

Head Corrosion

109 Brakes

Automatic 1300

ROVER OWNERS' ASSOCIATION

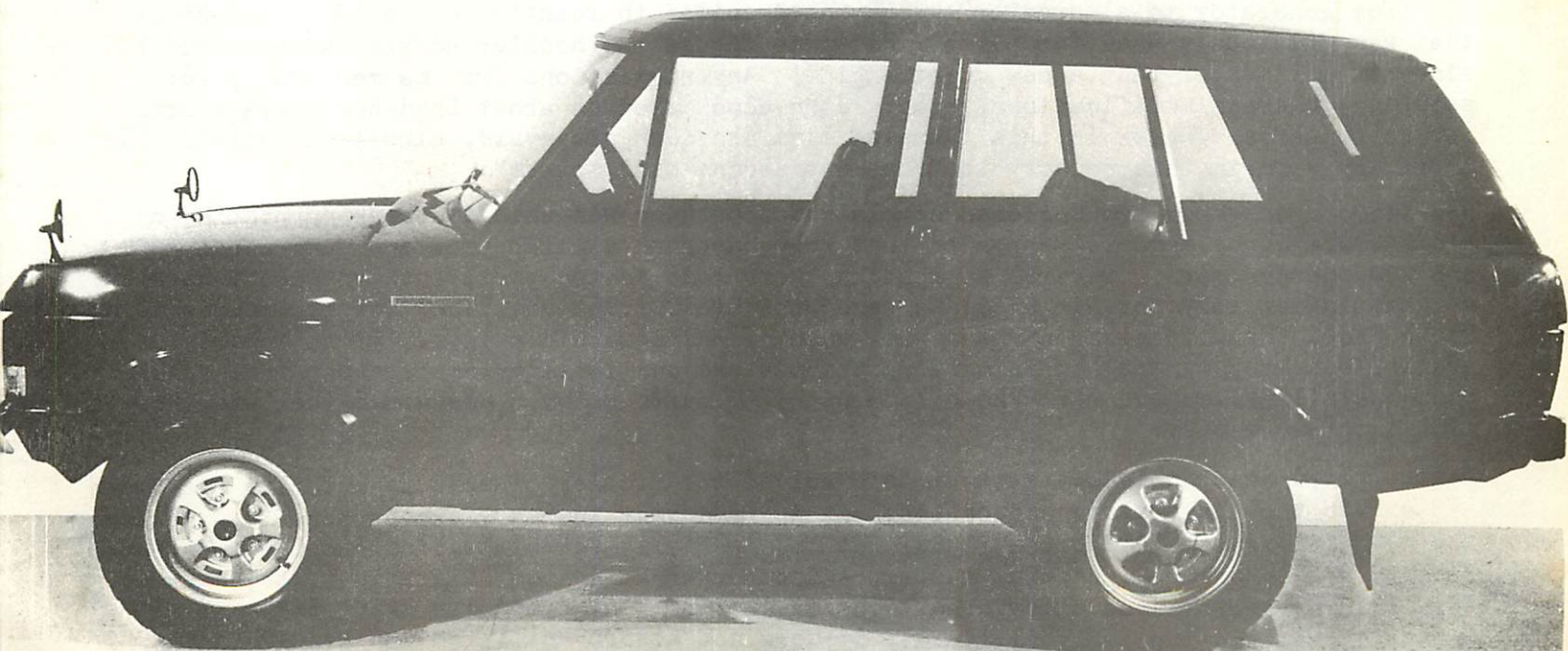


167 Oakland Road
Maplewood
New Jersey 07040

Volume IV, Number 1

January, 1975

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We hope that all of the members and their families enjoyed the Holidays and we wish them good fortune in the new year.

This issue of the newsletter is somewhat larger than normal since we are including Volume III, Number 5 in it. We only received the copy back from Atlantic-British in mid-December, 1974 unprinted. Since we're again using a professional printing service we intend to have no such interruptions in our schedule in the future. We've incorporated most of the copy of Volume III, Number 5 directly into this issue. We include our results from our members' survey and the cover originally intended for Number 5.

Our stocks on Rover literature generally is being depleted very quickly. We've been asking the factory for more and we would ask the membership to be patient if you ask for a brochure which might not be in stock when you request it. We are stocking:

- Range Rover leaflet
- Range Rover: Darien Gap Expedition
- Range Rover development reprint from Style Auto
- A History of the Rover
- Land-Rover Guide for Expeditions
- Rover 2000 and 3500 leaflets
- Land-Rover: Worlds Most Versatile Vehicle

Unfortunately, the Land-Rover 25th Anniversary booklet is no longer available. Since inventories are limited we ask any member who has received any of the above not to ask for more than one copy.

An interesting publication for 4WD buffs is: Off-Road Advertiser. It's published monthly at \$4.00/year. Their address is: P.O. Box 340, Lakewood, California, 90714.

The Association is interested in sponsoring or assisting in the sponsorship of a meet or meets. We would ask any members who feel that they have the time, experience, and potential numbers to make it a success to write us and let us know details.

Member John Kirk, 31-45 102 Street, E. Elmhurst, New York, 11369 is interested in communicating with other members who are involved in amateur radios. John would like to set something up on the airways that would enable Land-Rover enthusiasts to exchange information, etc. Additionally, John is interested in some technical help. He wishes to know whether any member has changed a Series II Landy from positive to negative electrical and from generator to alternator? John has decided to reactivate his 1961 Land-Rover that was previously used for parts. He wants to use the Hoosier adaptor with a Ford V-8 since it is cheaper than a new Rover engine. Any suggestions from the membership re: steering, chassis modifications, etc.? John also asked us about Land-Rover graveyards for spare parts. Later in this issue we list one such graveyard, albeit in England. Is there any yard in this country that has any second-hand spares?

Some time ago Member Ron Engleman complained about the windshield streaking problem on his 3500S. Other members responded that they have had similar problems with their 3500 and 2000 series cars. Several suggestions were made in the past, but Ron didn't have any work satisfactorily for him until he came upon his current solution. He recommends using Photo-Flow, the wetting agent used when washing photographic prints. It is readily available at any camera supply or department store and is also fairly economical since one generally mixes one part Photo Flow with 150 parts water. One would then use this in his windscreen washer.

Member Floyd Coleman indicates that he's solved the problem of moisture entering his brake system via the brake fluid and causing pitting and wear in his brake components. He uses the new Dow Corning 1270 brake fluid. It is especially formulated for excellent compatibility with SBR, EPDM, natural rubber, and other brake system materials. It insure long-term braking performance under conditions of extremely high and low system temperatures and, unlike conventional polyglycol fluids, it does not absorb water, damage painted surfaces, or corrode various system materials.

Owners' Survey: 2000 series.

Out of a sample of thirty-one 2000 series Rovers twenty-one were TC's, six were Automatics, and four were earlier SC's. The only real option available on the 2000 was air conditioning and about 30% of our sample was so equipped. (Radios and the like can hardly be considered as optional today in anything other than a dollar sense.) Only 2 owners listed the Rover as their only car; everyone else had at least one other car up to as many as four or five. The other cars ranged from a 1961 Chevy to Saabs, Mercedes, MG's, a Ferrari, a '34 Rolls-Royce, a Lancia, etc. Several owners had other Rovers ranging up to 14 in one case. About half of the sample purchased their Rovers new; those who purchased used generally bought from a private party and not a dealer.

Two of the main reasons for purchase were Quality and Safety. It can almost be taken for granted that the great majority of these owners wanted a car reasonable in size for what it offered. A sporty car to haul the family in pretty much sums it up. Of the feature most liked Comfort and Good Handling were most appreciated. The aspect most disliked was the poor parts availability and service provided. Specific mechanical dislikes will be covered later.

The cars ranged in age from a 1965 SC to a 1971 TC. Mileages ranged from 13,000 on a 1969 to over 110,00 on a 1967 TC. The average mileage was closer to 50,000 to 60,000. Miles per year varied from 3,000 to over 20,000 with the average at around 8,000 to 10,000. More than half of the driving was for daily use usually coupled with long trips. 80% of owners reported driving their cars moderately and only 20% as hard. The great majority of owners either follow the factory service recommendations or mostly follow them. In many cases owners are even more exacting, one changing oil every 1500 mi. Approximately 50% of the owners serviced the cars entirely themselves; 35% half themselves and half at a service station, and only 15% at dealer or service station. Very few dealers have had much success with original dealers and some have had extremely poor service from these dealers. Two owners mentioned Union Square Motors in Somerville, Massachusetts as being particularly unreliable. One said they now refuse to work on his car, claiming "it is a jinx".

Some of the more common mechanical difficulties are: poor muffler life (somewhat improved on two can systems, but caused primarily by the mufflers, particularly the rear muffler/tailpipe not heating up enough), dragging clutch (several coordinating factors possibly involved here), seams in leather seats opening up (no reason other than poor quality), instrument failure (Smiths instruments; particular offenders being speedometer/odometer unit and angle drive for this), extremely poor quality original tires by Pirelli supplied with car (manufactured under license in England), uneven tire wear in front (largely caused by novel design for front suspension, but almost impossible to adjust correctly), clutch slave cylinder wears out very quickly, old fashioned Lucas starter (inertia drive type and its numerous maladies), half-shaft U-joints with no grease nipples (dry up and go), fuel pump vibrated loose from engine (causing loss of oil and worse). This list comprises the main defects, all of which needn't have been with proper design and quality control. The main problem, as we see it, is quality control coupled with a proper dealer network and service and a responsive bureaucracy to translate input from the field to the production line. Of course there is also the oil leaks and "English" rubber in the hoses and brake system seals that deteriorates more readily than our U.S. counterparts.

It should be obvious that the survey completed here involves a very different group of individuals than in the Road and Track survey done several years ago. Most of their group were new owners and these people usually have little patience or time to fool with a car themselves. That difference is expressed in the fact that most of the owners surveyed here would buy another Rover product in the future. Despite all the cars shortcomings most of our owners liked the car - if only Rover had made it really work in this country.

Owners Survey: 3500 Series.

