

Issue 2

Date 14.3.51

Sheet 1 of 3 Sheets

MODELS AFFECTED
1948-51 LAND-ROVER

UNIT AFFECTED
GEARBOX

This bulletin supersedes Service Bulletin 5047, which should be removed from your file and destroyed.

COMPLAINT. A. CLUTCH SLIP
B. OIL LEAK FROM CLUTCH HOUSING
C. INCREASED OIL LEVEL IN MAIN GEARBOX
D. LOSS OF OIL FROM TRANSFER BOX

CAUSE. Oil passing from transfer box to main gearbox along mainshaft; oil from main gearbox leaking along primary pinion to clutch unit.

REMEDY. Check and rectify the complaint as follows:—

1. Ensure that an oil thrower ring is fitted at the rear end of the main gearbox. If not, fit the ring as detailed at Operation A below.
2. Drain off the oil from the main gearbox and transfer box.
3. If not already done, modify the main gearbox dipstick as detailed at Operation B below.
4. Re-fill the main gearbox to the "H" mark on the dipstick (capacity 2½ pints (1,5 litres)).
5. Re-fill the transfer box with 4½ pints (2,5 litres) of oil.
6. Run the vehicle for 200 to 300 miles (300 to 500 Km.) under its normal working conditions.
7. Inspect the oil levels in the main gearbox and transfer box.
8. If the oil levels have not altered and if not already done, fit a new level plug in the transfer box at the 4½ pints (2,5 litres) level as detailed at Operation C below.
9. If oil has transferred from the transfer box to the main gearbox:—
 - (a) Fit a new oil seal (synthetic rubber with garter spring Part No. 236305) and distance piece at the rear end of the gearbox mainshaft. See Operation D below.
 - (b) Fit a new level plug in the transfer box at the 4½ pints (2,5 litres) level as detailed at Operation C below.

Operation A. To fit an oil thrower ring to the rear end of the gearbox mainshaft (Gearboxes numbered prior to 864671 only).

1. Remove the centre inspection panel from the seat box.
2. Disconnect the rear power take-off propellor shaft at the gearbox end (if fitted).
3. Remove the top cover plate or power take-off selector assembly from the transfer casing.
4. Remove the mainshaft rear bearing housing assembly or power take-off drive unit and dog clutch from the rear of the transfer casing.

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Issue 2

Date 14.3.51

Sheet 2 of 3 Sheets

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1948-51 LAND-ROVER

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5. Prise up the tab washer at the rear end of the mainshaft and remove the nut and tab washer retaining the transfer drive gear; withdraw the gear from the mainshaft.
6. Feed an oil thrower ring (Part No. 232415) in front of the intermediate cluster gear, and enter it squarely on the mainshaft distance piece. The thrower ring must be fitted with its convex side to the rear.
7. Replace the transfer drive gear and pull it on to the mainshaft with the retaining tab washer and nut, so pressing the thrower ring on to the distance piece. Turn up the locking tab.
8. Complete the assembly by reversing the sequence of Operations 1-4.
Time required to fit the oil thrower ring: 1 hour.

Operation B. To modify the main gearbox dipstick (Gearboxes numbered prior to 16102100 and 16131500 only).

1. Withdraw the dipstick.
2. Make a new "H" mark $\frac{1}{2}$ in. (12,7 mm.) BELOW the existing mark, i.e., $5\frac{1}{8}$ in. (148,5 mm.) below the handle flange; the original mark should be obliterated.
Alternatively, a new dipstick (Part No. 235242) can be used.
3. Inform the owner that the oil level has been lowered.

NOTE. All 1950-51 Land-Rovers (fitted with gearboxes numbered prior to 16102100 and 16131500) should be modified at the first opportunity when receiving attention in your Repair Shop.

Operation C. To reduce the oil capacity of the transfer box from 6 pints (3,5 litres) to $4\frac{1}{2}$ pints (2,5 litres). (1948 to mid-1950 models only).

1. The oil level must be lowered by $\frac{1}{8}$ in. (22 mm.). This can be managed by careful measurement when re-filling or topping-up the transfer box. Topping-up would be facilitated by fitting a new level plug; the most convenient time at which to fit such a plug would be at a routine oil change. Proceed as follows:—
2. Remove the bottom cover plate from the transfer box.
3. Mark off the position for the new plug on the rear face of the transfer box by scribing a line vertically downwards from the centre of the lower right-hand stud securing the centre power take-off cover plate to the rear face of the box (i.e., the stud nearest the transmission brake). Mark off a point $2\frac{1}{4}$ in. (57 mm.) below the centre of the stud.

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Sheet 3 of 3 Sheets

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4. Drill a $\frac{3}{16}$ in. (4,8 mm.) hole at this point and tap $\frac{1}{4}$ in. Whit.
5. Fit a suitable $\frac{1}{4}$ in. Whit. set bolt ($\frac{1}{2}$ in. (13 mm.) long) and fibre washer to act as a plug.
6. Clean out all swarf from the transfer box and replace the cover plate.

Operation D. To fit a new oil seal to the rear end of the gearbox mainshaft.

1. Remove the transfer box from the main gearbox.
2. Withdraw the distance piece and oil thrower ring unit from the rear end of the gearbox mainshaft.
3. Remove and discard the mainshaft oil seal from the rear face of the gearbox.
4. Fit the new oil seal (Part No. 236305).
5. Remove the oil thrower ring from the original distance piece and fit it to a new distance piece (Part No. 217474), pressing it on with its convex side to the rear, until the rear face is flush with the rear end of the distance piece.

NOTE. The reason for renewing the distance piece is to provide a perfect track for the oil seal element, as the original surface may have been scored by the defective seal.

6. Assemble the unit by reversing the stripping procedure.

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