

REAR AXLE

No. G-1

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TO: ALL ROOTES DEALERS
MODEL: HILLMAN AND SUNBEAM
SUBJECT: REAR HUB OIL SEALS

When called upon to investigate a complaint of oil leak from the rear hub, it is important to determine the point of leakage.

1) Oil Seal (Leak Path from drain hole in back plate)

Check the hub seal face for bruises, burrs, etc., and replace if necessary. Check the new hub in the same manner. Replace oil seal.

When fitting the new seal, lightly smear oil or grease on the lip of the seal and on the mating surface of the hub to assist fitting and provide initial lubrication. Ensure that the two dowel bolts are located in the reamed holes of the seal carriers. Do not tighten the back plate bolts until the hub is fully home, so ensuring that the seal is correctly centralised in relation to the hub.

2) Axle Casing/Brake Back Plate Joint (Leak path down outer side of back plate).

Ensuring that the joint faces on both the axle casing and the back plate are clean and examine them for burrs or scratches; if necessary, carefully remove any damage with a scraper or fine emery paper.

Lightly coat both joint faces with Hylomar jointing compound and refit, using a new joint.

3) Oil Seal Carrier/Brake Back Plate Joint (Leak path inside brake drum down back plate).

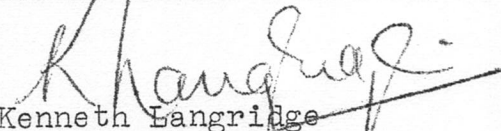
Ensure that the joint faces on both the back plate and the seal carriers are clean and free from burrs; coat both faces with Hylomar jointing compound and refit using 2 joints (5220324). A thicker joint 1229698 will be introduced in the near future which will overcome the necessity to use 2 current joints as described.

4) Key-way (Leak path past hub nut).

Coat both sides of the plain washer (9067079) under the hub nut with Hylomar, also the inner 2 or 3 threads on the axle shaft before replacing the nut.

(Torque Loading - hub nut - 180 lbs. ft. (25 kg.ms.)

ROOTES MOTORS INCORPORATED


Kenneth Langridge
General Service Manager

KL/jd