



holding the differential assembly to the chassis. These are accessed just under the fuel tank after removing the boot black hardboard panel and two small panels. The differential can be lowered a few inches on a jack. The handbrake callipers, linkage, piping/hoses/bleed nipples on top are now easier to see and touch. I suggest replacement of all piping/hoses as these are usually extremely rusty/cracked. The linkage can now be detached from the differential housing. This is likely to be very dirty and stiff, sometimes solid, with rust. This can be left on the cable end and cleaned and greased in situ but can be removed easily. This will reduce the handbrake lever effort and prevent a possible cause of drag. Before removing the handbrake linkage, first remove the lever to cable pivot pin carefully and tie back the actuator handbrake lever close to its assembled position. This is necessary as it is possible that the internal tappet can move irreversibly out of position and the calliper must then be stripped down to put it back in position. When replacing a brake calliper check the correct operation by moving this lever and ensuring that the pad actuator is moving and retracting (like Steve). If it is not moving it is likely that the tappet has moved out of its correct position. Use of a sticky grease will hold this in place as it is assembled.

I did not discuss the calliper strip down as it is easier to replace with a rebuilt or breaker unit. The Haynes manual shows useful illustrations and instructions. Strangely, my Haynes 2200 manual does not show the calliper or servo cross section but these are shown very clearly in the 3500 Haynes.

There are few problems with the exception of the spring where I found a G clamp and three hands very helpful. My piston was difficult to get out and you may need to reconnect to the pressure supply to blow it out. I used some old fittings and a grease gun.

Stainless Steel

I think I speak for all of us Rover nuts when I say that I have such a dislike of rust that it hurts when I see it anywhere but it is agony when it attacks my car. We should all be certified I suppose because we all know to our cost that one thing Rover did not do in the seventies was paint a car. They coloured them nicely but that was all. So why did we not buy a car that was painted properly? Who knows that if Rover had painted them properly, the company may have survived.

I come from Sheffield where stainless steel was invented (formulated) and find it hard to understand that approximately 60 years later, volume cars could not be made from it. I know Delorean did but that's another story. I know some would say if



PG ROVER OWNERS CLUB

that had happened the car industry would be a lot smaller and many more of us (not only enthusiasts) would be driving a variety of old but shiny models, but would that be so bad? I know that efficiency has improved but as my son Paul points out, his 1960 Chevy would have been remelted 6 or 7 times with a much higher cost to the ecology than its high fuel consumption of 10 mpg.

However, to get to my point, during my 2200TC restoration, although I had some stainless fasteners I found many more badly rusted fasteners, and other parts, after 5 years off the road. On reassembly, I have changed all visible, and some hidden, fasteners, pipes, jubilee clips, hose and wire clips and hose adaptors, exhaust pipes and any other relatively simple parts which I could make, to stainless steel. The front brake pistons were very corroded so I made a set of stainless ones. I made all brake pipes from Kunifer a cupro nickel alloy, not strictly stainless but uncorrodable. I also made the boot spare wheel centre in stainless and then found that the plastic Viking ship badge was unavailable in this country. Fortunately I found this on the net in Australia for Aus \$59 at www.scottsoldroverrubber.com.au. This appears to be enamel on a metal base with a translucent smooth finish and seems to be well made. The ropes and ship on this are gold where my original is silver, so does anyone know if there were some originals gold? I did not speak to Scott but I would assume that they had these made as a copy of an actual Rover part.

The four exhaust pipe sections had already been replaced by Gough stainless ones as they rotted but the four branch mild steel manifold is alright and I have a good spare. These cost approximately £300 so unless the National Lotto helps, I think I will be using the mild steel spare next time.

I was cleaning the engine bay and noticed that I had not replaced the steering idler bleed screw and the PAS pulley centre screw. Having made a note of this I became curious to find out how many items I had changed. I must at this point apologise if some of you had already reached the conclusion that you would rather watch grass grow.

The following list shows all the special parts that I made and there is a separate list of 372 fastener points and total of 682 items including nuts and washers.

I was amazed at the number which, had I guessed it, I would have put at 200 to 300. It just shows how even simple things can get out of hand and restorations rarely stay on the cost estimate.

I bought most of my fasteners from one supplier but also some small lots from auto jumbles and similar events, so I have no record of cost. I think that is perhaps as well as it is unlikely that I would gone so far with fasteners if I had priced it up first as a complete order. The wheel nuts cost £50 and I guess the other fasteners must be



around £200. The special parts are made mostly from scrap pieces or short ends from autojumbles.

Special parts (most under bonnet) made in Stainless Steel

Bonnet striker plate (available to members)	1	
Heater water tube	1	
Exhaust to air cleaner hot air pickup manifold	1	
Vacuum pipe clip	1	
Oil breather pipe clips front RHS	1	
Oil breather pipe clips front LHS	1	
Oil breather pipe clip support	1	
Oil breather pipe clips LHS	2	
Coil bracket	1	
Coil bracket special washer	1	
Brake reservoir bracket	1	
Wing upper bracket	2	
Banjo bolt-oil pressure pipe, machined (m/c)	1	
Banjo bolt-PAS pressure hose, m/c	1	
Adaptor-PAS box, 1/2 unf * 1/4 bsp, m/c	1	
Vacuum hose inlet manifold adaptor, 2 piece m/c	1	
Vacuum manifold adapter banjo connector, m/c	1	
Idle Plug Hex screw 5/16 bct * 1 in, m/c	1	
PAS Reservoir to pump hose elbow	1	
Spare wheel carrier Rover badge centre hole cover, m/c	1	

Wolfrace alloy wheels

Dome nuts 7/16 unf + captive washer, m/c	20	40
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Front Brakes

Pistons	4	
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Total special parts **66**

Total parts including fasteners **682**

To avoid boring you I have shown fasteners and hose clips on a separate list which, in the perhaps unlikely event that some one would be interested, I can mail.

Anthony Ryalls