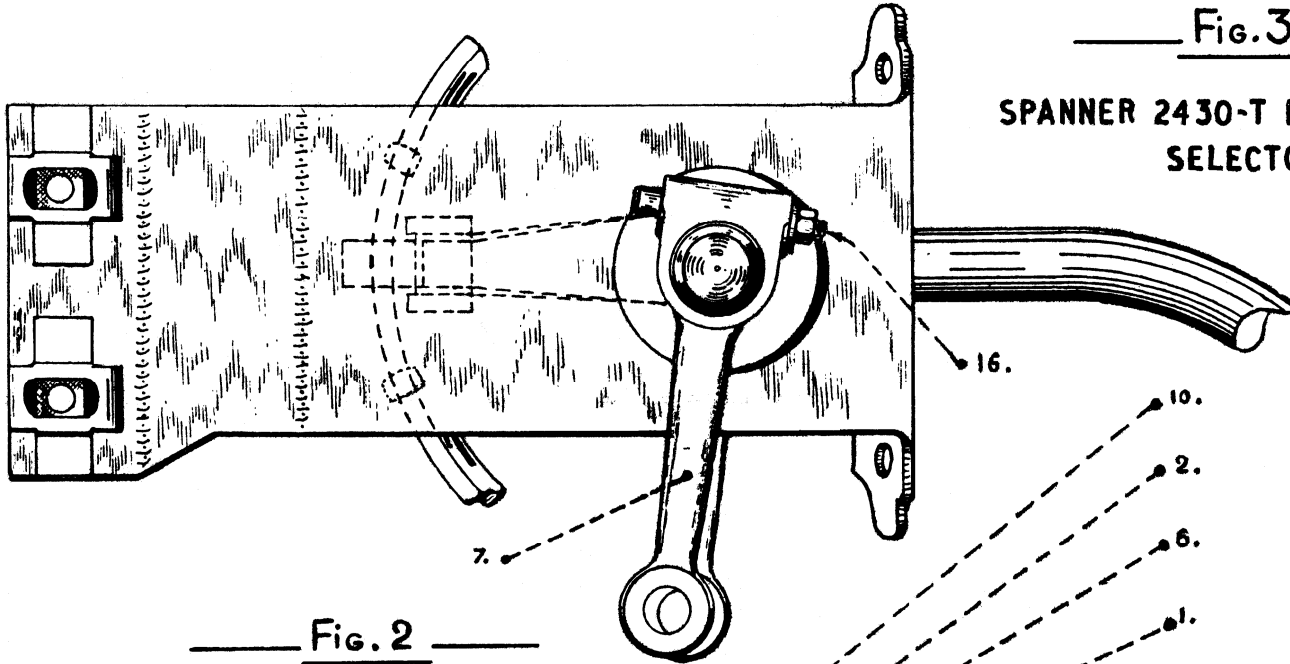
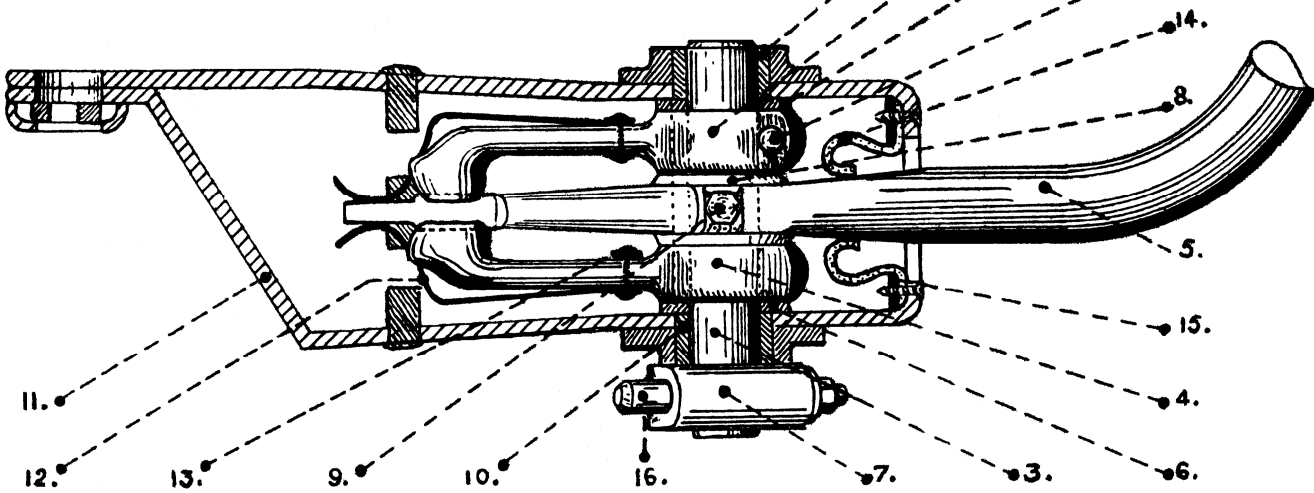


