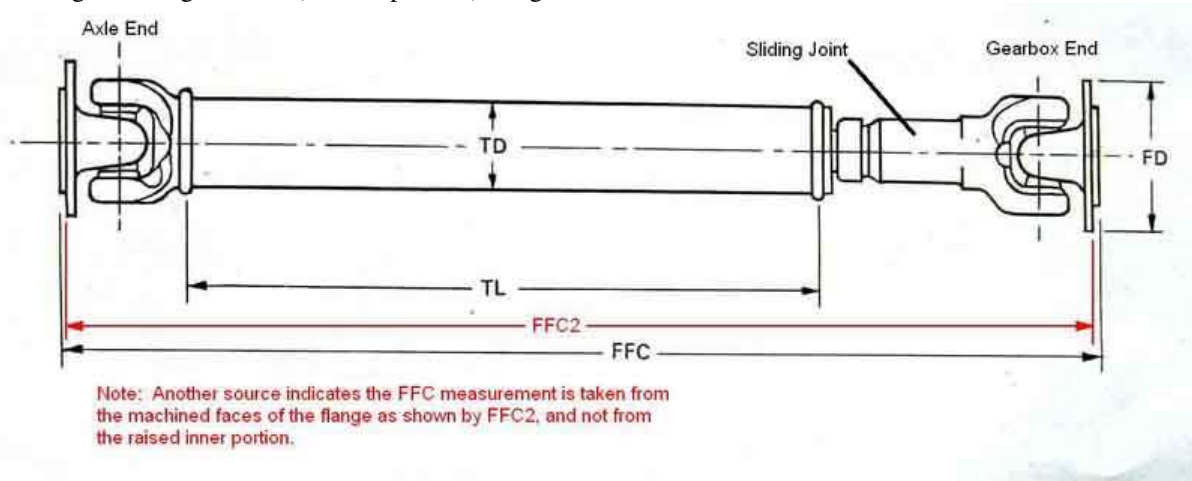


## Be careful what you drive over



Propshaft Length

FD = Flange Diameter  
 TD = Tube Diameter  
 TL = Tube Length  
 FFC = Flange to Flange Closed (i.e. compressed) Length



Plotting the relative lengths of the prop-shafts using the banjo axle flange as a datum point allows us to see the relative positions of the 3-synch non-OD and OD gearbox flanges. Then using those points as datums allows us to plot the relative positions of the Salisbury axle flange. That shows that the prop-shaft for the Salisbury and 3-synch OD option should actually be fractionally longer (circled in red), but the sliding joint is more than adequate to take account of this. It also allows us to measure the length of the prop-shaft required when a 4-synch gearbox is retro-fitted to an early car with a Banjo axle.

|           |                  |               |
|-----------|------------------|---------------|
| Banjo     | 30" (76.2cm)     | 3-synch no OD |
| Banjo     | 31.125" (78.9cm) | 3-synch OD    |
| Salisbury | 31.125" (78.9cm) | 3-synch no OD |
| Salisbury | 32" (81.3cm)     | 3-synch OD    |
| Salisbury | 31.125" (78.9cm) | 4-synch       |
| Banjo     | 30" (76.2cm)     | 4-synch       |

