



Kit: **DROP ARM REPAIR KIT**



Kit #: **STC3295**

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Replace the worn out joints in your Land Rover's suspension.

Fits

- Discovery I | 94 - 99
- Range Rover Classic | 87 - 95
- Defender 90 | 94 - 97
- Defender 110 | 93

Drop Arm - Remove and refit

Service Tools Needed:

- MS252A Drop Arm Extractor

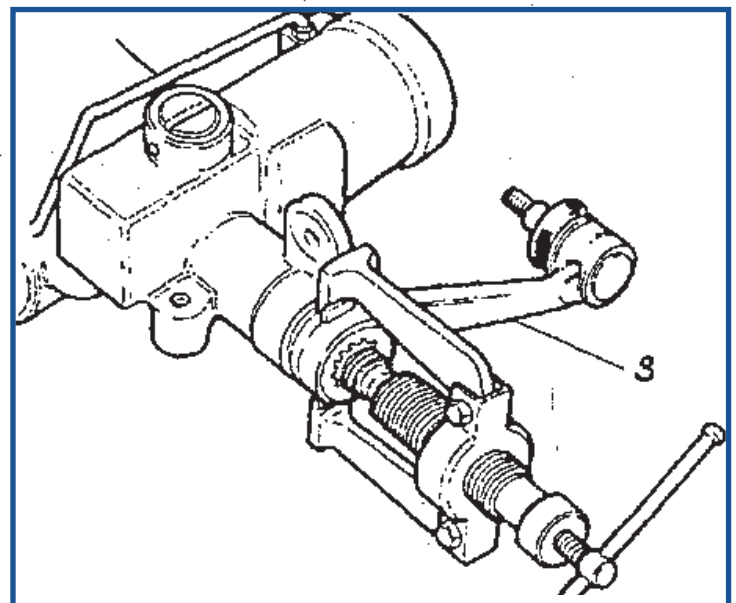
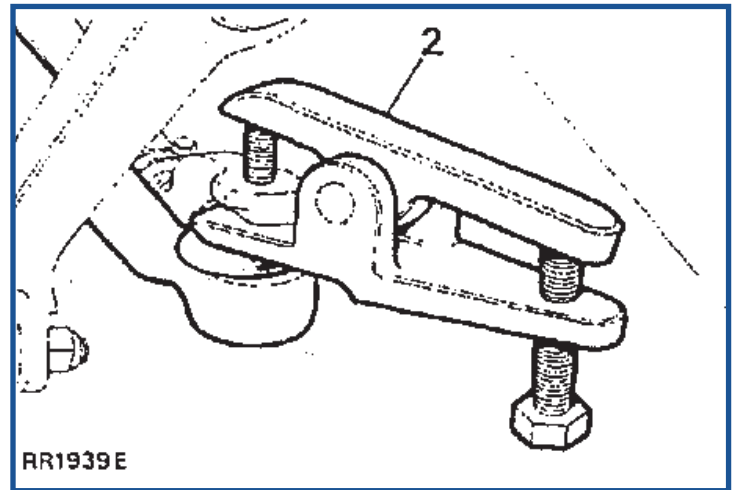
Removing

1. Place the vehicle on a suitable hydraulic hoist, alternately raise the front of the vehicle using a hydraulic floor jack and install axle stands under the front axle, remove floor jack.
2. Disconnect the drag link from the drop arm ball joint, using a suitable extractor.
3. Remove the drop arm from the steering box rocker shaft, using extractor MS252A.

NOTE: The drop arm ball joint is integral with the drop arm.

Refitting

4. Set the steering box "on-centre". This is achieved by rotating the steering wheel to the full inner lock (ie. full left lock for a right hand drive vehicle or full right lock for a left hand drive vehicle). Then turn the steering wheel back towards the centre exactly two full turns.



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5. Fit the drop arm in position, aligning the master splines.
6. Fit the drop arm fixing and tighten to the correct torque.
7. Fit the drag link and tighten to the correct torque.

