

Number	J.1
Section	Front Suspension
Sheet	1 (of 1)
Date	January, 1960

### TOP WISHBONE BALL JOINT LUBRICATION

#### Mark 2 Models

If difficulty is experienced in greasing the top wishbone ball joints on early cars fitted with a right-angled nipple replace the nipple with a straight type Part number C.3044/1 as fitted to the lower wishbone ball joint.



March, 1960

SERVICE BULLETIN NO. J.2

The above numbered Service Bulletin is not for general circulation and the Distributors and Dealers whom it concerns have already been issued with their copy.

If you are not in possession of a copy of Service Bulletin No. J.2 insert this sheet in your folder in its place.



Number J.2  
 Section Front Suspension  
 Sheet 1 (of 3)  
 Date January, 1960

### MODIFICATION TO FRONT SUSPENSION

#### 2.4, 3.4 and 3.8 litre Mark 2 Models

All cars of the above types prior to the following chassis numbers are to be called in with all possible speed for inspection and modification as follows:-

	R.H. Drive	L.H. Drive
2.4 litre Mark 2	100676	125250
3.4 litre Mark 2	150540	175278
3.8 litre Mark 2	200279	211029

(A)

Jack up under the front suspension cross member and remove the two front road wheels.

If the rebound stop plate can be seen projecting from the side of the front upper wishbone lever when the suspension is in the full rebound position (as indicated by the arrow in Fig.1.) the following modification must be carried out.

Parts required:-

Additional rebound stop plate	XL.3292	Right-hand
" " " "	XL.3293	Left-hand

(B)

On all cars prior to the chassis numbers quoted above and whether or not the rebound stop plates were fitted correctly in original production the upper wishbone levers are to be changed for the modified type. (see Fig.3.)

<u>Modified type</u>	No. off
C.16798 Wishbone lever	2
C.16799 Wishbone lever	2

Continued

## Modification Procedure

- (1) Place a support under the coil spring pan at each side and lower jack slightly so that weight of suspension is taken.
- (2) Remove the two bolts securing the upper wishbone levers to the upper ball joints. Take care to keep the shims and packing piece in their correct relative positions or the castor angle will be upset.

Note: Support the weight of the brake disc or hub so that the flexible brake hose is not allowed to become extended when the wishbone levers are disconnected.

- (3) Disconnect the front mountings of the front suspension cross-member assembly by removing the four bolts; slacken the bolt securing each rear mounting to the chassis side member. This will afford the necessary clearance to allow the rear wishbone levers to be removed when the front end of the suspension unit is lowered.
- (4) Remove the nut and bolt which secures the upper wishbone levers together.

Withdraw the split pins and unscrew the two slotted nuts. Remove the washers and wishbone levers noting that the inner washers are chamfered around the hole and that the chamfer must be fitted inwards.

- (5) Cut or file a piece out of the rebound stop plate as shown in Fig.2.
- (6) Weld the additional rebound stop plates on top of the existing plate in the position shown in Fig.2. that is, at the top, bottom and front edges of the plates. The plates are handed and the widest end of the plate must be fitted at the rear.

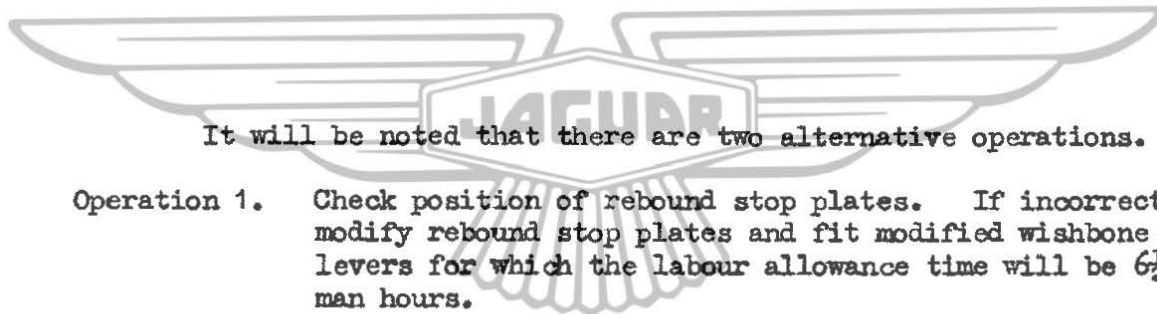
Note: The necessary welding must be carried out with arc welding (not gas) equipment and the brake disc, coil spring and brake flexible hose suitably protected with asbestos sheeting or similar material from welding "flashes".

Before carrying out any welding check that the new plate seats down on the existing plate otherwise remove the surplus weld at the point where existing plate is welded to front suspension cross member.

Continued

- (7) Reassemble the modified wishbone levers and fully tighten the slotted nuts with the wishbone levers positioned as near as possible to the normal riding position, that is, approximately horizontal.
- (8) After completing re-assembly, it will be necessary to check and reset if necessary, the castor, camber and front wheel alignment. The procedure for adjusting the castor and camber angles is described on pages J.18 and J.19 of the Front Suspension section of the Mark 1 2.4/3.4 litre Service Manual but the settings are as follows:-

	Camber Angle	Castor Angle
2.4, 3.4 and 3.8 litre Mark 2 Models	$\frac{3}{4}^{\circ} \pm \frac{1}{4}^{\circ}$	$0^{\circ} \pm \frac{1}{4}^{\circ}$



It will be noted that there are two alternative operations.

- Operation 1. Check position of rebound stop plates. If incorrect, modify rebound stop plates and fit modified wishbone levers for which the labour allowance time will be  $6\frac{1}{2}$  man hours.
- Operation 2. Inspect rebound stop plates for correct position on front suspension cross member. If correct, fit modified wishbone levers for which the labour allowance time is  $5\frac{1}{2}$  man hours.

It is the responsibility of each distributor to ensure that all cars sold by them direct or through their dealers or to the motor trade in their territory or held in stock in their territory are called in for inspection and modification with all possible speed.

We do not desire this modification to be carried out other than by Jaguar Distributors and Dealers and cars originally supplied through or stocked by non-contracting traders must be called in and modified by the distributor or dealer who supplied the car to the trader.

The necessary supply of parts to cover the estimated requirements of each distributor is being forwarded by the Jaguar Spares Department to the distributors concerned.

Distributors and dealers are to notify the Service Department, Jaguar Cars Limited, of any cars they have sold to customers not residing in their territory which by virtue of distance they cannot conveniently inspect and modify and for which cars Jaguar Cars Limited, will arrange for action to be taken by the nearest Jaguar dealer.

Individual guarantee claims for material and labour are to be submitted in the normal manner, the labour section being endorsed "Modification per Service Bulletin J.2" - Operation 1 or Operation 2 as the case may be.

For Export countries displaced wishbone levers are to be returned to the Distributor who will be responsible for ensuring that they are scrapped preferably by cutting the levers into two pieces.

For the Home market, displaced wishbone levers are to be returned via the Distributor to Jaguar Cars Limited, Coventry.



