

IN-SITU OPERATIONS

GEAR LEVER ASSEMBLY

To Remove (Fig. 1)

Ensure the lever is in the neutral position.

Slacken the locknut on the lever and remove knob and locknut.

Remove six Posidrive screws securing the gaiter clamp ring to the cab floor. Remove clamp ring, gaiter and insulating pad.

Remove three setscrews and washers securing cover cap.

Remove cover cap, ball cap and ball spring from gear lever.

Withdraw gear lever from cover.

Note: If required the complete assembly can be removed after disconnecting clamp ring and cover cap.

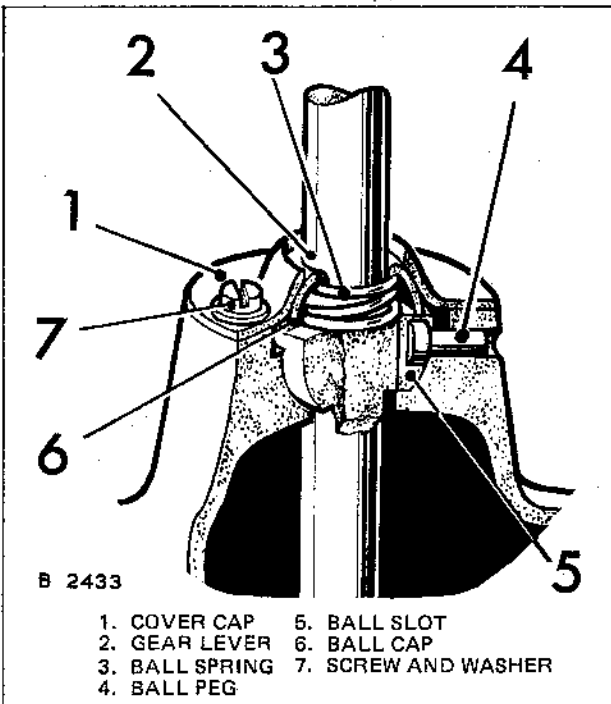


Fig. 1 Gear lever assembly

Inspection and Overhaul

Check the ball spring for weakness.

Clean the mating faces of cover and cap.

Check the gear lever foot and ball slot for wear or damage and renew the lever if necessary.

To Refit

Reverse the removal procedure noting the following points.

Before inserting the gear lever in the cover, smear a thin film of grease around the spherical seating in the cover.

Ensure that the slot machined in the gear lever ball locates with the head of the ball peg in the cover.

Check that the gear lever operates correctly.

Ensure that the gaiter is fitted correctly to the cab floor.

TOP COVER AND INTERLOCK PLATE

To Remove

Remove gear change lever assembly.

Remove four setscrews and washers securing top cover, remove top cover and gasket.

Remove interlock plate and gasket.

For details of interlock dismantling see Section F 230.

To Refit

Reverse the removal procedure noting the following points.

Thoroughly clean all mating flanges and fit new gaskets using a suitable jointing compound.

Fit the interlock plate as shown in Fig. 2.

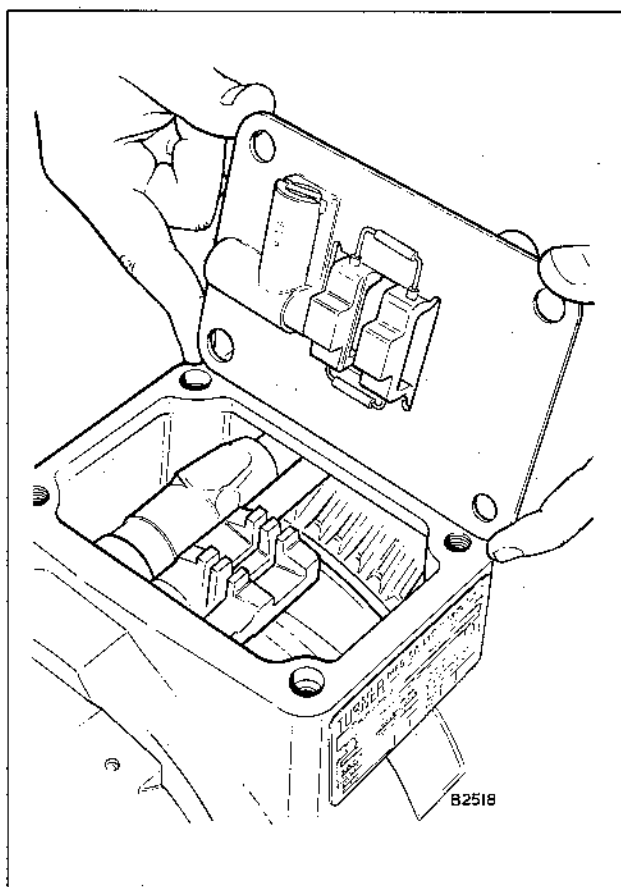


Fig. 2 Positioning interlock plate

REVERSE LIGHT SWITCH

To Remove

Disconnect the battery.

