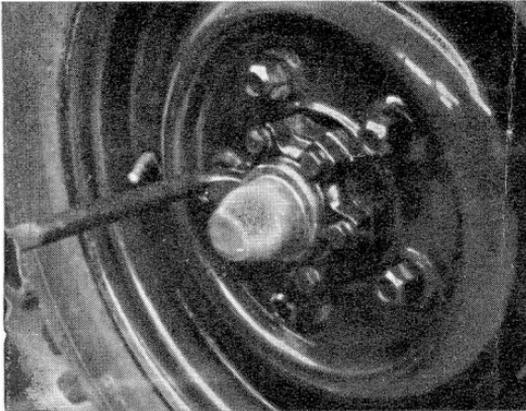
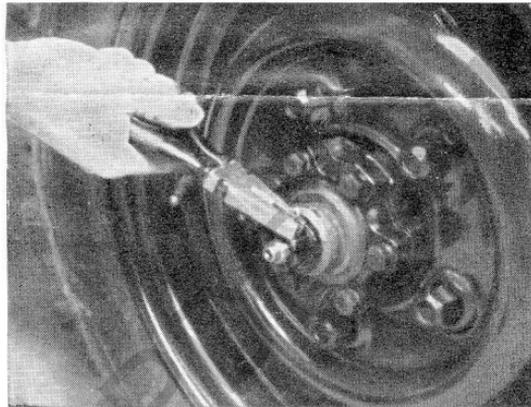


FITTING INSTRUCTIONS FOR SERIES II AND SERIES III, 88" LAND ROVER AUTOMATIC FREE-WHEELING HUB

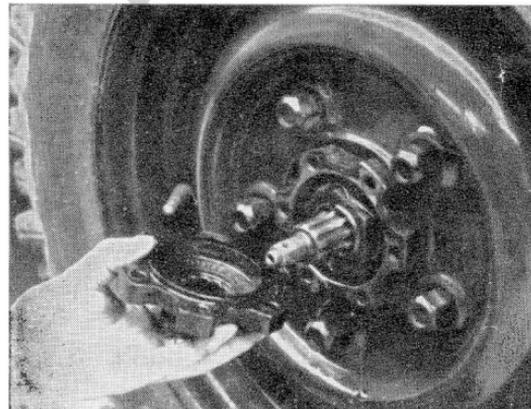
Please hand to customer after fitting for
his careful perusal



1. Remove the oil cap covering the extension of the front stub axle.



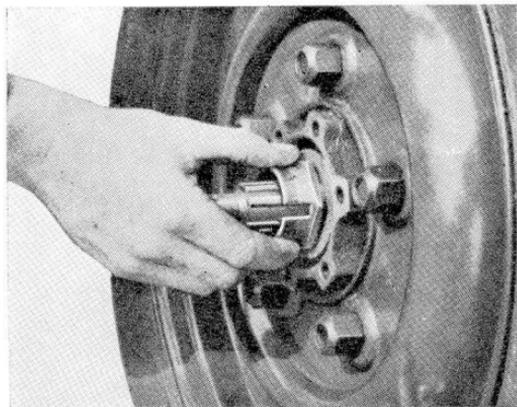
2. Remove the cotter pin securing the castellated nut on the extension of the stub axle.



3. Remove the 6 bolts securing the driving "star" in position.

4. Remove the driving "star" (this is not required but with the bolts should be retained in case the vehicle is sold and the Freewheeling Hubs removed).

5. Straighten existing lockwasher and remove locknut.



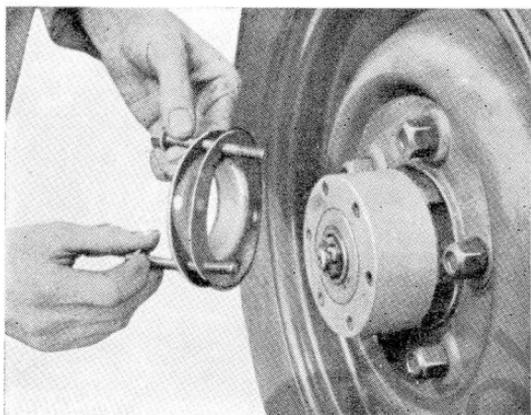
6. Fit new lockwasher (21) and new locknut (20)—tighten the locknut. Jack up the vehicle at the front and check if there is any end float on the wheel bearings, if so correct before proceeding any further. (The Land - Rover Manual should be referred to—operation F16 in the

