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TECHNICAL SERVICE BULLETINS

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SERVICE

TECHNICAL SERVICE BULLETIN

The British Motor Corporation / Hambro Inc.

734 GRAND AVENUE, RIDGEFIELD, NEW JERSEY

June 15, 1965

TO ALL DISTRIBUTORS AND DEALERS

Re: Dunlop SP41 Tyres

All Cars

The above radially-braced tyres are approved with the under-mentioned qualifications:

1. General

They make the suspension harsh at low speeds and will not therefore normally be fitted as original equipment except in the case of models (a) and (b), below, which have been specially engineered to suit them:

- (a) MGB (as optional equipment)
- (b) Mini Cooper 'S': A few early cars were fitted with C41 tyres but the present specification is SP41 with tubes. Where SP41 tyres are fitted as replacements, tubes must be used. Other details are as (2) below.

SP41 tyres fitted to other models would make the standard speedometer slightly inaccurate and to overcome this, specially calibrated instruments will shortly be available. Part Nos. will be given in revised pages for the Service Parts Lists.

2. Mini Range (incl. Cooper but not Cooper 'S')

Where SP41's are called for as replacements, tubeless tyres 145-10 should be fitted in complete sets, though it is permissible to fit them to both rear wheels only where an owner wants not more than two replacement tyres and where it can be assumed that the others will be changed to SP41 145-10's in due course. It is emphasised that on no account should SP tyres be fitted to the front wheels only (with conventional tyres at the rear).

SP tyres on these cars should be kept at 28 lb./sq.in.

Cont.....

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front and 26 lb./sq.in. rear.

3. 1100 Range

Low speed harshness created by SP41's is unlikely to prove acceptable. Where an owner insists on having them, however, in the interests of longer tread life etc., SP41 tyres (tubeless) may be fitted, though never to the front only.

Recommended pressures for this application are:

32 lb./sq.in. front.
28 lb./sq.in. rear.

4. Sports Cars

Recommended pressures in lb./sq/in. for SP41 tyres fitted to these models are tabulated below:

<u>Model</u>	<u>Front</u>	<u>Rear</u>
Midget/Sprite	22	24
MGB (normal motoring)	21	24
MGB (sustained high speeds)	27	31
Healey 3000 (normal motoring)	25	30
Healey 3000 (sustained high speeds)	30	35

* Please destroy previous issue.



TECHNICAL SERVICE BULLETIN

The British Motor Corporation / Hambro Inc.

734 GRAND AVENUE, RIDGEFIELD, NEW JERSEY

January 26, 1965.

SUBJECT:- REAR HYDROLASTIC UNIT HOSE - FOULING EXHAUST PIPE SUPPORT

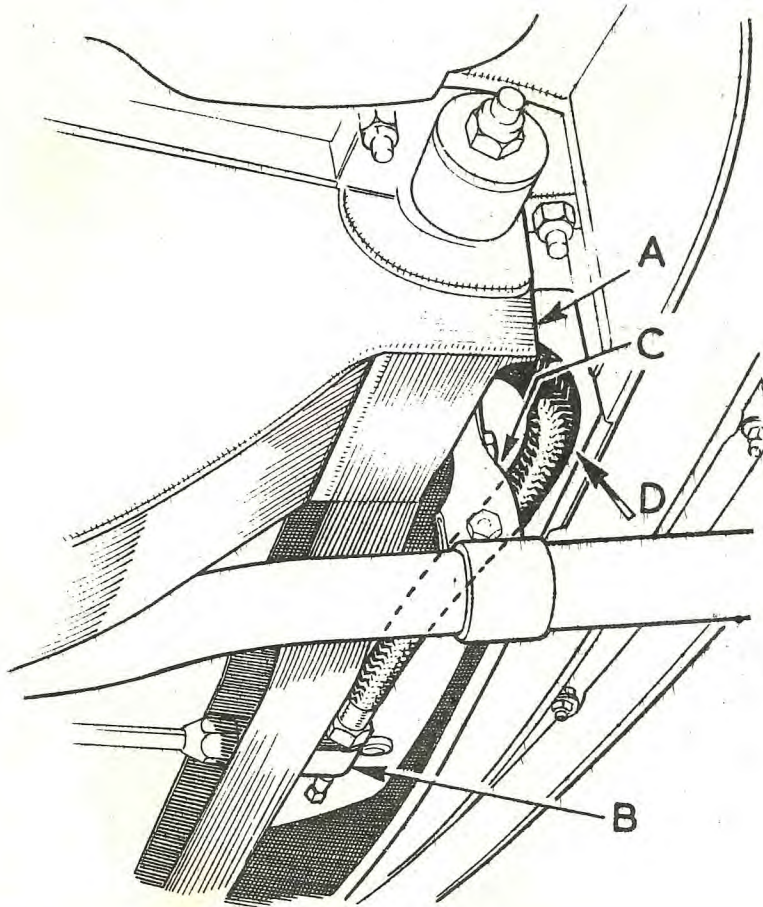
MODEL:- MINI Range (with Hydrolastic Suspension)

