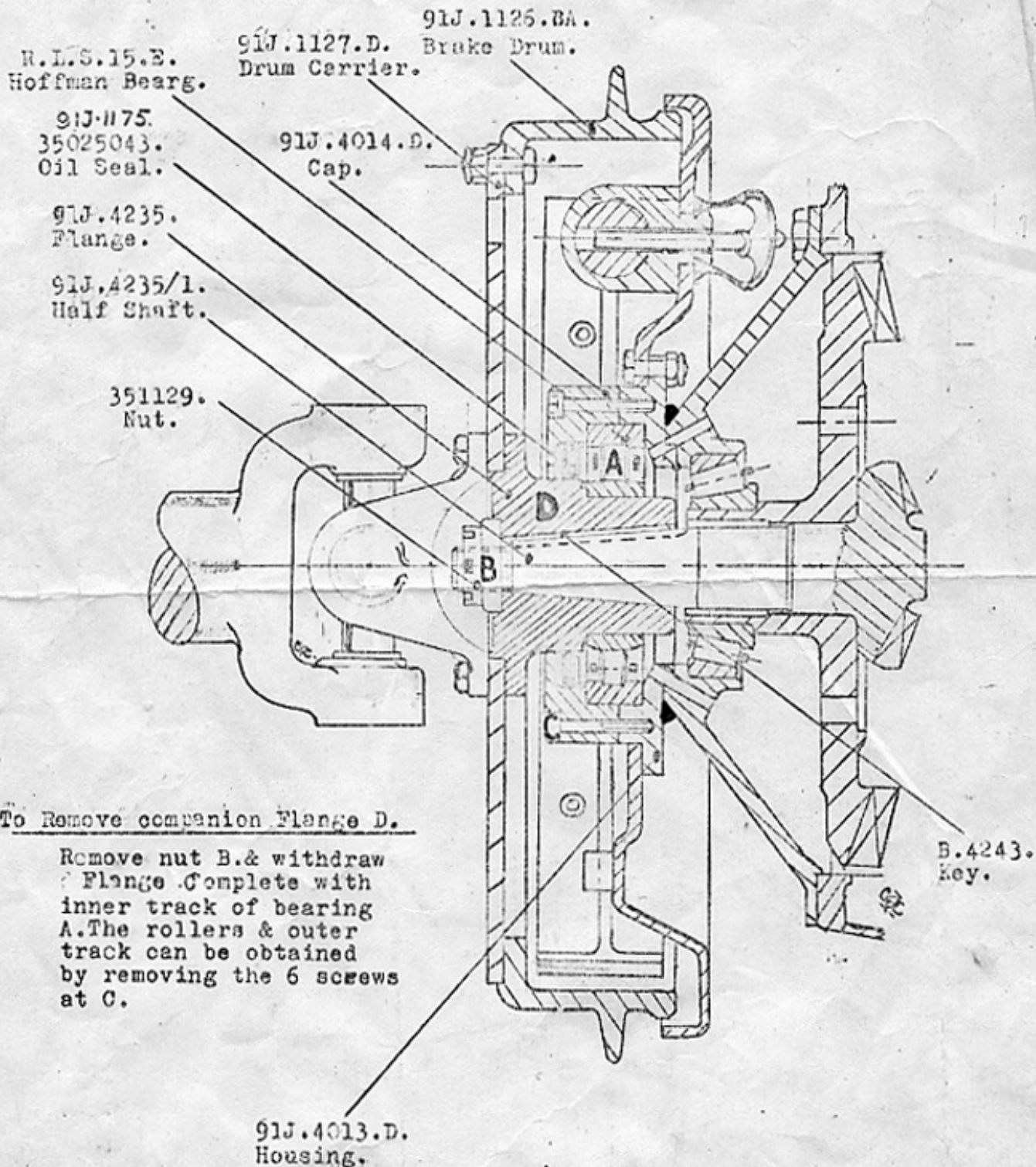


SUBJECT: REAR AXLE. 4000.

SHEET NO: 2.



