

AUSTIN ROVER

Service

BULLETIN
MONTEGO 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 10

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 838
Montego	GRH 705	GRH 835

Claims:

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

Complaint code: 2C5M



ROVER 800 SERIES

**2.7 ENGINE & ELECTRONIC
 AUTOMATIC TRANSMISSION**

SERVICE INSIGHT

VIDEO TRAINING FROM AUSTIN ROVER SERVICE

Item 11

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 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 12

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 l.h. 1 off

CDU 3424 culisse assembly r.h. 1 off

BYP 10004 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 13

WINDSCREEN WIPERS - MALFUNCTION IN DELAY MODE

DERIVATIVE: All

This replaces Item 19 in Bulletin 187, which contained two incorrect vins.

Problem:

Incomplete sweep, stalling or jerking can occur in delay mode and on final parking sweep in continuous mode on cars in VIN range 367095 to 397676 r.h.d. or 401886 l.h.d. (Montego) and VIN 150843 to 170499 r.h.d. or 170597 l.h.d. (Rover 800).

Cause:

Loss of electrical continuity within the wiper motor, especially in cold weather, due to unsatisfactory grease specification.

Action:

Wiper motors containing grease to a revised specification have been introduced on production (see VINs above). For identification purposes, these have a dab of white paint on the motor end plate.

To modify cars in service, the grease should be changed as follows:

- 1 Remove wiper motor in accordance with repair manual instructions.
- 2 Remove four screws securing gearbox cover plate to gearbox casting.
- 3 VERY CAREFULLY remove cover plate, easing the gasket away from the cover plate, using a scalpel if necessary, to avoid gasket damage; especially in the sealed area, where the red, blue and black wires enter the body of the motor.
- 4 Remove the nylon gear wheel and spindle assembly from the gearbox casting, noting the position of the spring washers and flat washer.
- 5 Using a paper towel, wipe away all original grease from the gear; then wash it in white spirit, paying

special attention to the surface of and the cut-outs and recesses in the electrical contact disc. Do not use cloth, as lint particles could be deposited on the components.

- 6 Wipe away grease from the cover plate and contact "fingers". Check height of contact "fingers" before and after cleaning; restoring them to their correct positions, if necessary.
- 7 Wipe away as much grease as possible from gearbox housing and worm gear. Do not wash with white spirit as it may enter the motor bearings.

Apply new grease CDU 3880 to the following areas:

1. worm gear
2. contact "fingers"
3. gear wheel spindle
4. gear wheel teeth

N.B. every tooth must be greased to avoid premature wear

5. contact disc

Note:

Grease is supplied in 30 gramme sachets which should be enough for two motors.

- 8 Refit gear and spindle assembly.
- 9 Refit cover plate and four securing screws, taking care not to damage contact "fingers".
- 10 Refit motor to car in accordance with repair manual instructions, noting that:

motor **MUST** be connected and run to its parked position **BEFORE** the linkage is refitted.

wiper arms must be correctly positioned on their spindles so that they park against the stops

- 11 Check operation of wipers in all modes.
- 12 Identify car as having been modified by applying dab of red paint as follows:

Montego:

on plastic motor cover visible in plenum adjacent to bonnet hinge.

Rover 800:

on motor end plate which faces inner wing panel.

Parts:

Sachet of grease, part number CDU 3880, (sufficient for two cars).

Unipart stocks of motors are to the modified condition.

Claims:

Use complaint code E731 (with option code):

'A' for Montego

or

'B' for Rover 800

This will automatically credit you with the cost of the grease and labour allowances:

Montego 1.45 hours

Rover 800 0.90 hours

Item 14

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 191, Item 39) are followed.

Item 15

SPEEDOMETER CABLE NOISE

DERIVATIVE: r.h.d. versions

Problem:

Noise from speedometer cable on cars equipped with V.D.O. 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 vent adjacent to speedometer cable.

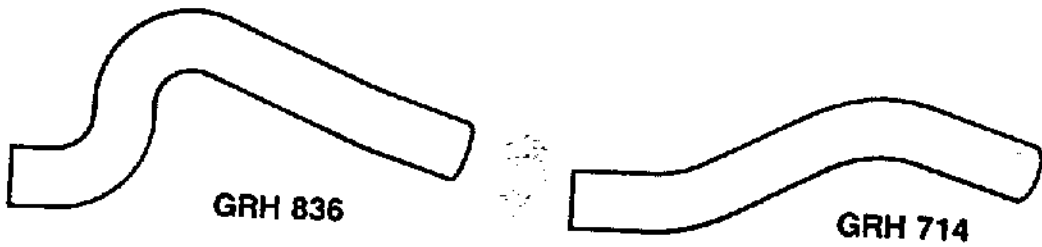
- 4 With a pad saw or a heavy duty craft knife, cut a "V" section approximately 32 mm wide and 15 mm deep from the right hand face level vent duct, as shown in illustration. Ensure that any swarf or small particles are removed .
- 5 Cover cut area of duct with black waterproof tape, forming a suitable depression to provide clearance for cable.
- 6 Check position of wiring harness to ensure that it will not foul the cable on re-assembly. Re-position harness if necessary.
- 7 Fit new cable and refit original instrument pack, ensuring that cable is positioned centrally in the cut-out section of the 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.
- 8 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



T80383

fig. 10/1

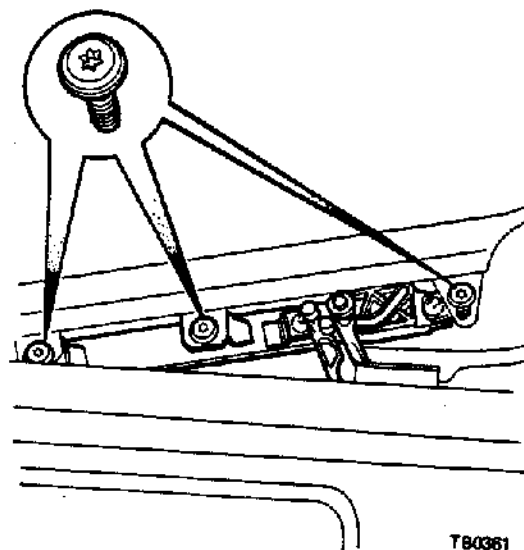


fig. 12/1