There was a total sample of 14 3500's in our survey. These came much more equipped than did the 2000 series car and virtually everyone sold in this country had the following: integrated air conditioning, power windows, power steering, and automatic transmission. About 50% of the owners surveyed report this as their only car; most of the other 50% usually had one other car, often a full size American make. It was also equally divided as to how many were purchased new and how many second-hand. Size, safety, and handling were the main reasons for purchase. The current mileage ranges from 23,000 to 60,000 with 25,000 to 35,000 being the most common mileage. 90% of the owners put 12,000 miles a year on the car. 60% of the use is daily; a great percentage of the remainder involves week-end use or country driving. 90% of the owners characterised their driving as moderate.

All of the models reported on were 1970-71's - the only years that they were available. As with the 2000 series poor service and parts availability is the biggest problem. Also a sluggish automatic transmission and an inadequate cooling system were listed as disliked features. About 65% of the owners had their cars serviced elsewhere than by themselves.

Some of the more common mechanical difficulties were: failure of the automatic enrichment device for the carburetors (very expensive to have serviced or replaced), brake pad wear every 12,000 miles, speedometer failure (Smiths again), alternator failure.

In some ways the car was an improvement over the 2000 series' record of mechanical problems, but in other respects it was even more complicated with all of its accessories (changing an engine fan belt is listed as a two hour job). Also, it had a greatly improved heating/air conditioning system. But it fell back in the area of handling, riding ease, and acceleration. Still Rover made the aluminum block Buick V-8 work when Buick and GM couldn't. And once again, as in the 2000 survey 90% of the owners said that they would buy another Rover product, many of them specifying the 2000.

Owners Survey: P5 through P1.

There was an insufficient number of owners of Rovers prior to the P6 2000 and 3500 series cars. Only 3-3 litres, 2-110's, and a Rover "10". None of these were bought new or in any condition even resembling good. Let it be said that the farther back you go the better stories of reliability get. One owner who had a 2000TC, 3-litre, 110, 90, and initially a 75 said that his 1950 75 was the best from the standpoint of service and reliability. He claimed 180,000 miles and one valve job and a fuel pump replacement. He also told us that Rover gave a damn about service in this country then as well.

Owners Survey: Land-Rover.

A total of 32 Landy comprised our owners survey; 20 of these were Series III 88's and the balance was largely series II and IIa although two series I vehicles were also represented. All of the Series III vehicles surveyed were purchased new by their present owners and 24,000 was the maximum mileage on them. The lowest mileage was 1800 and the average yearly mileage was 12,000. 80% of the Series II, IIa vehicles had at least 65,000 miles on them and about half of this number ranged between 95,000 to 125,000 miles. Half of the Series II, IIa vehicles were purchased used from a private party, many times from a friend. The Series I vehicle was enjoying its sixth owner. The condition of these used vehicles at time of purchase by their present owners varied from fairly good to excellent; very seldom was a vehicle in really tatty shape. 75% to 90% of all owners used their vehicles for daily use; the greater percentage of the remainder was for off the road work. Only a handful of owners owned another vehicle, thus allowing the Land-Rover to be used exclusively for the kind of rough terrain work that is its forte. Second or third cars ranged from another Land-Rover to full size American cars or small sports cars.

Land Rover Survey (cont'd):

The list of major options and owner installed options is far greater than on the sedans, as one would expect. The list begins with items like locking hubs, tropical roof and extends to tachometers, extra gauges, driving lights, gas can carriers, front and rear welded bumpers, carpets, tape players, Citizen's Band radio equipment, special wheels and tires, tinted glass, auxiliary gas tanks, extra winches, extra heaters, floorboard insulation, towing rings, camper conversions, Heco steering stabilizers, special Dupont Imron truck paint (heavy duty and doesn't need waxing), etc, etc.

The main reason for purchase is that it is the best 4WD vehicle in the world. Its reputation as a strong and reliable vehicle. Of course, all of the features for which the Landy is well known were mentioned. Best liked feature put dependability at the top of the list. Specifically, the following were mentioned: strong frame, aluminum and galvanized body, large, roomy interior and cargo area, rear door, ability to climb steep grades, all synchromesh transmission, excellent heater/blower, full floating axles, low center of gravity for type of vehicle it is, strong engine (except valves), simplicity of design, and good looks!

Poor dealer service and parts availability was probably the single most repeated complaint. Also, the general lack of availability of factory accessory items that are listed, but few dealers make any effort to have available. The Land-Rover owner, knowing that he is purchasing a specialized vehicle, was less disturbed by the above than his sedan owning counterpart and listed a great many more specific complaints: poor paint job, leaks and then more leaks - resulting from inadequate gaskets used by the factory, rough finish - inside and out, transmission whine, 15" tires should be 16", right-hand rear view mirror completely worthless, oil leaks, poor gas mileage (particularly on emission controlled later models), slow shifting, poor gear range - 1st and 4th too high, oil pan exposed to too much air on highway driving, brakes get wet easily, emission controls - particularly solenoid/fuel cutoff switch, exhaust manifold, still uses some BSF and BSW studs and nuts, timing marks on flywheel (changed on later models).

About 60% of Landy owners claimed to service the cars themselves; the remaining 40% were split between doing some service themselves and giving the rest to more experienced hands or giving everything to the dealer or to a local garage. Generally the dealer network gets as poor marks as on the sedans. However, when a good and reliable shop is found he is often praised very highly in our responses.

With regard to problem areas the record with the Landys seems more tolerable than with the sedans. Several of the Landys' problems are so well known that they are pretty much taken for granted. Cracked exhaust manifolds are one of the most common; one owner reports having had three cracks since new with only 24,000 miles of the vehicle. Another regular problem is burned out exhaust valves. Most members we have talked to seem to feel that the main cause here is highway driving - one area which is not the Land-Rover's forte. One member regularly does a valve job every 40,000 miles and reports having no failures in between. Oil leaks from anywhere that can develop such a leak is also frequent. A large number of owners reported that the original tires wore out very rapidly - in 9,000 miles in one case! Apart from normal maintenance and wear the above was by far the greatest areas of complaint. There were also more scattered reports. Some owners apparently had difficulties in certain areas where the great majority of owners had no trouble. For example, starters were sometimes a problem (usually the pinion gear), as were generators. There were also some reports of instrument failure, but nowhere nearly as much as with the sedans.

On the whole, the Land-Rover seems to have a somewhat better record than the Rover sedans. However, the main explanation seems to involve the more specialized nature of the Landy. Owners seem to be far more concerned with maintenance of the vehicle; this is expected since the Land-Rover is more of a working tool than the family car, which most people expect to work on its own. The key to owning a Landy seems to be knowing it thoroughly and maintaining it properly. Even with its weaknesses one member took a 12,000 mile trip with no trouble at all!

Land-Rover Parts Interchange: Member Charles E. Ritts recently forwarded some parts interchange information to us which he compiled for the Land-Rover. He emphasizes that all of the following American parts are available through NAPA automotive parts stores. The parts listed specifically fit the Land-Rover Series IIA, 2½ litre petrol models, "88" or "109".

BRAKE LININGS

Each lining set contains riveted linings for 2 wheels. Rivet holes in Rover shoes must be drilled out from .183 to .187 diameter in order to use the standard 7-6 rivets.

Lining Set for 88 front and rear	NAPA #865D
Lining Set for 109 front (4 cylinder)	NAPA #899D
Lining Set for 109 rear (both 4cylinder and 6 cylinder)	NAPA #8004D

ELECTRICAL

12 volt positive ground ignition coil (4 cylinder)	1C 64
Distributor cap (4 cylinder)	EP 48
Distributor cap (6 cylinder)	EP 46
Rotor (4 cylinder)	EP 41
Rotor (6 cylinder)	EP 44
Point set (4 cylinder, 6 cylinder)	Cs 207
Point set	
Condenser (4 cylinder, 6 cylinder)	EP 29
Generator Brush set (4 cylinder)	E 403
Starter brush set (4cylinder, 6 cylinder)	E 500
Stoplight switch (push-on terminals)	SL 147

UNIVERSAL JOINTS

two sizes: measure before ordering

2 15/16 length over bearing caps	5-4X
3 7/32 " " " "	5-153X

Also use 5-4X for front axle half-shafts by discarding grease nipples and securely tightening the furnished plug in its place.

BALL AND ROLLER BEARINGS

Wheel bearings: inner cone	359 s	Timkin
" " inner cup	354 X	"
" " outer cone	11162	"
" " outer cup	11300	"
Differential side bearing: cone	2788	"
" " " cup	2729	"
Differential pinion bearing: front cone	3490	"
" " " front cup	3420	"
" " " rear cone	31885	"
" " " rear cup	312 D	"
Lower king pin stub bearing: cone	21075	"
" " " " cup	21212	"
Layshaft front bearing	1305-3X1	Federal
Main drive gear bearing	LS13-3X1	"
Mainshaft bearings	1307-3X1	"

MISCELLANEOUS

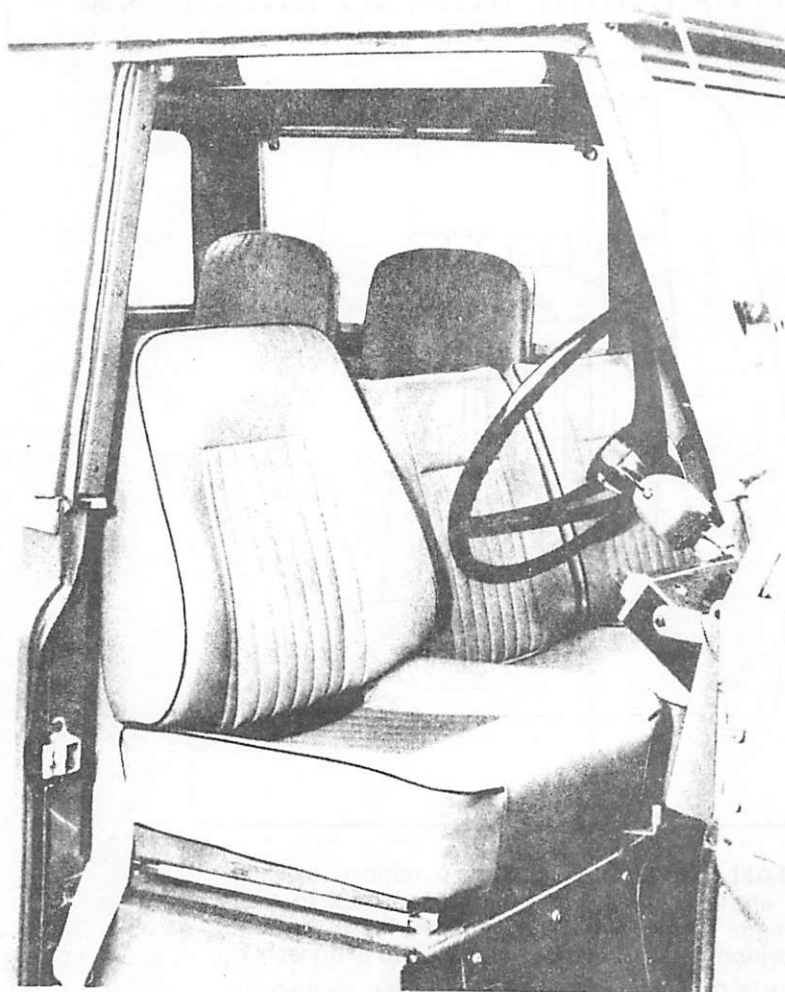
Fan and generator belt (4 cylinder)	Modac 15
" " " " (6 cylinder)	" 137
Thermostat (4 cylinder, 6 cylinder)	160° Thompson 70
	180° " 170