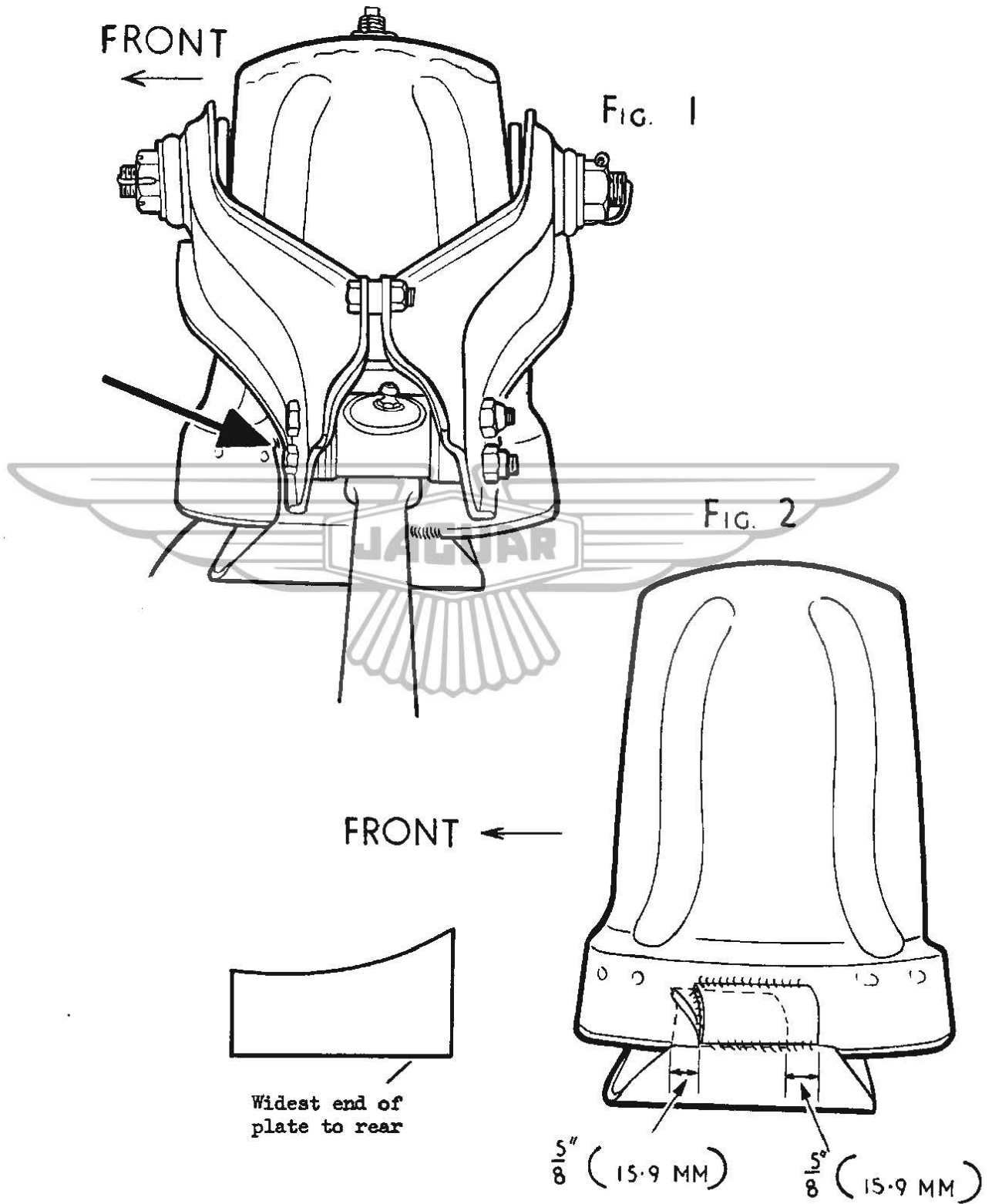
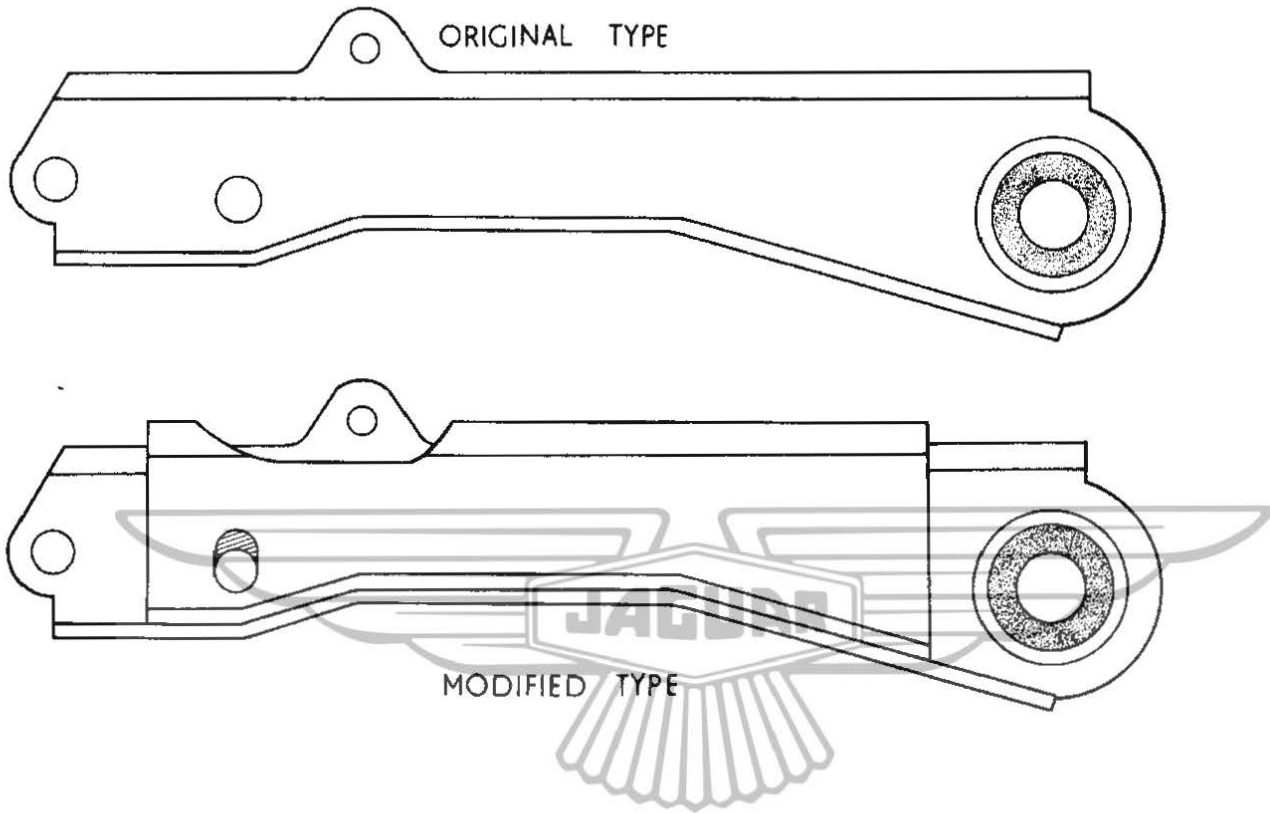


FIG. 3





Number J.3  
 Section Front Suspension  
 Sheet 1 (of 1)  
 Date March, 1960

## MODIFICATION TO FRONT SUSPENSION COIL SPRINGS

(Mark 2 Models)

### Models affected

2.4 litre Mark 2  
 3.4 litre Mark 2  
 3.8 litre Mark 2

### Commencing Chassis Numbers

R.H. Drive	L.H. Drive
100731	125269
150562	175292
200301	211041

On cars with the above chassis numbers and onwards the front suspension coil springs are increased in length by  $\frac{1}{8}$ " (3.2 mm) and an extra  $\frac{1}{8}$ " (3.2 mm) packing piece fitted at the top of the coil spring from the commencement of production is no longer used.

