

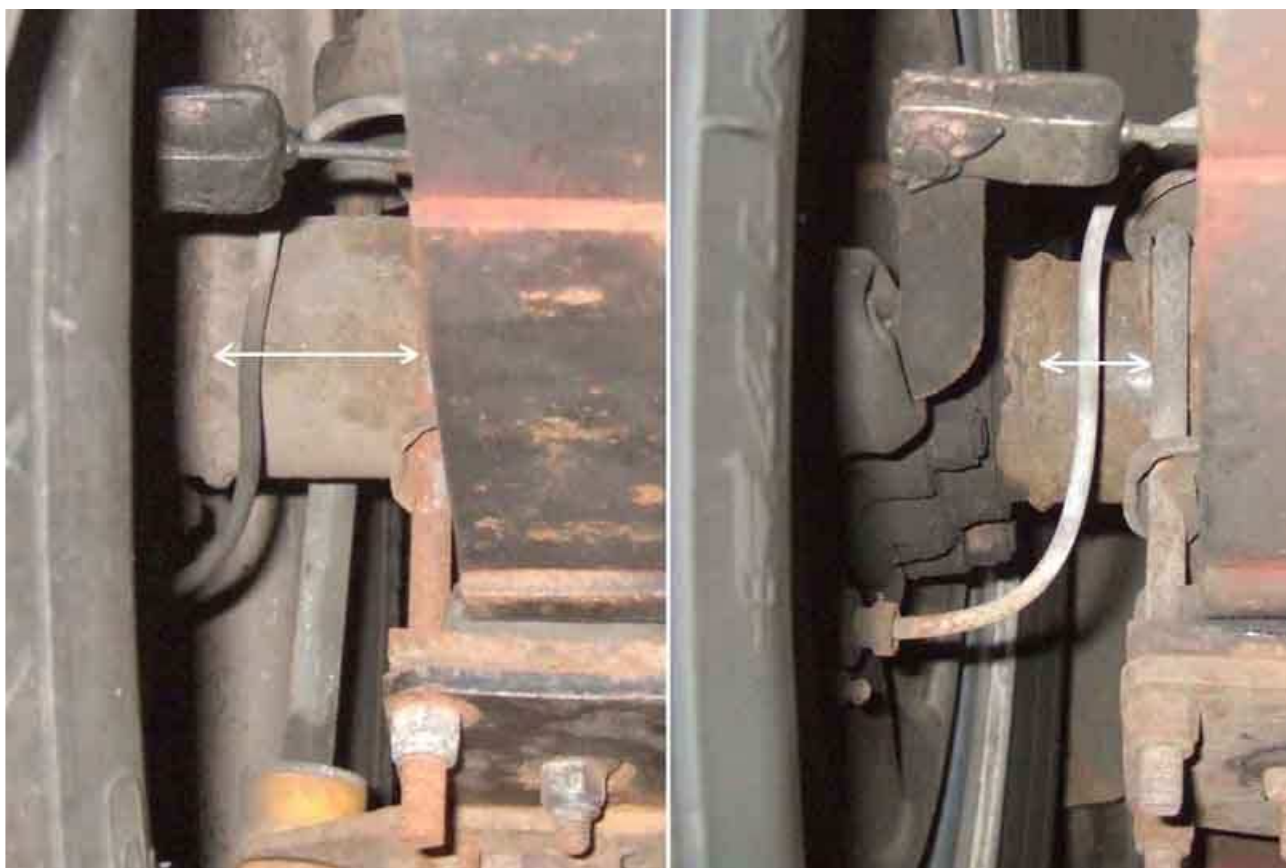
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Axle Length

Stud wheel axle, measured between bearing cap outer faces/backplate inner faces



Steel wheel on the left, about 2" between the U-bolt and the weld for the bearing housing, wire wheel on the right, about 1". This also shows the effect of the different wheel offsets, and why the axles need to be different lengths as a result - most of the brake gear and the back-plate nuts and concealed in the well of the stud-mount wheel, whereas those with a wire wheel are clearly visible. Note this is a feature of the **wheel offset**, not the axle length, to see which axle you have you must measure the tube as described.

