

SERVICE INFORMATION



STANDARD AND TRIUMPH VEHICLES

(NOT FOR PUBLICATION)

No.	SPORTS/1/F	REAR HUB – PRESSED STEEL AND KNOCK-OFF TYPE WIRE WHEELS	Date	MAY 1954
------------	------------	--	-------------	----------

Reports from competitors in high speed work have shown that there is a tendency for the rear hubs to work loose on their splines, which also allows oil to leak along these splines.

This loosening of the hubs is due to a “fretting” action between the splined locking collar and inner locating boss and has now been eliminated in production by cyanide hardening the locating collar, Part No. 108608, and increasing the size of the splines on the axle shaft with part No. 201933, to provide an interference fit.

In future it is only intended to carry the axle shaft with the increased spline size and the hardened locking collar in our Spares Department, and these new parts should be used for any persistent case where retightening of the axle hub nut to 110-125 lbs.ft. is not successful.

The removal of the hubs fitted to the axle shafts which provide an interference fit will require the use of an extractor. The tools recommended for this purpose are described in Service Information Sheet SPORTS/1/Q.

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.