

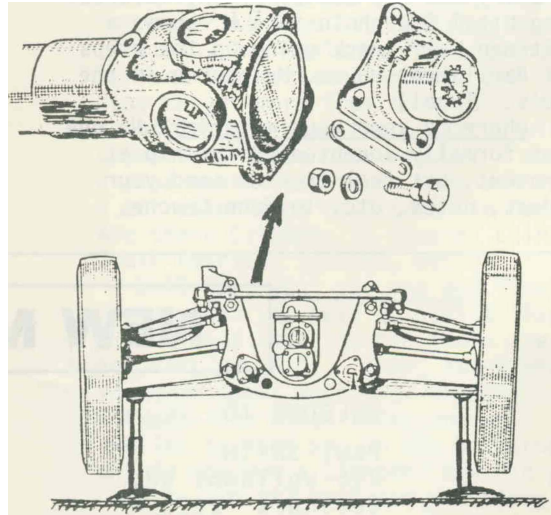
[UNCOUPLING CARDANS]

A few little tips are worth knowing about when you set out to un-couple the driveshafts of your Traction to permit removal of the motor-transmission assembly, particularly in the way the front end is jacked up.

People have found the complete uncoupling of the cardans from the driving flanges very difficult because the bolts won't clear the cardan flanges. Some have even detached the hub-carriers at the steering ball-joints to gain clearance.

A peculiarity of the geometry in this area is that the clearance is maximal when the suspension is loaded, not when it is drooping without load. Therefore, the trick is to lift the front of the car via the lower suspension arms, placing the jack and supporting stands as far out as possible i.e. near the lower ball joints. This will give about 4 mm more clearance than if the car is supported elsewhere e.g. at the front suspension cradle.

If more clearance is needed, the bolts can be carefully tapped back towards the transmission case (careful not to damage the oil seal). It may be possible to judiciously shorten the bolts. When tight, they should protrude through the nuts by about half the thickness of the nut.



The nuts are held tight by lock-washers and for greater security, a drop of Repco Lock Nut can be put on the thread before tightening. Alternatively, the nuts can be ground down to half thickness, and locked up with a second half thickness nut in each case. The latter technique was used in the racing Don Wright Special.

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