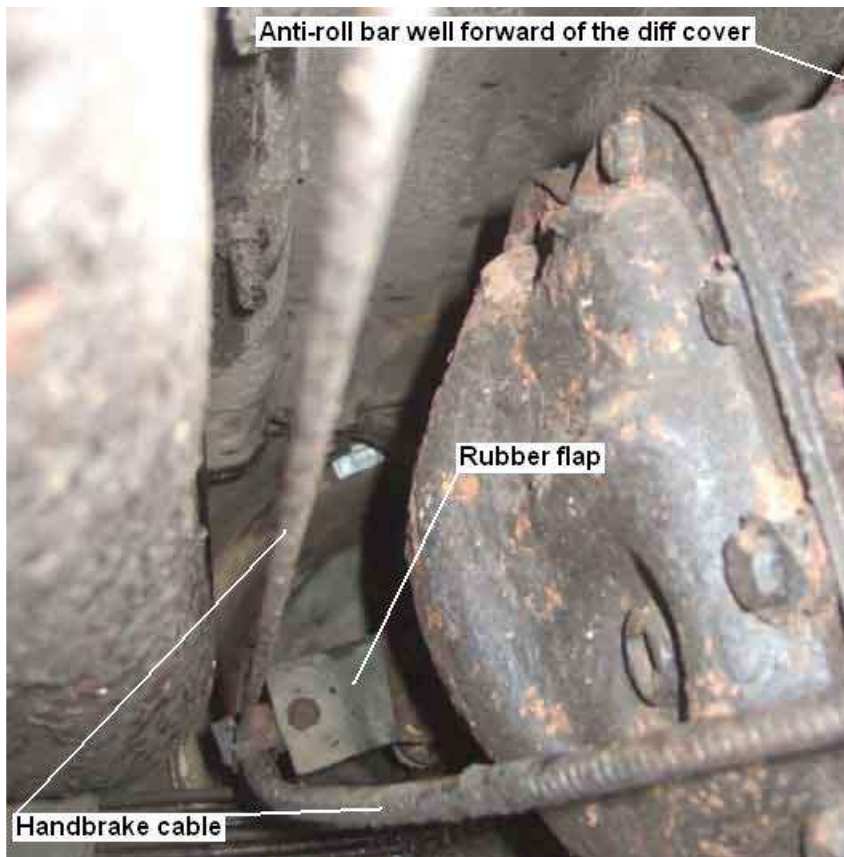


Handbrake Cable, 1977-on Rear Axle

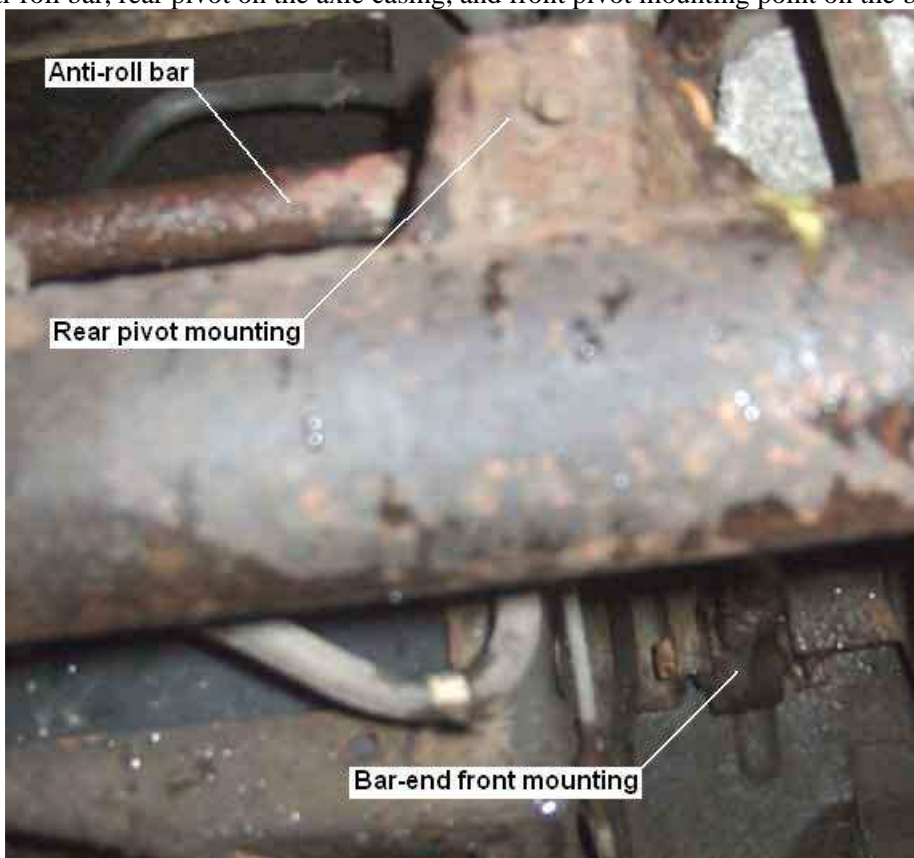
Showing the rubber flap attached to a flange on the axle casing, to which a bracket on the handbrake cable is attached. The rear pivot and mounting for the anti-roll bar can be seen on top of the axle casing (top left), but other than both being attached to the tube in adjacent areas the two are entirely separate.