Bostrom[®] SAXON THINLINE SEAT

APPROVED BY THE ROVER COMPANY LTD
FOR USE WITH THE

**LAND-
- ROVER**

SCIENTIFICALLY - DESIGNED TO REDUCE VIBRATION AND SHOCKS TO A MINIMUM



Vehicle seating is important to health, comfort, efficiency and safety. The Bostrom Organisation is continuously conducting a scientific study of the effects of normal vehicle seating on the human frame and this has revealed conclusively that constant jolting and jarring has serious adverse effects on health, both physically and in terms of nervous strain; the result is fatigue and loss of efficiency. Where vehicles are in constant use over rough country and poor tracks and roads, the situation is aggravated. So often is the Land-Rover used in this way that there is a demand from owners for seating which reduces vibration and shocks to a minimum. The Bostrom Saxon Thinline, now officially approved by The Rover Company Ltd., is designed to meet this demand and this leaflet describes how it achieves immensely improved ride characteristics at reasonable cost to add to comfort and increase efficiency.

A FULLY ADJUSTABLE SHOCK ABSORBING SUSPENSION SEAT

Manufactured by

UOP Bostrom (U.K.) Ltd.

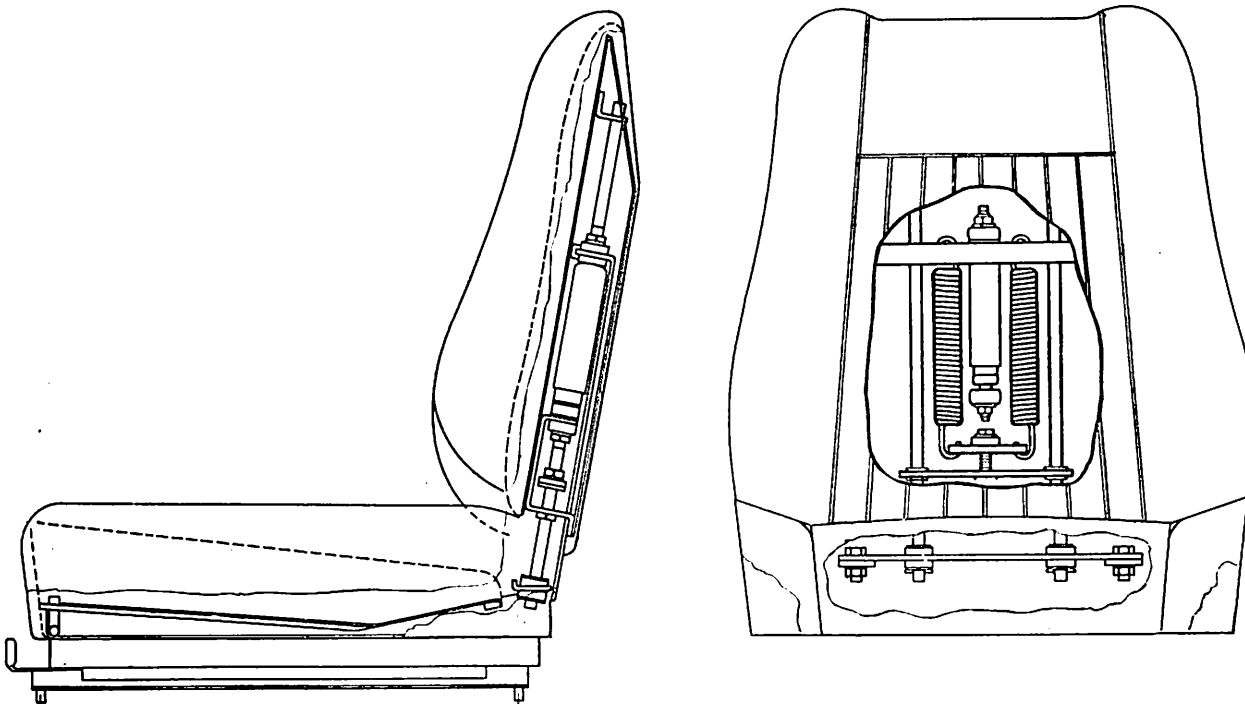
Weedon Road Industrial Estate • Northampton, England NN5 5AB
Telephone Northampton 51332-5 • Telex 31346 • Cables Bostrom, Northampton

UOP

BOSTROM fully adjustable shock absorbing Land-Rover seat: We've reproduced literature on a seat which should prove interesting for many Land-Rover owners. Its main features are: Shock Absorbing Suspension provided by built-in Girling shock absorber mounted between balanced springs thus reducing vibration and shock to an absolute minimum; Bucket Styled for complete lateral support; Moulded Seat and Back Cushions are foam filled and scientifically shaped for maximum comfort; Full Fore and Aft Adjustment on slide rails provided with seat. These seats are available for the driver only with matching (material) covers for both the middle and passenger seat or for both the driver and outer passenger seat with cover for middle seat. Seats are supplied with or without baseplates as desired. Access to the tool locker and auxiliary gas tank (when fitted) will not be affected. A tilt plate is required if a fuel tank or tool box is fitted under the seat. Delivery is dependent upon lead time prevailing at time of order; Terms are payment with order. Current prices F.O.B. U.K. Port are (in Pounds Sterling):

Saxon Thinline shock absorbing bucket seat for Land-Rover.....	28.00
Tilt plate (if require)	4.00
Matching Passenger Seat cover, per set, PVC	8.00
Matching Center Seat cover, per set, PVC	8.00

Available in Grey or Black trim.



The drawings show clearly the seat mechanism and the positioning of the shock absorber, which is mounted between two precision-balanced springs. No attempt should be made to adjust the settings which have been carefully pre-determined to give maximum performance from the seat. Whilst the seat gives a semi-floating ride there is no movement of the seat at the fulcrum point of the knee because the seat frame is hinged from the front. The seat and back cushions are moulded and foam-filled to give maximum support and comfort.

INSTALLATION is easy. Simply remove existing seat, and drill three holes in the seat box to take the hinge pin of the Saxon Thinline. Place the seat in position, fix the bolts . . . and the job is done.

PACKING Each seat is individually packed in non-returnable cartons. Upholstery is protected by clear plastic disposable bags.

PACKING SPECIFICATION Two units per Triwall carton 25½" x 25½" x 22". Gross weight 100 lb. Nett weight 80 lb.

One unit per Triwall carton 25½" x 25½" x 22". Gross weight 65 lb. Nett weight 40 lb.

*For base plate add 9.5 lb to gross/nett weight per unit seat.

For loose covers add 6 lb. to gross/nett weight per unit.

APPLICABILITY CHART FOR BRAKE PADS

Model	Location	Material	Original Colour Code	New Letter and Figure Code	Girling Part No.	Girling Suffix Letter		Rover Part No.
						Old	New	
Rover 80, 95, 100, 110 and 3 litre Mk I, IA, Mk II and III	Front only	Ferodo DS55	3 blue stripes	FER DS55 ED	64325428	DT	NV	513672 (set of 4)
Rover 2000 with Dunlop brakes	Handbrake	Mintex M34	Blue-white-verdegris green	MNTX M34GH	64932058	HX	LQ	600063 (set of 4)
	Front and rear	Mintex M59	Brown-white	MNTX M59FG	64328002	GV	LM	601319* (set of 4)
	Front and rear	Mintex M33	Red-white-dark violet	MNTX M33EE	64328263	DX	LP	601437† (set of 4)
Rover 2000 with Girling brakes	Front	Mintex 75	Green-red-green-red-green	MNTX M75FF	64326054	JU	LT	601911 (set of 4)
	Rear	Checko SCK 173	Red-blue	CKKO SCK 173EF	64932040	GW	MD	601954 (set of 4)
Rover 3½ litre Saloon and Coupé	Front only	Ferodo 2424F or Ferodo 2430F or Ferodo 2431F	White-blue-white or Blue-white-white-white-blue	FER 2424F GG	64325428	LC	MV	605208 (set of 4)
				FER 2430F FF	64325428	MP	MR	606097▲ (set of 4)
				FER 2431F GG	64325428		NT	606660 (set of 4)
Rover Three Thousand Five	Front	Ferodo 2424F or Mintex M114	White-blue-white	FER 2424F GG MNTX M114 GG	64325750 64325750	LC	MV RB	605566 (set of 4) 606706 (set of 4)
	Rear	Ferodo 2424F or Mintex M114	White-blue-white	FER 2424F GG MNTX M114 GG	64932040 64932040	LC	MV RB	605536 (set of 4) 606707 (set of 4)
Rover 3500 S	Front	Ferodo 2424F or Mintex M114	White-blue-white	FER 2424 GG MNTX M114 GG	64932415 64932415	LC	MV RB	606292 (set of 4)
	Rear	Ferodo 2424F or Mintex M114	White-blue-white	FER 2424 GG MNTX M114 GG	64932416 64932416	LC	MV RB	606293 (set of 4)

Notes: *Rover 2000 SC. Chassis serial number suffix letters 'A' and 'B'.

†Rover 2000 SC. Chassis serial number suffix letters 'C' and 'D'.
Rover 2000 TC. Chassis serial number suffix letter 'A'.

