

LANDROVER, ALL TYPES  
FRONT PROPELLER SHAFT  
UNIT REPAIR

**NOTE:** This instruction supersedes previous issues, all copies of which are to be destroyed. It has been completely revised.

**Introduction**

1. On original equipment the sliding spline end of the front propeller shaft is fitted towards the front differential to allow a dust excluder to be fitted.
2. In this position, isolated reports have been received of the large end of the propeller shaft fouling the lower edge of the 2nd front cross member tunnel when travelling cross country.
3. On some equipments the dust excluder has been discarded and the front propeller shaft reversed with the splined end to the transfer case to avoid interference with the cross member.

**Repair Information**

4. All vehicles are to be inspected during routine servicing to ensure that the front propeller shaft is fitted with the splined end towards the front axle and that the dust excluder is fitted to protect the spline.
5. For vehicles with the front propeller shaft not fitted as described in para 4, action is to be taken as detailed below.
6. Refit propeller shaft to the vehicle with the splined end towards the front axle and fit the dust boot over the spline (refer item 25, page 164, RAEME MAINTENANCE SCALE AUST/MT (147/1)).
7. When the propeller shaft is fitted, support chassis frame and allow front axle to drop to its lowest position and check clearance between propeller shaft and chassis cross member. If the clearance is less than 3/8 inch (10 mm.) dish the cross member to suit.
8. The designation of the dust excluder which is available through normal channels, is:

<i>Stock No.</i>	<i>Designation</i>
2530-66-032-6297	Boor, dust and moisture seal, propeller shaft splines and retaining clamps

(TSU 80/69)

END