Cars are fitted with coil springs and packing pieces in accordance with the following details.

	<u>Cars up to above chassis numbers</u>		<u>Cars on and after above chassis numbers</u>	
	2.4 litre	3.4 litre 3.8 litre	2.4 litre	3.4 litre 3.8 litre
Coil Spring - part no.	C8924/1	C12585	C16953	C16954

### Thickness of Packing Pieces

- colour code of spring

White	$\frac{3}{8}$ "	-	$\frac{1}{4}$ "	-
Blue	$\frac{1}{4}$ "	-	$\frac{1}{8}$ "	-
Green	$\frac{1}{8}$ "	-	Not fitted	-
Red	-	$\frac{3}{8}$ "	-	$\frac{1}{4}$ "
Yellow	-	$\frac{1}{4}$ "	-	$\frac{1}{8}$ "
Purple	-	Not fitted	-	Not fitted

$\frac{1}{8}$ " = 3.2 mm       $\frac{1}{4}$ " = 6.4 mm       $\frac{3}{8}$ " = 9.5 mm

/Cont'd...

## Interchangeability

The latest type springs are interchangeable with the earlier type provided the packing pieces are fitted in accordance with the above details.

Note: The colour code of the spring is represented by a small patch of paint on the centre coils.



Number	J.4
Section	Front Suspension
Sheet	1 (of 1)
Date	May, 1960

### STIFFER SETTING FRONT DAMPERS

(Mark 2 Models)

<u>Models affected</u>	<u>Commencing Chassis Numbers</u>	
	R.H. Drive	L.H. Drive
2.4 litre Mark 2	101847	125466
3.4 litre Mark 2	151204	175581
3.8 litre Mark 2	200853	212293

On cars with the above chassis numbers and onwards front hydraulic dampers with stiffer settings (Part number C.14935) are fitted.

This type of damper has the number NF.64054137 stamped on the body.

### Interchangeability

The above dampers are interchangeable with the previous type fitted provided they are replaced in pairs.

Spares Bulletin No. J.7 refers.

Number J.5  
Section Front Suspension

Sheet 1 (of 1)  
Date February, 1961

### FORGED UPPER WISHBONE LEVERS

(Mark 2 Models)

<u>Models Affected</u>	<u>Commencing Chassis Numbers</u>	
	R.H. Drive	L.H. Drive
2.4 litre with disc wheels	104864	125898
2.4 litre with wire wheels	104946	125903
3.4 litre with disc wheels	152964	176309
3.4 litre with wire wheels	152983	176314
3.8 litre with disc wheels	202372	215151
3.8 litre with wire wheels	202401	215155

On cars with the above chassis numbers and onwards forged upper wishbone levers replace the pressed steel type.

If replacement of the upper wishbones is necessary, for example after accidental damage, the forged type levers can be used to replace the pressed steel type, in car sets, provided the following parts are used.

<u>Part Number</u>		<u>No. off per car</u>
C.17176	Upper wishbone lever	2
C.17177	Upper wishbone lever	2
C.17171	Long bolt for ball joint	2
C.17172	Rebound stop rubbers	2
C.17170	Stop bolt	4
FG.106/X	Spring Washer	4

Number J.6  
Section Front Suspension

Sheet 1 (of 1)  
Date February, 1961

INTRODUCTION OF STIFFER ANTI-ROLL BAR  
(Mark 2 Models)

<u>Models affected</u>	<u>Commencing Chassis Numbers</u>	
	R.H. Drive	L.H. Drive
2.4 litre	105917	126131
3.4 litre	153794	176668
3.8 litre	203112	215816

On cars with the above chassis numbers and onwards a stiffer anti-roll bar (Part number C.14035) is fitted; to accommodate the increased thickness of bar new support bracket bushes (Part number C.14983 - 2 off) are also fitted.

This stiffer anti-roll bar was previously fitted for special orders only.

Number J.7  
Section Front Suspension

Sheet 1 (of 1)

Date June, 1961

### FRONT HUB BEARING WATER DEFLECTOR

("E" Type and Mark 2 models)

If trouble is experienced at the front hub, due to the ingress of water, the following modification should be carried out.

Remove the front roadwheel, brake caliper, brake disc and hub as described in the Mark 2 Service Manual, Section J "Front Suspension". Using a suitable extractor, withdraw the hub inner bearing inner race.

The water deflector, (Part number C.18642) should now be attached to the unmachined portion of the stub axle carrier inboard of the oil seal track using an epoxy resin adhesive such as "Araldite". The outer lip of the deflector faces outwards and thus shrouds the hub bearing and oil seal.

Replace the brake disc, hub and the brake caliper. Set the hub bearing end float and bleed the braking system.

A similar modification is to be introduced in production in the near future. Details will be issued at a later date.

*See Also SERVICE BULLETIN J.8.*

Number J.8  
Section Front Suspension

Sheet 1 (of 1)

Date August, 1961.

## FRONT HUB BEARING WATER DEFLECTOR

### Models affected

### Commencing Chassis Numbers

	R.H.Drive	L.H.Drive
2.4 litre Mark 2 with disc wheels	108734	126459
2.4 litre Mark 2 with wire wheels	108872	126473
3.4 litre Mark 2 with disc wheels	155971	177302
3.4 litre Mark 2 with wire wheels	156140	177342
3.8 litre Mark 2 with disc wheels	205346	217576
3.8 litre Mark 2 with wire wheels	205519	217653
"E" Type	850048	875133

On cars with the above chassis numbers and onwards a water deflector is fitted to the stub axle carrier and the hub is modified to suit.

For the changes in Part numbers covered by this modification see Spares Bulletin number J.12.

A similar modification for service purposes was described in Service Bulletin number J.7 which should now be endorsed "See also Service Bulletin number J.8".

Number J.15.  
Section Front Suspension.

Sheet 1 ( of 1 )  
Date October, 1963.

FRONT SUSPENSION CROSS-MEMBER FRONT MOUNTING.

