

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

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

**Rover Service News Letter No. 51**

January, 1955

**TO ALL DISTRIBUTORS AND DEALERS**

Dear Sirs,

With this January issue there is a change in the form of the Rover Service News Letter as follows:—

- (1) With each News Letter we shall in future circulate monthly amendments to the Land-Rover and Car Spare Parts Catalogues.

We would like to emphasize that **if these are to be of real service to you they must be inserted in the appropriate Spare Parts Catalogue immediately they are received.**

The Amendments will be circulated on the basis of your normal Spare Parts Catalogue issue; it will be noted that the green sheets appertain to the Land-Rover and blue to the "60", "75" and "90" Car.

- (2) The Section dealing with Policy, will, with this issue and in future, be Section I in the News Letters.
- (3) It will be our practice with the circulation of each News Letter, to refer to any enclosure with it, explaining where necessary its use and purpose.

Detailed below are further changes on the Land-Rover and Car which have taken place during the past month.

In conclusion, may we take this opportunity to wish our Distributors and Dealers throughout the world a Happy and Prosperous New Year.

**SECTION I.    POLICY**

- Item 79    SUBJECT:                    PARTS RETURNED UNDER GUARANTEE CLAIM**  
**REMARKS:**                    It is noted that in many cases where parts are returned under claim the Rover designed H.G.C. Forms are not being used and Advice Notes etc. are being used instead.  
Distributors and Dealers are asked to pay particular attention to this point and to ensure that the proper Forms are used whenever parts are being returned to us under Claim or for special examination.  
Pads of H.G.C. Forms are available, free of charge, on request to our Technical Service Department.
- Item 80    SUBJECT:                    RECONDITIONED ENGINES**  
**MODELS:**                    1939-47 10 and 12 h.p.  
**REMARKS:**                    We are pleased to state that we are once again in a position to accept 1939-47 10 and 12 h.p. engines for reconditioning.

Sheet No. 1

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

- Item 81 SUBJECT: MICROLAND PISTON RINGS**
- MODELS: 1948-55 Land-Rover. 1948-55 Car.
- COMPLAINT: Oil consumption with little or no signs of bore wear.
- CURE: Fit Microland piston rings.
- PART Nos.:
- |                      |   |        |                                      |
|----------------------|---|--------|--------------------------------------|
| Microland ring, Std. | 4 | 240256 | { 1948-49 "60"<br>1948-51 Land-Rover |
| Microland ring, Std. | 4 | 248215 | { 1952-55 Land-Rover<br>1954-55 "60" |
| Microland ring, Std. | 6 | 240248 | 1948-54 "75"                         |
| Microland ring, Std. | 6 | 248272 | { 1954-55 "90"<br>1955 "75"          |
- REMARKS: Oil consumption on an engine which has covered a reasonable mileage and which has little or no signs of bore wear, can often be cured by fitting bottom scraper rings with a slightly higher radial pressure, i.e., the Microland rings listed above.
- The Microland rings are completely interchangeable with the original bottom scraper ring used.
- Item 82 SUBJECT: EXHAUST VALVE ROCKERS**
- MODELS: 1955 "75" and "90"
- MODIFICATION: To check the lubrication on the exhaust tappet adjusting screws.
- A production batch of "75" and "90" engines have been fitted with drilled Exhaust rockers, additional drillings in the bottom Rocker shafts and drilled Exhaust tappet adjusting screws.
- FITTED TO: Engines numbered:  
"75" 54300002 to 54300439  
"90" 55300137 to 55301200
- REMARKS: The standard Exhaust rockers, Bottom rocker shafts and Exhaust tappet adjusting screws are completely interchangeable, in any combination, with the drilled type fitted to the engines detailed above and they will be supplied for any Service replacements which may be required in the future. See current Spare Parts Catalogue for part numbers.
- Item 83 SUBJECT: RETURN SPRING FOR BRAKE PEDAL**
- MODELS: 1948-55 Land-Rover
- COMPLAINT: Extension of spring beyond safe load during bleeding of brakes.
- CURE: Fit longer spring.
- PART No.: Return spring for brake pedal 1 231393
- COMM. Nos.: Vehicles numbered:  
86: 57101002, 57130823, 57160567, 57630033 and 57660385 onwards  
107: 57200150, 57230299, 57260302, 57730049 and 57760133 onwards
- REMARKS: Only the latest type spring will be supplied for Service replacements for all 1954 and 1955 models.
- The two types of spring can be identified as detailed below:—
- |            |             |                    |
|------------|-------------|--------------------|
| Early type | Free length | 3.625 in. (92 mm.) |
| Late type  | Free length | 4.500 in. (114 mm) |

- Item 84** SUBJECT: **HAND BRAKE**  
 MODELS: 1955 "60", "75" and "90"  
 COMPLAINT: Top half of the hand brake coming adrift.  
 CURE: Fit pinch bolt and nut as detailed below.  
 PART Nos.: Bolt (5/16" x 1½" long) 1 235696  
 Nut (5/16") 1 2828  
 COMM. Nos.: Cars numbered  
 "60": 53300089, 53330002 and 53360015 onwards  
 "75": 54300093, 54330037 and 54360022 onwards  
 "90": 55300353, 55330070 and 55360233 onwards  
 REMARKS: All Cars prior to those listed above should be modified as and when the opportunity arises.  
 To fit the pinch bolt and nut proceed as follows:—  
 (a) Release the hand brake cover by removing two set bolts, plain and spring washers.  
 (b) Remove the set bolt securing the hand brake lever tube in the lower assembly and withdraw the tube upwards.  
 (c) Disconnect the hand brake rod.  
 (d) Remove the set bolts, plain washers and spring washers securing the bottom half of the hand brake to the chassis frame and withdraw the unit downwards.  
 (e) Drill out the threaded portion of the pinch bolt hole, using a 11/32" (8,73 mm) drill.  
 (f) Re-assemble by reversing the sequence of stripping operations and using the pinch bolt and nut in place of the set bolt.  
 Make sure that the top half is well down in the socket of the bottom assembly and that the plunger is operating correctly.  
 (g) Adjust hand brake.

NOTE.—The above modification has been made mainly to standardise 1955 Hand brake assemblies and not because of any real risk of failure—it has the added advantage that the latest and better assembly is made available to all 1955 owners.

- Item 85** SUBJECT: **EXHAUST SYSTEM**  
 MODELS: 1954-55 "60", "75" and "90" R.H.D.  
 COMPLAINT: Front exhaust pipe fouling steering relay lower fixing bolt when engine starts.  
 CURE: Remove front exhaust pipe, reverse relay lower fixing bolt so that the head is to the inside of the chassis frame. Refit exhaust pipe.  
 Should the clearance still be insufficient, heat the exhaust pipe with a blow torch and put a slight "set" in the pipe adjacent to the relay lever housing.

- Item 86** SUBJECT: **DIP SWITCH**  
 MODELS: 1948-55 Land-Rover  
 COMPLAINT: Faulty operation.  
 CURE: Apply a small amount of light grease to pivot post and tumbler.  
 REMARKS: To grease spring and pivot proceed as follows:—  
 1. Disconnect battery.  
 2. Disconnect light and horn wires.  
 3. Slacken off stator tube clamp and fixing bolts.  
 4. Remove grommet from cable and withdraw stator tube. (Oil will drain from box.)  
 5. Slacken off switch pivot nut.  
 6. Grease underside of tumbler and pivot post.  
 7. Tighten switch pivot nut to previous setting.  
 8. Re-assemble by reversing strip operations.  
 9. Refill with correct grade of oil. See Instruction Manual.  
 10. Check lights and horn.

ROVER SERVICE NEWS LETTER No. 50—*continued.*

- Item 87** SUBJECT: **FOGLAMP LEAD**  
MODELS: 1954-55 "60", "75" and "90". Standard on "90". Extra equipment on "60" and "75"  
PART No.: Lead for foglamp 1 248669  
COMM. Nos.: Cars numbered:  
1954 "60": 43301930, 43330033 and 43360062 onwards  
1955 "75": From 1st Car  
1954 "90": 45303451, 45330964 and 45362068 onwards  
REMARKS: The lead for the foglamp has been increased in length to enable it to be connected to the side lamp circuit, i.e., connected to the terminal block on the dash at the point marked "side and tail", instead of connecting to the ignition circuit as formerly.  
The longer lead can be used for all replacements.
- Item 88** SUBJECT: **ROOF SIDE LIGHT**  
MODELS: 1955 86 Land-Rover Station Wagon.  
MODIFICATION: 3/16" (4,76 mm) toughened sheet glass replacing 1/8" (2,38 mm) perspex.  
PART Nos.: Side light for roof 2 306870  
Weather strip for roof side light 2 304235  
COMM. Nos.: Vehicles numbered:  
86: 57100732, 57130613, 57160551, 57630045 and 57660247 onwards.  
REMARKS: The toughened sheet glass can be fitted to any 1954 or earlier 1955 86 Station Wagon providing the latest type weather strip is also used.
- Item 89** SUBJECT: **DOOR CHECK STRAPS**  
MODELS: 1954-55 86 Station Wagon and 107 models with de-luxe trim.  
MODIFICATION: Door check strap introduced as standard equipment.  
COMM. Nos.: Vehicles numbered:  
86: 57100287, 57130362, 57160330, 57630025 and 57660097  
107: 57200055, 57230114, 57260096, 57730019 and 57760049  
PART Nos.: See Land-Rover Spare Parts Catalogue, 2nd Edition.  
REMARKS: The check straps can be fitted to any earlier 1954-55 vehicle if required; where de-luxe trim is fitted it will be necessary to make a small cut-out in the door trim to allow the check strap to be bolted to the door.

Yours faithfully,

For THE ROVER COMPANY LIMITED

*M. Brewer.*

*Publications Editor,  
Technical Service Department.*

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**Rover Service News Letter No. 52**

February, 1955

**TO ALL DISTRIBUTORS AND DEALERS**

Dear Sirs,

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

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

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

<b>Item 90</b>	<b>SUBJECT:</b>	<b>WATER PUMP OVERHAUL KITS</b>		
	<b>MODELS:</b>	1938-47 Car. 1948-49 '60' and '75' 1950-53 '75'. 1954-55 '60', '75' and '90'. 1948-55 Land-Rover.		
	<b>PART NUMBERS:</b>	<b>WATER PUMP OVERHAUL KIT</b>	1 265254	1938-47 All
		Comprises:		
		Thermoflex seal	1 05933	
		Copper washer for seal	1 02178	
		Bearing, inner	1 01071	
		Bearing, outer	1 10511	
		Nut fixing impeller	1 2827	
		Grease retaining washer	1 58116	
		Joint washer, pump to head	1 59090	1938
		Joint washer, pump to head	1 06771	1939-47
		Joint washer, water pump cover	1 06767	1939-47
		Joint washer, water outlet elbow	1 07263	1939-47
		Fibre washer for thermostat	2 01645	
		<b>WATER PUMP OVERHAUL KIT</b>	1 265255	1948-49 '60' and '75' 1948-55 Land-Rover 1950-53 '75' 1954-55 '60', '75' and '90'
		Comprises:		
		Pump spindle and bearing	1 213695	
		Carbon ring and seal unit	1 239855	
		Impeller	1 242329	
		Joint washer for pump	1 09118	
		Joint washer for inlet pipe	1 213724	
		Rubber joint ring	1 09170	1948-49 '60' and '75' 1948-55 Land-Rover
		Fitting instruction	1 265256	
	<b>REMARKS:</b>	Water pump overhaul kits are now available from our Spares Department; they contain all the parts needed to completely overhaul water pumps used on the above models.		

**Item 91 SUBJECT: SPARKING PLUG RECOMMENDATIONS**

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

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

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

**Item 92 SUBJECT: FRONT BRAKES**

MODELS: 1955 '75' and '90'.

MODIFICATION: Improved brake performance

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

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

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

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

**Item 93 SUBJECT: BRAKE CONTROLS**

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

COMPLAINT: Restricted brake pedal movement

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

CURE: Fit new parts as detailed below.

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

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

REMARKS:

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

1. Remove brake pedal return spring from chassis bracket.
2. Remove stop lamp link adjuster nipple and remove link.
3. Remove fork end joint pin.
4. Remove fork end from master cylinder connecting tube.
5. Remove spring anchor from brake tube.
6. Weld a suitable bracket to chassis side member for the brake pull-off spring. The bracket to be approximately  $2\frac{1}{4}$  in. (57 mm.) forward of the original bracket, which should be removed.
7. Refit fork end and replace joint pin.
8. Check that master cylinder has  $\frac{1}{16}$  in. (1.6 mm.) free play at the push rod and tighten locknut.
9. Fit anchor plate (266270) to joint pin for fork end and split pin, discarding the original plain washer.
10. Remove brake stop lamp switch and bracket.
11. Fit bracket for stop lamp switch (266272) using original position on wing valance. Alternatively, the holes in the original bracket can be slotted to give adjustment to the stop lamp switch link.
12. Fit stop lamp switch and connect up link (266271) using a suitable hole in the anchor bracket, adjust link by means of the stop lamp switch.

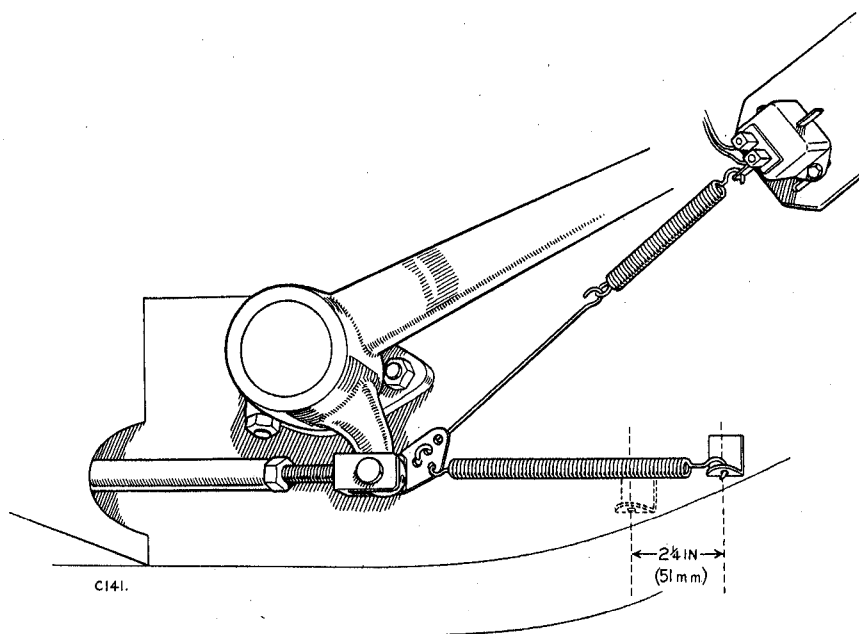


Fig. 1. Layout of brake linkage.

