAR CHANGE MECHANISM

1. Remove the clevis pins securing the two operating rods to the gear control levers on the gearbox.
2. Move the gear change lever into 2nd speed position and ensure that the spring-loaded ball in the plunger body within the gate sits squarely in the 2nd speed hole in the detent plate. If necessary, adjust the bottom bracket, holding the gate and detent plate, up or down the steering column to achieve this condition.
3. Move the neutral selector lever, on the bottom of the gearbox, into 2nd gear position, i.e., approximately mid-way along its travel. Move the lever on the cross-shaft downwards as far as possible, i.e., into 2nd gear. It may be necessary to rotate the propeller shaft to ensure full engagement of the gears.
4. Adjust the length of the operating rod between the bell crank on the steering column and the neutral selector lever on the gearbox, so that the clevis pin may be inserted through the fork end and the lever, when the lever is in the mid-way position of its free neutral movement in 2nd gear.
5. Disengage 2nd gear. Move the gear change lever into top gear position and ensure that the ball locates correctly in the detent plate. Move the cross-selection lever on the bottom of the gearbox into top gear position, i.e. so that the cross-shaft is moved as far to the right as its stop will allow. Move the lever on the cross-shaft downwards as far as possible, i.e. into top gear, rotating the propeller shaft to ensure full engagement.
6. With the levers in this position, adjust the length of the operating rod between the lever on the steering column and the cross-shaft lever on the gearbox, so that the clevis pin may be inserted through the fork end and the lever. Ensure that the main selector toggle is free in the 3rd/4th speed jaw.
7. **On cars fitted with Rubber Insulated Operating Rods**, engage reverse gear and ascertain whether the rubber bush housings on the operating rods foul the bell housing or gearbox casing. If this is so, the rods must be repositioned until they clear.
8. Engage 1st, 2nd and 3rd gears in turn and finally engage top gear. Check that the clevis pins are free in all the levers and adjust the fork ends as necessary to achieve this condition as there must be no friction or twist between the clevis pins, fork ends and levers. Check that the rods do not foul each other. Also ensure that the main selector shaft has free lateral movement when top gear is engaged to prevent kicking out of gear.
9. When the setting of the mechanism is finally correct, split pin the clevis pins.

SPECIAL NOTE

In cases where it is desirable to bring the gear operating rods up to the latest 1953 specification, i.e. to fit the Rubber Insulated operating rods, a Kit of parts is available under Part No. 248204 for R.H.D. cars and Part No. 248205 for L.H.D. cars.

Either of these Kits may be obtained at a special price as detailed below:—

R.H.D. models, Part No. 248204	....	....	£2. 10. 0
L.H.D. models, Part No. 248205	....	....	£2. 12. 6.

COMPLAINTS

A. GEAR CHANGE OPERATION STIFF

1. Check that the adjustment of the gear change mechanism is correct.
2. The control tube must slide freely up and down in its bearings Fig. 1 (3) at the gate end. Check that the larger diameter bearing is fitted at the top. To ensure minimum friction, tighten the upper spherical bearing in its housings Fig. 1 (2), leaving the lower bearing loose; prise the upper bearing housings apart with a screwdriver and move the tube up and down, so allowing the bearing to align correctly with the tube. Tighten the lower bearing and treat in a similar manner.
3. Ensure that the ball plunger body Fig. 1 (20) has not been damaged and that the ball Fig. 1 (22) is free in the body; ensure that the body is screwed tightly into the control tube lever Fig. 1 (18) and is securely locked with wire.
4. Ensure that the bell crank lever Fig. 1 (9) is quite free; does not bind against the control tube and has less than .011 in. (0,3 mm.) clearance between its peg and the groove in the control tube lever Fig. 1 (18); check that the spring is not broken or weak; ensure that the head of the bell crank pivot pin Fig. 1 (12), is not fouled when the control tube is moved up and down.
5. At all gear positions, when the detent ball is engaged in the hole or slot, the lever must be capable of slightly over-riding before the plunger body contacts the gate.
6. A maximum force of 3 lb. (1,4 Kg.) should be required to move the change speed knob up the column from the 3rd/top to the 1st/2nd position.
7. Check that all selector shafts are perfectly straight.
8. With the detent springs Fig. 2 (21 and 22) and side cover removed, check that full travel of all selector shafts and gears is obtainable without undue friction. The selector shafts Fig. 2 (1, 9 and 13) should have .003 in. (0,075 mm.) clearance in their bores.
9. Ensure that the main selector shaft Fig. 2 (50) slides freely in the side cover and is not caused to bind by the reverse light switch.
10. Ensure that the slots in the selectors line up with one another, so that there is no corner for the selector toggle Fig. 2 (51) to foul when passing from one selector to the next. The engaging end of the selector toggle should be highly polished to assist smooth action.

B. DIFFICULTY IN ENGAGING GEARS

CAUSE

1. Dirt entering the gearbox cross-shaft housing, resulting in tightness or excessive wear on the shaft.

REMEDY

- (a) Remove the cross-shaft and oil seals from the gearbox casing.
- (b) If necessary, renew the two cross-shaft bushes (Part No. 230378) in the gearbox casing.
- (c) Pack the casing bore with 2 oz. (60 gm.) of one of the greases listed below.
- (d) Fit two new oil seals (Part No. 239801). These are twin element seals and may be fitted either way round.
- (e) Renew the cross-shaft (Part No. 230422) if necessary.

RECOMMENDED GREASES

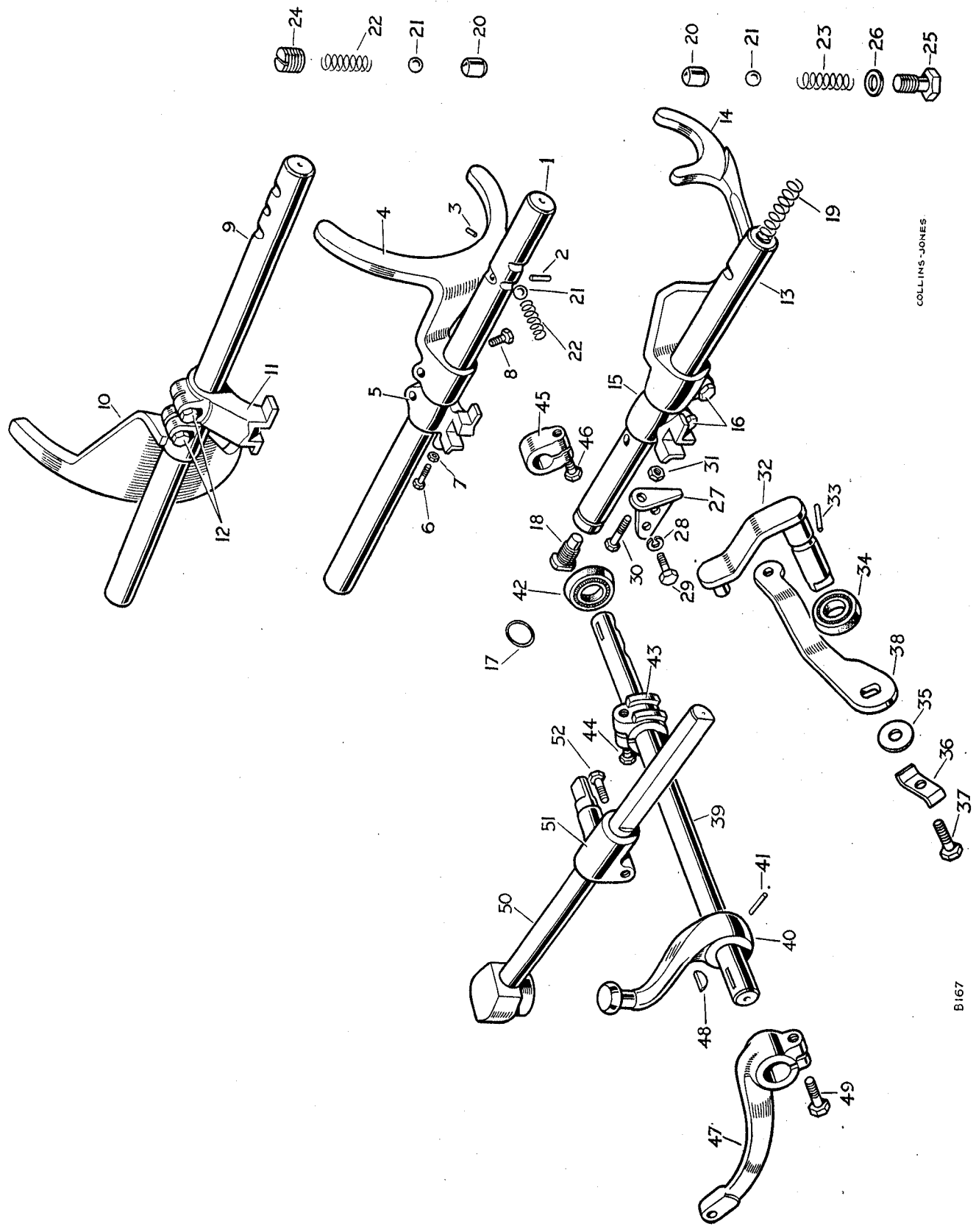
PRICES' ENERGREASE No. C.1.
 VACUUM MOBILGREASE No. 4.
 WAKEFIELD'S CASTROLEASE MEDIUM.
 ESSO PRESSURE GUN GREASE.
 SHELL RETINAX C.

2. Control tube pivot ball pin bent or poor finish on the ball end of the pin causing poor seating of the ball end in the gear control top bracket.
3. Control tube pivot slack in housing.
4. Gear change lever half balls out of line with the spherical seating cup.

Renew the pin (Part No. 230769).

Tighten the plug retaining the spherical seat (Part No. 230772), using special tool No. 245381.

Renew the faulty half balls as necessary (Part No. 231571).



COLLINS-JONES

B167

Fig. 2. Gearbox selector mechanism.

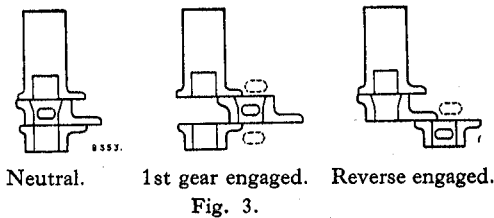
CAUSE

REMEDY

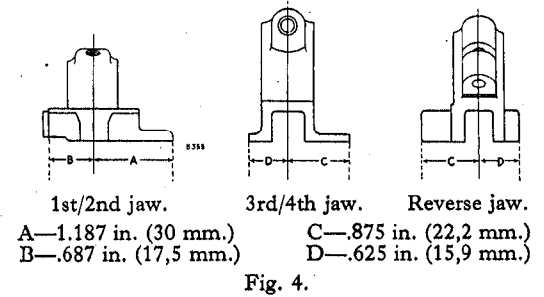
5. Gearboxes numbered prior to 14309237

When a gear is selected, e.g. 1st gear, the main selector toggle can disengage from the 1st/2nd selector jaw and pass the "ear" of either the 3rd/4th or reverse jaw. Similarly, with reverse gear engaged the toggle can pass the ear of the 1st/2nd jaw.

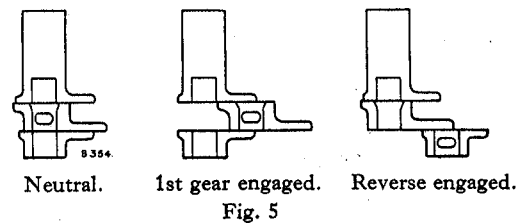
At fig. 3 the incorrect positions of the toggle are shown by dotted lines.



Lengthen the jaw ears to the dimensions given at fig. 4 or fit modified jaws (1st/2nd jaw Part No. 230384, 3rd/4th jaw Part No. 230389 and reverse jaw Part No. 230393).



The toggle will then remain in the correct jaw as shown at fig. 5.



6. Worn layshaft distance piece causing excessive end float on gears.

Fit hardened layshaft distance piece (Part No. 241649, 241650 or 241651) as required.

C. JUMPING OUT OF GEAR

1. Incorrect adjustment of gear change mechanism.
2. Loose ball-ended lever on gearbox cross-shaft.
3. 3rd gear disengages on over-run.

Adjust as necessary.

Arc weld the lever to the shaft and adjust the gear change mechanism as necessary.

Fit synchronising clutch (Part No. 239159) which has relieve on teeth increased from .013 to .035 in. (0,34 to 0,89 mm.).

D. DIFFICULTY IN ENGAGING REVERSE GEAR

1. Plunger fouls gate when reverse gear is selected.
2. Binding between the bore of the reverse selector shaft and the outer diameter of the freewheel operating shaft.
3. Worn slot in control tube pivot ball pin causing reverse stop pin to foul inside the gear lever bracket on the control tube instead of located in the hole.

Adjust correctly.

Ensure that the bore of the selector shaft and the outer diameter of the operating shaft are highly polished and have as near .008 in. (0,20 mm.) clearance as possible.

Replace the control tube pivot ball pin and enlarge the reverse stop hole in the gear lever bracket from $\frac{1}{4}$ to $\frac{9}{32}$ in. (6,34 to 7,14 mm.) dia.

NOTE: It should be realised that the compression of the freewheel operating spring in the reverse selector shaft when reverse gear is engaged will naturally make the operation of this gear heavier than for the others. Cases of extreme difficulty may be due to any of the causes detailed in Part E overleaf:—

CAUSE

REMEDY

E. JAMMING IN GEAR OR NEUTRAL

1. If the detent plunger body is not securely locked in the control tube lever, due to insufficient thread in the lever, the body can work loose and jam the plunger ball in the detent plate at the bottom of the steering column.

Increase the depth of tapping in the lever, tighten the plunger body and lock with iron wire.

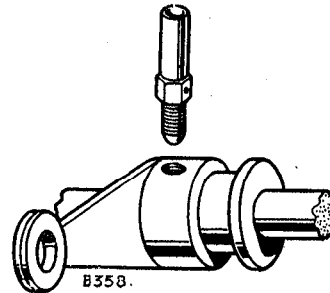


Fig. 6.

2. The reverse gear bush may be loose in the gear or seized on the reverse shaft.
3. Instances may occur where jamming in either 1st, 2nd or reverse gear may be caused by two gears being partially engaged at the same time, i.e. reverse gear still engaged with the gear lever in the 2nd gear position.

Fit a new reverse gear assembly (Part No. 56936) or a new bush (Part No. 56854) in the original gear. The bush should have an outside diameter of 1.0655" (27,0637 mm.) with a chamfer of .015" (0,4 mm.) at 15° at each end; it should be "bell-mouthed" in the gear at both ends to lock in position.

Fit a Gearbox Interlocker Assembly which can be supplied under either of the following Part Nos.:

Kit No. 1. Part No. 242983 for all 1950-53 cars with gearboxes numbered 04300001 to 34303497.

Kit No. 2. Part No. 245110 for 1953 cars with gearboxes numbered 34303494 onwards.

The Kits are obtainable at a special price as detailed below:—

Kit No. 1, Part No. 242983 £3. 0. 0
 Kit No. 2, Part No. 245110 £2. 12. 0.

F. FREEWHEEL NOT WORKING

1. In instances where the freewheel fails to free after reverse gear has been employed, the end of the freewheel outer cable may have become dislodged from the reverse selector shaft counterbore and so be abutting the end of the shaft.

Compress the outer cable ferrule slightly to ensure a tight fit in the shaft counterbore or fit latest type ferrule to reverse shaft, i.e. ferrule with no counterbore.

Item 13 CYLINDER HEAD GASKETS

One or two cases have been reported recently of Land-Rover 1.6 litre engine cylinder head gaskets being fitted to the 2.0 litre engine. Due to the overhang of the gasket in the cylinder bore this causes rapid burning and blowing of the gasket.

