

G-14 From the King Midget Yahoo Group

Breaking Drive Shafts

I have had my '67 Model 3 for about a year and had it running for about two weeks. On a trip today I heard a noise and lost power. At home I investigated and found the output shaft at the drive sprocket end is on broke cleanly just inside the transmission housing. The bearing is still on it and I am probably in a little over my head. The sprocket and the bearing are stuck on the shaft and I do not have a puller to get it off. I am needing some parts at the very least, and may need some help in getting it back together. Any suggestions would be appreciated. **Matt Tyler**

This happened to me on my 1966 a few years ago. I think in my case it was caused by running the chain too tight (more to follow). I had a new output shaft machined from some 4130 alloy steel bar that I got from McMaster-Carr. It's a pretty straightforward job for a machinist or a machine shop if you can find one; I was fortunate to have both of these readily available at my place of employment. They should be able to press your bearing off the remains of the shaft too, although you'll want to make sure it doesn't need to be replaced anyway.

There's a good article on the transmission (and lots of other stuff too) in *Shop Notes* (Section G-9) compiled by Bob Vahsholtz and Randy Chesnutt from KM club newsletter tech articles over the years:

Regarding the chain: the driven sprocket is often not very well centered on the wheel so it's important to jack the car up and spin the wheel a number of revolutions while checking the slack in the chain. You should have about 3/4" play **AT THE TIGHTEST** point. I didn't realize this and my chain was too tight at certain points, which put a strain on the shaft, eventually breaking it. At least that's what I think did it.

Good luck! **Bob Olbers**