

DESCRIPTION AND MODIFICATIONS

The fully floating rear axle is enclosed in a pressed steel banjo casing, both ends of which are reduced to take the taper roller bearings on which the hubs revolve. Mounting plates and pressed steel saddles welded to the axle casing's reduced ends provide anchorage for the brake assemblies and seating for the road springs respectively. Brackets are attached to the axle casing to anchor the shock absorbers and mount the handbrake compensator lever.

A gear carrier, housing the complete final drive, is secured to the front of the banjo centre section with the rear opening being closed by a pressed steel cover incorporating a combined oil filler and level plug. Screwed into the casing above and below the final drive assembly is a breather and drain plug respectively.

A splined coupling transmits the drive from the propeller shaft to a bevel pinion supported by two opposed taper roller bearings in the gear carrier. The spiral bevel crown wheel is bolted to the flange half of a two piece casing which houses the differential bevels and pinions. The differential assembly revolves on opposed taper roller bearings in the gear carrier. The bearings are pre-loaded by a serrated nut abutting each bearing cup which also serves to adjust the crown wheel to pinion teeth backlash.

The differential gear comprises two bevel wheels meshed with four pinions mounted on cross-pins. The bevel wheels are splined internally to accept the fully floating axle shafts which transmit the drive to the hubs through their bolted flanges.