

Out with the good old Yellow pages. Under "Bearings" maybe twenty companies were listed. Most wanted to sell new wheel bearings and seal "kits", although at just under £14.00 each side (a bargain if you need them) with just under 8,000 miles on my clock, I reckoned the bearings were fine and decided only the oil seals were required.

After many phone calls, the man from BSL Ltd in south Birmingham said: "Bring in the old seal, I'll see if I can match it". Sure enough next day he identified it from the embossed code on the old seal, but it was not a stock item. Apparently Rover were buggers for specifying not quite standard bits. "Not to worry", he said "I can get them in for the next day". (Very, very nice man). I ordered 2 seals and 2 spares. They were there the next day.

I removed the old front shock/spring unit and thoroughly cleaned the suspension and chassis area. I primed, then painted the whole of the front suspension with 2 good coats of smooth Hammerite and installed the new shocks..(nice easy instructions off John Taylor...thanks John), and lots of quality grease around the wheel bearings, not forgetting fitting the new oil seals.

I am now back on the road again. Now I don't think for one moment that stripping and greasing the bearings make the car run any better, but I feel happier knowing what's going on down the front end. The shocks...well they look gorgeous all yellow with plum coloured springs...they work well too. Experimenting a bit with the ride height and rebound settings...playing with a Naylor.....it's all good fun innit ?

To get oil seals phone BSL Ltd, they have 101 branches in the U.K....they will be in your local yellow pages under "BEARINGS". The part number is W20614331...imperial oil seal and the seals are £3.27 plus V.A.T. One is required for each front hub.

TIP When using Hammerite paint, black in particular, the gloss is so good I had problems seeing which areas were being covered by the second gloss coat; when I stripped down the second side I used Finnegans No 1 rust cure and primer (medium brown) then used smooth Hammerite (maroon) as the first gloss coat, then finally black as the top coat....much easier to see that all areas are covered.

Finally all the newly painted parts were left a few days to harden off fully, and the newly painted areas were sprayed with two coats of Waxoyl.

Ray Tolley, 44/53 Redditch.

Whilst on the front end....Unipart have now deleted many Ital parts...including the front suspension top ball joint and the lower swivel pin. Worth your while to get these into stock.....UNIPART No.s GSJ 215, GSJ 208 (one is left hand , one right hand) and two GSJ 193. If you can't find 'em, have a word with Member Mark Stokes on 01132 509712 (home). Mark of course understands the "TF-1700", his own car is No 54. He is in "the trade", a "workaholic" (forgive me Mark) and will also M.O.T your car himself for just £15.00. He will also obtain parts for members at good discount rates and supply by post.

Right that closes "Under the Bonnet" for this issue.

