

Section F (Front Suspension)

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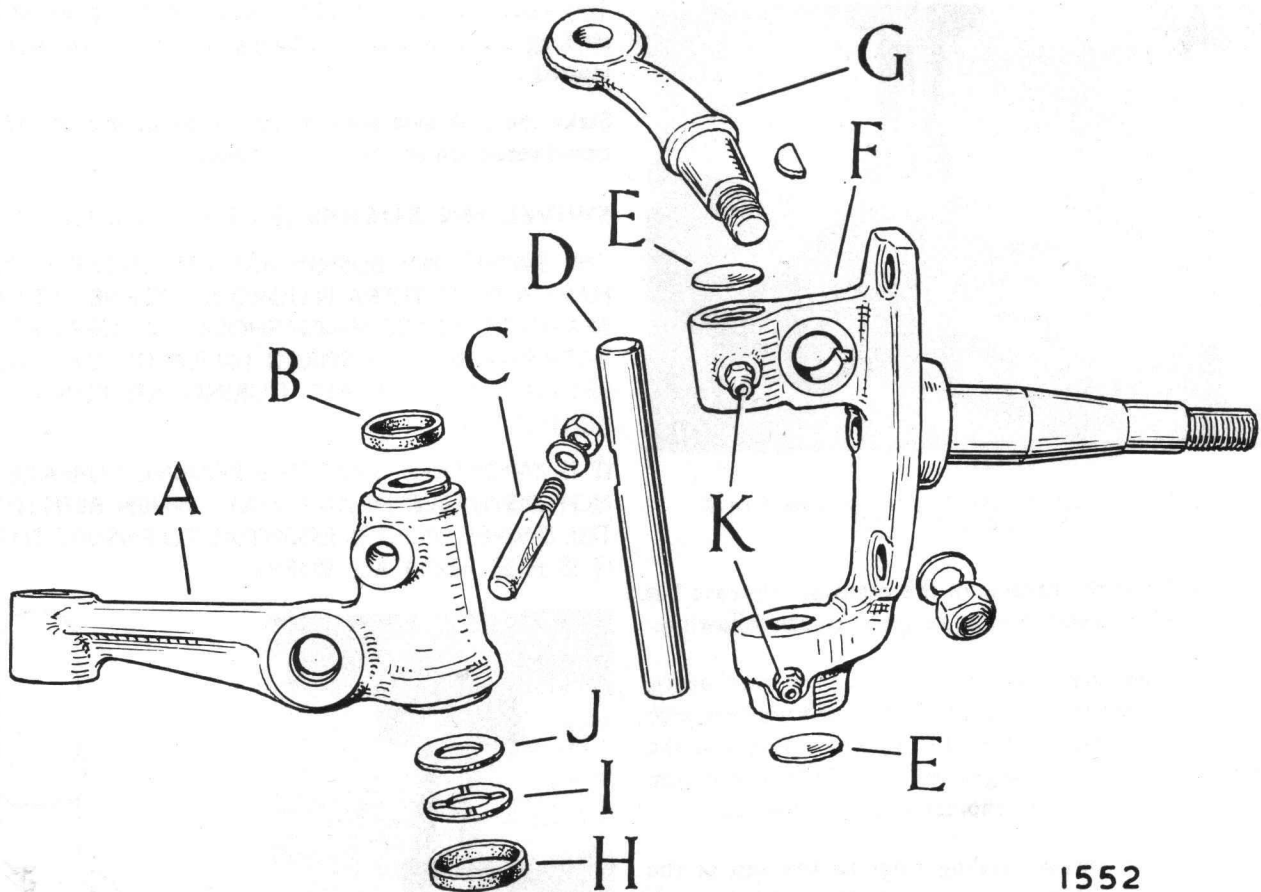


Fig. 10. Exploded view of swivel pin and stub axle

- A. STUB AXLE CARRIER
- B. SMALL SEALING RING
- C. COTTER PIN
- D. SWIVEL PIN
- E. WELCH WASHER

- F. STUB AXLE
- G. STEERING ARM AND LOCATING KEY
- H. LARGE SEALING RING
- I. P.T.F.E. WASHER
- J. BEARING WASHER

K. LUBRICATORS

6. Drift the cotter pin from the stub axle carrier by removing the nut and washer and using a soft nosed drift. When difficulty is experienced, remove the carrier assembly from the wishbone and use a workshop press.
7. Remove the stub axle, large and small sealing rings, P.T.F.E. and bearing washers from the assembly by drifting out the swivel pin from the stub axle and carrier. See Para. 6.
8. When necessary, identify and drift the steering arm and key from the stub axle by removing a nut and washer and using a soft nosed drift.
9. When fitted, remove the lubricators from the stub axle bosses.
10. To avoid distorting the two stub axle bosses when renewing the bushes about their inner faces to the press bed and press the worn bushes from the stub axle bosses individually using Churchill tool No. RG.385, see Fig. 11.
11. Press the two new bushes into each stub axle individually using Churchill tool No. RG.385 see Fig. 12 and when lubricators are fitted, ensure that the hole in the bush aligns with the lubricator tapping, refit the lubricators. IT IS IMPORTANT THAT THE BEARING SURFACE OF THE BUSHES IS NOT DAMAGED and the breather holes in the stub axle bosses are unobstructed. See Swivel Pin Bushes.