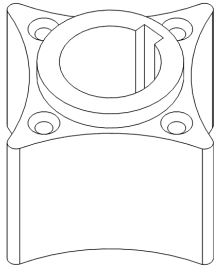


Cush Drive Components List

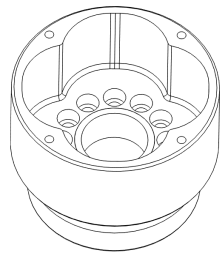
The 'Bleazey Cush Drive Kit' contains the following:

Part No.	Product	Quantity
1	Inner rotor	1
2	Outer rotor	1
3	Splined hub	1
4	Retaining plate	1
5	Stub shaft	1
6	Bearing retaining sleeve	1
7	Counter shaft	1
8	Rollers/Inserts	4
9	Alignment dowel	2
10	Machine key	1
11	M8 x 20 CSK bolt	6
12	M8 x 30 CSK bolt	8
13	M10 x 40 Cap head bolt	12
14	M10 x 25 Cap head bolt	1
15	7/8" Nut	1
16	7/8" Washer	1
17	M10 Lock washer	12
18	M8 x 20 Cap head bolt	4
19	Rear crankshaft oil seal	1
20	Spigot bearing	1
21	T-handle hex driver	1
22	Hex driver bit	1
23	Hex ratchet drive wrench	1
24	Silicone grease tube	1

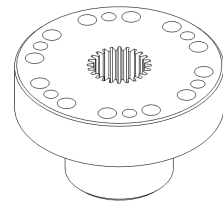
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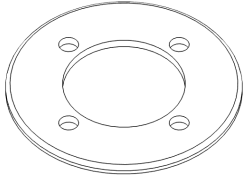
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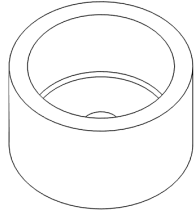
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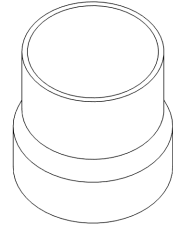
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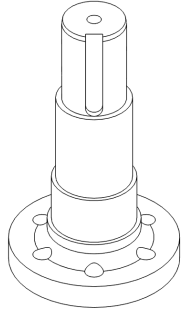
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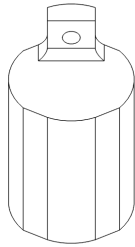
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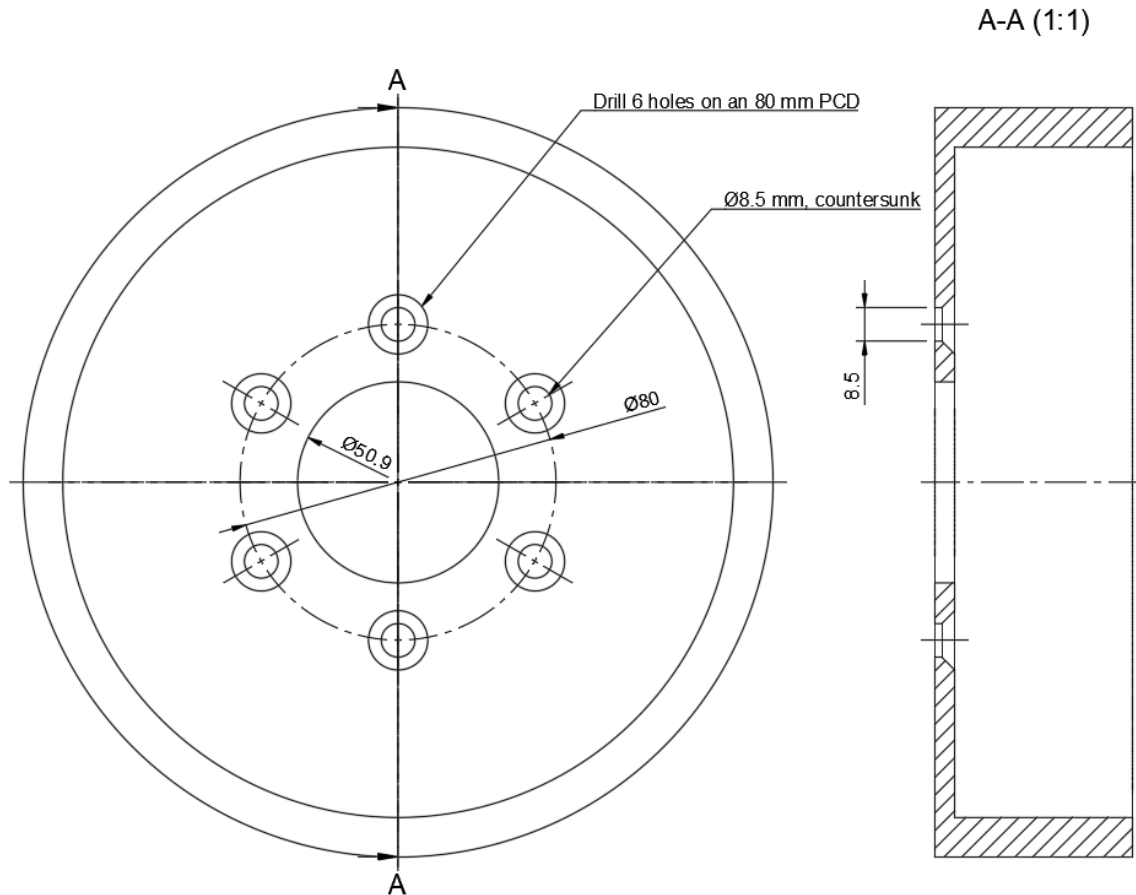