<u>Models affected.</u>	<u>Commencing chassis numbers.</u>	
	<u>R.H.Drive.</u>	<u>L.H.Drive.</u>
2.4 litre Mark 2	116073	127303
3.4 litre Mark 2	164317	179493
3.8 litre Mark 2	231568	223123

Commencing at the above chassis numbers a new mounting (Part number C.23314) with improved bonding is fitted. This mounting is identified by a small cross moulded in the rubber.

The new mounting is interchangeable with the previous type (Part number C.11089) and will be supplied from the Jaguar Spares Division when stocks of Part number C.11089 are exhausted.

Spares Bulletin No.J.32 refers.

FRONT COIL SPRING COMPRESSOR J6A AND J6X PARTS TO CONVERT J6 TO J6A.

We have been advised by the manufacturers Messrs. V.L.Churchill that some of the above tools may have been supplied without the hexagon nut being welded to the end of the 9/16" (14.3mm) screwed rod. In certain circumstances, if the nut is not secured to the rod it could unscrew itself instead of the screwed rod winding out of the end pad.

If you are in possession of this tool please check that the nut is secured to the rod. If there is any doubt about the welding, all that is required is a blob of weld to secure the nut to the end of the rod or alternatively the nut could be pinned.

If you cannot conveniently carry this out please return the necessary parts to V.L.Churchill's at the following address who will then do this work on a free of charge basis.

Great South West Road,  
Bedfont, FELTHAM,  
Middlesex.

Mark "For the attention of the Chief Inspector".



Number J.16.  
Section Front Suspension.

Sheet 1 ( of 1 )  
Date March, 1964.

## IMPROVED WHEEL SWIVEL GREASE SEALS.

### Models affected.

2.4 litre Mark 2  
3.4 litre Mark 2  
3.8 litre Mark 2

### Commencing chassis numbers.

R.H.Drive.	L.H.Drive.
117370	127486
166075	179733
232331	223447

plus certain individual cars  
prior to these numbers.

On cars with the above chassis numbers and onwards improved grease seals are fitted to the top and bottom ball joints of the wheel swivels. In conjunction with the fitting of this type of seal a bleed hole is incorporated in the ball joint. The bleed hole is covered by a circular nylon washer which lifts under pressure and allows grease to escape and indicates when sufficient lubricant has been applied (see illustration overleaf). This obviates the tendency for grease to escape past the seals when too much pressure is applied.

Spares Bulletin No. J.36 refers.

## INTRODUCTION OF GREASE NIPPLES ON FRONT HUBS OF DISC WHEEL CARS.

### Models affected.

2.4 litre Mark 2  
3.4 litre Mark 2  
3.8 litre Mark 2

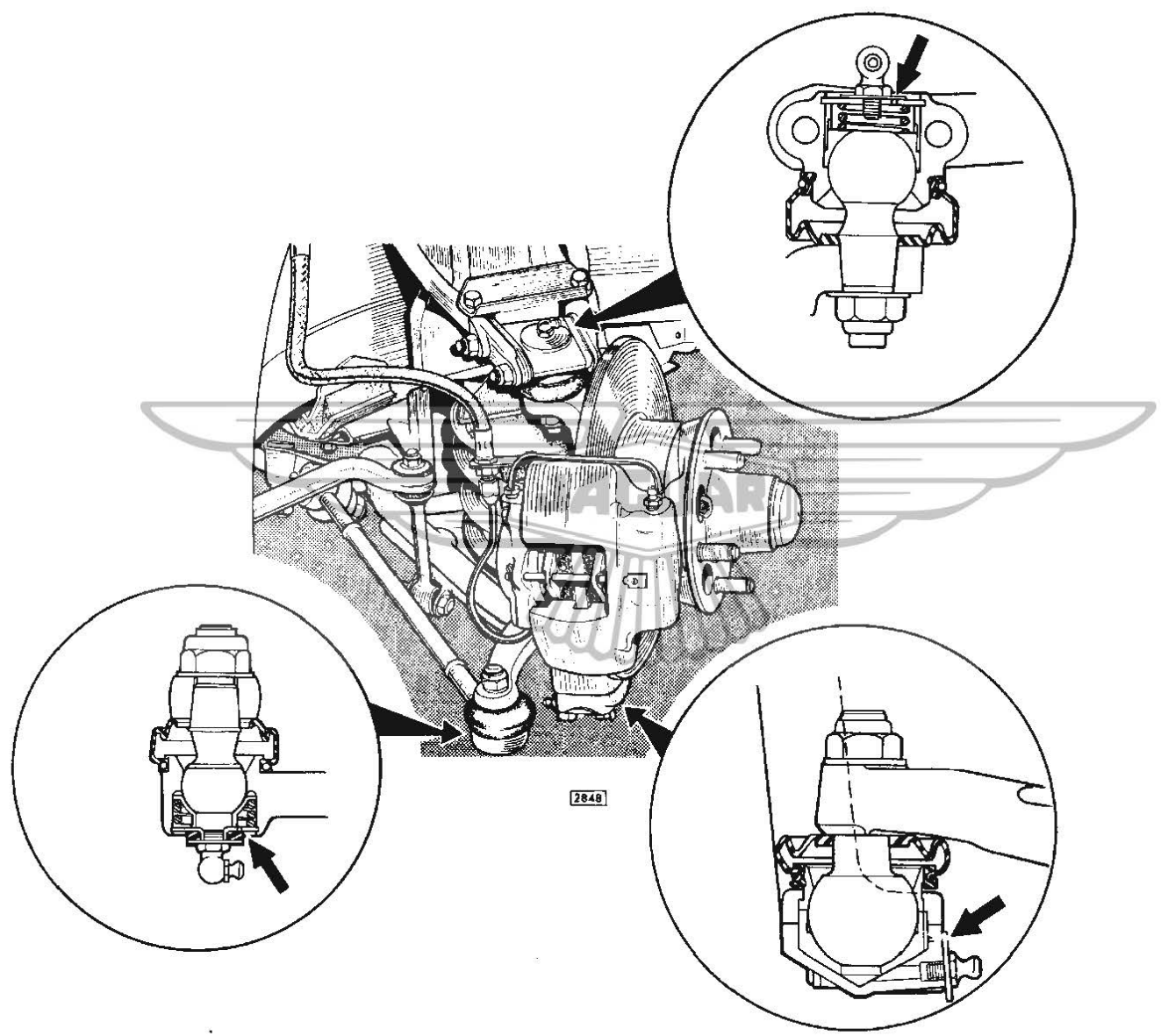
### Commencing chassis numbers.

R.H.Drive.	L.H.Drive.
117370	127486
166075	179733
232331	223447

plus certain individual cars  
prior to these numbers.

Grease nipples are now fitted to the front hubs of disc wheel cars and it will, therefore, be no longer necessary to dismantle the front hubs and repack with grease. The front hubs should be lubricated every 10,000 miles (16,000 km) with a grease gun. Care should be taken not to overlubricate the hubs causing the seals to "blow". A bleed hole is provided in the end of the dust cap to indicate when sufficient lubricant has been applied.

