

# WORKSHOP

## DISCOVERY 3 PROJECT PART 5



Here, Rob uses an air blower gun to get rid of the dust from the clean-up job, but a soft-bristled paintbrush would be just as effective.



Coating the driveshaft in copper grease will ensure that it won't stick to the driveshaft and will make any future repair here much easier.

### THE EXPERT

■ Rob Lewis, Twisted's workshop manager, has been with the company since August 2010. Before that he ran a service station and workshop for 14 years – and spent a lot of that time selling and repairing Land Rovers.

His own vehicle is a Discovery 3 that has (of course) been treated to a Twisted remap.



Disco 3 owners needn't worry about pushing out bearings or fret about pressing replacements in straight, because the job has been somewhat dumbed down to a straight swap of the complete hub and bearing assembly. So, making the actual repair is the quickest and easiest part of the job. This ease of replacement does sugar the pill of the assembly's £100 price tag a little.



Rob gives the hub bolts' threads a coating of copper grease and tightens them gradually to bring the hub's flange in good and square.



A brand-new nut is screwed on to the end of the driveshaft and is torqued up to 230Nm. This stake nut has a ring that is punched down into a groove in the driveshaft to prevent it from coming undone. It's common to see these straightened out and re-used, but the metal is then much weaker (having been work-hardened) and the potential for the nut coming loose is higher.



The disc and caliper go back on and, once both are bolted up, Rob checks that the disc turns cleanly by rotating it a couple of times.



With all the bolts re-checked for tightness and torque, the stake nut is knocked into the groove in the driveshaft.

### COST THIS MONTH

■ Hub and bearing assembly (part no LR014147) **£99**

**THANKS TO** Rob Lewis and Charlie Fawcett ([twistedperformance.co.uk](http://twistedperformance.co.uk)).

**NEXT MONTH** Fitting a winch bumper.



After replacing the wheel, there's no evidence of play; and a test-drive reveals a distinct lack of roughness from the nearside front wheel bearing. A successful outcome.

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Britpart, The Grove, Craven Arms,  
Shropshire SY7 8DA, England.