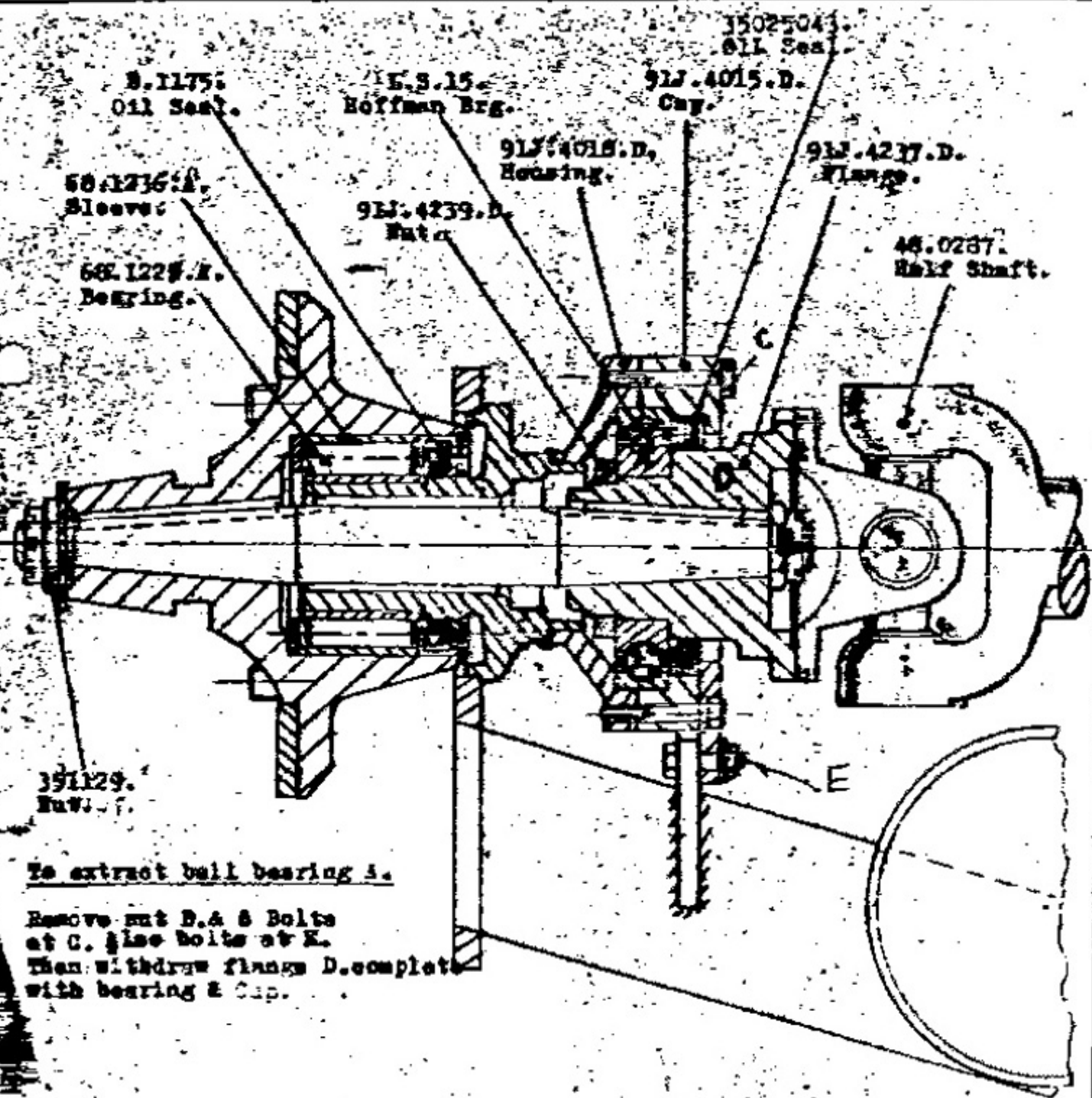
REFERENCE: DE DION ASSY.

APPLIES TO: J2, J2X, P2, & K3.  
MODELS.

**ALLARD SERVICE BULLETIN**

**SUBJECT: REAR AXLE. 4000.**

**SHEET NO. 3.**



To extract ball bearing A.  
 Remove nut B. & Bolts  
 at C. also Bolts at E.  
 Then withdraw flange D. complete  
 with bearing & Cap.

