

Issue 1

Date 8/3/50

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MODELS AFFECTED  
1948-50 LAND-ROVER

UNIT AFFECTED  
FRONT AXLE

### SWIVEL PIN DAMPING

As from Land-Rover serial number 06112001, the front axle design has been altered to incorporate cone damping bearings at the upper swivel pins, in place of the original taper roller bearings.

If considered necessary, this alteration can be incorporated in earlier vehicles as described below; a convenient time would be at routine front axle overhaul.

#### PARTS REQUIRED

Part No.	Description	Quantity
233262	Steering lever L.H.	1 R.H.D. models only.
233263	Steering lever R.H.	1 R.H.D. models only.
233355	Steering lever L.H.	1 L.H.D. models only.
233356	Steering lever R.H.	1 L.H.D. models only.
230858	Cone seat	2
230904	Cone bearing	2
230896	Spring	2

Proceed as follows :—

1. Jack up the front of the vehicle.
2. Remove the road wheels.
3. Disconnect the front brake pipes.
4. Disconnect the track and steering rods.
5. Remove the complete half shaft and swivel housing assemblies from the axle casing (six bolts, nuts and spring washers on each side). Strip each assembly as follows :
6. Drain off the oil from the tracta joint housing.
7. Remove the swivel pin housing oil seal (five set bolts and spring washers and one adjustable lock stop bolt).
8. Remove the swivel pin and steering lever complete with shims (four nuts and spring washers).
9. Remove the bottom swivel pin bracket complete with shims, which should be preserved (four nuts and spring washers).
10. Remove the half shaft and tracta joint complete from the housing.
11. Remove the upper roller bearing and discard.
12. Press the bronze cone seat (230858) into the swivel pin bearing housing.
13. Smear the steel cone bearing (230904) with oil and insert in the cone seat.



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14. Re-assemble the half shaft, taking care to mesh the tracta joint correctly.
  15. Re-assemble the bottom swivel pin bracket with the original shims.
  16. Insert the coil spring (230896) in the top bearing.
  17. Fit the new steering lever and swivel pin assembly and pull down evenly, without shims. After every few turns of the four securing nuts, check the resistance by moving the assembly from lock to lock. A sudden increase in resistance will indicate that the spring has become coilbound. At this stage, the nuts should be slackened and re-tightened gradually, to find the exact point at which the spring becomes coilbound. Measure the gap between the flange on the steering lever and the swivel pin housing with feeler gauges. Suitable shims .005 in. (0,13 mm.) in excess of this figure should be inserted and the steering lever pulled down tightly. Re-check the resistance (this should be approximately 7-8 lb. (3-3,5 Kg.) at the steering lever boss).
- NOTE.** To ensure that the spring is fully compressed when ascertaining the coilbound position, it may be necessary to use a suitable packing washer under the spring.
18. Re-assemble by reversing operations 1—7; bleed the brake system and re-fill the tracta joint housings with the correct grade of oil.

Time required : 7 hours.