The various types of Land-Rover and Car gaskets can be identified as detailed below:—

MODEL	PART No. OF CYLINDER HEAD GASKET	IDENTIFICATION
1948-51 Land-Rover 1.6 litre engine 4 cylinder	212322	Copper and asbestos. Bore size 2.825" (71,4 mm.).
1952-54 Land-Rover 2.0 litre engine 4 cylinder	241046	Copper and asbestos. Bore size 3,153" (80,1 mm.).
1954 "60" 4 cylinder	242253	Laminated aluminium. Early models.
" " " " " "	240114	Copper and asbestos. Late models.
1950-54 "75" 6 cylinder	212324	Copper and asbestos.
1954 "90" 6 cylinder	242252	Laminated aluminium. Early models.
" " " " " "	238171	Copper and asbestos. Late models.

IMPORTANT

On no account should any dope be used on the "60" and "90" cylinder head gasket. A light smear of engine oil on each side of the gasket prior to assembly is all that we recommend.

Item 14 WELDING AND FILLING BODY PANELS LAND-ROVER AND 1950-54 CAR

of course can be charged to customers as and when body repairs are carried out. Consumable material and individual parts of the kit can also be obtained from our Spares Department.

We are now in a position to give further details concerning the ROVER BODY REPAIR KIT, part number 314000 mentioned in News Letter No. 40. This kit of parts, as illustrated below, can be obtained from our Spares Department at the strictly nett price of £34. 13. 0d. It should be noted that the kit contains almost £20. 0. 0. of consumable material, which

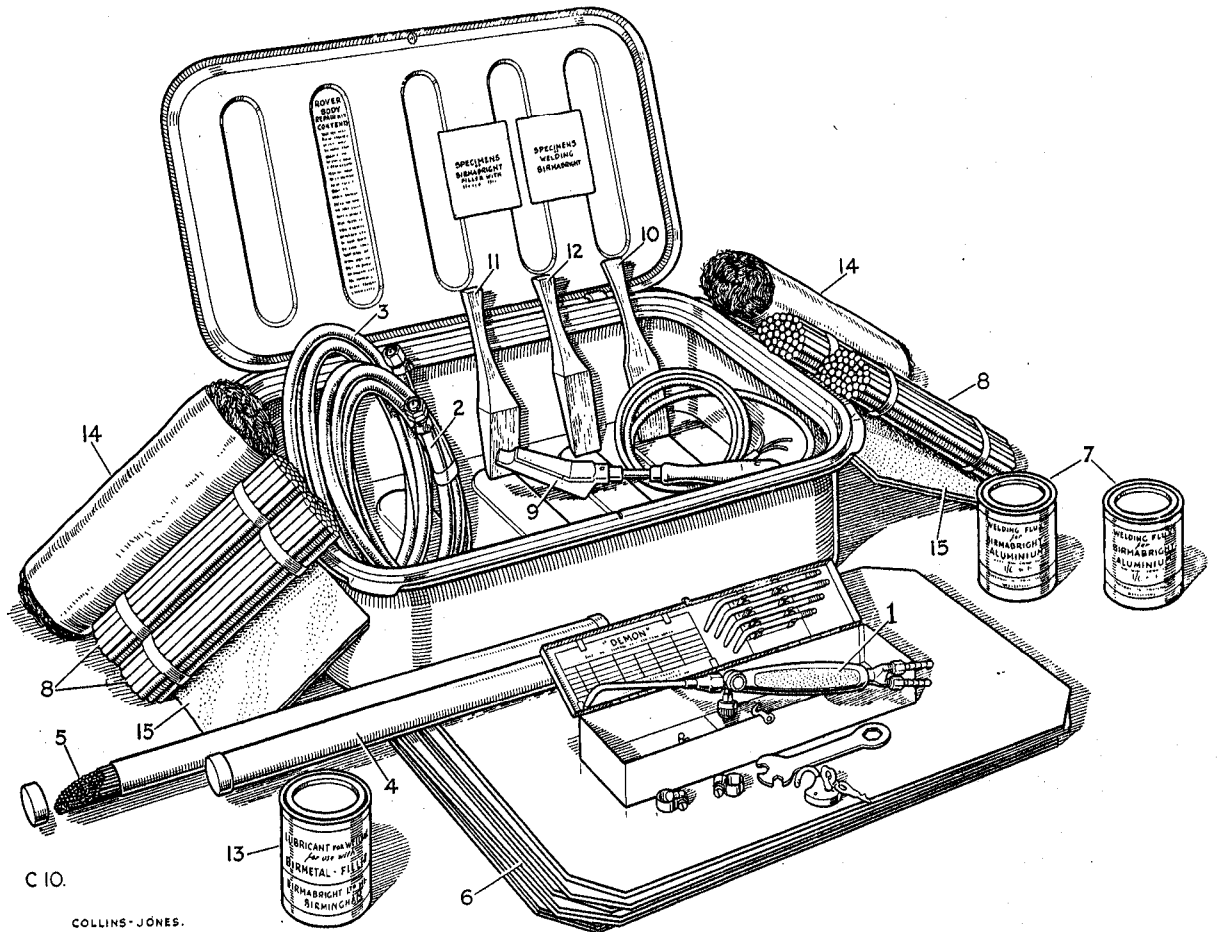


Plate Ref.	Description	Qty.	Part No.
	ROVER BODY REPAIR KIT	1	314000
	contains the following:—		
1.	Demon welding blowpipe complete with nozzles	1	314001
2.	Rubber hose, red	1	314002
3.	Rubber hose, black	1	314003
4.	Tubular container for welding rod	2	314004
5.	Birmabright welding rod .080" x 23" long	1½ lbs.	13605
	Birmabright welding rod .125" x 23" long	1½ lbs.	13606
6.	Sheets of coated Birmabright	12	13604
7.	Welding flux	2 tins	13607
8.	"Filzall" rods for filling body panels	100 sticks	13608
9.	Electric paddle	1	314005
10.	Wooden paddle, small	1	314007
11.	Wooden paddle, medium	1	314008
12.	Wooden paddle, large	1	314009
13.	Lubricant for wooden paddle	1 tin	13609
14.	Steel wool	2 rolls	99710
15.	Glass paper No. 2	6 sheets	97188

ROVER SERVICE NEWS LETTER No. 41—*continued*

- Item 15 DISTRIBUTOR 1939-47 10 AND 12 H.P.** Owing to the difficulty in obtaining supplies of the Micro adjuster, Distributor part number 50145, suitable for all 1939-47 10 and 12 h.p. models, will in future be supplied less this item. Arrangements must be made to remove the micro-adjuster from any of the above distributors when they are returned for re-conditioning.
- Item 16 SIDESCREENS 1948-54 LAND-ROVER** The initial high polish of the "perspex" sidescreens on the Land-Rover can be maintained by following the directions as detailed under (a). Should the surface become scratched it can be restored as listed under (b).
- (a) **Cleaning.** Sidescreens should be cleaned with warm soapy water and by rubbing gently with cotton wool, followed by rinsing in clean water and drying with a soft leather. Harsh fabrics or abrasive powders must not be used for cleaning.
Oil and grease may be removed by using paraffin, hexane or petroleum ether on a soft cotton pad.
- (b) **Hand Polishing.** Sidescreens can be polished by hand using "Perspex" Polish No. 1 applied with a soft fabric pad. Rubbing should be done firmly, and the direction changed frequently. When a good polish has been obtained, the surface should be given a further polish with "Perspex" Polish No. 2, which must be applied very sparingly.
- (c) **Static Charges on Sidescreens**
An electrical charge may be built up on the surface of the sidescreen in use or after rubbing during cleaning operations, and this may lead to the rapid collection of dust. Static charge can be reduced by treating the surface with "Perspex" Polish No. 3. This material does not cause any change in the appearance of the surface or in the clarity of the "Perspex". This polish is supplied in the form of a paste, which can be thinned down with water. Apply a small quantity evenly over the surface, then rub with a soft clean cloth until a bright clean polish is obtained. This treatment is effective in eliminating the static charge and will reduce dust collection, for at least two months under normal conditions. Frequent polishing with a dry cloth does not impair the treatment. Washing with water completely destroys the anti-static effects. It is important to ensure that the sidescreen is treated both inside and out.
- LAND-ROVER**
- Item 17 SWIVEL PIN 1954 LAND-ROVER** To improve the damping characteristics on the steering, a rectangular section Spring for swivel pin Part No. 242742 has been fitted from Front axles numbered 47104438 and 47131936 onwards. The new spring can be fitted to any earlier 1954 Land-Rover also to 1950 models from Front axles numbered 06113205 R.H.D. and 06113116 L.H.D. onwards and all 1951-53 models inclusive.
- Item 18 FAN BLADE 1954 LAND-ROVER** To stiffen up the fan blade on the Land-Rover, a reinforcing plate Part No. 244317 has been introduced from Engines numbered 47104332 and 47132019 onwards. This reinforcing plate can be fitted to any earlier 1954 Land-Rover.
- Item 19 EXHAUST PIPE MOUNTINGS 1954 LAND-ROVER** To prevent the exhaust pipe mounting rubber being cut by the slots in the mounting brackets. Packing plates part number 245226 have been fitted between the mounting rubber and, both exhaust pipe and chassis brackets, from Vehicles numbered "86" 47101132, 47131370, 47161136, 47630077 and 47661393 onwards and "107" 47200102, 47230462, 47260595, 47730007 and 47760043 onwards. These Packing plates can be fitted to any earlier 1954 Land-Rover.
- Item 20 HOOD LIGHTS 1954 LAND-ROVER "86"** The hood rear light and side lights on the Land-Rover "86" are now made from a flexible non-distorting material supplied under Part No. 306340, at one off in the rear curtain, and one in each side curtain on Export models. The rear and side lights are retained by adhesive tape Part No. 306375. The new parts have been introduced from Vehicles numbered 47100945, 47131187 and 47160977 onwards. They are not interchangeable with the earlier type.

ROVER "60", "75" AND "90"

Item 21 FAN BLADE
1954 "75" On some 1954 "75" models there have been complaints of a slight whining noise from the fan. To overcome this the four-blade fan, Part No. 242884, used on Export models, has been fitted to Home models from Engines numbered 44303027 onwards. The four-bladed fan can be fitted to any earlier 1954 "75" Home Model.

Item 22 ROAD SPRINGS
1954 "60", "75" and "90" To prevent grease sleeve fouling the exhaust pipe. New rear half grease sleeves, with three-thong fixing Part No. 246248 for the "60" and Part No. 246249 for the "75" and "90", have been introduced from Cars numbered "60" 43300718, 43330006, 43360008, 43630001 and 43660005 onwards; "75" 44301910, 44330429, 44360392, 44730001 and 44760017 onwards; "90" 45300306, 45330220 and 45360474 onwards.

The new grease sleeves can be fitted to any earlier 1954 model.

Item 23 HAND BRAKE
1954 "60", "75" and "90" The Hand Brake has been raised at the handle end by 1½ in. (38,1 mm.) to give a more satisfactory position.

The new parts required are as follows:—

Mounting bracket for hand brake	....	1	244938	R.H.D.
Mounting bracket for hand brake	....	1	244939	L.H.D.
Brake rod, hand brake to relay	....	1	244945	

They have been fitted from Cars numbered "60" 43300730, 43330006, 43360008, 43630001 and 43660005 onwards; "75" 44302006, 44330440, 44360406, 44730001 and 44760017 onwards; "90" 45300321, 45330224 and 45360483 onwards. This alteration can be carried out on any earlier 1954 model providing both Mounting Bracket and Brake Rod are supplied.

Item 24 EXHAUST PIPE
MOUNTINGS
1954 "60", "75" and "90" To prevent the exhaust pipe mounting rubber being cut by the slots in the mounting brackets. Packing plates, Part No. 245926, have been fitted between the mounting rubber and both exhaust pipe and chassis bracket. This modification has been introduced from Cars numbered "60" 43300648, 43330006, 43360008, 43630001 and 43660005 onwards; "75" 44301871, 44330423, 44360386, 44730001 and 44760017 onwards; "90" 45300277, 45330208 and 45360444 onwards. These packing plates can be fitted to any earlier 1954 Car.

Item 25 PETROL PIPE
1954 "60", "75" and "90" One or two cases have been reported of a metallic knock being transmitted through the petrol pipe line from the pump.

This knock can be eliminated by fitting a Flexible petrol pipe, Part No. 246826, between the pump outlet and the elbow on the main petrol pipe. One pipe clip, part No. 233278 and one drive screw, Part No. 72626 are also required for fixing the petrol pipe to the rear of the chassis side member.

Item 26 MIXTURE CONTROL
1954 "60" and "90" Any complaints of stiffness in operation of mixture control, on the "60" and "90", may be due to the run of the cable. The fault can be cured by shortening the inner and outer cable by 3 in. (76,2 mm.). In addition on the "60" the outer cable should be pushed 1 in. (12,7 mm.) further through the abutment clip at the carburetter.

Service replacement mixture control cables will still be to the full length and should be modified on assembly as detailed above.

Rover Service News Letter No. 42

TO ALL DISTRIBUTORS AND DEALERS

GENERAL.

Item 27. CAR TYRE REMOVAL AND FITTING—BALANCE WEIGHTS.

There is great danger of lead balance weights being left inside tyres and causing premature failure. Weights may be dislodged by levers or the cover beads and fall into the cover without the fitter being aware that anything has happened.

Therefore, all weights should be removed with a suitable tool prior to deflating the tyre and put in a safe place before removal of the cover is commenced. If balancing facilities are available it is advisable for the assembly to be rebalanced when the tyre is refitted.

If there are no facilities for rebalancing and the same cover is going to be refitted, all balance weights should still be removed, but the weight positions and amounts should be marked on the rim. If the original cover is later replaced in the same position on the rim and the weights are likewise fitted in their original positions after inflation, the balance may not be greatly disturbed.

If a new tyre is being fitted, all balance weights should first be removed and in the absence of rebalancing facilities, the tyre should be fitted in accordance with the standard instructions applying to balance marks on covers and tubes.

In addition, all covers should be carefully examined inside for foreign objects immediately prior to the insertion of the tube or refitment to the wheel. This applies whether original tyres are being replaced or new ones.

The above should be brought to the notice of all Service personnel immediately.

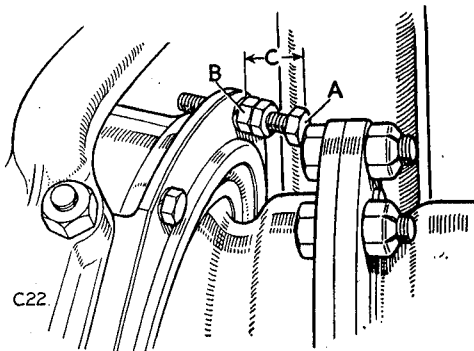
Item 28 ENGINE NUMBERING, ALL MODELS

We would again remind Distributors and Dealers that, when fitting a reconditioned or replacement engine of any kind, the number of the old engine, as in the Registration Book, must be stamped on the replacement unit. It is the responsibility of the Distributor or Dealer to inform the sub-Dealer of this fact when supplying an engine.

Item 29 TURNING CIRCLE, 1954 LAND-ROVER 107

To improve the turning circle, from 50 ft. (15,25m) to 48-49 ft. (14,64-14,94m) on the Land-Rover 107 the solid block stop bolt has been replaced by an adjustable type bolt, Part No. 250698 with two locknuts, Part No. 2823, for each bolt.

This alteration has been incorporated from Vehicles numbered 47200002, 47230222 and 47260236 onwards. Any earlier vehicle can be modified by discarding the solid stop bolts and fitting two adjustable lock stop bolts and four locknuts. These should be adjusted to the dimension shown in the sketch. (86 dimension given for reference.)



Adjusting lock stop bolt.

