PROPELLER SHAFT

Hardy Spicer type propeller shaft and needle bearing universal joints were used for the Australian assembly (the same as with UK).

For the cars with the 'banjo' diff., three different shafts were used. For the standard gearbox, the assembly was 30" long. The first prop shaft used was (p/no. AHH 6481) on cars YGHN3/501 – 2403). This was replaced with (p/no. AHH 7488) on cars YGHN3/2404 – 5021) with sealed universal joint bearings, similar to the Austin Freeway. For any of these cars, fitted with overdrive (and there shouldn't have been any in Australia), the assembly was increased to 31-1/8" long.

With the introduction of the Salisbury diff.(second half of 1967), the length of assembly needed for the standard gearbox was increased from 30" to 31-1/8", with any vehicles fitted with overdrive requiring a 32" assembly.

The subsequent introduction of the Mk II, fully synchromesh model (YGHN4/501 onwards) standardized the length to 31-1/8". This also brought about a change to the bolt sizes attaching the propeller shaft. Previously, both ends of the shaft used the same bolt (AAA4039), whereas now, the gearbox end used different bolts (22H1107); these have a flattened face to stop the bolt from turning when tightened. As this is a safety issue, it is critical that you fit the correct bolts.

The introduction of the Borg Warner Type 35 automatic gearbox required the same length driveshaft as the Mk II vehicles (31.125").

ENGINE	TYPE (diff.)	LENGTH (non - overdrive	LENGTH (overdrive)	GEARBOX
18G	Banjo	30"	31.125"	3 synchro
18GA	Banjo	30"	31.125"	3 synchro
18GB	Banjo	30"	31.125"	3 synchro
18GB	Salisbury	31.125"	32"	3 synchro
18GD	Salisbury	31.125"	31.125"	4 synchro
18GG	Salisbury	31.125"	31.125"	4 synchro
18V582	Salisbury	31.125"	31.125"	4 synchro

To eliminate a noise emanating from the propeller shaft, the dust cover was deleted at car no. YGHN5/1038