

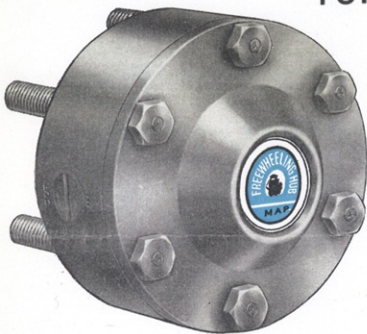
MAP

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AUTOMATIC

Freewheeling Hub

**LAND
ROVER**



- FOR**
- ▶ **MORE MILES PER GALLON**
 - ▶ **REDUCED FRONT DRIVE WEAR**
 - ▶ **LOW RUNNING COSTS**
 - ▶ **LONGER TYRE LIFE**
 - ▶ **MORE ACCELERATION**

Automatically engages front wheels when four wheel drive is engaged and vehicle is in motion.

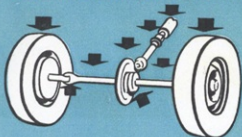
Automatically disengages front wheels from drive axle when in two wheeldrive.

When a four wheel drive vehicle is driven in two wheel drive, the front wheels are permanently connected to the front transmission. When the front wheels turn, the front transmission turns with them and constitutes a considerable drag on the engine. If automatic free-wheeling hubs are fitted, the front wheels are disconnected automatically from the transmission in two wheel drive and the drag is eliminated. This results in more miles per gallon, greater acceleration, and an elimination of front transmission noise. In addition, tyre wear on the front wheels is reduced and there is, of course, a saving in wear and tear on the front transmission generally.



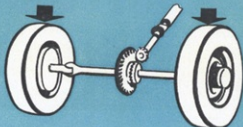
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FRONT WHEEL DRIVE WITHOUT HUBS



Over 100 parts moving—wearing
High operating cost!

FRONT WHEEL DRIVE WITH M A P HUBS

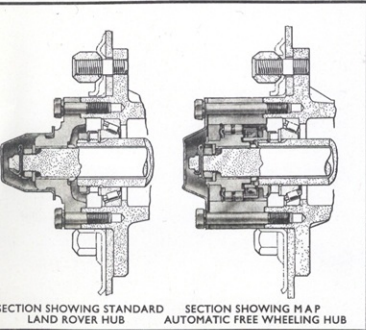


Low operating cost!
Only wheels move

The hubs are automatic in operation. When the vehicle is in two wheel drive the front wheels free wheel. When four wheel drive is engaged the hubs automatically lock the wheels to the transmission, giving four wheel drive to all wheels, either in high or low ratio. This is brought about by friction clutches in the hubs which engage a series of rollers working between the ground inner surfaces of the hubs and a series of inclined planes on the central gears. All the working components of the hubs are made from high grade alloy steel, hardened to 57 $\frac{1}{2}$ Rockwell, and these cannot be damaged by bumping or continuous use.

The hubs work automatically in both forward and reverse movement and they can be transferred from one Land Rover to another quite freely, if for instance a later model is purchased.

It will be understood that when towing a heavy load, or in other conditions where it is necessary to maintain four wheel engine braking effort, the hubs may be permanently locked manually, as there is an overriding locking mechanism on each hub to allow this to be done. The vehicle must be stopped before four wheel drive is engaged when in two wheel drive, since the transmission will be at rest.



SECTION SHOWING STANDARD LAND ROVER HUB

SECTION SHOWING M A P AUTOMATIC FREE WHEELING HUB

FITTING The method of fitting is quite simple and takes one hour by your Land Rover Agents. Full instructions are enclosed with each set of hubs. Care must be taken to see that there is no end play on the hub itself before the automatic free wheeling hubs are fitted.

MAINTENANCE There is little maintenance required as the hubs are lubricated from the reservoir which lubricates the steering differential and hub, although it is recommended that they are occasionally dismantled and cleaned, and the oil in the reservoir changed. In cold climates, i.e. where the temperature is consistently below freezing point, the reservoir should be filled with a thinner lubricant, as recommended in the Land Rover Handbook.

SHIPPING INSTRUCTIONS The hubs are well packed in acid free cardboard and corrugated paper containers. A pair of hubs has a shipping weight of 16 lbs. They can be despatched by normal parcel mail in most cases, but, where the gross weight allowed is lower than this limit, the hubs are packed separately in packs weighing 8 $\frac{1}{2}$ lbs.



STOCKIST'S
NAME