joint is coupled to the main drive by means of a toothed joint and wedge bolt.

Provided at the rear end of the propeller shaft are several annular grooves to accommodate a locking ring. The latter is used to set the length of the propeller shaft and the total clearance between elastic coupling *31* (Fig. 21) and the elastic coupling disks. The clearance, with the propeller shaft in a horizontal position, must be within 3 to 6 mm.

The servicing of the cardan drive is confined to lubrication of the universal joint bearings, using a pressure lubricator screwed into the universal joint cross, at the intervals specified in the Section "Technical Servicing".

In order to lubricate the universal joint, take down the rear wheel, shift sealing rubber ring *28* to the middle of the propeller shaft, and, by means of a wrench, screw off the universal joint casing *27*. When unscrewing, remember that the casing has a left-hand thread and, therefore, must be turned clockwise.

The main drive is essentially a pair of bevel gears with circular teeth. These gears are arranged in the casing which is also used as a disk for the rear brake, as an oil reservoir and support for the right-hand end of the rear wheel axle.

At the bottom, the casing has an oil drain hole closed with a plug. At the top, there is a filling hole into which a dipstick with a breather is screwed.

Avoid dismantling the main drive unless it is necessary to do so. If the dismantling has been carried out for some reasons, it is strongly recommended to use, during assembling, the same adjusting washers *9* and *20* as those fitted at the Manufacturing plant. After tightening up all the nuts, the gears, when rotated by hand, must turn freely, without jerks and seizing. The backlash between the teeth of the gears should be easily felt with the hand, when swinging the driving spindle, with the hub of driven gear *18* being locked.

The backlash between the teeth of the gears must range from 0.1 to 0.3 mm.

The dipstick head is fitted with a breather which is similar in design to that of the gear box.

To keep the main drive is good order, regularly check the oil level and change the oil in due time, at intervals specified in the Section "Technical Servicing". During operation periodically check the proper tightening of the nuts securing the main drive cover and the nuts securing the main drive to the rear suspension lever.

Dismantling and Assembling the Main Drive

In order to dismantle the main drive, remove the sealing gland cover (unscrew seven screws) and the gland itself. After that, take down the casing cover which is secured with five nuts and one screw.

Downloaded from www.Manualslib.com manuals search engine