Spares Bulletin No. J.36 refers.



Number J.18.  
Section Front Suspension.

Sheet 1 ( of 1 )  
Date December, 1964.

CASTOR AND CAMBER ANGLES.

<u>Model</u>	<u>Castor</u>	<u>Camber</u>
Mark 2 2.4, 3.4 and 3.8 litre 'E' Type (3.8 and 4.2)	$0^{\circ} \pm \frac{1}{2}^{\circ}$	$\frac{1}{2}^{\circ} \pm \frac{1}{2}^{\circ}$
Mark 10 (3.8 and 4.2)	$2^{\circ} \pm \frac{1}{2}^{\circ}$	$\frac{1}{4}^{\circ} \pm \frac{1}{2}^{\circ}$
3.4 'S' and 3.8 'S'	$0^{\circ} \pm \frac{1}{2}^{\circ}$	$\frac{1}{2}^{\circ} \pm \frac{1}{2}^{\circ}$

The castor and camber angles of cars in production are now being set to the above figures which vary slightly from the settings and tolerances quoted in the various Handbooks and Service Manuals.

Distributors and Dealers should in future set the steering geometry to the above figures.

Number J.18 (2nd issue)  
Section Front Suspension.

Sheet 1 ( of 1 )  
Date April, 1965.

This Service Bulletin supersedes the original issue of December, 1964 which should be destroyed.

### CASTOR AND CAMBER ANGLES.

<u>Model</u>	<u>Castor.</u>	<u>Camber.</u>
Mark 2 2.4, 3.4 and 3.8 litre	$0^{\circ} \pm \frac{1}{2}^{\circ}$	$\frac{1}{2}^{\circ} \pm \frac{1}{2}^{\circ}$ positive
'E' Type (3.8 and 4.2)	$2^{\circ} \pm \frac{1}{2}^{\circ}$ positive	$\frac{1}{4}^{\circ} \pm \frac{1}{2}^{\circ}$ positive
Mark 10 (3.8 and 4.2)	$0^{\circ} \pm \frac{1}{2}^{\circ}$	$\frac{1}{2}^{\circ} \pm \frac{1}{2}^{\circ}$ positive
3.4 'S' and 3.8 'S'	$0^{\circ} \pm \frac{1}{2}^{\circ}$	$\frac{1}{2}^{\circ} \pm \frac{1}{2}^{\circ}$ positive

- Note:
1. The castor angle for each front wheel must not vary by more than  $\frac{1}{2}^{\circ}$ .
  2. The camber angle for each front wheel must not vary by more than  $\frac{1}{2}^{\circ}$ .

The castor and camber angles of cars in production are now being set to the above figures which vary slightly from the settings and tolerances quoted in the various Handbooks and Service Manuals.

Distributors and Dealers should in future set the steering geometry to the above figures.

Number J.19.  
Section Front Suspension.

Sheet 1 ( of 1 )  
Date June, 1965.

COIL SPRING PACKING - RIGHT HAND DRIVE CARS.

Models affected.

Commencing chassis numbers.

	R.H. Drive
2.4 litre Mark 2	119017
3.4 litre Mark 2	169101
3.8 litre Mark 2	233976
3.4 'S' Type	1B.4000
3.8 'S' Type	1B.54357

Commencing at the above chassis numbers the right-hand spring on Right-hand cars only has  $\frac{1}{8}$ " (3.2 mm) more packing than the left-hand spring to equalise the standing height side for side.

Packing rings are now fitted in accordance with the following details which supersede the instructions given in the service manuals.

<u>Coil Spring Part No.</u>	<u>Colour Code of Spring</u>	<u>Packing Required</u>		<u>Model</u>
		<u>R.H. Spring</u>	<u>L.H. Spring</u>	
C.16953	(WHITE)	$\frac{3}{8}$ " (9.5 mm)	$\frac{1}{4}$ " (6.4 mm)	)R.H. Drive ) 2.4 litre ) Mark 2
	(BLUE)	$\frac{1}{4}$ " (6.4 mm)	$\frac{1}{8}$ " (3.2 mm)	
	(GREEN)	$\frac{1}{8}$ " (3.2 mm)	None	
C.16954	(RED)	$\frac{3}{8}$ " (9.5 mm)	$\frac{1}{4}$ " (6.4 mm)	)R.H. Drive ) 3.4/3.8 litre ) Mark 2
	(YELLOW)	$\frac{1}{4}$ " (6.4 mm)	$\frac{1}{8}$ " (3.2 mm)	
	(PURPLE)	$\frac{1}{8}$ " (3.2 mm)	None	
C.21958	(RED)	$\frac{3}{8}$ " (9.5 mm)	$\frac{1}{4}$ " (6.4 mm)	)R.H. Drive ) 3.4/3.8 ) 'S' Type
	(YELLOW)	$\frac{1}{4}$ " (6.4 mm)	$\frac{1}{8}$ " (3.2 mm)	
	(PURPLE)	$\frac{1}{8}$ " (3.2 mm)	None	

The  $\frac{3}{8}$ " (9.5 mm) packing requirement may be obtained by using 1 off C.11874 and 1 off C.11874/1.

Spares Bulletin No. J.57 refers.

Number J.20  
Section Front Suspension

Sheet 1 of 1  
Date March, 1967

### STUB AXLE CARRIER - FRONT SUSPENSION

(2.4, 3.4, 3.8 litre, Mark 2 Models)

The Stub Axle Carrier illustration, Fig. 20, on Page J.20 of the Service Manual for the above cars, incorrectly quotes a dimension of 3.133" (7.95 cm.) between the stub axle mounting face and the centre of the top swivel bore.

This should read 3.157" (7.96 cm.).



Number J.21  
Section Front Suspension

Sheet 1 of 3  
Date March, 1967

### STEERING GEOMETRY

#### (ALL MODELS)

An improved method has now been formulated for checking the Castor and Camber angles on all cars.

This method, detailed below, ensures that the car is locked in the mid-laden position which has been adopted as the Datum line and should be used for all future checking operations.

#### Castor Angle Adjustment

Before checking the castor angle, examine all rubber/steel bushes for signs of deterioration or distortion.

Check the upper and lower wishbone ball joints for excessive wear; check the shock absorbers and mountings.

Check tyre pressures.

Ensure that standing height is equal on both sides of the car.

Make up two setting blocks and links to the dimensions shown in the following illustrations, according to the car to be checked.

Lock the front of the car in the mid-laden position by compressing the front suspension and place the setting blocks, where applicable, under the upper wishbone adjacent to the bump stop rebound rubber and over the bracket welded to the bottom of the "turret" as illustrated.

Note: 'E' Type cars are locked by links and not by blocks (see illustration).

Using special links, lock the rear suspension in the mid-laden position.

To fit the rear setting link, hook one end over the body bracket, or in the case of cars with independent rear suspension, in the lower hole of the rear mounting. Depress the body and attach the opposite end of the setting link (see illustration for method of fitting).