- A. Lock stop bolt.
- B. Locknuts.
- C. Land-Rover 86, fitted with 6.00 x 16 tyres. $\frac{11}{16}$ in. (17,5 mm).
Land-Rover 107, all models, and 86, fitted with 6.50 x 16 or 7.00 x 16 tyres $\frac{3}{4}$ in. (21,8 mm).

**Item 30 CHASSIS FRAME
1954 107**

Provision has now been made for fitting the Front Winch and Rear Power Take Off to the Land-Rover 107. The necessary modifications to the chassis frame have been introduced from Vehicles numbered 47200090, 47230452, 47260573 and 47760033 onwards.

All Service replacement Chassis frames will be of the latest type, obtainable under Part Nos. 244367 R.H.D. and 244368 L.H.D.

The Front Winch, complete with fitting instructions suitable for the models above, and earlier models with slight modifications to the chassis frame, can be obtained under Part No. 234809.

A Rear Power Take Off complete, suitable for the models above, can be obtained under Part No. 245874.

This Rear Power Take Off cannot be fitted to 107 models prior to the commencing numbers listed above unless the latest type chassis frame is also fitted.

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

**Item 31 PLUNGER FOR
OIL PRESSURE
RELEASE VALVE
1954 "60" and "90"**

To eliminate tipping on assembly the head diameter of the Plunger for oil pressure release valve has been increased to $\frac{19}{32}$ in. (15.08mm). The new Plunger will be supplied under Part No. 245940 and has been fitted on production from Engines numbered 60: 43300709 onwards and 90: 45301002 onwards.

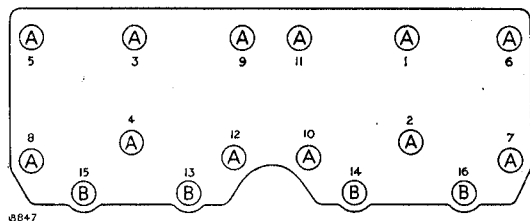
Only the latest type Plunger will be used for all Service replacements.

**Item 32 CYLINDER HEAD
GASKETS 1954
"60" and "90"**

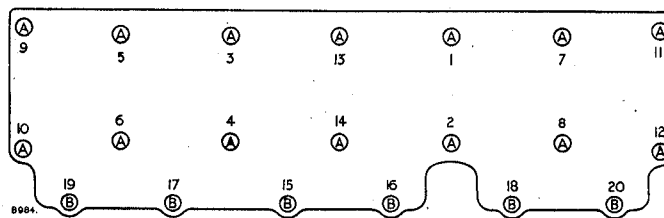
Copper and asbestos cylinder head gaskets have been introduced on the "60" and "90" from Engines numbered 60: 43301316 onwards and 90: 45302015 onwards.

The copper and asbestos gaskets will be supplied for all Service replacements under Part Nos. 240114 for the "60" and 238171 for the "90".

When refitting the cylinder head it is **very important** to tighten the cylinder head bolts in accordance with the diagrams below.



Order of tightening cylinder head bolts. "60".



Order of tightening cylinder head bolts. "75" and "90".

Bolts "A". Tighten to 50 lbs. ft. (7 mKg.) torque.

Bolts "B". Tighten to 30 lbs. ft. (4 mKg.) torque.

**Item 33 FAN BLADE
1954 "60", "75"
and "90"**

To stiffen up the fan blade, reinforcing plates have been introduced from Cars numbered 60: 43300761, 43330006, 43360008, 43630001 and 43660009 onwards, 75: 44301750, 44330402, 44360360 and 44760009 onwards, 90: 45300359, 45330242 and 45360512 onwards.

These new parts can be fitted to any earlier car and are obtainable from our Spares Dept. under Part Nos.:

- Reinforcing plate 1 244319 "60"
- ,, ,, 1 244318 "75"
- ,, ,, 1 244317 "90"

ROVER SERVICE NEWS LETTER No. 42—*continued.*

Item 34 **AXLE RATIO**
1954 "90"

A 3-9 ratio Rear Axle is now available as an optional extra on the "90" only. Any "90" with the 3-9 ratio axle can be identified by the following points:—

<i>Description</i>	<i>Part No.</i>	<i>Remarks</i>
REAR AXLE	244928	"3-9" painted on dome of axle. Numbered 46300001 onwards.
DIFFERENTIAL ONLY	244927	"3-9" stamped on flange of housing.
CROWN WHEEL & BEVEL PINION	245367	Crown wheel 39 teeth. Bevel pinion 10 teeth.
SPEEDOMETER—		
STANDARD M.P.H.	244929	"1400 R.P.M." on speedometer face.
STANDARD K.P.H.	244930	"860 R.P.K." on speedometer face.
AMERICA. DOLLAR AREA. M.P.H.	244931	"1400" R.P.M." on speedometer face.
MEXICO	K.P.H. 244932	"860 R.P.K." on speedometer face.
		} Fitted with green flasher light.

THE ROVER COMPANY LIMITED
S E R V I C E D E P A R T M E N T

SOLIHULL, BIRMINGHAM, England
Telephone Nos.: Sheldon 2461, 2613
Telegrams: Rovrepair, Solihull

Rover Service News Letter No. 42b

March, 1954

HOME DISTRIBUTORS AND DEALERS

**Item 1 LAND-ROVER
DAY AND NIGHT
DISPLAY SIGNS**

With this News letter is enclosed a leaflet describing a Land-Rover Day and Night display sign which we offer to Distributors and Dealers in response to many enquiries. It is very similar in appearance to the successful Rover sign but is illuminated by a fluorescent tube.

The sign is offered at the very reasonable price of £6 18s. 0d. and is complete and ready for use.

All orders should be addressed to our Field Service (Spares) Department and will be dealt with in strict rotation.

THE ROVER COMPANY LIMITED
S E R V I C E D E P A R T M E N T

SOLIHULL, BIRMINGHAM, England
Telephone Nos.: Sheldon 2461, 2613
Telegrams: Rovrepair, Solihull

Rover Service News Letter No. 43

April 30th, 1954

TO ALL DISTRIBUTORS AND DEALERS

GENERAL

**Item 35 IMPORTANT.
MONTHLY STOCK
ORDER, JULY, 1954**

Distributors are reminded that, as in earlier years, we do not require a Monthly Stock Order for July, the requirements for which should be included in the June Monthly Stock Order.

It will be recalled that last year we accepted a Monthly Stock Order for July, and this was because we were of the opinion that they could be successfully handled, despite the fact that our annual stocktaking occurs at the end of that month. Subsequent events, however, proved us to be wrong, and many of the July orders were not only themselves delayed but both August and September were also seriously affected. So once again we revert to the old arrangement.

Please do not send us a Stock Order for July.

**Item 36 CARBURETTER
1940-47 14 and 16 h.p.**

Please note that we can now accept Carburetters, Part Nos. 07994 and 08943, used on the 1940-47 14 and 16 h.p. models, in part exchange for the replacement Carburetter, Part No. 262081.

The exchange price is £9 9s. 9d. retail.

**Item 37 ROVER BODY REPAIR
KIT**

When ordering Birmabright welding rod and Filzall rod for the Rover Body Repair Kit will you please state the number of sticks required in each case? For your reference the original kit contains:—

Birmabright welding rod .080 in. by 23 in. long, Part No. 13605. 100 sticks.

Birmabright welding rod .125 in. by 23 in. long, Part No. 13606. 50 sticks.

“Filzall” rod, Part No. 13608. 100 sticks.

Will Overseas Distributors and Dealers also state the voltage of their electric supply so that a suitable electric paddle can be supplied in the kit?

For replacement purposes two types of Electric paddle are available, 110 volt and 240 volt, these are obtainable under the Part Nos. detailed below:—

Electric paddle 110 v.	313998
Element for paddle 110 v.	313999
Electric paddle 240 v.	314005
Element for paddle 240 v.	314006

Item 38 FUEL SYSTEM
 1950-53 "75"
 1954 "60", "75", "90"

One or two cases have been reported of the felt in the petrol filler neck becoming blocked. This creates a vacuum in the petrol tank and gives the impression of petrol pump failure. The Felt, Part No. 262108, should be checked occasionally and renewed if necessary.

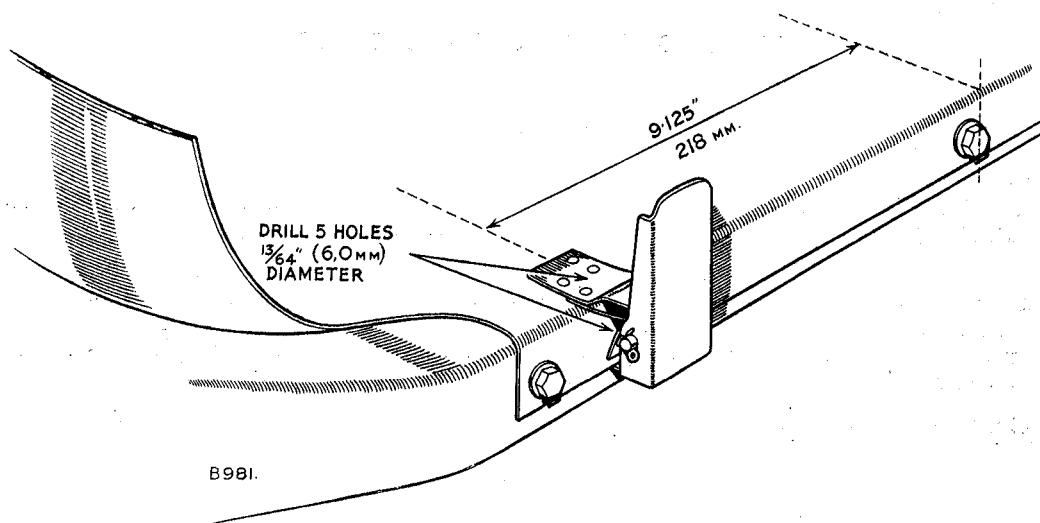
Please bring the above to the notice of all Service Personnel.

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

Item 39 SPARE WHEEL HOUSING
 1954 "60", "75", "90"

The housing for the spare wheel on the 1954 "60" "75" and "90" has been modified by fitting a Safety Catch for the spare wheel, Part No. 246365, from Cars numbered "60": 43301228, 43330015, 43360011, 43630001 and 43660009 onwards. "75": 44302210, 44330530, 44360447, 44730001 and 44760017 onwards. "90": 45300908, 45330325, 45360792, 45830001 and 45860017 onwards.

Any earlier 1954 "60", "75" and "90" or 1952-53 "75" Car can be modified by fitting the Safety catch, using catch as a template, as shown in the sketch below. A complete kit of parts for this modification can be obtained from our Spares Dept. under Part No. 263156.



Position of safety catch on spare wheel housing.

Item 40 WINDSCREEN WASHER A larger capacity reservoir for the Windscreen Washer has been introduced 1954 "75" and "90" from Cars numbered:—

"75": 44302357, 44330601, 44300458, 44730001 and 44760017 onwards.
 "90": 45300908, 45330325, 45360792, 45830001 and 45860009 onwards.

The new parts detailed below, except the complete assembly, are not interchangeable with the earlier type.

Windscreen washer complete assembly	....	....	1	246269
Bracket for windscreen washer reservoir	....	....	1	246275
Windscreen washer reservoir and cap	....	....	1	246273
Windscreen washer pump and pipes	....	....	1	246274

All other items are common to both early and late type windscreen washers.

Rover Service News Letter No. 44

31st May, 1954.

TO ALL DISTRIBUTORS AND DEALERS

LAND-ROVER

Item 41 SWIVEL PIN
1954 LAND-ROVER

As detailed in Item 17, Rover Service News Letter No. 41, a rectangular section spring for swivel pin, Part No. 242742, is now being fitted on the 1954 Land-Rover.

The characteristics of this rectangular spring are quite different from the round section spring previously used and it will be found that the method of fitting shims, as detailed in our Workshop Manuals, no longer applies when this type of spring is used as a replacement.

Procedure when fitting rectangular section swivel pin springs in 1950 models from Axles numbered 06113205 R.H.D. and 06113116 L.H.D., and all 1951-54 models inclusive:

- (a) Replace the swivel pin and bracket at the bottom of the swivel pin housing using shims to a value of .040" (1,00 mm).
- (b) Insert the cone spring in the top bearing.
- (c) Fit the swivel pin and steering lever at the top of the swivel pin housing again using shims to a value of .040" (1,00 mm) **irrespective of the size of the gap.**

Note. 1. With the rectangular spring there will be a gap of approximately $\frac{1}{8}$ " (3 mm) between the swivel pin lever and the swivel pin housing.

Note 2. The double steering lever is fitted to the L.H. side on R.H.D. vehicles and to the R.H. side on L.H.D. vehicles.

- (d) Pull down the top swivel pin securing nuts evenly in rotation until they are **tight**.
- (e) When checked with a spring balance, at the track rod hole in lever, the resistance to rotation should be 14-16 lbs. (6,25—7,25 kg.). If the reading is greatly in excess of this figure add further shims at top and bottom until a reading of 14-16 lbs. (6,25—7,25 kg.) is obtained.

Note.—The bearing setting with the rectangular section spring is not as critical as with the previous round section spring, and it is unlikely that the spring will become coil-bound when shimmed as detailed above.

Item 42 BRAKES. 1954
LAND-ROVER 107

Larger diameter brakes (2 $\frac{1}{4}$ " x 11") have been fitted to the Land-Rover 107 only from Vehicles numbered 47200228 (and two earlier 47200217 and 47200222), 47230697 (and ten earlier 47230655-658, 47230662, 47230679-683), 47260898, 47730049 and 47760145 onwards.

This modification affects all the wheel brakes, master cylinder and their component parts, front and rear axle assemblies and the chassis frame.

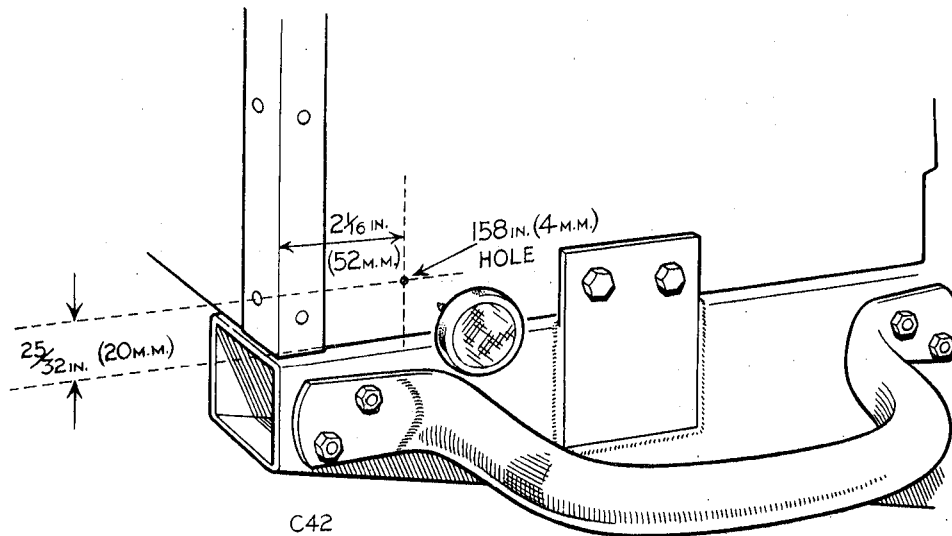
Details of the new part numbers concerned have been circulated in Amendment No. 2 to the 1954 Land-Rover Spare Parts Catalogue issued in May, 1954.

Please note that the latest type of Girling Crimson Brake Fluid WL.V. 23 must be used with the 11" brakes.

The maximum approved pay load on the 107 with 11" brakes is 1,500 lbs. (678 kg.)

