

AUSTIN ROVER

Service

BULLETIN
MAESTRO TECHNICAL



		Initials	Date
	PRINCIPAL		
X	SERVICE MANAGER		
	SALES MANAGER		
X	PARTS MANAGER		
X	WARRANTY ADMIN'R		
X	SERVICE RECEPTION		
X	WORKSHOP		

X indicates the persons to whom this information should be circulated

Item 5

DOOR HINGE WELDS - INCOMPLETE

DERIVATIVE: All

Problem:

Welds between hinges and doors imperfect or incomplete.

Cause:

Robot welder not operating correctly.

Action:

Examine welds as described below and re-weld as necessary.

Affected vehicles:

All Maestros (cars and vans) from 510000 to 512600 and all Montegos from 418000 to 421600

which are unsold or which have not yet received their after sales service.

The work should be done either during the pdi or, where this has been completed at the after-sales service.

Claims:

Complaint code: E747

Option code:

A for attention to one door, one hinge

B for attention to one door, two hinges

C for attention to two doors, one hinge each

This will credit you with the equivalent of 4.35, 4.70 or 8.70 hours of labour respectively.

Procedure:

- 1 Examine welds (arrowed in illustration) between the hinges and the door on all four passenger doors (two doors only on van) and the door. Look for missing welds and for any weld in which the filler metal has not made a proper bond with the door panel.
- 2 Any missing or suspect weld should be dealt with as follows:
 - a. remove trim pad from door and disconnect wiring, where fitted.
 - b. remove door from car.
 - c. ensure that nothing within door will be damaged during welding.
 - d. use mechanical means, e.g. small rotary wire brush,



SERVICE INSIGHT



ROVER 800 SERIES

**2.7 ENGINE & ELECTRONIC
 AUTOMATIC TRANSMISSION**

VIDEO TRAINING FROM AUSTIN ROVER SERVICE

to remove paint from area to be welded and make repair as necessary, using CO2 welding.

- e. clean off welded area, degrease and repaint using etch primer and normal repainting process. Treat similarly bare area on body where hinges are bolted and mating faces of hinges.
- f. treat inside of door where hinges are attached with Unipart cavity wax.
- g. refit door to car and adjust as necessary.
- h. make good paint damage to bolt heads.
- i. re-assemble door.

Item 6

ENGINE STALLING AT IDLE

DERIVATIVE: S & O series engines - (with carb. & eng. management)

Problem:

Engine stalling at idle.

Cause:

Throttle jacking system inoperative.

Action:

Check for correct operation of throttle pedal switch using Fast-Check SMD 4049.

Note:

The throttle jacking system operates only when the throttle pedal switch contacts are closed. Stalling at idle can often result if the accelerator pedal is bent to suit a driver's individual requirement for comfort and the throttle switch is not re-adjusted to close in the new position.

WARNING:

The fuel cut-off solenoid will also fail to operate if the throttle switch is incorrectly adjusted.

Item 7

GEARBOX - CHANGE TO TYPE FITTED

DERIVATIVE: All manual

This replaces Item 20 in Service Bulletin 174, adding information in respect of later changes to gearboxes fitted to Rover 820 models.

Problem:

Correct identification of type of gearbox fitted.

Cause:

Manual versions of the models listed are now fitted with gearboxes built in the U.K. by Austin Rover.

Earlier cars were fitted with gearboxes built by Honda in Japan. The change to U.K. manufacture was progressive (see table 7/1 for details).

A number of internal components differ and are not interchangeable between the two types. Consult appropriate microfiche for details.

Action:

For identification of the two types of gearbox see table 7/2.

Serial number prefixes remain the same in both cases:

K6AR - Maestro MG

M5AR - Maestro Diesel Van

L6AR - Montego 2.0 (except MG & Turbo)

K6AR - Montego MG

K7AR - Montego Turbo

K6BS - Rover 216 (except Vitesse)

G6BS - Rover 216 Vitesse

G6DT - Rover 820

Following the above, gearboxes with different gear ratios have been fitted to Rover 820 models, progressively from vin 178121.

Action:

These latest gearboxes can be identified by checking the prefix on the white bar coded label - V4DT in place of G6DT.

The following components are affected:

- Gear, third speed - mainshaft
- Gear, fourth speed - mainshaft
- Gear, fifth speed - mainshaft

Countershaft

Gear, third speed - countershaft
Gear, fourth speed - countershaft
Gear, fifth speed - countershaft

Gear, final drive

Refer to Parts Information Bulletin or microfiche for part number details.