▲Harder, heavy duty linings.

Item 66 SUBJECT: IGNITION SETTING

MODELS: Rover 2000 SC, 2000 TC, 2000 Automatic, Rover Three Thousand Five, Rover 3 litre and Rover 3½ litre.

REMARKS: As there are widely differing qualities of fuel in terms of Research Octane number available in world markets, the following chart is issued to show, not only the standard ignition settings, and quality of fuel required under these conditions, but also the lowest grade fuel which may be used together with the appropriate ignition setting. When set to these figures, the engine should give 'knock free' performance.

Model and Compression Ratio	Standard Setting Ignition	Use Fuel of Research Octane No.	Lowest Permissible Ignition Setting	Use Fuel of Research Octane No.	Speed Restriction
Rover 2000 SC—7.5:1	4° BTDC static	87 2 star grade UK	TDC	84	None
Rover 2000 SC—9.0:1	4° BTDC static	95 4 star grade UK	TDC	94	None
Rover 2000 TC—9.0:1	6° BTDC static	96 4 star grade UK,	TDC	94	None
Rover 2000 TC—10.0:1	6° BTDC static	100 5 star grade UK	TDC	98	With ignition set to TDC maximum road speed is 90 mph (145 kph)
Rover 2000 TC—10.0:1 Detoxed version for USA	4° ATDC dynamic	100 5 star grade UK	TDC when used on the Continent	98	With ignition set to TDC maximum road speed is 90 mph (145 kph)
Rover 3 litre—8.8:1	3° BTDC static or dynamic	95 4 star grade UK	95 Octane is the lowest grade fuel that may be used		None
Rover 3 litre—8.0:1	3° BTDC static or dynamic	90 2 star grade UK	TDC static or dynamic	85	None
Rover Three Thousand Five and 3½ litre	6° BTDC dynamic	100 5 star grade UK	TDC dynamic	96	None

Item 40 SUBJECT: IGNITION SETTING

MODELS: Land-Rover 4 cylinder and 6 cylinder Petrol.

REMARKS: As there are widely differing qualities of fuels in terms of Research Octane number available in world markets, the following chart is issued to show not only the standard ignition settings and the quality of fuel required but also the lowest grade fuel which can be used, together with the appropriate ignition setting. When set to these figures the engines should give 'knock-free' performance.

Model and Compression Ratio	Standard Ignition Setting	Use Fuel of Research Octane No.	Intermediate Ignition Setting	Use Fuel of Research Octane No.	Lowest Permissible Ignition Setting	Use Fuel of Research Octane No.	Speed Restriction
Land-Rover, 4 cylinder 7.0:1	6° BTDC	90 2 star grade UK	3° BTDC	83	TDC	75	None
Land-Rover, 4 cylinder 8.0:1	TDC	90 2 star grade UK	—	—	3° ATDC	85	None
Land-Rover, 6 cylinder 7.0:1	2° BTDC	90 2 star grade UK	TDC	83	2° ATDC	78	None
Land-Rover, 6 cylinder 7.8:1	2° ATDC	90 2 star grade UK	—	—	6° ATDC	85	None
Land-Rover, 6 cylinder 8.8:1 Models for USA only	6° BTDC	95 4 star grade UK	95 octane is the lowest grade that may be used				None

Item 254 SUBJECT:

CAMSHAFT BOLTS

MODELS:

Rover 2000 SC, 2000 TC and 2000 Automatic.

PART NUMBER:

Plain washer for camshaft bolt 2 4877

REMARKS:

Investigations have revealed that a noise very similar to piston slap can be caused if the two camshaft bolts (fixing the camshaft wheel to the camshaft) foul the camshaft bearing block.

When this noise occurs, a check on the camshaft bolt clearance should be made before carrying out extensive stripping of the engine. If a condition of camshaft bolt foul is encountered, it will be necessary to fit the above plain washers under the head of the bolts. See Fig. 1.

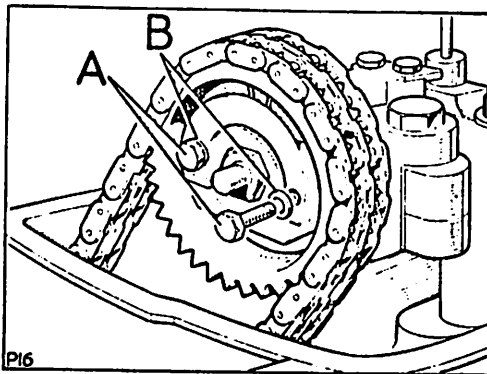


Fig. 1 Camshaft chainwheel

A—Bolts fixing camshaft wheel to camshaft B—Plain washer

Item 255 MODELS:

Rover 2000 SC and 2000 TC.

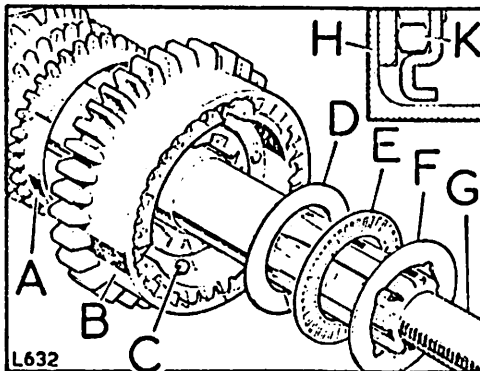


Fig. 2 Assembly of low gear synchronesh unit

A—Female cone for synchronesh unit	F—Scalloped thrust washer
B—Low gear synchronesh unit	G—Mainshaft
C—Dowels in synchronesh unit	H—Splined portion at centre of mainshaft
D—Plain thrust washer	J—Pressed cage of needle roller thrust bearing correctly fitted
E—Needle roller thrust bearing	

REMARKS:

When fitting the low gear synchronesh unit and thrust washers it is most important to fit the needle roller thrust bearing as shown at Fig. 2, that is with the radius of the thrust bearing cage towards the splined portion in the centre of the mainshaft.

See Rover Car Service News Letter, Vol. 2, No. 35 for full details of gearbox assembly.

Item 69 SUBJECT:

GEAR SELECTOR

MODELS:

Rover 2000 Automatic, Rover Three Thousand Five.

MODIFICATION:

Introduction of procedure to rectify automatic gear selector buzz.

LITERATURE
AFFECTED:

Rover 2000 Workshop Manual, Part No. 605028, Operation DD3-9.
Rover Three Thousand Five Workshop Manual Supplement, Part No. 605893,
Operation DDD 3-9.

REMARKS:

Where a buzzing noise is emitted from the gear selector lever housing, it is possible that this vibration is caused by insufficient damping of the shield for gear selector lever. This damping can be improved by replacing the rigid nylon sleeve on the brass rollers at each end of the gear selector housing with a length of flexible PVC tubing. The dimensions of the tubing most suitable for this purpose are $\frac{1}{2}$ in. (6 mm) outside diameter and $\frac{3}{4}$ in. (2 $\frac{1}{2}$ mm) inside diameter.

Proceed as follows:

1. Remove gear selector lever and housing. Rover 2000 Workshop Manual, Part No. 605028, Operation DD2-26. Rover Three Thousand Five Workshop Manual Supplement, Part No. 605893, Operation DDD2-25.
2. Cut the original nylon sleeve off the brass rollers on the spring retainer.
3. Squeeze one of the crimpings of the brass roller with a suitable pair of pliers, to release the wire.
4. Straighten the spring wire sufficiently to allow the PVC tubing to be pushed on to the brass rollers.
5. Smear both brass rollers very lightly with Silicone grease, to assist the fitting of the PVC tubing.
6. Feed PVC tubing on to wire.
7. Bend the wire to its original position.
8. Insert wire in brass roller and secure by crimping.
9. Ensure that the two retaining hooks are in position on the spring tensioner.
10. Refit gear selector lever and housing to the car.

Item 99 SUBJECT:

ENGINE OVER-REVING

MODELS:

Rover 2000 SC, 2000 TC and 2000 Automatic.

REMARKS:

The cause of broken tappets and camshafts has recently been the subject of a thorough investigation. No evidence could be found to point to this trouble being due to any reason other than over-revving.

The design of the cylinder head and inlet manifold is such that the Rover 2000 engine breathes freely. Consequently it will gain engine speed very quickly when only lightly loaded, i.e. under stationary conditions in neutral gear.

It is clear that a number of engines have been damaged as a result of insensitive use of the throttle under light load conditions.

Great care should be taken when testing an engine under these conditions to ensure that the throttle is not 'blipped' excessively.

There are few occasions when an engine speed in excess of a fast idle is required and therefore use of the fast idle screw should be made whenever possible. Larger throttle openings must be obtained by sensitive control of the accelerator pedal, bearing the above in mind.

Item 4 **SUBJECT:** **CYLINDER HEAD CORROSION (Policy item)**

MODELS: Rover 2000 SC, 2000 TC and 2000 Automatic.

MODIFICATION: Recommended use of Marston Lubricant SQ36 inhibitor in mixed metal engines.

LITERATURE
AFFECTED: Rover 2000 SC Parts Catalogue, Part No. 4815, page 254.
 Rover 2000 TC Parts Catalogue, Part No. 4816, page 208.

PART NUMBER: Coolant inhibitor, Marston Lubricant SQ36, 18 oz 1 605765

REMARKS: Instances have been reported from certain areas of cylinder head corrosion caused by the aggressive nature of the local water supply. Where this occurs, 3 fluid ounces (0.8 dl) of inhibitor per gallon (4.5 litre) of water should be added to the cooling system.

 To ensure that the solution is fully effective at all times the cooling system should be drained and refilled every twelve months.

 Proceed as follows:—

 1. Ensure that the cooling system is leak-proof.

 2. Drain and flush the system.

 3. Pour in approximately 1 gallon (4.5 litre) of water. Add 6 fluid ounces (1.6 dl) of inhibitor and top up with water.

 Supplies of Marston Lubricant SQ 36 are available from our Parts Department.

Item 7 **SUBJECT:** **SPEEDOMETER**

MODELS: Rover 2000 and Three Thousand Five.

LITERATURE
AFFECTED: Rover 2000 Workshop Manual, Part No. 605028, Section R.

