BREATHER

Description

Certain units are built with a breather incorporated in the rear cover.

It consists of a steel tube inserted through a rubber bush mounted in the rear cover in line with the rear of the input shaft, see Fig. 63.

The rubber bush is retained in the rear cover by an external flange on the rear of the bush and the bore is tapered at the inner end. The insertion of the steel tube from the rear expands the inner end of the bush and retains it in the cover.

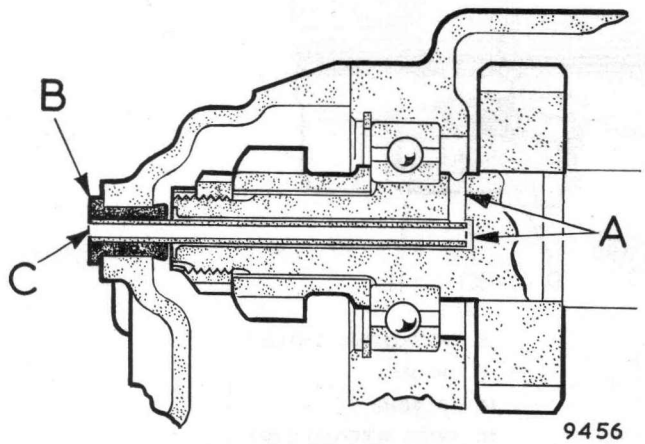
The input shaft is drilled through its axis to a point just forward of the bearing and this connects up with a radial drilling.

To remove and refit

Withdraw the steel tube from the bush and lever the bush out from the rear.

When refitting, care should be taken to ensure that the rubber bush is pressed in until the flange is in contact with the case.

Push in the steel tube until it is flush with the rear of the bush.



"A" INPUT DRIVE SHAFT DRILLING
"B" SEALING BUSH IN REAR COVER
"C" BREATHER TUBE

Fig. 63. *Section through breather*

DIFFERENTIAL GEARS AND THRUST WASHERS

Description

Certain cars are fitted with differential gears which operate against a machined face inside the differential casing, and these gears can be identified by a spiral oil groove on the rear face.

Other units are fitted with thrust washers incorporated between the gears and casing. The thrust washers are "L" shaped and each washer accommodates one differential gear and one pinion, with the spiral oil groove deleted. See Fig. 61.

Gears with thrust washers can be fitted as a complete set with a centre pin to any casing, but it is necessary to ensure that the thrust washers sit squarely on the casing thrust faces and that they do not foul the casting.

Gears must not be mixed and thrust washers cannot be used with early gears.

When a unit with thrust washers has been dismantled. always refit the thrust washers to their original positions.

To dismantle

The instructions given on page 23 apply to any type of gear fitted.

To assemble differential gears

Ensure that the inside of the differential casing is clean and free from flash or burrs, also that the thrust washers sit squarely on the thrust faces.

Lightly coat the gears and centre pin with oil. Fit the gears and thrust washers as an assembly and slide into the casing, line up the pinion bores and insert the centre pin.

Position the centre pin hole in the casing and drive in a new locking pin with a pin punch. Locking pins must not be re-used.