



TECHNICAL BULLETIN

Model/Derivative:

Rover 25 / MG ZR
 Rover 45 / MG ZS
 Rover 75 / 75 Tourer / MG ZT / ZT-T
 MG TF / MGF
 (see affected range for detail)

No: TB0138 Issue 1

Date: 22.10.2004

Section: ENGINE

Title:

SUMP TO LADDER JOINT – CHANGE TO SEALANT TYPE

Affected range:

Applicable to all vehicles with K4 Series engines with alloy sumps (except 1.8 Turbo which has a gasket).

Description:

A new improved sump to bearing ladder sealant has been introduced on production and is now available for service use. This new anaerobic sealant known as 'Three Bond 1133E' can withstand a higher working temperature before degradation and has improved elasticity when cured. Due to this characteristic, the adhesion between mating surfaces has increased significantly and therefore requires a different method of splitting the joint on removal.

The new sealant process was introduced on production on the 5 July 2004 from the following engine numbers:

156950 (includes, Rover 25/MG ZR, Rover 45/MG ZS, MG TF)

816153 (includes Rover 75/MG ZT and some Rover 25/MG ZR)

NOTE: The new Three Bond sealant, part number LVV000010 should be used on all future K Series repairs as described. The original sealant LVV000108EVA will continue to be used on L Series sump applications and K & L series cam carriers.

Model range	Engine number	Sealant used on production	Sealant for service use
Rover 25/MG ZR, Rover 45/MG ZS, MG TF with K4	From 156950 (5 th July 2004)	Three Bond LVV000010	Three Bond LVV000010
Rover 75/MG ZT and some Rover 25/MG ZR with K4 less 1.8 Turbo	From 816153 (5 th July 2004)	Three Bond LVV000010	Three Bond LVV000010
Rover 25/MG ZR, Rover 45/MG ZS, Rover 75/MG ZT, MG TF, MGF	Up to engine numbers 156950 & 816153 (5 th July 2004)	LVV000108EVA	Three Bond LVV000010
L Series Diesel derivatives	All	LVV000108EVA	LVV000108EVA (unchanged)

Action required: (for detailed procedure – see page 2)

Please ensure that all technicians are aware of this sealant change and the new sump removal method described in the **Detail** section of this bulletin.

Parts information:

LVV000010 Bearing Ladder Liquid Gasket Kit.....25ml tube (sufficient for approximately 10 sumps)

NOTE: The shelf life of this product is 6 months

Warranty information:

There are no changes to the associated warranty times.

Detail:

Due to the high adhesion strength of the Three Bond 1133E sealant, the sump cannot be separated as readily as before, therefore the new technique described below **MUST** be adhered to.



UNDER NO CIRCUMSTANCES MUST ANY ATTEMPT BE MADE TO BREAK THE JOINT BY STRIKING THE SUMP CASTING ON ANY OF ITS SIDE FACES SINCE SIGNIFICANT DAMAGE CAN RESULT.

To split the joint without damage, proceed as follows:

1. Loosen all sump to ladder bolts but do not remove completely. The purpose of this is to allow separation while stopping the sump from dropping.
2. Locate the single overhanging flange portion of the sump casting (circled in illustration 1).

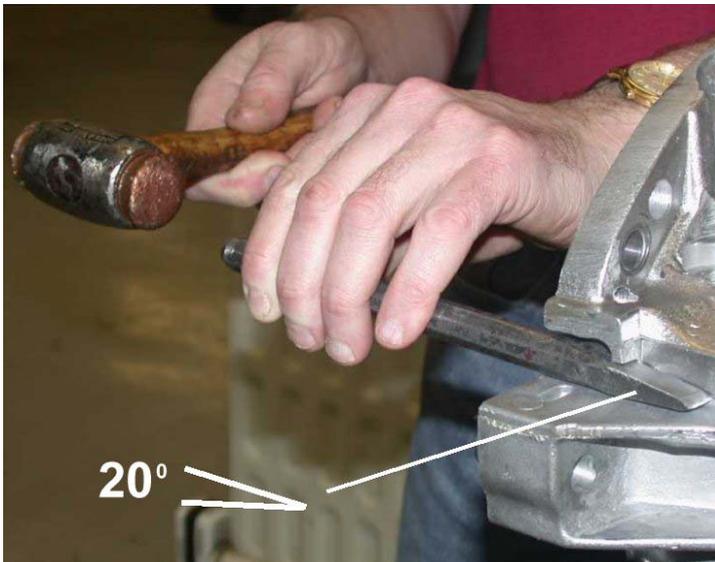
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3. Using a suitable steel wedge with an inclusive angle of no more than a 20°, insert between the flange and the ladder (see illustration 2).

NOTE: The wedge can be engaged from either the engine or the gearbox side of the flange.

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4. Using a soft lightweight hammer, GENTLY tap the wedge until the joint begins to separate.
5. Continue tapping while pausing intermittently until the complete joint separates (a 'cracking' sound may be heard).
6. Once the joint has completely separated, the securing bolts can be removed and the sump removed by hand.

Application Note:

When applying Three Bond 1133E sealant it is recommended that it is applied as a 1ml high X 2ml wide continuous bead then spread to an even film using a roller. If any more sealant is used, excess sealant will bleed out and be wasted. A single 25ml tube will provide for approximately 10 applications.