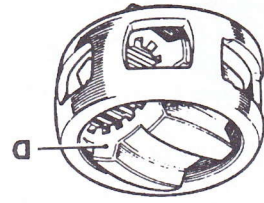
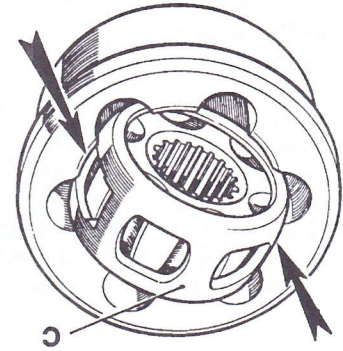
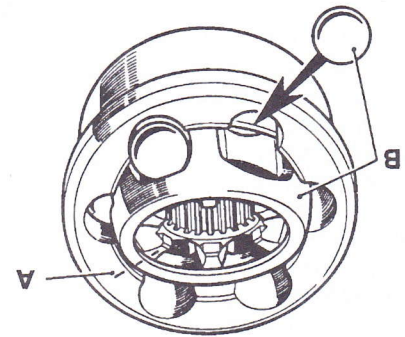


Press in the lower swivel bearing track. Press in the Railko bush housing with the machined flat on the inboard side. Locate the thrust disc in the bottom of the Railko bush housing. Press in the axle shaft oil seal, open side inboard, and grease.

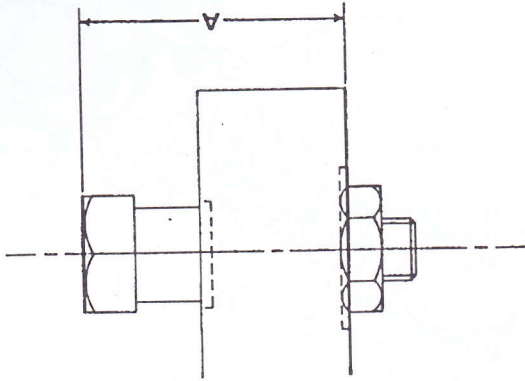
#### Re-assembly:

First refit the swivel pin bearing housing to the axle: clean the bolts and treat the threads with Loctite 270. Apply seal-er to both sides of a gasket and position it on the joint face. Hang the swivel pin housing oil seal, gasket and retainer plate over the back of the housing and attach the housing to the axle, evenly tightening the bolts.

Grease the lower swivel bearing and fit it to the housing. Position the swivel pin housing over the swivel pin bearing housing. Apply sealer to both sides of a gasket, put the gas-lip outboard: do not fit the bolts. Oil the Railko bush (EP oil) and fit the top swivel pin with the original shim, checking that the thrust disc remains in position; fit the bolts and brake hose bracket but do not tighten. Clean the threads of the lower swivel pin bolts, treat them with Loctite 270, fit



**FIG 7:18** Dismantling constant velocity joint.  
A: alignment marks.  
B: cage and ball.  
C: cage turned sideways to clear lands, arrowed.  
D: inner race.



**FIG 7:19** The steering lock stop bolt on the swivel housing can be set for standard tyres by adjusting dimension A to the appropriate figure, see text

If the steering lock stop bolt was loosened, adjust it and tighten the locknut so that dimension A in FIG 7:19 is 54mm for 750 x 16 Michelin XS or Avon Ranger tyres, 51mm for other 750 x 16 tyres, or 56mm if steering gaiters are fitted. When 205R x 16, 600 x 16 or other tyres are fitted, adjust so that the clearance between the tyre wall and the radius arm, on full lock, is a minimum of 20mm.

Re-assemble the front hub as described in Section 7:7. Check that the swivel pin housing drain plug is tight, remove the filler-level plug and inject EP90 oil until it begins to run out of the filler hole: approximately half a pint (0.28 litre) is required. Tighten the plug and wipe away any spillage.

Insert the axle shaft into the casing, with care to avoid damage to oil seals, turning it slightly as necessary to engage the splines in the differential. Put a new gasket on the joint face and fit the stub axle with the keyway in the threaded journal is correctly located in the bronze bush before trying to fit the bolts, as damage will result otherwise: hold the stub axle in place with one hand and pull the axle shaft into the bush with the other. When correctly engaged, the end of the axle shaft splines are flush with the stub axle. Treat the six bolts with Loctite 270, position the mud shield and fasten the stub axle to the swivel pin housing by evenly tightening the bolts.

Liberal grease the swivel housing oil seal lips but do not pack them. Fix the seal, gasket and retainer plate and evenly tighten the bolts to the correct torque. Fit the track rod and drag link, using new split pins to lock the nuts. Fit the brake shield. If removed, fit the lock stop bolt loosely.

Hook a spring balance to the track rod ball joint eye in the housing arm and measure the pull needed to turn the swivel. After overcoming initial 'stiction' the resistance should be 8 to 10lb (3.6 to 4.5kg). Adjustment, if required, is effected by adding or removing shims under the top swivel pin.

them, including the brake shield bracket, and tighten to the correct torque. Then tighten the top swivel pin bolts to the correct torque.