

# 75ZT Community

## How to remove and refit the Mk 1 75 front bumper

By Mike and YP53

This is the biggy! There are many tasks requiring the front bumper to be removed so here, thanks to the tremendous efforts of Will, we set out for you how to do it.

**Important - before you start please read and note the instructions at the end of this how to ( kindly provided by yp53 ) on what you need to do to fix, or avoid chafing or breaking the o/s front lamp wiring looms.**

If you need to:

1. replace or service the fan motor.
2. get to the radiator or air con condensor.
3. Find the horns.
4. replace the external temp sensor.
5. or a myriad of other jobs then get your bumper off.

This how to describes bumper removal for a fan motor service/change

### Ingredients

You'll need - ·One Rover 75 (I prefer White Gold, Royal Blue or Copperleaf Red, but you can use any colour )

1. ·Socket set
2. Phillips screwdriver
3. Torx set
4. 3-5 hours spare time

### Step 1

Remove the screws that attach the engine undertray to the front bumper. These can be found along the lower rim of the bumper denoted by (1)

Next remove the screws that attach the wheel arch liner and bumper, there are three screws underneath the car (2) and one bolt in the wheel arch (3). Repeat for both LH and RH sides.



Open the bonnet and remove the screws that fix the Bumper to the bonnet locking platform, there are two at (1), three at (2) and two at (3).

Now put protective tape all around where the bumper meets the side wing - this will stop the bumper scratching the

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Wing paint finish if it springs back when removed See pic below)



Next, gently pull the left hand side of the bumper away from the wing where they join at the wheel arch. Repeat process for right hand side too. These should 'pop' out.  
Standing in front of the car, pull the bumper toward you gently. The bumper should move freely in your direction. Lower it to the ground (keep it upright to avoid damage to the finish) and then release the wiring socket that attaches the front bumper to the body. This can be found on the left hand side of the car (as shown in picture) below the headlight unit. Remove the bumper from the work area but keep it somewhere safe, be sure not to scratch it!  
You should be left with your car in the state shown in the second image below.



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Loosen and remove bolts and nut in area (1) and area (2) Each contain 4 bolts and 1 nut - For a total of 8 bolt and 2 nuts. Keep these safe!  
Then remove cross member as shown in the 2nd picture below.



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### Remove bonnet locking platform

This bit is time consuming and I didn't have all the photos, so I recreated them but you'll notice the bumper is still on when it shouldn't be ! :doh:

Start by removing the ancillary components attached to the bonnet locking platform.

Picture1: Remove the bolt securing the pipe (1) and the torx screw attaching the bracket.

Picture2: remove the torx screw attaching the bracket on the other side (3). and for BOTH SIDES - remove the bolts attaching the bonnet lock mechanisms (5) and (4). The lock mechanisms will drop down, but they can be refitted later!



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Next you need to \*MOVE\* the power steering cooling loop that sits proud of the radiators from the lower bonnet locking platform. They are attached with one bolt either side. By removing the bolts the cooling loop can be lowered to the ground and moved to one side. The 1st picture shows the location of this loop and the bolts, they are behind the bumper armature (which should be off by now)

You may find you need to also detach the temperature sensor (if fitted) at this time. This can be done with a single bolt that holds it to the power steering cooling loop bracket.

Next, undo the two primary bolts that mate the bonnet locking platform and the wings. These are shown in the 2nd picture as (1) and (2).



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### Now the fun bit...

Standing in front of the car - You need to move the locking platform toward you slightly, this will allow you to release the wiring connectors for the headlamps and any other ancillaries attached to the bonnet locking platform. on Diesel models, you'll need to lift the bonnet locking platform up and over the air duct fixers. The 1st picture shows the air duct (1) and the fixing points which protrude downward (2,3 & 4). They do not need to be removed as they are attached to the locking platform and will go with it, you just need to make sure you lift the platform up enough to clear them from their mating holes in the duct.

Now proceed to remove the headlamp connectors on either side, and the temperature sensor connector. With everything detached you can now move the bonnet locking platform to one side, giving you full access to the radiator assembly as shown in the 2nd picture.



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### Move fan assembly

Start by removing the bolts that hold the fan assembly to the radiator, these are shown in Picture 1 as (1,2,5 and 6), note that 5 and 6 attach the fan assembly right at the bottom of the radiator. You'll need to remove the brackets (3) and (4) if you haven't done so already.

