

ADDITIONAL INFORMATION

Interference fit differential shaft flanges

With this type of flange/shaft assembly, the inner circlip is deleted.

Identification is by paint on the clinch nut, but in later production the clinch nut is deleted, and the end of the shaft is level with the face of the flange.

Once fitted together, the flange is not detachable from the shaft and will, therefore, be serviced as a complete assembly.

For those fitted with a clinch nut, it will not be necessary to remove the clinch nut for any reason whatever.

The assembly is interchangeable with all existing units, and will replace the older type in service.

NOTE. To prevent the flange/shaft assembly being pulled, or falling from the unit if the rubber couplings are disconnected or the unit is removed from the car for any reason it is important that a Transaxle fitted with interference type flanges **MUST** have the flanges wired to the casing.

The instructions given on Page 32 of this Section for the hypoid flange oil seals must be strictly adhered to, but to remove the flange/shaft assembly, it is only necessary to withdraw it from the casing.

It must be further noted that during re-building, the hypoid oil seals in the inner screwed sleeves **MUST** be fitted last, after all adjustments are made, as constant removal and refitting of the differential shafts during these operations could damage the oil seal faces.

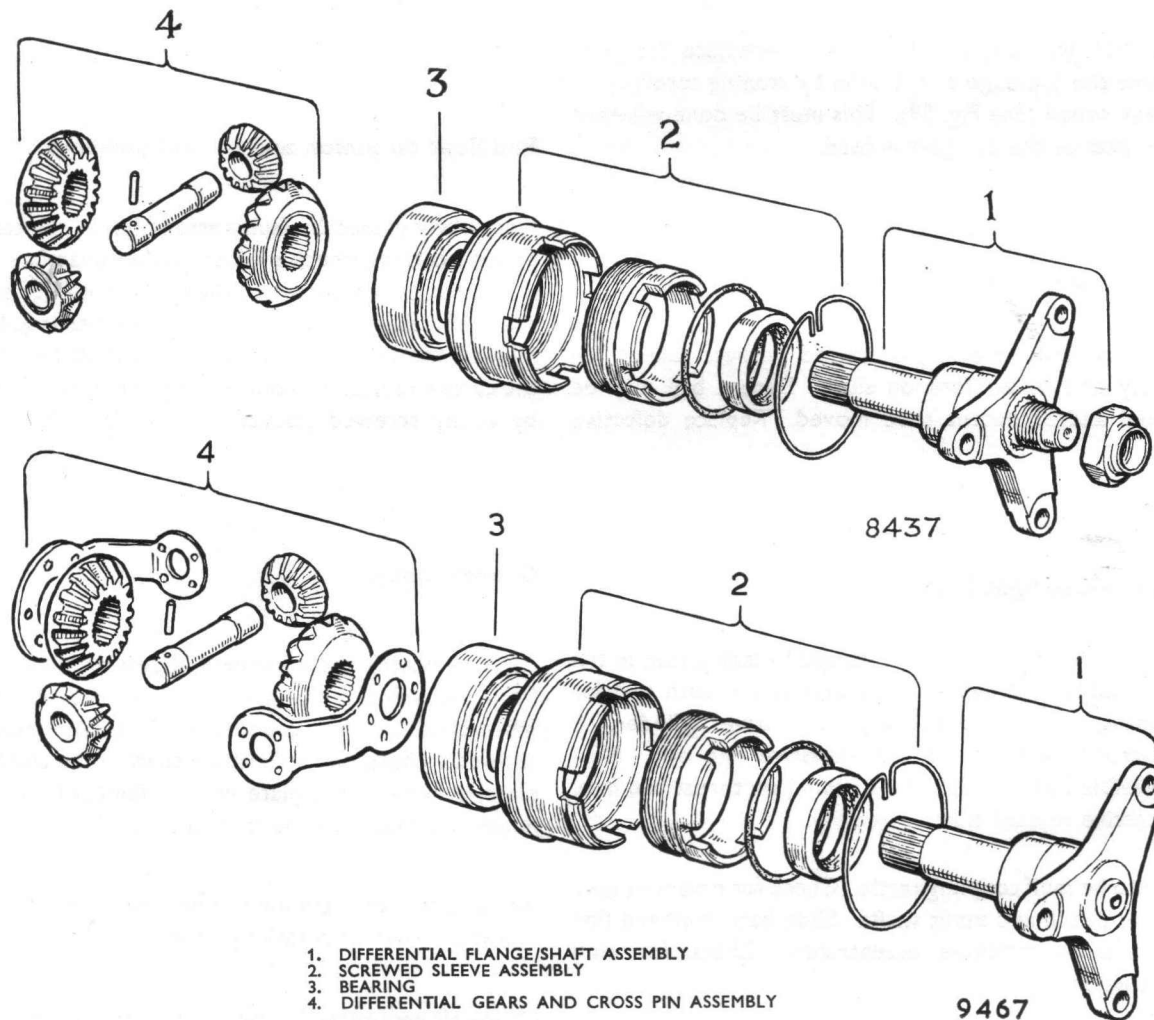


Fig. 61. Exploded view of alternative drive flange/shaft assemblies