Differential flange nut and oil seal (early models only)

First try tightening flange nut to correct torque. Change oil seal. Check flange sealing face for damage, and renew flange if suspect. If oil is leaking past the nut, check the depth of the counterbore at the flange chamfer. If deeper than ·040 in. (1·0 mm.) the flange may be trapped between the differential cage and the nut, instead of between the differential shaft shoulder and the nut, and the oil will seep out. Change the flange for one with a shallower counterbore. Always replace the nut and seal flange chamfer and nut face with Hylomar. Tighten nuts to correct torque.

Inspection cover

Remove the inspection cover and "O" ring and examine the Hypoid casing for burrs, or foreign matter. When refitting cover a new "O" ring Part No. 9107099 should be used.

Inner and outer screwed sleeve

Remove differential shaft flanges, inspection cover, and split the hypoid casing. Remove crown wheel and pinion together with the screwed sleeves. Replace the inner screwed sleeve oil seal. Examine the differential shafts in the oil seal bearing area. If damaged, replace the shaft. Fit replacement "O" rings between the inner and outer sleeves. Fit a replacement clutch oil seal.

Prior to reassembly, coat the hypoid casing faces with Hylomar jointing compound, and ensure that the outer sleeve casing area is adequately covered.

When fitting the differential shaft flanges, carefully coat the inner cone seating with Hylomar jointing compound, taking care not to get the compound on the oil seal faces.

Torque all nuts to the correct figure.

General

While the transaxle is separated from the engine, the opportunity should be taken to examine the bolts securing the flywheel to the crankshaft, and the plug at the end of the oil gallery (behind the flywheel). Oil leaks from both these sources, can be dealt with by sealing the threads with Wellseal jointing compound.

GEAR CHANGE

'Notchy' change

Detent tube loose, or incorrectly assembled. Change rear cover. Check that the tube in the new cover protrudes approximately ·015 in. (·38 mm.) into the counterbore. This may be ascertained by sighting through the selector shaft bore, and seeing that the end of the tube is nearly level with the bottom face of the main part of the bore, but not above it. Check tightness of bolt securing gear change flexible coupling to selector shaft.

Check that the cross pin in the gear lever ball is not off centre.

Sticky across gate

Interlock plate too thick, or boss in end cover too shallow. Loosen off end cover nuts. If gearchange now free, then either of these conditions apply. Measure the interlock plate, and if any part is ·2495 in. (6·33 mm.) or more, it is too thick, and must be changed for one below this limit.

If the interlock plate is below this limit, then the end cover is at fault and must be changed. If still no cure, the "O" ring groove in the main selector shaft may be too shallow. Remove the "O" ring and recheck. If a cure is effected, change the selector. Check also for a bent selector shaft.

1st gear baulk

Heavy pressure required to engage 1st gear while moving, but engagement easy when stopped. Examine 1st gear and baulk ring, change if suspect, but in any case, stone the rear edge of the gear synchro cone as shown in the illustration (Fig. 59). Check for worn baulk rings. Lightly lap the baulk ring on to the gear cone. With the baulk ring pressed on to gear cone, there should exist a minimum of gap of ·025 in. (·63 mm.) between the baulk ring and the face of the gear. If less than this, the baulk ring is worn or oversize and must be changed.

This check applies to all the baulk rings in the box