

REAR AXLE

The original rear axle (banjo type) used on the early Australian MGB (YGHN3/501 – YGHN3/5338) was a 3/4 - floating type. It included hypoid final reduction gears. Most of the assembly can be removed without having the need to take the axle off the vehicle.

Starting from YGHN3/5339, the new, heavier Salisbury type rear axle was used. This was of the semi-floating type with adjustments being made by the use of spacers. This axle was

2 ½ “ longer than the banjo axle.

On top of both types of axles is a plastic breather, to avoid the blowing of seals.

Ratios used on the MGB were 3.909:1 for the roadster and 3.7:1 for the vehicles fitted with automatic transmission

To be noted is the fact that all Australian-assembled MGBs were fitted with wire wheels. This meant that different hubs were used. As the hubs were a part of the rear axle assembly, different assemblies were used to cars fitted with Rostyle (or other wheels) – a point to consider when ordering parts. Also to be considered is the change from 12 tpi wheel threads to 8 tpi (see ‘Wheels & Tyres’ for changeover points).

The rear axle number is stamped on the front of the axle tube on the LH side adjacent to the spring seat.

[SLS Docs – REAR AXLE](#)