



JK part numbers: Page 1 of 4
J11431
OEM part number:
Not applicable

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Tech Sheet

This product is suitable for:
Type 2 1950 to 1979

Front Beam Adjusters

Thank you for purchasing our front beam adjusters



The first step is to remove the axel beam - something we won't go into here as this is covered in most workshop manuals.

Once the beam is out and stripped down to the bare centre section, with the torsion bars removed and the steering pin taken out, clean off all the muck and grease, and check the condition of the centre steering idler and the uprights for the dampers. Extreme care has to be taken whilst checking these as they are prone to severe rusting, if there is any sign of corrosion do not attempt to fit the adjusters, throw the beam away and get another.

Once you are happy with the beam, mark the location of the centre steering pin. If you look around the edge of the centre pin housing you'll see a run of weld, this needs carefully grinding away. Take your time and work slowly, if you get too heavy handed you can easily push too hard and damage the beam. Once the weld has been ground away the housing should come free. If this decides to be stubborn use a chisel to split any existing weld.

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NB. Please note that whilst every attempt is made to ensure that these instructions are as accurate and clear as possible, we cannot be held responsible for misinterpretation of these instructions or for any subsequent accident or damage caused through mis-fitted parts.



1. Carefully cut off knuckle



2. The beam with the knuckle removed



5. Offer up the toothed adjuster



6. Use the adjuster to scribe the beam



3. This is a spotweld dimple



4. Carefully drill out the spotwelds



7. Carefully cut the beam



8. The cut beam with the centre exposed

Once the housing is off, this will reveal the dimple for the spot weld. There are three welds around the circumference of each tube, these will need drilling out. Using a 10mm flat bottom drill. drill through the outer tube again tacking care not to drill into or through the centre section.

Work on one tube at a time and locate the toothed adjuster. This is easily aligned using the bolt through the adjuster. Scribe a line around the outside of the adjuster then remove. Measure in 5mm from this line and re mark the shape.

Using a grinder fitted with a cutting disc cut down the line at either side and across the top and bottom, again take your time, if you cut too far you'll have basically scrapped the beam. Once you've cut through the centre section, remove the unwated piece, this will reveal the centre spring block. If your earlier drilling was OK, you should be able to rotate this block. If this isn't the case check the spot welds and re drill if necessary.

Place the toothed adjuster back on to the beam and re align using the bolt. Once your happy with the positioning, tack the adjuster in place and check the block is still able to rotate. Re check the alignment of the adjuster and weld fully. Whilst welding, take your time to prevent a build up of heat which might distort the beam, and check the centre block can still rotate. Repeat this procedure on the other beam.

Once both adjusters are fully welded, clean the centre pin housing and re align to the previously marked points. Again taking you time tack, then weld, the housing back in place. Once done assemble the adjusters, using the nylock and allen bolt on the top tube for bay windows or on the bottom for splits.

The bump stop arms on both sides of the beam will need removing, using a hacksaw cut through the arms close to the base weld line.



9. Weld the adjuster



10. Weld the knuckle back on



11. The finished adjusters

Once done, paint all the welded areas and re assemble the axel. When the beam is back in the vehicle, set it to ride height. To adjust the setting simply slacken the lock nut. Once done, take the vehicle to an alignment centre or garage to have the castor camber etc checked.

If the vehicle is to be run on a low setting, check for clearance of the wheel against the arch and all suspension components. You may find it necessary to use a low profile tyre for clearance purposes. Never try to adjust suspension whilst under load and always place on axel stands with the road wheels free from the ground before adjusting. Running on the low setting for prolonged periods will cause premature wear on ball joints etc. Please check these on a regular basis.