

**AUSTIN ROVER**  
  
**Service**

**BULLETIN**  
**MONTEGO TECHNICAL**



	Initials	Date
<b>X</b>		
<b>X</b>		
<b>X</b>		
<b>X</b>		
<b>X</b>		

X indicates the persons to whom this information should be circulated

**Item 4**

**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 5

#### 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 6

**DERIVATIVE: manual versions**

#### GEARBOX - CHANGE TO TYPE FITTED

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 6/1 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 6/2.

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 176121.

**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

**Item 7**

**MECHANICAL FUEL PUMP -  
CANNOT BE FITTED**

**DERIVATIVE:** 2.0 single carb.

**Problem:**

Existing mechanical fuel pump cannot be fitted to current specification replacement engine or cylinder head.

**Cause:**

As all current models are now fitted with electric pumps, current engines and cylinder heads have no provision for the fitment of a mechanical pump.

For this reason, current "02" engines and cylinder heads are NOT suitable for fitment as replacements to earlier single carburettor cars and the following action should therefore be taken.

**Action:**

Check the availability of reconditioned units, referring to Parts Information letters, bulletins and microfiche.

For cars fitted with "01" engines (prefix 20HA), limited numbers of exchange engines are available under part number BHM 1509E.

For cars fitted with "02" engines (prefix 20HB/20HC), limited numbers of exchange engines are available under part number BHM 1576E.

**Note:**

"01" engines may be replaced by "02" exchange units provided that the conversion described in Item 617 is carried out.

For cases where a cylinder head only is required, a replacement "02" head is to be introduced in the near future and details will be published when this is available. It will be suitable ONLY for "02" engines fitted with mechanical pumps.

**Item 8**

**BODY STYLING KIT  
PRECAUTIONS DURING  
PAINT REPAIRS**

**DERIVATIVE:** (where fitted)

**Problem:**

Risk of g.r.p. styling kits, bumpers and spoilers becoming distorted in low bake stoving ovens.

**Cause:**

Exposure to temperatures above 40 degrees C. Certain areas in low bake stoving ovens may develop temperatures in excess of this.

**Action:**

Care MUST be taken with oven temperature control to avoid g.r.p. panels being exposed to such temperatures.

Table 6/1

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 6/2

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)

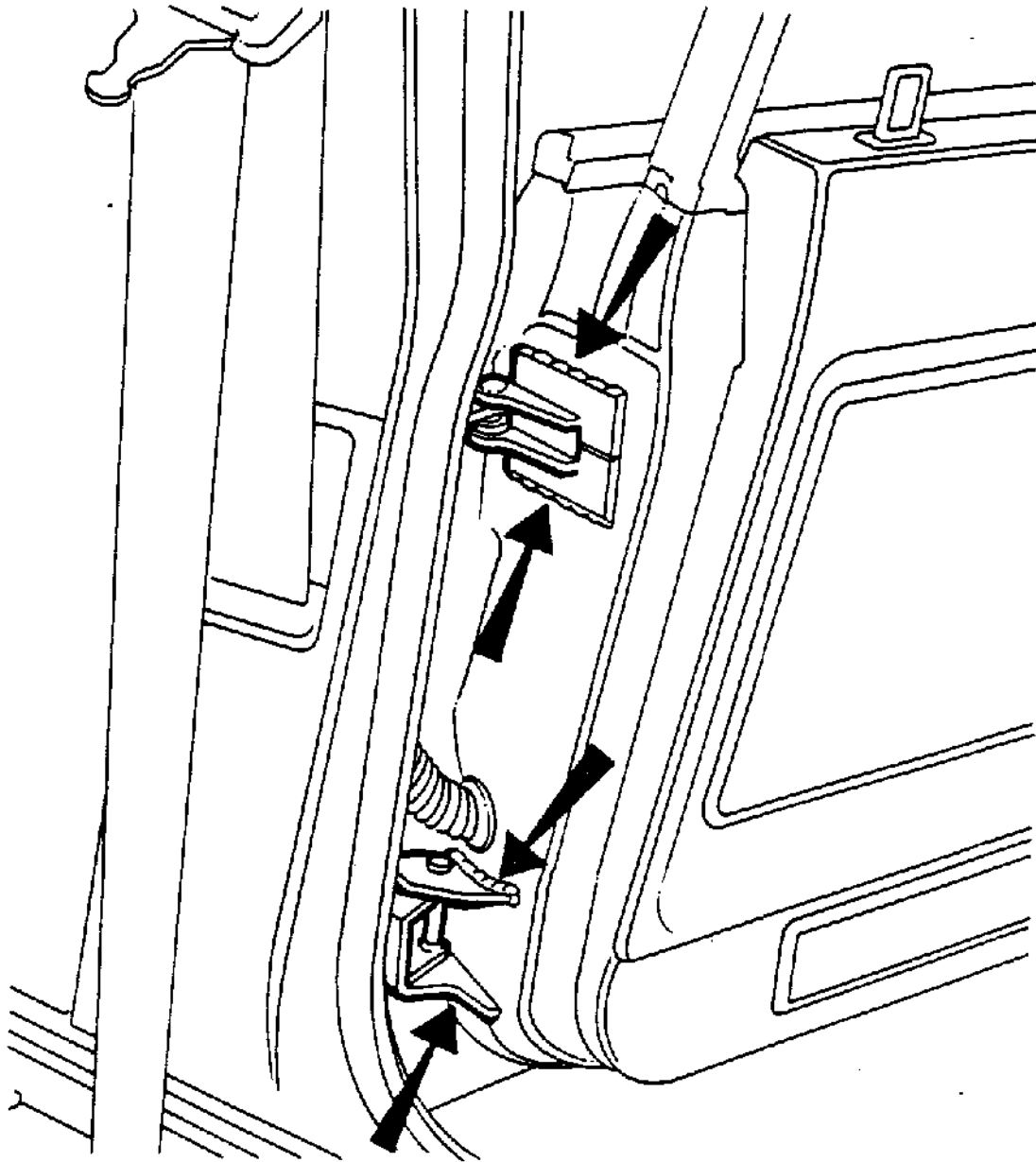


fig. 4/1