

JULY, 1953.

TRANSMISSION '15-SIX' (Six Cylinder).
ASSEMBLY OF THE DRIVING SHAFT (GEARBOX END).

Whenever it is necessary to take down the transmission or front axle on Six Cylinder cars, we ask you before reassembly, to make sure that the couplings at the gearbox end have sufficient angular movement.

This movement should be 22° minimum.

To check and correct this, work as follows:-

1. With a file remove all ridges or burrs on the bearing face of the coupling flange.
2. Place the coupling on two blocks of the same thickness on a marking-off table with only the bearing face of the coupling flange in contact (see fig. 1 and 2).

Incline the splined shaft to the maximum in line with one fork (fig. 1) and with a protractor resting on one block measure the angle of the splined shaft.

Take the measurement for the opposite position of the splined shaft and then the two measurements in line with the other fork (fig. 2).

If the angle measured is less than 22° the coupling must be corrected after it has been taken apart.

I. Correct the sliding shaft:-

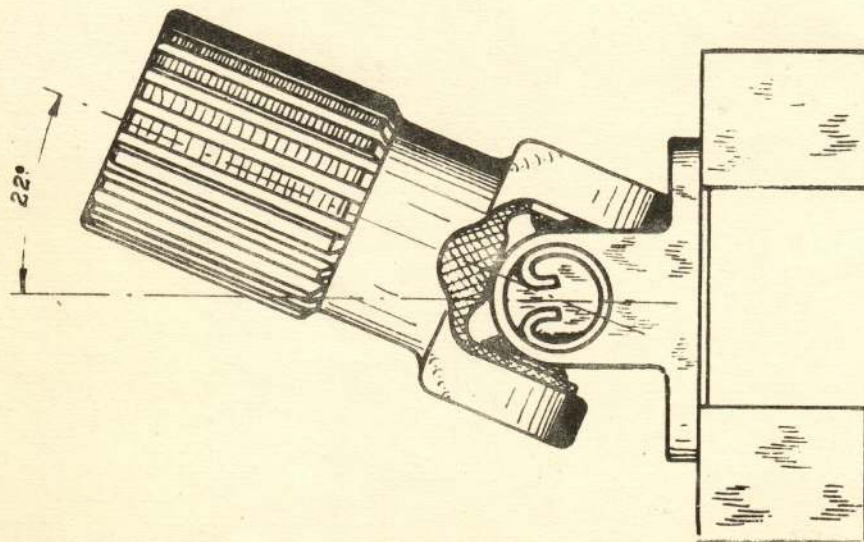
- a) In the zone 'a' by making a radius of 2mm.
- b) Correct the radius where the fork joins the body of the sliding shaft (at 'b'), and if necessary increase the clearance at 'c' slightly (see fig. 3).

II. Correct the coupling flange:-

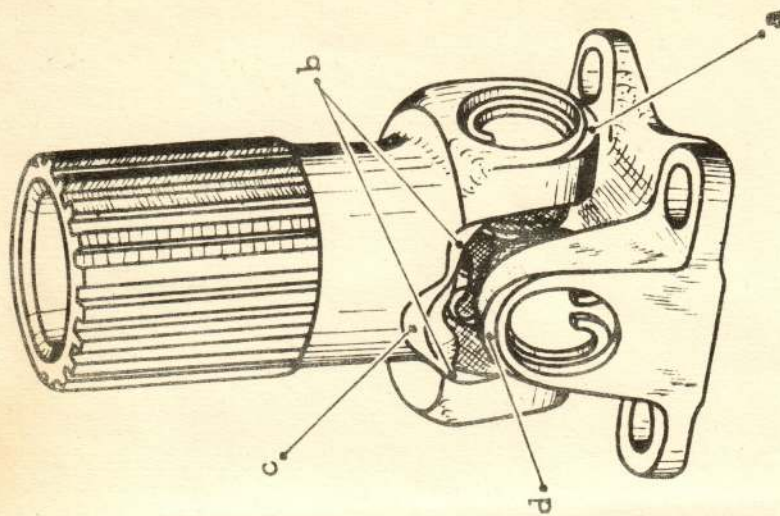
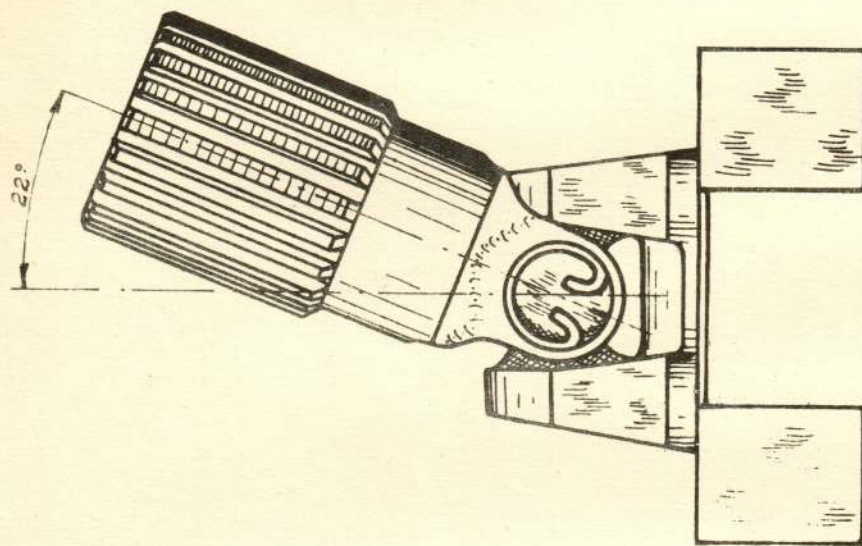
In the zone 'd' by making a radius of 2mm. (see fig. 3).
After reassembly check that the movement is not less than 22° .

To couple the driving shaft flanges to the couplings on the gearbox, only the new type of nuts, 427128, should be used. These nuts can be identified by the height of the hexagon, 4.5mm. ± 0.23 (see fig. 4). On the old type nuts the hexagon had a height of 6mm.

- Fig. 1 -

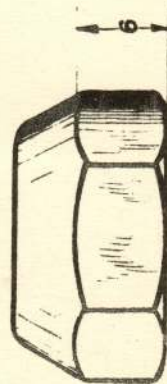


- Fig. 2 -



- Fig. 4 -

Early models



Later models