Item 94	SUBJECT:	<b>STEERING UNIT</b>
	MODELS:	1955 Land-Rover.
	MODIFICATION:	Seal for rocker shaft. Rubber "O" ring replaces cork seal.
	PART NUMBERS:	See Amendment No. 2 to Land-Rover Spare Parts Catalogue.

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

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

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

MODELS: 1950-55 Car.

REMARKS: Legal requirements when fitting Fog and Spot lamps.

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

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

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

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

Item 96 SUBJECT: **WATER ENTRY**

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

COMPLAINT: (a) Water entering luggage boot.  
(b) Water entering body of car.

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

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

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



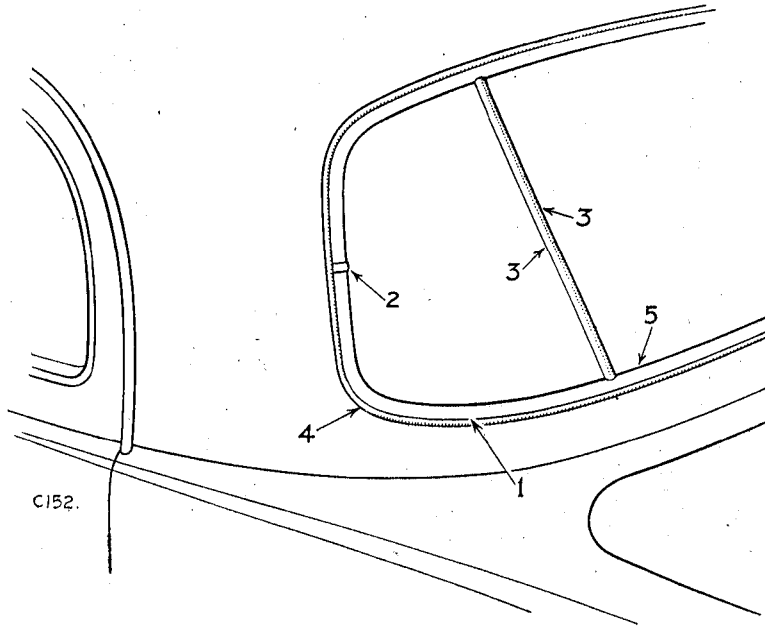


Fig. 2. Backlight from L.H. side.

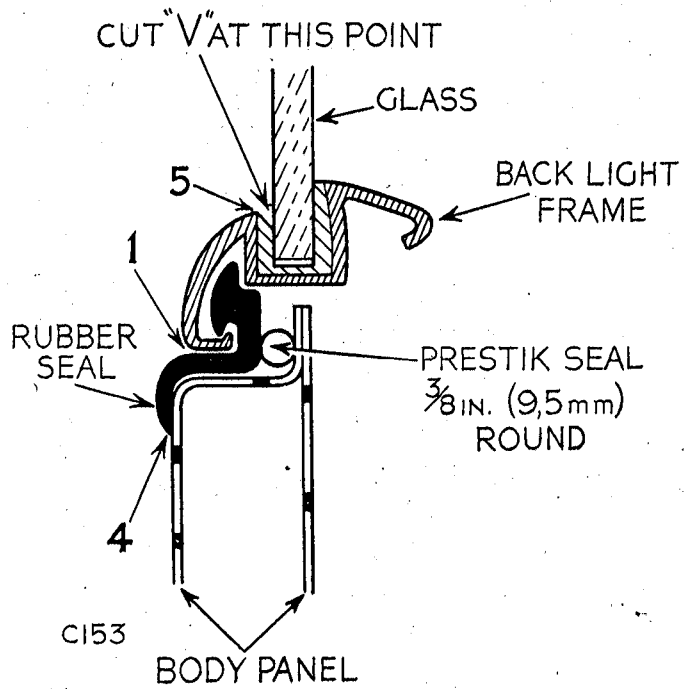


Fig. 3. Cross-section of backlight frame. Full size.

**Section 'A'—Water entering luggage boot.**

**BACKLIGHT 1954.**

Water may leak between the glass and the sealing rubber.

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

**BACKLIGHT 1955.**

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

- (a) Using a suitable gun and nozzle inject Sealastik at the following points:—
- (1) All round the backlight between chrome bead and rubber seal. (See Figs. 2 and 3, Item 1.)
  - (2) Underneath the chrome clips at either side of the chrome beading. (See Fig. 2, Item 2.)
  - (3) Between backlight glass and vertical rubber seals. (See Fig. 2, Item 3.)
  - (4) All round backlight between rubber moulding and body. (See Figs. 2 and 3, Item 4.)
- (b) Cut a deep "V" in the rubber seal between glass and chrome bead and fill in with Sealastik. (See Figs. 2 and 3, Item 5.)

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

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

**RUBBER SEAL FOR BOOT LID.**

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

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

**WHEELARCH.**

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

**GUTTERS AT BOOT.**

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

**TAIL LAMP.**

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

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

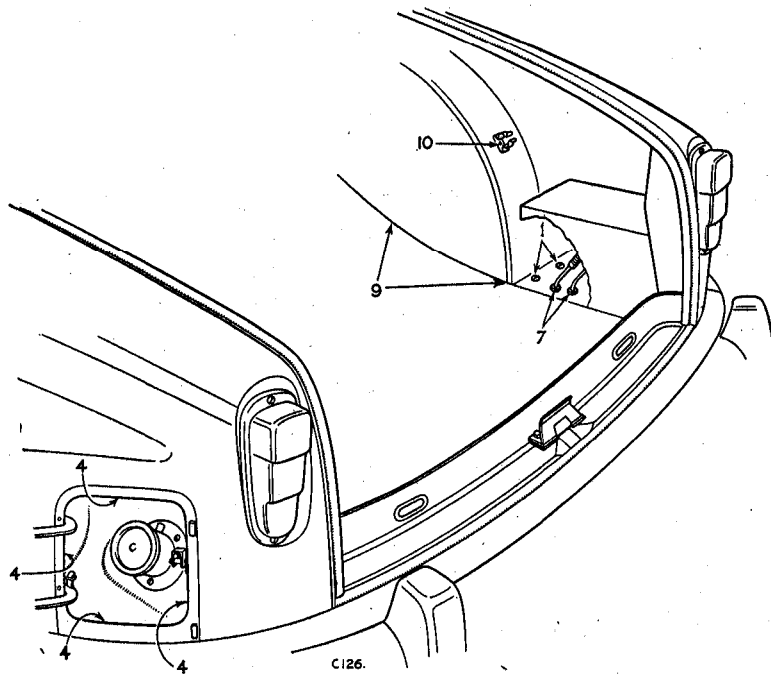


Fig. 4. Boot interior from left-hand side.

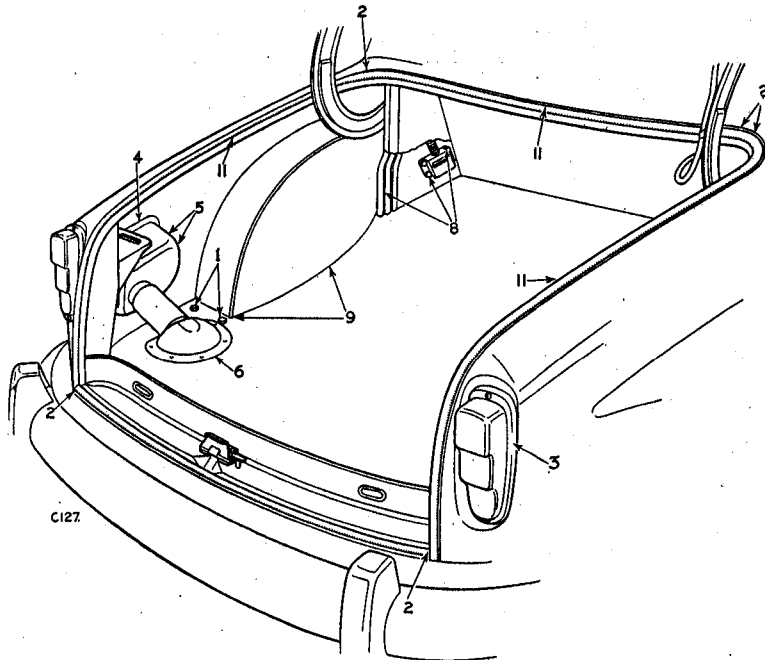


Fig. 5. Boot interior from right-hand side.

#### PETROL FILLER COMPARTMENT.

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

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

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

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

#### ACCESS COVER FOR R.H. REAR BUMPER BOLT.

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

#### GROMMET FOR PETROL PIPES.

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

#### BOOT LID HINGE SUPPORT AND TRUNNION BRACKET.

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

#### WHEELARCH AND FLOOR.

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

#### WHEEL BRACE CLIP.

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

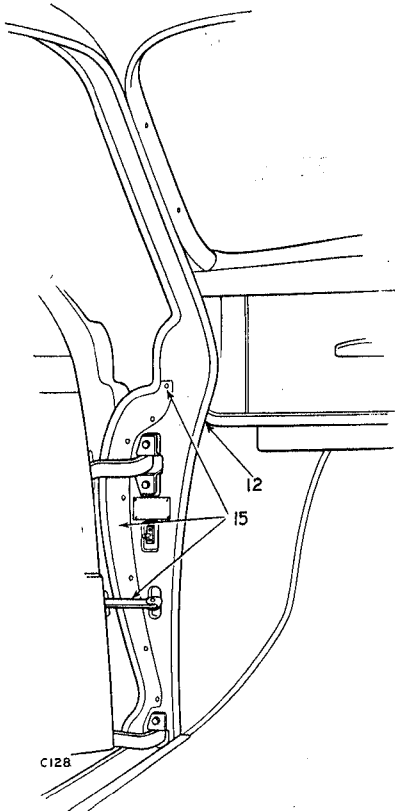


Fig. 6. Front door pillar, left-hand side.

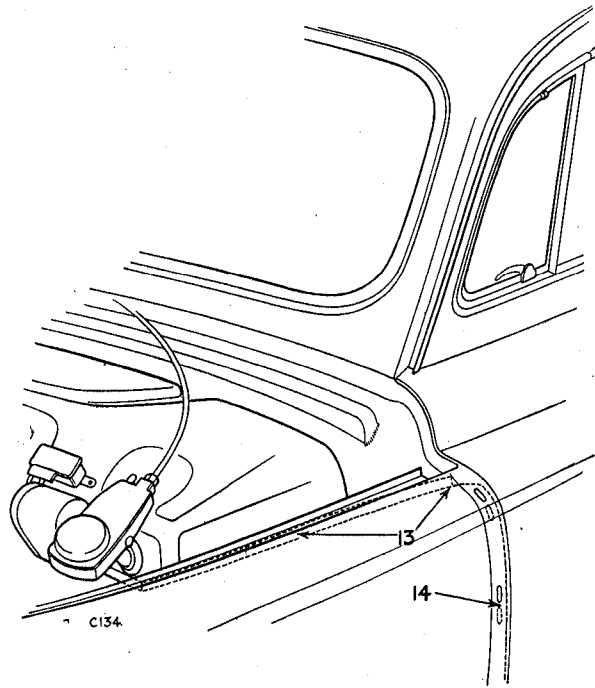


Fig. 7. Scuttle, left-hand side.

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

**DASH.**

The spot welded seam, and the joint between the seam and the rear face of the 'A' post. Paint over with Bostik as necessary. (See Fig. 7, Item 13.) The angle for attaching the wing is bolted to the side of the dash by four set bolts. The slotted holes in the scuttle should be sealed with Prestik washers with 1½ in. (48 mm.) diameter aluminium washers on top; both being under the angle. (See Fig. 7, Item 14.)

**DOORS.**

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

**VENTILATOR.**

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

**WINDSCREEN**

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

**DOOR GLASSES.**

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

This should not be confused with Item 15.

**REMARKS:**

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

**Item 97 SUBJECT:**

**BOOT LID**

**MODELS:**

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

**COMPLAINT:**

Flexing of boot lid outer panel at top edge.

**CURE:**

Fit support brackets as detailed below:—

**PART NUMBERS:**

Support bracket	2	314373
Drive screw	2	77949

**COMMENCING  
NUMBERS:**

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

ROVER SERVICE NEWS LETTER No. 52—*continued.*

REMARKS:

To fit brackets proceed as follows:—

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

Yours faithfully,

For THE ROVER COMPANY LIMITED

*M. Brewer.*

*Publications Editor,  
Technical Service Department.*

Rover Service News Letter No. 53

March, 1955

TO ALL DISTRIBUTORS AND DEALERS

Dear Sirs,

During the past month the changes and developments set out below have taken place.

With this issue we are also including copies of Amendment No. 3 to the Land-Rover and Car Spare Parts Catalogues and Cumulative Amendment No. 6 to the Master Spare Parts Price List.

SECTION I. POLICY

Item No. 98 SUBJECT:

**IDENTIFICATION OF PARTS RETURNED UNDER GUARANTEE CLAIM OR RETURNED FOR SPECIAL EXAMINATION AND REPORT.**

REMARKS:

To Distributors and Dealers on Home Market Only. It has been brought to our notice that in some instances parts returned under Guarantee Claim or for special examination and report have been sent in without identification labels attached. On occasions such items have been included in consignments of parts of the same description and part number which have been sent to us for normal credit allowances and it will be appreciated that this causes confusion and delay in clearing the material through proper channels.

Will you please ensure that all items of material sent to us for special examination are carefully checked and securely labelled before despatch.

Arthur

SECTION II. WORKSHOP AND SPARE PARTS INFORMATION

Item No. 99 SUBJECT:

**L.H. FRONT ENGINE MOUNTING BRACKET ON CHASSIS.**

MODELS:

1954 Land-Rover.

COMPLAINT:

Fracture of engine mounting bracket under severe service conditions.

CURE.

Weld in an additional support bracket as detailed below.

REMARKS:

Some cases have been reported of the L.H. front engine mounting bracket on the chassis frame fracturing when the vehicle is used under adverse conditions. It is recommended therefore, that when a vehicle is being used under conditions which may cause the above complaint, that a suitable support bracket is welded on to the existing bracket at the first opportunity.

This work can be carried out with the engine in position. The vehicle should be on a ramp, or jacked up high enough for the operator to weld from underneath.

Proceed as follows:—

1. Drain cooling system.
2. Remove bottom hose, pump elbow to radiator.
3. Remove oil filter.
4. Remove nut, spring and plain washer from top and bottom of engine suspension rubber (on both sides of engine to ensure there is no stress put on the R.H. suspension rubber).
5. Support engine under sump and lift engine slightly.
6. Remove bolts and lock washers from L.H. engine support foot and lift out engine foot complete with rubber.
7. Make the support bracket reinforcement from mild steel to the dimensions shown at Fig. 1.