Jaguar Cars Limited 2005

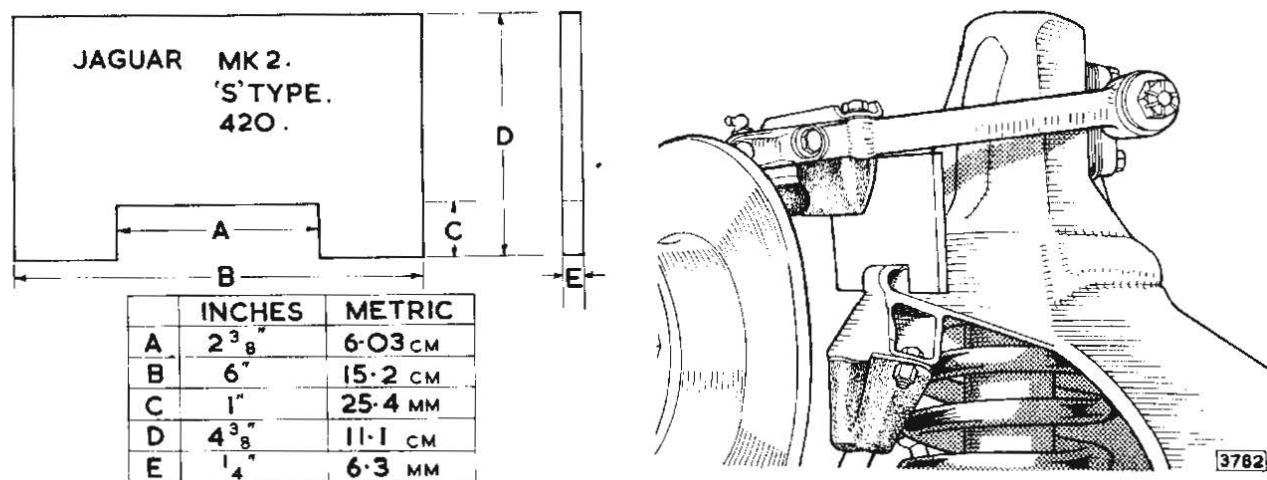
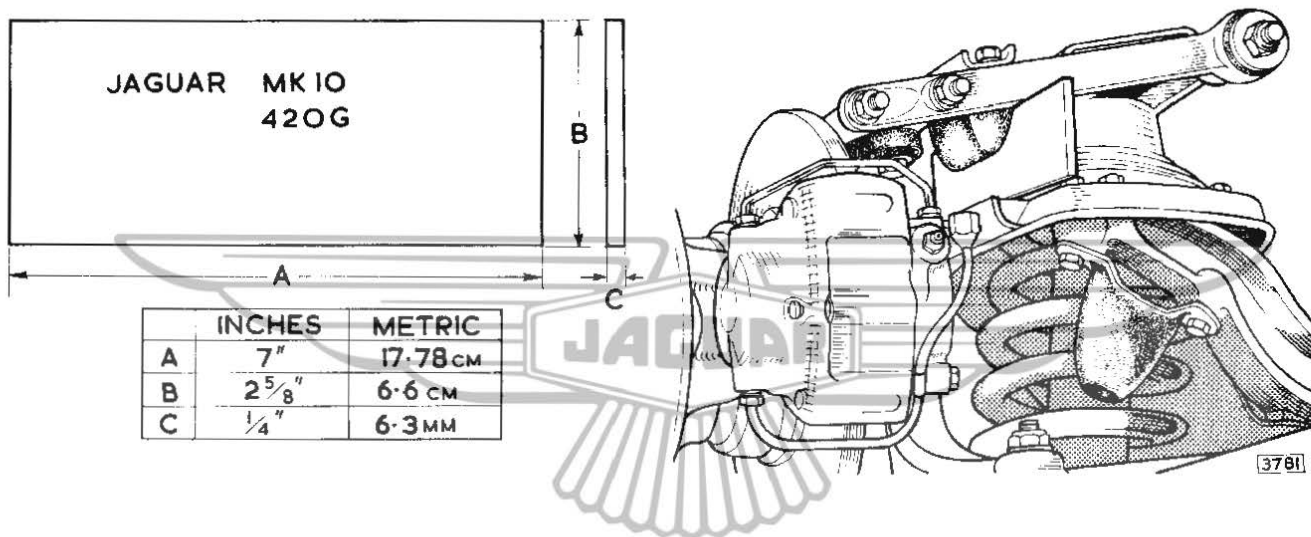
Check the castor angle by the normal method, using an approved gauge to the figures quoted in the appropriate Service Manual.

Camber Angle Adjustment (Front)

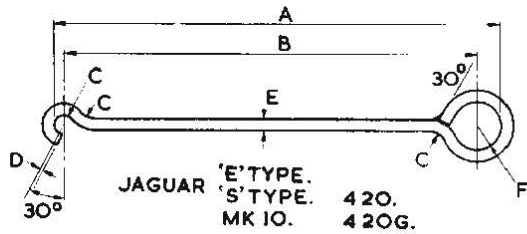
Proceed as detailed for Castor Angle and check with an approved gauge to the figures quoted in the appropriate Service Manual.

Camber Angle Adjustment (Rear - Independent Suspension only)

Proceed as detailed for Castor Angle and check with an approved gauge to the figures quoted in the appropriate Service Manual.

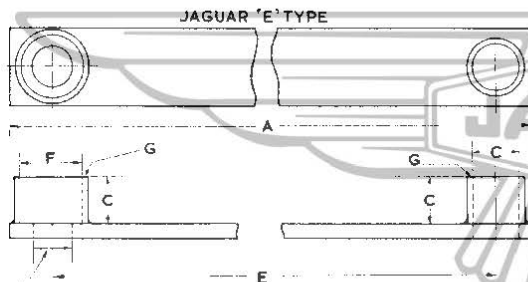
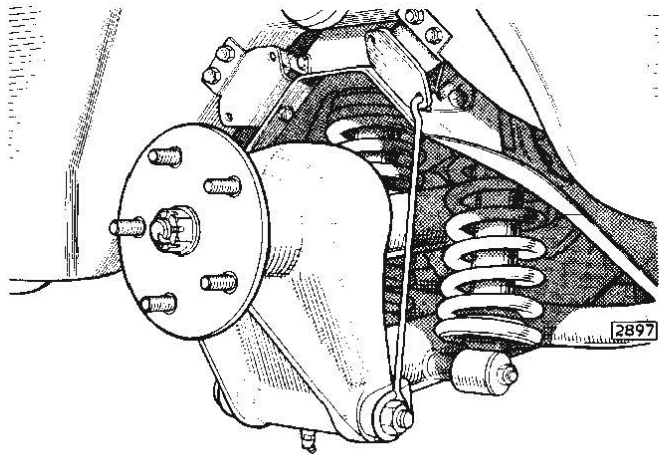






