Fig. 21. Main drive:

1 — dipstick with breather; *2* — drain hole plug; *3* — casing; *4* — needle roller; *5* — driven gear hub; *6* — gland cover; *7* — gland; *8* — bearing; *9* — adjusting washer; *10* —bearing nut; *11*— gland; *12* — wedge bolt; *13* — universal joint cross bearing; *14* — universal joint cross; *15* — pressure lubricator; *16* — locking ring; *17* — gasket; *18* — driven gear; *19* — space ring; *20*— adjusting washer; *21* — cover; *22* — bearing; *23* — driving gear; *24* — bearing; *25* — sealing ring; *26* — universal joint fork; *27* — universal joint casing; *28*— protective ring; *29* — propeller shaft; *30* — elastic coupling disk; *31* — elastic coupling

To detach the cover of the main drive casing from the hub of the driven gear, insert the rear wheel axle into the hub, holding up the driven gear with one hand, and, by lightly tapping the axle end, knock the cover out of the bearing pressed into the hub. The bearing is pressed out through three holes in the hub.

After unscrewing the nut securing the driving gear bearing (left-hand thread), the latter is knocked out through a special slot in the casing.

When installing the driven gear and hub assembly, the needle rollers (45 pcs) must be lubricated with consistent grease (to keep them from falling out). Take care not to damage the casing gland and not to let spring jump off the latter.

It is good practice to use a special mandrel for this purpose.

Dismantling and Assembling the Universal Joint (Main Drive Removed)

1. Remove the propeller shaft from the universal joint unscrew the casing (left-hand thread), holding back the nut. Uncotter the wedge bolt, unscrew the nut; using a soft drift, knock out the wedge bolt, remove the universal joint from the shank of the driving bevel gear.

2. Take off the four lock rings of the universal joint bearings. Place the propeller shaft fork on a support and partially press out one of the bearings through the cross and the opposite bearing. Grip the protruding part of the bearing in a vice and extract it from the fork. Turn the universal joint, press out, through the universal joint cross, and then extract the second bearing.

Remove the bands and sealing rubber rings from the cross pins and take down the propeller shaft fork from the universal joint cross.

3 Press out the remaining two bearings in the same manner and detach the universal joint cross from the second fork.

4. When assembling the universal joint, install the bearings and packing parts in pairs, one after another, on the opposite pins of the cross, after first mounting the cross with its pins to be inserted into the fork.

WHEELS

The motorcycle wheels (Fig. 22) are reinforced with a steel brake drum and are fitted with tapered roller bearings. The wheel housings have labyrinth packings

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