

MAY, 1925.

Series No. 8/6.

LUBRICANTS.

For Engine we strongly recommend
Rover No. 8 oil.

For Back Axle and Gear Box use
Rover No. 10 oil.

We accept no responsibility unless
the above lubricants are used.

Caldicott
and
Feltham,
Printers,
City Press,
Coventry.

INSTRUCTIONS FOR THE UPKEEP AND MANAGEMENT

OF THE

8 H.P.

ROVER

CAR



THE ROVER CO. LTD. COVENTRY.

Telegrams : "Rover, Coventry." Phone 518

BIRMINGHAM : Hay Hall Rd., Tyseley.

LONDON : 61, New Bond St., W.1.

LONDON REPAIR WORKS : Seagrave Rd., Fulham, S.W.6.

Phone - - - - 7050-1-2 Western.

Telegraphic Address - "Rovrepair, Phone, London."

Please address all communications relating to 8 h.p. SUNDRIES
AND REPAIRS to our Factory at Tyseley, Birmingham.

Letters relating to NEW 8 h.p. CARS to our Head Office, Garfield
Road, Coventry.

May, 1925.

Series No. 8/6

INSTRUCTIONS
FOR THE UPKEEP AND MANAGEMENT

of the

8 - H.P.
ROVER
CAR

2-Cylinder :
85 m/m Bore $\times$ 100 m/m Stroke
Air-Cooled

The Rover Co. Ltd. Coventry

Telegrams: "Rover, Coventry." Phone 518

LONDON :

Rover House, - 61 New Bond Street, W.1
Phone - - Mayfair 157 & 158
Telegrams - - Roverdom, Phone. London

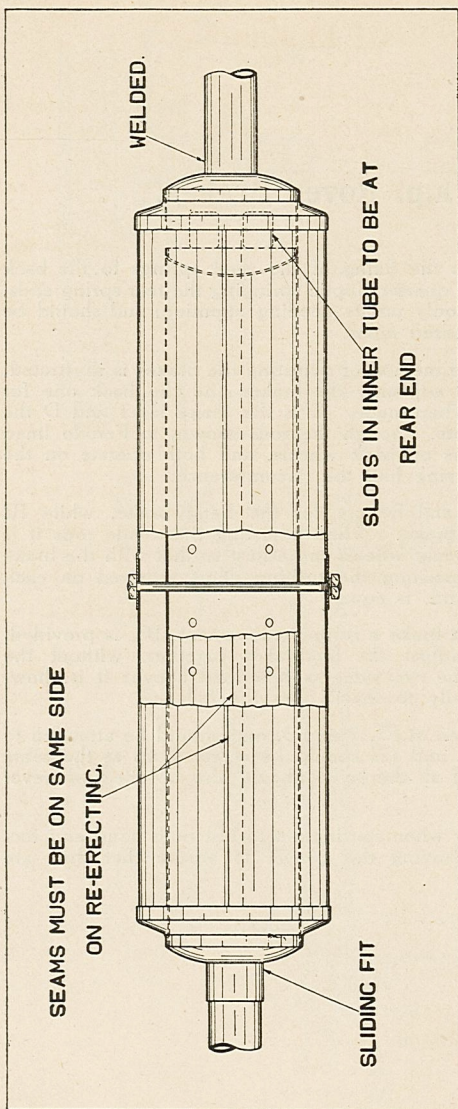
BIRMINGHAM Hay Hall Road, Tyseley
Phone - - Acocks Green 185

LONDON REPAIR WORKS: Seagrave Road, Fulham, S.W.6

Phone - - 7050-1-2 Western
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Please address all communications relating to 8 h.p. **SUNDRIES**
AND REPAIRS to our Factory at Tyseley, Birmingham.

Letters relating to **NEW 8 h.p. CARS** to our Head Office
Garfield Road, Coventry.



The 8 h.p. Rover Silencer.