9



Installation drawings and explanations

Alternator drilling diagram:



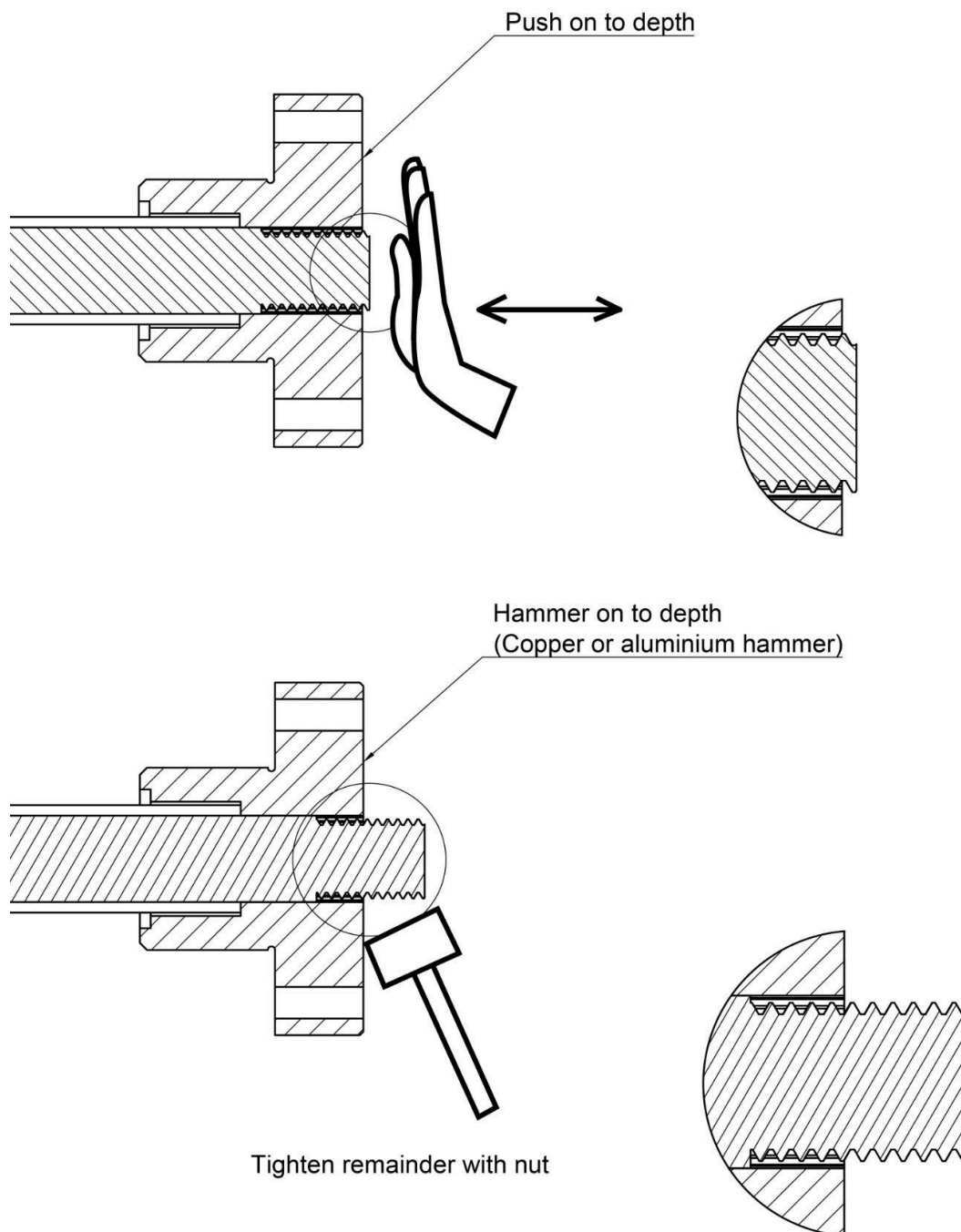
Installation of the splined hub on to the crankshaft

