

DESCRIPTION AND MODIFICATIONS

FRONT AXLE

Description

The axle comprises an I-section steel forging of the reversed Elliot type incorporating two integral pads which locate and seat the front road springs. The springs are secured to the axle beam by U-bolts and nuts.

The outer ends of the beam are bored to accommodate the king pins, cotters locate and lock the pins in position.

Bushed stub axles pivot on the king pins, the bushes being pressed into the stub axle bosses. Bushes are lubricated through greasers fitted to the top and bottom cover plates. A seal and thrust bearing are located between the stub axle and axle beam lower face. End float is adjusted by using one of eight selective washers between the stub axle and axle beam upper face.

The hubs are mounted on opposed taper roller

bearings, with a bearing abutment ring and oil seal adjacent to the inner bearings.

SPRINGS

Description

The road springs are of multi-leaf, semi-elliptic type. The front springs are suspended on a fixed forward shackle and a swinging rear shackle, with a telescopic shock absorber connected to the top of the spring assembly. The rear springs are suspended on a fixed forward shackle and a swinging rear shackle, with a telescopic shock absorber connected to the rear axle casing. Early vehicles were fitted with a lever type shock absorber with connecting links to the rear axle casing. The number of leaves fitted to the front and rear springs vary according to the model (see Data).