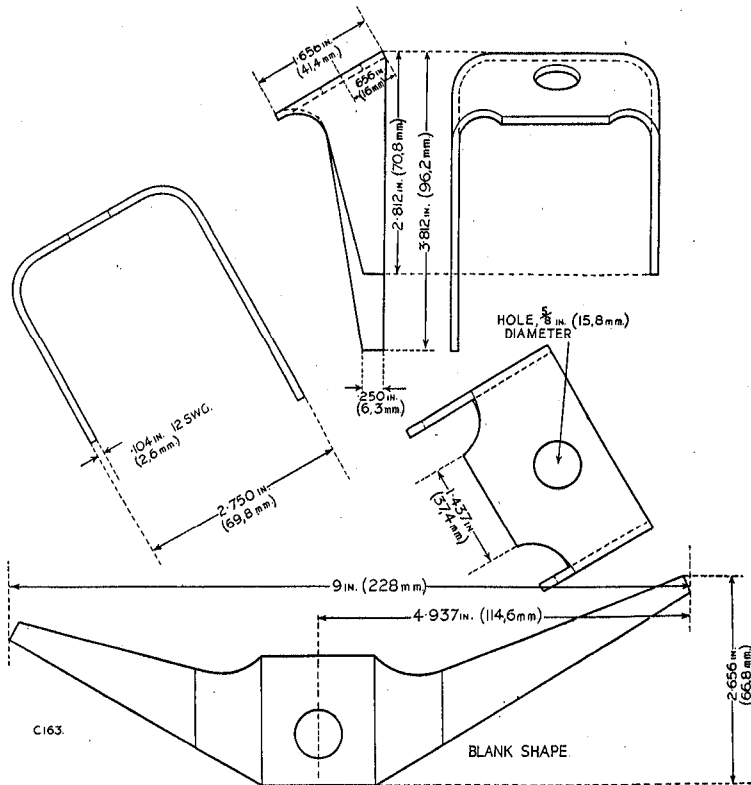


Fig. 1. Dimensions of support bracket.

8. Offer up new support bracket and temporarily bolt into position.
9. Precautions prior to welding; insert asbestos sheeting between chassis and engine and between chassis and shock absorber.
10. Weld support bracket *on outside edges only*. This gives sufficient support to the bracket and minimises any tendency to distort the chassis frame.

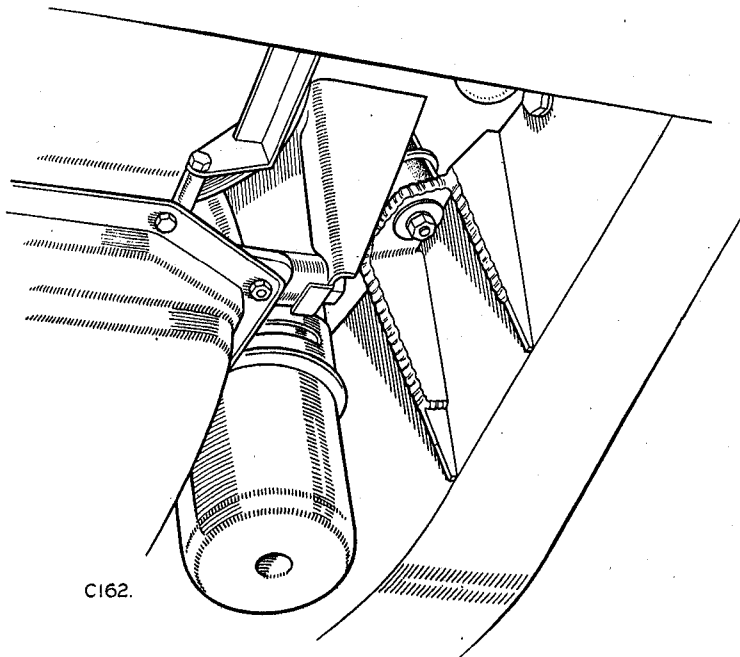


Fig. 2. Support bracket welded in position and parts reassembled.



11. Remove temporary fixing bolt.

12. Reverse removal procedure.

*NOTE.*—New lock washers, Part No. 212430, should be used when replacing the engine support bracket, and  $\frac{1}{2}$  in. spring washers fitted between lock washers and bolts to give greater bolt security.

**Item No. 100** SUBJECT: **INLET VALVE GUIDE OIL SEAL.**  
 MODELS: All Cars and Land-Rovers 1948-55 inclusive.  
 COMPLAINT: Increased oil consumption after decarbonising.  
 CAUSE: Failure to renew inlet valve guide sealing ring.  
 CURE: Always fit a new inlet valve guide oil seal if the valve has been removed for any reason.  
 REMARKS: When decarbonising or fitting new inlet valve guides it is essential to renew the rubber oil seal, Part No. 233419. This should be done *after* grinding in the valve as withdrawing the valve for checking and cleaning etc. tends to damage the rubber seal.  
 Any vehicle in the above range with the early type oil seal in the valve collar should also have a new sealing ring, Part No. 210517, fitted when the inlet valve has been removed for any reason.  
 It is essential that genuine Rover seals be used.

**Item No. 101** SUBJECT: **TIMING CHAIN TENSIONER CYLINDER.**  
 MODELS: 1955 '60', '75' and '90'.  
 1955 Land-Rover.  
 COMPLAINT: Rattle from timing chain at tick-over speed.  
 CAUSE: Blow-off pressure of cylinder assembly too high.  
 CURE: Fit new cylinder with modified spring groove to reduce load on ball valve.  
 PART NUMBER: Cylinder for timing chain tensioner 1 265331  
 COMMENCING NUMBERS: *Car*  
 '60' All models from Engines numbered 53300326 onwards.  
 '75' All models from Engines numbered 54300834 onwards.  
 '90' All models from Engines numbered 55301980 onwards.  
*Land-Rover:*  
 86 and 107 R.H.D. models from Engines numbered 57106010 onwards.  
 86 and 107 L.H.D. models from Engines numbered 57132694 onwards.  
 REMARKS: The latest Cylinder for timing chain Part No. 265331 will be supplied for all Service replacements and can be fitted to any earlier Car or Land-Rover in the range from 1948 onwards.

**Item No. 102** SUBJECT: **GEARBOX COVER.**  
 MODELS: 1955 '60', '75' and '90'.  
 MODIFICATION: Provision made for front to rear adjustment of gear lever to take up manufacturing tolerances.  
 PART NUMBER: Gearbox cover 1 314524  
 COMMENCING NUMBERS: Cars numbered:  
 '60' Home R.H.D. from 53300233 onwards.  
 '60' Export L.H.D. from 53330004 onwards.  
 '60' Export R.H.D. from 53360029 onwards.  
 '75' Home R.H.D. from 54300403 onwards.  
 '75' Export L.H.D. from 54330102 onwards.  
 '75' Export R.H.D. from 54360044 onwards.  
 '90' Home R.H.D. from 55300692 onwards.  
 '90' Export L.H.D. from 55330146 onwards.  
 '90' Export R.H.D. from 55360570 onwards.

ROVER SERVICE NEWS LETTER No. 53—*continued*

REMARKS: The latest type gearbox cover can be identified by the four studs on top of the cover retaining the gear lever support; these studs replace the cage nuts previously used. When fitting the latest type cover to earlier 1955 and 1954 '60', '75' and '90' models, four  $\frac{1}{8}$ " B.S.F. nuts are also required.

**IMPORTANT.**—The gear lever support must be adjusted front to rear so that the gear lever does not foul the heater controls or the front seat.

**Item No. 103** SUBJECT: **WIPER MOTOR.**  
 MODELS 1950-55 Car.  
 1949-50 Land-Rover Station Wagon.  
 PART NUMBERS: Wiper motor, 76034 1949-50 Land-Rover Station Wagon.  
 Wiper motor, 311902 1950-51 Car.  
 Wiper motor, 312271 1952-55 Car.  
 REMARKS: As from March 1st, 1955 all Wiper motors in the above range will be supplied *less the flexible drive cable*. Will Distributors and Dealers please note this fact and ensure that wiper motors returned for reconditioning have the flexible drive cable removed before despatch.

**Item No. 104** SUBJECT: **TOUCHING UP AND RE-SPRAYING WITH HALF-HOUR AIR DRYING ENAMEL.**  
 MODELS: 1948-55 Land-Rover.  
 1950-55 Car.  
 PART NUMBERS. Land-Rover half-hour air drying enamel.

Colour	Part Number	To match up with Synthetic Stoving Enamel
Land-Rover "Viton".		
Bronze	262069 1 pint (0,5 litre)	} Bergers SA 4225
Green	262072 1 gallon (4,5 litre)	
Red	244276 1 pint (0,5 litre)	} Bergers SA 4568
	244279 1 gallon (4,5 litre)	
RAF Blue	244272 1 pint (0,5 litre)	} Bergers SA 4500
	244275 1 gallon (4,5 litre)	
Light Grey	244284 1 pint (0,5 litre)	} Bergers SB 310
	244287 1 gallon (4,5 litre)	
Beige	244280 1 pint (0,5 litre)	} Bergers SB 197
	244283 1 gallon (4,5 litre)	

Colour	Part Number	I.C.I. Reference
Car half-hour air drying enamel.		
Black	261886 1 pint (0,5 litre)	} 300 line 122
	261901 1 gallon (4,5 litre)	
Ivory	261887 1 pint (0,5 litre)	} 300 line 2155
	Also used for L.R. 261902 1 gallon (4,5 litre)	
Pastel Blue	262216 1 pint (0,5 litre)	} 300 line 2157
	262219 1 gallon (4,5 litre)	
Connaught Green	261889 1 pint (0,5 litre)	} 300 line 2152
	261904 1 gallon (4,5 litre)	
Lakeside Green	261890 1 pint (0,5 litre)	} 300 line 2154
	261905 1 gallon (4,5 litre)	
Light Grey	263060 1 pint (0,5 litre)	} 300 line 2564
	263063 1 gallon (4,5 litre)	
Dark Grey	263078 1 pint (0,5 litre)	} 300 line 2603
	263081 1 gallon (4,5 litre)	
Light Green	263082 1 pint (0,5 litre)	} 300 line 2602
	263085 1 gallon (4,5 litre)	
Sage Green	262897 1 pint (0,5 litre)	} 300 line 2464
	262900 1 gallon (4,5 litre)	
Smoke Blue	265043 1 pint (0,5 litre)	} 300 line 2863
	265046 1 gallon (4,5 litre)	

ROVER SERVICE NEWS LETTER No. 53—*continued.*

Thinners etc., Car and Land-Rover.

Thinners for Car	261906	1 pint (0,5 litre)	} I.C.I. 227-601
and Land-Rover	261909	1 gallon (4,5 litre)	

ACP Deoxidene			
No. 125	261883	½ gallon (2,25 litre)	I.C.I. 154-29
Primer	261884	1 pint (0,5 litre)	I.C.I. 145-734
Filler	261885	1 pint (0,5 litre)	I.C.I. 299-415

All the above can be obtained from the Rover Service Department.

*I.C.I. "Belco" Basic Colours.*

Black	300 line	021	} Not stocked by Rover.
White	300 line	02590	
Prussian Blue	300 line	053	
Turkey Amber	300 line	0103	
Light Brunswick Green	300 line	0141	
Middle " "	300 line	0142	
Dark " "	300 line	0143	
Deep Indian Red	300 line	0195	
Turkey Red Oxide	300 line	0196	
Scarlet	300 line	0212	
Yellow Oxide	300 line	0340	
Chrome Orange	300 line	0354	
Monastral Blue	300 line	0472	
Veridian	300 line	02359	
Maroon	300 line	02436	
Maroon Lake	300 line	07439	
Crimson	300 line	07460	
Crimson Malder	300 line	07466	
Chrome Yellow	300 line	07632	
Middle Chrome Yellow	300 line	07633	
Garnet Maroon	300 line	07910	

REMARKS:

Satisfactory results can be obtained when using the synthetic half-hour air drying enamels if the procedure detailed below is used as a guide when touching up or re-spraying. However, it must be emphasized that the results are largely determined by the skill of the operator. Also included is some advice on colour matching and tinting for the Car only. The information and advice given is based on the experience and technical knowledge of the manufacturers of the products involved. Bergers "Viton", Sherlacquer and I.C.I. 300 line can be used either for touching up or for a complete re-spray. It should also be noted that when our existing stocks of quart (1 litre) and half-gallon (2,25 litre) tins of enamel are exhausted, only pint (0,5 litre) and gallon (4,5 litre) tins will be supplied.

PROCEDURE:

**LAND-ROVER 1948-55.**

Touching up or complete re-spray.

1. Pre-treatment of bare metal. The panel to be treated should be degreased, or if it cannot be removed from the vehicle, thoroughly cleaned with a suitable solvent such as White Spirit.
2. There are two methods in use for spraying on bare metal.
  - (a) Apply an etching primer mixed 50/50 with the correct thinners and allow to dry. When dry apply two coats of enamel.
  - (b) Apply a cleansing acid (A.C.P. Deoxidene 125) and leave for 15 minutes, thoroughly swill off with water and allow to dry, apply an oil-based primer (oil primer brown Belco 145-734) and air dry over night or four hours at minimum. Face with wet and dry paper. Finally apply two coats of enamel.
3. Where only slight damage to the paintwork is concerned it is sufficient to overspray direct without any preparation other than ensuring that the part to be sprayed is thoroughly clean.

4. Always spray complete panels. On the Land-Rover body there are so many break lines that rather than risk a patchy job by only spraying the part affected, it is just as convenient to spray in the complete panel and ensure a satisfactory result.

**CAR 1950-55.**

PROCEDURE:

Touching up and complete re-spray.

1. The entire surface of the panel or body must be thoroughly cleaned; all traces of polish etc., should be removed with a suitable solvent such as White Spirit. Thoroughly flat wet the panel with grade 280 wet and dry paper and feather edge any damaged portions; wipe clean with solvent, such as White Spirit. Apply a cleansing acid (A.C.P. Deoxidene 125) to bare metal patches, allow to dry for 15 minutes and swill off with water.

*NOTE.*—The preparatory work listed above is particularly important when touching up surfaces that have been protected by Silicone polishes.

2. Aluminium panels only. Apply one coat of an oil-based primer (oil primer brown Belco 145-734) and air dry over night, or for a minimum of four hours.

*NOTE.*—Aluminium panels on the 1950-55 Rover Car are:—Bonnet, Doors and Boot lid.

