



Fig. 59. Use stone (A) to remove peak of cone at (B).

Difficult to engage 1st/2nd gears

Very high engagement force, but if the lever is held away from the reverse stop, becomes easier. Replace interlock plate, reverse plunger and main selector.

'Notchy' across gate

Gear selector shaft and fork not in correct relationship with milled slots. Change shaft and fork assembly.

Reverse plunger sticks in or reverse latch too hard

Bore in casing too rough, plunger has sharp edges. Plunger may be undersize, or profile distorted. Polish bore, check diameter of plunger against others in stock if not distorted. Replace if necessary. Interlock plate too thin. Check against others in stock and replace with one at least .001 in. (.025 mm.) thicker.

Jumping out of gear

Replace the offending driven gear, bush, synchro hub/sleeve assembly including Woodruff key if 3rd/4th gear and selector fork assembly, with new parts.

If 3rd/4th gear, check also for hub being a sloppy fit on pinion shaft. If pinion shaft badly scored, or worn .0005 in. (.012 mm.) or more on diameter, change crown wheel, differential output shaft, and Woodruff key. Check that the detent mechanism in the gearbox mounting cover is satisfactory. If the other selector fork assembly and synchro hub/sleeve assembly show signs of wear, replace these also.

No drive in all gears

Muff coupling adrift/broken

Remove differential flanges and spring rings from screwed sleeves, and slack off inner screwed sleeves. Remove clutch housing and fit new oil seal. The muff coupling may have moved off the input shaft due to the circlip not seating correctly in the groove. The cause may be that the needle bearing is not fully home in the housing. Check this if circlip will not seat, and *only if absolutely necessary* is it permissible to support very solidly the reverse gear end of the input shaft, and lightly tap home the inner sleeve of the needle bearing.

May also be caused by insufficient radial movement of clutch shaft. Screw the shaft fully home then slacken back at least one spline. With the muff coupling and circlip fitted, the spigot end of the clutch shaft should have at least .10 in. (2.7 mm.) up and down movement.

No drive in 3rd or 4th gears

Check 3rd and 4th gears on input shaft. Gears may be rotating on shaft. Change input shaft.

Too much travel across gate

Check for control shaft coupling failing in torsion, or clamp slipping on selector. Tighten pinch bolt or replace coupling as necessary.