

BMC (AUST.) PTY. LIMITED



# SERVICE TRAINING NOTES

*Faded technical text from the reverse side of the paper, including terms like 'Axle', 'Wheel', 'Bolt', and 'Nut'.*

ADO.40.

REAR AXLE.

Y D 0.1 major  
Pinion pre-load 11-13<sup>in</sup> lbs without seal

13-15 with seal

To remove carrier bearing on bl wheel  
side damage bearing + then modify  
carrier with slots clean bearings mod.

Puller for carrier bearing 18-A 472

side axels not interchangeable specs  
different-

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A D 0 40 diff.

When setting pinion pre-load use  
ordinary nut - special self locking nut -  
standard fitting

AD040

REAR AXLE

Type: ADO.40 ("B" Type).

*Carrier Race Puller part # 1846*  
G-182.

Fitted to: Austin Freeway Models. Wolseley "24/80"

Ratio: 11/34

Pinion PreLoad: 20 - 25 inch/lbs without seal  
25 - 30 inch/lbs with seal

PreLoad Shims: .004" .004  
.006" .005  
.008" .006  
.010" .010  
.020"  
.030"

Pinion Head Spacers: .119" - .130" in steps of .001"

Setting Crown Wheel Location: CWS. =  $A + D - C + .133"$   
OS. =  $B - D + .130"$

Crown Wheel Spacers: .128" - .146" in steps of .001"

Carrier Race Tolerance: 0 to .006" Same as standard "B" Type.

Crown Wheel Run Out: .002" Same as standard "B" Type.

Backlash: As marked on Crownwheel face.

Backlash Tolerance:  $\pm .001"$

Pinion Self Locking Nut Tension: 135 - 140 ft/lbs.

Crown Wheel Bolts: 55 - 60 ft/lbs.

Carrier Bearing Caps: 60 - 65 ft/lbs.

*Crown wheel Bolts self locking Bolts only use once  
Pre-load adaptive weight - 18GA207A*

ADO.40.

REAR AXLE.