series 2 manual). The end float is removed with the inner hub nut and locknut. As a safeguard this should be checked again after locking the locknut in position. **IMPORTANT—MAKE SURE AT LEAST TWO TABS OF THE LOCKWASHER (21) ARE TURNED WELL OVER THE LOCKNUT (20). THIS NOT ONLY LOCKS BEARING TOLERANCES BUT PROVIDES THE NECESSARY FRICTION DRIVE FOR THE HUB AUTOMATIC OPERATION.**

7. Remove the internal gear from the body of the Hub and locate the gear over the splines of the axle shaft, make sure the abutment on Friction Spring engages freely into the slot of the Friction Nut.

8. Fix the new paper gasket to flanged face of the hub with grease, push the Hub body over the drive gear and loosely screw in a bolt to hold the body in position, fit the drive gear bush over the centre gear and into body (the deepest recess and centre machined boss should be innermost) and retain by the circlip.

9. Fit the new rubber and felt splined seal (8) with existing washer and castellated nut—DO NOT OVERTIGHTEN i.e., first tighten the nut and turn back to the nearest position for the cotter pin (5) to be inserted and spread.



10. Remove the loose bolt and fix gasket (4) in position on the cover (3) or body (12) with compound or grease, insert six bolts and spring washer (1) (2) and tighten home.

OPERATION.

11. To ensure the disengagement of the hubs, after the vehicle has been used in four-wheel-drive, before changing back into two-wheel-drive, the last movement of the vehicle in four-wheel-drive should be in a forward direction. THE VEHICLE MUST BE BROUGHT TO A FULL STOP BEFORE ENGAGING FOUR-WHEEL DRIVE, otherwise damage will occur to the transmission. The kit includes a small plastic self-adhesive notice to this effect, and you should fasten this to the windscreen. This is done by cleaning a small portion on the inside of the windscreen and after moistening very slightly, firmly applying the plastic notice. If four-wheel drive is seldom used, it is recommended to engage four-wheel drive occasionally say once a fortnight or so, for a few miles, so that front transmission lubrication is maintained fully.

12. It is advisable to check the level of lubricant in the front universal joint housing reservoir and top up if necessary. If the vehicle is to be used in a climate where there is a prolonged

winter period of extremely cold weather, the universal joint reservoir should be emptied and refilled with gear oil of suitable S.A.E. rating as specified in the Land Rover Manual.

13. The hubs require no maintenance apart from topping up with suitable oil or grease in the same way as the standard vehicle but do not fail to ascertain they are lubricated.

14. Retain parts list for your future reference.

15. If the vehicle is to be used for towing VERY HEAVY LOADS, i.e., such as a large caravan, in districts where the gradients are heavy enough to warrant four-wheel engine braking, then it is advisable to fit MANUAL free-wheeling hubs (which have been designed for this purpose). These are not automatic in operation, but can be set to FREE or FIXED as required. In manual hubs the lock is positive at all times and therefore gives four-wheel engine braking in four-wheel drive.

Manufactured by :

FAIREY WINCHES LTD.

**142-148 Plymouth Road, Tavistock
Devon, England PL19 9DR**

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PDF by roby65to

PARTS LIST (Supplied)

