

SECTION 11 . . SPEEDOMETER DRIVE

The speedometer drive is secured to the rear casing of the gearbox by two setscrews; its removal is straightforward and does not necessitate disturbing any of the other gearbox units.

DISMANTLING

Before dismantling the unit, spin the driving shaft and check visually for run-out ; if eccentric renew the shaft. Remove the split pin, unscrew the castellated nut and drive out the shaft by giving it a sharp tap with a plastic hammer. Clean off the jointing compound from both joint faces.

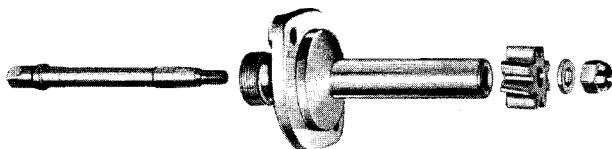


Fig. 1 Speedometer drive dismantled

INSPECTION

After cleaning with paraffin, check all parts for signs of excessive wear and picking up. Examine the squared end of the driving shaft for cracks and the threads of the housing for damage.

ASSEMBLING

Assembling is straightforward but care should be taken not to damage the gear when tightening the castellated nut. After assembly check that the shaft endfloat is between 0.004 in. and 0.006 in. *

REFITTING TO THE GEARBOX

Smear the joint face with compound and refit the drive to the gear box. On some models the axis of the driveshaft is eccentric to the flange and should be fitted so that the offset boss is adjacent to the head of the parking brake pawl support bolt ; this can be seen in the bottom left hand corner of fig. 1, Sect. 5. *