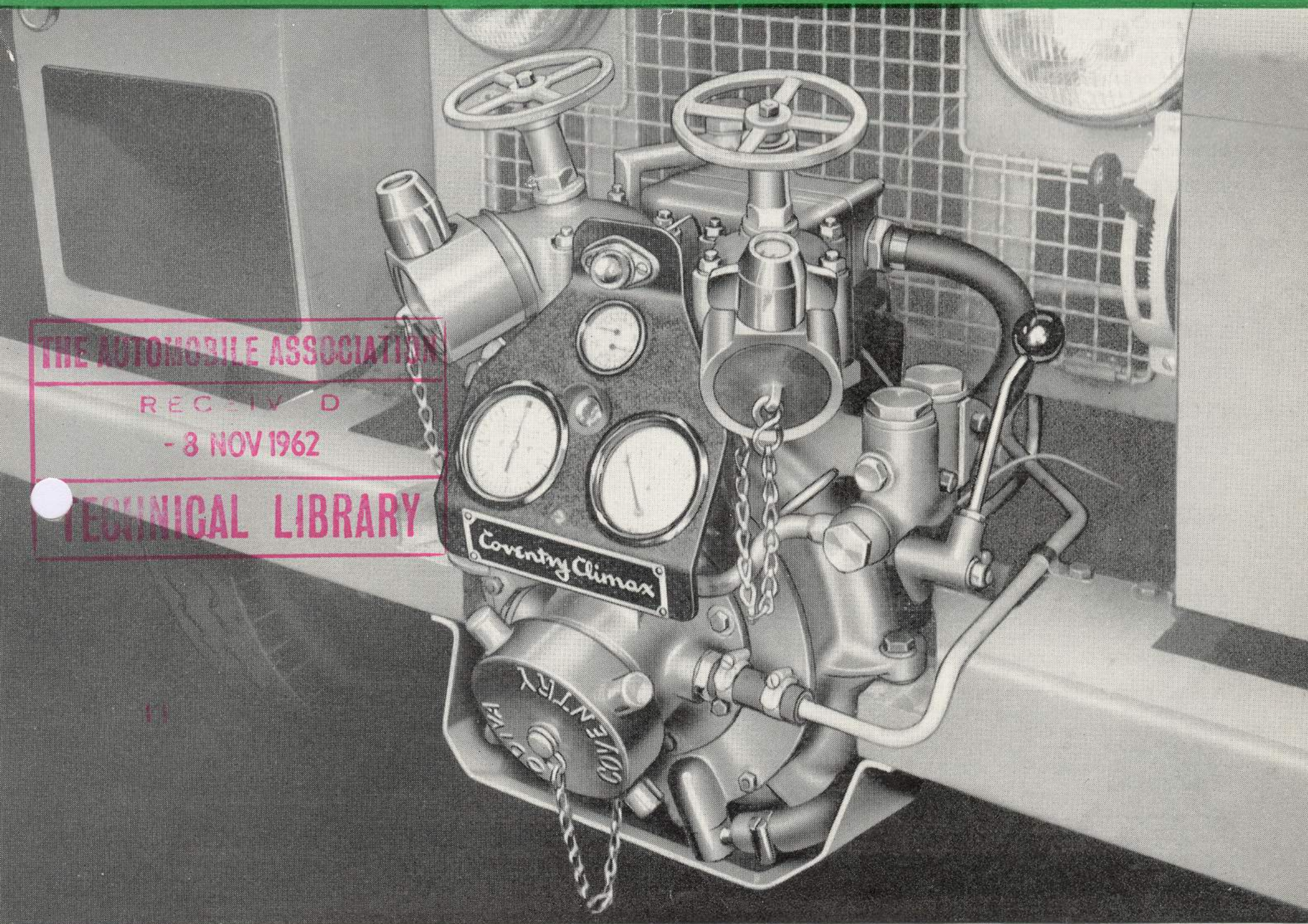


# Coventry Climax

model A.C.P. fire pump

Approved by the Rover Co. Ltd.  
for use with the . . .

