

Fig 19 INTERMEDIATE DRIVE SHAFT & ROTOFLEX COUPLING

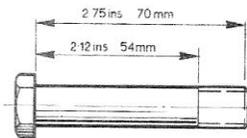


Fig 20 Coupling Bolts

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marked reduction in the life of the coupling. When fitting bolts, their heads MUST be in contact with the 'low' bosses in the couplings. The exception to this is the bolts which secure the brake disc and coupling to both the outboard and intermediate drive shafts, when ALL bolt heads are towards the wheel.

2. The correct bolt for the nine positions per side, other than through the brake disc, is a special UNF bolt (36 D 172 as shown in Fig.20). The other three bolts (to make 12 per side) which also retain the brake disc should be 3.25 in. X 7/16 in. in size (XUFB 0752).
3. Interleaved couplings (Part No. A50 D 034) are available from the Parts Division of Lotus Cars Limited which will reduce 'surge'. These should be fitted ideally in sets of four, but can be used in matched pairs (two inner or two outer). The couplings were introduced into current Production at Chassis No. 50/1550.
4. Carry on with remainder of replacement procedure by reversing the removal instructions

ADDITIONAL INFORMATION.

R.7. - DIFFERENTIAL UNIT REPLACEMENT.

Further to the information contained in Section 'R.2' on replacing the differential unit, note that on 'S.130' models fitted with a stiffening bracket, the following procedure should be adopted.

On cars equipped in the above manner, the same clearance between the top of the unit and the chassis crossmember (Section 'R.2') will still apply but, a maximum of only ONE washer must be used. It is possible that no washers will be necessary, the bracket itself stopping the rubber bushes from spreading.

The bracket is fitted after the differential unit is in position. Before fitting the bolts (5/16 in. X 1 1/2 in. UNC) which secure the bracket to the nosepiece of the differential unit, apply Loctite 'AV' to their threads.

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