**Item 43 RED REFLECTORS
1948-54 LAND-ROVER
HOME MODELS**

From October 1st, 1954, two Red Reflectors must be fitted to the rear of all vehicles as detailed under the 1953 Road Transport Lighting Act. Suitable reflectors, complete with drive screws, for the Land-Rover can be obtained from our Spares Department under Part No. 240542. These are required at two per vehicle and should be fitted as detailed in the sketch below.



C42

Fitting red reflector.

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

**Item 44 HAND-BRAKE, 1954
"60", "75" and "90"**

A chromium plated hand-brake lever has been introduced from Cars numbered "60": 43301449, 43330022, 433660019, 43630001 and 43660013 onwards. "75": 44302460, 44330616, 44360469, 44730001 and 44760017 onwards. "90": 45301301, 45330405, 45360946, 45830001 and 45860017 onwards.

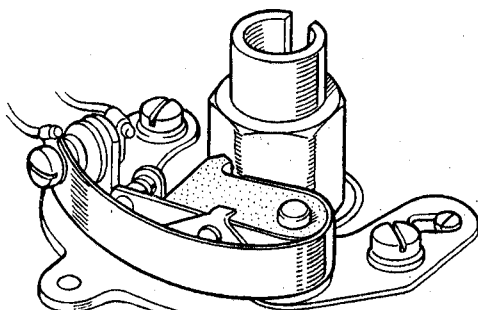
Early and late type hand-brakes are completely interchangeable, only the chromium plated type will be supplied for Service replacements.

The complete hand-brake assembly retains the original Part No. i.e. 241777 R.H.D. and 241778 L.H.D. The lever only can be obtained under Part No. 246687.

**Item 45 DISTRIBUTOR
1952 "75"**

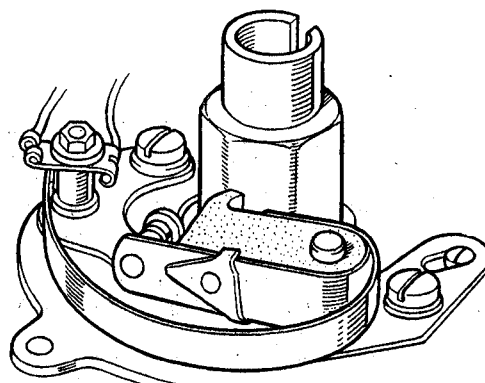
During the 1952 Season there was a change on the Contact points for Distributor, Part No. 237705, which is used on late 1951 models and all 1952-54 "75" models.

No definite commencing number can be given for this change, however the type of Contact points required can be easily identified as shown in the sketch below.



C43.

Part No. 262705
used on early models



C44.

Part No. 245858
used on late models

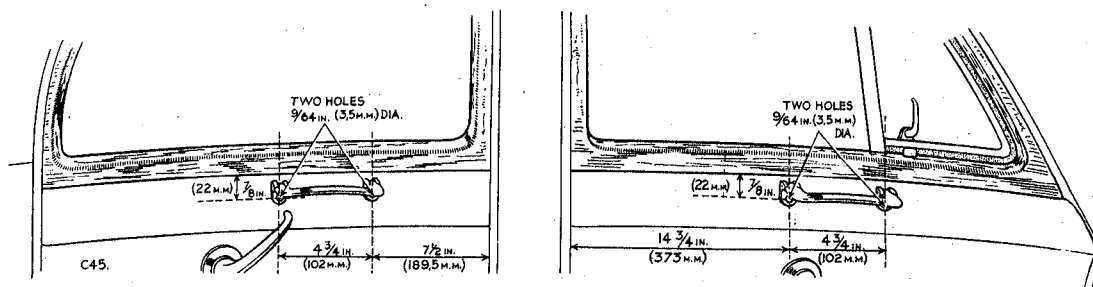
**Item 46 DOORS. 1954
"60", "75" and "90"**

Chromium plated door pull handles have been fitted to both front and rear doors from Cars numbered "60": 43301480, 43330022, 43360021, 43630001 and 43660021 onwards. "75": 44302460, 44330616, 44360469, 44730001 and 44760017 onwards. "90": 45301473, 45330447, 45361001, 45830001 and 45860017 onwards.

The new items can be obtained from our Spares Department under the Part Nos. listed below:—

Pull handle for door	4	313783
Drive screw fixing handle	8	313785

A complete kit of parts to enable earlier 1954 Cars and 1950-53 models to be modified is also available under Part No. 314184. The pull handles can be easily fitted as detailed in the sketch below. Use pull handle as a template.



Fitting pull handles to front and rear doors.

**Item 47 SPEEDOMETER
1954 "60"**

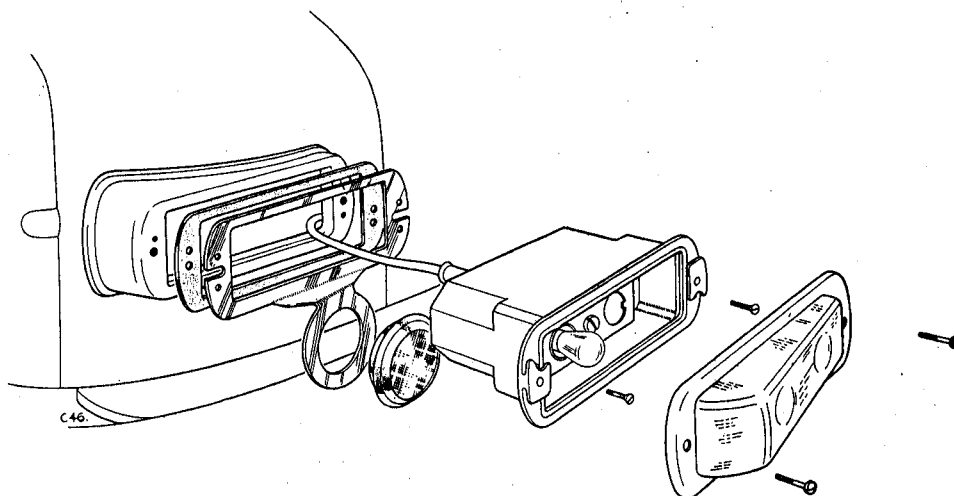
To rectify "buzz" from the instrument panel on the 1954 "60" only, the clip and grommet fixing the speedometer cable to the engine has been deleted.

This modification took effect from Cars numbered "60": 43301206, 43330014, 43360010, 43630001 and 43660009 onwards. Earlier cars should be modified as detailed, as and when opportunity arises or when complaints are received of a "buzzing" noise from instrument panel or speedometer head.

**Item 48 RED REFLECTORS.
1950-53 "75"
1954 "60", "75" & "90"**

From October 1st, 1954, two Red reflectors must be fitted to the rear of all cars as detailed under the 1953 Road Transport Lighting Act. Suitable reflectors for any 1950-54 Rover car can be obtained from our Spares Department. These are supplied as a complete kit under Part No. 263157.

The reflectors and brackets can be easily fitted to any 1950-54 Car as shown in the sketch below. It will be noted that no drilling or cutting of body panels is necessary with the parts supplied.



ROVER SERVICE NEWS LETTER No. 44—*continued.*

- Item 49** **FLASHER UNIT KIT.** Many requests have been received for a kit of parts to modify the existing
1950-53 "75" trafficators to the flasher type of direction indicator, and in a few cases parts
1954 "60", "75" & "90" have been supplied.
HOME MODELS

This practice is to be discontinued as from this date. We now have further information on the legal requirements for flasher indicators in this country and as our existing rear lamps do not fully meet these requirements it has been decided not to recommend this conversion.

GENERAL

- Item 50** **WORKSHOP MANUAL** A fully illustrated owner's version of the 1954 Land-Rover Workshop Manual,
1954 LAND-ROVER price 12/6d. less a special discount, is now available from our Spares Department. This book is a reprint of our standard Workshop Manual on thinner paper, and is mainly for the use of overseas Land-Rover owners.

- Item 51** **CARE IN HANDLING** It is frequently found when parts are returned to us for reconditioning or
AND PACKING OF for inspection under Guarantee that sufficient care has not been taken with
MATERIAL RETURNED the handling and packing of the material. Parts arrive in dirty and
TO WORKS damaged condition and in some cases important evidence in support of
guarantee claims is destroyed. You will appreciate that it is in our mutual
interest to see that special care is taken to ensure that material arrives here in a clean and undamaged
condition.

- Item 52** **FRONT ROAD SPRING** To assist in the identification of the various types of front road springs
COIL TYPE used on 1948-54 Cars, the following chart has been prepared:—
1948-54 CAR

1948-54 CAR FRONT ROAD SPRING

Model	Wire diameter	Spring outside diameter	Working coils	Free Length	Paint identification	Part No.	Remark
1948 "60" (Early models) 1948 "75" (Early models)	.515 in. (13 mm)	5.405 in. (136,5 mm)	10	17.700 in. (457,5 mm)	White	214298	Use 230093 for replacements. Use 230094 for replacements.
	.515 in. (13 mm)	5.405 in. (136,5 mm)	10	18.250 in. (461 mm)	Green	214297	
1948-49 "60" (Late models) 1948 1948-49 "75" (Late models) 1948	.540 in. (14 mm)	5.425 in. (137 mm)	10	15.150 in. (382,5 mm)	Yellow	230093	See Service Bulletin No. 5009 for further details.
	.540 in. (14 mm)	5.425 in. (137 mm)	10	15.500 in. (392 mm)	Blue	230094	
1950-53 "75"	.710 in. (18 mm)	5.835 in. (148 mm)	9½	16.570 in. (421 mm)	Grey	232802	Standard spring.
1954 "75" and "90"	.750 in. (19 mm)	5.875 in. (149 mm)	8	14.625 in. (372 mm)	Green	236352	Heavy duty spring.
1950-53 "75"	.650 in. (16,5 mm)	5.650 in. (143 mm)	7½	14.575 in. (368 mm)	Blue	235349	Standard spring.
1954 "75" and "90"	.750 in. (19 mm)	5.875 in. (149 mm)	8	14.281 in. (376 mm)	White	244696	Heavy duty spring.

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.

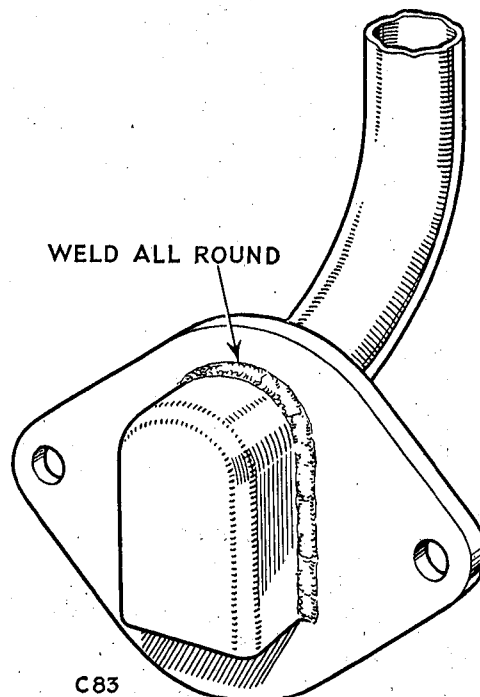


Fig. 1. Welding breather pipe baffle.

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.

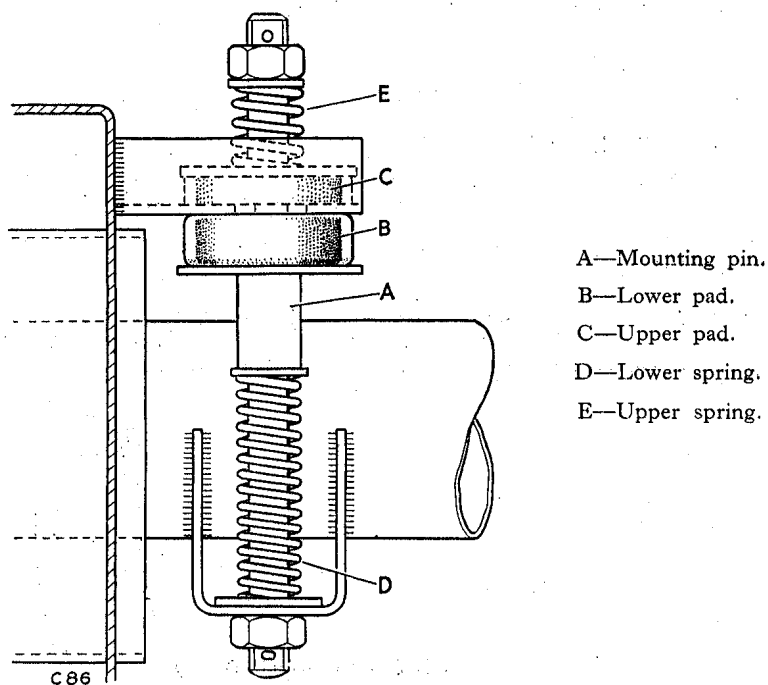


Fig. 2. Front mounting for exhaust pipe.

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.

THE ROVER COMPANY LIMITED
S E R V I C E D E P A R T M E N T

SOLIHULL, BIRMINGHAM, England
Telephone Nos.: Sheldon 2461, 2613
Telegrams: Rovrepair, Solihull

Rover Service News Letter No. 46

July 30th, 1954

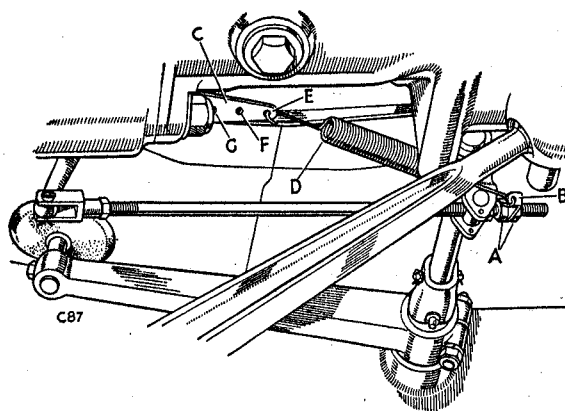
TO ALL DISTRIBUTORS AND DEALERS

SECTION 1. WORKSHOP AND SPARE PARTS INFORMATION

- Item 55** SUBJECT: **THERMOMETER BULB.**
MODELS: All cars 1950-54 inclusive.
COMPLAINT: Difficulty in removing the thermometer bulb from the cylinder head.
CAUSE: Corrosion.
CURE: Smear the bulb with graphite grease before assembly.
- Item 56** SUBJECT: **OIL FILTER.**
MODELS: All 1954 Models "60" and "90".
COMPLAINT: Oil leaks.
CAUSE: Shrinkage of jointing material.
CURE: Tighten filter securing bolts, taking care not to overtighten.
REMARKS: If this had been done at both 1st and 2nd service, the complaint would not have arisen.
- Item 57** SUBJECT: **TRANSFER GEAR LEVER.**
MODELS: All 1954 Land-Rovers.
COMPLAINT: Rattle from Transfer Gear Lever.
CURE: In order to offset this complaint, a spring is now being fitted between the ball of the lever and the link on the selector shaft from Gearboxes as numbered below
PART Nos.: Transfer gear change lever 1 243716
Spring for lever 1 243714
COMM. Nos.: Gearboxes numbered 47109457 and 47135507 onwards.
REMARKS: Only the latest type transfer lever complete with spring will be used for replacement purposes.
- Item 58** SUBJECT: **SWIVEL PIN TOP BEARING OIL SEAL.**
MODELS: All cars 1953 and 1954.
COMPLAINT: Rapid wear due to entry of dirt into oil seal.
CURE: Apply modification as detailed below.
MODIFICATION: A cover and rubber seal is now fitted over the swivel pin top bearing oil seal; this modification applies to all vehicles subsequent to those numbered below. It can also be applied to all vehicles 1953/54 prior to the numbers given below using parts as detailed.
PART Nos.: Anchor for top bearing L.H. 1 246067
Anchor for top bearing R.H. 1 246068
Sealing ring for oil seal 2 246072
COMM. Nos.: Cars numbered—
"60": 43301757, 43330028, 43360044, 43630001 and 43660033 onwards.
"75": 44302704, 44330662, 44360515, 44730001 and 44760017 onwards.
"90": 45302727, 45330731, 45361486, 45830001 and 45860017 onwards.
REMARKS: The cover is pressed on to the top anchor and it is not supplied separately. Only the latest type anchor for top bearings will be supplied for replacement purposes.