N.B. Phil Bleazey's long experience shows that an incorrectly fitted hub will fail in service. It is therefore of critical importance that the splines on the two components are matched to the extent that the correct interference fit is achieved. This can be done by making some simple checks when assembling the two components. The annotated diagram below shows the extent to which the hub should be able to be pressed on to the crankshaft by using the palm of the hand as a gentle hammer. Note that no more than only the initial threads on the end of the crankshaft should protrude beyond the face of the hub. If more show then stop, as you have undersized crankshaft splines! If all is good, then proceed by hammering on the hub with a hide/alloy/copper mallet. This should leave approximately half of the required threads exposed (If more, then stop!), with the nut then doing the final work of pulling on the remainder of the hub. You should find that the fit tightens up considerably as you pull the hub on and will require a long bar on the spanner and considerable force to get it all the way home - this is normal and proves that the interference fit is correct.

If you are unsure on any aspects of the required fitting procedure, then please stop the installation and contact us for further advice on whether a non-standard hub (which we can supply) may be required.

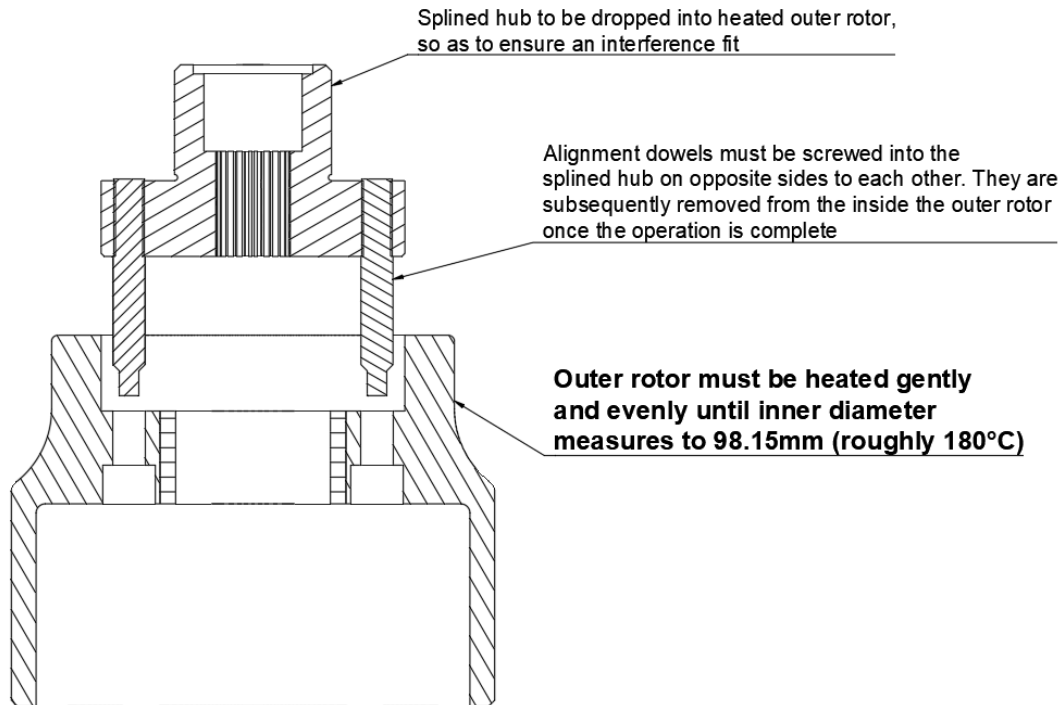
We do not recommend the use of thread/bearing locking compounds to remedy a worn shaft, as these products do not ensure concentricity and therefore true running of the coupling. They also require considerable heat to be applied to release them which will damage the adhesive holding the magnets in the alternator rotor.

