

removed it will be necessary to withdraw the expansion plug from the right-hand side of the gearbox casing to correctly locate the plungers. Push the plunger into the casing until it is located in the first cross drilling. Locate the other plunger in a similar manner. Fit a new expansion plug.

34. Locate the selector forks on the gears, ensure that the gearbox is in neutral and install the reverse gear selector shaft turning it through 90° .
35. Align the hole in the shaft with the bolt hole in the selector fork and fit the square-headed bolt, tighten it securely and lock with soft iron wire.
36. Install the first and second gear selector shaft, turning this shaft through 90° to prevent it fouling the extension housing. Before the shaft is pushed fully home check that the floating pin is located in the shaft and then set the shaft in the neutral position. Align the hole in the shaft with the bolt in the selector fork and fit the square-headed taper bolt, tighten it securely and lock with a soft iron wire.
37. Install the third and top gear selector shaft. Locate the floating sleeve on the third and top gear selector shaft before pushing this through the fork and into the gearbox case. Align the hole in the shaft with the bolt hole in the selector fork and fit the square-headed taper bolt, tighten it securely and lock with soft iron wire. Ensure that all selector fork locking bolts are tightened and locked with soft iron wire.
38. Check that all gears can be selected and then leave them in the neutral position. Position a new gasket on the top face of the gearbox and install the selector shaft locking balls and springs. Fit the gearbox cover plate, ensuring that the springs are correctly located in the drillings and secure it with four bolts and lockwashers.
39. Refit the gearbox (see Section 'F.3') and refill with oil.

F.5 - JUMPING OUT OF GEAR

Where the above problem is experienced, the following procedure is recommended.

1. Remove the gearbox cover and invert it.

Place the three selector springs in their recesses in the cover and measure how far they protrude above the face of the cover with the gasket in position.

The dimension must be within .335/.375 in. (8.5/9.5mm). If necessary the dimension can be achieved by the addition of steel shims .25 in. (6.35mm) diameter x .048 in. (1.219 mm) thickness, inserted below the springs in their recesses in the cover.

3. Check that no radial clearance can be felt in the reverse idler gear, and that there is no casting 'flash' adjacent to reverse gear which could impede the selection of 'reverse'. Replace the top cover.
4. Check that movement of the gear lever is not impeded by the lip at the top of the nylon gearchange lever cap (see Fig. 9), thus preventing full engagement of the gears. If necessary, trim this lip with a knife to obtain sufficient clearance.

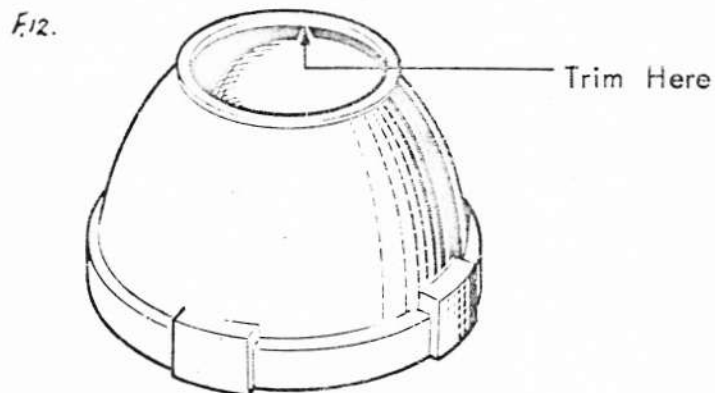


Fig. 9. GEARCHANGE LEVER CAP

5. Check that the reverse lamp switch does not impede forward movement of the reverse gear selector rod. If necessary, slacken the locknut and adjust the height of the switch body.