IRS! PART 2

Lock the half shaft in position by inserting a screwdriver or similar through the inner universal joint so that the shaft can't spin. Remove the split pin from the shaft end nut and remove the nut. Using a three-eared puller (or the Jaguar type), free the shaft from the hub.

Undo a securing nut to the outer lower fulcrum shaft and tap out the shaft using a drift. The hub carrier can now be lifted away.

The Strip Down

Jim Patten continues our step-by-step coverage of rebuilding Jaguar's original independent rear suspension. Here the rear frame is dismantled into component parts.

Okay, okay, you can stop twiddling your thumbs, we're back. Hopefully you should have the rear axle on the garage floor by now, with all the loose dirt and grime removed. With a bit of luck, all those injuries incurred in the axle removal have healed and you're ready for the next step.

The only special tool needed here is a hub-puller. If you're a member of the Jaguar Enthusiasts' Club you will be able to obtain the correct puller from them. If not, then a good quality, substantial, three-legged puller will work just as well. Right, let's get to it.

Read this!
Every care is taken to observe safety rules in these articles, but readers undertake this work at their own risk.

ease the lower nut securing the shock
orbers and tap the shaft through to free
units. Remove the upper nuts and bolts
lift the shock absorbers and coil springs
y. Do not make any attempt to separate
pers from springs at this stage.

move the four nuts securing the half
afts to the output flanges and lift the half
aft away.

his shows the shims between the flanges
ed to obtain the correct wheel camber.

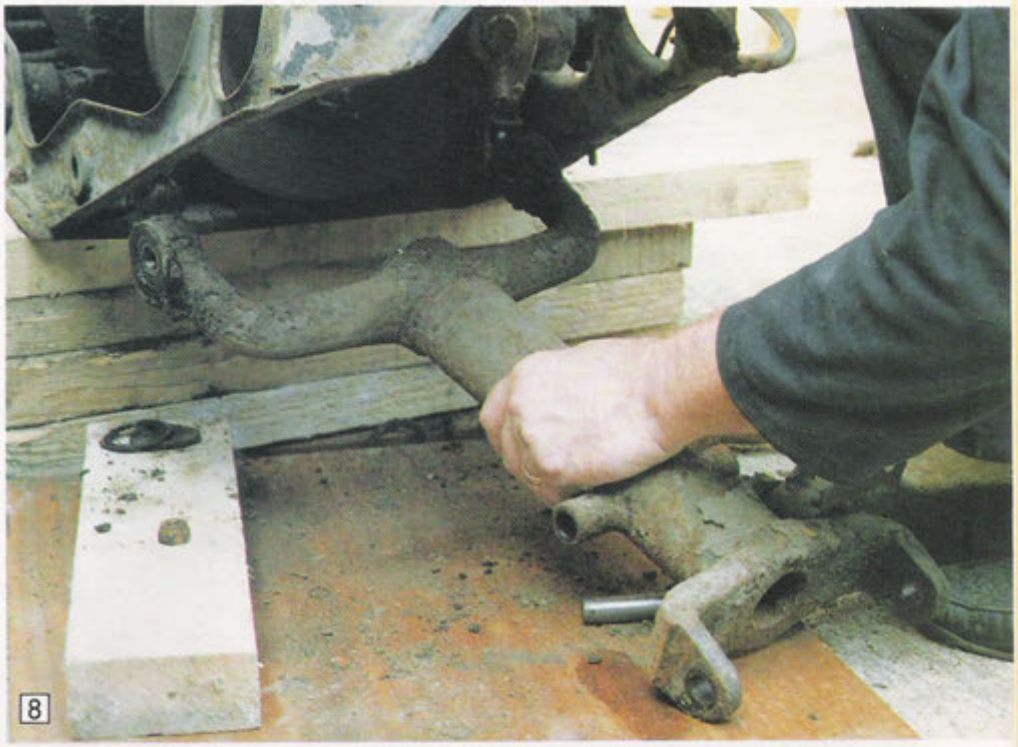
This shows the shim at the outer end of the
aft shaft used to achieve the correct end
float for the hub bearing. These will be
discussed further during the assembly
procedure.

7

Remove the nuts holding the lower wishbone to the frame and tap out the shaft.

