



Invicta Landrover Club Kent

Monthly Meeting News.

Tuesday 03rd June 2014.

Good evening and a warm welcome to you all.

Chairman's Comment

Hi Folks

I am glad to say the sun was with us for the Cob Web rally! Although it was windy, I am glowing like a sun kissed tomato not realising I was burning!

We had a good turn out with 11 Landys and around 80 cars for the complete show.

A few visits from members without their trucks was nice to see as well!

Looking forward to the Deal Show on the Sunday next bank holiday weekend and Sellindge on bank holiday Monday.

See you all soon Shaun.



Club Meeting News.

At our last Club meeting in May, 35 members and friends attended at the Dog and Duck Pub Plucks Gutter, Shaun opened the meeting at 2010hrs with a warm welcome to all.

- Shaun reminded everybody about three shows before the next meeting, Sellindge weekend and Deal on the bank holiday weekend and the Bucket and Spade Run on the first Sunday of June.
- Members mostly going to Sellindge on the Monday. It could well be the last ever show due to Mr Birch senior's sad passing.
- Jules has a raffle this evening to raise money for the Kent Air Ambulance, our adopted charity.
- See Jules / Phil for any show forms.
- Subs are now due for the new year.

Dates For Your Calendar / Diary.

Preston Village School Fair - Sunday 15th June.

Cliftonville Classic Car Show – Sunday 29th June.

Our Next Meeting will be on - Tuesday 01st July 14 at 1930 – 2000 hrs.

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From The Editor.

Hello Everyone.

Thank you all for buying raffle tickets at last month's meeting; we raised £20 for the Air Ambulance, if anybody has a raffle prize for donation it will be gratefully received, so we can keep raising money for them.

The shows are in full swing now the last one on Sunday being the Bucket & Spade with many more still to follow, we have forms if you need any.

We have got the use of the field for our annual summer bash on 31st August with more details to follow nearer the time.

While we were enjoying and relaxing at the Deal and Sellindge shows two of our members working very hard doing a winch challenge, the two Dave's supported by some other members finished in 9th place with 1900 points well done to the both of them.

Thank you and see you all out there soon Jules.

Your Reports.

Please let us have your reports of what you have been doing to your trucks, photos and comments so that we can include them in your magazine for others to enjoy.

It's doesn't take a lot of time to do a report, type it, write it or just give Jules your scribbling's and let us do the rest, you can do it.

If anybody has any items that they would like to be considered for next month's magazine or anything shop related please see me (Jules) after tonight's meeting, or email / phone Phil on. phil.letley@sky.com / 07702 960644. Thanks as always to Mark & Ryan for their help.

Club Shop.

Fleece Tops, Sweatshirt's, Hoddies and Polo Shirts, Base Ball Caps with Club Logo (and option of your name on Shirts) made to order. Paper Rolls, Latex Gloves, and Kinetic Ropes / Strops (to order). Various Stickers large, med & small Club Logos for bonnets, doors and windows, WWW Address, Fire Extinguisher and First Aid. Custom made ones to order. All in stock or obtainable very quickly to order. See Phil / Jules.

Web Site.

Please remember NOT to post personal details on web based sites. (Phone numbers, addresses, Reg numbers or VIN's) please PM somebody if this is necessary, and remember please consider what you put onto social media sites.

Andy D and the Disco's Head.

My Disco 300Tdi has been running rough when hot and smoking like crazy and slowly getting worse, so the head gasket was the main suspect.

I thought I would share how I did it:

First of all disconnect the battery and drain the coolant by removing the small brass plug just below the manifolds, this prevents coolant getting into the bores when the head is removed.



Disconnect all the electrical connections around the head, thermostat, glow plugs etc. Followed by all the hoses, coolant and intercooler etc.

Then I removed the rocker cover and disconnected the fuel supply from the injectors.



Following this I removed the inlet manifold, this is held on by 2 bolts and 2 nuts then it pulls up and away.



The exhaust manifold simply unbolts except for the centre bottom nut, its seems impossible to get at, this had scratching my head for some time, then I found out you can get a 15mm 3/8" drive socket in beside the turbo as shown below.

