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Be careful what you drive over





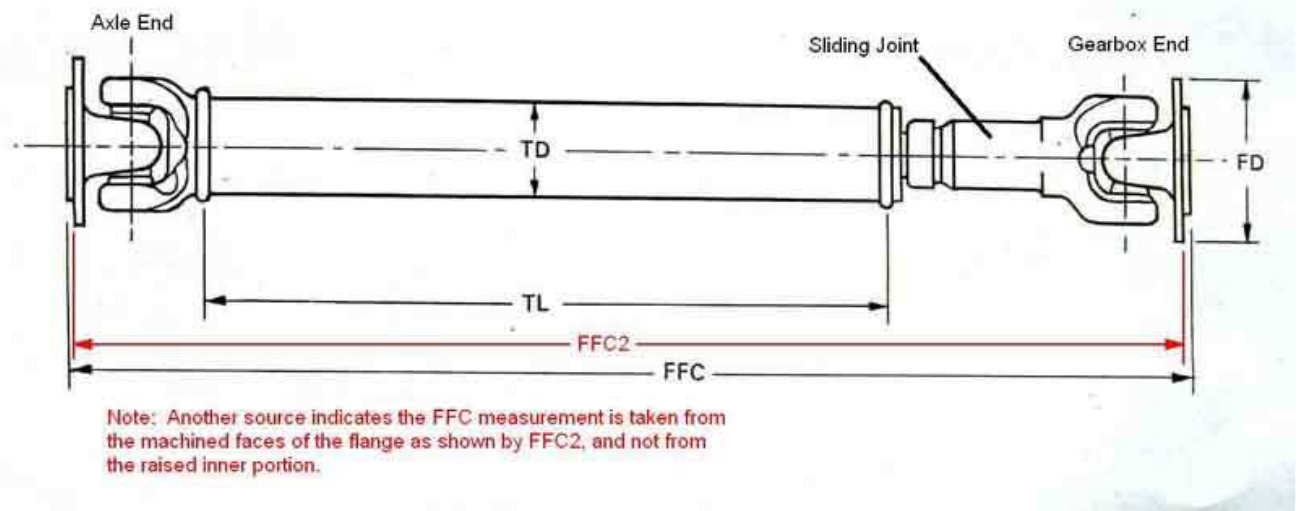
Propshaft Length

FD = Flange Diameter

TD = Tube Diameter

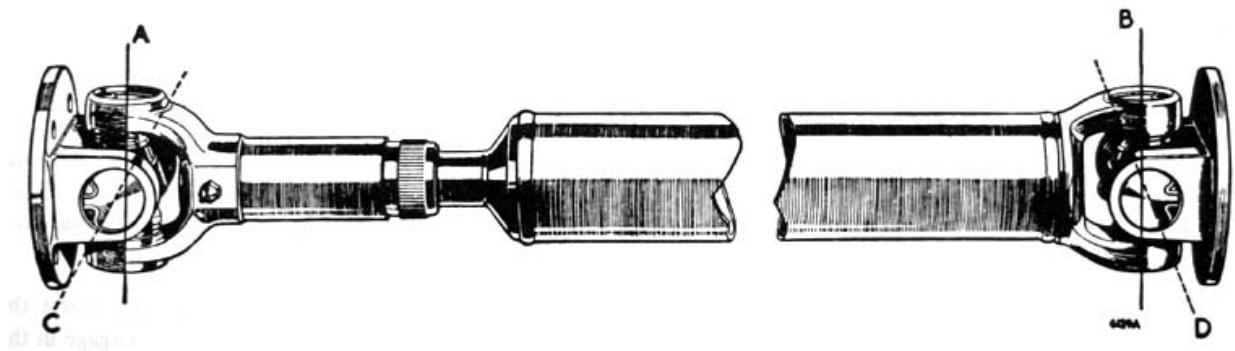
TL = Tube Length

FFC = Flange to Flange Closed (i.e. compressed) Length



Prop-shaft Alignment

Yoke orientation

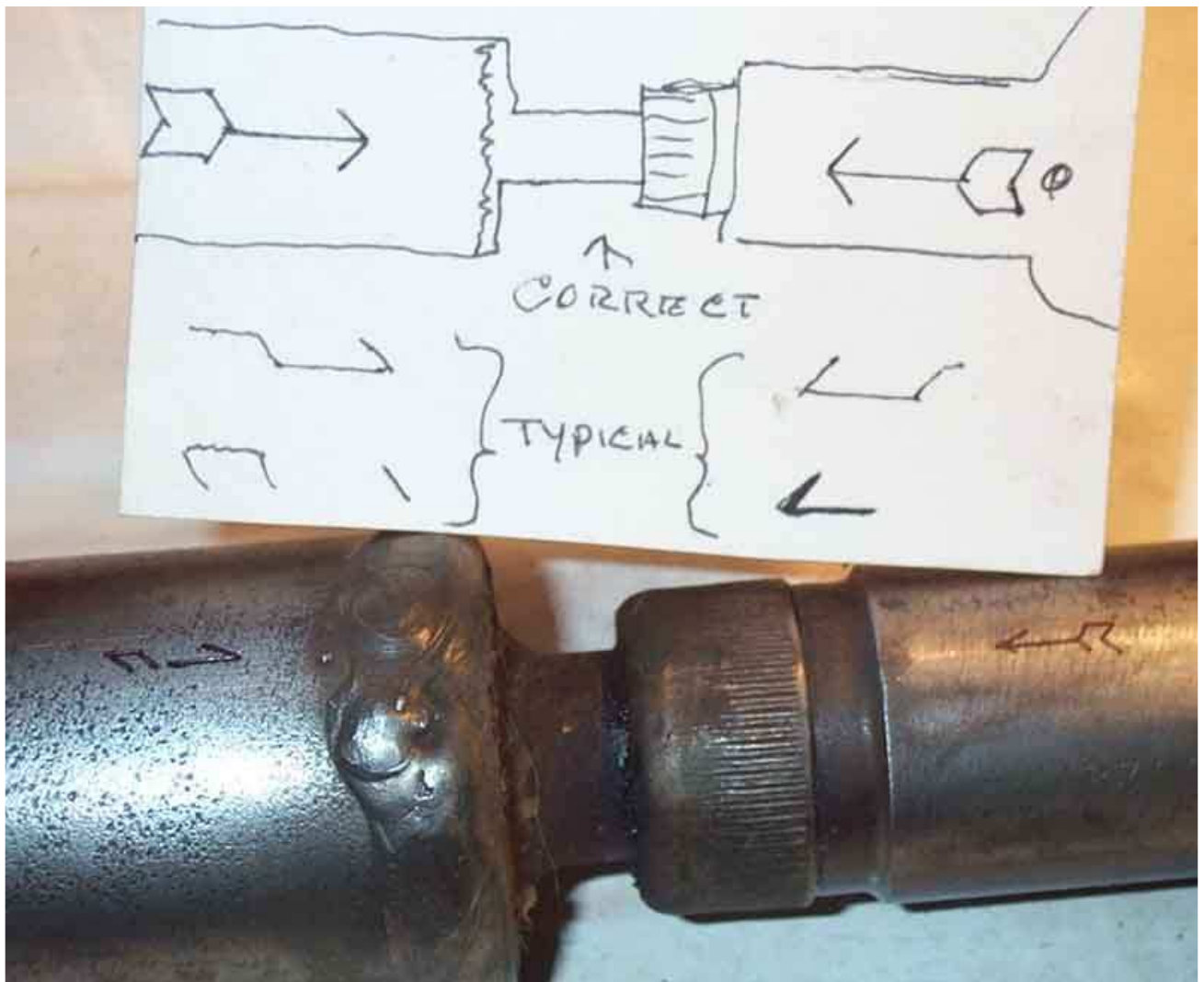


When the splined shaft is assembled to the drive shaft it is essential to see that the forked yokes on both shafts have their axes parallel to each other. In other words, the yoke (A) must be in alignment with the yoke (B), and the flange yoke (C) must be in alignment with the flange yoke (D)

Fletcher's first photo enhanced as best I can. I can just make out an arrow 'shaft' and one half of the 'flight' but no head - a typical mis-stamping.



Fletcher's 'best' markings, together with some examples of the poorly stamped markings you are likely to find in practice.



My old V8 shaft, two lines on the yoke, which **could** be the shaft and half of a detached head, but nothing on the tube. These are also sort of but not exactly in-line with one of the arms of the yoke, and not between them as on Fletcher's so could be nothing at all, but are close to the example bottom right above.



Another of Fletcher's photos this time showing what appears to be a part number stamped into the end of the tube of a banjo axle non-OD shaft. However AHH 7458 is the part number of the little plastic clip that holds the straight end of the sun-visor rod, the correct number for the banjo non-OD shaft from the Parts catalogue is AHH 7488.



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