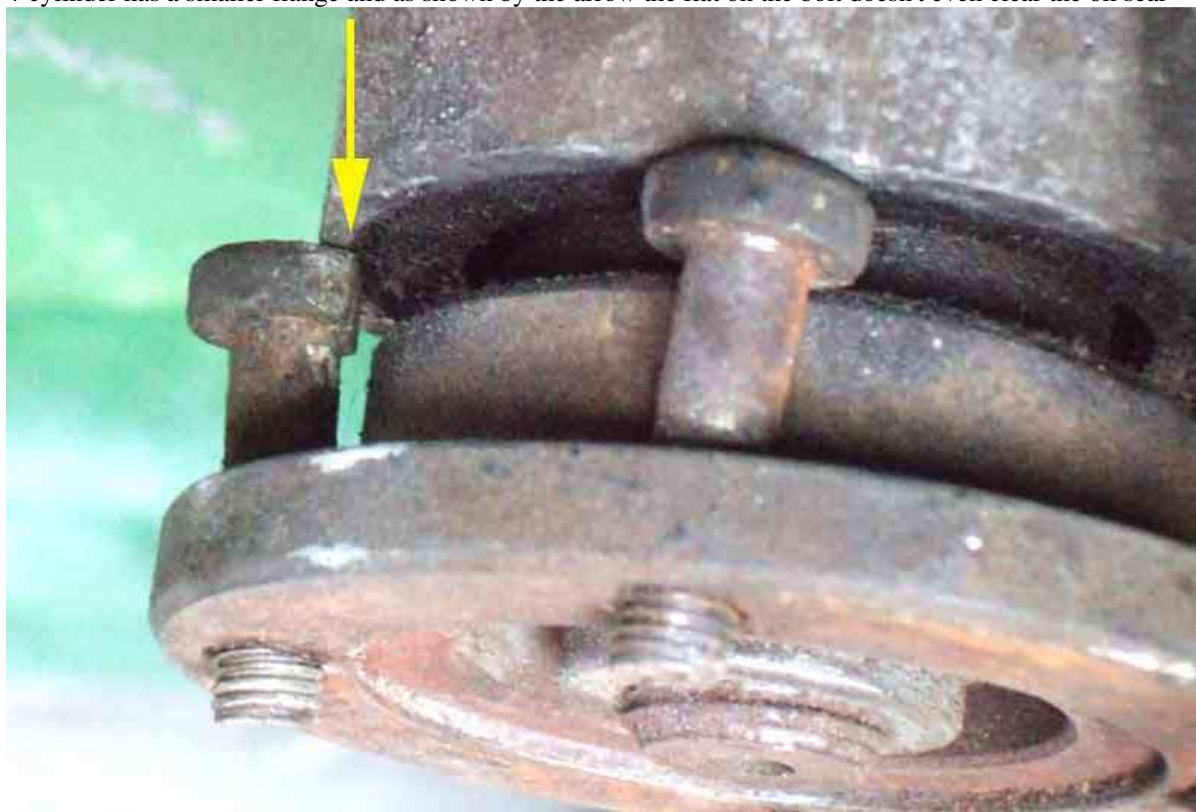
### Overdrive Flanges

The flat on the OD casing on all models, which allows the bolts to be removed from the V8 flange while fitted.



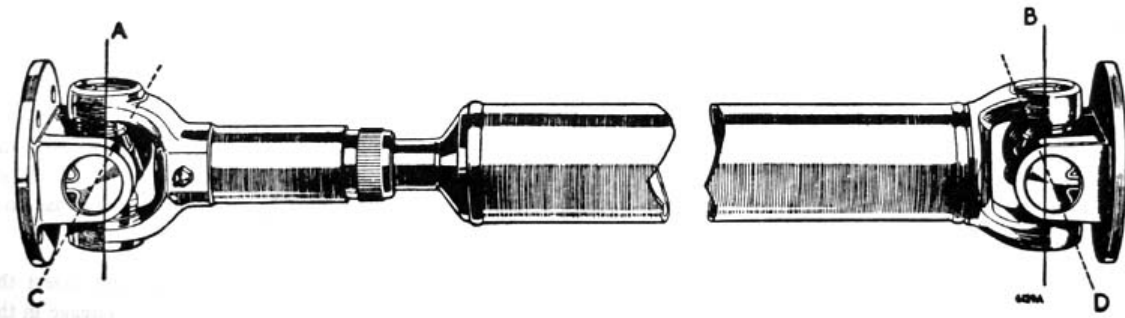


The 4-cylinder has a smaller flange and as shown by the arrow the flat on the bolt doesn't even clear the oil seal



