

TOP & BOTTOM BALL JOINT SPLITTER

P6 Rover Owners Club

I can take no credit whatsoever for the design of this month's offering, as it is depicted in various workshop manuals. I have never actually seen an original, but when asked for information by a fellow member from Sussex, I was prompted to make one up. Sizes were lifted and a prototype made. This has since been tested by that member (and I must apologise for forgetting his name as it is now a couple of years ago), and he assured me that it worked a treat. I have, since then, made up another for myself and I have used it, as have one or two of our local members and it has been found to be a very useful addition to the P6 toolbox. Construction is fairly straightforward, being mainly built from mild steel flat bar. To simplify construction, the small heel could be welded to the main piece

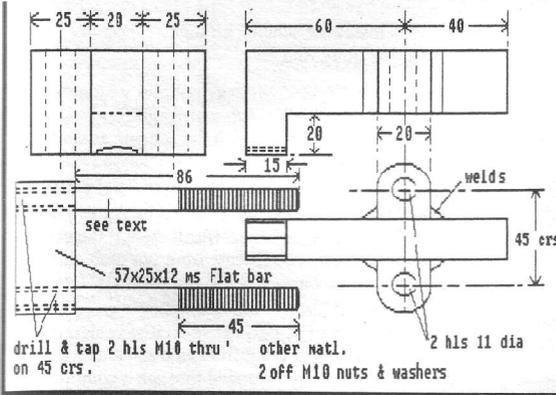
instead of cutting or machining from solid flat bar. This is mainly up to the individual, depending on skills and resources available to them. The "V" notch on the underside of the heel (shown stepped on the computer drawing), whilst not essential, does help to locate the unit in place whilst assembling and tightening. The only other point to note is that screwed rod or studding should not be used as this is usually of a low tensile grade of steel and would probably strip the thread or shear under load. I used M10 x 110 bolts of grade 8.8. Use a split die (not a die nut) to extend the thread the necessary length (45mm), the cut off the head and again using a split die, screw the other end 25mm. Screws can be "loctied" in place but again this is not essential - Have fun.

Tom Wilson - R.O. West of Scotland.

RESTORATION of BOOT MOUNT BADGE

John Glynn has a simple way to spruce up your boot mount...

If, or rather when as I believe it's a common phenomenon, the centre Rover badge, which is plastic, detaches itself from the chromed metal part of what Rover call the centre motif or, if your boot mount badge has got water in it and



the coloured part of the badge is virtually unrecognisable, fear not - IT CAN BE REPAIRED. Oh yes, I know you can buy a reproduction badge to replace the damaged item but where's the fun in that? Here's how I repaired mine, and on the second attempt(!) it took as good as new.

Firstly, if the badge is not already detached, gently prise out the plastic badge with a small, flat-headed screwdriver - have patience, the mastic holding it on is very elastic but it will release it's hold eventually.

Clean the chromed, metal part scraping off all the mastic with a sharp blade and clean with a chrome cleaner. Pour neat cellulose thinners into the up-turned badge to loosen the paint and, after only a minute, scrub with an old toothbrush under a running tap. You should find that all the old paint is removed - If not, repeat this process but do not leave the cellulose thinners on the badge for more than a few seconds at a time as it will damage the clear plastic. To restore the clarity of the plastic; brush a generous portion of chrome cleaner (such as, Sovol Autosol) into the detail of the Rover emblem with the toothbrush. Wash away any remaining polish with white spirit and allow the clear plastic badge to dry.

Using a suitable light gold metallic spray paint, spray some paint into the spray can cap and use a small artists paint brush to paint the detail of the ship. Don't worry too much about your accuracy at this time, but do try to fill the shop detail with a goodly thickness of paint. When this has dried, about 15 to 20 minutes, remove the paint which you managed to get outside the ship detail, on the sails for example, with a piece of cloth drawn tightly over your finger and just moistened with cellulose thinners.