This is now being made in two halves, and may be dissembled quite easily if necessary. It will now be seen that there is a bolt running through the centre of the silencer, and after removing this the two halves can be drawn apart. In re-assembling it is important to note that the longitudinal seams in the outside body and the internal tube must be on the same side, in order that the bolt will pass through easily.

It should not be necessary to examine the interior under a distance of 10,000 miles, unless the engine is being continually over-oiled.

To Start Engine

Before attempting to start engine be sure that change speed lever is in neutral position by moving the lever freely crossways through the gate.

Fill the dash-tank with petrol. This holds five gallons. A mixture of half petrol and half benzol may be used if desired.

In removing bonnet sides take hold of the top of the air scoop at the point where it joins the bonnet side proper.

To start the engine, retard the ignition lever (right hand) about half-way along the quadrant, open the throttle about four notches by pushing forward the left hand lever. The ignition is advanced by drawing it backwards, towards the driver, and the throttle is opened by pushing it forwards, away from the driver.

At the front of the car a small knob will be seen protruding through the radiator; pull this out to its limit, and then pull the engine over compression very slowly a few times before switching on. The number of times necessary to pull over before switching on varies according to temperature of the atmosphere and the engine, also with the fuel used, and the condition of the engine; probably twice is enough in summer weather. *This should never be done if the engine is hot from having been only recently stopped.*

Allowing the knob to return, switch on, and the starting handle should now be pulled upwards smartly with a movement which disengages the handle when at the top of the stroke. The engine should then start, and in cold weather may be run a moment or two with the knob held in its outward position until the inlet pipe is warm enough to prevent "popping back" in the carburettor.

