

Land-Rover
Service
News-Letter
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The Rover Company Limited Service Department: Solihull, Warwickshire, England

By Appointment to
Her Majesty
Queen Elizabeth II



Manufacturers
of Cars and
Land-Rovers

ITEM: 162

LAND-ROVER SERVICE NEWS LETTER VOL 3 No 30

SUBJECT:

SALISBURY REAR AXLE

MODEL:

Land-Rover Series IIA; 109 bonneted control for certain Export territories and 109 Station Wagon only in U.K.
Land-Rover Series III, all 109 models.

PART

NUMBERS:

Rear axle complete assembly | 576764

Rear axle assembly (comprises axle assembly
576764 less axle shafts, hubs and brake units) | 607247

COMMENCING
NUMBERS:

Rear axles numbered in the range 9.1100001A onwards.

REMARKS:

As the production of Land-Rovers fitted with the Salisbury rear axle increases, this opportunity is taken to remind Rover Distributors and Dealers of the availability, and necessity of using the Service tools specially designed to facilitate overhaul procedures on the axle. The Service tools required together with their application and use are fully described and illustrated in the following publications:

- (a) Land-Rover Series IIA Workshop Manual Supplement, Part No. 607289, available from the Rover Co. Ltd., Technical Service Department, Solihull, Warwickshire.
- (b) Land-Rover Series III Repair Operation Manual, Part No. 607314 available from the Rover Co. Ltd., Parts Department, Cardiff.

The Service tools are available only from:

Messrs. V. L. Churchill & Co. Ltd., P.O. Box No. 3,
London Road, Daventry, Northants, as follows:-

Seven new tools have been specially produced for use on the Salisbury rear axle fitted to 109 in. Land-Rover models.

In addition six tools are required which, although new to Rover, were originally introduced for Austin-Morris or Triumph applications and some Distributors and Dealers may therefore already possess them.

NEW TOOLS.

18.47BK. PINION BEARING CONE REMOVER/REPLACER

An adaptor used with 18B. 47C Hand Press for removal and replacement of the pinion bearing cones. It consists of a split ring type of remover/replacer which is positioned under the rollers of the taper bearing and a conventional replacer pad which is fitted into the split ring for replacement.

18G.47BL. DIFFERENTIAL BEARING CONE REMOVER

Used with 18G. 47C. It consists of split ring which is fitted around the rollers of the taper bearing and a thrust pad which fits into the differential carrier to take up the centre screw thrust from the main tool.

It is virtually impossible to remove this bearing cone without the aid of this tool.

18G.131F. PINS FOR AXLE SPREADER

A pair of threaded pins which replace the existing pins in main tool 18G. 131C Differential Case Spreader to prevent it from fouling the axle casing. The pins locate in one hole on either side of the axle case to enable it to be spread and thus facilitate reassembly of the differential unit.

18G.134DP. DIFFERENTIAL BEARING CONE REPLACER.

Used with 18G.134. Driver Handle to enable differential bearings to be tapped into position with a hammer without damage.

18G.134 was introduced to Rover Dealers amongst the Range Rover Tools, but it is in fact a well established tool which is required for the majority of British Leyland models, although some Dealers will recognise it from its alternative number 550.

18G.191P. PINION SETTING GAUGE.

This spacer is positioned under the dial indicator spindle in order to set the dial gauge on 18G.191 to the correct height, i.e. the distance from the top of the pinion head to the bottom of the differential side bearing bores.

18G.1122G. PINION BEARING CUP REPLACER.

Two replacer pads which are positioned on the centre screw of the main tool 18G.1122, one each side of the bearings, to enable the inner and outer pinion bearing cups to be replaced together. The tool ensures that they are pressed fully home and avoids the possibility of damage to the bearing face.

RO.1008. PINION OIL SEAL REPLACER.

Required for the correct positioning of the pinion oil seal on replacement.

It also avoids damage to the raised spigot at the rear of the oil seal which is located in the counterbore of the tool.

EXISTING BRITISH LEYLAND TOOLS.

18G.47C. HAND PRESS.

A robust hand press used with adaptors for the effortless removal and replacement of a wide range of bearings.

S.123A. PINION BEARING CUP REMOVER.

An existing Triumph tool which is suitable for a wide range of models.

The spring loaded legs are placed behind the cup which is then drifted out.

18G.131C. DIFFERENTIAL CASE SPREADER.

Used to spread the axle case for easy assembly of the differential unit.

18G.191. DIAL GAUGE, BRACKET AND BASE.

A generally useful depth gauge principally required for pinion height setting, but also suitable for checking crown wheel backlash and determining the thickness of shim required when positioning and differential crown wheel assembly.

18G.1122. BEARING CUP REPLACER.

A general purpose screw press used with a range of adaptors.

18G.1205. PINION FLANGE HOLDING WRENCH.

An adjustable wrench of wide application. The wrench is provided with pegs for use on plain holes and with holes for use in the case of threaded holes or on units where a high torque is required.

Attention is also drawn to the availability of the replacement Salisbury rear axle assembly Part No 607247 which is ready for fitting after transferring the axle shafts, hubs and brake units from the original Salisbury axle.

This axle assembly is provided to reduce turn-round time for vehicles on overhaul, and also to enable a ready repair-by-replacement to be carried out should a differential failure occur away from Service facilities. For full Parts information appertaining to the Salisbury axle refer to Land-Rover News Letter Vol. 3. No. 21A; Vol. 3 No.29, Item 161, and the current Land-Rover P.C.M.I. Transparency.

ITEM: 163

SUBJECT: SEIZED SPEEDOMETERS

MODELS: Land-Rover Series II and IIA.

REMARKS: Examination of seized speedometer units returned to the Rover Company have disclosed that the prime cause of failure was the inclusion of a felt washer Part No 241387, over the end of the inner speedometer cable. This component has now been superseded by a nylon retaining bush.

The use of this felt washer, together with the nylon retaining bush which should have replaced the felt washer, results in a partial seizure from new. It is important that the felt washer, where fitted, be removed from the cable prior to its fitment. This point must also be examined if speedometer seizure difficulties are experienced.