3. Aluminium and Steel panels. Apply one thin coat of primer surfacer (Belco 299-434) thinned 50/50 with thinners and air dry for 30 minutes.
4. Build up any damaged areas using ordinary cellulose stopper. Knock back stopper using grade 280 wet and dry paper.
5. Apply two or three coats of primer surfacer and dry over night or for a minimum of four hours. Flat down using grade 280 wet and dry paper.
6. Apply one coat of sealer (Belco 297-48) thinned with (227/601) thinners and air dry for two hours. Flat down with grade 400 wet and dry paper.

*NOTE.*—If sealer is not available, 300 line enamel may be used. Air drying and flatting as with sealer.

7. Apply two or three coats of air drying enamel wet on wet thinned approximately 60 parts enamel 40 parts thinners. Air dry for four hours or force dry for 20 minutes at 180°F. (82°C.) and polish as required.
8. Always spray complete panels to ensure a satisfactory result. The difficult parts are the rear wings, which are not detachable, and the rear quarter where there is no break line. The best method here is to spray the part affected and continue up and over the rear quarter, feathering out on top of the roof, where the blending will not be so noticeable. The reason for this is that synthetic enamels are not soluble and do not easily bond together as would cellulose which is soluble.

*NOTE.*—In many cases of touch-up work, flatting, sealing and re-spraying is all that is required. Each job should be judged on its merits before finally deciding on the method.

9. *Some individual cases of failure.*

(a) *Blistering.*

In most cases, rectification must start from the bare metal, but in the affected areas only. It is sufficient to flat, seal and recolour the remainder of the work.

(b) *Checking or crazing.*

Rub down finish until *all traces of crazing are removed.* Follow up with surfacer, sealer and colour.

(c) *Cracking or alligating.*

Strip affected parts to bare metal and refinish.

(d) *Flaking.*

As for (c) above.

- (e) *Chalking, loss of gloss, bronzing.*  
Flat and polish. If fresh colour has to be applied it is usually satisfactory to re-spray direct on to the cleaned and flatted finish.
- (f) *Rain spotting.*  
As for (e) above.
- (g) *Colour change, fading.*  
Flat, seal and re-spray with colour.
- (h) *Corrosion.*  
Strip affected areas to bare metal.

### CAR COLOUR MATCHING AND TINTING.

#### 1. GENERAL RULES:

- (a) Always ensure that basic colours are properly stirred before use.
- (b) Select the nearest basic colour to the shade being matched and then tint.
- (c) Keep the number of tinters to a minimum. Most shades can be matched from two colours with adjustments of tone by adding appropriate quantities of black and/or white. The simpler the blend the better because:
  - (i) the shade will have better light-fastness.
  - (ii) there will be less risk of application troubles such as 'ringing' after spotting-in, or 'sheariness' after polishing.
- (d) Match colours in natural daylight where possible, but avoid direct sunlight.
- (e) If there are several colour-matching jobs in hand, leave the very bright colours until the last, as it will be easier to pick out fine differences in shade before the eyes become fatigued by viewing brighter colours.
- (f) Small quantities of Prussian Blue or Brunswick Green will fade from a final tint on exposure.
- (g) The use of Chrome Yellow and Orange for tinting will result in darkening on exposure. It is preferable to use Yellow Oxide wherever possible.
- (h) Special care is needed in tinting pastel shades since it is easy to exceed the small amounts of tinting colours required. This warning applies to the addition of any tinters in quantities of 5% or less.

2. The colour pattern to be used should be checked against the colour of the vehicle to ensure it is the correct one. In this connection it must be remembered that all paint coatings undergo some colour change on exposure, the degree of change depending on the time the vehicle has been in service, the atmospheric conditions to which it has been exposed and the nature of the original shade.

Cleaning and polishing may remove any discrepancy between the colour pattern and the actual colour of the vehicle; if not, suitable adjustments can be made in the final stages of tinting.

When making additions take care to add less rather than more of the estimated quantity of each addition. Skill in making final adjustment will come with experience.

#### 3. BLUES:

Pastel blues are best based on a blend of Monastral Blue and white. Not more than 15% of Monastral Blue should be used in any shade, otherwise bronzing may occur. If, however, the imposition of this limit prevents the attaining of the required depth of colour, then Prussian Blue should be used instead.

Pastel blues may be tinted to a greener shade by using Veridian or Yellow Oxide. Veridian gives a brighter tone than Yellow Oxide.

Red toned Pastel blues are best obtained by tinting the basic Monastral Blue/white blend with Deep Indian Red; other tinters should not be used.

Dark blues are all derived from Prussian Blue, which may be tinted with the same tinters as for Pastel Blues.

Black may be added to darken any shade and reduce brightness.

Chrome Yellow, Oranges, Reds (other than Deep Indian Red) or Maroons should NOT be used in tinting Dark Blues as they give poor light-fastness.

4. GREENS:

Pastel Greens are prepared in two ways:—

1. By blending white with Veridian.
2. By blending yellow oxide with Monastral Blue.

Veridian gives the brightest pastel shades. Varying the ratio of Yellow Oxide and Monastral Blue, either yellow-toned or blue-toned pastel greens can be produced. Any of the above greens can be made:—

1. Bluer in shade by tinting with Monastral Blue.
2. Yellower in shade by tinting with Yellow Oxide.

White or black may be used to vary the tone of any blend.

Brunswick Green, Prussian Blue or Chrome Yellow should NOT be used in Pastel Greens, as they give poor light-fastness. Tinters not recommended above should not be used.

Dark green shades should be obtained by tinting Light Brunswick Green, Middle Brunswick Green or Dark Brunswick Green. Select as the basic colour the one nearest to the final shade required.

Tint with:—

Middle chrome yellow to produce a yellow shade of green.

Monastral blue and black to produce a bluer or darker shade.

Turkey red oxide to produce a dull bronze shade.

Do NOT use reds (other than Turkey red oxide) or Maroons for tinting, since small amounts of these colours quickly fade out on exposure.

5. GREYS:

Greys are prepared by blending white and black.

Red-toned greys are obtained by tinting with Turkey red oxide.

Greenish-toned greys are obtained by tinting with yellow oxide.

Blue greys are obtained by tinting with Monastral Blue.

Do not use reds (other than Turkey red oxide) or maroons, chrome oranges or yellows or Prussian blue for tinting, otherwise poor light-fastness will result.

6. CREAMS AND LIGHT TINTS:

Creams are best produced by mixing white and yellow oxide. Chrome yellow may also be used in the case of 300 line ONLY, if the shade required cannot be obtained by the use of yellow oxide.

To obtain a green tone add Veridian.

Item No. 105 SUBJECT:  
MODELS:  
REMARKS:

**FRONT WINGS AND BODY PANELS**

1948-55 Land-Rover.

Owing to the number of different colours now in use on the Land-Rover it will be our policy in the future to supply all Front wings and body panels in *Black primer* only in place of the Green primer previously used. The black primer gives a more durable protective finish and cannot be regarded as a finish coat as has been the case in many instances with the green primer.

For details of spraying see Item No. 104 in this News Letter.

Yours faithfully,

For THE ROVER COMPANY LIMITED

*M. Brewer.*

*Publications Editor,  
Technical Service Department.*

**Rover Service News Letter No. 54**

*April, 1955*

**TO ALL DISTRIBUTORS AND DEALERS**

Dear Sirs,

The changes and developments set out below have taken place during the past month.

With this issue we are also including copies of Amendment No. 4 to the Land-Rover and Car Spare Parts Catalogue and Cumulative Amendment No. 7 to the Master Spare Parts Price List.

**SECTION I.     POLICY**

- Item 106     SUBJECT:                   CONTINENTAL TOURING SERVICE.**
- REMARKS:**                   The above service, particulars of which you will already have received or will shortly be receiving, recommends the preparation of a car before a tour begins. Whilst it is assumed that the appropriate scale of maintenance and lubrication will be carried out immediately before the tour, we consider it advisable for special attention to be given to the cooling system, especially if the car is an older one and is going to mountainous areas.
- For your guidance in this matter the following action should be taken:—
1. Check sealing of radiator cap and check blow-off valve for correct operation.
  2. Examine all hoses for cracks, tightness of clips etc.,
  3. Follow instructions in the Owner's Manual for draining and flushing out cooling system and pay particular attention on older cars to the presence of seals, sludge, etc.
  4. Check fan belt for condition and correct adjustment.
  5. Certain of the 1950-51 cars with horizontally slotted grilles, may have steel radiators instead of copper ones. This point can be ascertained by scratching beneath the paint with a penknife. In these cases we recommend the fitting of the '90' 4 bladed fan, Part No. 243240.
- Item 107     SUBJECT:                   RETURN OF PARTS UNDER GUARANTEE CLAIM OR FOR INVESTIGATION.**
- REMARKS:**                   We frequently find when parts or units are returned to us under claim or for investigation that these bear a label which reads "faulty" or "defective" or "U/S" or some such vague term. Sometimes even the engine or chassis number is not quoted, nor is the mileage at which the fault occurred.
- We cannot stress too highly that any part returned to us for any reason whatsoever, must be clearly marked with the following particulars:—
1. Chassis and engine number (if the latter is applicable.)
  2. Mileage.
  3. Exact nature of alleged defect.
  4. Owner's name.
- Item (3) is most important. If a flasher unit, for instance, it must be stated whether the fault was that the lights "stayed on", "didn't work at all" or "flashed too slowly" etc., etc.
- In the case of master cylinders it must be stated exactly what the fault is e.g., "spongy pedal", "difficulty in bleeding", etc., etc.

These are merely examples, but the same principle applies to all parts returned under claim or for investigation.

**It is therefore necessary for us now to advise you that in future, unless the required information is given at the time of returning a part, it may not be possible for a claim to be entertained and we cannot accept responsibility for retaining the part.**

## SECTION II. WORKSHOP AND SPARE PARTS INFORMATION

- Item 108**      **SUBJECT:**                    **INLET VALVE GUIDE.**
- MODELS:**                            Car and Land-Rover 1948-55.
- PART NUMBER:**                    Inlet valve guide                    1948-49 '60' and '75'  
   and sealing ring                    266924                    1948-55 Land-Rover.  
   Inlet valve guide                    1950-53 '75'  
   and sealing ring                    266925                    1954-55 '60' '75' and '90'
- REMARKS:**                            Future supplies of inlet valve guides for the above models will be complete with the rubber sealing ring. As it is essential, when fitting a new inlet valve guide, that the new rubber sealing ring is also used to ensure an efficient oil seal between valve stem and guide.  
When fitting valve guide proceed as follows:  
1. Fit new inlet valve guide.  
2. Grind in valve.  
3. Thoroughly clean all parts.  
4. Fit rubber seal into valve guide.  
5. Lightly oil valve stem and assemble.
- NOTE:**                                  Part Number 266924 replaces 233643.  
Part Number 266925 replaces 233644.
- Item 109**      **SUBJECT:**                    **TRANSFER GEAR CHANGE LEVER.**
- MODEL:**                                  1955 Land-Rover.
- COMPLAINT:**                            (a) Transfer gear lever fouling bell housing.  
(b) Slipping out of high and/or low gear.
- CAUSE:**                                  (a) Distance piece between transfer gear lever bracket and bell housing too long.  
(b) Insufficient pressure on selector shaft detent spring.
- CURE:**                                  (a) Reduce overall length of distance piece between transfer gear lever pivot bracket and bell housing to  $\frac{3}{8}$  in. (9.5 mm), or fit new distance piece.  
(b) Remove and discard joint washer from plug retaining detent spring.
- PART NUMBER:**                            Distance piece for transfer gear change pivot bracket    1    266955
- COMMENCING NUMBERS:**                            (a) Distance piece  
   Gearboxes numbered:  
   86 and 107 R.H.D. models from 57108256 onwards.  
   86 and 107 L.H.D. models from 57134021 onwards.  
(b) Removal of joint washer  
   Gearboxes numbered:  
   86 and 107 R.H.D. models from 57108885 onwards.  
   86 and 107 L.H.D. models from 57134280 onwards.
- REMARKS:**                                  Only the latest type Distance piece, part number 266955, will be supplied for all Service replacements.



**Item 110**      **SUBJECT:**                    **SPEEDOMETER CABLE.**  
**MODELS:**                        1955 '60', '75' and '90'.  
**MODIFICATION:**                Rubber pad replaces grommet, to improve sealing due to grommet being pulled out of dash.  
**PART NUMBER:**                 Rubber pad for speedometer cable            1            245701  
**COMM. NUMBERS**                Cars numbered:  
   '60' Home R.H.D. from 53300365 onwards.  
   '60' Export L.H.D. from 53330005 onwards.  
   '60' Export R.H.D. from 53360040 onwards.  
   '75' Home R.H.D. from 54300846 onwards.  
   '75' Export L.H.D. from 54330178 onwards.  
   '75' Export R.H.D. from 54360058 onwards.  
   '90' Home R.H.D. from 55301208 onwards.  
   '90' Export L.H.D. from 55330276 onwards.  
   '90' Export R.H.D. from 55360881 onwards.  
  
**Remarks:**                        The rubber pad can be fitted to any earlier 1955 Car if required. It is located between the clip on the speedometer cable spring and the engine side of the shroud.

### SECTION III.    GENERAL.

**Item 111**      **SUBJECT:**                    **ROVER DISTRIBUTOR APPOINTMENTS.**  
**REMARKS:**                        We intend to notify changes of Rover Distributor appointments, both Home and Overseas, in the Rover Service News Letter as and when they occur; this, we feel, will be of service to the Rover organisation generally.  
   Particulars of the first of the changes to be circulated in this manner are detailed below:—  
   **CANCELLATION—OVERSEAS DISTRIBUTOR:**  
   Graziano Barbuscia,  
   Via Casilina 257,  
   Rome, ITALY.  
   Terminated with effect from January 31st, 1955.

**Item 112**      **SUBJECT:**                    **SERVICE SCHOOL.**  
**REMARKS:**                        It does not appear to be generally known to our Distributors and Dealers that the Rover Service School operates throughout the year, and that it is at the disposal of our friends both from this country and from overseas.  
   The normal course is of one week's duration and consists of lectures and practical work on all current production units. It is advisable for overseas students to attend a course lasting for two or more weeks as this will enable us to give them a wider insight into the factory organisation.  
   We can arrange accommodation at the Rover Hostel in Solihull, or if preferred at a local Hotel.  
   All are welcome and we shall be pleased to send further particulars on request.

Yours faithfully,  
For THE ROVER COMPANY LIMITED

*M. Brewer*

Publications Editor,  
Technical Service Department.

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

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

**Rover Service News Letter No. 55**

May, 1955

TO ALL DISTRIBUTORS AND DEALERS

Dear Sirs,

The changes and developments set out below have taken place during the past month.

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

Please note that Amendment No. 5 to the Car Spare Parts Catalogue will be the last one issued for the present Edition, pending a complete re-issue of the Catalogue.

