

Number G.2. (2nd issue)
Section Propeller Shaft

Sheet 1 (of 1)
Date December, 1961

PROPELLER SHAFT JOINTS

This Service Bulletin supersedes the original issue of Bulletin G.2. June, 1961 which should be destroyed.

<u>Models affected</u>	<u>Commencing Chassis Numbers</u>	
	R.H. Drive	L.H. Drive
2.4 litre Standard Transmission	109470	126511
Automatic Transmission	108509	126446
Overdrive	107173	126313
3.4 litre Standard Transmission	156969	177429
Automatic Transmission	155748	177281
Overdrive	154435	177014
3.8 litre Standard Transmission	206743	217930
Automatic Transmission	205094	217531
Overdrive	203773	216726
"E" Type Fixed Head Coupe	860006	885026
Open 2-seater	850104	875496

On cars with the above chassis numbers and onwards, a new propeller shaft with larger universal joints is fitted.

The modified propeller shaft is interchangeable with the original one if fitted complete but the component parts are not interchangeable.

Spares Bulletin number F.3. refers.

Amendment to Service Bulletin Number G.1.

The chassis numbers quoted in the above bulletin apply to cars equipped with automatic transmission.

The chassis numbers for cars fitted with an overdrive are as follows:-

R.H. Drive	L.H. Drive
775904	793886

Number G.5.
Section Propeller Shafts.

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Date April, 1963.

INTRODUCTION OF 3" (7.62 cm) DIAMETER PROPELLER SHAFT.

<u>Models affected.</u>	<u>Commencing Chassis Numbers.</u>	
	<u>R.H.Drive.</u>	<u>L.H.Drive.</u>
Mark 2 2.4 litre)	115017	127083
Mark 2 3.4 litre) Overdrive models.	162689	179029
Mark 2 3.8 litre)	230325	222332

Commencing at the above chassis numbers, a 3" (7.62 cm) diameter propeller shaft (Part No. C.20489) is fitted on Mark 2 Overdrive Models only.

This propeller shaft is interchangeable with the existing unit, but it is imperative to fit a support bracket for the handbrake cable on L.H.Drive Overdrive cars (See Service Bulletin L.25).

The new propeller shaft has "sealed for life" needle rollers and therefore will require no periodic lubrication.

Spares Bulletin F.9 and K.59 refer.

Number G.6.
Section Propeller Shafts.

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Date May, 1963.

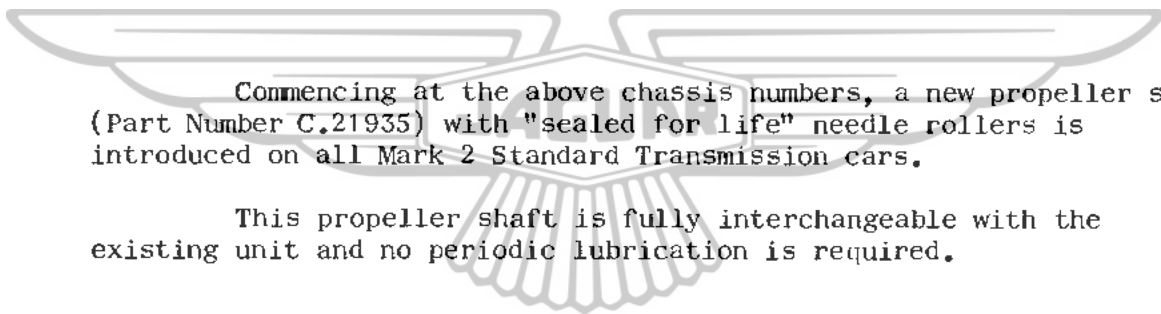
INTRODUCTION OF PROPELLER SHAFT WITH "SEALED FOR LIFE" BEARINGS.

Models affected

Commencing Chassis Numbers.

