

**Section E (Transaxle)**

Page 7

The baulk ring will then be free of frictional drag and the chamfered teeth on the sliding sleeve, acting upon the chamfered teeth of the baulk ring will move the baulk ring out of the way, allowing unrestricted movement of the sliding sleeve into full engagement with the clutch teeth of the selected gear wheel.

Reverse gear will be engaged by moving the reverse idler wheel into mesh with the reverse wheels on the ends of the input and output shafts (See Fig. 5).

The reverse plunger must be depressed by the interlock plate before the main selector can engage with the reverse selector shaft.

Movement of the reverse selector shaft will actuate the swinging lever bringing the reverse idler wheel into engagement.

The gearbox assembly and hypoid assembly can be separated and dismantled as separate assemblies.

**REMOVE AND REFIT TRANSAXLE****Remove transaxle from vehicle**

The transaxle unit cannot be removed from the car separately, but must be taken out with the engine.

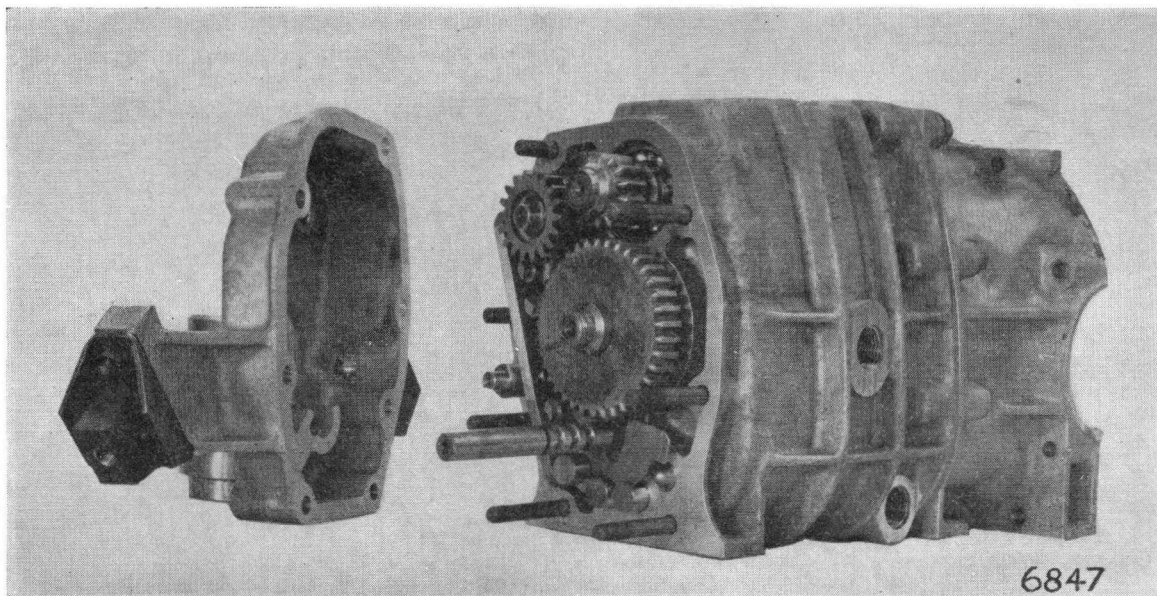
Place the car on a ramp or pit, or jack up on stands.

To drain the transaxle, remove the filler plug to release pressure, then carefully remove the drain plug. Take great care to avoid burns if the oil is hot.

Disconnect the gear operating shaft from the unit by releasing the lock tab on the retaining bolt, unscrew the bolt and remove.

Pull the gear lever fully backwards, i.e. in the 2nd or 4th gear position.

Ease the selector into the transmission unit, and separate the coupling and reset the selector to the neutral position.



**Fig. 5.** Reverse gear layout