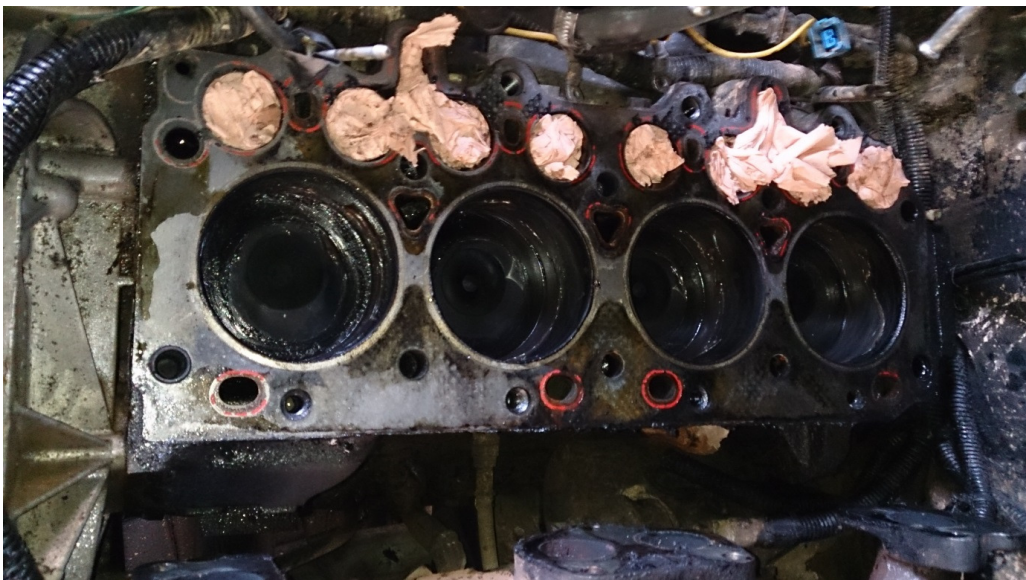


The rocker gear is held by 3 nuts and 2 bolts and lifts off as one piece, then remove the pushrods but keep them in order by putting them in a piece of cardboard.



Undo the 18 head bolts starting in the centre and working outwards spirally, you will require a breaker bar for this as they are very tight. They can be reused up to 5 times but for what they cost (£15) I used new ones.

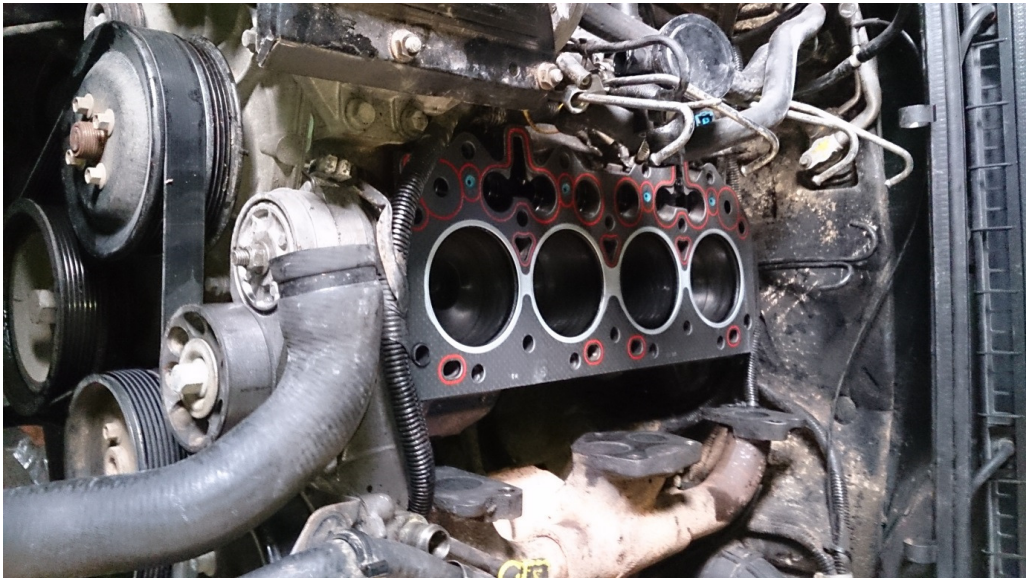
Once removed clean up the block face with a scraper and make sure its clean, I plugged what I could with paper and a top tip here is to smear grease around the piston edge, this stops any crap getting down the rings, when you have finished cleaning turn the crankshaft pulley and the grease will be left at the top of each cylinder along with any muck and can simply be wiped clean.