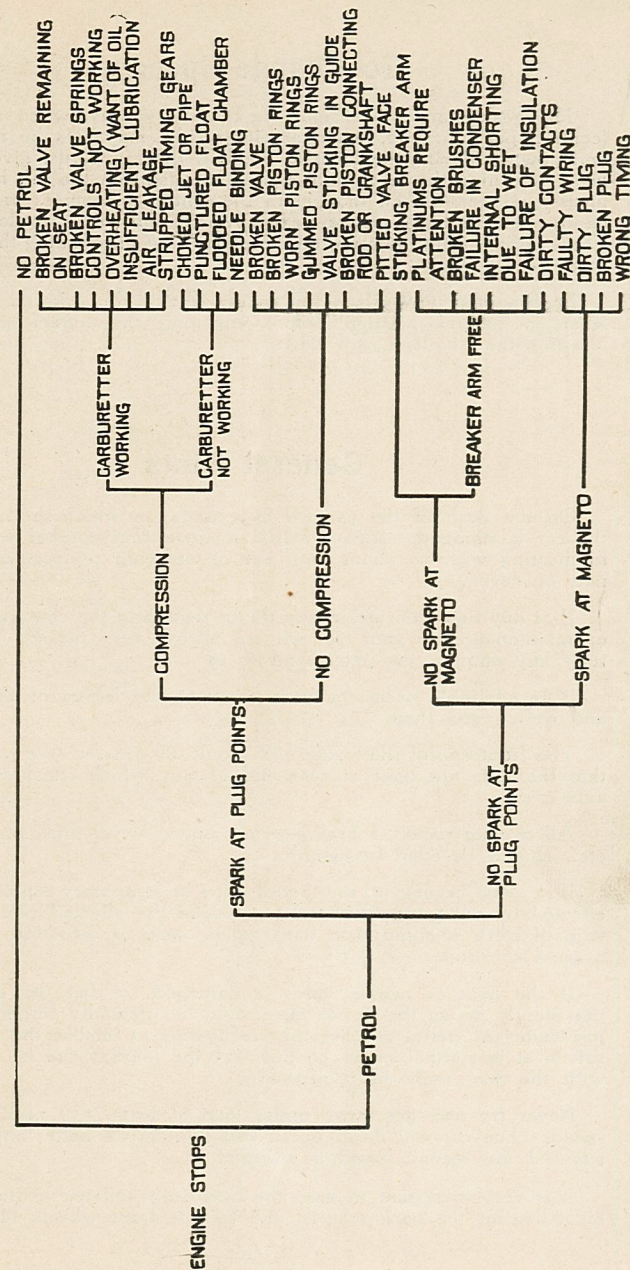
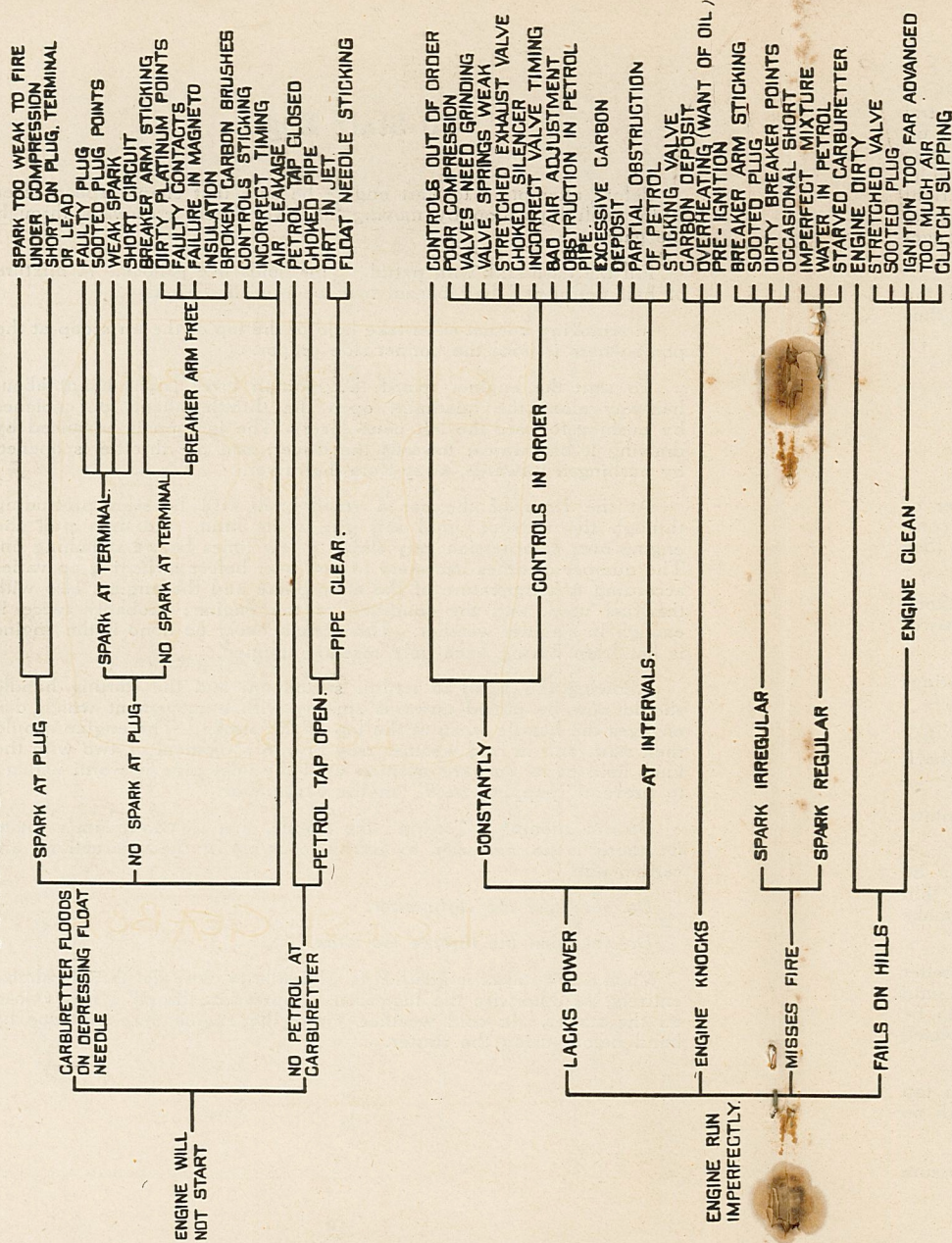
Do not attempt to "swing" the engine, that is, continuously rotate it; there is no necessity to risk a back-fire if the instructions are carried out.