FAIREY WINCHES LIMITED

LAND ROVER Freewheeling Hub

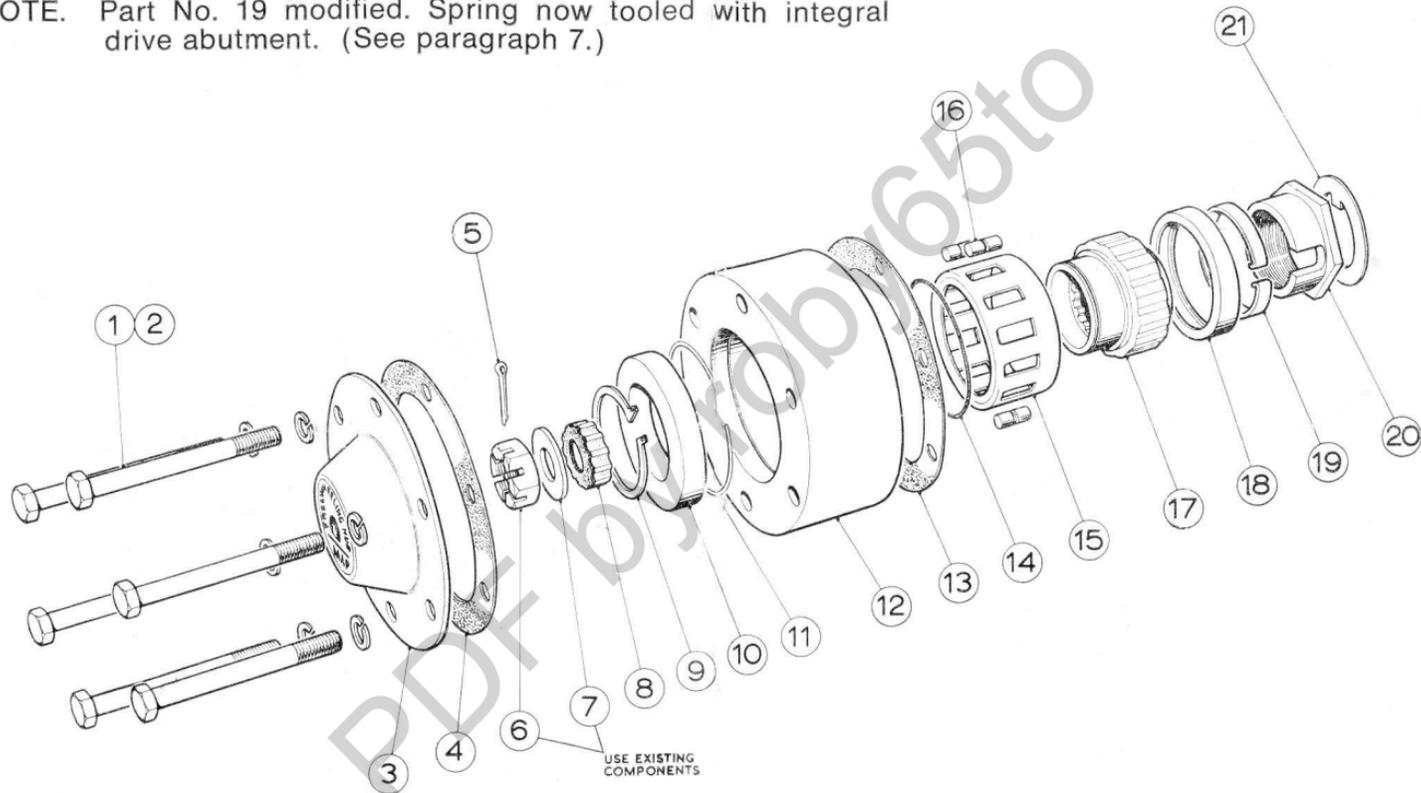
Part Number

AH/1 Bolts (12).
AH/2 Spring Washers (12).
AH/3 Cover (2).
AH/4 Cover Gasket (2).
AH/5 Cotter Pin (2).
AH/6 Castellated Nut.
AH/7 Washer.
AH/8 Splined Seal (2).
AH/9 Drive Gear Circlip (2).
AH/10 Drive Gear Bush (2).
AH/11 Body Circlip (2).

Part Number

AH/12 Body (2).
AH/13 Body Gasket (2).
AH/14 Roller Retaining Spring (2).
AH/15 Roller Cage (2).
AH/16 Rollers (24).
AH/17 Drive Gear (2).
AH/18 Friction Ring (2).
AH/19 Friction Spring (2).
AH/20 Friction Locknut (2).
AH/21 Lock Washer (2).

NOTE. Part No. 19 modified. Spring now tooled with integral drive abutment. (See paragraph 7.)



USE EXISTING COMPONENTS

AUTOMATIC HUB ASSEMBLY
PREFIX ALL PARTS A.H./-