

THE GEARBOX

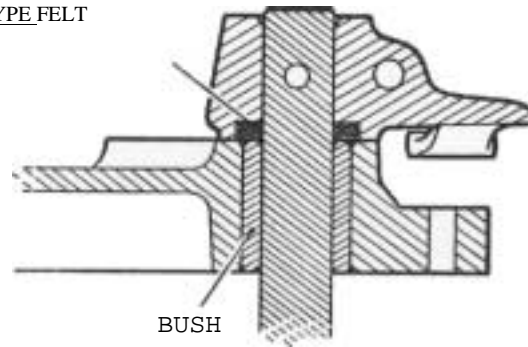
Section F.6

SETTING THE SHIFTER LEVER

To prevent the possible straining of the shifter shaft on later models, a set screw with locknut has been added to the shifter lever.

When positioning this set screw, the selector lever should be pushed forward as far as possible and the external shifter lever then moved forward to engage fully the first speed, leaving no backlash. Screw the set screw inwards until the end just touches the selector lever boss, and then rock the screw in this position by tightening the locknut.

OLD TYPE FELT

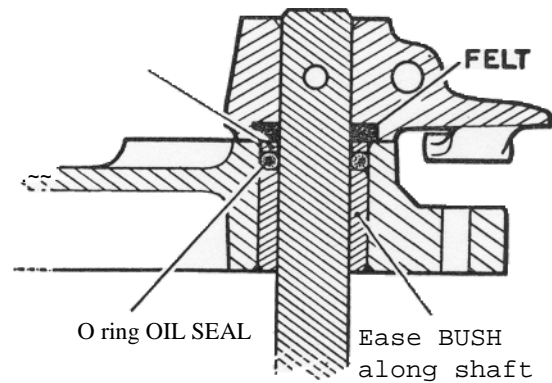


Section F7

REVERSE SHIFTER LEVER SWIVEL BOLT WASHER

To reduce the possibility of oil leaks from the gear-box, a copper washer (Part No. AEC461) is fitted from Engine No.23606 between the nut and the gear-box casing on the reverse shifter lever swivel bolt. The copper washer replaces the plain steel washer fitted to earlier models.

NEW TYPE OIL SEAL RETAINER
(steel washer to compress O ring)



Section F8

SELECTOR AND SHIFTER CROSS-SHAFT OIL SEALS

Commencing at Engine No.30135, the gearbox selector and shifter cross-shaft bushes in the rear extension casing and side cover are reduced in length to allow the fitting of rubber oil seals and retaining washers. These fit inside the casing between the bush and the cross-shaft felt washer. The washer, washer cover and circlip are retained (see Fig. F.15).

The bush oil seal and oil seal retaining washer may be fitted to earlier gearboxes and the part numbers are:-

Gearbox selector and shifter cross-shaft bush AEF3106 Cross-shaft oil seal retainer AEF3107 Cross-shaft oil seal AEF3108

Fig. F.15.

The arrangement of the selector and shifter cross-shaft oil seal, oil seal retainer and bush, fitted to later models, is indicated in this illustration.