

SERVICE BULLETIN

issued by

LANCHESTER MOTOR COMPANY LTD.

COVENTRY

SERVICE DEPARTMENT

PHONE: COVENTRY 5588

L.1/1948.

June, 1948.

10 h.p. LANCHESTER.

This Bulletin is to advise Agents and Distributors that certain modifications have been made in respect of the engine unit of the above car.

On the first Sanction, some trouble, as you know, developed with pre-ignition owing to the poor quality of petrol and arrangements were made to fit two cylinder head gaskets to reduce compression ratio, and we also introduced a modified camshaft.

With the first Sanction, it is possible to remove pistons by disconnecting the big ends, removing the small end locking set screw and the connecting rod is pushed upwards to its full extent which enables the gudgeon pin to be driven out of position and piston removed in the normal way.

On the second Sanction - the first car is LD.10 Car No. 61801 - the cylinder block was modified by raising the height of the block .050", thereby reducing the compression ratio, necessitating the use of one gasket only and with this modified cylinder block it is not possible to remove pistons without dropping the crankshaft, but it is possible to re-ring the engine by uncoupling the big ends, pushing the connecting rod upwards and it will be found that the rings are well clear of the top face of the cylinder block. The old rings can then be removed and new rings fitted without disconnecting the piston from the connecting rod.

T.R.NICOLL
SERVICE MANAGER

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No. L.2/1948

September, 1948.

10 h.p. LANCHESTER.

The purpose of this Bulletin is to advise Distributors that we have recently established that water is being retained in the front end of the body sill.

Water is thrown up by the front wheels and enters the sill via the hole in the front wheel arch through which passes the two rubber drain pipes draining the sunshine roof and the scuttle ventilator.

It is, therefore, necessary to drill a 3/8" drain hole underneath the sill, approximately in line with the windscreen pillar and this will allow adequate drainage, and to prevent further water entering, the sill aperture through which the two rubber pipes pass should be sealed. A suitable sealing compound is known as Arrowmac Mastic. This sealing compound should be given at least 36 hours to harden.

We request that when cars come in for normal service, that action should be taken to implement the instructions given in this Bulletin.

T.R.NICOLL.
SERVICE MANAGER.

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L.3/1948.

November, 1948.

LD.10 WATER PUMPS.

The purpose of this Bulletin is to advise Agents and Distributors that we have introduced a modified thrust piece, Part No. 419074, to overcome the trouble experienced with squeaking water pumps.

When overhauling water pumps, this modified thrust piece should be used.

T.R.NICOLL
SERVICE MANAGER

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No.L.4/1948.

December, 1948.

LANCHESTER LD.10.

Ministry of Transport Regulation
1948 - No. 2015.

The purpose of this bulletin is to advise Distributors and Dealers that we have a suitable bracket available for fitment to the pass lamp, to comply with the above Regulation.

One each of the following parts are required:-

419959 Pass Lamp Support Bracket.
419963 Pass Lamp Mounting Boss.
903371 Pass Lamp Mounting Bolt.
902835 Pass Lamp Mounting Washer.
419964 Pass Lamp Mounting Nut.

The price of these parts, per set, is 17s.0d. subject to the usual discount.

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No.L.5/1948.

December, 1948.

LANCHESTER LD.10.

CYLINDER HEAD GASKETS.

The purpose of this bulletin is to advise Distributors and Dealers that the Part No. of the Cylinder Head Gasket on all Lanchester 10 h.p. Cars up to Chassis No. 61801 is 288480 and on all cars after Chassis No. 61801 the Part No. is 300446.

It is important that all cars up to 61801 should be fitted with two Cylinder Head Gaskets.

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No.L.6/1948.

December, 1948.

LANCHESTER LD.10.

The purpose of this bulletin is to inform Distributors and Dealers that the Inlet and Exhaust Valves on the Lanchester LD.10 Engine are identical except in the material specification.

Will Agents, therefore, take particular notice of the Part No. when fitting replacements; the Part No. of the Inlet Valve is 288428 and the Exhaust Valve 298456.

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PHONE: COVENTRY 5588

L.7/1949.

January, 1949.

10 h.p. Lanchester Car.

