

Issue 1

Date 18.12.52

Sheet 1 of 3 Sheets

MODELS AFFECTED

1948-53 LAND-ROVER

UNIT AFFECTED

STEERING

This bulletin supersedes Service Bulletin G1—issued 3.10.50, which should be removed from your file and destroyed.

**COMPLAINT : WHEEL WOBBLE OR WHEEL SHIMMY**

(Wheel wobble would occur at about 20 m.p.h. (30 k.p.h.), while wheel shimmy is a similar condition occurring above 40 m.p.h. (65 k.p.h.).

**REMEDY :** Check the following points in order and correct as necessary :—

Cause	Remarks	Remedy
1. POOR WHEEL AND TYRE BALANCE	More likely to cause shimmy than wobble.	Correct balance of all wheels. See Workshop Manual.
2. UNEVEN TYRE WEAR	Probably due to incorrect tyre pressures or failure to change wheels round at regular intervals.	Change round wheels; renew tyres as necessary; ensure that correct pressures are used. See Workshop Manual.
3. DEFECTIVE ROAD SPRINGS, FRONT OR REAR		Correct or renew as necessary. See Workshop Manual.
4. LOOSE AXLE U BOLTS, FRONT OR REAR		Rectify.
5. LOOSE ROAD SPRING LEAF CLIPS, FRONT OR REAR		Tighten or renew as necessary.
6. DEFECTIVE SHACKLE BUSHES OR PINS, FRONT OR REAR		Renew as necessary.
7. DEFECTIVE HYDRAULIC DAMPERS		Renew.
8. LOOSE STEERING BOX SECURING BOLTS	See 9	Tighten.
9. CRACKED DASH PANEL AT STEERING BOX MOUNTING (1948-51 MODELS)		Fit strengthening plate as described on Sheet 3.

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Cause	Remarks	Remedy
10. EXCESSIVE END-FLOAT IN STEERING COLUMN OR WORN STEERING BOX NUT	End-float should be checked at regular intervals.	Adjust end-float at thrust bearing or renew inner column and nut. See Workshop Manual.
11. EXCESSIVE PLAY IN STEERING LINKAGE BALL JOINTS	Clearance between ball joint sphere and seat should not allow more than .005 in. (0,12 mm.) end-float in the ball pin.	Hammer the peening on the joint body and dish the cap until the ball pin feels tight. Alternatively renew the ball joint.
12. DEFECTIVE STEERING RELAY UNIT	Load should be at least 12 lb. (5,5 kg.) measured at relay lever boss.	Rectify as necessary. See Workshop Manual.
13. STEERING RELAY LEVERS LOOSE ON RELAY SHAFT		Rectify as necessary.
14. EXCESSIVE END-FLOAT IN FRONT WHEEL HUB BEARINGS	End-float should be .003 to .004 in. (0,08 to 0,10 mm.)	Adjust as necessary. See Workshop Manual.
15. STEERING LEVER LOOSE ON TRACTA JOINT HOUSING		Rectify as necessary.
16. ACCIDENTAL DAMAGE	Steering angles should be :— Camber : $1\frac{1}{2}^{\circ}$ Caster : $3^{\circ}$ Swivel pin inclination : $7^{\circ}$ Toe-in : $\frac{3}{64}$ to $\frac{3}{32}$ in. (1,2 to 2,4 mm.)	Check steering angles and adjust as necessary, renewing bent parts. Check chassis alignment and correct as necessary. See Workshop Manual.
17. EXCESSIVE LOADS CARRIED IN VEHICLE	Maximum approved pay load is 1,000 lb. (450 kg.) in rear of vehicle.	Responsibility of operator.
18. WORN SWIVEL PIN BEARINGS (1948-50 MODELS)		Renew bearings or, preferably, fit swivel pin damping. See Service Bulletin 2/F1.
19. DEFECTIVE SWIVEL PIN DAMPING CONES (1950-52 MODELS)	Load should be 7-8 lb. (3-3,5 kg.) measured at track rod hole in steering lever.	Fit cones with modified lubrication and re-adjust as necessary. See Service Bulletin 2/F1.



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### FITTING STRENGTHENING PLATE TO DASH PANEL

1. Remove the steering unit.
2. Offer up the strengthening plate Part No. 302536 on the driver's side of the dash panel as shown at Fig. 1 in such a position that it gives maximum support at the steering box fixings. Holding the plate in position, drill through the two  $7/16$  in. (11,1 mm.) steering box securing holes.
3. Replace the steering unit, securing it together with the plate, by means of the original fixings.

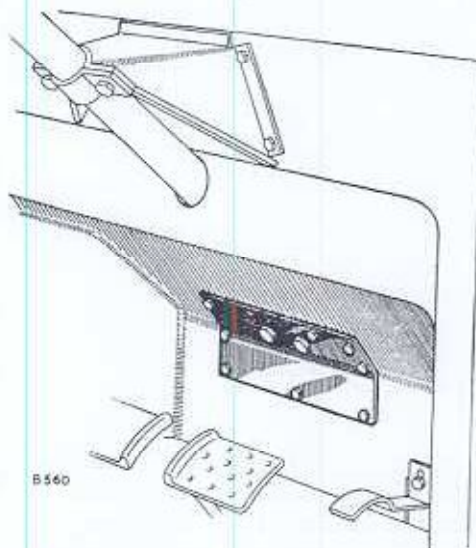


Fig. 1. Fitting dash strengthening plate.

4. Where facilities permit, arc weld the plate to the dash.

NOTE: If welding equipment is not available, drill a series of  $1/4$  in. (6,4 mm.) holes round the periphery of the plate and secure with bolts ( $1/4$  in. B.S.F. x  $5/8$  in. long, Part No. 215053 or suitable alternative), spring washers and nuts.