

Bulletin
Number 5046

Issue 2

Date 5.5.49

Sheet 1 of 2 Sheets

MODELS AFFECTED

LAND-ROVER

UNIT AFFECTED

SUSPENSION

COMPLAINT

SUBJECT

ROAD SPRINGS

Several changes have been made in the design of Land-Rover road springs; details of these alterations are set out below to assist in the correct maintenance and replacement ordering for the vehicles concerned.

The **FREE CAMBER** of the spring, when removed from the vehicle, is used as an identification feature. It is indicated by the measurement "B" at Fig. 1, *i.e.* the distance from the top of the main leaf to the line joining the spring eye centres.

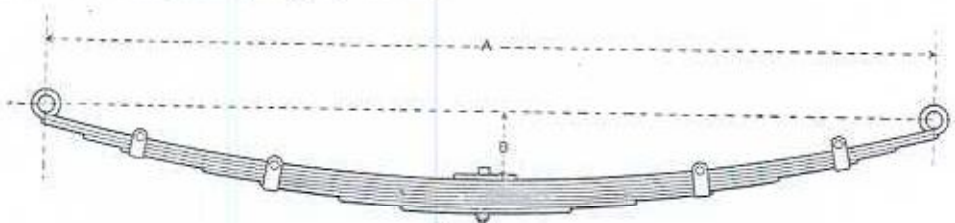


Fig. 1

FRONT SPRINGS

L.H. and R.H. front springs are identical in all cases

Type	Part Number	Fitted to Vehicles Numbered	Free Camber	Identification
1.	—	860001 to 860525	2½ in. (63,5 mm.)	8 leaves. Distance of end of 3rd leaf from spring eye centre: 3 in. (76 mm.).
2.	—	860526 to 862114	3½ in. (89 mm.)	8 leaves. Distance of end of 3rd leaf from spring eye centre: 1½ in. (32 mm.).
3.	231196	862115 onwards	4 in. (102 mm.)	9 leaves. Two centre clips turned over main leaf.

Type 3 springs are supplied as spares for all vehicles numbered 862115 onwards.

Types 1 and 2 springs are NOT supplied as spares; in their place a special service spring is used, the characteristics of which are as follows:—

Type	Part Number	Supplied for Vehicles Numbered	Free Camber	Identification
Service	217222	860001 to 862114	3½ in. (89 mm.)	9 leaves. All clips turned over the main leaf.

The two types of spring supplied are not interchangeable and must only be fitted within their respective series.

Should operating conditions warrant the modification, the original 8 leaf springs (Types 1 and 2) can be converted to the Service 9 leaf pattern by the addition of
1 extra leaf Part No. 1620 and 1 new centre dowel Part No. T1432 per spring.

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To effect the conversion, proceed as follows:—

1. Remove each road spring from the vehicle.
2. Should the spring have settled, re-set it to 3½ ins. (89 mm.) free camber and re-temper.
3. Remove and discard the bolts and nuts from the leaf clips.
4. Remove and discard the centre dowel.
5. Insert the new leaf (T1620) between the original second and third leaves.
6. Fit the new centre dowel (T1432).
7. Bend the four leaf clips over the main leaf.
8. Replace the road spring.

The parts required for this conversion will be supplied, free of charge, upon application to our Spares Department, or, if facilities permit, they can be made locally as detailed below. Where this procedure is followed, a saving in freight, customs dues and time will result.

Extra leaf T1620. Length (flat): 35 in. (890 mm.). Width: 1¾ in. (44,5 mm.).
Thickness: .218 in. (5,5 mm.). Brinell hardness: 388-444.

Centre dowel T1432: As original dowel, but with plain shank 1.750 in. (44,5 mm.) long instead of 1.555 in. (39,5 mm.).

REAR SPRINGS

L.H. and R.H. rear springs are NOT interchangeable, except in the case described below. All types have either nine or ten leaves.

Type	Fitted to Vehicles Numbered	L.H.			R.H.		
		Part Number	Free Camber	Identifi- cation	Part Number	Free Camber	Identifi- cation
1.	860001 to 862297	—	4¾ in. (111 mm.)	—	—	4¾ in. (111 mm.)	—
2.	862298 to 8664115	—	4¾ in. (111 mm.)	Stamped L.H.	—	5 in. (127 mm.)	Stamped R.H.
3.	8664116 onwards	217224	4 in. (102 mm.)	Stamped L.H.	231224	4¾ in. (114 mm.)	Stamped R.H.

The R.H. spring with increased camber was introduced at vehicle number 862298, to compensate for the extra weight (fuel tank, etc.) carried on the right-hand side of the vehicle.

The camber of both L.H. and R.H. springs was reduced at vehicle number 8664116, to reduce the normal angularity of the rear axle propeller shaft.

Only springs to the latest specification (Type 3) are supplied as replacement for all vehicles.

Should a new R.H. spring be required for a vehicle within the Type 2 range of serial numbers, it would be advisable to transfer the existing L.H. spring to the right-hand side and fit a new L.H. spring on the left. This action would preserve the correct difference in camber between the two springs, and so ensure that the vehicle "sits" squarely at the rear.

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