

When passing the lever through the floor aperture, push the round rubber draught excluder through also and position correctly when the assembly is finally fitted.

Adjust the gear lever setting as follows:—

Slacken off slightly the four locating bolts in the lever assembly. This will enable the assembly to move in the elongated holes in the retaining plate.

Set the lever vertical in the neutral position between the 1st and 2nd gear, and tighten the four bolts.

To remove the control shaft without removing the gear lever, lift the cover surrounding the lever and unscrew the two small bolts to the rear of the lever.

By pulling free the rubber boot under the floor, the control shaft may be pulled free of the lever.

Refitting is the reverse procedure.

**Clean and lubricate Gear Change Control Shaft**

Should the gear change lever become stiff during operation, investigate the control shaft where it passes through the rear nylon bearing. (See Fig. 52A.)

The control shaft should be carefully cleaned at this point, and greased with Shell Retinax 'A'.

It is not necessary to dismantle the mechanism to carry out this operation.

**Remove and refit rear bearing**

If the gear control shaft rear bearing, see Fig. 52A, becomes worn it may cause a vibration noise at the higher engine speeds which can only be rectified by replacing the bearing.

Where this is found necessary proceed as follows:—

Remove the two set screws which attach the bearing bracket to the underside of the body.

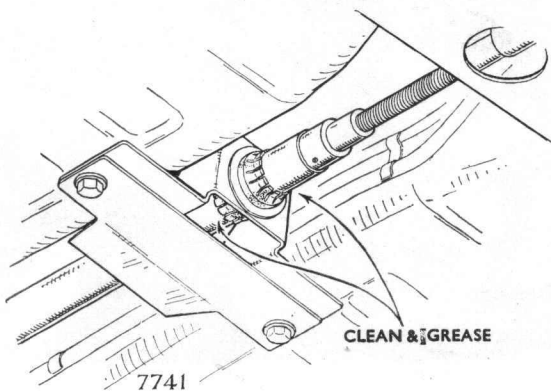


Fig. 52A. Rear bearing, gearchange control shaft

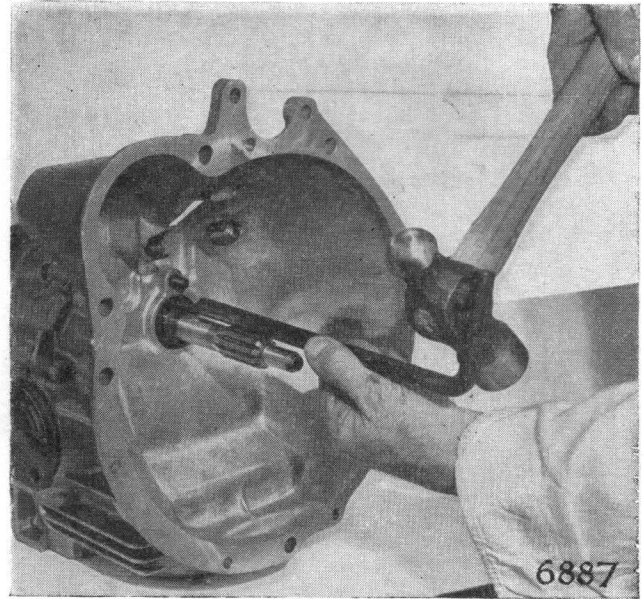


Fig. 53. Remove clutch shaft oil seal

Slide the bracket and bearing rearward to the flexible section of the control shaft.

Collapse the split nylon bearing inwards and withdraw it from the bracket.

Thoroughly clean the control shaft adjacent to the bearing position.

Fit a replacement bearing to the bracket, pack with Shell Retinax 'A' grease and, refit bracket to body.

**TO RENEW OIL SEALS**

**Clutch shaft oil seal (See Fig. 53)**

The clutch shaft oil seal can be renewed without dismantling the transmission unit, after the unit has been removed from the car. The unit should be at working temperature for removing the old seal.

Separate the transmission unit from the engine.

Release pressure from the unit by removing the filler plug slowly. Replace filler plug hand tight.

Remove the nut securing the release lever clip and remove the clip and release lever. (See Fig. 54.)

Insert the Tool No. RG384 between the clutch shaft and the oil seal.

Withdraw the oil seal by tapping against the handle of the tool. (See Fig. 53.)