

75 AND ZT CLUB TECHNICAL INFORMATION DOCUMENT

Model: Rover 75 / MG ZT and Tourer models

Ref: TID-002

Derivative: All

Date: 05/09/2005

Title: LOWER PLENUM WATER DRAIN UNBLOCKING AND MODIFICATION

Description: This document is intended as a guide to unblocking the lower plenum drainage system. In some instances the lower bonnet plenum area retains water and will not drain away of its own accord. In some instances blockage of the drainage system can cause the plenum area in which the ECU sits to flood and affect ECU performance.

Action required: For vehicles with original plenum drainage system follow the procedure below. For LHD vehicles the process is mirrored. For vehicles with later type drainage system (bungs instead of drain tubes) no action is necessary.

Detail:

1. Open bonnet
2. Remove LH plenum access cover (fig.1)
3. Pull back plenum seal (fig.1) to centre of vehicle
4. Remove 2 plenum clips using a small flat screwdriver and 1 plenum scrivet fixing with philips screwdriver(fig.2)

Fig. 1

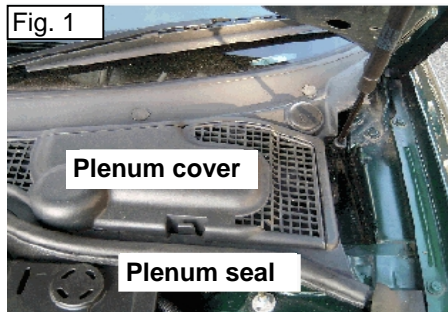
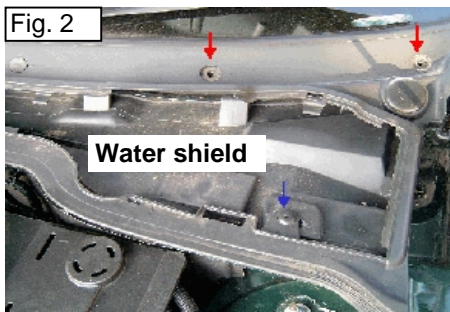


Fig. 2



5. Lifting edge of main plenum cover carefully slide out the plenum water shield and place aside (it may need some side to side movement to start it moving).
6. Looking inside plenum area, carefully pull ECU box directly upwards and position aside (fig.3)
7. Looking directly inside the plenum area you will now see the location of the lower drain tube (fig.4). Insert long rigid object into the drain tube to remove any blockage that may have occurred. A long ratchet extension bar is ideal for this, as is any other object that you could use to force the blockage through (long screwdriver etc).
8. Test the drain tube functions as it should by pouring water directly over the drain tube and ensure that the water flows on to the floor as it should.

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Fig. 3

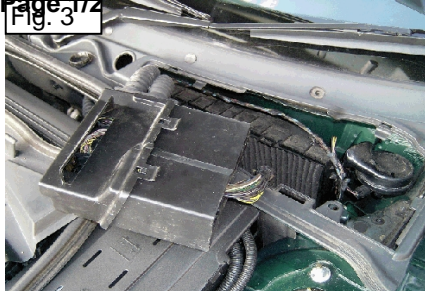


Fig. 4



9. Reassembly is the reverse of the above steps.

Note: It is not recommended that you remove this lower drain tube unless totally necessary. If it is removed then every effort must be made to ensure that the lower section of the tube is inserted correctly and drains correctly directly underneath the vehicle.

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