Drop Arm Ball Joint

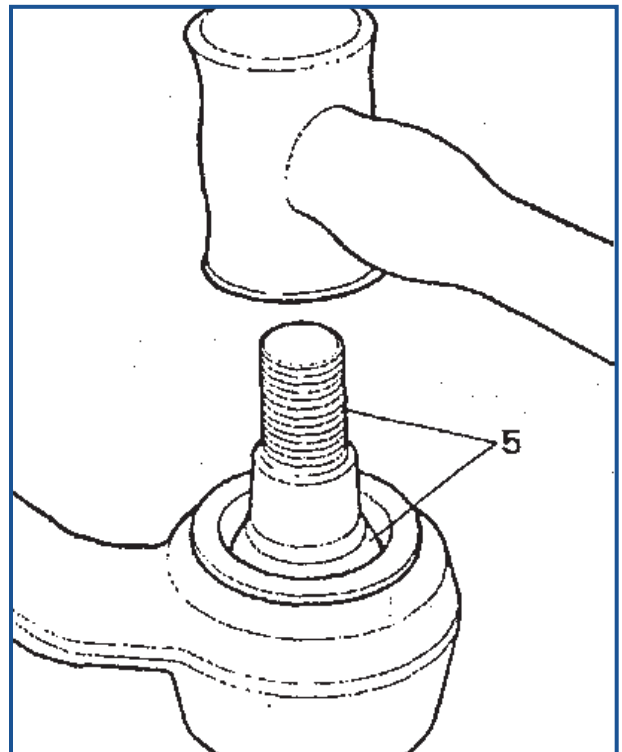
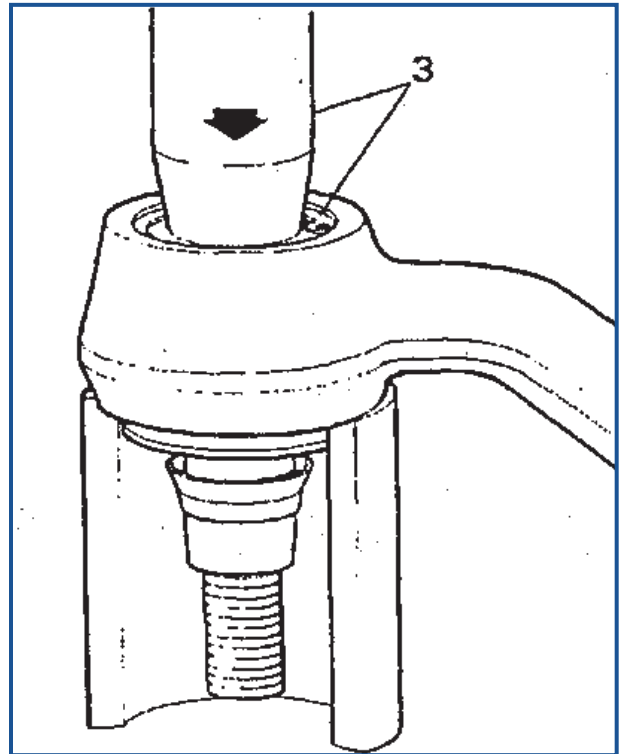
Overhaul

The drop arm ball joint can be overhauled with a repair kit available which consists of the following items:

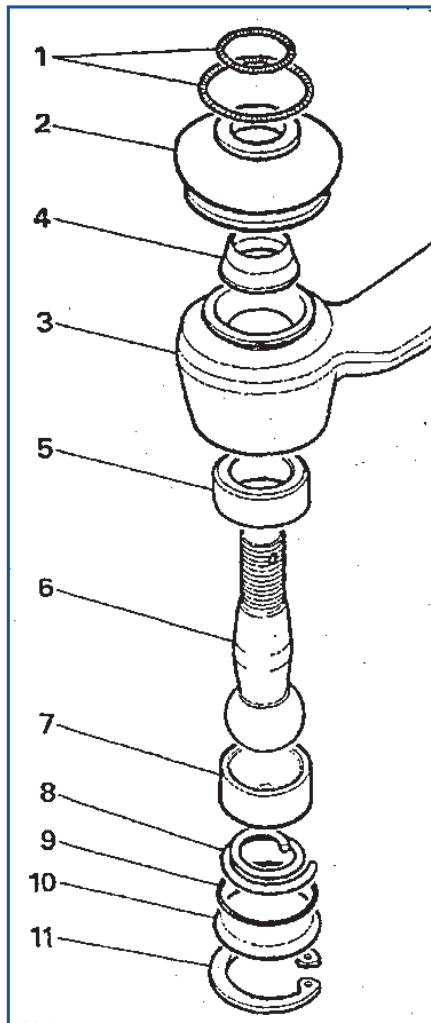
- Ball Pin
- Retainer
- Spring Rings
- Dust Cover
- Ball Top Socket
- Ball Lower Socket
- Spring
- 'O' Ring
- Cover Plate
- Circlip