The 12th Edition of the Master Spare Parts Price List, together with Amendment No. 1, will be circulated under separate cover. This publication, which incorporates all information circulated by means of the Cumulative Supplements 1-7 inclusive, supersedes the 11th Edition (yellow book) and all yellow supplement sheets which should be destroyed upon receipt of the 12th Edition.

**SECTION I.      POLICY**

**Item 113    SUBJECT:      MULTI-GRADE OILS.**

**REMARKS:**      Distributors and Dealers will possibly receive enquiries concerning the use, in Rover Cars and Land-Rover vehicles, of multi-grade oils. It is therefore confirmed that the Rover Company approves the use of Shell X100 10W/30 and B.P. Special Energol visco-static, in these instances where oils having the characteristics concerned are called for.

When using these multi-grade oils particular attention should be paid to the recommendations of the manufacturers concerning engine condition and oil changes.

**Item 114    SUBJECT:      REAR WINCH.**

**MODELS:**      1948-55 Land-Rover.

**REMARKS:**      Due to the small demand for the Land-Rover Rear winch, Part Number 231709, it has been decided to delete this item from our Specification, now that stocks have been exhausted.

However, component parts for normal service replacements will still be available from our Spares Department.

**Item 115    SUBJECT:      RECONDITIONED ENGINES.**

**MODELS:**      1939-47 14 and 16 h.p.

**REMARKS:**      We are pleased to state that we are once again in a position to accept 1939-47 14 and 16 h.p. engines for reconditioning.

Sheet No. 1

- Item 116 SUBJECT: VEHICLE AND UNIT NUMBERING.**  
**MODELS:** 1955 Land-Rover.  
**REMARKS:** The Vehicle and unit numbering system for the 1955 Land-Rover has been revised to provide additional ranges of numbers as detailed below:—
- 86 Vehicle and chassis serial numbers.
    - Home R.H.D. models: 57100001 to 57109999 and then 57110000 onwards.
    - Export L.H.D. models: 57130001 to 57139999 and then 57140000 onwards.
    - Export R.H.D. models: 57160001 to 57169999 and then 57170000 onwards.
    - C.K.D. R.H.D. Export models remain unchanged at 57660001 onwards.
    - C.K.D. L.H.D. Export models remain unchanged at 57630001 onwards.
  - 86 Engine, gearbox and front axle serial numbers.
    - R.H.D. models: 57100001 to 57109999 and then 57110000 onwards.
    - L.H.D. models: 57130001 to 57139999 and then 57140000 onwards.
  - 86 Rear axle serial numbers.
    - All models: 57100001 to 57109999 and then 57110000 onwards.
  - 107 Vehicle and chassis serial numbers.
    - Home R.H.D. models: 57200001 to 57209999 and then 57210000 onwards.
    - Export L.H.D. models: 57230001 to 57239999 and then 57240000 onwards.
    - Export R.H.D. models: 57260001 to 57269999 and then 57270000 onwards.
    - C.K.D. R.H.D. Export models remain unchanged at 57760001 onwards.
    - C.K.D. L.H.D. Export models remain unchanged at 57730001 onwards.
  - 107 Engine and gearbox serial numbers.
    - R.H.D. models: 57100001 to 57109999 and then 57110000 onwards.
    - L.H.D. models: 57130001 to 57139999 and then 57140000 onwards.
  - 107 Front axle serial numbers.
    - R.H.D. models: 57200001 to 57209999 and then 57210000 onwards.
    - L.H.D. models: 57230001 to 57239999 and then 57240000 onwards.
  - 107 Rear axle serial numbers.
    - All models: 57200001 to 57209999 and then 57210000 onwards.

## SECTION II. WORKSHOP AND SPARE PARTS INFORMATION

- Item 117 SUBJECT: PISTONS AND CRANKSHAFT.**  
**MODELS:** 1954-55 "90", 1955 "75".  
**REMARKS:** As the cylinder bore size of the 1954-55 "90" and the 1955 "75" is exactly the same, with little difference in the overall height of the piston, and with the basic dimensions of the crankshaft identical; it follows that stock can easily be confused if only a superficial examination is given when binning, supplying or fitting these parts. Great care must be taken to ensure that the correct type of piston and crankshaft, for the model concerned, is supplied and fitted when engines in the above range are being overhauled.
- It is possible to fit the wrong pistons or crankshafts in either model and this could of course have disastrous results. The sketches below clearly show the means of identification of the two types of piston and crankshaft.

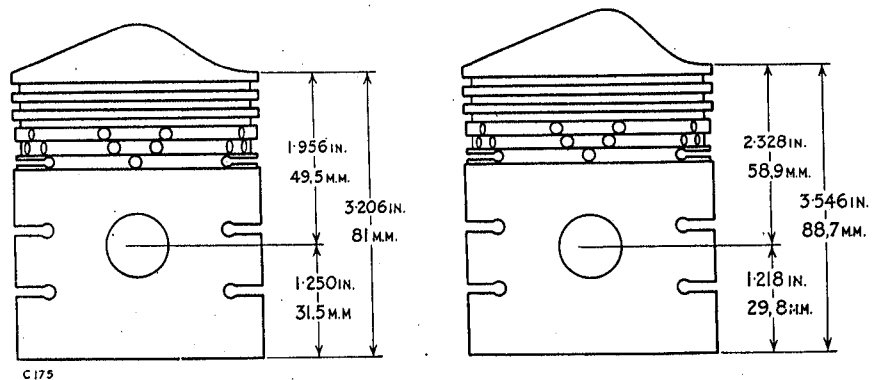
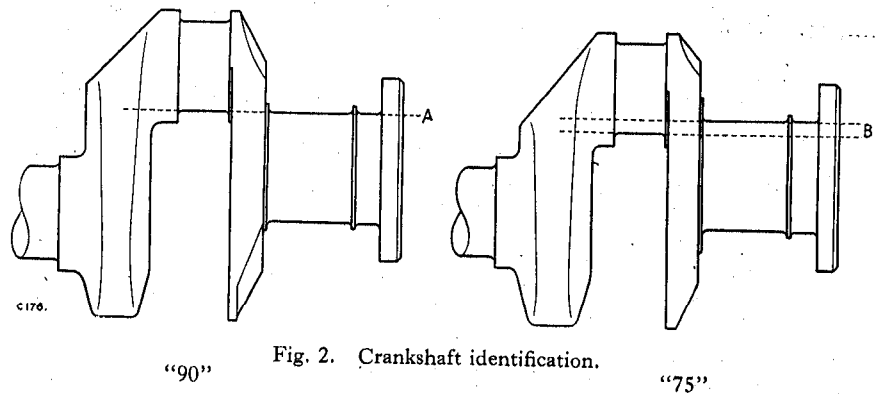


Fig. 1. Piston identification.

"90"

"75"



In addition the pistons can be identified by the casting number on the inside of the piston skirt as follows:—

“75” Casting No. M1577-2, “90” Casting No. 240633.

Future supplies of crankshafts from the Rover Spares Department will also be identified by having the numbers “75” or “90”, as the case may be, stamped on the face of the web adjacent to No. 1 main journal.

**Item 118 SUBJECT: CYLINDER HEAD GASKET.**

**MODELS:** 1955 “75” and “90”.

**MODIFICATION:** Corgasyl corrugated steel cylinder head gasket replaces copper and asbestos.

**PART NUMBERS:** Cylinder head gasket 1 263523.

**COMMENCING NUMBERS:** Engines numbered:  
 “75”: All models 54301987 onwards.  
 “90”: All models 55304760 onwards.

**REMARKS:** The “Corgasyl” steel gasket should not be fitted to models prior to those listed above, as a design modification to the cylinder head has also taken place and there is a danger of the steel gasket “blowing”, due to the possibility that one of the corrugations in the gasket may overlap the holes for the inlet push rods.

It is important that the “Corgasyl” steel gasket is correctly fitted with the side marked “This side up” facing the cylinder head.

Jointing compound must not be used.

After tightening down the cylinder head bolts in the order and to the specified torque as shown at Fig. 3 a re-check of the torque figures must be made.

This operation is necessary to counteract reduction in torque of adjacent bolts during initial tightening owing to flattening out of the corrugations.

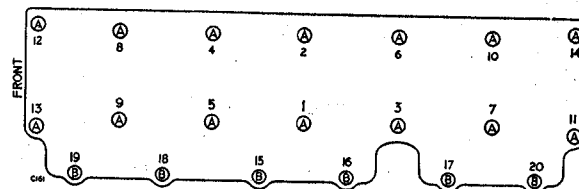


Fig. 3. Order of tightening cylinder head bolts. (“75” and “90” models with steel cylinder head gasket)

Bolts A to be tightened to 50 lbs./ft. (7 mKg.)  
 Bolts B to be tightened to 30 lbs./ft. (4 mKg.)

**Item 119 SUBJECT: WATER INLET AND OUTLET PIPES TO THERMOSTAT.**

MODELS: 1955 Land-Rover.

MODIFICATION: Cast iron pipes replace aluminium castings.

PART NUMBERS: Water inlet pipe to thermostat .... 1 263630  
Water outlet pipe, thermostat to radiator .... 1 263607

COMMENCING NUMBERS: Engines numbered:  
86 and 107 R.H.D. models from 57109802 onwards.  
86 and 107 L.H.D. models from 57134887 onwards.

REMARKS: The cast iron and aluminium pipes are completely interchangeable.

**Item 120 SUBJECT: DYNAMO.**

MODELS: 1954-55 "75" and "90".

COMPLAINT: Failure of dynamo bearing at commutator end.

REMARKS: One or two cases have been reported of premature bearing failure on the dynamo, due to lack of lubrication.

Periodically the dynamo must be lubricated at the commutator end by inserting the nozzle of a pump type oil can in the small central hole marked "Oil" and injecting just sufficient engine oil to moisten the lubricating pad.

**Item 121 SUBJECT: FRONT SUSPENSION BOTTOM LINKS.**

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

MODIFICATION:  $\frac{1}{4}$  in. (6 mm.) bolts and nuts fixing the support plate to the links replaced by  $\frac{5}{16}$  in. (8 mm.) bolts and nuts.

PART NUMBERS:	Bottom links and support assembly L.H.	....	....	....	1	265083
	Bottom links and support assembly R.H.	....	....	....	1	265082
	Strap for bottom link $\frac{1}{8}$ in. holes	....	....	....	4	265075
	Bolt ( $\frac{1}{8}$ in. $\times$ $\frac{1}{2}$ in. long)	} Fixing links and straps to support			28	237161
	Spring washer				28	3075
	Nut ( $\frac{1}{8}$ in.)				28	251321

COMMENCING NUMBERS: Cars numbered:  
"60" Home models .... from 53300442 onwards.  
"60" Export L.H.D. models from 53330005 onwards.  
"60" Export R.H.D. models from 53360048 onwards.  
"75" Home models .... from 54301004 onwards.  
"75" Export L.H.D. models from 54330198 onwards.  
"75" Export R.H.D. models from 54360067 onwards.  
"90" Home models .... from 55301546 onwards.  
"90" Export L.H.D. models from 55330331 onwards.  
"90" Export R.H.D. models from 55360991 onwards.

REMARKS: Earlier and late type bottom links and support assemblies are completely interchangeable. Only the latest type will be supplied for Service replacements on earlier 1955 and 1954 "60", "75" and "90" models and for the 1952-53 "75".

**Item 122 SUBJECT: BRAKE CONNECTING TUBE.**

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

MODIFICATION: Locknut replaces standard nut on brake connecting tube at fork end.

PART NUMBER: Locknut ( $\frac{3}{8}$  in. B.S.F.) .... 1 2823.

COMMENCING NUMBERS: Cars numbered:  
"60" Home models .... from 53300518 onwards.  
"60" Export L.H.D. models from 53330005 onwards.  
"60" Export R.H.D. models from 53360049 onwards.  
"75" Home models .... from 54301091 onwards.  
"75" Export L.H.D. models from 54330216 onwards.  
"75" Export R.H.D. models from 54360077 onwards.  
"90" Home models .... from 55301921 onwards.  
"90" Export L.H.D. models from 55330338 onwards.  
"90" Export R.H.D. models from 55361106 onwards.

REMARKS: This modification is to allow the master cylinder connecting tube to be screwed further up to the fork, thereby providing increased clearance between the master cylinder end cover and boot retainer on the push rod at the end of the stroke.

**Item 123** SUBJECT: **EXHAUST SILENCER.**  
 MODELS: 1955 "75" and "90".  
 MODIFICATION: Exhaust diameter increased from 5 in. (120 mm.) to 6 in. (144 mm.) to reduce exhaust noise.  
 PART NUMBER: Exhaust silencer .... 1 266459.  
 COMMENCING CARS NUMBERED: Cars numbered:  
 "75" Home models .... from 54301113 onwards.  
 "75" Export L.H.D. models from 54330216 onwards.  
 "75" Export R.H.D. models from 54360081 onwards.  
 "90" Home models .... from 55301938 onwards.  
 "90" Export L.H.D. models from 55330338 onwards.  
 "90" Export R.H.D. models from 55361129 onwards.

REMARKS: The 6 in. silencer is interchangeable with the 5 in. type and can be used as a replacement on any earlier 1954 and 1955 "75" and "90" with a single exhaust silencer.

**Item 124** SUBJECT: **CHASSIS FRAME, COMPOSITE TYPE.**  
 MODELS: 1950 Land-Rover from vehicles numbered 06113530 (Basic), 06200410 (Station Wagon) and 06300031 (Welder) onwards.  
 1951-53 Land-Rover

REMARKS: Future supplies of chassis frame Part No. 236805 will be complete with the body support angles suitable for the 1952-53 Land-Rover. When using these chassis frames on 1950-51 models, in the range detailed above, it will be necessary to remove those body support angles marked "A" in the sketch below.

