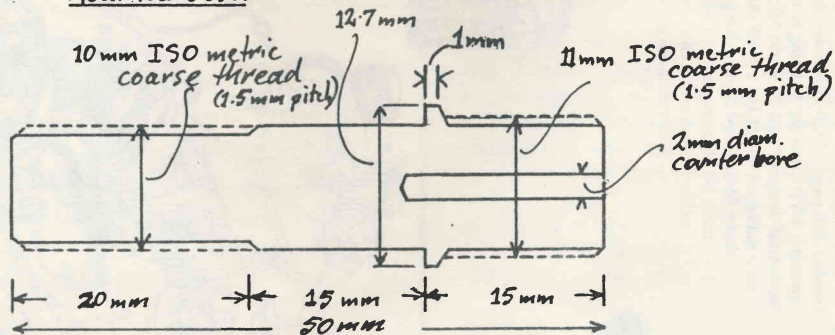
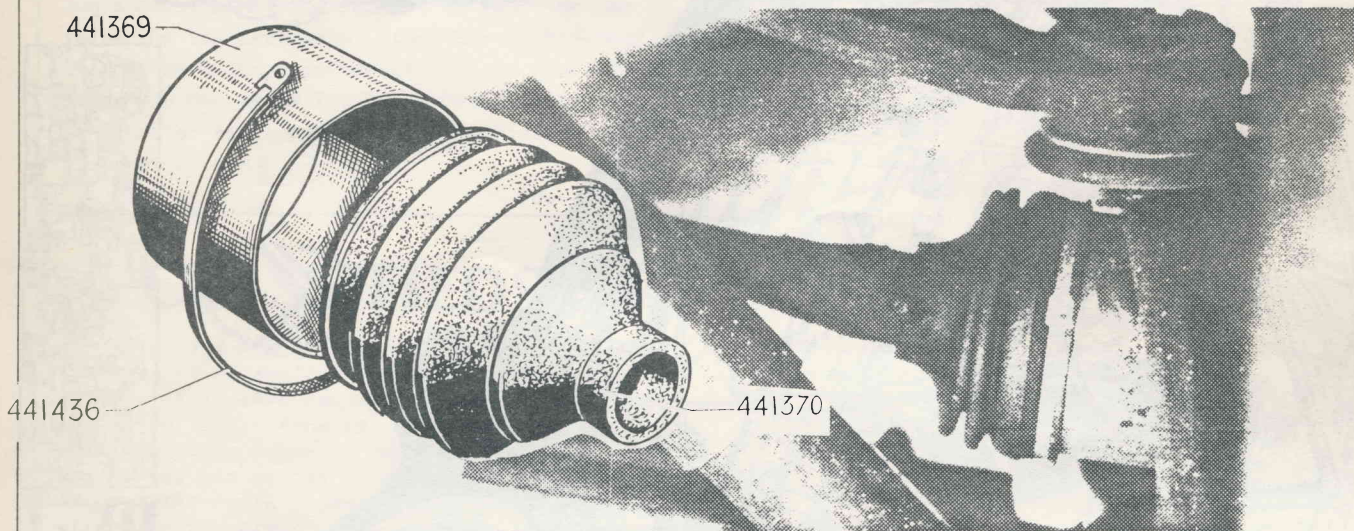
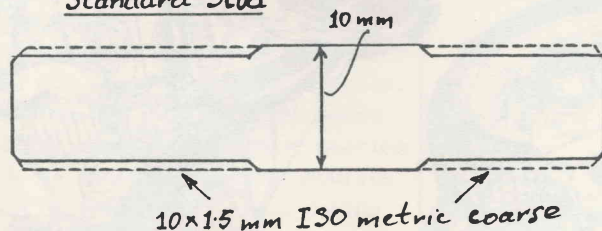


Modified Stud



Standard Stud



RUBBER BOOTS FOR DRIVE-SHAFT JOINTS

One of the smart things you can do to protect and extend the life of your Traction drive-shafts is to fit rubber boots to keep out dirt and slush, which are their major enemies. After all, look how well the well-protected but technically very similar D-series joints last.

The illustration shows one of the boots fitted to Brian Wade's pre-war Traction. Technically, the boots only became available in July 1955, but that should worry nobody. Brian obtained his set of boots from Chevron Motors in Sydney. No doubt, our Spare Parts Officer could order some if you ask him nicely.

Alternatively, with all the front-wheel drive cars and 4WDs now around, it should be possible to pick up satisfactory alternative boots. A quick glance suggests that the bigger BMC/Leyland boots (Austin 1800, Kimberley etc) would work alright as an example. Brian was also able

to buy the "genuine" metal sleeve which is a friction-fit over the outside of the joint, and he has used what appears to be a modern tensioning band to hold the boot onto the sleeve. The boot is prevented from escaping inwards by the outermost grease nipple. Again, if you have difficulty obtaining the proper metal sleeve, it should be quite easy to make up a substitute from galvanised sheet steel, and doing a folded, rivetted or soldered joint. The sleeve dimensions are 87 mm long and 92 mm diameter.

If you are fitting boots to already-installed shafts, you will need to part the shaft at the inner (cardan) joint. Refer to Front Drive 10(1) May/June 1986 for details - you should be able to make the necessary separation by just undoing the steering knuckles as suggested by Jack Weaver - see p 10. And of course, be sure to re-assemble the shaft and cardan with the two grease nipples exactly in line.

W.G.