REMARKS: Where the speedometer is being replaced due to spindle seizure, it is recommended that the angle drive which is fitted to the speedometer head, be replaced at the same time.

 A spindle seizure will almost certainly result in damage to, or weakening of this component.

 Its replacement together with the speedometer head will obviate the need for a second removal of the speedometer head at a later date.

 Assemble speedometer head and angle drive as follows:—

 1. Fit angle drive to speedometer assembly.

 2. Connect wiring at rear of instrument panel according to wiring diagram.

 3. Fit instrument panel, ensuring that it is correctly located and that the securing screw holes are aligned.

 4. Fit securing screws, without tightening at this stage.

 5. Connect speedometer cable to angle drive. Access for this operation is gained through the right hand glove box.

 6. Finally tighten instrument securing screws.

Item 275 SUBJECT: IMPROVED REAR MAIN BEARING OIL SEAL RETENTION

MODELS: Rover 3500, 3500S, 3½ litre, Range Rover, Morgan V8.

MODIFICATION: Improved retention of oil seal packing.

P.C.M.I.

TRANSPARENCY: The information detailed in this item will be incorporated in the next available transparency.

**LITERATURE
AFFECTED:**

Rover 3500 Parts Catalogue, Part No. 606513, page 9.
Rover 3½ litre Parts Catalogue, Part No. 605331, page 9.
Rover 3500 Workshop Manual, Part No. 606495, Operation AA1-16.
Rover 3½ litre Workshop Manual, Part No. 605358, Operation A1-16.
Range Rover Workshop Manual, Part No. 606893, Operation 12-21-33.

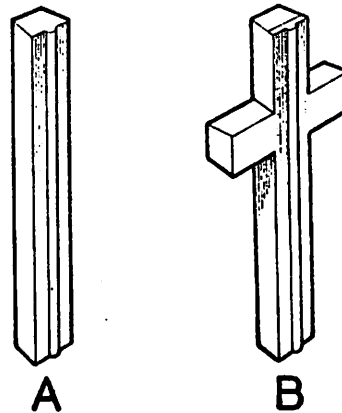
PART NUMBERS: Oil seal packing, rear main bearing cap 2 611089

**COMMENCING
NUMBERS:**

Engine serial numbers:
Rover 3500 from 4252654C onwards.
Rover 3500 from 42701245A onwards.
Rover 3500S from 43002029A onwards.
Rover 3½ litre from 84014168C onwards.
Range Rover from 35500518A onwards.
Morgan V8 from 41300051A onwards.
Morgan V8 from 41400363C onwards.

REMARKS:

The new oil seal packing, Part No. 611089 is 'Cruciform' in shape to overcome problems of it slipping out of position, see Fig. 2.



1RC418

Fig. 2 Oil seal packing

A—Early type seal

B—Late type seal

It is possible to use the earlier seal, Part No. 603726, on engines from the above serial number onwards, but the new seal cannot be used on earlier engines, consequently both types will be supplied for all Service requirements.

Distributors and Dealers are requested to amend the literature in their possession accordingly. The literature affected will be revised at the next available reprint.

Item 139 SUBJECT:

DIFFICULTY IN STARTING WHEN HOT

MODEL:

Rover 2000 Automatic.

MODIFICATION:

Introduction of carburetter conversion to overcome difficulties when starting from hot.

Note: This is a Service modification only, and will not be incorporated on production vehicles.

PART NUMBERS:

Needle, main jet, 'KU'	..	..	..	1	606655
PVC piping, $\frac{3}{8}$ in. (8 mm) OD	..	..	15 in. (38 mm)	1	(standard petrol piping)
Rubber pipe (balance pipe)	..	..	1	546325	(already on car)
'P' clip	..	..	1	50639	
Drive screw	..	..	1	72626	
Washer	..	..	1	3902	
Rubber plug	..	..	1		('O' ring 5 mm dia cut into 1 in. (25 mm) lengths)

REMARKS:

When hot starting difficulties are experienced, the carburetter should be modified, as follows:

1. Remove the top of the float chamber and drill out the vent hole to $\frac{3}{8}$ in. (5 mm). Ensure the hole is clean, and replace the float chamber top.
2. Cut the rubber balance pipe in half. Discard one half and push the other half on to the PVC piping. Connect the piping to vent tube, and bend to pass over the air cleaner.
3. Drill a hole in the top of the air cleaner to take the drive screw (see Fig. 1).
4. Fit the 'P' clip over the pipe and secure to air cleaner with drive screw and washer.
5. Block up the hole in the air cleaner where the balance pipe was fitted, using the rubber plug.
6. Remove the carburetter needle and replace with the new 'KU' needle, checking that jet is correctly centralised.
7. Run engine until it has reached its operating temperature, and tune carburetter.

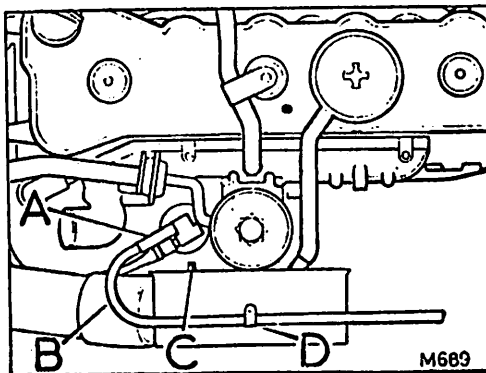


Fig. 1. Carburetter modification

A—Rubber tube (balance pipe) B—PVC piping, 15 in. (38 mm) long
D—'P' clip, drive screw and washer

C—Rubber plug

Item 128 SUBJECT:

CHOKE CONTROL WARNING LABEL

MODEL:

Rover 2000 TC

MODIFICATION:

Introduction of choke control warning label to ensure that correct use is made of the choke.

REMARKS:

Reports of bad starting owing to incorrect use of the choke control have made it necessary to provide a suitable label, to ensure a satisfactory starting performance.

The label is hung on the choke control knob and reads as follows:

**IMPORTANT
AVOIDANCE OF BAD STARTING
PERFORMANCE DUE TO
EXCESSIVE USE OF CHOKE, ETC.**

1. Except with cold engine. **Always** make brief attempt to start **without** pulling choke knob.
2. With cold engine, pull choke knob fully for initial start, **but push in approximately half an inch immediately the engine starts.**
3. Push choke knob in fully as soon as engine is thoroughly warm and will idle without stalling.
4. **Never** switch off a cold engine on full choke.

Distributors and Dealers are requested to advise their personnel accordingly and to bring this information to the attention of those owners who have experienced starting difficulties with their Rover 2000 TC.

Item 317 SUBJECT:

OIL LEAKAGE FROM FUEL PUMP GASKET

MODELS:

Rover 3500, 3½ litre, Saloon and Coupé.
For Range Rover see Item 321.

REMARKS:

If it becomes necessary to examine an engine for oil leaks the fuel pump mounting should not be overlooked.

Ensure that the fuel pump gasket is in sound condition and carefully examine the front cover mounting face for any signs of scoring or damage, which must be rectified. When refitting the pump the front cover mounting face and the pump flange should be treated with Hylomar SQ32 jointing compound.

The correct torque figure for the bolts fixing the fuel pump to the front cover is 2,8 to 3,5 mkg (20 to 25 lbs ft).

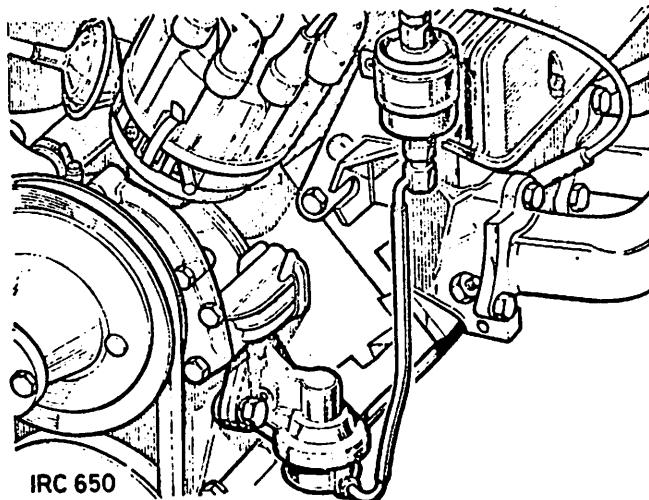


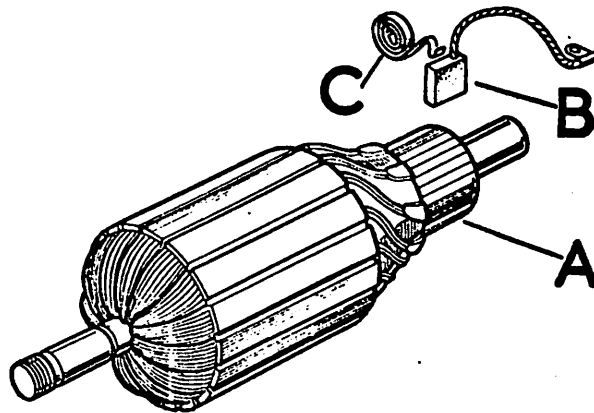
Fig. 2 Fuel pump location. 3500 model illustrated

Item 150 SUBJECT: DYNAMO NOISE

MODELS: All Land-Rovers.

REMARKS: Complaints of dynamo noise have been investigated and in the majority of cases the noise has been found to emanate from the commutator.
It can be cured by the application of a small quantity (about the size of a match head) of M.S.4 silicone grease to the commutator.
This treatment does not affect the life or correct operation of the dynamo brushes.

* APPLIES TO ALL
ROVER DYNAMOS.



IRC 600

Fig. 3 Dynamo armature. 2½ litre petrol illustrated
A—Commutator B—Brush C—Brush spring

Item 42 SUBJECT: CARBURETTOR ADJUSTMENT

MODELS: Land-Rover 109 in. Bonneted Control with 2.6 litre 6 cylinder petrol engine.

MODIFICATION: Clarification of procedure for mixture adjustment, issued in Land-Rover Service News Letter, Vol. 2, No. 23, item 101.