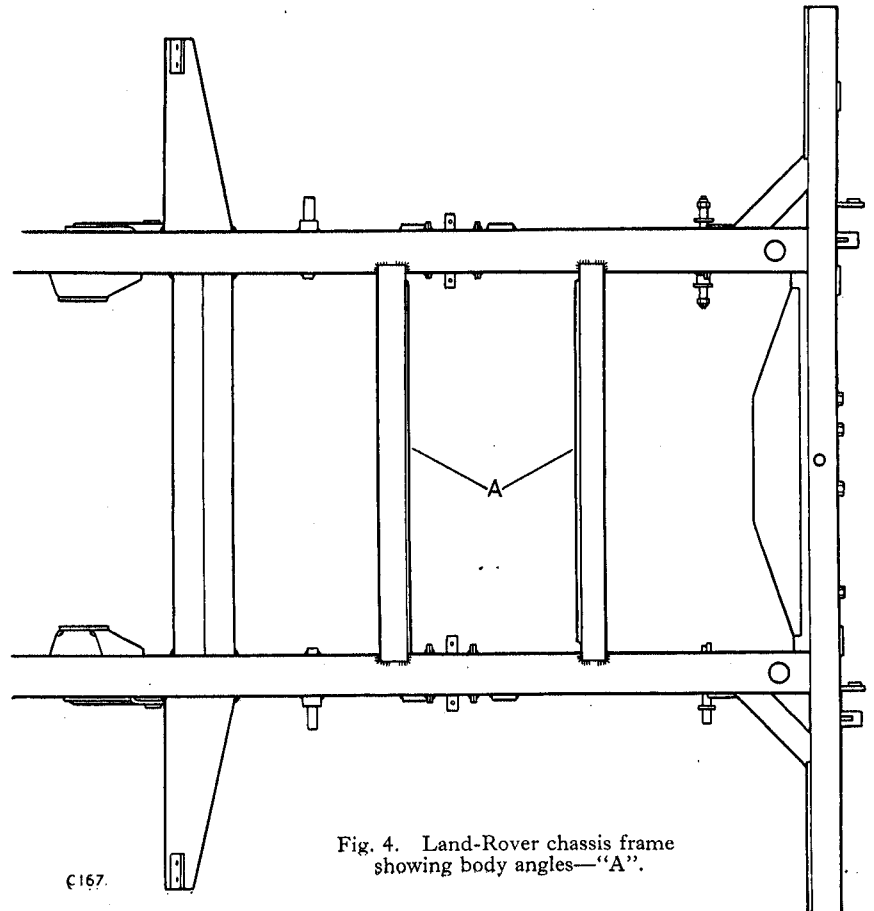


Fig. 4. Land-Rover chassis frame showing body angles—"A".

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**Item 125 SUBJECT: CLUTCH CROSS SHAFT.**

MODELS: 1955 Land-Rover.

MODIFICATION: One piece shaft replaces fabricated shaft.

PART NUMBER: Cross shaft for clutch .... 1 263882  
 Dust cover for cross shaft .... 1 263977.

COMMENCING NUMBERS: Vehicles numbered:  
 86 Home models .... from 57103157 onwards.  
 86 Export L.H.D. models from 57132328 onwards.  
 86 Export R.H.D. models from 57161231 onwards.  
 86 C.K.D. L.H.D. models from 57630355 onwards.  
 86 C.K.D. R.H.D. models from 57661099 onwards.  
 107 Home models .... from 57200419 onwards.  
 107 Export L.H.D. models from 57231055 onwards.  
 107 Export R.H.D. models from 57261283 onwards.  
 107 C.K.D. L.H.D. models from 57730025 onwards.  
 107 C.K.D. R.H.D. models from 57760574 onwards.

REMARKS: The latest type shaft can be used on earlier 1954-55 models provided the dust cover, part number 263977, is also fitted.

**Item 126 SUBJECT: TOWING ATTACHMENTS.**

MODELS: 1955 Land-Rover.

MODIFICATION: Introduction of revised towing attachment as detailed below:—

PART NUMBERS:	Bracket for towing jaw	.....	1	264522
	Bolt ( $\frac{3}{8}$ " $\times$ $4\frac{1}{2}$ " long)	} Fixing bracket to rear cross member	2	237195
	Spring washer		2	3076
	Nut ( $\frac{3}{8}$ " )		2	2827
	Bolt ( $\frac{3}{8}$ " $\times$ 5" long)	} Fixing bracket or towing jaw to rear cross member	2	240974
	Spring washer		2	3080
	Nut ( $\frac{3}{8}$ " )		2	219668
	Bolt ( $\frac{3}{8}$ " $\times$ $1\frac{3}{4}$ " long)	} Fixing towing jaw to attachment bracket	2	240964
	Spring washer		2	3080
	Nut ( $\frac{3}{8}$ " )		2	219668

COMMENCING NUMBERS: Vehicles numbered:  
 86 Home R.H.D. models from 57102760 onwards.  
 86 Export L.H.D. models from 57131995 onwards.  
 86 Export R.H.D. models from 57161176 onwards.  
 107 Home R.H.D. models from 57200394 onwards.  
 107 Export L.H.D. models from 57230935 onwards.  
 107 Export R.H.D. models from 57261114 onwards.

REMARKS: The towing attachments supplied with the basic Land-Rover from the vehicle numbers as detailed above are:

Bracket for towing jaw, part number 264522, and towing jaw, part number 233828, as shown in Fig. 5 below.

The rear draw bar, part number 232625, which was formerly supplied with every vehicle is now obtainable only as an Extra.

For your information we show in the following sketches the various towing attachments which are available together with the Extra designation, where applicable, and Service part numbers.

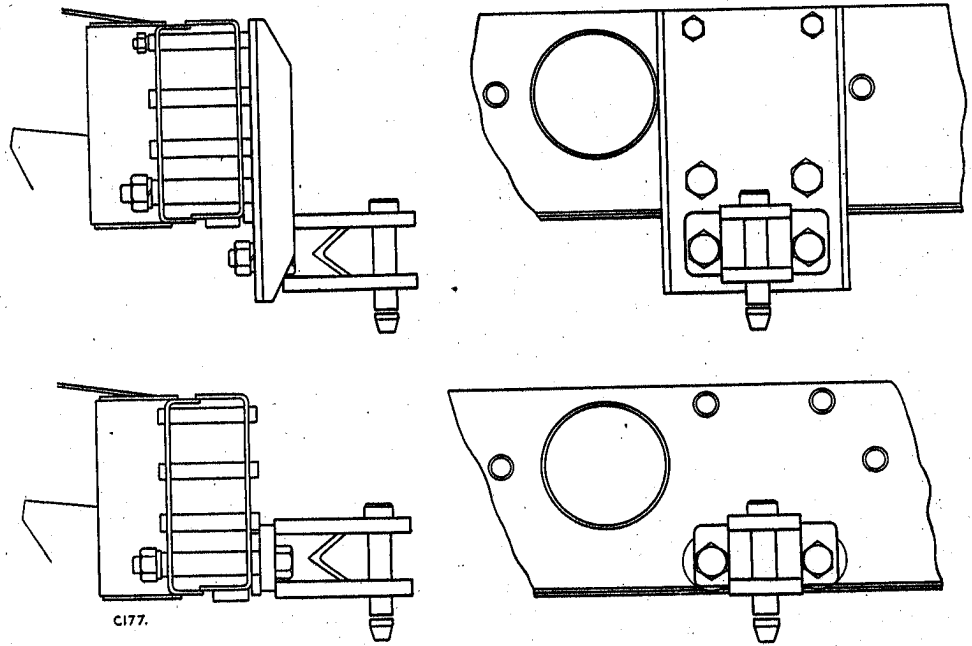


Fig. 5. Basic attachment bracket and towing jaw supplied with each Land-Rover, showing alternative positions for the towing jaw. Part numbers as detailed above.

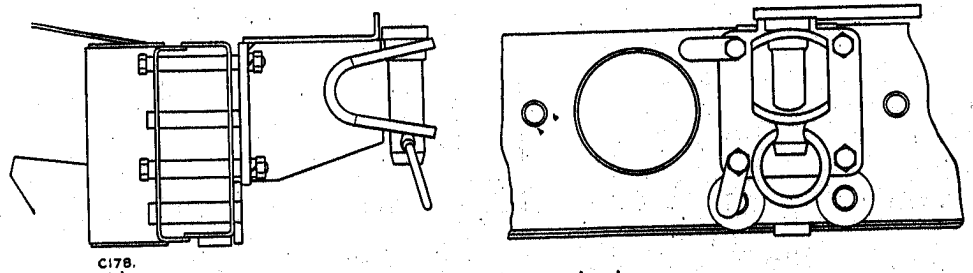


Fig. 6. Heavy duty towing jaw.

Extra designation E.28B.

Service part number 232493.

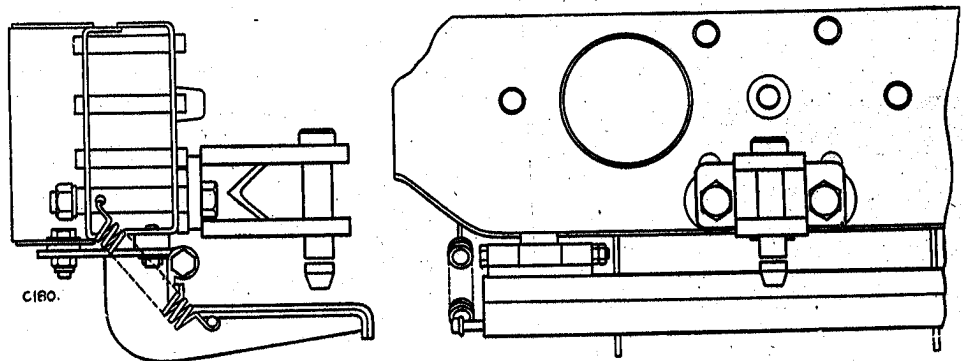


Fig. 7. Land-Rover 86 Station Wagon towing jaw, supplied as basic equipment with each Station Wagon.

Service part number 233828.



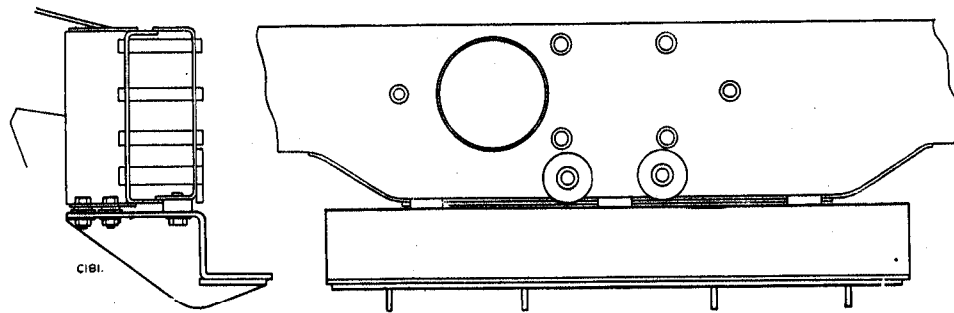


Fig. 8. Rear tow plate.

This item, which is now an Extra, was formerly supplied as part of the basic vehicle.  
Extra designation E.109. Service part number 265088.

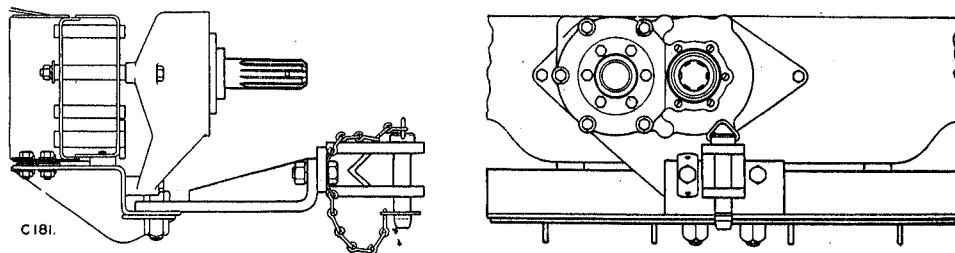


Fig. 9. Rear tow plate must be used, in conjunction with the tow plate illustrated at Fig. 8, when the rear power take off drive is fitted and the basic towing jaw is also required.  
Service part number 231213.

NOTE.—Future supplies of the rear power take-off will include the rear tow plate, part number 265088.

- Item 127 SUBJECT: WINDSCREEN WASHER PUMP AND PIPES.**
- MODELS:** 1954-55 "60", "75" and "90".
- PART NUMBER:** Windscreen washer pump and pipes .... 1 267712
- REMARKS:** Earlier 1955 and all 1954 "60", "75" and "90" models were fitted with plastic pipes from the windscreen washer pump unit to nozzles and reservoir.  
These plastic pipes are no longer obtainable and all Service replacements for these items will be satisfied with the latest type pump unit with rubber pipes and complete with nozzles.  
The complete kit of parts will supplied under part number 267712.

Yours faithfully,

For THE ROVER COMPANY LIMITED

*M. Brewer.*

Publications Editor,  
Technical Service Department.

# 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. 56

June, 1955

TO ALL DISTRIBUTORS AND DEALERS

Dear Sirs,

The changes and developments set out below have taken place during the past month.

With this issue we are also including copies of Amendment No. 6 to the Land-Rover Parts Catalogue and Cumulative Supplement No. 2 to the 12th Edition of the Master Parts Price List.

### SECTION I.    **POLICY**

**Item 128    SUBJECT:            BODY TOUCH-UP PENCILS**

**REMARKS:**            As body touch-up pencils are of an inflammable nature, they must be packed separately from other spare parts, and special stowage arrangements have to be made when shipping these items overseas, or when supplying by Goods Train in the British Isles. Distributors are therefore requested to order these items in quantities of at least 20 pencils, so that economical consignments can be made up.

Existing regulations do not permit inflammable parts being despatched by air or parcel post.

### SECTION II.   **WORKSHOP AND PARTS INFORMATION**

**Item 129    SUBJECT:            STEERING UNIT**

**MODELS:**            1948-55 Land-Rover

**REMARKS:**            Some confusion appears to exist regarding the various changes which have taken place, and how it affects interchangeability, on the Land-Rover steering units fitted to the above models. The changes are as follows.

(1) Inner column and main nut

1948-53    R.H.D. models, right-hand thread  
1954-55    R.H.D. models, left-hand thread  
1948-53    L.H.D. models, left-hand thread  
1954-55    L.H.D. models, right-hand thread

This change in thread is necessary due to the different relationship between the inner column and rocker shaft. On 1948-53 models the inner column is below the rocker shaft and on 1954-55 models the inner column is above the rocker shaft.

(2) Main nut, 1948-53 models

The bronze nut fitted to all 1948-52 and early 1953 models was replaced by a counter-bored steel nut. The inner column complete with steel nut can be used as a replacement on earlier models in spite of the difference in length.

Sheet No. 1

ROVER SERVICE NEWS LETTER No. 56—*continued*

(3) Rocker shaft sealing, 1954-55 models

Rubber 'O' ring replaces cork seal. The latest steering unit and steering box is completely interchangeable with the earlier type.

**IMPORTANT**—When fitting the steel nut, see that the threaded portion is entered into the box first.

The chart below gives the identification of the various inner columns used on the above models, together with interchangeability.