**LAND**  
**- ROVER**



The A.C.P. Pump has been designed for front mounting on the fire fighting vehicle. It is driven through a Universal Coupling and a Metalastik Tuned Flexible Coupling from the front end of the engine crankshaft, and has a clutch mechanism incorporated so that the pump can be isolated from the engine when not actually pumping. The pump is rated at 500 g.p.m. at 100 p.s.i. when run at 3,200 r.p.m. at which speed 55 b.h.p. is required.

It is available in the form of a kit incorporating all necessary parts so that it can readily be mounted on the Land Rover.

## Coventry Climax Engines Ltd.

COVENTRY ENGLAND Telephone: 28481 Telegrams: "Climax Coventry Telex" Telex No. 31632

# SPECIFICATIONS AND DETAILS

**PUMP** The pump is of the single stage centrifugal type. The main parts are cast in heat-treated, corrosion-resisting aluminium alloy.

The pump body, which is of the volute type, is spigotted to the pump head, and can be removed easily to allow access to the impeller. The impeller, which is splined to the pump shaft, is of fully shrouded single entry design using Francis form vanes to give the highest efficiency, and the maximum possible delivery when pumping from high static lifts. It is hydraulically balanced to minimise thrust on the bearings. The impeller is cast in heat, treated, corrosion-resisting aluminium alloy and is hard anodised to resist erosion.

A male 4" round thread suction eye to BSS 336 is used.

The shaft is of stainless steel and is of ample stiffness to eliminate deflection. It is carried on one needle roller and one ball bearing. The shaft seal is the Coventry Climax automatically adjusting carbon face seal, which needs no attention.

The front of the volute body is ducted to allow the engine coolant to be used for warming the pump, so eliminating the danger of freezing in very cold conditions.

**CLUTCH** The clutch is of the positive drive, sliding dog type with a synchro-mesh arrangement to assist engagement. The clutch parts are constructed in case-hardened and heat-treated alloy steel and are operated by means of a phosphor-bronze fork.

The drive shaft is also of case-hardened and heat-treated alloy steel. It is carried in two ball bearings and has the driving flange splined to it.

**PRIMING** Priming is by means of the well-known Coventry Climax liquid ring primer. It is mounted above the bearing housing and is driven through a friction drive from the pump driving flange.

A single lever movement engages the primer drive and also operates the primer isolating valve. The primer isolating valve has been introduced to prevent an excessive amount of water being drawn into the primer during the priming operation. This allows an anti-freeze mixture to be used in the primer.