Sparking Plugs.

The purpose of this bulletin is to advise Distributors and Dealers that the sparking plug gaps on the above type car can, with advantage, be reduced from .030" to .020".

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1.9 Carbon

L.8/1949

February, 1949

LD.10 LANCHESTER BODY WORK

A few cases have been reported to us of water leakage from the scuttle ventilator.

Upon investigation, we find the trouble is due to the rubber sealing surround extending over the drain gutter.

Where cases of leakage are reported, action should be taken to cut the rubber back so that the water is led into the drain channel.

T.R.NICOLL.
SERVICE MANAGER.

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L.9/1949.

November, 1949.

10 h.p. Lanchester Car, LD.10 Type.

The purpose of this Bulletin is to advise Distributors and Dealers that we have introduced a modified seal and impellor assembly for fitting to the water pumps on the above type vehicles.

These parts should be ordered in the usual way, under the following Part No:

SPEC. 33/11259. Price 35/- Subject.

These parts will not be available for approximately six to eight weeks.

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SERVICE MANAGER.

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L.10/1950.

September, 1950.

LD.10 LANCHESTER.

We have carried out tests here in regard to different types of oil control rings and find that satisfactory results are obtained by using the Wellworthy Duaflex oil control ring in cases where engines are reported as giving trouble due to oiling up of plugs or heavy oil consumption.

Part No. of the ring is 905045.

Our Repair Shop organisation, under these circumstances, fit the Duaflex control ring where cylinder bore wear exceeds .001" and the ring is capable of handling a maximum bore wear up to .005/.006".

These Wellworthy Duaflex rings can be fitted without any alteration to the existing ring groove covering the standard Daimler pistons.

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SERVICE MANAGER.

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L.11/1950.

October, 1950.

ENGINE RE-CONDITIONING SCHEME. POST-WAR MODELS ONLY.

We give below, for record purposes, a brief summary of the above Scheme, previously explained in detail, as per our letter reference TL.613 dated 24th October, 1950.

The priced schedule for the respective types of engine for each class of trader is self-explanatory, and is subject to the following conditions.

CONDITIONS.

- (1) The immediate return of the displaced engine carriage paid to the Factory in the special case used to supply reconditioned units. The cases are charged for and an allowance made on their return in good condition.
- (2) That the original head is serviceable, the block can be rebored and the crankshaft reground. If it is necessary to replace any of these components, they will be charged for over and above the nett exchange price.
- (3) The engine returned for reconditioning has been subjected to fair wear and tear and has not been damaged in accident.
- (4) The prices quoted are nett, ex Works, and do not include fitting charges.

GUARANTEE.

Factory Reconditioned Service Units are subject to the published conditions of the Company's Guarantee, and are covered for a period of six months from the date of despatch from the Factory. Claims should be made in the usual manner, giving the following details:

- (a) Particulars stamped on plate attached to engine.
- (b) Date of installation.
- (c) Mileage covered from date of installation.

Continued

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ORDERING.

Demands under this Scheme to be made on Order Forms designed for this purpose - supplies being obtainable from the Factory. Use separate orders for each engine and give Chassis Number, Engine List Number and Model.

GENERAL.

Both complete and stripped units are supplied for Lanchester Ten and Daimler DB.18, but only engines complete are supplied under this Scheme for Daimler DE.27, DE.36, and 2½-litre Special Sports Coupes. A Gasket Set is supplied with the stripped units and included in the same container is a Returns Label.

The Section 'Returned from' on this label must be filled in by the Distributor or Dealer, or by the Customer, if returned direct, and on completion ATTACHED TO THE DISPLACED ENGINE - NOT NAILED TO THE OUTSIDE OF THE CASE.

Failure to carry out this instruction will delay the issue of credit allowances.

IMPORTANT.

Make sure that the original components to be refitted to the Service Unit are repaired or adjusted as necessary.

PLEASE RETURN DISPLACED UNITS PROMPTLY AND SEND SEPARATE RETURNS ADVICE BY POST QUOTING ENGINE NUMBER AND YOUR ORDER NUMBER COVERING REPLACEMENT.

T.R. NICOLL.
SERVICE MANAGER.