Model	Part No.	Length	Thread on Inner Column	Remarks
R.H.D. 1948-52 and early 1953	261425	28 $\frac{21}{32}$ "	R.H.	Bronze nut; replaced by Part No. 242302
R.H.D. Late 1953	242302	27 $\frac{19}{32}$ "	R.H.	Steel nut; interchangeable with 261425 in spite of difference in length
L.H.D. 1948-52 and early 1953	261424	28 $\frac{21}{32}$ "	L.H.	Bronze nut; replaced by Part No. 242303
L.H.D. Late 1953	242303	27 $\frac{19}{32}$ "	L.H.	Steel nut; interchangeable with 261424 in spite of difference in length
R.H.D. 1954-55	242304	29"	L.H.	Steel nut
L.H.D. 1954-55	242305	29"	R.H.	Steel nut

**Item 130 SUBJECT: BODY FLOOR AND DOOR SEALING RUBBERS**

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

**MODIFICATION:** Improved sealing rubber for doors

<b>PART NUMBERS:</b>	Body floor and sills	.....	.....	.....	.....	1	314235
	Sealing rubber, front sill	.....	.....	.....	.....	2	314206
	Sealing rubber, rear sill R.H.	.....	.....	.....	.....	1	314207
	Sealing rubber, rear sill L.H.	.....	.....	.....	.....	1	314208
	Spring washer	} Fixing sealing rubbers to floor sill	.....	.....	.....	18	3073
	Nut (2 B.A.)		.....	.....	.....	18	2247

**COMMENCING NUMBERS:**

Cars numbered:  
 '60' Home R.H.D. models from 53300442 onwards  
 '60' Export L.H.D. models from 53330005 onwards  
 '60' Export R.H.D. models from 53360048 onwards  
 '75' Home R.H.D. models from 54301004 onwards  
 '75' Export L.H.D. models from 54330199 onwards  
 '75' Export R.H.D. models from 54360067 onwards  
 '90' Home R.H.D. models from 55301562 onwards  
 '90' Export L.H.D. models from 55330331 onwards  
 '90' Export R.H.D. models from 55360995 onwards

**NOTE.**—Certain earlier cars are also fitted with the latest type sealing rubbers.

REMARKS

Only the latest type floor and sills will be supplied, complete with sealing rubbers, for earlier 1955 models. The latest type sealing rubbers can be fitted to earlier 1955 models and to any 1950-54 models inclusive.

To fit sealing rubbers on earlier models proceed as follows:—

1. Remove old rubbers, clean out channels. It will be necessary to open out channels in order to fit new rubbers.
2. The two front sill rubbers are interchangeable either R.H. or L.H., but rear rubbers are handed due to the difference in the position of the studs as shown at 'A' and 'B', Fig. 1. Dimension 'B' must be fitted to the rear of the car.

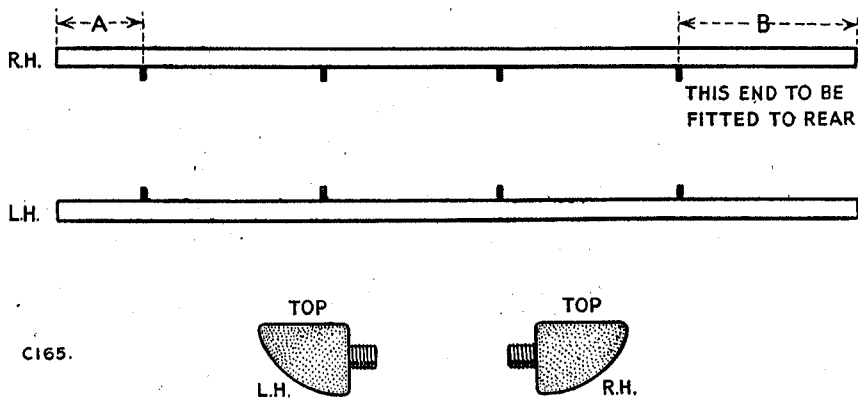


Fig. 1 Identification of sealing rubbers.

3. The rubbers must be fitted with the flat surface upwards, as shown at Fig. 1.
4. Place rubber in position at channel and mark off position of holes.
5. Drill holes in channel (No. 7 drill .201 in.) and fit rubbers, using the nuts and spring washers.
6. Excess rubber to be trimmed off after fitting.

NOTE. 1. A 2 B.A. die should be run down studs before fitting.  
 2. Do not over-tighten the nuts.

**Item 131 SUBJECT: COVER FOR PETROL PUMP IN BOOT**

**MODELS:** 1952-55 Car

**COMPLAINT:** Feed wire to petrol pump "shorting".

**CAUSE:** Wire chafing between cover and body.

**CURE:** Drill cover and fit rubber grommet for wire, as detailed in the sketch below.

**PART NUMBER:** Rubber grommet for petrol pump wire ..... 1 22066

**COMMENCING NUMBERS:**

	Cars numbered:
'60' Home	R.H.D. models from 53300722 onwards
'60' Export	L.H.D. models from 53330008 onwards
'60' Export	R.H.D. models from 53360056 onwards
'75' Home	R.H.D. models from 54301701 onwards
'75' Export	L.H.D. models from 54330331 onwards
'75' Export	R.H.D. models from 54360117 onwards
'90' Home	R.H.D. models from 55303049 onwards
'90' Export	L.H.D. models from 55330433 onwards
'90' Export	R.H.D. models from 55361387 onwards

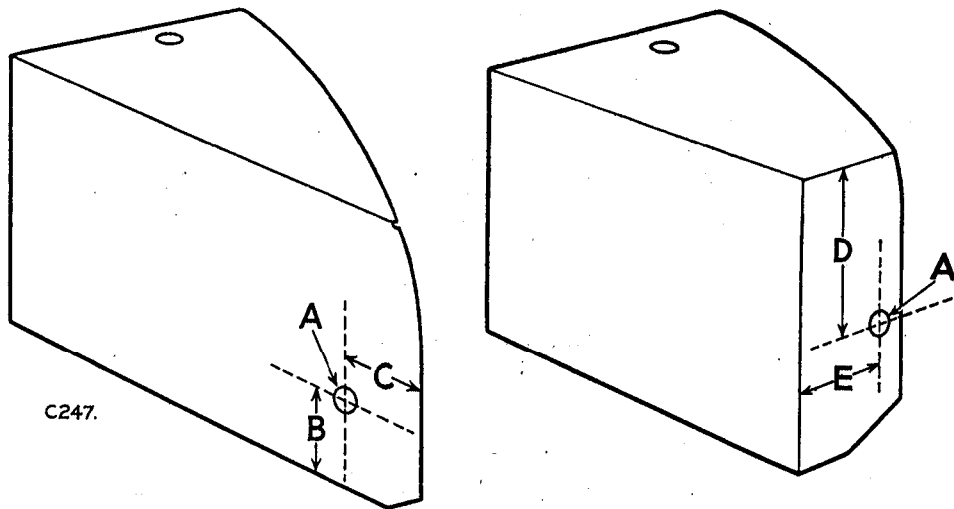


Fig. 2. Showing position of hole for rubber grommet in petrol pump cover.

'A'— $\frac{1}{8}$ in. (16 mm) hole	} 1952-53 '75'	'A'— $\frac{1}{8}$ in. (16 mm) hole	} 1954-55 '60', '75' and '90'
'B'—2 in. (51 mm)		'D'— $3\frac{1}{4}$ in. (84 mm)	
'C'—2 in. (51 mm)		'E'— $2\frac{3}{8}$ in. (60 mm)	

Yours faithfully,

For THE ROVER COMPANY LIMITED

*M. Brewster*

Publications Editor,  
Technical Service Department.

**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. 57**

July, 1955

**TO ALL DISTRIBUTORS AND DEALERS**

Dear Sirs,

During the past month the changes and developments set out below have taken place.

With this issue we are also including copies of Amendment No. 7 to the Land-Rover Parts Catalogue, Cumulative Supplement No. 3 to the 12th Edition of the Master Parts Price List and an Index covering News Letters numbered 40-56 inclusive. This supersedes the Index covering News Letters Nos. 40-52 inclusive.

**SECTION II. WORKSHOP AND PARTS INFORMATION**

**Item 132 SUBJECT: CARBURETTER OVERHAUL KIT**  
**MODELS:** 1948-55 Land-Rover  
**PART NUMBER:** Carburetter overhaul kit ..... 1 266693  
**REMARKS:** The above kit is now available from our Spares Department; it contains all the parts needed to completely overhaul the carburetter fitted to the above models.

**Item 133 SUBJECT: BRAKE MASTER CYLINDER AND WHEEL CYLINDER OVERHAUL KITS**  
**MODELS:** 1948-55 Car and Land-Rover  
**PART NUMBERS:**

Front wheel cylinder overhaul kit	1	266679	1948-49 '60' and '75' and rear on Land-Rover up to axles numbered 867720
Front wheel cylinder overhaul kit	1	266680	1950-51 '75'
Front wheel cylinder overhaul kit	1	266681	1948 Land-Rover up to axles numbered 867720
Front wheel cylinder overhaul kit	1	266682	1948 Land-Rover from axles numbered 867721 and 1949-53 Land-Rover
Front wheel cylinder overhaul kit	1	266683	1954-55 Land-Rover 86; 1954 Land-Rover 107 with 10" brakes; also rear on all 1954-55 Land-Rover 107 models
Front wheel cylinder overhaul kit	1	266684	1954-55 107 with 11" brakes; 1951-55 '75'; 1954-55 '60' and '90'

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Rear wheel cylinder overhaul kit	1	266685	1951 '75' with metal dust covers
Rear wheel cylinder overhaul kit	1	266686	1951 '75' with rubber dust covers; 1952-55 '75'; 1954-55 '60' and '90'
Rear wheel cylinder overhaul kit	1	266687	1948 Land-Rover from axles numbered 867721; 1949-55 Land-Rover except 107 with 11" brakes
Master cylinder overhaul kit	1	266689	1948-49 '60' and '75' L.H.D.
Master cylinder overhaul kit	1	266690	1948-49 '60' and '75' R.H.D.; 1950 '75'
Master cylinder overhaul kit	1	266691	1951-55 '75'; 1954-55 '60' and '90'; 1954-55 Land-Rover 107 with 11" brakes
Master cylinder overhaul kit	1	266692	1948-55 Land-Rover except 107 with 11" brakes

REMARKS: The above kits are now available from our Spares Department; they contain all the parts needed to completely overhaul the front wheel cylinders, rear wheel cylinders or master cylinder, as the case may be, on the models listed above.

**Item 134 SUBJECT: ENGINE DYNAMIC BALANCING**

MODELS: 1955 '75' and '90'

MODIFICATION: A percentage of the 1955 '75' and '90' Engines are being dynamically balanced by adding graded plain washers, as required, under the clutch cover fixing nuts. Dynamically balanced engines can be identified by means of the splash of red paint on the front engine cover.

COMMENCING NUMBERS: Engines numbered:  
 '75' All models from 54301965 onwards  
 '90' All models from 55304686 onwards

REMARKS: When fitting replacement flywheels, clutch plates or complete clutch units to the above models, any plain washers under the clutch cover nuts MUST be discarded.

**Item 135 SUBJECT: OIL FILTER**

MODELS: 1955 '60', '75' and '90'; 1955 Land-Rover

COMPLAINT: Oil leaks between oil filter, adaptor and cylinder block

CURE: Fit 'Parabestoes' type gaskets as listed below:

PART NUMBERS:	Packing washer, top	} Adaptor to	....	2	4095	} '60' and
	Joint washer, bottom		} cylinder block	....	1	
	Joint washer, adaptor to cylinder block			....	1	268470
	Joint washer, oil filter to adaptor		....	1	268471	

COMMENCING NUMBERS: Engines numbered:  
 Car '60' .... All models from 53301093 onwards  
 '75' .... All models from 54302573 onwards  
 '90' .... All models from 55306007 onwards  
 Land-Rover .... 86 and 107 R.H.D. models from 57115985 onwards  
 86 and 107 L.H.D. models from 57136759 onwards

REMARKS: When fitting the joint washer, part number 268472, between adaptor and cylinder block on earlier 1954-55 '60' and Land-Rover models, the two packing washers, part number 4095, must also be fitted.  
 Part numbers 268470 and 268471 are interchangeable with the earlier type gaskets.

**Item 136** SUBJECT: **FAN BLADE**  
 MODEL: 1955 '75'  
 MODIFICATION: Introduction of 1954 '75' type fan blade to reduce fan noise  
 PART NUMBERS: Fan blade .... 1 242884  
 Reinforcing plate for fan blade .... 1 244318  
 COMMENCING NUMBERS: Engines numbered:  
 '75' All models from 54302429 onwards  
 REMARKS: When fitting fan blade, part number 242884, to earlier 1955 models, reinforcing plate, part number 244318, must also be supplied.

**Item 137** SUBJECT: **REVERSE SELECTOR SHAFT**  
 MODELS: 1955 '60', '75' and '90'  
 MODIFICATION: Truncated detent groove replaces round groove to provide easier operation and to rectify any tendency to jump out of reverse gear.  
 PART NUMBER: Reverse selector shaft .... 1 267696  
 COMMENCING NUMBERS: Gearboxes numbered:  
 All models from 55308622 onwards  
 REMARKS: The latest type reverse selector shaft can be used on any 1954 '60', '75' or '90' or earlier 1955 models.  
 The two shafts can be identified as shown in the sketch below:—

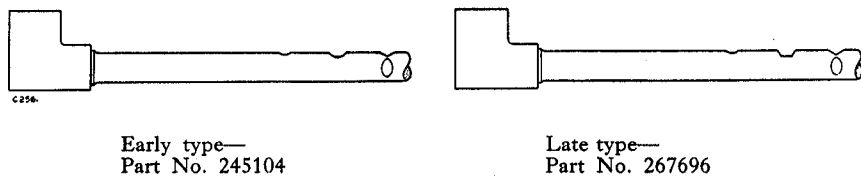


Fig. 1 Identification of reverse selector shaft.

**Item 138** SUBJECT: **ROAD SPRINGS, FRONT, AND SHOCK ABSORBERS, FRONT AND REAR**  
 MODELS: 1955 Land-Rover 107  
 MODIFICATION: Introduction of 260 lbs./in. rate road springs, with shock absorbers to suit, to improve the ride on the Land-Rover 107.  
 PART NUMBERS: See Amendment No. 6 to the 1954-55 Land-Rover Parts Catalogue.  
 COMMENCING NUMBERS: Vehicles numbered:  
 107 Home R.H.D. models from 57200470 onwards  
 107 Export L.H.D. models from 57231217 onwards  
 107 Export R.H.D. models from 57261661 onwards  
 REMARKS: The latest type road springs and shock absorbers can only be used on earlier 1954-55 vehicles if a complete set of new parts is fitted. That is; road spring front, shock absorbers front and rear, spring bottom plates front, and 'U' bolts.



**Item 139** SUBJECT:           **AIR CLEANER**

MODELS:                   1954-55 '75' and '90'

REMARKS:                 From time to time reports have reached us to the effect that the Vokes air cleaner as fitted to the 1954-55 '90' and the 1955 '75' models is inefficient to an extent that makes it inferior to the Oil bath air cleaner as used on the 1954 '75' model.

