



# Service bulletin

GEN 56  
EXE/GEN 1

THE BRITISH MOTOR CORPORATION (AUSTRALIA) PTY. LIMITED

FOR THE ATTENTION OF SERVICE & PARTS MANAGERS.

## BEARING LUBRICATION - NON-DRIVE HUBS

GENERAL

Recommendations that grease retaining caps should be filled with grease are now CANCELLED and our publications will be amended accordingly in due course.

During routine servicing, a visual examination should be made to confirm there is no leakage of grease past the seals or retaining caps.

Where such leakage is in evidence, remove brake drum and hub; dismantle bearings and spacer. Check bearings for wear; renew if necessary.

Pack inner bearing with grease and fit to hub (thrust side towards spacer). Fill hub cavity with grease, then fit spacer and outer bearing (thrust side towards spacer). Remove surplus grease and reassemble. The hub oil seal should also be renewed if condition of original is suspect.

The correct grade of grease, as specified in the appropriate Workshop Manual, must be used. The utmost care must be taken to avoid contamination with dirt etc. and it is preferable for White Spirit to be used for cleaning as Kerosene does not dry out completely. If compressed air is used for cleaning, it should be clean and dry (do not allow races to spin as this can ruin the bearing).

N. Prescott  
Service Manager

GN/52  
15.2.63

Page 1 of 1