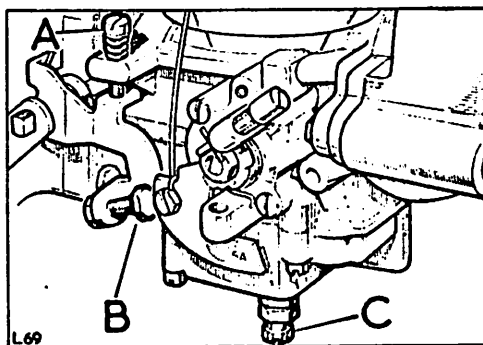


Fig. 3. Carburettor adjustment

A—Slow-running screw B—Fast idle screw C—Jet adjustment screw

REMARKS:

The item below has been modified to clarify the direction of rotation for the mixture adjusting screw.

3. If the engine speeds up immediately, the mixture is too rich and the jet adjustment screw 'C', Fig. 3 must be turned anti-clockwise, when viewed from above, thus weakening the mixture. If the engine stops immediately, the mixture is too weak and the jet adjustment screw 'C', Fig. 3 should be turned clockwise, again when viewed from above, to enrich the mixture.

Item 81 SUBJECT: **RADIATOR CAPS**

MODELS: Land-Rover

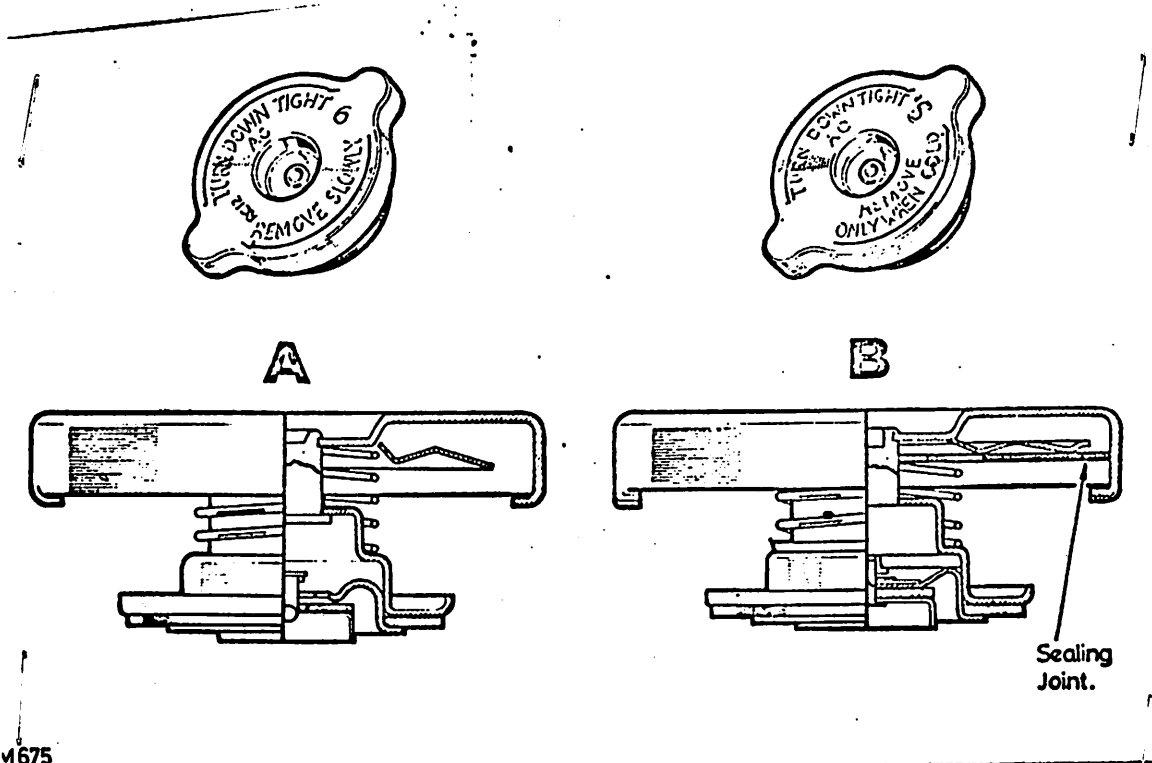
LITERATURE AFFECTED: Land-Rover Parts Catalogue, Part No. 605957, pages 377 and 378.

PART NUMBER: Filler cap for radiator 1 564713

REMARKS: Radiator filler cap, Part No. 564713 has been used since the introduction of the semi-sealed cooling system with the overflow bottle. It contains a sealing joint, which prevents air entering the radiator during the cooling off period.

It has been brought to our notice that lost or stolen radiator caps are sometimes being replaced by the earlier type cap, Part No. 509767, which does not comprise a sealing joint. The use of this cap renders the overflow system ineffective by admitting air into the system during the cooling off period, and thus preventing the coolant trapped in the overflow bottle returning to the header tank. Deprived of the correct quantity of coolant in the system, the engine may overheat and could suffer serious damage.

In order to eliminate this danger, radiator filler cap, Part No. 564713 will be supplied for all Service replacements, when stocks of Part No. 509767 are exhausted.



1675

Radiator filler cap identification

A—Old type filler cap, Part No. 509767 B—Current type filler cap, Part No. 564713

Item 88 SUBJECT: **ENGINE OIL PRESSURE**

MODEL: Land-Rover 2½ litre Diesel.

MODIFICATION: Revision of oil pressure figures.

LITERATURE AFFECTED: Land-Rover Workshop Manual, Part No. 606407, page 97-A2.

REMARKS: In the Detail Data Section of the above publication the oil pressure at 2,000 rpm with the engine warm, is given as 45 to 65 lb. sq. (3,16 to 4,56 kg/cm²). These figures are test bed figures and do not compare directly with pressures obtained under service conditions. In service, the oil pressure should be 35-65 lb. sq. in. (2,5-4,5 kg/cm²), engine warm. Distributors and Dealers are requested to amend their copies of the Workshop Manual accordingly.

All relevant publications will be amended at the next reprint.

Item 117 SUBJECT: REAR BRAKE SHOES

MODEL: Land-Rover 109 in.

REMARKS: We have received reports of rear brake shoes being refitted the wrong way round, with the result that correct adjustment of the rear brakes is not possible. As shown at Fig. 1, there is a dimensional difference between the location of the shoe lining on the leading and the trailing shoes. There is also a corresponding dimensional difference in the location of the snail cams when measured from cam centre and the centre of the wheel cylinder aperture.
Distributors and Dealers are asked to bring this very important point to the notice of their Workshop staff.
It is essential that rear brake shoes are fitted correctly, as illustrated, to ensure correct operation of the adjustment mechanism.

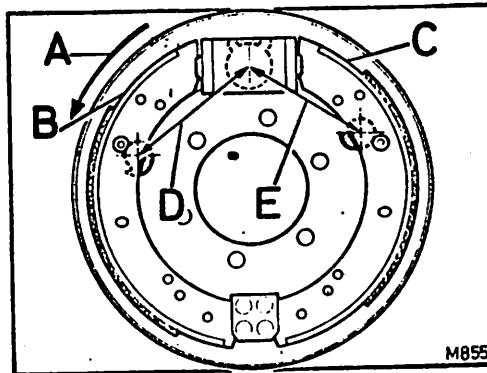


Fig. 1 Correct fitting of rear brake shoes

- A—Direction of rotation
 - B—Leading shoe
 - C—Trailing shoe
 - D—4.5 in. (114.30 mm)
 - E—4.25 in. (107.95 mm)
- Note that the leading shoe lining is a greater distance from the wheel cylinder than that of the trailing shoe

Item 9 SUBJECT: CYLINDER HEAD GASKET

MODELS: Land-Rover 2½ petrol.

MODIFICATION: Introduction of modified cylinder head gasket to prevent engine overheating when the vehicle is operating under high ambient temperatures.

PART NUMBER: Cylinder head gasket 1 558160

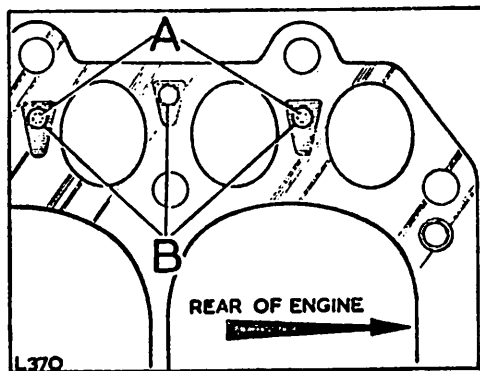


Fig. 1 Modification to cylinder head gasket

Cylinder head gasket shown with the top uppermost

- A—Dotted line shows 3/8 in. (3 mm) hole size on earlier gaskets
- B—Bold line shows 3/8 in. (9.5 mm) hole size on later gaskets

REMARKS: To cater for vehicles operating under high ambient temperatures the cylinder head gasket has been modified as shown at Fig. 1.
It will be seen that the hole size in the indentations have been increased from 3/8 in. (3 mm) to 3/8 in. (9.5 mm).
Where it is considered necessary, stocks of the earlier type gaskets can be easily modified by punching the larger diameter hole in the centre of the three indentations as shown at the illustration.

Land-Rover Accessories: Member John S.V. Smith would like to offer some Land-Rover accessories to the membership. He is offering special prices to the membership and feels that his prices on the hubs and winches are especially reasonable while others are about average. Here are some of the parts he has:

Desert Dogs by Formula Tires	4 ply, including tax		\$57.11	plus shipping		
	6 ply, including tax		\$62.63	"	"	
Heavy Duty Selectro Hubs by Husky Products, Inc.			\$42.45	"	"	
Shock Master steering stabilizer by Husky Products, Inc.			\$15.16	"	"	
Hi-Lift Jack (7000 lb. capacity, weighs only 31 lbs)						
	42" model	\$36.95 list	ROANA members	\$29.00	"	"
	48" model	\$36.95 list	"	\$29.00	"	"
	60" model	\$37.95 list	"	\$30.10	"	"
Koenig L721 Power Take-Off Winch for Land-Rover Series III						
	complete unit including cable	\$534.00 list	members	\$427.20	"	"
Koenig L621 King Winch for Land-Rover Series II, IIa						
	complete unit including cable	\$534.00 list	members	\$427.20	"	"
Koenig E100 Electric Winch						
	complete unit including cable	\$638.00 list	members	\$510.40	"	"

Additionally, John will also be carrying in the near future the following Safari Prep items:

12 volt Hand operated spotlamps	sump guards
fly screens	light guards
auxiliary switch panels	cow catcher bars
water tanks	matting for wings
link mats	heavy duty suspension
pedal rubbers	long range auxiliary fuel tanks
towing hooks, plates, rings, etc.	heavy duty half shafts
bumperettes	roof racks
axle end gaiters	

And the Carawagon Safari Sleeper Conversion kits as well as a whole host of auxiliary lighting. Write to John at: East Coast Tire Specialists, P.O. Box 2422, South Portland, Maine, 04106, (207) 772-5658.

