(continued from October)

POWER ASSISTED STEERING ON THE 2200

FITTING NOTES

PAS Steering Box

The box mounting lug on front offside is 15mm thick and has 17-19 clearence above. The stud for this must be reduced in height to 16mm max to allow installation. This will not allow use of a normal nut so a special nut, with a shoulder to fit partly inside the lug, is required.

Pressure Hose

This requires a P6 3500 box connector 7/16in UNF with internal flare and an SD1 pump connector 5/8in UNF 90 deg elbow of length approx 525mm. This can be done using a special connector 1/2in UNFto 3/8in BSP hose and 5/8in UNF.

Return Hose

This is 5/8in bore. Avoid narrowing by tight bends. NOTE if new boxes are used an additional 5/8in UNF*1/2in hose connector is required to fit in box tapped hole. A used box would have a banjo 1/2 in connector already fitted.

Pump & Filler Neck

This system is designed for use with an SD1 pump part no HE/9662/10018/10. This number is shown on pump filler neck. This pump must be obtained with the aluminium bracket which has two mounting 5/16inch holed lugs and an adjusting slot. This slot takes a 3/8 in bolt into the long lug on the pump mounting bracket.

The pump is attached to this bracket by a circular hole with long clamp bolt. The pump may be rotated by loosening this bolt.

The filler neck is normally 5 1/4 in (133mm) but some are much longer.

If positioned vertical, the filler cap will foul the bonnet and so must be sloped towards the engine until it clears the bonnet. It may still foul in which case it must be cut shorter and rewelded to suit. Take great care to block the bottom of the neck to prevent dirt or cuttings entering the pump. **This could ruin the pump and PAS box.**

Some of the pumps with slotted aluminium bracket have a rear output which can be used, though the connector outer part may need to be shortened to 15mm to ensure sealing.

Pulley

The crankshaft water pump drive pulley has 4 screws fixing it to the crankshaft damper. Remove and replace with double pulley. It is not necessary to remove the damper as this is extremely difficult to remove and also requires alternator removal.

V Belt

Length required is 1220mm min-1230mm preferable so that pump position is low to give filler neck better bonnet clearance. It may be necessary to fit a thin shim behind the water pump pulley to ensure the V belt clears.

Wiper Motor

The PAS box is very much taller than the 2200 manual so the 3500 wiper system is needed. This comprises electric motor assembly,drive boxes, drive cable and tubes. This mounts on the LHS. The wiring requires modification to suit and wiper delay air hose must be lengthened.

Brake Reservoir & Coil

Make a small two hole bracket to mount the reservoir at the rear of the rear servo bracket. The coil can be mounted at the front of the servo using two bolts through the wing.

Washer water bottle

The bottle can be mounted , behind the head lamps, alongside the radiator, or if preferred on the heater box next to the PAS box.

P6 2200 PAS PARTS LIST

PAS Steering box
Special shouldered nut (for mounting box)
PAS pump ex SDI
Pressure hose - ***new***
Return hose 5/8 in
Pump mounting bracket - ***new***
Drive double pulley- ***modified Rover***
V belt SPZ 1220/1230 long
P6 3500 Wiper system complete with following:- motor, cable drive and 2 tubes,
2 drive boxes,
2 sets rubber mountings, nuts and special washers
Delay tube (to extend existing tube to LHS)
Various screws, some longer, to mount pump and bracket
Small bracket to relocate brake reservoir

IS YOUR BRAKE CALIPER REALLY SEIZED?

Just a few paragraphs from an enthusiatic self taught very amateur mechanic. Hope they are of use and save somebody a bit of time or heartache !

Over the years I have repaired a few brake faults on the P6 and other vehicles. The rear pad replacement on the P6 is a bit of a struggle and several very informative and helpful articles about this topic have appeared in the P6 news over the years. I'd like to pass a few comments about other unusual faults I have encoutered on the P6 brakes, which may also have relevance to other older vehicles.

Some time ago I spent a week of spare time overhauling the rear calipers on a friend's car, only to find one of them would not operate when refitted to the vehicle. It took a fair amount of time and head scratching to isolate the fault to one of the rear rubber flexible hoses. What had happened was one of the metal crimped ends had corroded on the inside of the crimp. This layer of rust had gradually, and unseen from the outside, expanded and so squashed the rubber pipe to such an extent that the bore had closed completely. Sorry I am not much of an artist so a drawing is not forthcoming, but if you have ever seen a rubber brake hose you will understand what I mean.

Armed with the knowledge from this experience, I was recently able to fairly quickly placate another acquaintance who had spent money on a new old stock caliper for his P6.

The front caliper had been sticking on and despite being replaced together with both