

SERVICE INFORMATION

Vol. 1 No. 5

LAND-ROVER PETROL AND DIESEL MODELS



The Rover Company Limited, Solihull,
Warwickshire, England

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Policy items printed in bold type.

* Items contain suffix letter change.

Item 14

SUBJECT: **BRAKE AND CLUTCH FLUID (Policy Item)**

MODELS: Land Rover.

REMARKS: In Service Information, Land Rover petrol and diesel models, Vol. 1 No. 2, Item 5 we gave information about the introduction of Unipart brake and clutch fluid 410 crimson. It must be clearly understood that the Unipart brake and clutch fluid does not supersede Castrol/Girling Brake and Clutch Fluid Crimson but is an additional recommendation. Service literature will, in future, give both Castrol/Girling and Unipart brake and clutch fluid as alternative recommendations.

Item 15

SUBJECT: **FOUR-WHEEL DRIVE SELECTOR ROD BUSH**

MODELS: Land Rover.

REMARKS: Recent investigations into a complaint of inability to select four wheel drive high range revealed that the selector rod return spring became coil bound. This was caused because the external diameter of the bush was too large, which prevented the bush seating properly in the cover plate.

The bush should fit almost flush with the cover plate, but with incorrect tolerances it may be approximately 50 mm ($\frac{1}{2}$ in.) too high.

Should this condition be encountered we recommend that the cover plate be removed and the hole enlarged to accommodate the bush.

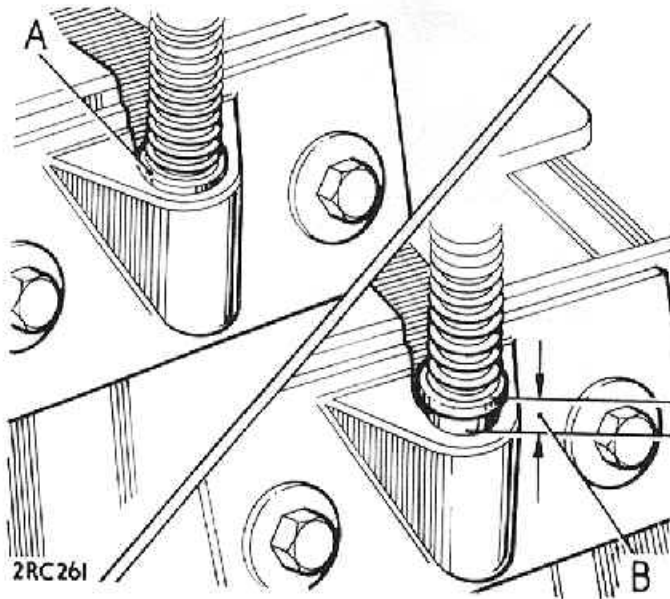


Fig. 1 Location of bush for 4-wheel drive selector rod

A—Bush correctly located in cover plate

B—Bush too high in cover plate which will cause the spring to become coil bound

Item 16

SUBJECT: HOSES FOR RADIATOR AND HEATER

MODELS: Land Rover.

REMARKS: Extensive rig tests have been carried out on radiator and heater hoses the duration of which would simulate a minimum vehicle service of seven years.

The results of these tests show that very few hoses had to be replaced due to ageing or temperature extremes.

The majority of failures were found to have been caused by damage in the area of the hose clip which occurs during removal and refitting of the hose as this imposes abnormal stresses on fabric which ultimately tears it. Over tightening of the hose clips will also result in this type of damage.

The above damage is not always apparent during servicing or examination as it can originate inside the bore.

In view of the expense and inconvenience incurred due to a hose failure it is suggested that:

- (a) Each hose be used not more than twice.
- (b) There is a closer internal examination for possible damage before replacement.
- (c) More care should be taken to align the hose during reassembly.

The clip impressions are normally significant in identifying how often a hose has been refitted.