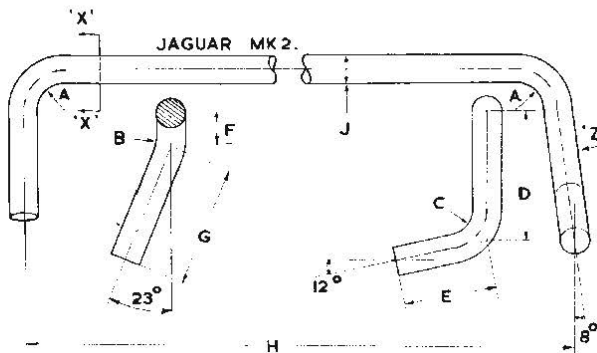
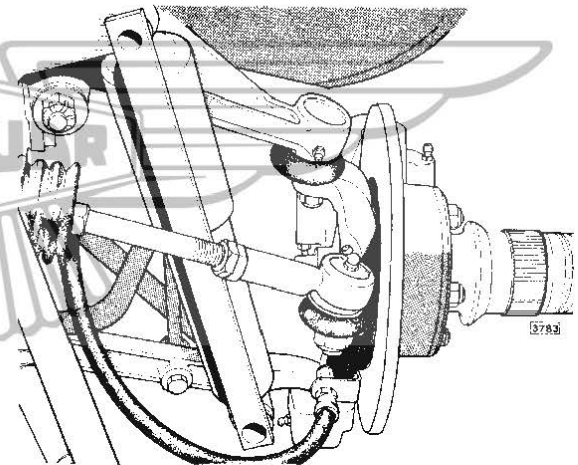
JAGUAR 'E' TYPE.  
S' TYPE. 420.  
MK 10. 420G.

	INCHES	METRIC
A	9 1/32	22.9cm
B	8 3/16	20.79cm
C	1/4 RAD	6.3mm
D	1/16	1.5mm
E	9/32	7.1mm
F	19/32 RAD	15.0mm



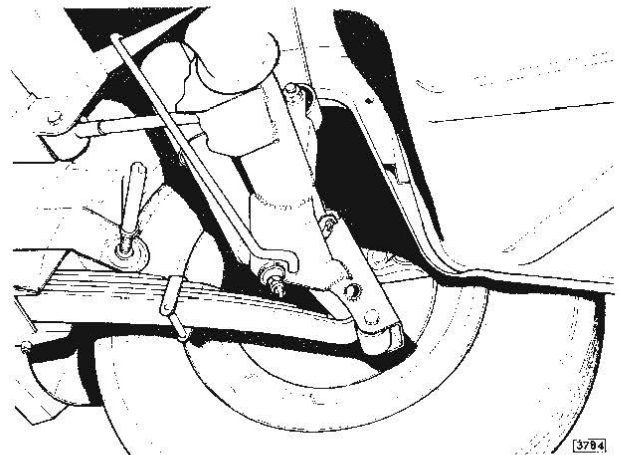
	INCHES	METRIC
A	14 3/4	37.4cm
B	1 1/4	3.2cm
C	3/4	19.0mm
D	1/4	6.3mm

	INCHES	METRIC
E	13 1/2	34.3cm
F	1	25.4mm
G	0.80	2.0mm
H	5/8 DIA	15.8mm



	INCHES	METRIC
A	5/16 RAD	7.9mm
B	1/2 RAD	12.7mm
C	9/16 RAD	14.2mm
D	1 15/16	4.92cm

	INCHES	METRIC
E	1 3/8	3.5cm
F	1/2	12.7mm
G	1 13/16	4.6cm
H	1 3/16	37.14cm
J	3/16 DIA	11.1mm



Number J.23  
Section Front Suspension

Page 1 of 1  
Date January, 1968

### Amendment to Service Bulletin J.21

Service Bulletin J.21 (page 3 of 3) incorrectly quotes the length (dimension 'H') of the Rear Suspension Link for Mark 2 cars as 13-7/16" (37.14 cm.).

Please alter your copy of J.21 to read H 13-7/16" (34.14 cm.)



Number K.2  
Section Rear Suspension

Sheet 1 (of 1)  
Date November, 1960

PANHARD ROD ADJUSTMENT

(2.4, 3.4 litre (Mark 1) and all Mark 2 models)

It is pointed out that the original method of setting the Panhard rod by adjusting the rod to a specified length is no longer recommended. The correct method of setting the panhard rod is as follows:-

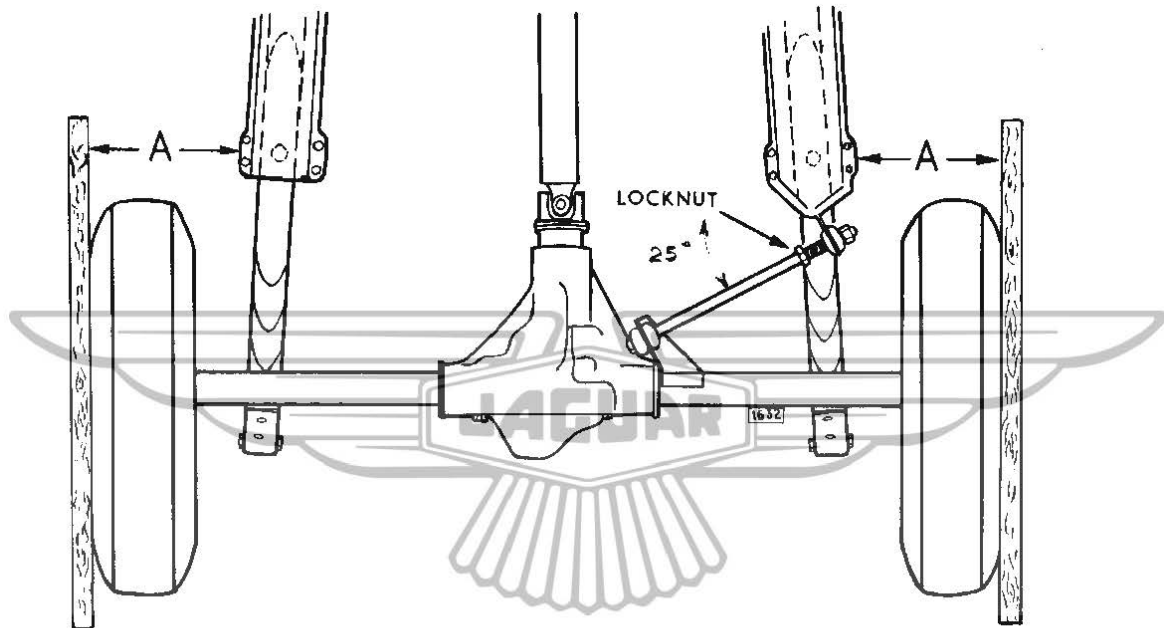
Ensure that the full weight of the car is on the wheels.

Place a straight edge across one rear tyre and check the distance to the flange of the chassis side member at the point at which the rear spring centre clamping plate is bolted; repeat for the other side. The point of the chassis side member flange at which the dimension should be taken is between the two bolts which secure the rear spring centre clamping plate.