Instances have also been recorded where the Vokes cleaner has been removed and an oil bath filter substituted.

We feel that a lack of understanding prevails concerning the relative merits of the two types of air cleaners, and we are endeavouring to correct any false impression that may exist concerning them.

The oil bath cleaner fitted to the 1954 '75' model is of a capacity to adequately deal with the volume of air required for the correct running of the engine, but it is not big enough to deal with the needs of the 1954-55 '90' or the 1955 '75' models. We would issue a warning therefore, that to convert the 1954-55 '90' or 1955 '75' engine to use a 1954 '75' Oil bath cleaner is a dangerous step to take and will lead to a fall in engine performance and will also allow grit-laden oil to be drawn into the engine, simply because the cleaner in question is inadequate for the needs of the later models.

The Vokes air cleaner possesses certain advantages over the oil bath type that are extremely important in areas where the dust volume is high. These are briefly as follows:—

1. Generally, efficiency is 98% compared with 86% on the oil bath type.
2. Automatic warning is provided when cleaning or element replacement becomes necessary by a fall in engine power—with the oil bath type this is not so; the grit-laden oil is drawn into the engine and causes the very trouble it was installed to eliminate. With the Vokes air cleaner it can be overloaded with foreign matter to an extent that reduces the engine power output to as low as 30 b.h.p., a reduction of two-thirds, without any foreign matter entering the engine.

There have been reports that the Vokes elements tends to collapse—such reports may be discounted.

These adverse reports first came about as a result of trouble experienced by Vokes air cleaners fitted to engines not of our manufacture, but those air cleaners were made of an entirely different material to that used on the Rover type.

It is also possible that as the Vokes air cleaner as fitted to the 1954-55 '90' and 1955 '75' contains an element that is "waisted" to provide additional stiffness, that this formation has been mistaken for signs of collapse.

In conclusion, do not, on any account, substitute a model 1954 '75' oil bath air cleaner for that used on the 1954-55 '90' or 1955 '75'.

NOTE: When replacing the Vokes air cleaner element on early models, which have felt sealing rings attached to the inside of the air cleaner cover and end cap, great care must be taken to ensure a satisfactory air seal. Later models have the felt rings attached to each end of the element and no trouble should be experienced when refitting.

**Item 140** SUBJECT:           **B.C. POST**

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

MODIFICATION:   Deletion of trafficator slot in B.C. post.

PART NUMBER:   B.C. post       .....       .....       .....       .....       1       314715

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COMMENCING NUMBERS: Cars numbered:  
 '60' Home R.H.D. models from 53300638 onwards  
 '60' Export L.H.D. models from 53330006 onwards  
 '60' Export R.H.D. models from 53360053 onwards  
 '75' Home R.H.D. models from 54301376 onwards  
 '75' Export L.H.D. models from 54330282 onwards  
 '75' Export R.H.D. models from 54360096 onwards  
 '90' Home R.H.D. models from 55302459 onwards  
 '90' Export L.H.D. models from 55330385 onwards  
 '90' Export R.H.D. models from 55361235 onwards

REMARKS: Trafficator slots are no longer required now that the flasher type of direction indicator warning light is fitted as standard on the Rover '60' '75' and '90'.

**Item 141 SUBJECT: WINDSCREEN WASHER**

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

MODIFICATION: Improved design of washer pump with recuperating spring, and rubber hoses replacing the earlier plastic type.

PART NUMBERS: Windscreen washer reservoir .... 1 265835  
 Nozzle for windscreen washer .... 2 265839  
 Pump unit .... 1 265847  
 Suction tube for pump unit .... 1 265852  
 Delivery tube for pump unit .... 2 265848

COMMENCING NUMBERS: Cars numbered:  
 '60' Home R.H.D. models from 53300508 onwards  
 '60' Export L.H.D. models from 53330005 onwards  
 '60' Export R.H.D. models from 53360049 onwards  
 '75' Home R.H.D. models from 54301073 onwards  
 '75' Export L.H.D. models from 54330234 onwards  
 '75' Export R.H.D. models from 54360069 onwards  
 '90' Home R.H.D. models from 55301880 onwards  
 '90' Export L.H.D. models from 55330356 onwards  
 '90' Export R.H.D. models from 55361088 onwards

REMARKS: See News Letter No. 55, Item 127, for details of fitting the later type pump and tubes to earlier models.

**Item 142 SUBJECT: OVERDRIVE UNIT, FIRE TENDER**

MODEL: 1954 Land-Rover Fire Tender

COMPLAINT: Failure of unit

CAUSE: Lack of lubrication.

CURE: Check oil level every 10 running hours.

REMARKS: In the "Routine Maintenance" section of the leaflet supplied with each Land-Rover Fire Tender it is recommended that the Overdrive unit oil is changed after the first 25 running hours, and that the oil level is checked every 25 running hours. This is now considered unsatisfactory due to the small capacity of the unit, and the slight leakage which sometimes occurs at the breather.

Will Distributors and Dealers please ensure that revised recommendations, that is, change oil after first 10 running hours and **check oil level every 10 running hours** is passed on to all owners of the Land-Rover Fire Tender.

Revised copies of Instruction Leaflet, Part No. 3997, can be obtained from The Rover Company Limited, Technical Service Department, Solihull, Birmingham, England.

SECTION III. **GENERAL.**

Item 143 SUBJECT: **ROVER DISTRIBUTOR APPOINTMENTS**

REMARKS: NEW OVERSEAS DISTRIBUTORS:

SAIGARAGE,  
Via Principe Eugenio 3,  
Milan,  
ITALY  
Telegraphic address: SAIGARAGE

Distributor for Cars  
and Land-Rovers

THE "AUTOWORKS" LIMITED,  
445-1 Al-Rashid Street,  
Baghdad,  
IRAQ  
Telegraphic address: AUTOWORKS

Distributor for Cars  
and Land-Rovers

CANCELLATION—OVERSEAS DISTRIBUTOR:

ANDREW WEIR (IRAQ) LTD.,  
P.O. Box No. 51,  
Baghdad,  
IRAQ.

Yours faithfully,

For THE ROVER COMPANY LIMITED

*M. Brewer.*

*Publications Editor,  
Technical Service Department.*

**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. 59**

September, 1955

TO ALL DISTRIBUTORS AND DEALERS

Dear Sirs,

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

With this issue we also are including copies of Amendment No. 9 to the Land-Rover Parts Catalogue and Cumulative Supplement No. 5 to the 12th Edition of the Master Parts Price List.

Please note that Amendment No. 9 to the Land-Rover Parts Catalogue will be the last one issued for the present Edition, pending a complete re-issue of the Catalogue.

**SECTION I.**

**POLICY**

**Item 157 SUBJECT: VEHICLE AND UNIT NUMBERING**

**MODEL:** 1955 Land-Rover

**REMARKS:** All Land-Rovers manufactured after the week ending August 19th will have a revised numbering system as detailed below:—  
 Explanation of vehicle numbering.

- (a) The first digit indicates the model.  
     '1' Land-Rover 86  
     '2' Land-Rover 107
  - (b) The second digit indicates the engine type.  
     '7' Land-Rover (86 and 107)
  - (c) The third digit indicates the vehicle type  
     '0' Home  
     '3' L.H.D. Export  
     '4' L.H.D. C.K.D.  
     '6' R.H.D. Export  
     '7' R.H.D. C.K.D.
  - (d) The fourth digit indicates the sanction period. This digit is for Rover Factory use, but must of course be quoted on any correspondence dealing with a particular vehicle or unit number.
  - (e) The last five digits indicate the vehicle or unit serial number.
- The full range of numbers covering the Land-Rover 86 and 107 are:—

Model	Chassis and Vehicle Number	Engine Number	Gearbox Number	Front axle Number	Rear axle Number
86	R.H.D. Home	170600001 onwards	} 170600001 onwards } } 173600001 onwards }	} 170600001 onwards } } 173600001 onwards }	} 170600001 onwards }
	R.H.D. Export	176600001 onwards			
	R.H.D. C.K.D.	177600001 onwards			
	L.H.D. Export	173600001 onwards			
	L.H.D. C.K.D.	174600001 onwards			
107	R.H.D. Home	270600001 onwards	} 170600001 onwards } } 173600001 onwards }	} 270600001 onwards } } 273600001 onwards }	} 270600001 onwards }
	R.H.D. Export	276600001 onwards			
	R.H.D. C.K.D.	277600001 onwards			
	L.H.D. Export	273600001 onwards			
	L.H.D. C.K.D.	274600001 onwards			

It will be noted that the new numbering system has nine digits in place of the eight previously used.

**SECTION II. WORKSHOP AND PARTS INFORMATION**

**Item 158 SUBJECT: PISTONS, GUDGEON PINS AND CONNECTING RODS**

**MODEL:** 1955 Land-Rover

**MODIFICATION:** Increase in diameter of gudgeon pin from .687 in. (16,8 mm) to .875 in. (22,2 mm), with pistons and connecting rods modified to suit.

<b>PART NUMBERS:</b>	ENGINE AND CLUTCH ASSEMBLY....	....	....	1	269216
	Cylinder block, crankshaft, pistons, camshaft and valve gear	....	....	1	269335
	CONNECTING ROD ASSEMBLY	....	....	4	265737
	Gudgeon pin bush	....	....	4	267667
	PISTON ASSEMBLY STD.	....	....	4	267265
	PISTON ASSEMBLY .010" O.S.	....	....	4	267266
	PISTON ASSEMBLY .020" O.S.	....	....	4	267267
	PISTON ASSEMBLY .030" O.S.	....	....	4	267268
	PISTON ASSEMBLY .040" O.S.	....	....	4	267269
	Gudgeon pin Std.	....	....	4	264569
	Gudgeon pin .001" O.S.	....	....	4	267257
	Gudgeon pin .003" O.S.	....	....	4	267258
	Circlip for gudgeon pin	....	....	8	235100

**COMMENCING NUMBERS:**

Engines numbered:  
86 and 107 R.H.D. models from 170600001 onwards  
86 and 107 L.H.D. models from 173600001 onwards

**REMARKS:** The latest type pistons, connecting rods and gudgeon pins should not be fitted to earlier engines due to the difficulty of ensuring that the correct type of replacements are supplied at a later date.

**Item 159 SUBJECT: OIL PRESSURE SWITCH**

**MODELS:** 1955 Car and Land-Rover

**MODIFICATION:** Improved type of oil pressure switch.

<b>PART NUMBERS:</b>	Oil pressure switch	....	....	1	267993
	Joint washer for oil pressure switch	....	....	1	232039
	Oil pipe complete to cylinder head	....	....	1	267980 '60', '75' and '90'
	Oil pipe complete to cylinder head	....	....	1	267981 Land-Rover

**COMMENCING NUMBERS:**

Engines numbered:  
'60' All models from 53301278 onwards  
'75' All models from 54303147 onwards  
'90' All models from 55307214 onwards  
Land-Rover R.H.D. models from 57119475 onwards  
Land-Rover L.H.D. models from 57138120 onwards

**REMARKS:** The latest type oil pipe can be fitted to any earlier Car 1950-55 and on earlier Land-Rovers from engines numbered 16100646 and 16130655 onwards.

The oil pressure switch can only be fitted on these earlier models in conjunction with the latest oil pipe and joint washer.

Identification of switch:—

Early type, part number 240526, Diameter .875 in. (22 mm)  
Late type, part number 267993, Diameter 1.546 in. (49 mm)

**Item 160 SUBJECT: PETROL FILLER BOX**

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

MODIFICATION: Improved sealing of petrol filler box.

PART NUMBERS: Bracket for petrol lid buffer ..... 1 314509  
 Pad for petrol lid at hinge ..... 2 314510  
 Rubber buffer for petrol lid in bracket ..... 2 310649 Original part number,  
 reduced quantity

COMMENCING  
 NUMBERS:

Cars numbered:

'60' Home R.H.D. models from 53300962 onwards  
 '60' Export L.H.D. models from 53330008 onwards  
 '60' Export R.H.D. models from 53360060 onwards  
 '75' Home R.H.D. models from 54302044 onwards  
 '75' Export L.H.D. models from 54330397 onwards  
 '75' Export R.H.D. models from 54360129 onwards  
 '90' Home R.H.D. models from 55303855 onwards  
 '90' Export L.H.D. models from 55330526 onwards  
 '90' Export R.H.D. models from 55361551 onwards

REMARKS: The front rubber buffers clip on to the flange of the box adjacent to the hinges and the rear buffers are now fitted to a bracket secured under the petrol lid catch; in place of buffers fitted through drillings in the filler box flange.

No advantage will be gained by fitting the bracket and pads to earlier models unless the holes through the filler box flange are sealed up.

**Item 161 SUBJECT: SIDE SCREENS AND TRIM CASING**

MODEL: 1955 Land-Rover 86 and 107

MODIFICATION: Improved water drainage.

PART NUMBERS: Side screen assembly R.H. .... 1 307726  
 Side screen assembly L.H. .... 1 307727  
 Trim casing for side screen R.H. .... 1 307408  
 Trim casing for side screen L.H. .... 1 307409

COMMENCING  
 NUMBERS:

Vehicles numbered:

86 R.H.D. Home models from 170600001 onwards  
 R.H.D. Export models from 176600001 onwards  
 L.H.D. Export models from 173600001 onwards  
 107 R.H.D. Home models from 270600001 onwards  
 R.H.D. Export models from 276600001 onwards  
 L.H.D. Export models from 273600001 onwards

REMARKS: From an appearance point of view the new side screens are only interchangeable in vehicle sets. The new trim casing can only be used in conjunction with side screens, part numbers 307726 and 307727.

**Item 162 SUBJECT: LOCKING SCREW FOR DOOR LIGHT**

**MODELS:** Land-Rover Station Wagon and De Luxe trim.

**MODIFICATION:** Improved design in conjunction with the new water drainage system on the side screens.

**PART NUMBERS:**

Bracket for door light locking screw	....	2	307495
Screw (2 B.A. x $\frac{3}{8}$ " long)	} Fixing bracket to side screen	4	77941
Spring washer		4	3073
Locking screw for door light		....	2
Spring for locking screw	....	2	307498
Knob for locking screw	....	2	307497

**COMMENCING NUMBERS:**

Vehicles numbered:—

86 R.H.D. Home models from 170600001 onwards  
R.H.D. Export models from 176600001 onwards  
L.H.D. Export models from 173600001 onwards  
107 R.H.D. Home models from 270600001 onwards  
R.H.D. Export models from 276600001 onwards  
L.H.D. Export models from 273600001 onwards

**REMARKS:** The latest type locking screw is not interchangeable with the earlier type and can only be used in conjunction with the new side screen, part numbers 307726 and 307727.

Yours faithfully,  
For THE ROVER COMPANY LIMITED

*M. Brewer.*

Publications Editor,  
Technical Service Department.