

Tighten the nuts or bolts diagonally and evenly all round, and torque to the figure given in General Data.

When fitting a mounting cover retained by bolts, ensure that the two short bolts are fitted to the correct holes.

Should a check be carried out on casing nuts after a road test, and with the casing hot, nuts should be tested to a torque as given in General Data.

Insert the detent ball and spring in the mounting cover, fit the retaining plug and torque to the figure given in General Data.

Fill the unit with lubricant.

GEAR LEVER AND CONTROL SHAFT

Remove and refit

Place the car on stands or a lift.

Remove the large plate on the underside of the car by unscrewing the eight retaining bolts.

Take note which is the front of the plate. This has a tongue which fits into the tunnel in the floor.

Disconnect the gear control shaft from the transmission unit by turning back the lock tab and removing the location bolt in the coupling.

From beneath the car remove the four bolts locating the gear lever assembly on the floor of the car. (See Fig. 51.)

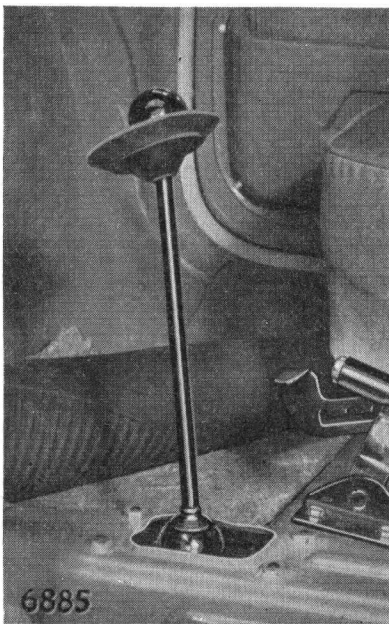


Fig. 51. Floor mounting of gear lever

The lever and assembly control shaft can then be removed by withdrawing the lever assembly downwards through the aperture in the floor.

To detach the control shaft from the gear lever assembly, remove the two small bolts situated in the assembly to the rear of the lever. (See Fig. 52.)

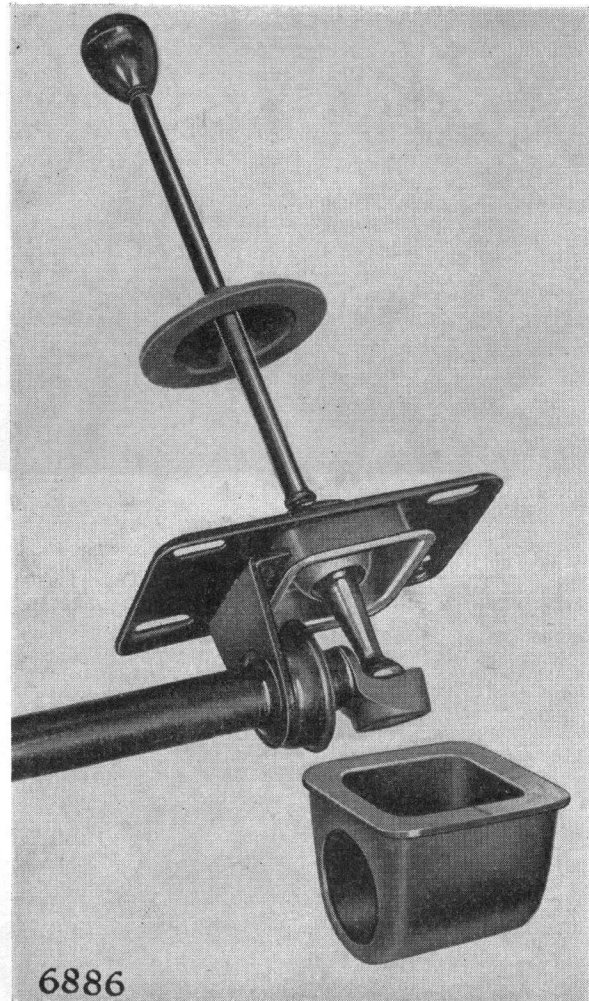


Fig. 52. Gear lever assembly

To re-assemble, carry out the reverse procedure.

NOTE. If the gear lever is removed, it must be refitted with the spring-loaded ball to the front of the car.

Ensure that the large rubber boot is fitted correctly to the flanges on the underside of the assembly.