This complaint has arisen due to the tendency for the hose to twist when being assembled to the elbow on the rear sub-frame.

When fitting a new displacer unit the hose must be assembled to take a straight natural path, on a line between the hole in the rear sub-frame sleeve 'A' and elbow 'B'. This can be achieved by holding the hose initially with a slightly reversed bias, which will untwist into line on final tightening. Failure to observe this procedure will probably result in the hose fouling the rear exhaust pipe bracket 'C' and the lower edge of the body rear panel 'D'.

NB. Before pressurizing the system, the flexible hose may appear to be stretched and to be close to the exhaust mounting. This condition will rectify itself when the system is pressurized as the hose will protrude from sub-frame approximately a further inch, thus giving adequate clearance between hose and exhaust mount.

P.T.O.





TECHNICAL SERVICE BULLETIN

The British Motor Corporation / Hambro Inc.

734 GRAND AVENUE, RIDGEFIELD, NEW JERSEY

February 15, 1965.

SUBJECT:- FRONT SUB-FRAME STOP BRACKET

MINI Range

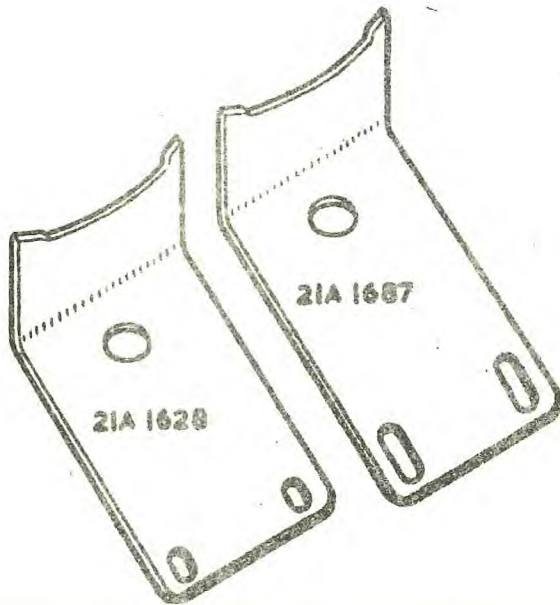
In order to accommodate minor variations in the shape of the Hydrolastic unit, the locating slots 'A' in the stop bracket 21A 1628 have been re-positioned and lengthened.

The modified bracket will be available under Part No. 21A 1687, and was introduced at Car Nos:

AUSTIN	660751 plus 657408 to 657550
MORRIS	312014

When supplying a new displacer unit prior to the above change points the new stop bracket 21A 1687 is also required to avoid difficulty in fitting the displacer. 21A 1687 should be assembled with flat washers PWZ 203.

P.T.O.





TECHNICAL SERVICE BULLETIN

The British Motor Corporation / Hambro Inc.

734 GRAND AVENUE, RIDGEFIELD, NEW JERSEY 07657

January 30, 1966

TO ALL DISTRIBUTORS AND DEALERS

Re: Steering Column To Steering
Pinion Alignment

Mini Range
1100 Range

Whenever a steering rack assembly or inner column is removed for any purpose, it is important that the following instructions are carried out to ensure that the inner column runs true to the pinion shaft, thus preventing heavy steering and additional stresses on the pinion shank on reassembly

1. With column removed from vehicle, detach horn push, remove steering wheel, indicator stud, horn slip ring and contact assembly.

Push inner column downwards and remove from outer column.

2. Position steering rack in a fixture with pinion vertical, as at 'A'. Ensure that pinion bearings are in good condition and fit inner column to pinion. Fully tighten clamp bolt 'B'.

P.T.O.