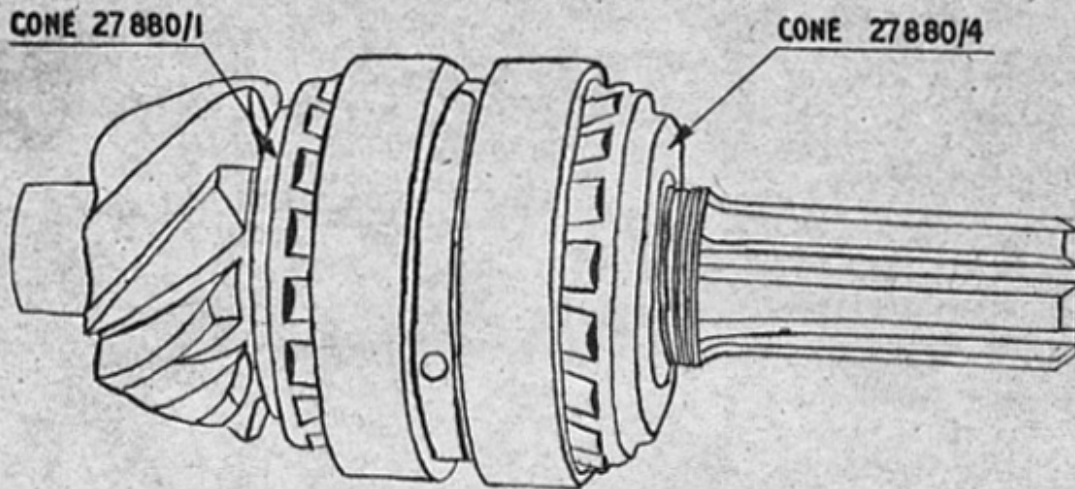
**REFERENCE: DE DION AXLE ASS.**

**APPLIES TO: J2. MODELS.**

# ALLARD SERVICE BULLETIN

SUBJECT:— REAR AXLE 4000

SHEET 8



## CORRECTLY POSITIONED BEARING

CORRECT ASSEMBLY AND ADJUSTMENT OF THE REAR AXLE DRIVING PINION BEARING IS ESSENTIAL TO ENSURE SATISFACTORY OPERATION OF THE AXLE IN SERVICE.

### PINION BEARING IDENTIFICATION

WHEN FITTING THE PINION ROLLER BEARINGS (ASSEMBLY 48-4615-A), IT IS IMPORTANT THAT A DISTINCTION IS MADE BETWEEN THE CONE AND ROLLER THAT IS POSITIONED ADJACENT TO THE PINION, AND THE CONE AND ROLLER AT THE SPLINED END OF THE SHAFT.

THE ROLLER ASSEMBLIES ARE MARKED EITHER 27880/4 OR 27880/1 ON THE FACE OF THE CONE, THIS BEING THE MANUFACTURERS IDENTIFICATION MARK. THE BEARING MARKED 27880/1 SHOULD BE FITTED AT THE PINION END OF THE SHAFT AND THAT MARKED 27880/4 AT THE SPLINED END OF THE SHAFT TO ENSURE CORRECT TOOTH CONTACT BETWEEN CROWN WHEEL AND PINION.