John also recommends the following as a very good and knowledgeable Land-Rover repair facility: Harrel Motor Sales, Inc.

1101 No Main Street
Waynesville, North Carolina, 28786
(704) 456-8603

Member Walter C. Banta has the following recommendations: he advises us that Vipac Headers for the 2½ litre Land-Rover will be available in the early spring at:

Clifford Research
102 Kalmus Road
Costa Mesa, California, 92626
(714) 557-4275

and heavy duty suspensions for the Land-Rover will be available in early spring at:

Desert Vehicles
440 Front Street
El Cajon, California, 92020

Used Land-Rover Spares: A couple of issues back one member asked about the existence of any grave yards for Land-Rovers. At that time we weren't aware of any large-scale operations existing for the Landy in the U.S., but member John S.V. Smith recently made us aware of R.R. Services, 58 Battersea Bridge, Road, Battersea, London, S.W. 11, England. According to their flyer all parts are second-hand from dismantled low mileage ex-Ministry vehicles. The following price quotes are for Seres IIA vehicles, but we believe that they have a wide variety of parts for other models as well. All prices are quoted in Pounds Sterling and are exclusive of shipping.

ENGINE

Complete with accessories: water pump, fuel pump, coil, distributor, carburettor, spark plugs, starter motor, and oil filter	75.00
(with 24 volt accessories)	100.00
Cylinder head complete with valves and rocker gear	35.00
Block assembly with pistons, crankshaft, etc.	25.00
Fuel pump	3.00
Water pump	5.00
Carburettor	8.00
Radiator	18.00
Oil cooler	15.00

TRANSMISSION

Gearbox complete with transfer box - no exchange	70.00
Gearbox rebuilt - exchange	60.00
Prop shafts - each	7.00

AXLES

Front axle: including brake assembly, drag link, track rod ends, and differential	65.00
Rear axle: including half shafts, differential, and brake assembly	50.00
Differentials - each	35.00
Shock absorbers - each	3.00
Springs - each	front 12.00 rear 8.00

ELECTRICAL

	24 volt	12 volt
Starter motor	15.00	8.00
Dynamo	25.00	6.00
Distributor	6.00	4.00
Coil	2.00	2.00
Wiper motors - each	5.00	8.00
Horn	2.00	1.00
Fuel gauge assembly	5.00	6.00
Speedometer		6.00

BODYWORK

Door	15.00
Door top	15.00
Tailgate	10.00
Front fender (complete)	12.00
Front bumper	10.00
Bonnet	5.00
Fuel tank	9.00
Road wheel center	5.00
Steering box	12.00
Steering idler	5.00
Windscreen with glasses	18.00
Bulkhead	12.00
Speedo cable	2.00
Towing hook	5.00

Used Land-Rover Spares (cont'd):

In addition to the above second-hand spares, RR Services also normally have available ex-Ministry petrol Land-Rovers equipped with oil coolers, twin petrol tanks, and heavy duty suspension. They are sold, road tested, in running order with 12 months MOT, 5 tires, batteries, hood, and seats all in serviceable condition. Their year of manufacture is 1965/66 (some later models available), mileage usually around 50,000 or less.

Prices are as follows:

Short Wheelbase 88 Series IIa with soft top (right or left hand drive)	380 to 500
Long Wheelbase 109 Series IIa with soft top (right or left hand drive)	450 to 530
New Hardtops (fitted to any vehicle):	
Short wheelbase	from 93.00 extra
Long wheelbase	from 140 .00 extra

Please remember that all prices listed here for RR Services are in Pounds Sterling. In addition to the ex-Ministry Land-Rovers RR Services also handle used civilian Land-Rovers.

Member Daniel Less points out that J.C. Whitney in Chicago sells a light conversion kit for all European cars pulling trailers. It is for wiring American 2 lead trailer lighting systems to European 3 lead lighting systems. This allows the American trailer to have operating stop, turn, and running lights despite the restricted wiring attachments. It is a "Solid-state electronics device" and J.C. Whitney sells it for \$10.00.

We reported in our last issue of the newsletter that member Charles E. Ritts was installing an Oldsmobile V-8 in his Landy. Recently we received color photos from Charles depicting his progress. He has the V-8 and Turbo-hydrumatic transmission in the Landy and at this point he indicates that the vehicle has been successfully driven. However, he is currently awaiting resolution of unforeseen problems with the overdrive. Charles indicates that he'll keep us posted and hopefully will give us a detailed history of the conversion, possibly accompanied by black and white photos.

Member David Dodson in Alaska is having some difficulties with his 1972 88, Series IIa Landy and wonders whether any member has had experience with towing trailers and could give him some advice? He claims that his Land-Rover performs well except when towing his trailer. He has a small 14½ foot trailer which weighs around 2500 pounds loaded. He feels that the trailer has a very modest torque weight, but claims that the Land-Rover does not seem able to maintain a 50-55mph highway speed unless on level ground and with no wind. David feels that the 4 cylinder engine produces insufficient torque and is unable to maintain its pulling power at low RPM. He has been considering an engine swap and is attracted to an adaptor for a Chevy V-8 manufactured by Advance Adaptors in California. David also encounters what he considers to be an abnormal amount of sway, mainly from side to side. He wonders whether he has shock absorber problems? Does anyone have any ideas?

FOR SALE:

1973 Land-Rover 88, Series III station wagon, fully guaranteed through May, 1975. Includes: lockable hood mounted spare with tire cover, Warn front freewheeling hubs, side and rear folding setps, sun visors, front towing rings, hood and gas cap locking hasps, front and rear mud flaps, luggage carrier on roof, 4000 miles, showroom condition. \$4000.00. Contact: V.E. Ferrin, Jr., 1821 Narragansett Ave., Bronx, New York, 10461

1964 Rover 3-litre Saloon (one owner) or 1967 Rover 2000TC. Either one \$1000. For further details contact: Dr. Lee Clark, 510 Pinewood Avenue, Wilson, North Carolina, 27893.

FOR SALE: (cont'd):

1967 2.6 litre 6 cylinder Land-Rover engine. Scored cylinder wall at 50,000 miles. Complete with carburettor and gasket set. Good for parts. Was running well and in good condition. Will take best offer. Have converted to six cylinder Chevy engine. Call Jack Sloanaker, 65 Bow Road, Belmont, Massachusetts, 02178, (617) 484-8633.

1969 2000SC Automatic. One owner, constantly maintained. Recent Diehard battery, starter, muffler. Konis on front, ammeter and oil pressure gauge, crankshaft bearings new this year. Interior perfect - red leather with headrests. Exterior - grey, no serious rust or dents; a few small spots treated with rustproof and retouched. Approx. 65,000 miles; odometer reads 35,300 (odometer and angle drive replaced twice under warranty). Factory workshop manual and supplement. Snow tires on extra wheels. Uses no oil. Engine kept absolutely clean. Try \$950. Contact Yale Rachlin, 128 Addington Road, Brookline, Massachusetts, 02146, (617) 542-5971.

1971 2000TC. Dark brown with buckskin interior. One owner from new. 65,000 original miles. Maintained by Rover dealer. Good condition. \$1500. Contact: Noel S. Siegel, 20 Brook Lane, Maplewood, New Jersey, 07040.

New Members:

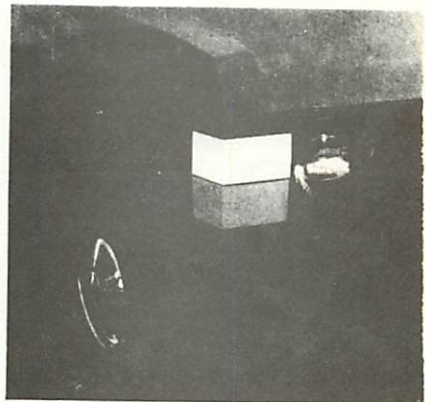
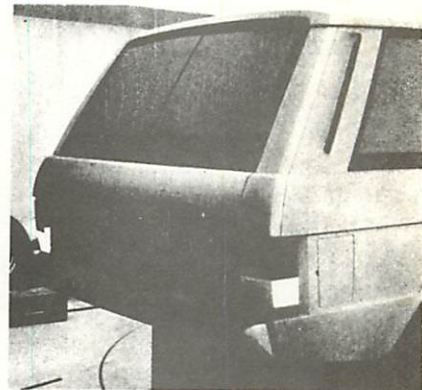
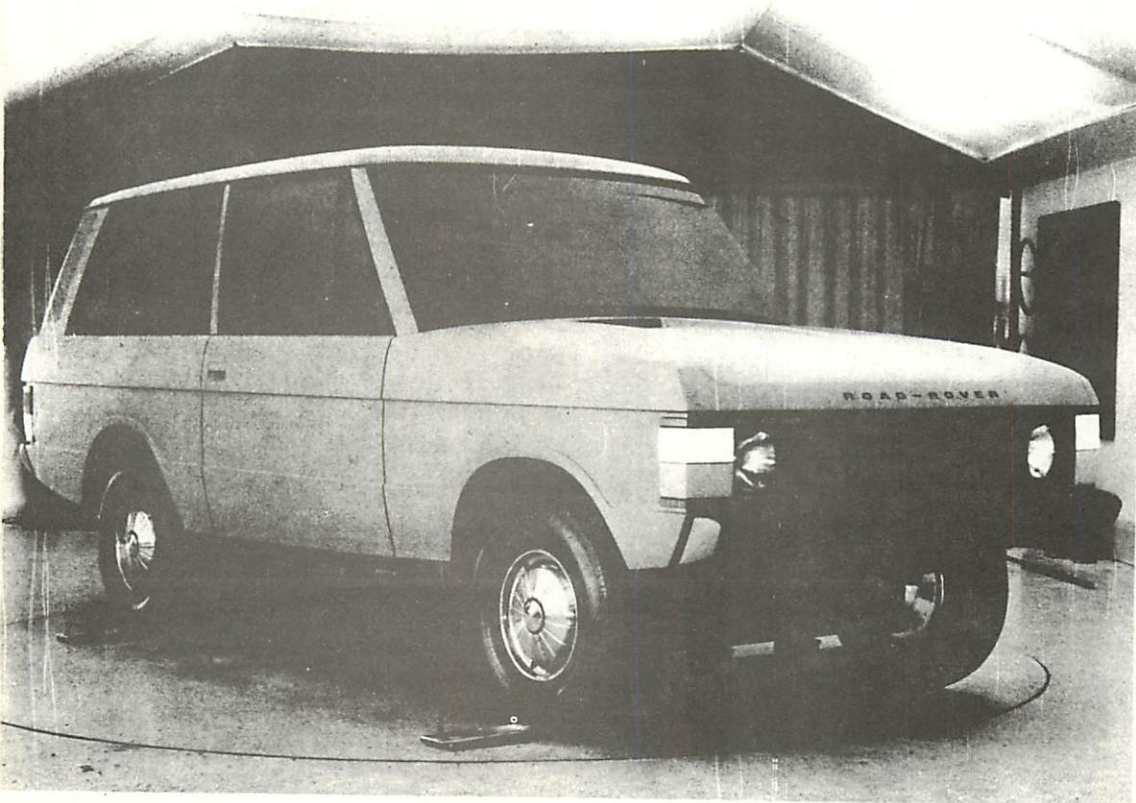
Kathryn L. Arnold	185 Oakwood Avenue Oakhurst, New Jersey, 07755	1970 3500s
Fred Bader	36782 Harper Road. Apt. #201 Mt. Clemens, Michigan, 48043	1972 Land-Rover 88, Series III
Robert F. Bernard	3794 Red Oak Way Redwood City, California, 94061	1950 Land-Rover 80, Series I
Paul Bozman	General Delivery Kitimat, British Columbia, Canada	1972 Land-Rover 88, Series IIa
William D. Burk	827 13th Street Hermosa Beach, California, 90254	1969 Land-Rover 88, Series IIa
Harold Clark	12 Woodbridge Road Hamilton, Ontario, Canada, L8K 3C7	1972 Land-Rover 88, Series III
Pat De Esposito	274 Brighton Avenue East Orange, New Jersey, 07017	1960 Rover 100
James Easterday	RR #1, Kispiox Road Hazelton, British Columbia, Canada	1963 Land Rover 109, Series IIa 1961 Land-Rover 88, Series II
James Ecker	138B Stillwater Avenue Old Town, Maine, 04468	1967 Land-Rover 88, Series IIa
Ray Forgit	Box 597 Lakeport, California, 95453	1960 Land-Rover 88, Series II 1973 Land-Rover 88, Series III
James N. Gabor	Apt. # 4, 175 Seaview Avenue Norfolk, Virginia, 23503	1973 Land-Rover 88, Series III
Keiller Haynie Jr.	3601 Sunset Farmington, New Mexico, 82401	1967 Land-Rover 88, Series IIa
Tom Heneghan	Rt. #3, Box 78 ^B Coos Bay, Oregon, 97420	1969 Land-Rover 88, Series IIa
J. Thomas Henry	730 Gilpin Street Denver, Colorado, 80218	1969 2000TC
Stephen M. Hill	2645 Church Lane San Pablo, California, 95822	1973 Land-Rover 88, Series III
Matthew D. Israelson	82-44 249th Street Bellerose, L.I., New York, 11426	1974 Land-Rover 88, Series III
Kenneth Johnson	Main Street Chester, Vermont, 05143	1970 Land-Rover 88, Series IIa

New Members (cont'd):

B.T. Jones	Fairview Rt., Box 4186 Coquille, Oregon, 97423	1973 Land-Rover 88, Series III
Arthur Karpinski	511 National Bank Building Auburn, New York, 13021	1966 Land-Rover 109, Series IIa
John W. Keienburg	135 Windsor Drive San Antonio, Texas, 78228	1965 Land-Rover 88 Diesel 1968 Land-Rover 88, Series IIa
Gary Landes	205 West Hilltop Road Baltimore, Maryland, 21225	1967 Land-Rover 88, Series IIa
Daniel M. Less	22848 Schafer Drive Mt. Clemens, Michigan, 48043	1966 Land-Rover 88, Series IIa
Michael McKeegan	106 Lincoln Street Eugene, Oregon, 97401	1973 Land-Rover 88, Series III
Arlin J. Meier	15 East Medary Brookings, South Dakota, 57006	1973 Land-Rover 88, Series III
Kenneth E. Ockfen	26320-68 Ave E Graham, Washington, 98338	1969 Land-Rover 88, Series IIa
James Perry	3238 Main Street Rocky Hill, Connecticut, 06067	1972 Land-Rover 88, Series III
Mr and Mrs. C. Pixley	43 Moulton Street Springfield, Massachusetts, 01118	1951 Land-Rover 80, Series I 1963 109 IIa and 1969 88 IIa
David J. Place	219 Colcleugh Avenue Manitoba, Canada, R1A 0A4	1962 Land-Rover 88, Series II
Stewart Powell	P.O. Box 566 St. Stephen, South Carolina, 29479	1965 Land-Rover 109, Series IIa
Donald Reutemann	919 Arapahoe Boulder, Colorado, 80302	1967 2000TC
Charles E Ritts III	107 Mills Avenue Braddock, Pennsylvania, 15104	1963 Land-Rover 88, Series IIa
Richard Michael Roberts	1643 Blue Hill Avenue Mattapan, Massachusetts, 02126	1969 2000TC, two 1970 3500S's
Mary F. Romig	P.O. Box 83 Topanga, California, 90290	1969 Land-Rover 88, Series IIa
David B. Sampson	8638 W. Berwyn Chicago, Illinois, 60656	1969 Land-Rover 88, Series IIa
Auston E. Schill	5505 Robertson Drive Des Moines, Iowa, 50312	1973 Land-Rover 88, Series III
Robert J. Smith	381 NW 20th Street, Apt. #14 Boca Raton, Florida, 33432	1973 Land-Rover 88, Series III
Dennis Staffne	1329 W. Gargo, Apt. 3S Chicago, Illinois, 60626	1974 Land-Rover 88, Series III
Jack Sloanaker	65 Bow Road Belmont, Massachusetts, 02178	1967 Land-Rover 109, Series IIa
Capt. Robert Tretsch	MOQ BB 19 Camp Lejeune, North Carolina, 28542	1966 Land-Rover 109, Series II
Jim Tonery	c/o 473 Santa Anita Avenue Burbank, California, 91501	1974 Land-Rover 88, Series III
Dutch Van HeilenBourque	3135 Domar Memphis, Tennessee, 38118	1967 Land-Rover 109, Series IIa 1973 Land-Rover 88, Series III
Richard V. Wentling	29 Overlook Road West Haverstraw, New York, 10993	1973 Land-Rover 88, Series III
James M. Wolford	3830 Loma Vista Ventura, California, 93003	1961 Land-Rover 88, Series II

Renewal Members:

Alvin Babbit	309 Muriel Drive Northglenn, Colorado, 80233	1970 3500S
J.B. Cartwright	7 Elysian Way East Liverpool, Ohio, 43920	1968 2000TC
John Finken	3500 Fernwood Avenue Los Angeles, California, 90039	1969 2000SC Automatic
James Gibbs	1947 West 19th Avenue Vancouver, British Columbia, Canada	1970 3500S
Wm. P. Miller	3256 So. Hoyt Way Denver, Colorado, 80227	1971 3500S
Dr. James Pilcher jr.	512 West 8th Street Louisville, Georgia, 30434	1973 Land-Rover 88, Series III
Phil S. Work	P.O. Box 173 Ashburn, Virginia, 22011	1966 2000SC



Land-Rover Parts Interchange: Member Charles E. Ritts recently forwarded some parts interchange information to us which he compiled for the Land-Rover. He emphasizes that all of the following American parts are available through NAPA automotive parts stores. The parts listed specifically fit the Land-Rover Series IIA, 2½ litre petrol models, "88" or "109".

BRAKE LININGS

Each lining set contains riveted linings for 2 wheels. Rivet holes in Rover shoes must be drilled out from .183 to .187 diameter in order to use the standard 7-6 rivets.

Lining Set for 88 front and rear	NAPA #865D
Lining Set for 109 front (4 cylinder)	NAPA #899D
Lining Set for 109 rear (both 4cylinder and 6 cylinder)	NAPA #8004D

ELECTRICAL

12 volt positive ground ignition coil (4 cylinder)	1C 64
Distributor cap (4 cylinder)	EP 48
Distributor cap (6 cylinder)	EP 46
Rotor (4 cylinder)	EP 41
Rotor (6 cylinder)	EP 44
Point set (4 cylinder, 6 cylinder)	Cs 207
Point set	
Condenser (4 cylinder, 6 cylinder)	EP 29
Generator Brush set (4 cylinder)	E 403
Starter brush set (4cylinder, 6 cylinder)	E 500
Stoplight switch (push-on terminals)	SL 147

UNIVERSAL JOINTS

two sizes: measure before ordering

2 15/16 length over bearing caps

3 7/32 " " " "

5-4X

5-153X

Also use 5-4X for front axle half-shafts by discarding grease nipples and securely tightening the furnished plug in its place.

BALL AND ROLLER BEARINGS

Wheel bearings: inner cone	359 s	Timkin
" " inner cup	354 X	"
" " outer cone	11162	"
" " outer cup	11300	"
Differential side bearing: cone	2788	"
" " " cup	2729	"
Differential pinion bearing: front cone	3490	"
" " " front cup	3420	"
" " " rear cone	31885	"
" " " rear cup	312 D	"
Lower king pin stub bearing: cone	21075	"
" " " " cup	21212	"
Layshaft front bearing	1305-3X1	Federal
Main drive gear bearing	LS13-3X1	"
Mainshaft bearings	1307-3X1	"

MISCELLANEOUS

Fan and generator belt (4 cylinder)	Modac 15
" " " " (6 cylinder)	" 137
Thermostat (4 cylinder, 6 cylinder)	160° Thompson 70
	180° " 170