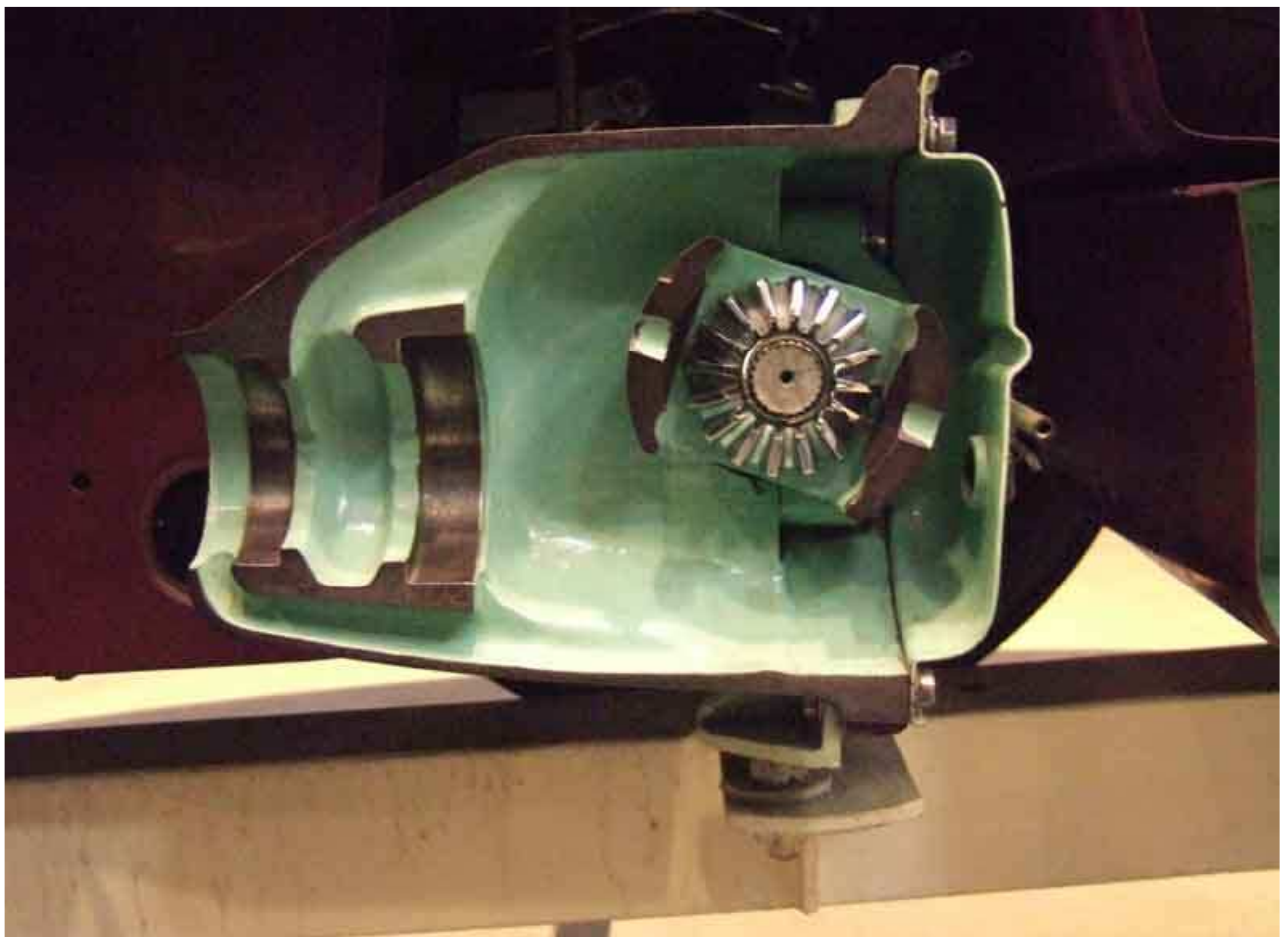
Showing the rear of the diff, where the handbrake pivot used to be, with the anti-roll bar well out of the way.



Showing the anti-roll bar, rear pivot on the axle casing, and front pivot mounting point on the body.



Cut-away Images of the Rear Axle



Axle level/Drain Plugs

Suitable bolt with level-plug



Bolt cut and tapered, with spacer and location stub welded on the back of the head



Showing the effect of the spacer, the adapter is how held at the open end of the socket, allowing the user to press the adapter into the axle plug for maximum effect. Product placement for Halfords unintentional!