10

Cut the locking wire on the bolts securing the differential case to the frame and remove the four bolts.

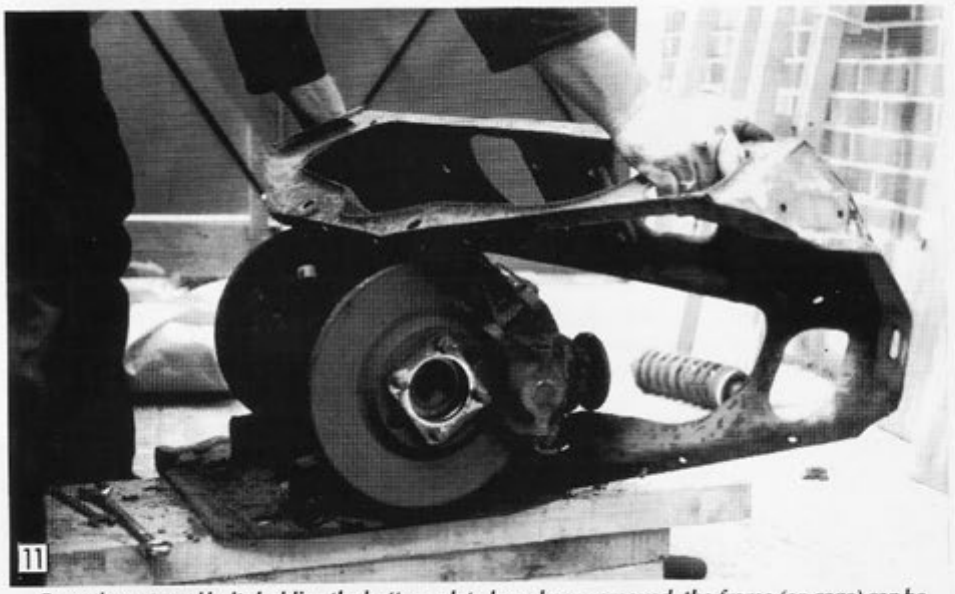


8

The shaft can now be lifted away. Don't worry about the washers and seals that fall; these will be replaced anyway later on.

9

Remove all the brake pipes and the handbrake linkage spring.

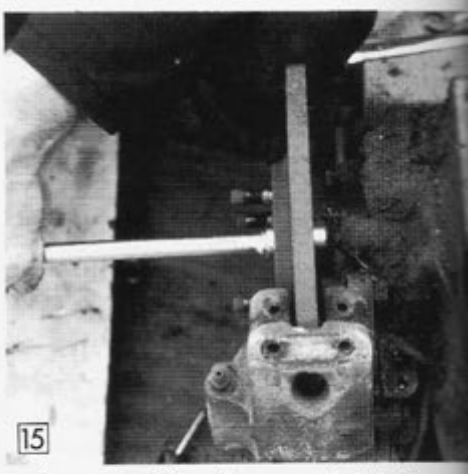


Once the nuts and bolts holding the bottom plate have been removed, the frame (or cage) can be lifted from the differential unit.

Now the brake area is visible. See how this handbrake pad has slipped from its mount.

Release the two pivot bolts securing the handbrake caliper and remove.

Undo and remove the handbrake caliper retractor plate. The right-hand arm shown has fractured through fatigue. Both will be replaced as a matter of course.



Pass a socket through an access hole in the disc and remove the two caliper securing bolts. Remove, noting that there are shims between the caliper and the bracket. New ones will be used during re-assembly to centralise the caliper.

Tap the disc off using a soft-faced hammer.

This is the stage where those preparing cars to show standard may like to take the opportunity to arrange for the frame to be treated (possibly powder coating) and other minor items sent away for plating. Do arrange this in advance as you might find yourself delayed by the plater.

It ain't 'arf easy taking things apart. Let's rendezvous in the next issue and take a look at what we have; then we can get a little more serious. In the meantime, try to keep everything labelled and 'jared' to make life a little easier when the reconditioning and re-assembling starts.

All the work involved in this strip down has been entrusted to Alan Slawson, specialist in rear end rebuilds 07831163158 *to whom our thanks go for his help with this feature.*