Note that Parts4engines Ltd will not accept any claims for losses arising from failure of the crankshaft to hub coupling, as considerable experience has shown that this can only result from an incorrect interference fit of the hub, which will **always** be evident during the installation process.

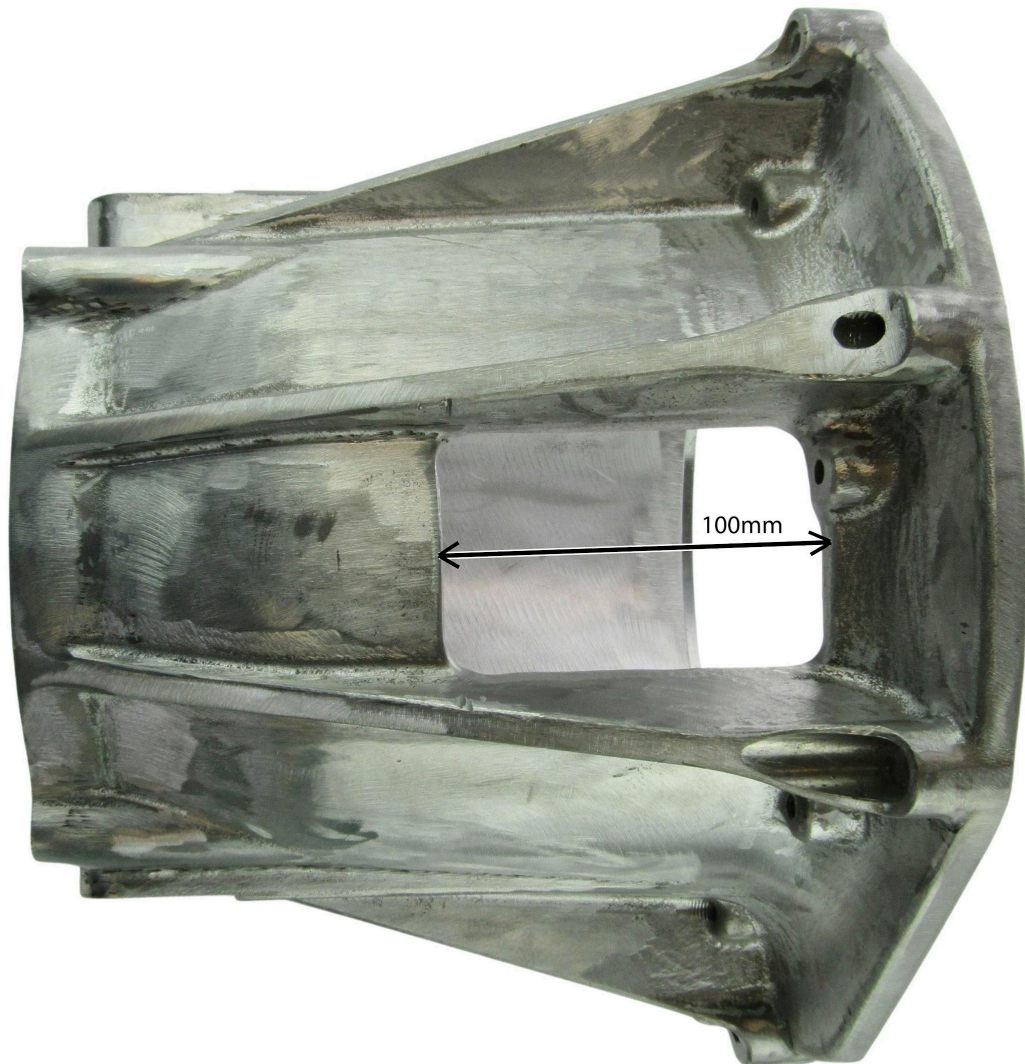


Inserting the splined hub into the outer rotor

Note that it is of the utmost importance that the hub is correctly located into the outer rotor at the first attempt, as the interference fit is such that it will be difficult to subsequently remove.



Bellhousing cut-out opening



Note that we have not shown a 'width' dimension for the opening on the annotated photo above. This is simply because 'the larger the hole the better', as this will both increase visibility for rotor inspection and importantly it will also make changing the rotors as easy as possible. We therefore recommend that the cut-out width for the opening is taken all the way back on both sides to where the casing meets the structural bracing points.