

Apply the required amount of preload to the Hypoid bearings by screwing in the cage side inner screwed sleeve (10) a further 90°; rotate the complete assembly to check for roughness, etc., and complete rebuild.

### TO DISMANTLE TRANSAXLE

#### Remove hypoid assembly from gearbox

Remove the nuts (5/30) securing the differential shaft flanges, and pull the flanges (6/29) off the shafts.

With interference fit flanges, withdraw the flange/shaft assembly. No circlips are fitted.

Remove the spring ring (7/28) retaining the inner screwed sleeves (10/25) and slacken off the inner sleeves using the special tubular spanner RG373.

Remove the nuts securing the clutch casing (4) to the hypoid casing (3) and remove spring washers and plain washers.

Separate clutch casing from hypoid casing, ensuring that the hypoid assembly is supported.

Lift out the hypoid assembly. (See Fig. 14.)

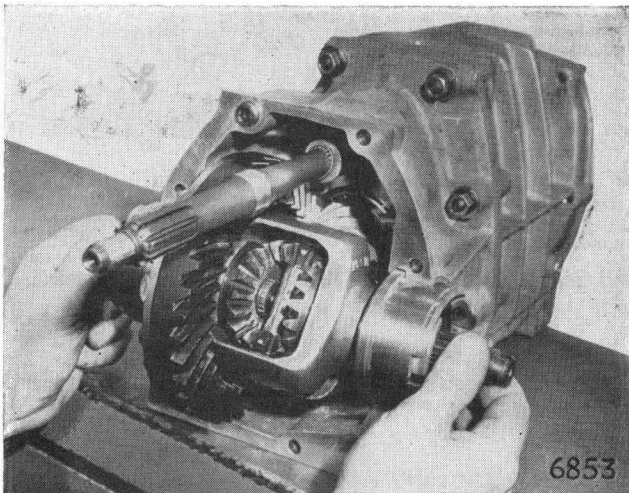


Fig. 14. Lifting out hypoid assembly

During dismantling and assembly the following points must be observed.

1. Absolute cleanliness is essential.
2. Care must be taken to avoid damage to the casings, especially on the abutting faces.
3. Use a liberal supply of clean oil on all moving parts when assembling.
4. Check all moving parts for freedom of movement.

#### To dismantle the gearbox

After carrying out bearing check proceed as follows:—

Lock gearbox in two gears and loosen reverse wheel nuts (46/53), using Tool No. RG367.

Re-engage neutral.

Remove circlip securing clutch shaft muff (37), slide muff back and unscrew shaft (33) as shown in Fig. 15.

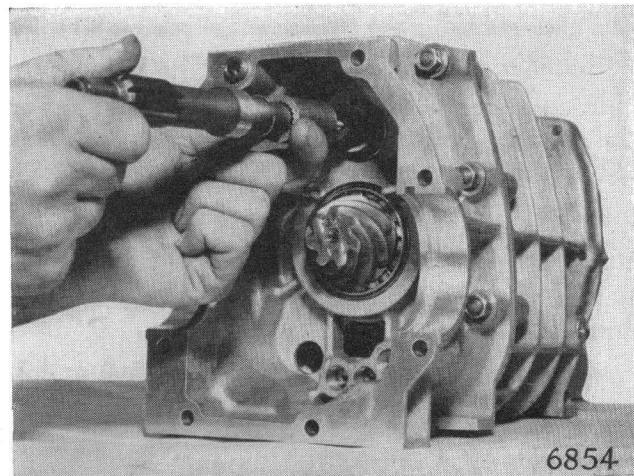


Fig. 15. Unscrew clutch shaft

Withdraw input shaft inner needle roller race (39) using special extractor Tool No. RG.368, as shown in Fig. 16.

Place casing on front face with 2 in. (5 cm) block under pinion head.

Remove nuts securing gearbox casing (2) to hypoid casing (3), and break seal between casings.

Remove reverse wheel nuts (46/53) and pull off the reverse gear and pinion (54/45).