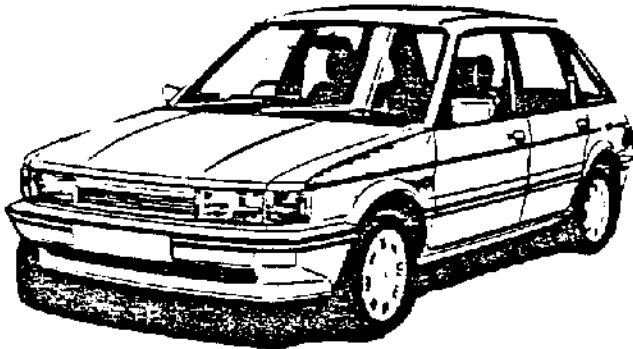


AUSTIN ROVER

Service

BULLETIN
MAESTRO TECHNICAL



	Initials	Date
PRINCIPAL		
<input checked="" type="checkbox"/> SERVICE MANAGER		
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 9

COOLANT LEAK FROM RADIATOR
 (Issue 2 to correct part nos.)

DERIVATIVE: 1.3 versions

Problem:

Coolant leaking from radiator.

Cause:

Radiator damaged by engine vibration transmitted via excessively rigid top hose.

Action:

More flexible top hose introduced at vin:

512224 Maestro

512234 Maestro van

422280 Montego

A modified hose can be identified as shown (see illustration) and, where this problem is encountered, one should be fitted at the same time as a replacement radiator to avoid recurrence.

Parts:

model old part no. new part no.

Maestro GRH 705 GRH 835

Maestro van GRH 714 GRH 836

Montego GRH 705 GRH 835

Claims:

Refer to Repair Operation Times manual for appropriate S.R.O. and time allowance.

Complaint code: 2C5M

Item 10

**STEERING RACKS -
 REPORTED STIFFNESS**

Problem:

Steering racks being replaced unnecessarily because of reported stiffness

Cause:

Incorrect diagnosis.

Action:

To establish whether rack stiffness is present, the



ROVER 800 SERIES

2.7 ENGINE & ELECTRONIC
 AUTOMATIC TRANSMISSION

SERVICE INSIGHT VIDEO TRAINING FROM AUSTIN ROVER SERVICE

following basic checks must be carried out:

- 1 Support front of vehicle with wheels off the ground, under suspension arms and as far outboard as possible, i.e. with suspension as near as possible to normal ride position. Turn steering wheel to confirm that stiffness exists.
- 2 Disconnect track rod end joints from steering arms. If steering wheel is still stiff to turn, continue with next item. If not, rectify stiffness in swivel hub(s).
- 3 Disconnect steering column from rack pinion and check for stiffness in column or, by articulation, in universal joints.

Only after all the above checks have been carried out can it be confirmed that the problem lies within the rack.

Claims:

Consult appropriate Repair Operation Times manual for S.R.O. and scheduled time relevant to the problem diagnosed.

Item 11

PLASTICS CULISSE - INTRODUCTION OF

DERIVATIVE: All with glass panel sun roof

Problem:

Possibility that incorrect fixing screws could be fitted in service

Action:

From the VIN below cars with glass panel sun roofs are fitted with plastics culisses.

513075 Maestro

423514 Montego

With this change, a different type of culisse fixing screw has also been introduced and UNDER NO CIRCUMSTANCES should the earlier type of screw be used with a plastics culisse - see illustration.

Parts:

CDU 3423 culisse assembly r.h. 1 off

CDU 3424 culisse assembly l.h. 1 off

BYP 1004 screw, Power-Lok 3 per culisse

The new screws are recognisable by their being blue in colour as opposed to the black colour of the earlier type

Item 12

BATTERY FAILURE

DERIVATIVE: General

Problem:

Battery care procedures on workshop poster SMD 8809 "Maintaining the Charge" (issued in the U.K. only) are out of date

Action:

Remove posters and ensure that the latest procedures (see Service Bulletin 19 Item 39) are followed

Item 13

SPEEDOMETER CABLE NOISE

DERIVATIVE: r.h.d. versions

Problem:

Noise from speedometer cable on cars equipped with VDC cables and Nippon Seiki instruments (identifiable by having a round trip re-set button).

Cause:

A foul condition between cable and fresh air duct and/or wiring harness.

Action:

Where a customer complains, the following action is suggested as an interim "fix" pending the introduction of a modified duct.

- 1 Disconnect battery and remove wiper motor plenum cover.
- 2 Remove instrument pack and speedometer cable.
- 3 Detach foam material from upper surface of right hand face level duct adjacent to speedometer cable.
- 4 With a pad saw or a heavy duty craft knife, cut a "V" section approximately 32 mm wide and 15 mm deep from the right hand face level vent duct, as shown in illustration. Ensure that any swarf or small particles are removed.
- 5 Cover cut area of duct with black waterproof tape, forming a suitable depression to provide clearance for cable.

- 6 Check position of wiring harness to ensure that it will not foul speedometer cable when re-assembled. Fit new cable and refit original instrument pack, ensuring speedometer cable is positioned centrally in cut-out section of heater duct to avoid fouling. It is necessary to fit a new cable as abnormal wear will have taken place within the cable where it has fouled the duct or the harness.

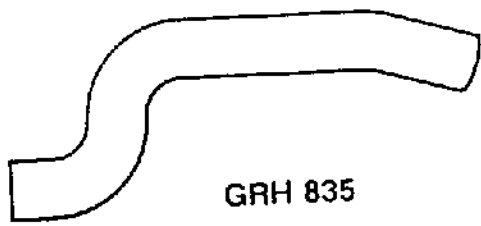
Refit wiper motor plenum cover, reconnect battery and road test vehicle.

Claims:

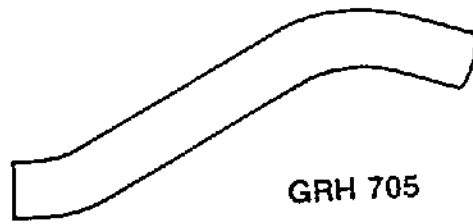
S.R.O. 88.30.06/88

Time allowance: 1.25 hours

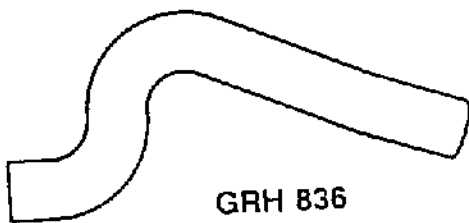
Complaint code: 7T3K



GRH 835



GRH 705



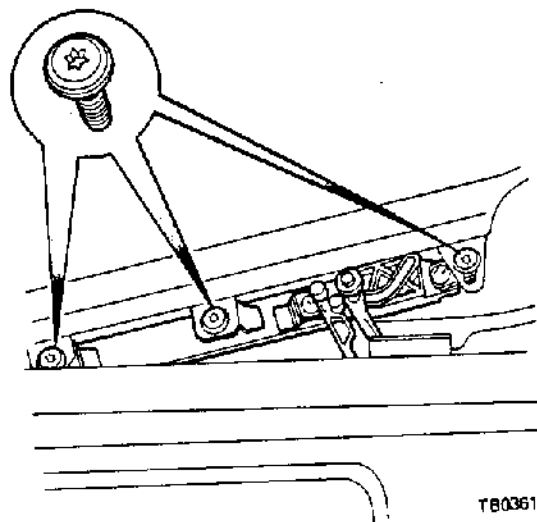
GRH 836



GRH 714

T80383

fig. 9/1



T80361

fig. 11.1