You can release the fan itself by holding the nut in the centre (0) and rotating the fan anti-clockwise but **\*DO NOT DO THIS UNLESS YOU MUST\*** as ideally you should replace the fan with a new one after detaching it - although I found I could refit my fan without it being noisy!

This is the 'clever' bit, with the bolts removed. The fan assembly can be hinged around the air con pipes on the left hand side, thereby creating a kind-of door, which allows you enough access to get behind the fan motor and also access the fan relay.

To do this you'll need to apply some upward force to the left hand side of the fan assembly. This is shown in Picture 2. Once lifted over the prang (Picture 1, point 3) extending from the radiator, you can pull the fan assembly away from the car. That's it!



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### Lubricate, clean or replace

With access to the fan motor from behind the fan assembly you can either

1. Replace the fan motor by removing the 3 torx screws that attach it to the assembly.
2. Access the fan motor relay pack
3. Lubricate the fan motor and its connectors (I used white grease)

### Reassembly

Reassembly is basically these instructions in reverse with a few caveats -

When reassembling its not a bad idea to check the fan operation regularly (ign II + air con) to ensure you haven't introduced any noise (i.e. components that might now touch the fan when its moving)

When you come to re-attach the bonnet locking platform, you need to attach the locking mechanisms as soon as the platform is resting on the chassis about to be refitted. Just use one loose bolt on each locking mechanism to allow flexibility whilst you reattach the platform. Be sure to put the the cables back in their guides underneath the bonnet locking platform as otherwise they could hang down and interfere with the fan.

Ensure you tighten up the bumper armature properly as this contains the towing eye for the car. If this isn't properly fitted and comes off when your being towed I dread to think what will happen....

When reattaching the bumper now is the ideal time to get rid of that nasty gap in the shut line between the bonnet and bumper, so be sure to push the bumper up and in when tightening the screws that attach it to the bonnet locking platform. Check with the bonnet closed that the gap is acceptable before putting away your tools.

Finally, you may notice that after the temperature sensor has been detached and reattached that the dashboard reading is very low (i.e. -29c) This reading will level out as you drive the car, I found my reading returned to normal after about 15 minutes driving. I don't know why it does this.

### Front o/s wiring looms - chafing or breaks in them -written by yp53

On some vehicles, particularly if the front bumper has not been installed or replaced correctly, there is the possibility that the headlight wiring loom, just behind the drivers (RH) headlight, can rub against a vertical weld seam. This may eventually lead to a break in one or more of the wiring cables supplying the headlight, resulting in:

- Intermittent or permanent display of the 'bulb failure' warning light, even when the 'culprit' bulb has been replaced. -
- Loss of headlight levelling adjustment on one side only - Loss of all headlight unit functions on one side only (particularly if the earth lead has a break in it)

This problem usually happens on the RH side, the LH for some reason already having a protection strip fitted at build which runs along the length of the weld seam!?

The symptoms can sometimes be cured temporarily by wiggling the cable harness, but this should only be taken as confirmation of a break in the harness - it needs to be sorted before something more drastic occurs, such as a fuse blowing during the hours of darkness.

To repair the harness: With the bumper off.....

1. Remove the four nuts retaining the headlight unit and move the unit forward to give access to unplug the headlight loom connector from its socket. Remove the headlight unit to gain access to the loom itself.
2. Any break should be obvious, and you may also notice where on the vertical weld seam the chaffing has occurred.
3. One or more of the wires may be broken. It may be possible to simply strip back the broken wires, pull together slightly and solder up. It is likely that you will be faced with wiring that is blackened through oxidation, rather than nice shiny copper. If this is the case, the oxidation needs to be removed. Use coarse sandpaper to gently remove it rather than scraping with a knife, as there is a risk that you will end up with only half the copper wire left. If the corrosion is severe, you may need to cut away some of the wiring and solder in a bridging wire. Ensure that you use wire of at least the same diameter as the original.
4. With the repairs done, tape up the individual wires, then tape them together.
5. It is a good idea to protect the vertical weld seam with multiple layers of tape or a length of wire insulation with a slot cut in it to minimise the chance of a repeat problem.
6. Plug the loom socket back into the headlight unit and power up the lights to make sure all is well before replacing the headlight unit itself. It is important to ensure that the loom is not trapped between the weld seam and the headlight unit - The majority of problems are probably caused as a result, for example following repair of the radiator fan. It is easy to route the loom such that the chances of it chaffing are minimal.
7. While the front bumper is off it is also a good idea to pull the screen washer pump out so that the rubber grommet/filter can be cleared of debris."