

FINAL DRIVE & REAR BRAKES

Remember: for safety, all suspension mounting hardware and Metalastic Donut machine screws must be of Aircraft Quality! The following A.N. Specs hardware is available at several aircraft supply houses in the L.A. area. An alternative to the numbers is to specify grade 6 or better.

Metalastic Machine Screws

requires: 18 #AN7-25A screws
6 #AN7-30A screws

Differential Mounting Screws

requires: 2 #AN6-35A

Lower Wishbone Inner Screws

requires: 2 #AN7-22A(per side)

Lower Wishbone Outer Screws

requires: 1 #AN7-37A
1 #AN40-A

Outer differential case bearings and hub carrier bearings are a sealed, pre-lubricated bearing of a standard size for which there are several American replacements available at \approx 25% of original equipment price. Your technical committee prefers the FAFNIR #206NPP, although the NEW DEPARTURE #299506 is also acceptable. It is felt that the steel shielding over the seal on the FAFNIR unit gives better sealing life and resultant better bearing life. It should be noted that both the NEW DEPARTURE and FAFNIR bearings are superior in quality to the original equipment bearing.

Emergency brake pads are a costly little item at \approx \$28.00, but can be fabricated easily for \approx \$5.00 including lathe costs. A raised circular section must be turned into an oversize pad blank available from DAVIDSON-CONROY, INC. 2020 S. Grand Ave., L.A. The oversize pad is then epoxied to metal pad carrier and when cured, cut to size.

Final drive gear lube is fairly straight-forward. The manual calls for 90 wt. gear lube, which is available anywhere. The technical committee prefers TORCO Racing Gear Lube available from BEEDEE, INC., 169 W. Colorado St., Pasadena. BEEDEE also handles the same product in 80 wt. at our request for the Elan transmission, and is a source on aforementioned Diff and Hub carrier bearings as well.

The differential filler is accessible from lower left rear. The drain plug (on later Elans) is sneaky opening on lower, front, passenger side of the differential case and at first glance, looks like case screw. One owner has punched a small hole in the fiber glass panel in the trunk, to allow a straight shot into the filler opening. Incidentally, the filler plug is not a standard size and must be removed with a crescent wrench the first time. Future removal can be made easier by filing the sides of the hex nut until an 11/16" box wrench will fit.