TECHNICAL SERVICE BULLETIN

BRITISH LEYLAND — AUSTIN MG DIVISION

NO. 3 D 12

October, 1970

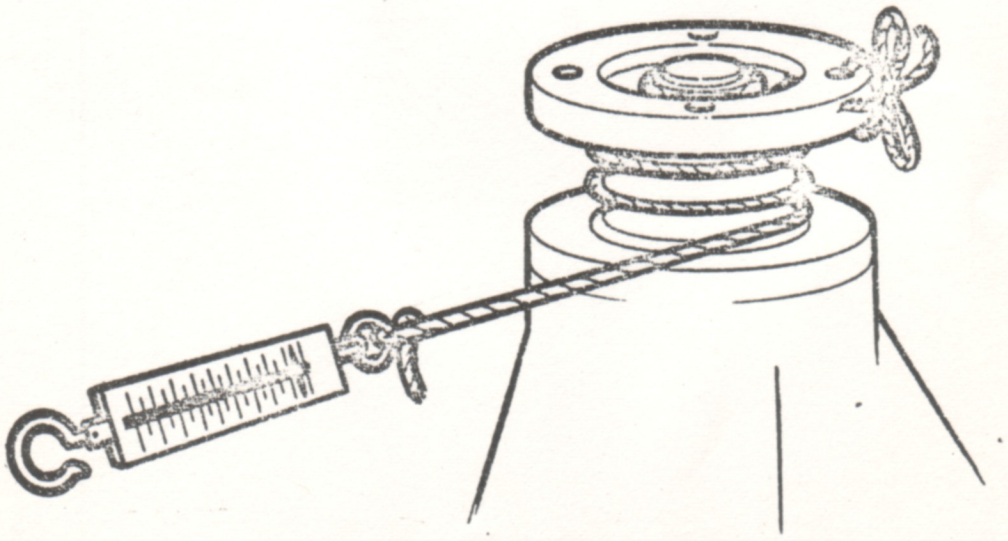
SUBJECT:	MODELS:
Rear Axle Pinion Nut	MGB MGC

Whenever the rear axle pinion nut has to be removed and the pinion bearings are not being renewed, for example when an oil seal is to be replaced, it is very important that the nut is refitted correctly.

The instructions given in the Workshop Manual are incorrect and the following method must be used.

1. Remove propellor shaft, rear wheels and brake drums.

2. Wind a cord around the drive flange as illustrated and use a spring scale to determine the effort needed to rotate the pinion at a slow, steady speed.



3. Use Service Tool 18G 34A to hold the flange and remove the pinion nut.

4. Smear with grease the outside diameter and the sealing lip of the new seal and insert the seal, using a flat faced drift with a diameter no smaller than that of the seal.

5. Examine the drive flange for damage on the seal diameter and on the end chamfer. If there is any damage within 1/16 in. (1.5 mm) of the seal track, a new flange must be fitted; any damage between the seal track area and the bearing abutment face should be smoothed off by light stoning.

6. Refit the flange and tighten the pinion nut until resistance is encountered.

7. Use the cord and spring scale to measure the effort required to rotate the pinion.

8. Continue tightening the nut a very small amount at a time, rotating the pinion to settle the bearings, until the spring balance reading is the higher of:

   a. the reading taken before stripping (para.2) and

   b. the reading mentioned in para. 7 plus 4-6 lbs.

   Spring scale readings must be taken very frequently throughout the operation in view of the rapid build-up of pre-load as the nut is tightened.

If the spring scale readings mentioned in para. 8 are exceeded, the axle will have to be stripped and a new bearing spacer fitted.