



## **The Propshaft**

The propshaft must be fitted into the chassis before the engine and gearbox. There are two types of propshaft, depending the gearbox that is to be installed.

### **Ford MT75 Gearbox**

The propshaft has a four-bolt flange at one end and a splined end at the other. The four-bolt flange connection is fitted to the differential. The splined end is slide into the back of the gearbox during the engine and gearbox installation.



### **Ford Type-9 Gearbox**

The propshaft has a sliding joint and four-bolt flange at one end and a six-pin flexible coupling at the other. The sliding joint with four-bolt flange connection is fitted to the differential. The six pin flexible coupling will be fitted onto the gearbox output shaft coupling during the engine and gearbox installation.



## **Fitting The Propshaft**

Regardless of which propshaft it is, the fitting procedure is the same. It is only when the gearbox an engine unit is installed, that the mounting procedure differs.

1. Slide the propshaft, flange end first down the transmission tunnel towards the differential

The location between the propshaft flange and differential flange is made using an integral male/female spigot. The bolt spacing of the propshaft flange and differential flange is also not symmetrical.



2. Temporarily secure the propshaft flange to the differential flange using the special bolts supplied. Do not fit washers to the differential flange bolts

4 x 10mm bolt

3. Apply Loctite to the propshaft bolt threads, tighten down evenly and torque to 47 Nm (35 lb/ft)



The propshaft bolts cannot be tightened until the handbrake can be applied.