Item 59 SUBJECT: **EXHAUST SYSTEM.**
 MODELS: All 1954 cars.
 MODIFICATION: One exhaust silencer and intermediate pipe fitted in place of the two silencers previously used.
 PART Nos.: Silencer 1 246038
 Intermediate pipe 1 246035
 COMM. Nos.: Cars numbered—
 "60": 43301528, 43330023, 43360022, 43630001 and 43660021 onwards.
 "75": 44302518, 44330633, 44360474, 44730001 and 44760017 onwards.
 "90": 45301689, 45330484, 45361086, 45830001 and 45860017 onwards.
 REMARKS: This new exhaust system can only be used on earlier cars if both the silencer and intermediate pipe are fitted.

Item 60 SUBJECT: **CLUTCH OPERATION.**
 MODELS: All 1954 cars.
 MODIFICATION: As from cars numbered as below the clutch operating pedal return spring and anchor has been redesigned, to increase pedal loading and to permit alternative loadings if required.
 PART Nos.: Anchor for clutch spring on bell housing 1 246858
 Bracket for clutch spring on rod 1 248134
 Clutch return spring 1 246806
 COMM. Nos.: Cars numbered—
 "60": 43301552, 43330023, 43360024, 43630001 and 43660021 onwards.
 "75": 44302564, 44330637, 44360483, 44730001 and 44760017 onwards.
 "90": 45301776, 45330507, 45361123, 45830001 and 45860017 onwards.
 REMARKS: The new parts can be fitted to any earlier 1954 car provided the bracket, anchor and spring are all supplied and fitted. The method of fitting is clearly shown in the sketch below.



- (a) Locknuts.
- (b) Bracket.
- (c) Anchor.
- (d) Return spring.
- (e) Hole for 5 lb. loading.
- (f) Hole for 7½ lb. loading.
- (g) Hole for 10 lb. loading.

Fig. 1. Clutch return spring.

SECTION 2.

POLICY

Item 61 SUBJECT: **RECONDITIONED ENGINES. HOME MARKET ONLY.**
 MODELS: All engines 1934-38 inclusive.
 PROCEDURE: As from August 9th, 1954, no engines or part engines within the range 1934-38 will be accepted for reconditioning at The Rover Works. All engines in process of overhaul at that date will be completed.
 REMARKS: Stocks of most of the component parts for reconditioning these engines are available. Will all Distributors and Dealers please make their own arrangements for overhauling these engines.

THE ROVER COMPANY LIMITED
SERVICE DEPARTMENT

SOLIHULL, BIRMINGHAM, England
Telephone Nos.: Sheldon 2461, 2613
Telegrams: Rovrepair, Solihull

Rover Service News Letter No. 47

August 31st, 1954

TO ALL DISTRIBUTORS AND DEALERS

SECTION 1 WORKSHOP AND SPARE PARTS INFORMATION

- Item 62 **SUBJECT:** Repair of "Butyl" synthetic rubber inner tubes.
MODELS: 1954 Car and Land-Rover.
PROCEDURE: "Butyl" inner tubes can be satisfactorily repaired by using good quality rubber tube cement and natural rubber patches, providing the repairs are vulcanised. The use of cold patches on "Butyl" inner tubes is not satisfactory.
REMARKS: The "Butyl" inner tubes can be identified as follows:—
Black tube with blue line or blue lettering.
Blue valve stem or blue line round valve stem.
- Item 63 **SUBJECT:** Battery connections.
MODELS: Car and Land-Rover.
COMPLAINT: Corroded and/or loose battery connections.
CAUSE: Corrosion due to overfilling the battery or acid leaking from loose terminal post. Loose connections due to faulty assembly.
CURE: Corrosion; rectify whichever fault is obvious.
Loose connections; always refit as detailed below:—
1. Clean terminal post and inside of the battery lug.
2. Fit lug to terminal post and lightly tap on to the taper of the post.
3. Smear vaseline or anti-corrosion grease in the hole for the retaining screw.
4. Replace screw taking care not to overtighten. On no account must the screw be used for pulling down the lug.
- Item 64 **SUBJECT:** Parts for reconditioning.
COMPLAINT: Spare parts being returned under our reconditioning scheme which are obviously unsuitable for repair or replacement.
REMARKS: Will all concerned please ensure that all items returned for reconditioning are examined for any obvious damage or faults; and are in a reasonably clean state.
- Item 65 **SUBJECT:** Dynamo.
MODELS: 1954 "75" and "90"
MODIFICATION: Commutator bearing lubricated by means of a disc in place of a wick.
PART No. Dynamo 1 263396.
COMM. No. Engines numbered:
"75" 44303873 onwards
"90" 45304681 onwards.
REMARKS: Interchangeable as a complete unit only.

ROVER SERVICE NEWS LETTER No. 47—*continued.*

Item 66 **SUBJECT:** Accelerator levers.
MODELS: 1954 Land-Rover.
MODIFICATION: Material thickness altered to increase strength of levers.
PART Nos.: Accelerator lever, to carburettor 1 248091
Accelerator lever, pedal shaft 1 248092
COMM. Nos.: Vehicles numbered:
86. 47102451, 47133793, 47162487, 47630421 and 47662425 onwards.
107. 47200336, 47230976, 47261242, 47730079 and 47760245 onwards.
REMARKS: Early and late type interchangeable.

THE ROVER COMPANY LIMITED
S E R V I C E D E P A R T M E N T

SOLIHULL, BIRMINGHAM, England
 Telephone Nos.: Sheldon 2461, 2613
 Telegrams: Rovrepair, Solihull

Rover Service News Letter No. 47a

September 6th, 1954

TO ALL DISTRIBUTORS AND DEALERS

SECTION 1. WORKSHOP AND SPARE PARTS INFORMATION

Item 1 1955 LAND-ROVER 86 and 107 Various changes have taken place with the commencement of the 1955 Programme as listed below:—

ENGINE.

The engine has been redesigned in such a manner that it will not be interchangeable with any engine produced prior to the 1955 series commencing from Engines numbered 57100001 and 57130001 onwards. This new engine has been modified in the following way:

The cylinder bores have been relocated in the block to provide full water circulation around each bore instead of around each pair of bores as was formerly the case.

This alteration has been effected without any increase in the overall length of the cylinder block, but in order to avoid using off-set connecting rods it has been necessary to reduce the width of the connecting rod bearings and redesign the crankshaft to suit.

To off-set the reduced bearing area, we have changed from white metal to copper lead bearings, and this latter point has proved on test to increase bearing life very considerably in spite of the reduced area.

A full flow external oil filter is also fitted.

GEARBOX.

The gearbox assembly is no longer interchangeable with earlier Land-Rover gearboxes for the following reasons:—The spigot diameter on the bell housing is no longer used to line up the gearbox casing and bell housing, this is now achieved by using fitting bolts. The bell housing has also been redesigned to suit an outboard starter motor. Car type constant gears are now used, these are wider and are not interchangeable with the 1954 type, this also alters the layshaft sleeve. Car type sealing rings and retainers are used for the selector shafts.

Interchangeability of Parts:

It must be borne in mind that a number of parts are no longer interchangeable between 1954 and 1955 Land-Rover, but many of the new parts are identical with those used on the car engines, especially the model "60". Such parts are listed below:—

Cylinder block	....	....	....	....	....	As 1954 "60"
Crankshaft	....	....	....	....	....	As 1954 "60"
Main bearings	....	....	....	....	....	As 1954 "60"
Crankshaft oil retainer	....	....	....	....	....	As 1954 "60"
Connecting rods	....	....	....	....	....	As 1954 "60"
Connecting rod bearings	....	....	....	....	....	As 1954 "60"
Piston assemblies	....	....	....	....	....	As 1954 "60" (Interchangeable in sets)
Cylinder head gasket	....	....	....	....	....	As 1954 "60"
Oil relief valve screw and spring	....	....	....	....	....	As 1954 "60"
Crankcase sump	....	....	....	....	....	As 1954 "60"
Oil filter and fixings	....	....	....	....	....	As 1954 "60"
Starter motor	....	....	....	....	....	As 1954 Car
Flywheel housing	....	....	....	....	....	Altered to suit new starter
Flywheel	....	....	....	....	....	As 1954 Car.
Carburetter	....	....	....	....	....	(Air correction jet only)
Air cleaner and connection to carburetter.						

GEARBOX.

Gearbox casing	.....	.....	.....	.....	Altered to suit new sealing rings and fitting bolts for bell housing
Bell housing	.....	.....	.....	.....	To line up with new flywheel housing
Primary pinion and constant gear	}	.....	.....	.....	To use car type constant gear
Sleeve for layshaft					
Sealing rings for selector shafts	.....	.....	.....	.....	Car type

BODY.

Stop/tail lamp	.....	.....	.....	.....	New lighting regulations
Body and wheelarch	.....	.....	.....	.....	Minor modification to accommodate new stop/tail lamp
Front floor	}	.....	.....	.....	Minor alteration to give clearance for new starter motor. 1955 parts can be used on 1954 models.
Gearbox cover					

For a detailed list of part numbers of these new items see Sheet 2.

The technical specification, oil recommendations etc. for the 1955 Land-Rover are the same as for the 1954 model with the following exceptions:—

Vehicle commencing numbers:

	86		107
Basic Vehicle Home	57100001 onwards	Basic Vehicle Home	57200001 onwards
Basic Vehicle LHD Export	57130001 onwards	Basic Vehicle LHD Export	57230001 onwards
Basic Vehicle RHD Export	57160001 onwards	Basic Vehicle RHD Export	57260001 onwards
C.K.D. L.H.D. Export	57630001 onwards	C.K.D. L.H.D. Export	57730001 onwards
C.K.D. R.H.D. Export	57660001 onwards	C.K.D. R.H.D. Export	57760001 onwards
Main bearings, type	.....	.....	Detachable steel shell, Copper lead, lead tin plated
Connecting rod bearings, type	.....	.....	Detachable steel shell, Copper lead, lead tin plated
Crankshaft end-float	.....	.....	Thrust washers at centre bearing, available in different thicknesses.
Oil pressure	.....	.....	50 to 60 lbs./sq. in. (3, 5 to 4, 2 kg/cm ²) at 30 m.p.h. (50 k.p.h.) in top gear with engine warm.
Oil filter external	.....	.....	Full-flow filter.

The service instructions laid down for the 1954 Land-Rover are, in the main, applicable to the 1955 Series. Exceptions are listed below:—

Oil filter

The filter element of the full-flow filter must be renewed at regular intervals in the following manner:—

Unscrew the bolt in the bottom of the filter container and remove the container complete with the filter element. Remove and discard the used filter element and large rubber washer. Wash the container in petrol. Place the new filter element in the container and reassemble the unit, using the new large rubber washer supplied with the element. Ensure that all the sealing washers are in position and intact and that the container is correctly located in the top cover.

Refill with oil of the correct grade.

Run the engine for five minutes and check for oil leaks. Top up the engine oil level as necessary.

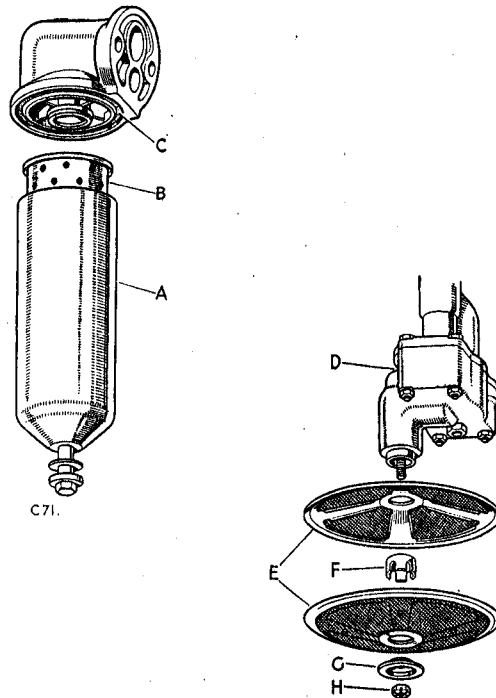
Air cleaner oil capacity. 1½ pints (0,85 litre).

TYRES.

“Butyl” synthetic inner tubes are fitted and pressures should only require to be checked *monthly*.

All repairs to “Butyl” synthetic inner tubes must be vulcanised.

Stop/tail lamp bulb replacement. Turn the bulb cover and glass to the left approximately 50° and withdraw from body.



Oil filter

NON-INTERCHANGEABLE PARTS BETWEEN THE 1954 LAND-ROVER 86 and 107 AND THE 1955 LAND-ROVER 86 and 107. THESE PARTS REPLACE SIMILAR ITEMS IN THE 1954 LAND-ROVER 86 and 107 SPARE PARTS CATALOGUE

* Denotes "fast moving" part.

Description	Qty.	Part No.	Remarks
Engine and clutch assembly	1	248358	
Cylinder block assembly	1	242570	
Cylinder block, crankshaft, pistons, camshaft and valve gear	1	244341	
Stud, short	2	09207	} For oil filter adaptor
Stud, long	2	241275	
Dowel locating bearing caps	11	240577	
Oil pipe, centre main bearing	1	241103	
Crankshaft assembly. STD.	1	241893	
Crankshaft assembly. .010" U.S.	1	243247	
Crankshaft assembly. .020" U.S.	1	243248	
Crankshaft assembly. .030" U.S.	1	243249	
Crankshaft assembly. .040" U.S.	1	243250	
Main bearing, front and rear. STD.	4	239829	} Halves
Main bearing, front and rear. .010" U.S.	4	239830	
Main bearing, front and rear. .020" U.S.	4	239831	
Main bearing, front and rear. .030" U.S.	4	239832	
Main bearing, front and rear. .040" U.S.	4	239833	
Main bearing, centre. STD.	2	239824	
Main bearing, centre. .010" U.S.	2	239825	
Main bearing, centre. .020" U.S.	2	239826	
Main bearing, centre. .030" U.S.	2	239827	
Main bearing, centre. .040" U.S.	2	239828	
Thrust washer for crankshaft. STD.	2	239839	
Thrust washer for crankshaft. .0025" O.S.	2	239840	
Thrust washer for crankshaft. .005" O.S.	2	239841	
Thrust washer for crankshaft. .0075" O.S.	2	239842	
Thrust washer for crankshaft. .010" O.S.	2	240386	
Crankshaft oil retainer	2	235935	
Dowel—lower	2	09209	} Fixing retainer to cylinder block and rear bearing cap
Dowel—upper	2	246464	
Connecting rod assembly	4	240650	
Connecting rod bearing halves. STD.	8	239834	
Connecting rod bearing halves. .010" U.S.	8	239835	
Connecting rod bearing halves. .020" U.S.	8	239836	
Connecting rod bearing halves. .030" U.S.	8	239837	
Connecting rod bearing halves. .040" U.S.	8	239838	
Piston assembly. STD.	4	246346	} As used on the 1954 "60". Interchangeable in sets.
Piston assembly. .010" O.S.	4	242576	
Piston assembly. .020" O.S.	4	242577	
Piston assembly. .030" O.S.	4	242578	
Piston assembly. .040" O.S.	4	242579	
Cylinder head gasket	1	240114*	
Oil pump assembly	1	240651	} As used on the 1954 "60"
Oil pump body assembly	1	242008	
Plunger	1	245940	} As used on the 1954 "60" and "90"
Spring	1	242648	
Adjusting screw	1	242889	
Special set screw. Fixing oil pump to cylinder block	1	241267	
Crankcase sump	1	246201	

ROVER SERVICE NEWS LETTER No. 47a—continued.