## Prop-shaft Alignment

Yoke orientation

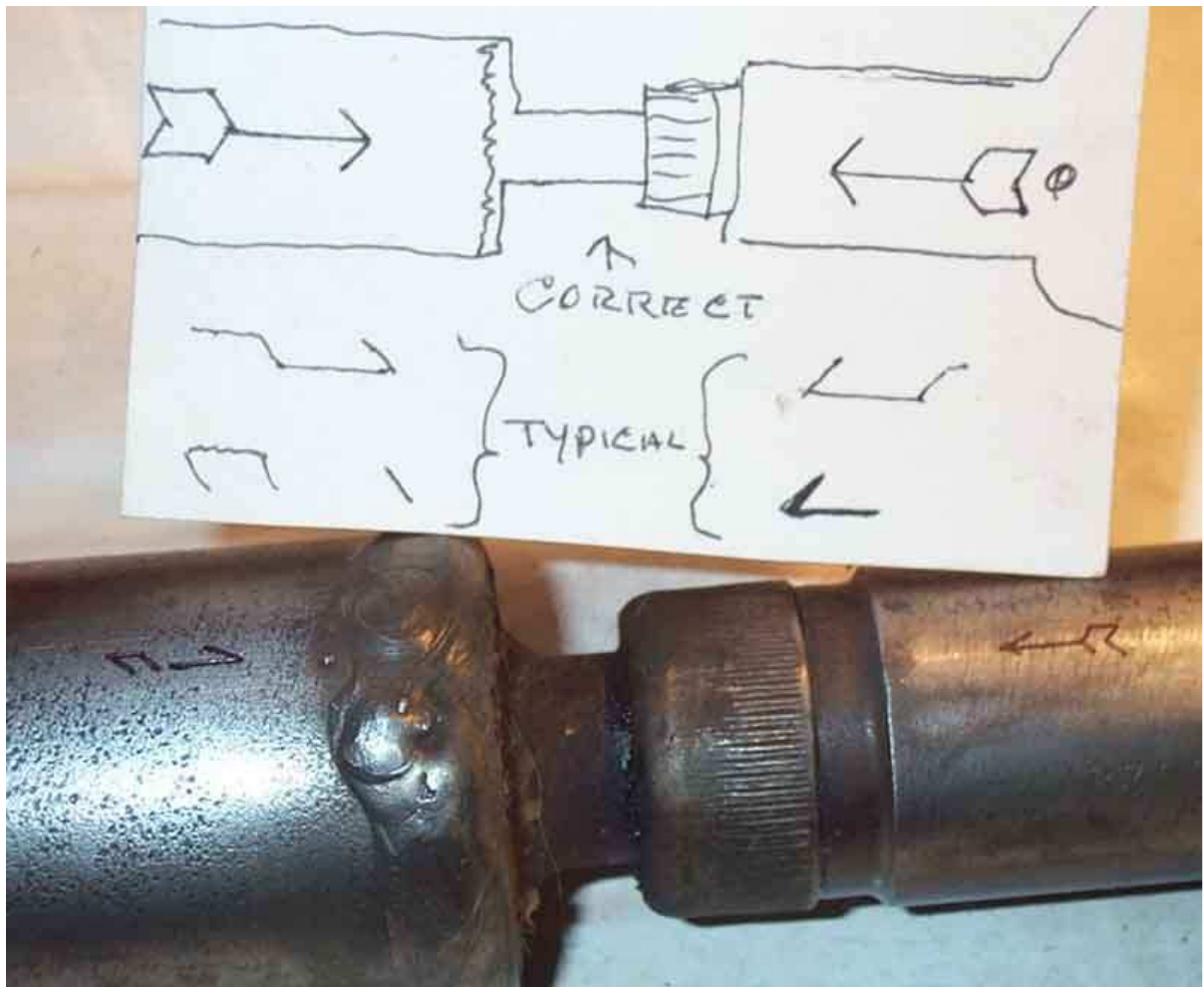


When the splined shaft is assembled to the drive shaft it is essential to see that the forked yokes on both shafts have their axes parallel to each other. In other words, the yoke (A) must be in alignment with the yoke (B), and the flange yoke (C) must be in alignment with the flange yoke (D)

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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