

Propellor Shaft

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Propellor Shaft

Type

404 Car.....Hardy Spicer KR1308/GB44

405 Car.....Hardy Spicer KR1300

See Fig.169.

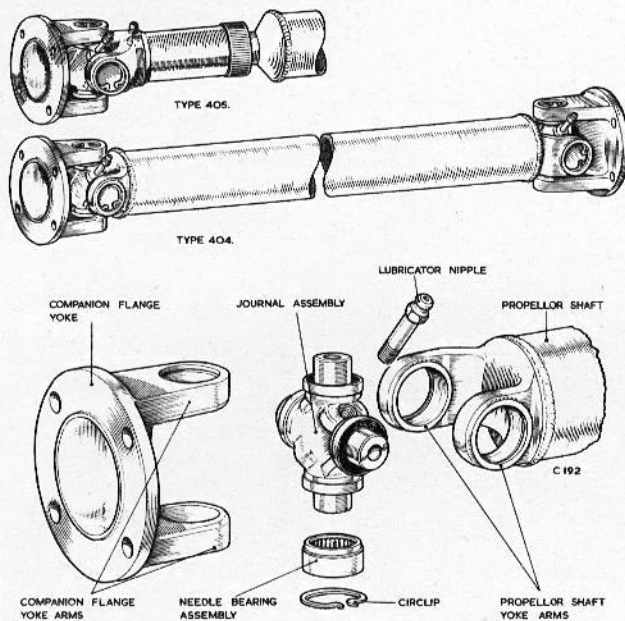


Fig. 169. General assembly of propellor shafts

The former shaft is a fixed length, any fore and aft movement being taken up by the extension shaft in the rear of the gearbox.

The latter shaft has a splined sliding portion embodied into the shaft.

Replacements

Serviced exchange propellor shafts are available from the manufacturers or their agents or from the manufacturers of the car.

Removing the Shaft from the Car

Working from beneath the car remove the four bolts in the flanges at either end of the shaft.

Holding the shaft firmly and using the sliding shafts to advantage disconnect the shaft from its registers on the companion flanges.

Refitting the Shaft to the Car

Type 404 Cars.

- (a) Wipe the companion flange and flange yoke faces clean to ensure the pilot flange registering evenly all round.
- (b) Attach the rear end to the differential companion flange, insert the bolts, tighten the nuts evenly and split pin.
- (c) Slide the extension shaft, in the gearbox, to engage the other end of the shaft and bolt evenly and securely.

Type 405 Cars.

Proceed as the foregoing (a) then:-

- (b) Attach the longest of the sliding portions to the differential companion flange, tighten the bolts evenly and insert the split pins.
- (c) Slide the front portion forward to engage the companion flange of the overdrive unit and bolt evenly and securely.

To Dismantle the Ends of the Shaft

If necessary the two portions of the sliding shaft can be separated by unscrewing the serrated dust cap.

Clean any enamel from snap rings and the top of the bearing races. Remove all snap rings by pinching the ears together with a pair of pliers, and prising with a screwdriver. If ring does not snap out of groove readily tap end of face lightly to relieve the pressure against ring. Support the shaft and with the yoke lug on top, tap yoke arms lightly with a soft hammer. Fig.170.

Top bearing should begin to emerge, turn shaft over and finally remove with fingers. Fig.171.

If necessary tap bearing race from inside with small diameter bar, taking care not to damage bearing race Fig.172.

Keep joint in this position so as to avoid dropping the needle rollers. Repeat this operation for opposite bearing. The flange yoke can now be removed Fig.173. Rest the two exposed trunnions on wood or lead blocks, then tap yoke with soft hammer to remove the two remaining bearing races. Wash all parts in petrol.

Lubrication 'One Shot' System

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