

Gearbox: This is another part of the traction that has received a lot of comments, originally the traction was to have been fitted with an automatic gearbox but engineering and lubrication limitations of the day made this impractical, so a 3 speed manual gearbox was hastily designed and fitted. One of the big problems with this transmission is the manner in which the crown wheel and differential assembly is mounted, i.e. on four unsupported studs that are screwed into the aluminum gearbox housing. Available at club spares is a strengthening plate we called “The Jack Weaver Plate” named after one of our life members. This plate slips over the four studs making a boxlike structure and effectively stopping the four studs holding the crown wheel assembly from spreading, (fitting instructions come with the plate). The other area of trouble is the 2nd gear, originally, this gear is supported on two short bushes with a space between to allow oil flow, unfortunately the bushes tended to drift together, eventually cutting off the oil flow and shortening the bearing length, allowing the gear to tilt on its axis and fail. The cure is to fit a one-piece bush, suitably drilled to allow oil circulation. We have some members in the club with the expertise to carry out this important work, so please enquire.