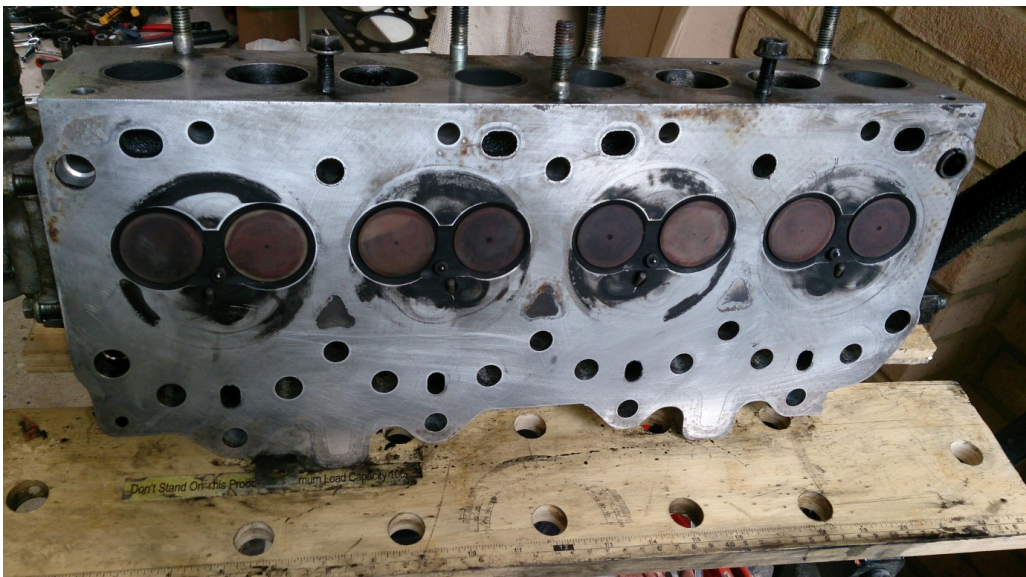
I used a quality Elring head gasket.

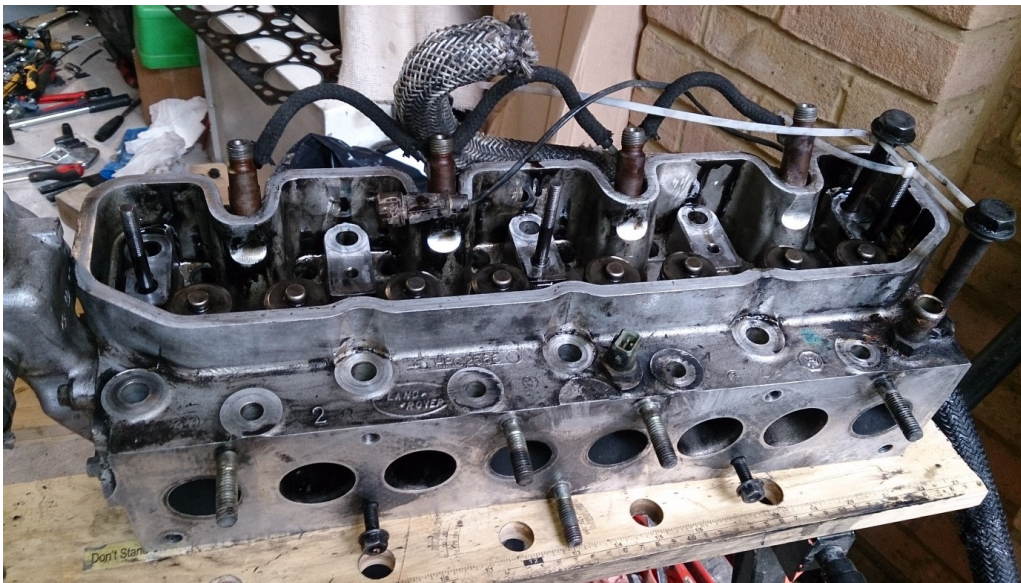


Block all done.



The head was cleaned up and checked that it was still flat.





When refitting the head the 2 head bolts nearest the bulkhead have to be inserted before the head is placed on the block, I used cable ties to hold them in place.



The head has to be torqued to 40nm then 60 degrees followed by another 60 degrees then 30 degrees on the 12mm bolts. A handy tip here is you don't need a dial gauge as each flat on the bolt head is 60 degrees, I used a dab of white paint on each bolt head for each torque setting.



Then it's basically putting it all back in reverse order, with new gaskets where required and resetting the tappets.