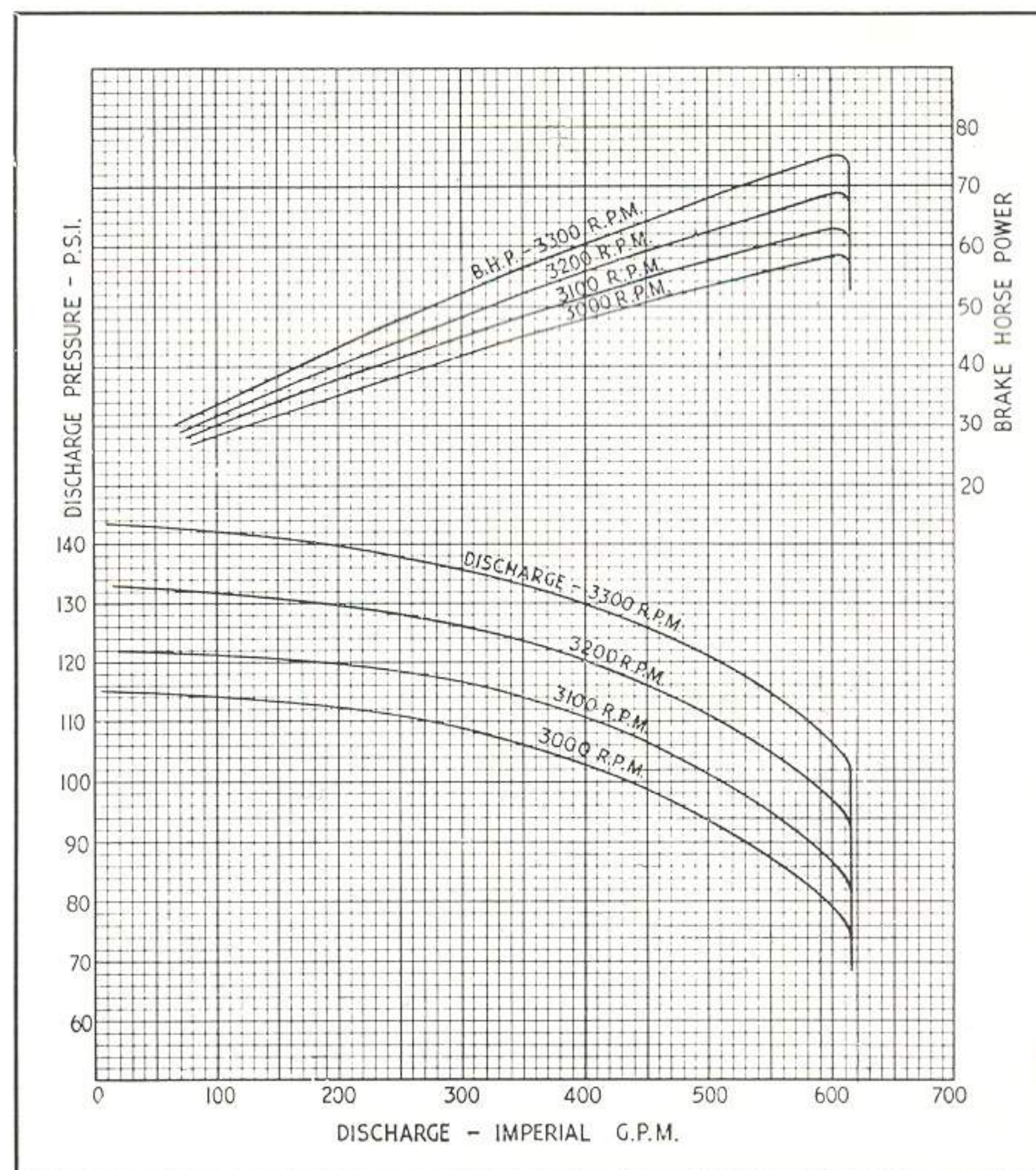
**DELIVERY VALVES** Two screw-down type delivery valves are fitted, each with a standard 2½" and instantaneous connection.

**GAUGES** An instrument panel containing pressure and compound gauges, engine water and oil temperature gauges, oil pressure warning light and an instrument panel are fitted.

The Rover Company are not responsible for the manufacture of approved equipment and/or bodywork, although they have closely examined specification and design.

Matters concerning Sales (including Shipping, Delivery, etc.), service or Warranty Claims are the responsibility of the manufacturer (whose name and address is given on this leaflet) or his agent.

In cases of difficulty concerning approved equipment, the Special Projects Section of the Land-Rover Engineering Department is available to offer advice.



## SHIPPING DETAILS

Nett weight (complete kit): 185 lbs (84 kg).

Gross weight (complete kit plus packing case): 303 lbs (137 kg).

Case size: 5'7" × 2' × 2'5" (170 × 61 × 74 cm).

**INSTALLATION** All parts and instructions required for installation are supplied.

We recommend that the vehicle be ordered from the Rover Co. Ltd. complete with front springs as used on the diesel-engined Land Rover. The oil cooler should be ordered as a kit of parts to be installed at the same time as the pump, since its installation has to be interrupted to allow some of the pump parts to be installed.

## LAND ROVER EXTRAS REQUIRED:

1. FRONT SPRINGS AS USED ON DIESEL-ENGINED LAND ROVER.
2. OIL COOLER IN KIT FORM (NOT TO BE INSTALLED AT FACTORY).