Final drive ratios are:

V4DT: 4.20 - 1
G6DT: 3.937 - 1

Table 7/1

Change Point Details:

Maestro MG:	Progressively from XC 477094 to 478388
Maestro Diesel van:	Progressively from XC 477100 to 479823
Montego 2.0 (except MG & Turbo):	Progressively from XE 366025 to 367037
Montego MG:	100% from XE 367532
Montego Turbo:	100% from XE 383093
Rover 216:	Progressively from XH 143129
Rover 820:	Progressively from XS 135300 to 143319

Table 7/2

Gearbox identification:

Honda	Austin Rover
label colour gold with 7 digit serial no. commencing with 1	label colour white with 7 digit serial no. commencing with 2 (label also carries a bar code)

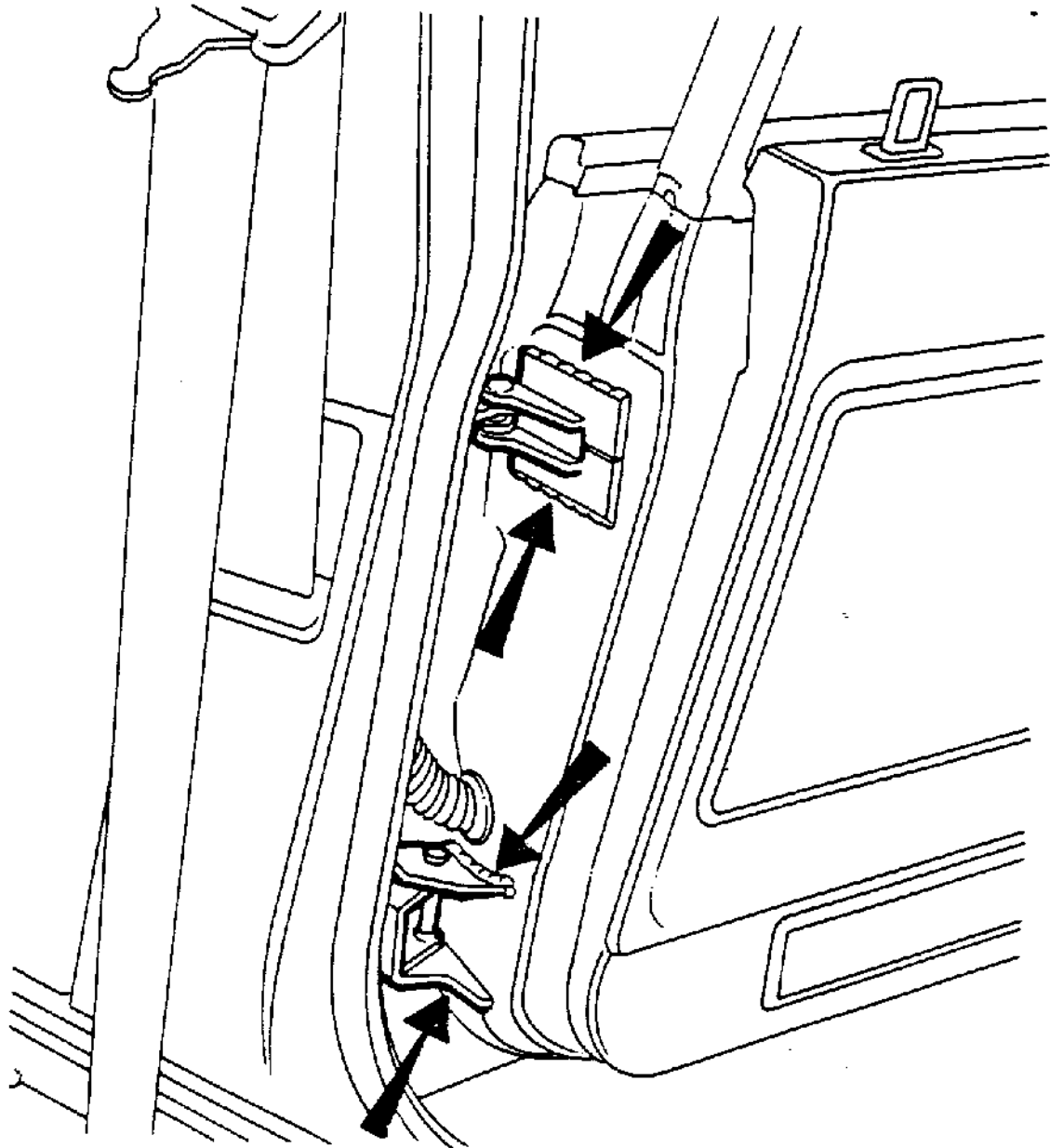


fig 5/1