

TRUCK, UTILITY, 1/4 TON AND 3/4 TON, LANDROVER

STEERING STOPS

UNIT REPAIR

INTRODUCTION

1. Adjustment to steering stops to avoid damage when wheel chains are fitted to front wheels is now not required. The risk of damage to the chassis and front mud-guard assembly is to be accepted when front chains are fitted under severe operational conditions.

REPAIR INFORMATION

2. 1/4 ton vehicles, previously modified in accordance with VEH G 017-8:-
 - (a) Remove bolt, spacer, and plate lock stop from swivel pin housing.
 - (b) Using new BOLT, MACHINE, BSF, 2 'T' steel, hex hd, 3/8 in x 1 1/2 in (5306-66-010-7029), assemble plate lock stop onto bolt and insert into original position on swivel pin housing.
 - (c) Fit self locking nut and tighten.
 - (d) Adjust steering stops as per para 4.
3. 3/4 ton vehicles, previously modified in accordance with VEH G 017-8:-
 - (a) Remove bolt and plate lock stop from swivel pin housing.
 - (b) Using new BOLT, MACHINE, BSF, 2 'T' steel, hex hd, 3/8 in x 1 1/2 in (5306-66-010-7029) and PLATE, LOCK STOP (2520-66-011-2213), assemble plate lock stop onto bolt and insert into original position on swivel pin housing.
 - (c) Fit self locking nut and tighten.
 - (d) Adjust steering stops as per para 4.
4.
 - (a) Slacken the stop bolt locknut(s).
 - (b) Adjust the stop bolt so that the distance from the head of the bolt to the face of the oil seal retainer is 1/2 inch.
 - (c) Tighten the locknut.

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