

CHAPTER 6

Final Drive

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6.1 INTRODUCTION

See Fig 6.1.

The unit is a two spur gear assembly which gives the last reduction in the line of drive and converts the reverse output motion of the steering unit into forward motion. The R/H unit drives the speedometer.

6.2 CONSTRUCTION

The final drive consists of:

- a. **Housing**, split into two halves.
- b. **Input Shaft**, supported on two taper roller bearings which are adjustable by shims located under the oil seal housing.
- c. **Output Shaft**, supported on two taper roller bearings which are adjustable by shims located under the oil seal housing. The oil seal housing forms one half of a grease filled labyrinth, the other formed on the sprocket hub, which prevents the ingress of dirt and water, and carries two oil seals, fitted back to back, to prevent the grease mixing with the lubricating oil. (OEP 220).
- d. **Sprocket Hub Assembly**, consists of two sprockets and a supporting hub. To ensure

correct tooth alignment the sprockets are located onto the hub with dowels. Sprocket to road wheel alignment is achieved by fitting two shims onto the output shaft before fitting the assembly. The hub is retained onto the output shaft with a slotted nut, which is secured by a lock plate.

NOTES:

1. Two different types of output shaft and sprocket hub are in use, one using splines, the other using serrations. These can be identified by observing the size of the sprocket hub nut. The larger nut is fitted to the serrated shaft, and the smaller one to the splined shaft.
2. Two different final drive ratios are used in the FV 430 series, the FV 433 and FV 434 use a higher ratio.

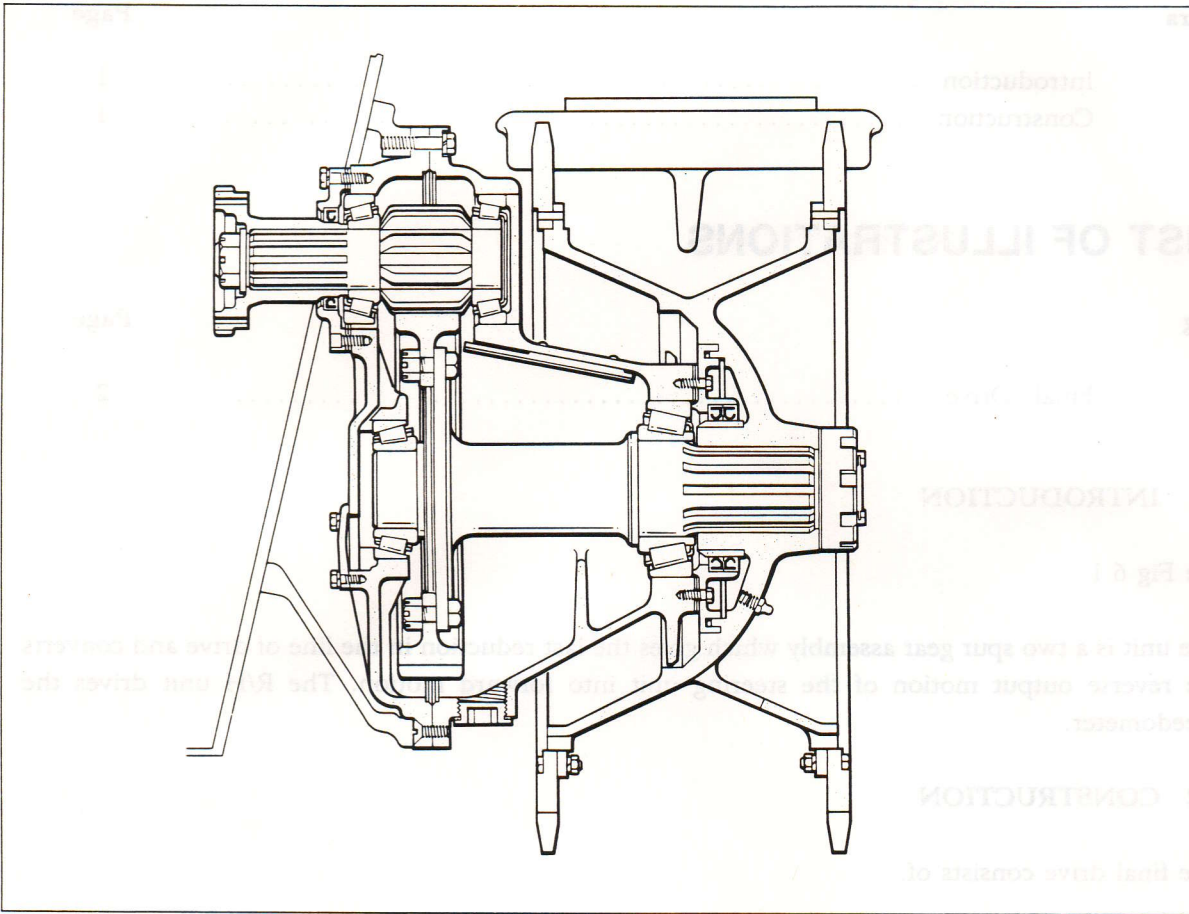


Fig 6.1 Final Drive