Dismantle

1. Remove the drop arm from the vehicle and clean the exterior.
 2. Remove the spring rings and pry off dust cover.
 3. In the interests of safety, position the ball joint under a press to relieve the spring tension and support the housing both sides of the ball pin, as illustrated. Apply pressure to the cover plate and remove the circlip and slowly release the pressure.
- WARNING: Personal injury could result if the circlip is removed without pressure being applied and maintained to the cover plate.**
4. Remove the spring, top socket and 'O' Ring.
 5. Since the ball pin cannot be removed with the retainer in position, tap the threaded end of the ball pin to release the retainer and to remove the pin from the housing.

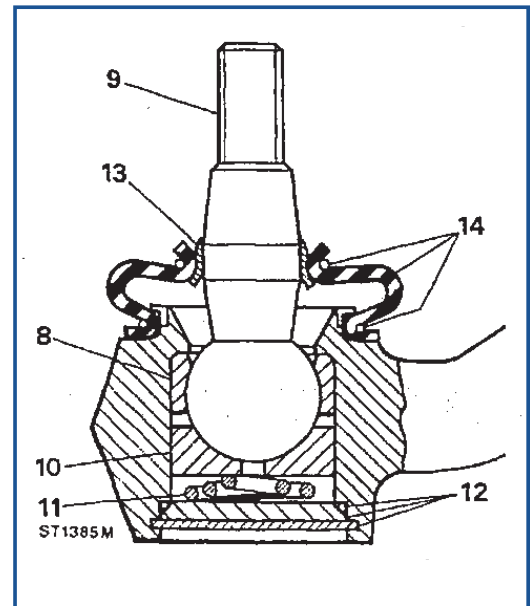
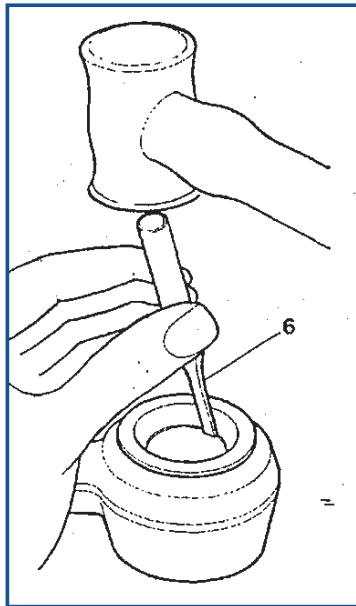


RoverParts.com



Key to Ball Joint

1. Spring Rings
2. Dust Cover
3. Ball Housing
4. Retainer
5. Bottom Socket
6. Ball Pin
7. Top Socket
8. Spring
9. 'O' Ring
10. Cover Plate
11. Circlip



6. Using a sharp-edged punch or chisel, drive the ball lower socket from the housing.
7. Clean the housing and remove any burrs.

Assemble

8. Press in the lower socket squarely up to the shoulder.
9. Dip the ball in Duckhams LB10 grease, or equivalent, and fit the the housing and pack with grease.
10. Fit the top socket.
11. Fit the spring, small diameter towards the ball.
12. Fit the 'O' Ring and using the same method as for removing the circlip, compress the cover plate and secure the circlip. Ensure that the circlip is fully seated in the machined groove.
13. Press the retainer onto the ball pin so that the top edge is level with the edge of the taper.
14. Fit the dust cover and retain with the two spring rings.
15. Fit the drop arm to the steering box using a new lock washer. Tighten the retaining nut to the correct torque and bend over the lock washer.
16. Assemble the ball pin to the drag link, see instructions for fitting drag link and track rod, tighten the castle nut to the correct torque and secure with a new cotter pin.