2.4 litre Mark 2) Standard
3.4 litre Mark 2) Transmission
3.8 litre Mark 2) Models.

R.H.Drive.	L.H.Drive.
115167	127123
162955	179119
230493	222522



Commencing at the above chassis numbers, a new propeller shaft (Part Number C.21935) with "sealed for life" needle rollers is introduced on all Mark 2 Standard Transmission cars.

This propeller shaft is fully interchangeable with the existing unit and no periodic lubrication is required.

Spares Bulletin No. F.10 refers.

Number G.7.
Section Propeller Shafts.

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Date September, 1963.

INTRODUCTION OF PROPELLER SHAFT WITH "SEALED FOR LIFE" BEARINGS.

<u>Models affected</u>	<u>Commencing Chassis Numbers.</u>	
	R.H.Drive	L.H.Drive.
2.4 litre Mark 2) Automatic	115928	127270
3.4 litre Mark 2) Transmission	164106	179468
3.8 litre Mark 2) Models.	231251	223042

Commencing at the above chassis numbers, a new front and rear propeller shaft (Part Number C.21159-front and C.21160-rear) with "sealed for life" needle bearings is introduced on all Mark 2 Automatic Transmission cars.

These propeller shafts are fully interchangeable with the existing units as complete assemblies but certain of the component parts are not interchangeable.

Spares Bulletin No. F.11 refers.

Number G.8
Section Propeller Shafts

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Date July, 1968

PROPELLER SHAFTS

Recent investigations into complaints of severe propeller shaft vibration have shown that in virtually all cases, the condition arises from incorrect re-assembly of the sliding joint following engine removal and refitting.

It is the practice of some Service Personnel to divide the shaft at the sliding joint to facilitate engine removal, but not to take sufficient care when recoupling to ensure that the arrows on the yoke and shaft are in line.

This throws the propeller shaft completely out of balance which, in severe cases, can be DANGEROUS.

Quite apart from the risk of incorrect re-assembly, dividing a propeller shaft at the sliding joint may allow loss of lubrication from the splines and permit the ingress of dirt and water.

The correct method is to remove the four bolts and nuts and disconnect at the transmission coupling flange.

IT IS THE RESPONSIBILITY of all Distributors and Dealers to notify their Service Personnel to this effect.

J A G U A R
 S E R V I C E A N D S P A R E S O R G A N I S A T I O N
 S E R V I C E B U L L E T I N N O . 2 3 2

DIVIDED PROPPELLER SHAFT ALIGNMENT

Models affected.

- 3.4 litre Automatic Transmission.
- 2.4 litre Automatic Transmission.

The alignment of the divided propeller shaft is most important and if removal of the engine or propeller shafts has taken place the following checks should be made on replacement. Failure to do this may result in Transmission shudder when taking up the drive from a standing start.

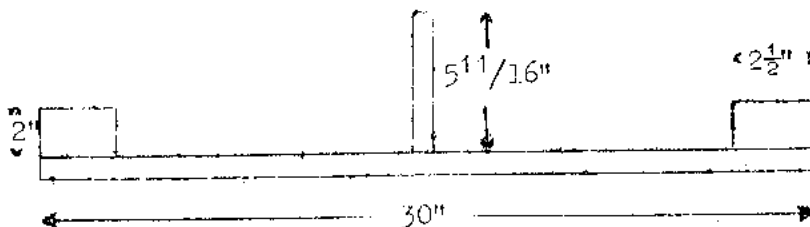
NOTE -

Before carrying out any checking or rectification work ensure -

- (a) That the Engine Stabilizer at the rear of the cylinder head is disconnected. To disconnect the engine stabilizer remove the self-locking nut and flanged washer from the top of the stabilizer and screw the lower washer down the centre pin by engaging a thin bladed screwdriver in the slot in the washer through the centre hole of the rubber mounting.
- (b) That the rear engine mounting rubbers are not distorted. Note that the holes in the rear engine mounting cradle are slotted and the holes in the bracket attached to the extension case are enlarged to allow the positions of the rubbers to be adjusted.

