

SERVICE INFORMATION



STANDARD AND TRIUMPH VEHICLES (NOT FOR PUBLICATION)

No.	SPORTS/3/F	FITTING AND ASSEMBLY OF REAR HUBS	Date	AUGUST 1954
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The fit of the rear hubs on the axle shaft now provides an interference, as was indicated in Service Information Sheet SPORTS/1/F.

It has been brought to our notice that the changing of rear hubs, without removal of the half shaft and brake backing plate, has led to damage of the hub bearing and to their subsequent failure in service.

Messrs. V.L. Churchill & Co. Ltd. are preparing a special tool for the fitting of either the pressed steel or the knock-on type hubs. Until the envisaged tool, or a suitable alternative, is available no hubs should be fitted onto the axle shafts, with the interference fit, unless the complete half shaft assembly is removed and the fitting load carried on the end of the axle shaft.

It will similarly be possible to cause damage when removing hubs, where an interference fit is provided, and as was indicated in SPORTS/1/Q tools are being prepared for their removal. In the absence of such a hub puller, the complete half shaft assembly must be removed, as when fitting, and the extraction carried out without any loading on the bearing.

NOTE: These instructions are for information only and do not constitute an authority to carry out modifications at the expense of The Standard Motor Company Limited.