The dimension at each side (A, in illustration) must be the same. If they are not, adjust the length of the panhard rod until the two dimensions are equal by rotating the panhard rod tube with a pair of grips. Fully tighten the securing nut at the rear axle bracket and recheck the adjustment. Finally, tighten the nut locking the adjusting piece to the panhard rod tube.

Note: The rear tyres must be of the same type and set at the same pressure when carrying out this check.

/Continued...



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### GAS CELL TYPE REAR DAMPERS

<u>Model affected</u>	<u>Commencing Chassis Numbers</u>	
	R.H.Drive	L.H.Drive
Mark 10	300770	351196

Commencing at the above chassis numbers a new type damper (Part No: C.20606) incorporating a gas cell to reduce "fade" under extreme conditions is introduced. The damper has the same setting and is similar in outward appearance to the early type. The new type damper is freely interchangeable with the previous type fitted.

Spares Bulletin No: J.19 refers.

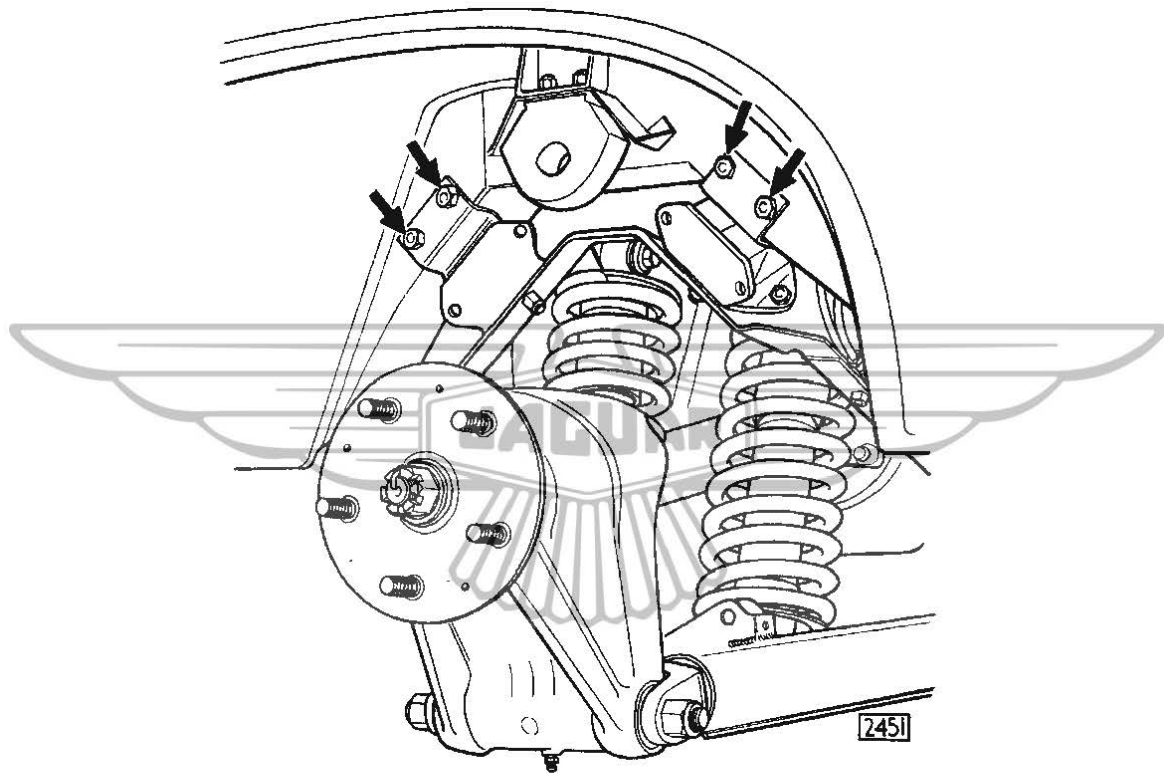
### MODIFIED REAR SUSPENSION CROSSBEAM

<u>Model affected</u>	<u>Commencing Chassis Numbers</u>	
	R.H.Drive	L.H.Drive
Mark 10	300981	351388
Also introduced on 3 ) individual cars. )	300718 -	351135 351263

Commencing at the above chassis numbers the mountings, situated at the front and rear of the crossbeam, (see illustration overleaf) are re-positioned.

The new crossbeam (Part No: C.20174) can only be fitted to cars having the modified body rear frame brackets. (See Service Bulletin N.19).

Spares Bulletin No: J.22 refers.



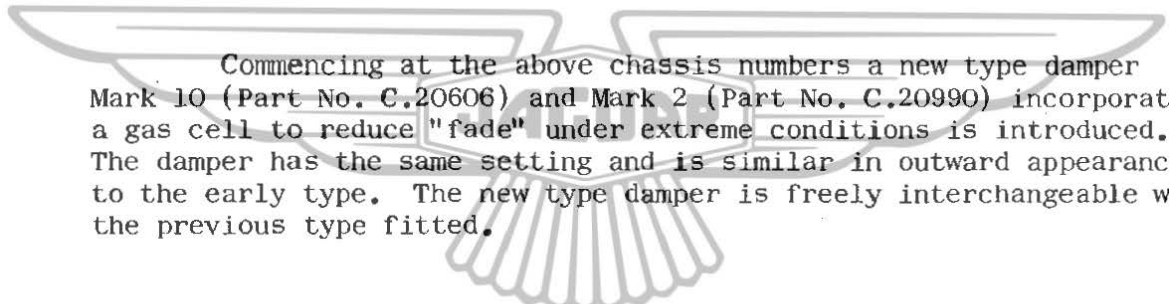
Number K.6. (2nd issue)  
Section Rear Suspension

Sheet 1 ( of 1 )  
Date January, 1963.

This Service Bulletin supersedes the original issue of October 1962 which should be destroyed.

### GAS CELL TYPE REAR DAMPERS

<u>Models affected</u>	<u>Commencing Chassis Numbers</u>	
	R.H.Drive	L.H.Drive
Mark 10	300770	351196
2.4 litre Mark 2	114349	127012
3.4 litre Mark 2	161805	178844
3.8 litre Mark 2	209725	222048



Commencing at the above chassis numbers a new type damper Mark 10 (Part No. C.20606) and Mark 2 (Part No. C.20990) incorporating a gas cell to reduce "fade" under extreme conditions is introduced. The damper has the same setting and is similar in outward appearance to the early type. The new type damper is freely interchangeable with the previous type fitted.

Spares Bulletins No. J.19 and J.26 refer.

### MODIFIED REAR SUSPENSION CROSSBEAM

<u>Model affected</u>	<u>Commencing Chassis Numbers</u>	
	R.H.Drive	L.H.Drive
Mark 10	300981	351388
Also introduced on 3 )	300718	351135
individual cars. )	-	351263

Commencing at the above chassis numbers the mountings, situated at the front and rear of the crossbeam, (see illustration overleaf) are re-positioned.

The new crossbeam (Part No. C.20174) can only be fitted to cars having the modified body rear frame brackets. (See Service Bulletin N.19).

Spares Bulletin No. J.22 refers.