Description	Qty.	Part No.	Remarks
Oil filter for engine	1	240326	As used on the 1954 "60" and "90".
Element } For oil filter	1	246262*	
Gasket } Part of 240326	1 set	246261*	
Joint washer for oil filter	1	236288	
Bolt $\frac{7}{16}$ " whit x $1\frac{5}{32}$ " long	2	240328	
Adaptor for oil filter	1	241166	
Joint washer, top	1	241288	
Joint washer, bottom } For oil filter adaptor	1	241289	
Plug } For adaptor oil way	2	250978	
Joint washer } For adaptor oil way	2	231577	
Carburetter complete	1	264665	As used on the 1954 "60"
Correction jet. 240	1	260266	Interchangeable by changing air correction jet.
Starter motor complete	1	236287	
Bracket for starter commutator end	1	244706	As used on the 1954 "60" "75" and "90".
Bracket for drive end	1	244713	
Armature	1	244715	
Bush, commutator end	1	242958*	
Bush, pinion end	1	244714*	
Pinion and sleeve	1	244711*	
Spring for pinion	1	244712*	
Main spring for pinion	1	244710	
Nut for pinion	1	244709	
Field coil for starter	1	244716	
Brushes for starter motor set	2	260055*	
Spring set for brushes	1	244708*	
Bolt for bracket	2	244717	
Cover band	1	244705	
Grease cap	1	243095	
Sundry parts kit	1	244718*	
Flywheel housing assembly	1	246338	As used on the 1954 "60" "75" and "90".
Indicator for ignition timing	1	239820	
Flywheel assembly	1	239818	
Ring gear for flywheel	1	244346	
Gearbox complete assembly	1	248361	
Gearbox casing assembly	1	248667	As used on the 1954 "60" "75" and "90".
Bell housing assembly	1	248719	
Fitting bolt, fixing gearbox casing to bell housing	3	248720	
Primary pinion and constant gear	1	263569	
Sleeve for layshaft	1	263878	
Sealing ring, forward selector shaft	2	241596*	
Sealing ring, reverse selector shaft	1	241597*	
Retaining plate for sealing ring	2	241598	
Bottom plate for front spring L.H.	1	264022	
Bottom plate for front spring R.H.	1	264023	
Bottom plate for rear spring L.H.	1	264020	
Bottom plate for rear spring R.H.	1	264021	
Plain washer } Fixing bottom loop of shock absorber	4	264024	As used on the 1954 "60" "75" and "90".
Split pin }	4	4063	
Air cleaner	1	263148	
Oil container, part of 263148	1	264777	
Connection, air cleaner to carburetter	1	263149	
Stop tail/lamp complete	2	248808*	
Bulb for stop/tail lamp	2	235727*	
Body and red lens	1	264779*	
White lens for number plate	1	264780*	
Seal for white lens	1	264781*	
Bulb holder interior	1	264782*	
Rubber for back plate seating	1	264783*	

ROVER SERVICE NEWS LETTER No. 47a—continued.

Description	Qty.	Part No.	Remarks
Stop/tail lamp	2	264350*	America Dollar Area.
Side and flasher lamp	2	234215*	
Bulb for side and flasher lamp	2	235727*	America Dollar Area and Station Wagon.
Flasher unit	1	232402*	
Warning light	1	264429	
Switch for flasher	1	264370	
Mounting plate for switch	1	264369	
Harness for flasher	1	264371	
Leads for side and flasher lamp	2	264349	
Body, floor and sides assembly	1	306966	
Side and wheelarch complete R.H.	1	306923	
Side and wheelarch complete L.H.	1	306924	
Body complete assembly, rear	1	306967	86
Side and wheelarch complete R.H.	1	306926	
Side and wheelarch complete L.H.	1	306927	107
Front floor complete	1	306907	
Gearbox cover complete	1	306908	Can be used on 1954 models.
Sealing rubber for ventilator lids, top	2	306380	
Sealing rubber for ventilator lids, bottom and sides	2	306381	
Retainer for seal, bottom	2	306357	
Oil cooler complete assembly	1	264266	
Pipe, union to flexible pipe	1	264527	} For oil cooler
Pipe to relief valve	1	263181	
Clip for pipe	1	264528	
Union for oil pipe	1	264529	
Joint washer for union	1	231577	
Crankcase sump.—When oil cooler is fitted	1	263332	
Flasher unit kit	1	264784	
Cylinder liner, shaped	4	246762	As used on the 1954 "60"

Rover Service News Letter No. 48

September 30th, 1954

TO ALL DISTRIBUTORS AND DEALERS

SECTION 1. WORKSHOP AND SPARE PARTS INFORMATION

- Item 67** **SUBJECT:** Rear brakes.
MODELS: 1954 "60", "75" and "90".
COMPLAINT: Brakes binding, burning smell from brakes, oil on rear brake shoes.
CAUSE: Seizure of hand brake compensator pivot.
CURE: Dismantle and increase clearance between pin and bushes. On reassembly liberally apply grease to all working surfaces. From cars numbered as below, the pivot pin and lever have been redesigned to give more clearance and will be supplied as two separate items as shown at Fig. 2.
PART Nos. Balance lever: 1 263373.
Pivot pin: 1 263374.
COMM. Nos.: Cars numbered:—
60: 43301650, 43330024, 43360034, 43630001, 43660033 onwards.
75: 44302642, 44330650, 44360504, 44730001, 44760017 onwards.
90: 45302174, 45330583, 45361286, 45830001, 45860017 onwards.
REMARKS: Only the latest type Balance lever and Pivot pin will be supplied for earlier 1954 models; they should be fitted as shown in the sketch below.

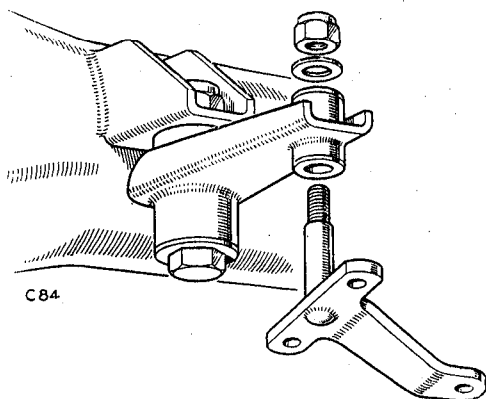


Fig. 1. Early type brake compensator.

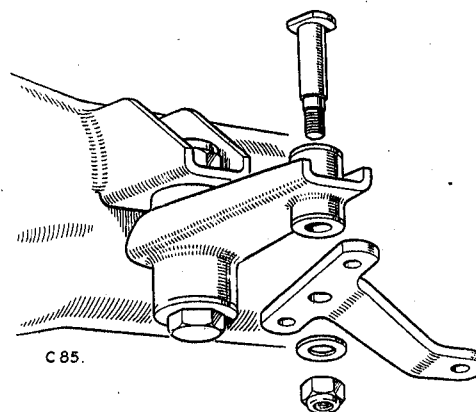


Fig. 2. Late type brake compensator.

- Item 68** **SUBJECT:** Steering column cutout in wing balance.
MODELS: 1954 Land-Rover.
COMPLAINT: Excessive mud round steering column at wing valance rear end.
CURE: Fit mudshield to wing valance, adjacent to the steering column using fixings listed below and picking up on wing valance inner fixing bolt.
PART Nos.:

Mudshield for steering column cutout	....	1	306505.
Screw (2 B.A. x $\frac{3}{8}$ in. long)	} Fixing mudshield to wing valance	....	1 77846.
Plain washer		....	1 3008.
Spring washer		....	1 3073.
Nut (2 B.A.)		....	1 2247.

COMM. Nos.: 86: 47102338, 47133369, 47162259, 47630391, 47662155 onwards.
107: 47200291, 47230872, 47261119, 47730061, 47760217 onwards.
REMARKS: The mudshield can be fitted to any earlier 1954 Land-Rover.

ROVER SERVICE NEWS LETTER No. 48—*continued.*

- Item 69 SUBJECT:** Gearbox.
- MODELS:** 1954 "60", "75" and "90".
- COMPLAINT:** Jumping out of 2nd gear.
- CAUSE:** There have been several cases reported recently and in every instance it has been due to either:—
- (a) A loose stop bolt
 - (b) An incorrectly adjusted stop bolt.
- resulting in only partial engagement of 2nd gear.
- CURE:** Adjust the 2nd gear stop bolt to allow full engagement of 2nd gear. With the 2nd gear fully engaged there should be a clearance of approximately .010 in. (0,25 mm.) between the end of the selector shaft and the stop bolt.
Make sure that the 2nd gear does not foul the reverse wheel.
- REMARKS:** Gearboxes return under Guarantee with the above "complaint" will be examined and no allowance will be made should the above "cure" be effective.

Rover Service News Letter No. 48a

8th October, 1954.

TO ALL DISTRIBUTORS AND DEALERS

SECTION 1. WORKSHOP AND SPARE PARTS INFORMATION

Item 1 1955 ROVER "60", "75" and "90". Various changes have taken place with the commencement of the 1955 programme as listed below:—

ENGINE: "60" and "90" no change.
"75". This engine is exactly the same as the 1954-55 "90" but with the following exceptions:—

Short stroke crankshaft i.e.:

"75" Stroke 88,9 mm	(3.500 in.)
Bore 73,025 mm	(2.875 in.)
"90" Stroke 105 mm	(4.134 in.)
Bore 73,025 mm	(2.875 in.)

Pistons re-designed to suit short stroke crankshaft.

New distributor auto-advance springs to give a slightly different advance curve.

Interchangeability of Parts. This means that all the parts listed in the Engine section of the 1954 Spare Parts Catalogue, as applicable to the "90" only, are now interchangeable between the "75" and "90" in the 1955 Season except:—

Crankshaft.

Piston assemblies.

Distributor complete.

Auto-advance springs. (All other component parts of the distributor are common to "75" and "90".)

GEARBOX: "60", "75" and "90".

The spigot diameter on the gearbox casing is no longer used to locate the bell housing. Fitting bolts are now used for this purpose.

The selector springs are retained by one steel plate in place of the three brass plugs previously used.

This affects interchangeability as follows:—

Gearbox casing.

Bell housing: 1955 type can be used on 1954 models.

Retaining plate for selector springs.

FOOT BRAKE: "75" and "90" only.

Lining width increased to 3 in. on front brakes only. The following parts are affected:—

Front hub.

Brake drum, front.

Brake anchor plate, front.

Brake shoes, front.

HAND BRAKE: "60", "75" and "90".

Vertical type fitted, similar to the hand brake used on the 1953 "75". This change also affects some hand brake linkage.

ROVER SERVICE NEWS LETTER No. 48A—*continued.*

ELECTRICAL: Flasher lamps at front and rear, those at rear incorporate red reflectors. The front replace the white reflectors used on the 1954 models.

The mounting plate for the rear number plate lamp is also re-designed to suit the new boot lid.

The instrument panel has a green flasher warning light mounted at the bottom centre.

Dash, body and boot harness are also altered to cover the changes on the electrical equipment.

BODY:

The rear end of the boot is raised approximately 2½ in. (6 cm) and a larger three piece rear window is fitted.

This affects the following body parts:—

Roof panel, tonneau panels, rear bumper valance, boot floor panel, rear apron panel, splash plate for rear wing, petrol filler lid, boot lid hinges and trunnion for boot lid, stowage of tools in boot, back light glass, rear squab, roof trim and frame, cant rail and top quarter trim, back light trim, boot trim, all carpets, pillar pulls, shelf, rear squab to tonneau, front seat frame (can be used on 1954 models), front seat cushion, sun visors. The windscreen washer will be standard on all models.

For a detailed list of part numbers covering these new items see attached sheets.

SPECIFICATION:

The technical specification, oil recommendations etc. of the 1955 "60", "75" and "90", are the same as the 1954 models with the following exceptions:—

Car commencing numbers:

"60"	"75"
53300001 Home	54300001 Home
53330001 L.H.D. Export	54330001 L.H.D. Export
53360001 R.H.D. Export	54360001 R.H.D. Export
53630001 L.H.D. C.K.D. Export	54630001 L.H.D. C.K.D. Export
53660001 R.H.D. C.K.D. Export	54660001 R.H.D. C.K.D. Export

"90"

55300001 Home
55330001 L.H.D. Export
55360001 R.H.D. Export
55830001 L.H.D. C.K.D. Export
55860001 R.H.D. C.K.D. Export

"75" Engine.

Bore.....	73,025 mm (2.875 in.)
Stroke	88,9 mm (3.500 in.)
Cylinder capacity	2,230 cc (136 cu. in.)
Compression ratio	6.95-1
R.A.C. rating	19.85 H.P.
B.H.P.	80 at 4500 R.P.M.
Carburetter.....	Single horizontal dust proof.
Fast idling position	Incorporated in mixture control.
Air silencer and cleaner	Gauze fins.
Fan	4 blade.

SERVICE

INSTRUCTIONS:

The Service instructions laid down for the 1954 Cars are, in the main, applicable to the 1955 Series. Exceptions are listed below:—

All servicing detailed for the 1954-55 "90" engine, carburetter, air silencer and distributor etc., is applicable to the 1955 "75".

Hand brake adjustment is carried out by removing the cover and adjusting until the lever has one or two "clicks" free movement in the "off" position.

"Butyl" synthetic inner tubes are fitted and pressures should only need checking *monthly*. All repairs to these synthetic inner tubes must be vulcanised.

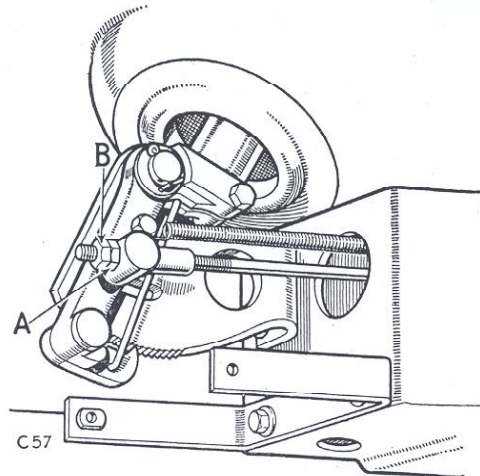


Fig. 1. Hand brake adjustment.

- A. Adjusting nut.
- B. Locknut.

Direction indicators. Flashing type indicators are fitted as standard to all 1955 "60", "75" and "90" models. The front indicator lamps are located on the front wings, whilst at the rear the flasher bulbs are incorporated in the stop/tail lamps. A special unit in the circuit which is audible in operation causes either the near-side or off-side front and rear lamps to flash when the steering column control is operated. At the same time the small green warning light at the bottom centre of the instrument panel flashes in sympathy with the indicator bulbs.

Should either a front or rear indicator bulb fail, the remaining indicator will continue to flash, but the warning light will not be seen and the flasher unit will not be heard.

Stop/tail and flasher lamp

To remove:

- (1) Slacken the securing screws at top and bottom, remove rim complete. The lower (dual filament) bulb is the stop/tail bulb, whilst the upper bulb acts as the direction indicator.
- (2) Remove the drive screws securing the bulb holder and housing to the body, withdraw bulb holder, disconnect the wiring and lift out the lamp housing.

To refit:

Reverse the removal procedure, connecting the leads in accordance with the wiring diagram.