— GEAR CHANGE —
— SELECTOR —

— Fig. 1 —

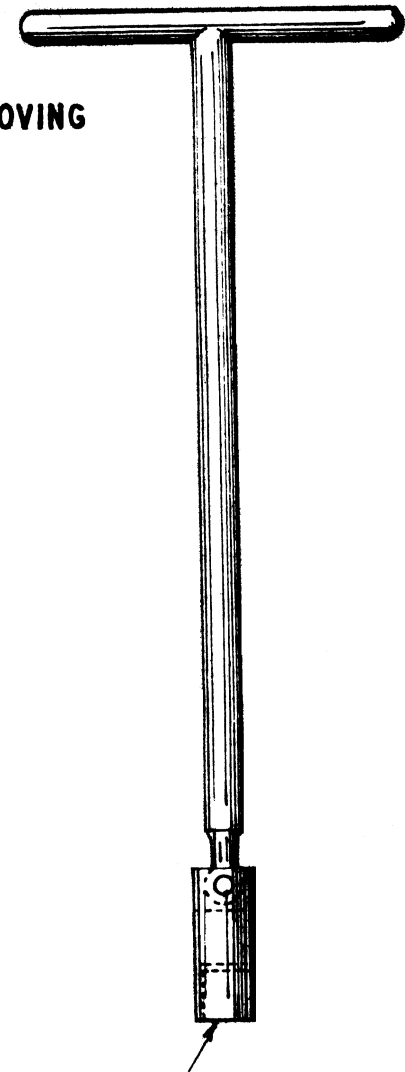


— Fig. 2 —



— Fig. 3 —

SPANNER 2430-T FOR REMOVING
SELECTOR



Hexagon socket 8,4 across flats

REMOVING SELECTOR

- 1 Remove the bonnet.
- 2 Remove the battery. (Use battery cable terminal extractor 2200-T, see drawing 1, fig. 1).
- 3 Disconnect relay lever rods from selector levers. Unscrew knob from gear change lever.
- 4 Remove the selector. Unscrew the two nuts fixing selector from behind the instrument panel. (use spanner 2430-T, see Drawing 141, fig. 3, passing through holes in battery tray). Unscrew two bolts on left-hand side of battery tray fixing the selector to the hull.

Extractor 2200-T
Flat spanner 10
Box spanner 12

Box spanner 10

Spanner 2430-T

REFITTING SELECTOR

- 5 Engage the selector by passing under the instrument panel. First tighten the two nuts behind the instrument panel (use spanner 2430-T) and then the two bolts on the hull.
- 6 Connect the rods from the relay levers to the gear selector levers. With the gear change lever in the neutral position as well as the gearbox control rods, adjust the length of the relay rods so that they can be connected without moving the gear change lever and gearbox control rods. After this adjustment make sure that the gear change lever does not catch in its lateral movement.
- 7 Fit the battery.
- 8 Fit the bonnet.

