REAR HUBS and DRIVE SHAFTS

DESCRIPTION (See Fig. 1)

The drive is transmitted from the transaxle unit to the hubs by open drive shafts.

Each shaft is secured to the Hypoid flanges by a flexible rubber coupling and to the hub shaft by a needle roller type universal joint.

The hub shaft rotates in the hub housing on two ball races.

The outer race is located against a shoulder in the housing and retained by the brake backing plate.

The inner race is located by a distance tube between the two bearings and a flange on the hub shaft.

An oil seal is positioned inboard of the inner race.

The hub is splined to the hub shaft and secured by a nut and washer.

REPLACEMENT DRIVE SHAFTS

Mark I Cars prior to Chassis No. B.411000340

When a drive shaft or hub shaft is to be replaced both hub shaft and drive shaft must be renewed together as the new parts will be of different lengths to those of the original equipment.

Mark I Cars and Mark II Home Cars

Drive shafts are $\frac{7}{8}$ in. (22 mm) diameter and after Chassis No. B.411000340 replacement does not involve the hub shaft. One inch shafts (see below) may be used in replacement on these cars. If these cars are tuned for sports purposes then 1 in. (25·4 mm) drive shafts must be fitted on both sides.

Mark II Export Cars and Van

Drive shafts are 1 in. (25·4 mm) diameter and these vehicles must always be fitted with 1 in. replacement shafts.

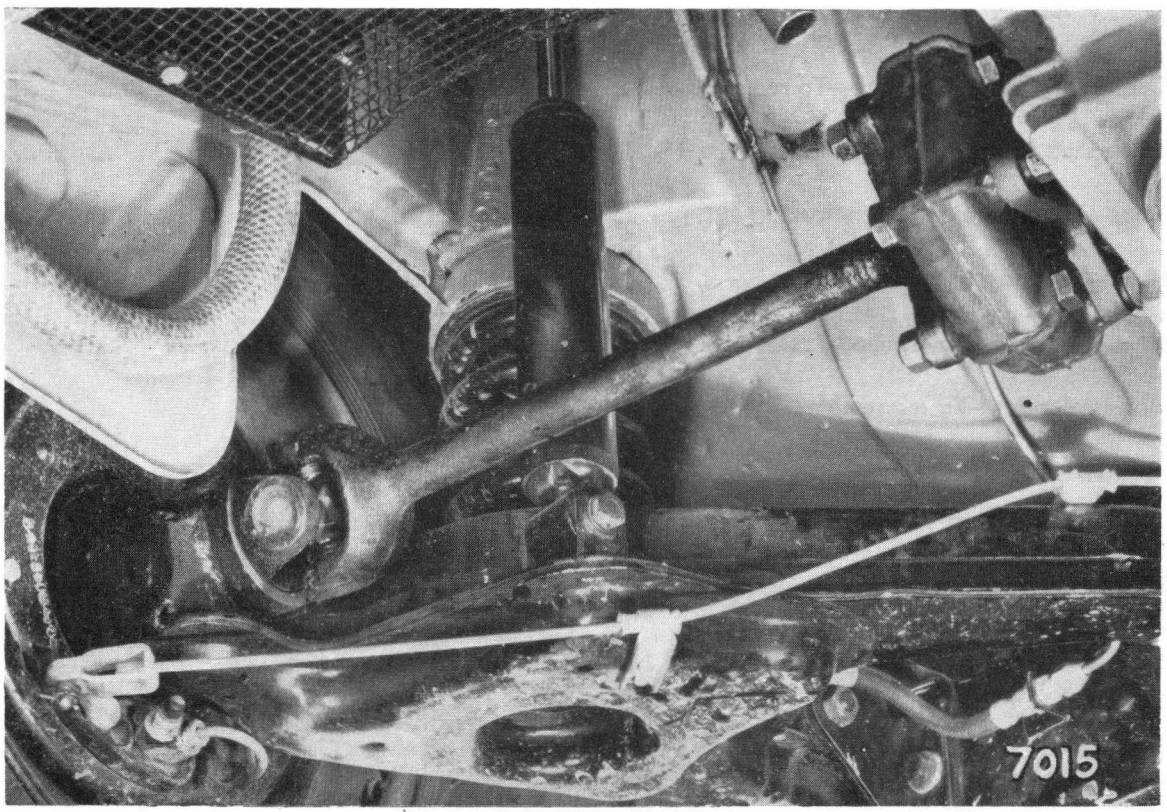

Fig. 1. *General view of drive shaft assembly*