Disconnect the two lucar connections.

Release locknut and unscrew switch.

To Refit

Reconnect battery.

Select reverse gear.

Attach test lamp leads to reverse light switch terminals and screw in switch until test lamp illuminates.

Select neutral and check that test lamp does not illuminate.

Secure locknut.

Select reverse, check that test lamp does illuminate.

Select neutral and remove test lamp.

Reconnect the two lucar connections.

SPEEDOMETER DRIVE CABLE

To Remove

Disconnect the battery.

Disconnect windscreen wiper washer pipes.

Disconnect and remove wiper arms.

Release bonnet and secure in open position.

Remove seven self-tapping screws and washers securing the air intake panel.

Remove air intake panel.

Remove heater duct.

Remove three screws securing each grommet clamp plate, and release grommets.

Remove six screws securing instrument panel and ease panel from case, disconnect bayonet connection to speedometer and feed cable through structure and clamp plate adjacent to instrument panel case.

Unclip all cable fasteners.

In-situ Operations

At the gearbox end of the cable, unscrew the nut connecting the cable to the speedometer pinion adaptor and pull cable clear.

To aid re-assembly attach a draw string to gearbox end of cable and withdraw cable from front of vehicle. Detach draw string.

Remove clamp plate from cable assembly.

Inspection

Examine the cable assembly for kinks and damage, renew as necessary.

Note: New cables are supplied as a complete assembly less grommet clamp plates.

To Refit

Reverse the removal procedure noting the following points.

Ensure the grommet clamp plates are correctly positioned before connecting cable to speedometer.

Ensure the cable has a smooth run without kinks and is adequately clipped to structure.

SPEEDOMETER DRIVE GEARS**To Remove**

Unscrew the drive cable at the gearbox.

Note the location of the speedometer pinion adaptor on the rear cover boss and remove the two setscrews and spring washers. Lift out the pinion adaptor followed by the pinion.

To remove the speedometer drive gear from the mainshaft proceed as follows:—

Match mark the propeller shaft in relation to the drive coupling.

Disconnect the propeller shaft from the drive coupling and release the centre bearing from the cross member. Lower and secure the shaft in a convenient position.

Unpeen the lock washer, unscrew the flange retaining setscrew.

Remove the flange setscrew, lock washer and flange washer, withdraw coupling flange.

Unscrew the six setscrews and remove the speedometer gear case and gasket.

Note: Layshaft and mainshaft shims and spacers may be disturbed when removing gear case.

Slide the speedometer drive gear off the mainshaft, note position of gear.

Inspection and Overhaul

Examine the teeth of the drive gear and pinion, renewing if damage or wear is evident.

Check the cover oil seal for damage or deterioration and renew as necessary.

Clean the mating faces of casing and cover, and pinion adapter and cover.

To Refit

Refitting is a reversal of the removal procedure noting the following points:

Thoroughly clean all mating flanges and fit a new gasket using a suitable jointing compound.

Setscrews should be coated with "Wellseal" jointing compound prior to re-assembly.

Torque load all setscrews to Data figure.

When refitting the coupling flange care should be taken not to damage the oil seal.

Check the gearbox oil level.

DRIVE COUPLING OIL SEAL**To Renew**

Match mark the propeller shaft in relation to the drive coupling.

Disconnect the propeller shaft from the drive coupling and release the centre bearing from the cross member. Lower and secure the shaft in a convenient position.

Unpeen the lock washer, unscrew the flange retaining setscrew. Remove the flange setscrew, lock washer and flange washer, withdraw coupling flange.

Using a suitable hooked tool remove the oil seal from the speedometer gear case.

Smear the inner and outer seal diameters using grease Retinax A. Position the new seal in the speedometer gear case and secure in position using Special Tool 18G 134 DJ.

Carefully fit the drive coupling taking care not to damage the oil seal.

Secure the coupling with setscrew, flange washer and lock washer, torque tighten to Data figure and peen up lockwasher.

Refit the propeller shaft and centre bearing.