Spanner 2430-T
Box spanner 14

Flat spanner 14
Box spanner 10

Flat spanner 10
Box spanner 12

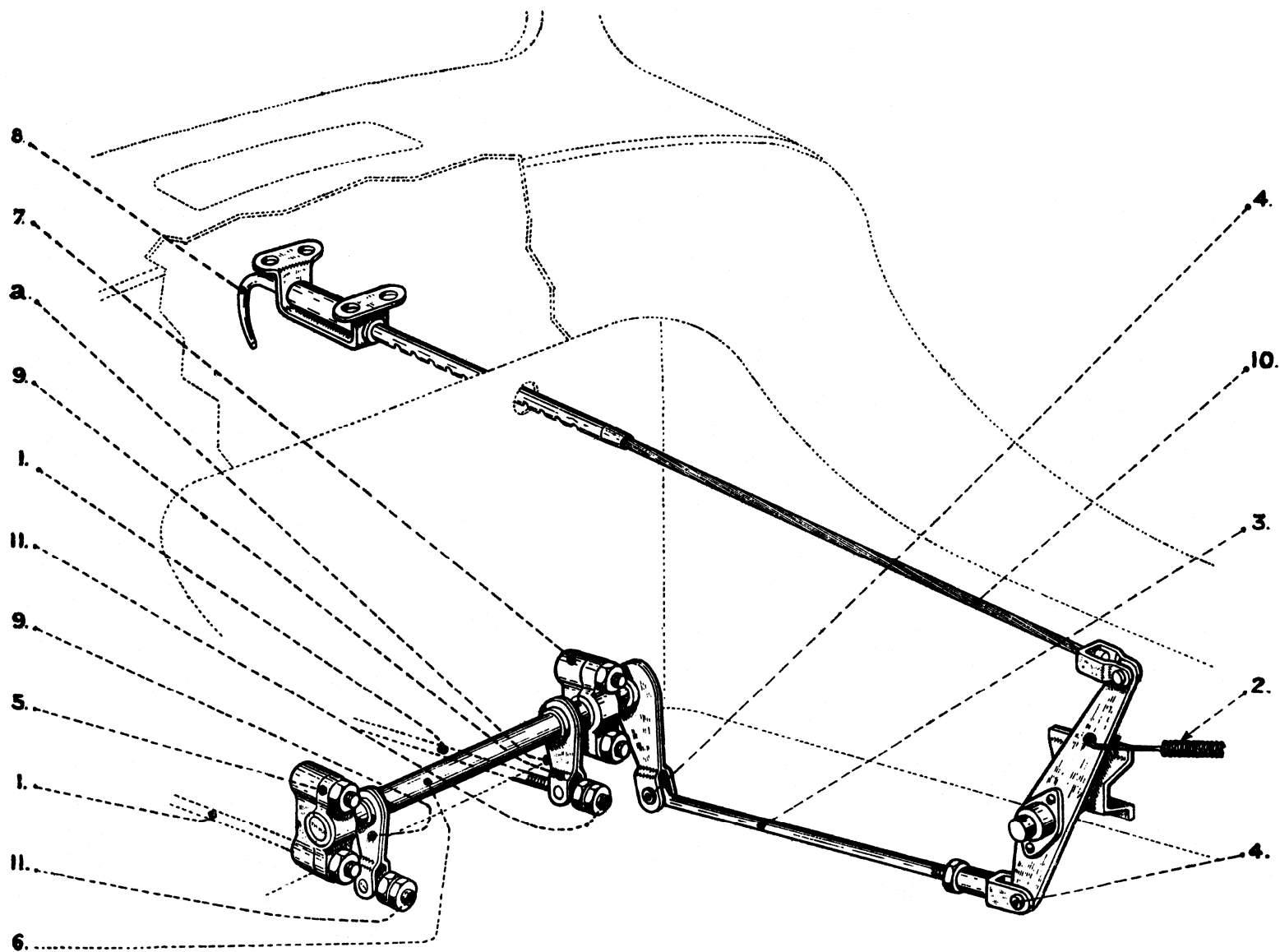
DISMANTLING GEAR SELECTOR (see Drawing 141)

- | | | |
|---|---|---|
| 1 | Remove cotter (1) from second and top speed lever (2) in selector. | Box spanner 8 |
| 2 | Remove the lever shaft (3). Take out the two levers (2 and 4), change speed lever (5) and the thrust washers (6). | |
| 3 | Remove outer lever (7) from shaft (3) by taking out the cotter (16). | Box spanner 8 |
| 4 | Remove bronze ball (8) from the gear change lever by unscrewing the two pegs (9). | |
| 5 | Use a shouldered mandrel to remove the two graphite bushes (10) from the bracket (11) and from first and reverse speed lever (4). | Shouldered mandrel
Small dia. 14,
length 20,
Large dia. 17,
length 100. |
| 6 | Remove the locking springs (12) by punching of the rivets (13). | |
| 7 | Remove the rubber protector (14) by taking off plate (15). | |

ASSEMBLING GEAR SELECTOR (see Drawing 141)

- | | | |
|----|---|---|
| 8 | Fit the locking springs (12) to the levers, and peen over rivets (13). | |
| 9 | By means of a bench press and the mandrel used for dismantling, press in graphite bushes (10) into the bracket (11) and the first and reverse speed lever (4). Ream the bushes to 14.1mm. dia. (Use shaft for Gauging). | Shouldered mandrel
Small dia. 14,
length 20,
Large dia. 17,
length 100. |
| 10 | Fit the bronze ball (8) on the lever (5), tighten the two pegs (9) and turn back tabs of lockwashers. | Box spanner 8 |
| 11 | Fit the outer lever (7) on shaft (3). Fit the cotter (16) and tighten nut. | Box spanner 8 |
| 12 | Fit rubber protector (14) and tighten plate (15). | |
| 13 | Oil the shaft (3) and engage in bracket. Fit one thrust washer (6), inner lever (4) for first and reverse speed change speed lever (5), second and top speed lever (2), and a thrust washer (6). Fit cotter (1) into the second and top speed lever (2). Tighten the cotter nut using a plain washer under. | |

— BRAKES —
— HAND BRAKE CONTROL —



REMOVING HANDBRAKE CROSS-SHAFT (see Drawing 90)

- 1 Disconnect brake cables (1), unhook return spring (2), from handbrake lever, disconnect relay rod (3) by removing pin (4) at cross-shaft end.
- 2 Remove caps (5) from brackets of cross-shaft (6). Remove the shaft and take out brackets (7).

