

Number H.1  
Section Rear Axle

Sheet 1 (of 1)  
Date September, 1960

INTRODUCTION OF 4HA SALISBURY AXLE ON  
2.4 LITRE MARK 2 MODELS

<u>Model affected</u>	<u>Commencing Chassis Numbers</u>	
	R.H. Drive	L.H. Drive
2.4 litre Mark 2 - standard transmission	103511	} 125693
- overdrive models	103507	
- automatic transmission	103381	

On cars with the above chassis numbers and onwards a 4HA type rear axle is fitted to 2.4 litre Mark 2 cars in place of a 3HA type. In conjunction with this modification a shorter propeller shaft is fitted. Propeller shafts for the 2.4 litre Mark 2 model are now common with those fitted to the 3.4 and 3.8 litre Mark 2 models.

The drive gear and pinion setting distances for the 4HA type axle are given on page H.16 of the 2.4/3.4 litre (Mark 1) Service Manual.

If there is any doubt regarding the type of axle fitted, the type, that is, 3HA or 4HA, is usually cast in the differential carrier.

The part number of the 4HA rear axle assemblies are as follows:

	Part number
Standard and Automatic Transmission cars	G.15303
Overdrive cars	C.17090

MODIFICATION TO THORNTON "POWR-LOK"  
DIFFERENTIAL CLUTCH FRICTION PLATES

Current production Thornton "Powr-Lok" differentials are now fitted with dished friction plates at the two outermost positions; these plates should be fitted with the concave side inwards, that is, facing the differential gears.

IMPORTANT: Owing to the frictional load imposed on the friction plates it is important that the internal splines in the side gear and side gear ring at each side are in alignment before tightening the differential case setscrews. Failure to align the splines will make it very difficult or impossible to enter the axle shafts fully and it is therefore important that the axle shafts should be inserted at each end of the differential whilst tightening the setscrews.

Number H.2  
Section Rear Axle

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Date November, 1960

### AXLE SHAFT THREAD DAMAGE

A number of rear axles returned by dealers have been found to have damaged and flattened threads at the ends of the axle shafts due to the use of hub pullers other than those recommended by us in Service Bulletin number A.3. The Churchill hub pullers J1 (A) and J7 have a thread protector which avoids damage to the axle shaft threads.

Henceforth, rear axles that are returned to the factory with damaged threads will bear an additional charge to the normal reconditioning price.



Number H.3  
Section Rear Axle

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Date June, 1961

### REPLACEMENT OF RATIO AND POWR-LOK TAGS

(All models)

When returning rear axles to the factory will Service Managers please impress upon their staff the importance of refitting the axle ratio and/or Powr-Lok (P/L) tags to the axle cover securing setscrews as the lack of these has caused considerable difficulty in identification.



Number H.9.  
Section Rear Axle.

Sheet 1 ( of 1 )

Date April, 1963.

REAR AXLE OIL - INITIAL FILL.

Models affected

Commencing Chassis Numbers.

	R.H.Drive.	L.H.Drive.
2.4 litre Mark 2	115286	127150
3.4 litre Mark 2	163078	179160
3.8 litre Mark 2	230554	222592
'E' Type Open 2 Seater	850696	879309
'E' Type Fixed Head Coupe	861155	888531
Mark 10 Overdrive.	304468	352682
Mark 10 Automatic Transmission	304433	352724

Commencing at the above chassis numbers the rear axles of all new cars are filled with a special oil to obviate Powr-Lok differential clutch plate "chatter" which has been experienced in certain cases.

This oil MUST NOT be drained out at the First 500 mile (800 km) Free Service. After 5,000 miles (8,000 km) the initial fill oil can be drained and thereafter one of the normal Hypoid 90 lubricants, as recommended in the handbook, should be used.

In the case where a car is sold to a non - Jaguar trader it is incumbent on the distributor or dealer to acquaint the trader with the contents of this bulletin.

Countries other than European.

In these countries to which it is not practicable to send quantities of oil, Distributors and Dealers should use a reputable limited slip differential oil.



Number H.9 (2nd Issue).  
Section Rear Axle.

Sheet 1 ( of 1 )  
Date June, 1963.

This bulletin supersedes the previous issue of April 1963 which should be destroyed.

