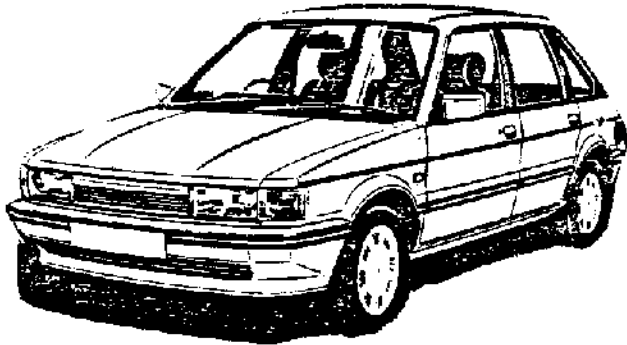


AUSTIN ROVER

Service

BULLETIN
Maestro **TECHNICAL**



	Initials	Date
<input type="checkbox"/> PRINCIPAL		
<input checked="" type="checkbox"/> SERVICE MANAGER		
<input type="checkbox"/> SALES MANAGER		
<input checked="" type="checkbox"/> PARTS MANAGER		
<input checked="" type="checkbox"/> WARRANTY ADMIN'R		
<input checked="" type="checkbox"/> SERVICE RECEPTION		
<input checked="" type="checkbox"/> WORKSHOP		

X indicates the persons to whom this information should be circulated

Item 1

THROTTLE CABLE SEIZURE

DERIVATIVE: All

Problem:

Throttle cable seized.

Cause:

Overheating resulting from heavy starter motor current passing through the cable, due to poor earthing (power unit to body) following disturbance of earthing connections during work in the engine compartment.

Action:

Fit new cable.

Always ensure that ALL earth connections are correctly made following any work involving their disconnection.

Check by cranking engine and feeling insulation on outer cable immediately after cranking to ensure that it has not become hot.

Item 2

CLUTCH CABLE PROBLEMS

DERIVATIVE: All Manual

Problem:

Premature wear of clutch centre plate.

Cause:

Clutch release cable self adjusting mechanism not operating correctly

Action:

New clutch cables have been introduced on production and are available from Unipart. They should be fitted to earlier vehicles in the event of premature clutch wear. For fitting instructions, refer to the appropriate repair manual. Part number and change point details are as follows:



ROVER 800 SERIES

**2.7 ENGINE & ELECTRONIC
 AUTOMATIC TRANSMISSION**

SERVICE INSIGHT

VIDEO TRAINING FROM AUSTIN ROVER SERVICE

Model	Old pt. no.	New pt. no.	Clear VIN
Maestro 'O' rhd }	ADU 8851	GVC 5009	505881
Maestro 'S' rhd }	ADU 8036	GVC 5015	502890
Maestro 'A' rhd }	ADU 7029	GVC 5014	503531
Maestro 'A' & 'S' lhd }	ADU 7031	GVC 5013	503605
Maestro 'O' lhd efi }	ADU 9827	GVC 5012	
Maestro Diesel lhd }	CDU 1021	GVC 5011	
Maestro Diesel rhd }	ADU 9876	GVC 5016	505321

	new belts	all other times
Alternator belt	7 - 8	6 - 7
strg. pump belt	7 - 9	6 - 7

Should difficulty in achieving sufficient tension on the p.a.s. drive belt be experienced, the modification to the p.a.s. pump mounting bracket described in Bulletin 187, Item 14 (text reproduced below) should be carried out.

Problem:

p.a.s. pump belt cannot be adjusted correctly.

Cause:

p.a.s. bracket fouls cam belt cover bracket when at limit of adjustment

Action:

Modified bracket introduced on production at vin 486707 (Maestro) and 379553 (Montego).

On earlier vehicles in service, the bracket can be modified by cutting a recess to the dimensions shown in the illustration.

Dimension "A" = 25 mm

Dimension "B" = 8 mm

Claims:

S.R.O. 57.20.10/88

Time allowance: 1.05 hours

Complaint code: 2H5A

Item 4

HEATER - POOR PERFORMANCE

DERIVATIVE: r.h.d. - non air-con

Problem:

Heater output inadequate

Cause:

Incorrect adjustment of controls

Claims:

S.R.O. 33.25.05

Complaint code: 3B0Z

Item 3

POWER STEERING DRIVE BELT - SQUEAL FROM

DERIVATIVE: (p.a.s. versions)

Problem:

Squeal from power assisted steering pump drive belt.

Cause:

Drive belt not sufficiently tight.

Action:

It is important to note that the power assisted steering pump is driven by the water pump pulley, which is in turn driven by the crankshaft pulley.

Therefore, where belt noise occurs, the tension of BOTH the alternator and the p.a.s. pump belts should be measured with a KM4088AR tension gauge and the belts be adjusted as necessary in accordance with the manual instructions.

Note:

when adjusting belt tension, do not lever against the p.a.s. pump reservoir as it will deform and may leak.