Box and flat
spanner 12

Box spanner 12

REFITTING HAND BRAKE CROSS-SHAFT BRACKETS (see Drawing 90).

- 3 Fit the two cross-shaft brackets (7) on fixing bolts on hull. Fit shaft (60) in bracket, fit caps (5), tighten nuts.
- 4 Adjust the handbrake (see Operation 749, paragraph 3).

Box spanner 12

REMOVING PEDAL GEAR		
1	Remove gear control rods from relay levers on timing cover. Remove the clutch cable and stop lamp switch operating rod.	Flat spanner 12
2	Remove pedal gear reinforcement.	Box spanner 12
3	Remove the Lockheed reservoir cap and introduce a conically pointed pin to plug the outlet union in order to prevent loss of fluid when disconnecting feed pipe.	Pin 10 dia.
4	Remove feed pipe from reservoir to master cylinder. (Use spanner 2130-T, see Drawing 91, fig 2). Unscrew the bolt fixing master cylinder three-way union. (Use spanner 2131-T, see Drawing 91, fig. 1).	Flat spanner 16 Spanners 2130-T and 2131-T
5	Unscrew bolt fixing pedal shaft (master cylinder bracket end) and bolts fixing master cylinder on hull.	Box and flat spanners 12
6	Slacken the master cylinder and clutch control levers. Disengage master cylinder with bracket and both control levers. Remove keys from keyways.	Flat spanner 21 Flat and box spanners 12
7	Unscrew bolt fixing pedal shaft (pedal end) and disengage pedal springs and shaft.	Flat spanner 21
8	REMOVE PEDAL GEAR BRACKET FROM BULKHEAD (for this operation it is necessary to remove the steering wheel and fixed tubular column with bracket from bulkhead). (a) Remove the steering wheel. (Use steering wheel extractor I950-T, see Drawing 68, fig. 3). (b) Remove the combined lighting and horn switch. (c) Remove fixed tubular column and bracket from bulkhead. (d) Remove pedal gear bracket from bulkhead.	Extractor 1950-T Box spanner 32 Box spanner 14 Box spanner 12
FITTING PEDAL GEAR		
IN CASES WHERE THE PEDAL GEAR BRACKET HAS BEEN REMOVED		
9	Fit pedals to bracket. Tighten left-hand bolt fixing pedal shaft and turn back tab of lockwasher.	

10	Offer up the assembly to the bulkhead without fixing so as to allow passage for the fixed tubular column bracket.	Flat spanner 21
11	Fit the fixed tubular column and bracket to bulkhead. Check the centering of the steering column proper in the tube. (Use bush MR.3102, see Drawing 68, fig, 1). The eccentricity must not be more than 4 mm. If necessary, correct the centering of the tube by repositioning the column fixing bracket on the instrument panel. Fit the combined lighting and horn switch.	Box spanner 14
12	Fit the steering wheel. Set the front wheels in straight ahead position. Fit key in keyway on steering column and fit the wheel so that the key engages in hub keyway in line with one of the spokes. Tighten nut. The two upper spokes must allow the driver clear vision of the instrument panel.	Box spanner 32
13	Tighten bolts fixing pedal gear bracket to bulkhead.	Box spanner 12
IN CASES WHERE THE PEDAL GEAR BRACKET HAS NOT BEEN REMOVED		
14	Oil the pedal shaft and offer up in bracket the pedals and springs mounted on shaft. Tighten the left-hand fixing bolt and turn back tab of Lockwasher.	
15	Fit the control levers in the following order:- thrust washer lever key, master cylinder control lever, spacing washer, key and clutch control lever. Tighten lever clamp bolts using spring washers under nuts.	Flat and box spanners 12
16	Fit the bracket and master cylinder assembled, making sure that the rubber protector is positioned correctly. Tighten the bolts fixing the bracket using a spring washer under each nut. Fit the pedal gear reinforcement. Tighten the pedal shaft right-hand fixing bolt and turn back tab of lockwasher.	Flat spanners 12-21 Box spanner 12
17	Fit the Lockheed pipe. (Use spanner 2130-T, see Drawing 91, fig. 2). Tighten bolt fixing master cylinder three-way union. (Use spanner 2131-T, see Drawing 91, fig. 1).	Flat spanner 16 Spanners 2130-T and 2131-T
18	Fit the clutch cable and stop lamp switch operating rod. Fit gear control rod using split pins to retain clevis pins.	Flat spanner 12
19	Remove plug from Lockheed reservoir. Bleed the brake system. (See Operation 249, paragraph 5).	