

## Section E (Transaxle)

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Remove the stands or jacks, or lower the ramp and support the engine and transaxle as shown in Fig. 9.

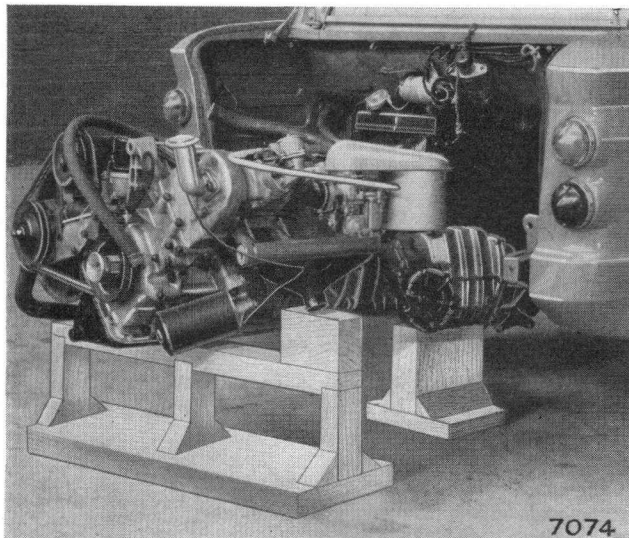


Fig. 9. Engine and Transaxle removed

Ensure that the car is positioned on its wheels with sufficient room to enable the car to be wheeled clear of the assembly, or vice versa.

Proceed as for removing engine with transaxle attached (See Section B).

When all the necessary stripping has been carried out, steady the assembly on its cradle, and wheel the car clear.

#### To remove from engine

Remove all the bell-housing bolts, and ease the transmission unit away from the engine.

**KEEP THE WEIGHT OF THE TRANSMISSION UNIT EVENLY BALANCED DURING THIS OPERATION, AND DO NOT ALLOW THE UNIT TO HANG ON THE CLUTCH SHAFT, OR DAMAGE WILL BE CAUSED TO THE SHAFT AND THE CLUTCH UNIT.**

#### To refit unit to engine

With a gear selected, fit the transmission unit to the engine rotating the flanges to assist the splines on the clutch shaft to engage the splines in the driven plate.

Press fully home, making sure the dowels in the bell-housing are located correctly.

**DO NOT ALLOW THE UNIT TO HANG ON THE CLUTCH SHAFT, OR DAMAGE WILL BE CAUSED TO THE SHAFT AND CLUTCH UNIT.**

Fit and tighten all bell-housing nuts to the torque as given in the General Data Section.

#### To refit to car

With the complete assembly on a suitable cradle, roll the car backwards on to the assembly and line up ready for installation.

**NOTE:** AT THIS STAGE TAKE CARE THAT THE OPERATING PUSH ROD ON THE CLUTCH LEVER IS FACING THE ENGINE (SEE FIG. 10). IF THE ASSEMBLY IS INSTALLED WITH THE ROD IN BEHIND THE CLUTCH LEVER, IT WILL BE IMPOSSIBLE TO LOCATE THE PUSH ROD IN THE SLAVE CYLINDER WITHOUT REMOVING THE WHOLE ASSEMBLY AGAIN.

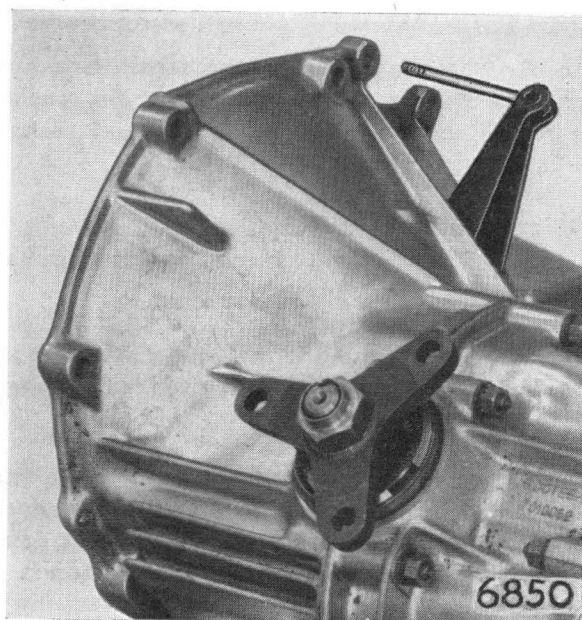


Fig. 10. Clutch rod in position

Having rolled the car back until contact is made with the transmission unit, weight must be applied to the rear of the car to compress the rear suspension and lower the car to the level of the unit. When this has been achieved, roll the car the necessary distance to align the transmission case rubber mounting with the bearer brackets on the underframe.

Take care not to distort the brakepipe situated in the tunnel at the front of the transaxle, as this may cause a possible foul or chafing.

Release the weight on the car, and the mountings will locate into the bearers, held by the weight of the transmission unit. Locate and tighten the bolts in the bearers, reconnect the earth strap.

Fit the rear cross member to the car, and install the bolt in the Engine bearer.

The complete assembly is now installed in the car, and the fitting procedure for the Engine is as given in Section B of the Manual.