REF:— POSITIONING OF  
DRIVING PINION BEARINGS

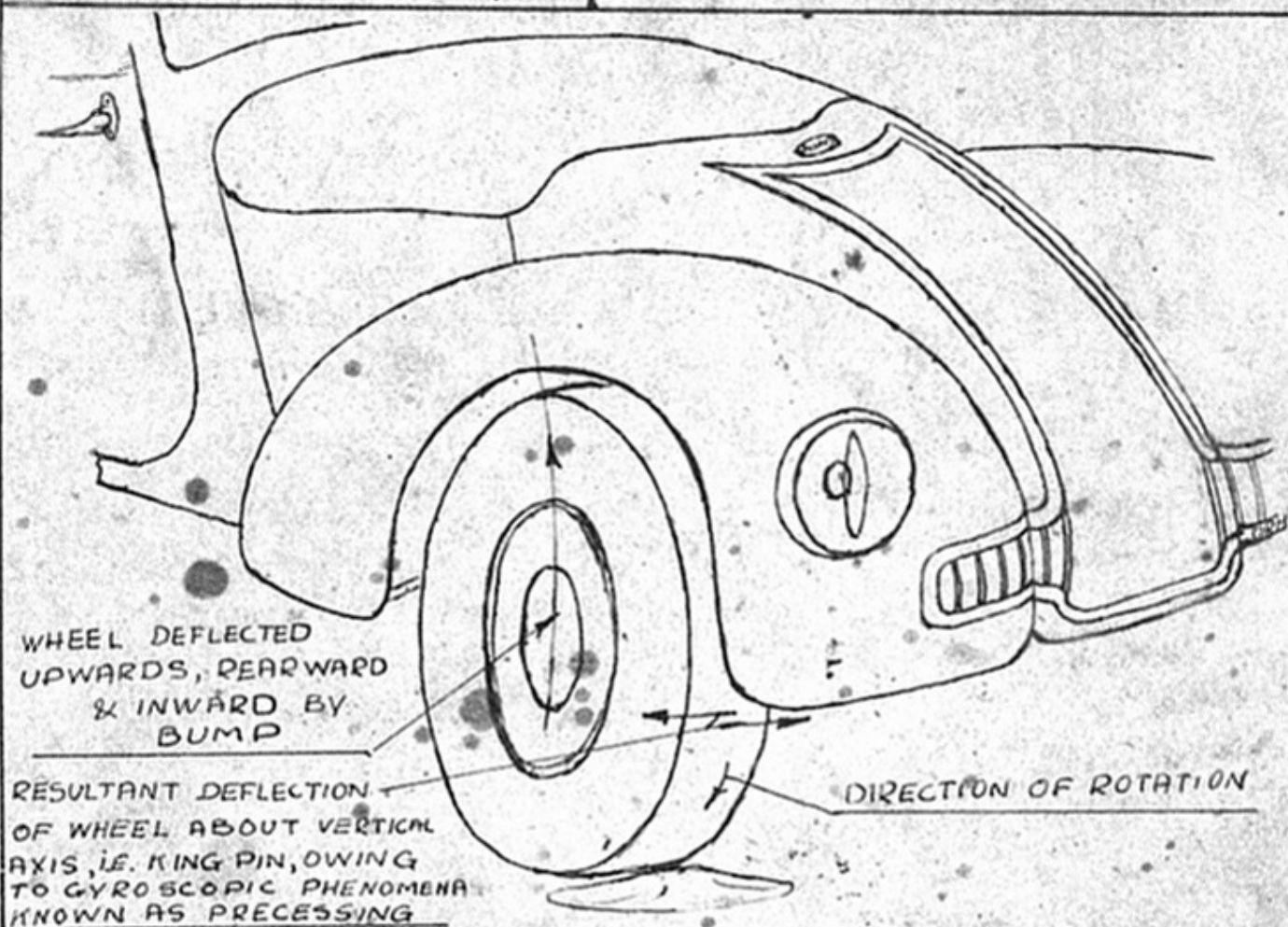
APPLIES TO:—  
ALL MODELS

# ALLARD SERVICE BULLETIN.

3/5/1949

SUBJECT: WHEELS 1,000.

SHEET NO: J.



PRECESSING IS ALWAYS PRESENT IN A ROTATING WHEEL, EVEN IF PERFECTLY BALANCED, WHEN IT IS DEFLECTED FROM ITS NORMAL POSITION. ITS FORCE, HOWEVER, IS NOT NORMALLY SUFFICIENT TO BE NOTICED BY THE DRIVER OR TO UPSET THE PERFORMANCE OF THE CAR. IF, HOWEVER, THE WHEEL IS OUT OF BALANCE EITHER STATICALLY OR DYNAMICALLY, SUFFICIENT FORCE CAN BE EXERTED TO CAUSE QUITE VIOLENT KICK AT THE STEERING WHEEL OR FOR THE FRONT WHEELS TO WOBBLE. THESE CONDITIONS ARE ACCENTUATED ON THE ALLARD DUE TO THE NATURE OF THE GEOMETRY OF THE FRONT SUSPENSION WHICH ALLOWS THE WHEELS TO MOVE REARWARD & INWARDS AS WELL AS UPWARDS WHEN TRAVERSING A BUMP. NO TROUBLE WILL BE EXPERIENCED HOWEVER, IF THE WHEELS ARE BALANCED TO WITHIN A LIMIT OF 10 INCH OUNCES STATICALLY & DYNAMICALLY.

IT WILL BE APPRECIATED THAT WHICHEVER WHEELS ARE USED ON THE FRONT MUST BE BALANCED TO WITHIN THE PRESCRIBED LIMITS, IT IS THEREFORE ADVISABLE TO HAVE THE SPARE WHEEL BALANCED ALSO. THE WHEEL, TYRE, & TUBE ASSY., MUST BE BALANCED WHENEVER THE TYRE & TUBE ARE DISTURBED.

IT HAS BEEN FOUND THAT ANTI-PUNCTURE FLUID WHEN USED IN SUFFICIENTLY LARGE QUANTITIES SERIOUSLY UPSETS THE WHEEL BALANCE.

REF: WHEEL BALANCE.

APPLIES TO: ALL MODELS