Adapter in use. This is on a spare axle in the garage. My drive is on a slope, so I usually back the car onto ramps until it is level, which gives me plenty of room to get underneath to check the level. It also means that the weight of the car is on its springs, so the axle is tucked up in front of the fuel tank, which is what limits the space available for socket drive and attachments. If I jacked the **body** up at the rear to be level, and let the axle hand on the check-straps, space might not be a problem, but that is a lot more fiddling about than simply driving it onto ramps.



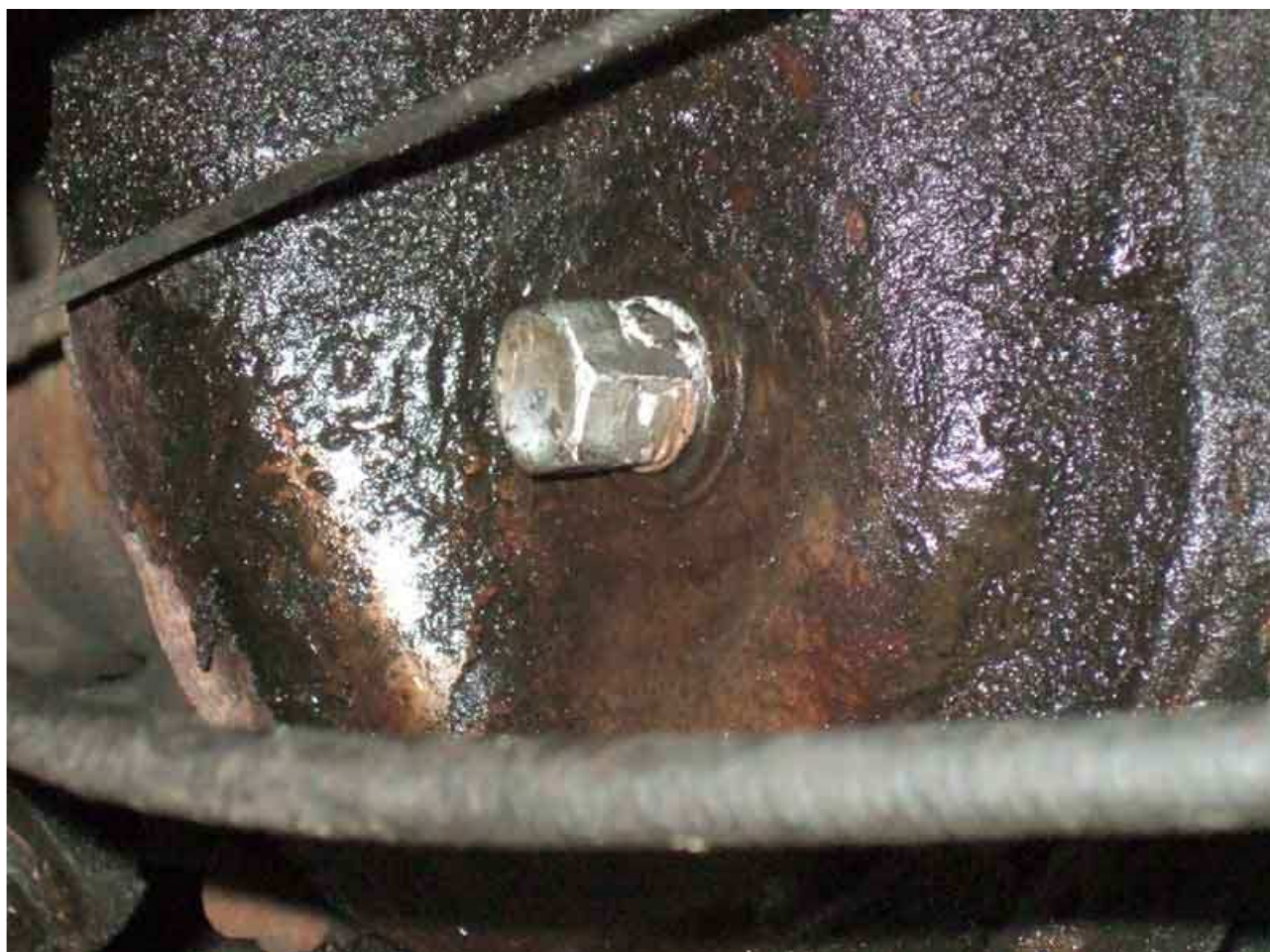
Mangled level plug with 3/4" AF bolt welded into the square recess



Comparing axle level plug to gearbox level plug - the latter being significantly larger. Measuring the two shows no overlap in the diameter of the tapers i.e. the large end of the smaller plug is still less than the small end of the larger plug ... if you see what I mean.