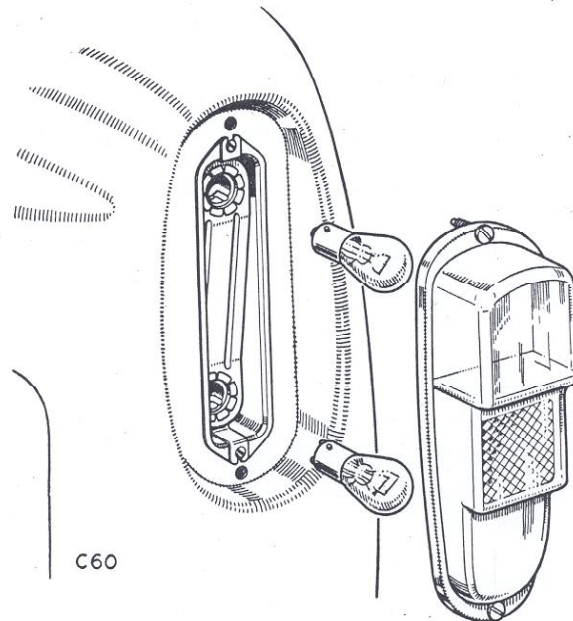


Fig. 2.
Stop/tail lamp bulb removal.

Front direction indicator lamp

Bulb replacement:

- (1) Turn the lamp glass and rim in an anti-clockwise direction until it can be lifted off.
- (2) To replace, screw on as far as possible clockwise.

To remove:

- (1) Disconnect the flasher lamp leads at the junction boxes positioned at each side of the radiator heater tank.
- (2) Release flasher leads from clips at rear of headlamp body.
- (3) Unscrew the securing nut for rubber boot from lamp.
- (4) Remove the locking nut and plain washer.
- (5) Withdraw the lamp, leads and rubber washer complete from wing aperture.

To refit:

Reverse the removal procedure, connecting the leads in accordance with the wiring diagram.

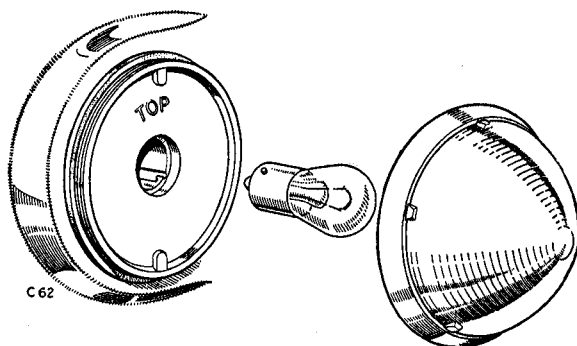


Fig. 3.
Front indicator lamp bulb removal.

KEY TO WIRING DIAGRAM

- | | | |
|---|--|--|
| 1. Main lamp switch | 26. Series windings | 50. Indicator switch |
| 2. Oil pressure warning light | 27. Regulator frame | 51. Dynamo |
| 3. Mixture control warning light | 28. Contacts | 52. Petrol reserve valve |
| 4. Panel light switch | 29. Resistance | 53. Stop/tail lamps |
| 5. Starter solenoid switch | 30. Shunt windings | 54. Headlamp dipper switch |
| 6. Starter switch | 31. S.F.6 fuse box | 55. Petrol tank level unit |
| 7. Ignition warning light | 32. Fuse A.2 | 56. Horn relay |
| 8. Ammeter | 33. Fuse A.4 | 57. Luggage boot light and switch |
| 9. Petrol/oil level switch | 34. Heater fan | 58. Reverse and rear number plate lamp |
| 10. Starter | 35. Map reading light | 59. Junction box |
| 11. Centre terminal | 36. Front door switches | 60. Sidelamp |
| 12. Speedometer | 37. Coil | 61. Headlamp |
| 13. Petrol/oil level gauge | 38. Distributor | 62. Main beam |
| 14. Petrol reserve switch | 39. Interior lights | 63. Dip beam |
| 15. Heater fan switch | 40. Interior light switches (on centre pillars) | 64. Horns |
| 16. 12 volt battery (positive earth) | 41. Petrol pump | 65. Direction indicator warning light |
| 17. Ignition switch | 42. Rear door switches | 66. Flasher unit |
| 18. Headlamp warning light | 43. Stop lamp switch | 67. R.H. rear flasher bulb |
| 19. Windscreen wiper switch | 44. Oil pressure switch | 68. L.H. rear flasher bulb |
| 20. Windscreen wiper motor | 45. Mixture control thermostat switch (at cylinder head) | 69. R.H. front flasher bulb |
| 21. Thermostat switch | 46. Headlamp switch | 70. L.H. front flasher bulb |
| 22. Limit switch | 47. Reverse lamp switch | 71. Snap connector indicated thus |
| 23. Clock | 48. Oil level gauge sump unit | 72. Fog lamp |
| 24. Mixture control switch (at control) | 49. Horn push | 73. Fog lamp switch |

ROVER SERVICE NEWS LETTER No. 48a.

NON-INTERCHANGEABLE PARTS BETWEEN THE 1955 ROVER '60', '75'
AND '90' MODELS AND THE 1954 ROVER '60', '75' AND '90' MODELS.

THESE PARTS REPLACE SIMILAR ITEMS IN THE 1954 '60', '75' AND
'90' SPARE PARTS CATALOGUE.

THEY ARE APPLICABLE TO THE 1955 '60', '75' AND '90' MODELS
UNLESS OTHERWISE STATED IN THE REMARKS COLUMN.

* Denotes "Fast moving" part.

Description.	Qty.	Part No.	Remarks.
Engine and clutch assembly	1	248878	} '75'
Cylinder block assembly	1	248895	
Crankshaft assembly, Std.	1	246191	
Crankshaft assembly, .010" O.S.	1	248889	
Crankshaft assembly, .020" O.S.	1	248890	
Crankshaft assembly, .030" O.S.	1	248891	
Crankshaft assembly, .040" O.S.	1	248892	
Piston assembly, Std.	1	246189	
Piston assembly, .010" O.S.	1	248885	
Piston assembly, .020" O.S.	1	248886	
Piston assembly, .030" O.S.	1	248887	} '75'
Piston assembly, .040" O.S.	1	248888	
Inlet pipe for water pump	1	243103	} '75'
Distributor complete	1	264932	
Auto advance spring, set	1	264992	} '75'
Gearbox complete assembly	1	264322	
Gearbox casing assembly	1	248708	} '75'
Special bolt (2 1/4" long)	2	248809	
Special bolt (2" long)	2	248720	Also used on the 1955 L.R.
Retaining plate for selector spring and plug	1	248580	} '75' and '90'
Joint washer for retaining plate	1	248581	
Plug for interlocker hole	1	248582	} '75' and '90'
Front hub assembly	2	245854	
Stud for road wheel	10	245853	} '75' and '90'
Brake anchor plate complete, front L.H.	1	248896	
Brake anchor plate complete, front R.H.	1	248897	} '75' and '90'
Brake shoe assembly L.H.	1	264056	
Brake shoe assembly R.H.	1	264057	} '75' and '90'
Lining for brake shoe	4	248905	
Rivet fixing linings	48	248907	} '75' and '90'
Bleed screw	2	248909	
Brake drum	2	245844	} '75' and '90'
Set screw fixing brake drum	6	245946	

ROVER SERVICE NEWS LETTER No. 48a.

- 2 -

Description	Qty.	Part No.	Remarks.
Support plate for supply tank	1	314219	
Hand brake relay lever	1	263187	
Idler lever for hand brake	1	263105	
Brake rod, idler to relay	1	263122	
Brake rod, hand brake to idler	1	263121	
Hand brake assembly, top half	1	264141	
Tube for hand brake	1	263976	
Felt washer for hand brake	1	236256	Also used on 1951-53 '75'
Grip for hand brake	1	240252	Also used on 1953 '75'
Plunger rod, top	1	264182	
Spring for plunger, top	1	230091	Also used on 1950-54 All.
Knob for plunger rod	1	234072	Also used on 1950-53 '75'
Hand brake assembly, bottom half	1	263173	
Lever assembly for hand brake	1	263499	
Bush for lever	1	01379	Also used on 1935-53 All 1948-50 L.R.
Ratchet for hand brake	1	234055	Also used on 1950-53 '75'
Fulcrum pin for hand brake lever	1	01380	Also used on 1935-53 All 1948-50 L.R.
Plunger rod, bottom	1	219981	Also used on 1950-53 '75'
Spring	1	233808	Also used on 1950-53 '75'
Cap	1	230114	Also used on 1950-53 '75'
Brake catch	1	219834	Also used on 1950-54 All
Fulcrum pin for brake catch	1	219856	Also used on 1950-53 '75'
Pin for hand brake adjuster rod	1	230044	Also used on 1950 '75'
Taper packing piece for hand brake	1	263974	
Taper packing piece	1	264340	
Pull-off spring for hand brake	1	238966	Also used on 1954 All.
Wire link for pull-off spring	1	263518	
Rubber grommet for hand brake	1	231015	Also used on 1950-53 '75'
Cover for hand brake	1	263476	
Support bracket for hand brake cover	1	232902	Also used on 1950-53 '75'
Balance weight for road wheel	as reqd.	264291	
Grub screw fixing balance weight	as reqd.	264292	
Bottom water hose	1	244979	* '75' and '90' also used
Cover for petrol pump	1	313989	
Flasher lamp	2	248872	* '75' and '90' also used
Rim and glass for lamp	2	264248	* '75' and '90' also used
Bulb for flasher lamp	2	236338	* '75' and '90' also used
Rubber washer	2	264226	* '75' and '90' also used
Washer	2	264227	* '75' and '90' also used
Nut	2	264228	* '75' and '90' also used
Boot cover for lamp	2	264229	* '75' and '90' also used
Stop tail and flasher lamp complete	2	248514	* '75' and '90' also used
Housing	2	264827	

S.3031

Cont'd.....

ROVER SERVICE NEWS LETTER No. 48a.

- 3 -

Description.	Qty.	Part No.	Remarks.
Bulb holder	2	264828 *	
Bulb - top - double filament	2	235727 *	Also used on 1951-54 All.
Bulb - bottom - single filament	2	236338 *	Also used on 1951-54 All.
Glass	2	264829 *	
Rubber grommet	2	264830 *	
Rim	2	264831 *	
Screw securing lamp	4	264832 *	
Mounting plate for lamp	1	313978	
Mounting plate for lamp	1	313980	Swiss cars only.
Rear number plate complete	1	313938	American Dollar area.
Dash harness	1	248509	R.H.D.
Dash harness	1	248508	L.H.D.
Body harness R.H. side	1	248505	
Body harness L.H. side	1	248506	
Harness for boot	1	248507	
Rubber cap for flasher terminal	3	240408	Also used on 1954-55 L.R.
Feed lead for flasher unit	1	248511	
Flasher unit	1	232402 *	Also used on 1949-51 L.R. Station Wagon.
Special washer	1	248503	
Lead, flasher unit to warning light	1	263580	
Instrument panel complete	1	263577	
Instrument panel only	1	263578	
Warning light for flasher, small green	1	263579 *	
Front wing top and side R.H.	1	314062	
Front wing top and side L.H.	1	314063	
Rear bumper valance R.H.	1	313953	
Rear bumper valance L.H.	1	313954	
Rear apron panel	1	313851	
Body complete with doors	1	313930	
Roof panel	1	313931	
Tonneau panel R.H.	1	313927	
Tonneau panel L.H.	1	313928	
Angle, rear squab support	1	313922	
Brace, rear seat squab	1	313899	
Gusset, spare wheel floor R.H.	1	314193	
Gusset, spare wheel floor L.H.	1	314194	
Reinforcement backlight to boot opening	1	313933	
Rear panel decking assembly	1	313955	
Reinforcement 'D' post to backlight R.H.	1	313905	
Reinforcement 'D' post to backlight L.H.	1	313906	
Closing plate, rear squab R.H.	1	313992	
Closing plate, rear squab L.H.	1	313993	
Splash plate for rear wing R.H.	1	313960	
Splash plate for rear wing L.H.	1	313961	

S. 3032

/Over.....

ROVER SERVICE NEWS LETTER No. 48a.

- 4 -

Description.	Qty.	Part No.	Remarks.
Support plate, 'D' post reinforcement to roof frame	2	314091	
Petrol filler lid	1	313938	
Hinge complete, for filler lid	1	313987	
Boot lid complete	1	313935	
Hinge for boot lid R.H.	1	313945	
Hinge for boot lid L.H.	1	313946	
Trunnion bar and bracket R.H.	1	313863	
Trunnion bar and bracket L.H.	1	313864	
Luggage rail for rear boot	1	313854	
Sealing strip for boot lid	1	313988	
Retainer for sealing strip	1	313975	
Storage bracket for jack, front	1	314032	
Storage bracket for pump	1	314315	
Backlight assembly	1	314023	
Frame for backlight	1	314024	
Glass, centre	1	314025	
Glass, R.H. side	1	314026	
Glass, L.H. side	1	314027	
Seal for glass	2	314028	
Seal for backlight	1	314034	
Retaining plate, backlight to body	16	314030	
Packing plate for retaining plate	1	314031	
Link for centre armrest	2	314185	
Front cushion complete, green	1	314250	
Front cushion complete, red	1	314251	
Front cushion complete, blue	1	314252	
Front cushion complete, grey	1	314253	
Front cushion complete, tan	1	314254	
Front seat frame complete	1	314061	
Rear squab complete, green	1	314255	
Rear squab complete, red	1	314256	
Rear squab complete, blue	1	314257	
Rear squab complete, grey	1	314258	
Rear squab complete, tan	1	314259	
Spring case for rear squab	1	314066	
Topping for centre panel	1	314090	
Topping R.H. for main panel	1	314088	
Topping L.H. for main panel	1	314089	
Back panel for rear squab	1	314086	'60'
Back panel for rear squab	1	314048	'75' and '90'
Rear back light trim complete, top light fawn	1	314260	
Rear back light trim complete, top light grey	1	314261	
Rear back light trim complete, top tan	1	314262	

S.3033

Cont'd.....

ROVER SERVICE NEWS LETTER No. 48a.

- 5 -

Description.	Qty.	Part No.	Remarks.
Rear back light trim complete, R.H. side light fawn	1	314263	
Rear back light trim complete, R.H. side light grey	1	314264	
Rear back light trim complete, R.H. side tan	1	314265	
Rear back light trim complete, L.H. side light fawn	1	314266	
Rear back light trim complete, L.H. side light grey	1	314267	
Rear back light trim complete, L.H. side tan	1	314268	
Roof trim complete, light fawn	1	314269	
Roof trim complete, light grey	1	314270	
Roof trim complete, tan	1	314271	
Roof frame complete	1	314033	
Cant rail and top quarter trim complete R.H., Light fawn	1	314272	
Cant rail and top quarter trim complete R.H., Light grey	1	314273	
Cant rail and top quarter trim complete R.H., Tan	1	314274	
Cant rail and top quarter trim complete L.H., Light fawn	1	314275	
Cant rail and top quarter trim complete L.H., Light grey	1	314276	
Cant rail and top quarter trim complete L.H., Tan	1	314277	
Lower quarter trim complete R.H., green	1	314278	
Lower quarter trim complete R.H., red	1	314279	
Lower quarter trim complete R.H., blue	1	314280	
Lower quarter trim complete R.H., grey	1	314281	
Lower quarter trim complete R.H., tan	1	314282	
Lower quarter trim complete L.H., green	1	314283	
Lower quarter trim complete L.H., red	1	314284	
Lower quarter trim complete L.H., blue	1	314285	
Lower quarter trim complete L.H., grey	1	314286	
Lower quarter trim complete L.H., tan	1	314287	
Boot trim, front	1	314130	
Boot trim, R.H. side	1	314137	
Boot trim, L.H. side	1	314138	
Boot trim at petrol filler	1	314135	
Covering for petrol pump cover	1	314148	
Front carpet complete R.H. green	1	314288	R.H.D.
Front carpet complete R.H. red	1	314289	R.H.D.
Front carpet complete R.H. light blue	1	314290	R.H.D.
Front carpet complete R.H. grey	1	314291	R.H.D.
Front carpet complete R.H. tan	1	314292	R.H.D.
Front carpet complete L.H. green	1	314293	L.H.D.
Front carpet complete L.H. red	1	314294	L.H.D.
Front carpet complete L.H. light blue	1	314295	L.H.D.
Front carpet complete L.H. grey	1	314296	L.H.D.
Front carpet complete L.H. tan	1	314297	L.H.D.