Do not flood the carburettor.

Do not open the throttle too wide.

When a self-starter is fitted, it is advisable to close the throttle almost entirely, as otherwise the increased compression throws a heavy load on the starter. In cold weather, crank the engine once or twice by hand before using the starter.

FAULT FINDING TABLE



If the Clutch either sticks or slips it is generally due to excess of oil. Flush out with Petrol.

To Change Speeds

The gear change lever may be moved sideways when in neutral (central) position, and, when at either side, may also be moved up and down. Moving the lever to the left, then upwards, gives *reverse* gear; returning the lever right downwards (still on the left hand side) gives *first* gear. Then moving to the centre, and across to the right hand side, we have *second* gear upwards and *top* gear downwards. These positions are indicated on the plated ring surrounding the change-speed lever.

In changing upwards a fair pause should be allowed with the lever in neutral position before engaging the higher gear, thus allowing the clutch to slow down.

General Hints

On the dash of the car we fit a plate on which the number of the car is stamped. It is essential to quote this number when communicating with us about your car or ordering replacements. (See note on cover.)

If at any time you are in any doubt regarding the care and upkeep or maintenance of your car, we are always very pleased to answer fully any enquiry you may send to us.

It is advisable occasionally to separate the leaves of the springs and well grease them.

The front end of the torque rod should be greased (see chart). See that the nuts are tight at rear end of stay which attach it to back axle case.

All moving parts, such as steering joints, swivel pins, brake joints, etc., should be oiled frequently.

If a leak occurs in the petrol pipe a temporary repair may be effected by wrapping insulated tape round the affected part. A thin strip of cloth smeared with hard yellow soap or seccotine will make a good substitute.

If the float or needle valve is damaged so that the carburetter persistently floods the petrol tap should be gradually turned off until just sufficient petrol reaches the carburetter to enable the car to be driven at its normal speed; in this way the journey can be completed with the float removed if necessary.

Never try and get away under load at from 6-10 m.p.h. on top speed. The car will do it, but it will do it much better and with no strain if the second speed is engaged.

It is very important to keep the tyres fully inflated to the pressure of 50-lbs. for the back wheels, and for the front wheels 40-lbs.

We are often asked what spares it is advisable to carry on the car for a long tour, and would suggest the following :—

Three bulbs for the lamps (two head one tail).

A spare tube (26-in. $\times$ 3-in.) with *short* valve.

One exhaust valve complete with spring cup and cotter.

Two sparking plugs and washers.

Washers for valve caps, cylinder head, and inlet and exhaust pipes.

Oil for the engine, gear box and back axle.

Grease, and a spare can of petrol.

Assorted nuts and bolts.

The following tools are supplied with the car, and should be frequently checked over with this list to ensure that none of them have been mislaid or appropriated for household purposes :—

CONTENTS OF TOOLBAG.

Connecting rod nut spanner.

Screwdriver.

Magneto spanner.

6" adjustable spanner.

Pair of pliers.

$\frac{5}{16}$ " $\times$ $\frac{7}{16}$ " and $\frac{1}{4}$ " $\times$ $\frac{3}{16}$ " double-ended spanners.

Oil can.

Pump and jack.

Valve cap spanner.

Carburetter spanner.

Valve clearance gauge.

Hub cap spanner.

Wheel nut spanner.

Occasionally try the nuts holding the cylinder heads, especially during the first two hundred miles, to make sure they are tight.

If valve caps or sparking plugs have been disturbed, see that they are tight after about 50 miles running.