Check 1.

Check the distance from the bottom of the front flange of the front propeller shaft to the bottom faces of the longitudinal chassis side members. This distance should be $3.11/16" \pm 1/16"$ (93.5 mm \pm 1.5 mm). A simple checking jig can be made for checking this distance as shown in the following sketch.



Remedy

If the propeller shaft flange is too LOW suitable packings can be fitted between the rear engine mounting rubbers and the mounting brackets at the top or bottom of the rubbers.

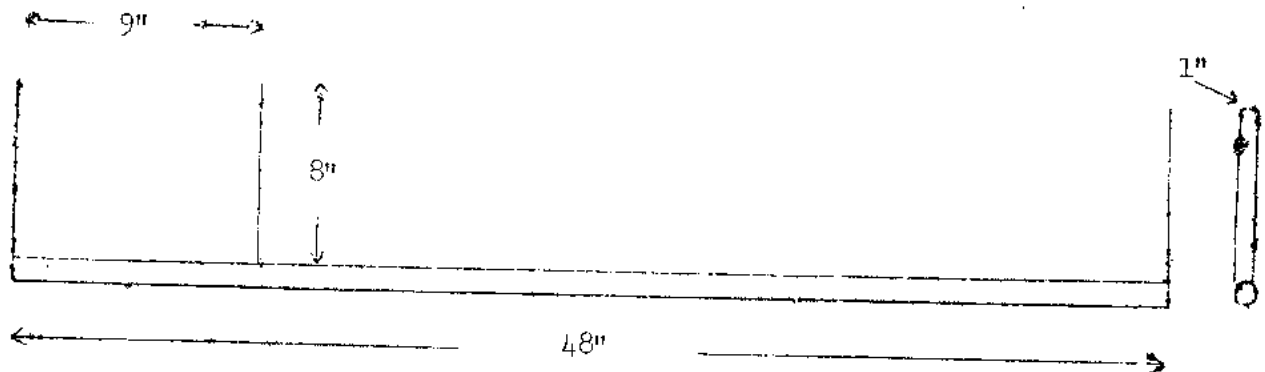
If the propeller shaft is too HIGH suitable packing can be fitted between the rear engine mounting cradle and the body floor.

Check 2.

Check that the front and rear propeller shafts are in a straight line in the horizontal plane.

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The most convenient way to do this is to make up a simple jig as shown in the following sketch. The jig consists of 3 pieces of flat bar 8" x 1" x 3/16" (20.5 cm x 2.5 cm x 4.75 mm) which are welded exactly in line on to a piece of tube of 1 1/8" (28.5 mm) outer diameter at the distances shown in the sketch. The jig is then held against the front and rear propeller shafts, with the two bars vertical, when any malalignment will be evident.



An alternative method is to use three plumb bobs and sight along the three cords. Two cords should be positioned at the front and rear of the front propeller shaft tube and the remaining cord at the rear end of the rear propeller shaft tube.

Remedy.

Alignment of the propeller shafts is carried out at the centre bearing bracket by elongating the two holes through which the setscrews pass to secure the bracket to the body floor. The position of the centre bearing bracket can then be adjusted to allow the propeller shafts to be aligned.

Adjustment of Engine Stabilizer.

After having carried out the work and tightened up the rear engine mounting adjust the stabilizer as follows:-

1. Screw the lower flanged washer up the stabilizer pin until the flange contacts the bottom of the stabilizer rubber mounting. The washer is slotted on its upper face and can be screwed up the pin by engaging a thin bladed screwdriver in the slot through the centre hole of the rubber mounting.
2. Fit the upper flanged washer and tighten down with the self-locking nut.

Failure to observe the above procedure may cause engine vibration and/or fouling of the gearbox in the cowl owing to the engine being pulled up on its mountings.

Index Reference Section G.