Belt tension figures in KM4088AR tension gauge units are:

Action:

- 1 Remove fuse panel beneath steering wheel.
- 2 Move heater "blend" control lever 'A' on fascia to maximum heat position.
- 3 Loosen bolt 'B'.
- 4 With blend control lever as far downward as it will naturally travel, rotate lever 'C' in direction of arrow 'D' as far as it will naturally travel.
- 5 With levers 'A' and 'C' held in these positions, re-tighten bolt 'B'.
- 6 Check that blend lever 'A' now stays in the maximum heat detent position.

Move blend lever up and down a few times and then return it to the maximum heat position. If the lever now engages in the maximum heat detent position, the increased effort required to disengage it should be detectable.

- 7 Close all centre vents, set distribution control to "defrost". Select maximum fan speed and check that blend lever remains in maximum heat position. If not, switch fan off and repeat procedure from step 2.
- 8 Replace fuse panel.
- 9 Confirm that heater performance is now satisfactory.

VIN ranges affected:

Maestro 483647 to 501030

Montego 375258 to 399316

Claims:

S.R.O. 80.10.03.88

Time allowance: 0.20 hours

Complaint code: 7S9A

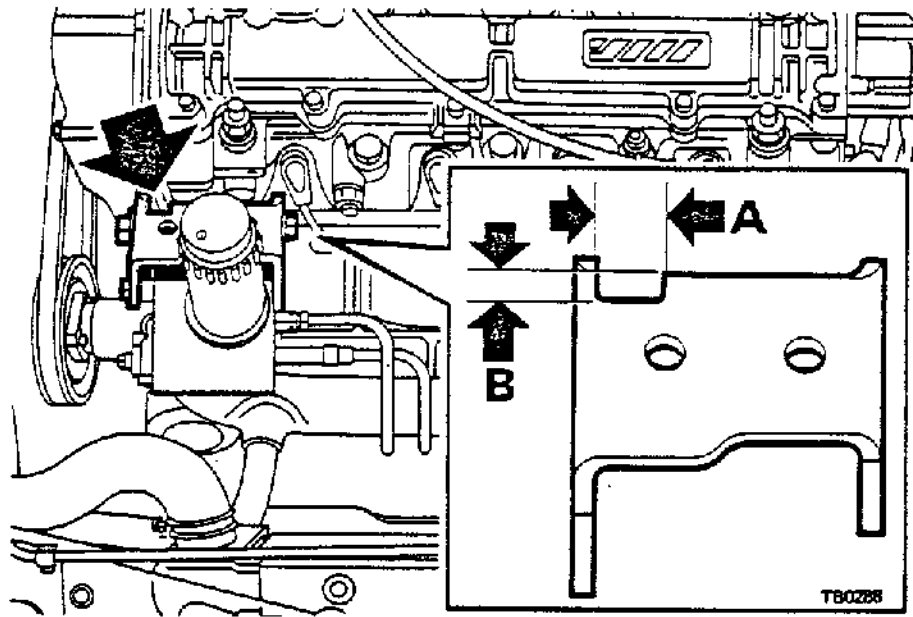


Fig. 3/1

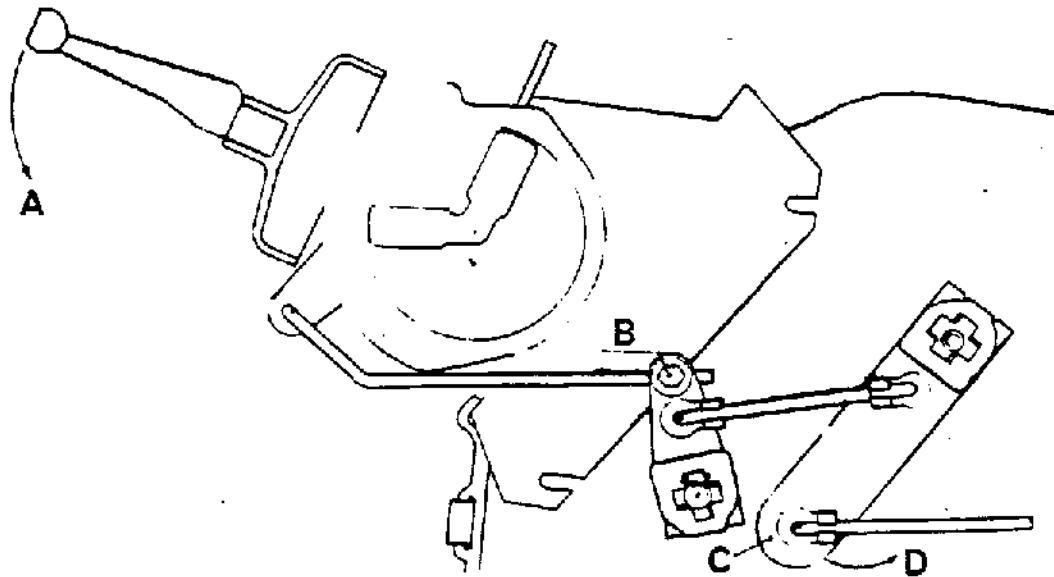


Fig. 4/1