Mangled axle plug modified to gain a 3/4" hex head, and hopefully no more struggles undoing it.



Axle Rebound Straps

Spacer tube, showing corrosion before cleaning off



Barely a centimetre of stretch in the original reinforced straps ...



but over 3cm of stretch in the modern 'all rubber'



Clear signs of reinforcing in the original (top), none in the current stock



The different markings on old (top) and new



Reinforcing straps ...



... reducing the extra travel with the rubber straps to about 3mm from over 30mm before

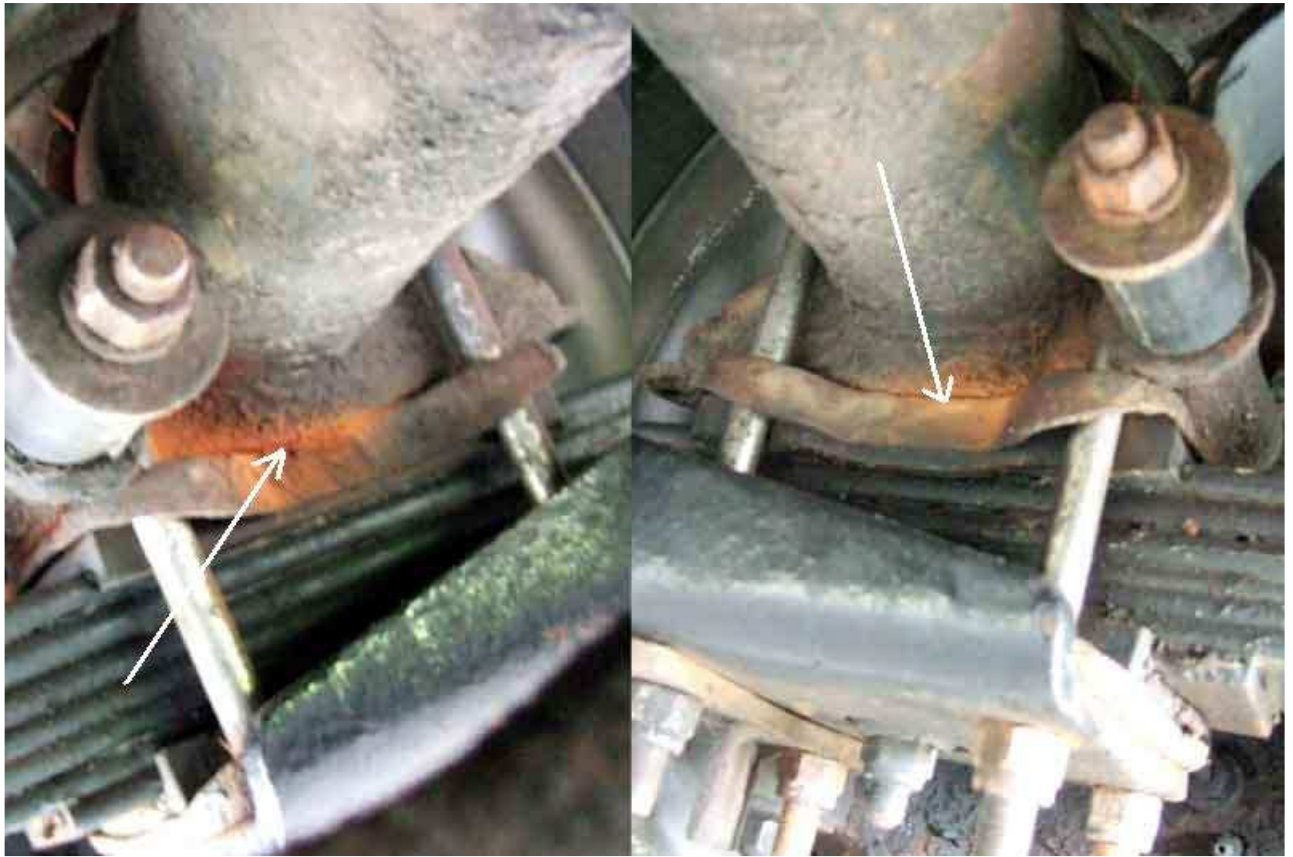


Fully fitted, with cable tie



U-bolts

The orange staining where the axle butts up against the top spring plate, probably showing where the two have been fidgeting. The U-bolts were certainly not tight enough.



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