Details to make Coupling Clamps

Two clamps are required, each as follows:—

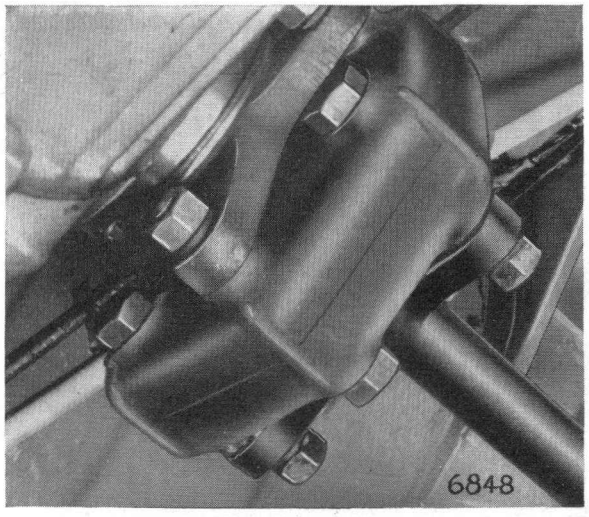
Obtain a piece of steel strip, 18 in. (45·5 cm) long, 1 in. (25·5 mm) wide and approx. $\frac{3}{32}$ in. (2·5 mm) thick.

Mark off 1 in. (25·5 mm) from each end and drill a $\frac{5}{16}$ in. (8 mm) hole mid-way between mark and each end.

Bend strap at right angle at each mark.

Wrap this strap around the coupling and bolt up tight, using a $\frac{5}{16}$ in. (8 mm) bolt, 2 in. (5·8 cm) long, threaded right down. (See Fig. 7.)

Fit coupling clamp or clamps and MARK THE ROTOFLEX COUPLING AND DIFFERENTIAL SHAFT FLANGES BEFORE REMOVING. IT IS IMPORTANT THAT THE COUPLING IS REFITTED IN EXACTLY THE SAME POSITION AS BEFORE, OR PREMATURE FAILURE OF THE COUPLING MAY OCCUR.



When fitting new coupling, pay special attention to the position of the coupling and fitting bolts in relation to the differential shaft flanges. The bolt inserts are offset, and must be assembled to the flanges in the correct manner, i.e. the longer boss to the flange, shorter side to the bolt head.

Fig. 6. *Drive shaft coupling*

Loosen and remove six nuts, withdraw bolts and remove coupling.

Leave clamps in position if couplings are to be refitted.

When the couplings are removed, attach the drive shaft to a convenient part of the body by means of a stout cord, leaving the shafts free to rotate, when the car is moved, later on.

For models with interference fit flanges, the flanges must be tied to the casing, otherwise the flange/shaft assembly may fall out.

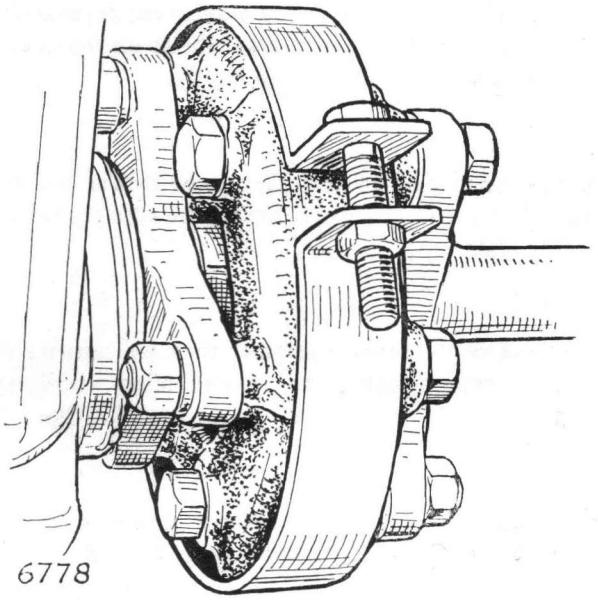


Fig. 7. *Details of coupling clamp*

Remove the two retaining bolts in the transmission bearers, and disconnect the earth strip.

Remove silencer.

The units must be supported under the sump, transaxle case and manifold outlet as shown in Fig. 8.

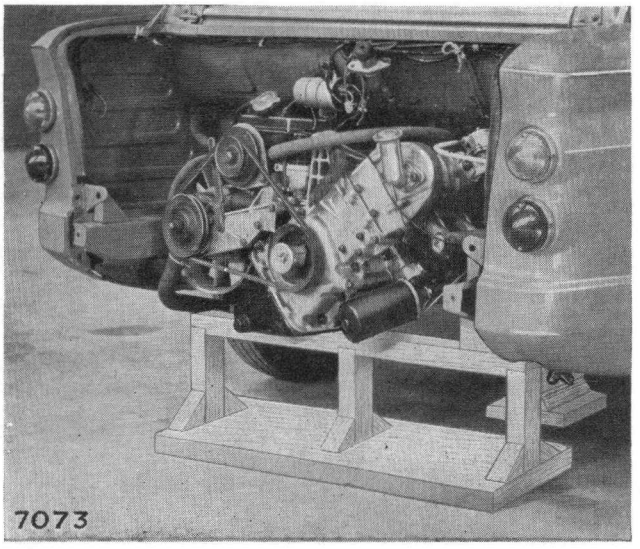


Fig. 8. *Engine and Transaxle supported for removal*