S. 3034

/Over.....

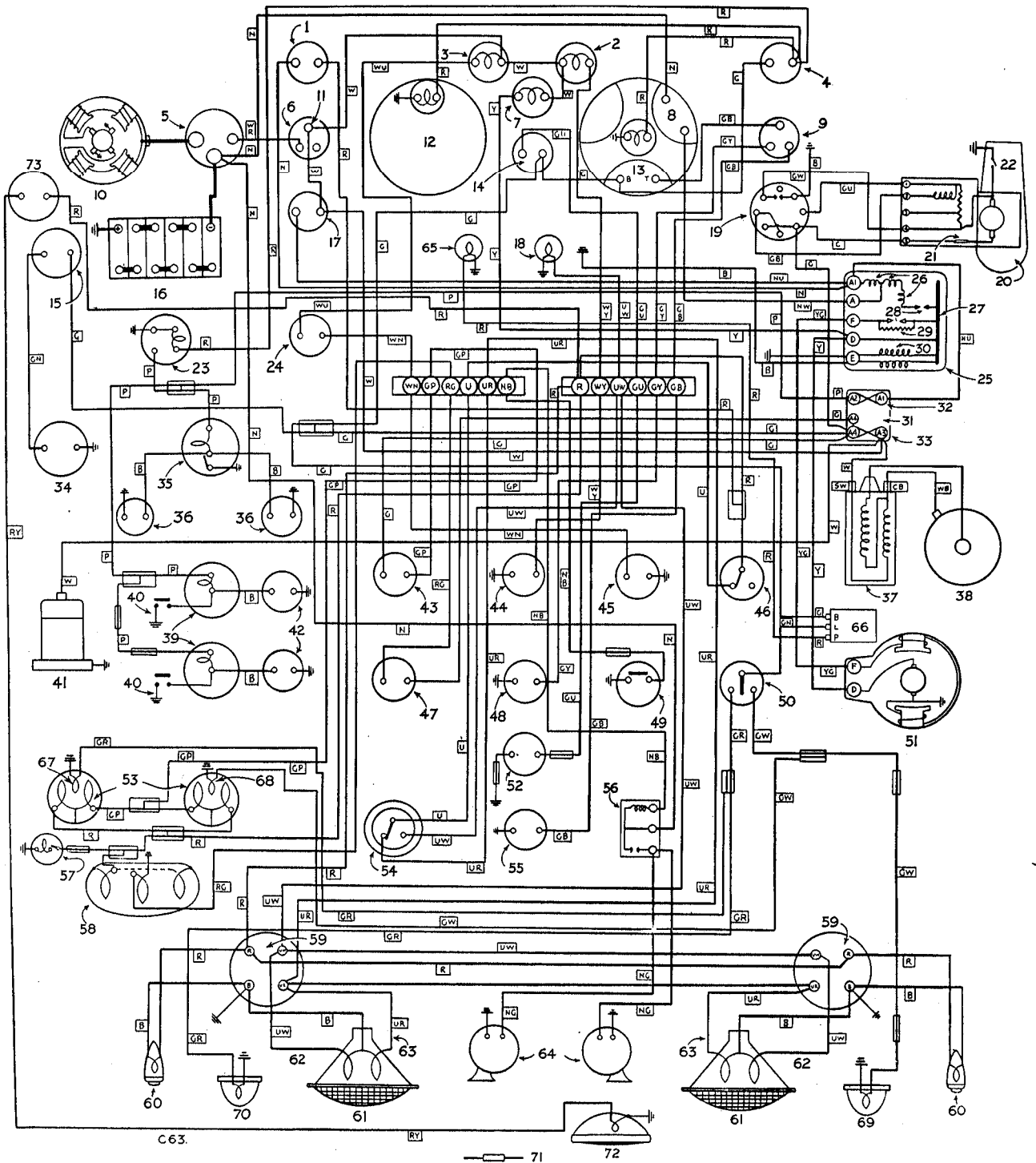
ROVER SERVICE NEWS LETTER No. 48a.

- 6 -

<u>Description.</u>	<u>Qty.</u>	<u>Part No.</u>	<u>Remarks.</u>
Rear carpet complete, green	1	314298	
Rear carpet complete, red	1	314299	
Rear carpet complete, light blue	1	314300	
Rear carpet complete, grey	1	314301	
Rear carpet complete, tan	1	304302	
Centre carpet complete, green	1	314303	
Centre carpet complete, red	1	314304	
Centre carpet complete, light blue	1	314305	
Centre carpet complete, grey	1	314306	
Centre carpet complete, tan	1	314307	
Sun visor, no mirror	1	314085	
Sun visor L.H., with mirror	1	314190	R.H.D.
Sun visor R.H., with mirror	1	314191	L.H.D.
Mirror for sun visor	1	314192	
Shelf, rear squab to tonneau, green	1	314308	
Shelf, rear squab to tonneau, red	1	314309	
Shelf, rear squab to tonneau, blue	1	314310	
Shelf, rear squab to tonneau, grey	1	314311	
Shelf, rear squab to tonneau, tan	1	314312	
Pillar pull R.H., light grey	1	314177	
Pillar pull L.H., light grey	1	314178	
Pillar pull R.H., tan	1	314179	
Pillar pull L.H., tan	1	314180	
Shield for windscreen washer pump unit	1	263635	
Protecting tube for washer pipes	1	263636	
Grammet for protecting tube	2	264255	

S. 3041

1955 "60", "75" and "90"
WIRING DIAGRAM



KEY TO CABLE COLOURS

- | | | | |
|------------------------------|----------|--------|----------|
| B—BLACK | N—BROWN | R—RED | W—WHITE |
| G—GREEN | P—PURPLE | U—BLUE | Y—YELLOW |
| RN—RED WITH BROWN, AND SO ON | | | |

THE ROVER COMPANY LIMITED
S E R V I C E D E P A R T M E N T

SOLIHULL, BIRMINGHAM, England
Telephone Nos.: Sheldon 2461, 2613
Telegrams: Rovrepair, Solihull

Rover Service News Letter No. 48d

October 19th, 1954

TO ALL HOME DISTRIBUTORS AND DEALERS.

Item 1. SUBJECT : RECONDITIONED ENGINES.

MODELS : 1939-47 14—16 h.p.

REMARKS : Owing to a temporary shortage of some component parts, including the camshaft, we are unable to recondition engines in the range 1939-47 14 and 16 h.p. inclusive.
Will Distributors and Dealers please refrain from returning engines in the above range until further notice.

NOTE : The information contained in this News Letter is to take effect immediately.

THE ROVER COMPANY LIMITED
SERVICE DEPARTMENT

SOLIHULL, BIRMINGHAM, England
Telephone Nos. : Sheldon 2461, 2613
Telegrams : Rovrepair, Solihull

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:—

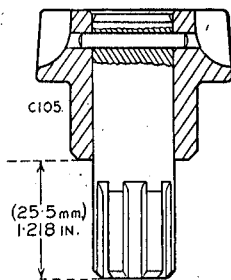


Fig. 1. Length of swivel pin. ~~1948-53~~
1954-55

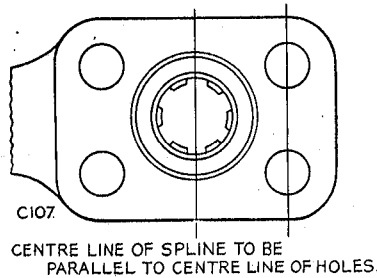


Fig. 2. Position of spline. 1948-55.

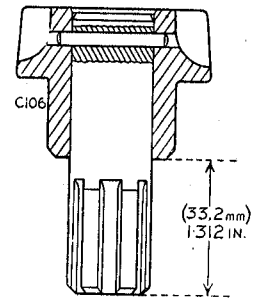


Fig. 3. Length of swivel pin. ~~1954-55~~
1948-53

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

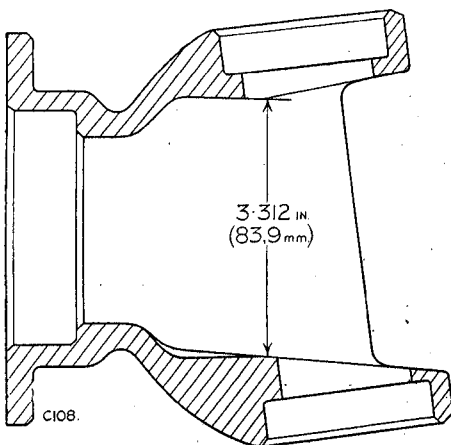


Fig. 4. Housing for swivel pin bearing. 1948-53.

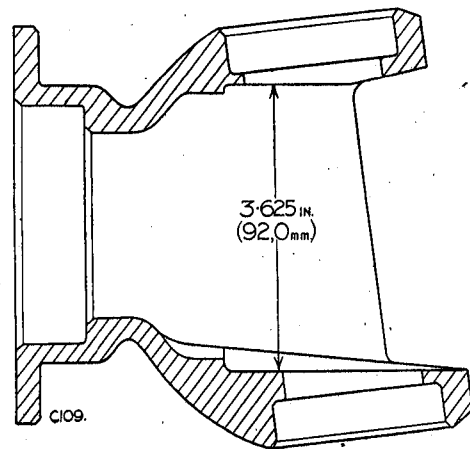


Fig. 5. Housing for swivel pin bearing. 1954-55.

5. Cone bearing for swivel pin, top.

External dimension as shown in the sketch below:—

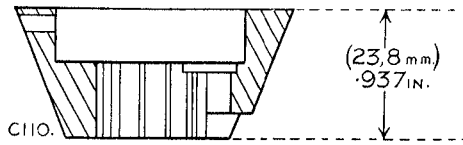


Fig. 6. Cone bearing.

1948-53
1954-55

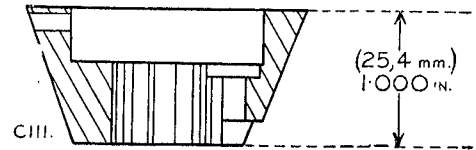


Fig. 7. Cone bearing.

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.

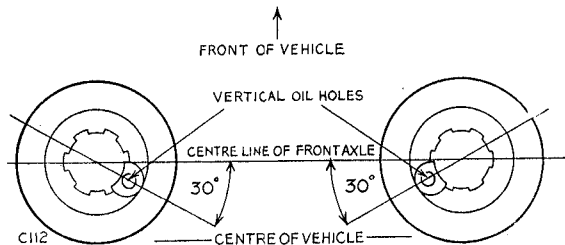


Fig. 8. Position of oil hole.
1948-53.

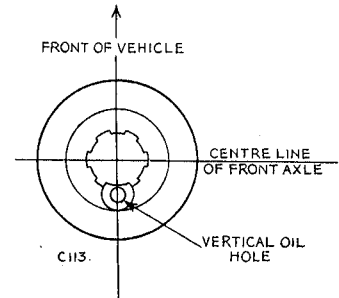


Fig. 9. Position of oil hole.
1954-55.

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.

Rover Service News Letter No. 50

30th November, 1954

TO ALL DISTRIBUTORS AND DEALERS

SECTION 1. WORKSHOP AND SPARE PARTS INFORMATION

Item 74 SUBJECT: **EXHAUST VALVE.**
 MODELS: 1952-55 Land-Rover. 1954 "60" and "90". 1955 "60", "75" and "90".
 COMPLAINT: Squeak from valve stem.
 CURE: Fit longer exhaust valve.
 PART No.: Exhaust valve 6 264137.
 COMM. No.: Engines numbered:
 "75": 54300229 onwards.
 "90": 55301062 onwards.
 REMARKS: The latest type exhaust valve is .056 in. (1.42 mm) longer than the previous type; this alters the angle at which the exhaust rocker operates thereby minimising side thrust on the exhaust valve stem. The two types of exhaust valve are completely interchangeable, the difference in length being accommodated by means of the tappet adjusting screw.

Item 75 SUBJECT: **SPEEDOMETER CABLE.**
 MODELS: 1950-54 Car.
 COMPLAINT: Cable "kinking" at speedometer head end when instrument panel is lowered.
 CURE: Fit 1955 type speedometer cable complete with clips and grommet as detailed below:—
 PART Nos. SPEEDOMETER CABLE COMPLETE ASSEMBLY 1 264144 1950-54 Car R.H.D.

Comprises:

Speedometer cable	....	....	....	....	1	248198
Grommet in dash for speedo cable	....	....	....	....	1	263524
Clip for cable guide spring	....	....	....	....	1	248206
Bolt (2 B.A.— $\frac{1}{2}$ " long)	}	Fixing clip to speedo cable inner spring	....	....	1	234603
Nut (2 B.A.)			....	....	1	2247
Clip fixing cable to engine	....	....	....	....	1	3621
Fitting instruction	....	....	....	....	1	264354

SPEEDOMETER CABLE COMPLETE ASSEMBLY 1 264145 1950-54 Car L.H.D.

Comprises:

Speedometer cable	....	....	....	....	1	248199
Grommet in dash for speedo cable	....	....	....	....	1	263524
Clip for guide spring	....	....	....	....	1	248206
Bolt (2 B.A.— $\frac{1}{2}$ " long)	}	Fixing clip to speedo cable inner spring	....	....	1	234603
Nut (2 B.A.)			....	....	1	2247
Fitting instruction	....	....	....	....	1	264354

Item 76 SUBJECT: **FIXED WINDOW FOR SIDE SCREEN.**

MODELS: 1955 Land-Rover.

MODIFICATION: 3/16 in. (4,76 mm) toughened sheet glass replacing 3/32 in. (2,38 mm) perspex.

PART Nos.: Fixed window, front 2 306405
 Retainer for window 2 306406
 Drive screw fixing retainer.... .8 78126

COMM. Nos. Vehicles numbered:
 86: 57100454, 57130470, 57160465, 57630030 and 57660154.
 107: 57200073, 57230152, 57260139, 57730036 and 57760060 onwards.

REMARKS: The toughened sheet glass can be used in place of the perspex type on any 1954 and earlier 1955 Land-Rovers. When used as a replacement for the perspex type the Retainer, Part No. 306406, must also be fitted.

Item 77 SUBJECT: **BODY TOUCH-UP PAINT PENCILS**

MODELS: 1950-55 "60", "75" and "90".

PART Nos.: Body touch-up paint Black 1 264994
 Body touch-up paint Ivory 1 264995
 Body touch-up paint Sage-Green 1 264996
 Body touch-up paint Light-Green 1 264997
 Body touch-up paint Light-Grey 1 265000
 Body touch-up paint Smoke-Blue 1 265001

COMM. Nos.: "60": 53300062.
 "75": 54300058.
 "90": 55300325.

REMARKS: The Body Touch-up paint pencils are loaded with 8 c.c. of cellulose base paint which is the same colour as the container. They are suitable for touching up small scratches, etc., and should be used as follows:—

1. Thoroughly clean surface to be painted.
2. Shake the container well.
3. Remove cap, tip down and apply.
4. Regulate flow by pressure on brush.
5. Wipe nozzle, container and cap after use and replace cap tightly.

Replacement pencils in any of the colours listed above can be obtained from the Rover Service Department.

NOTE: With dual colour cars the pencil supplied is suitable for the lower colour only.

SECTION 2.

POLICY

Item 78 SUBJECT: **1955 "60", "75" AND "90" HAND BRAKE AND "75" AND "90" FRONT BRAKE SHOES.**

REMARKS: Many requests have been received for information on fitting the 1955 type hand brake and front brake shoes etc., on earlier models.

Will all concerned please note that it is not our policy to carry out the above modifications on any earlier car.