### REAR AXLE OIL - INITIAL FILL.

<u>Models affected.</u>	<u>Commencing Chassis Numbers.</u>	
	R.H.Drive.	L.H.Drive.
2.4 litre Mark 2	115286	127150
3.4 litre Mark 2	163078	179160
3.8 litre Mark 2	230554	222592
'E' Type Open 2 Seater	850696	879309
'E' Type Fixed Head Coupe	861155	888531
Mark 10 Overdrive	304468	352682
Mark 10 Automatic Transmission.	304433	352724

Commencing at the above chassis numbers the rear axles of all new cars are filled with a special oil to obviate Powr-Lok differential clutch plate "chatter" which has been experienced in certain cases.

For ease of production all cars are filled with this new oil irrespective of whether a "Powr-Lok" differential is fitted or not.

This oil **MUST NOT** be drained out at the First 500 mile (800 km) Free Service. After 5,000 miles (8,000 km) the initial fill oil can be drained and thereafter one of the normal Hypoid 90 lubricants, as recommended in the handbook, should be used.

In the case where a car is sold to a non - Jaguar trader it is incumbent on the distributor or dealer to acquaint the trader with the contents of this bulletin.

### United Kingdom and Europe.

To cater for the case where a "Powr-Lok" axle is stripped down or a replacement fitted the special oil is available from the Jaguar Spares Division in  $\frac{1}{2}$  gallon (2.25 litres) tins (Part number 9991) and will be sold to all Distributors and Dealers at a strict nett price as it is not normally the policy of this company to stock oil for sale.

Number H.9 (3rd Issue)  
Section Rear Axle.

Sheet 1 ( of 1 )

Date August, 1963.

This bulletin supersedes the previous issue of June 1963 which should be destroyed.

### REAR AXLE OIL - INITIAL FILL.

<u>Models affected.</u>	<u>Commencing Chassis Numbers.</u>	
	<u>R.H.Drive.</u>	<u>L.H.Drive.</u>
2.4 litre Mark 2	115286	127150
3.4 litre Mark 2	163078	179160
3.8 litre Mark 2	230554	222592
'E' Type Open 2 Seater	850696	879309
'E' Typed Fixed Head Coupe	861155	888531
Mark 10 Overdrive	304468	352682
Mark 10 Automatic Transmission.	304433	352724

Commencing at the above chassis numbers the rear axles of all new cars are filled with a special oil to obviate Powr-Lok differential clutch plate "chatter" which has been experienced in certain cases.

For ease of production all cars are filled with this new oil irrespective of whether a "Powr-Lok" differential is fitted or not.

This oil **MUST NOT** be drained out at the First 500 mile (800 km) Free Service. After 5,000 miles (8,000 km) the initial fill oil can be drained and thereafter one of the normal Hypoid 90 lubricants, as recommended in the handbook, should be used.

In the case where a car is sold to a non - Jaguar trader it is incumbent on the distributor or dealer to acquaint the trader with the contents of this bulletin.

### United Kingdom and Europe.

To cater for the case where a "Powr-Lok" axle is stripped down or a replacement fitted the special oil is ONLY available from the Jaguar Spares Division in 1 quart (1.14 litres) tins (Part number 9991) and will be sold to all Distributors and Dealers at a strict nett price as it is not normally the policy of this company to stock oil for sale.

Countries other than European.

In these countries to which it is not practicable to send quantities of oil, Distributors and Dealers should use a reputable limited slip differential oil.





Number H.10.  
Section Rear Axle.

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Date June, 1963.

### SERVICE TOOL SL.12.

(All Models)

The main tool SL.12 used with various adaptors for removal of the outer races of the rear axle pinion and the rear hubs (Mark 10 and 'E' Type) has been discontinued.

In its place one or both of the following tools will be required.

Tool No.

550

Universal Handle.

For use with the existing adaptor to replace the pinion bearing outer races. The outer races can be drifted out, recesses being provided in the locating shoulders for the bearings.

J.20A Bearing Remover - Main Tool.

For use with the existing adaptors (renumbered J20A-1) for the removal or replacement of Mark 10 or 'E' Type rear hub outer races.

Number H.17  
Section Rear Axle

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Date March, 1967

### REAR AXLE OIL - INITIAL FILL

(Reference Service Bulletin H.9 (3rd issue) August, 1963)

With reference to the special rear axle oil as detailed in Service Bulletin H.9 (3rd issue) August, 1963, an improved oil has now been introduced by the Shell Oil Co., which is marketed as "Shell Limited Slip Differential Oil" and identified by number S.6721.A.

Supplies of this oil will normally be obtainable through the usual Trade channels, but there may be certain countries where this does not apply.

In these cases, supplies are available from Jaguar Spares Division, Coventry England, in 1 quart (1.14 litres) tins to Part Number 9991.