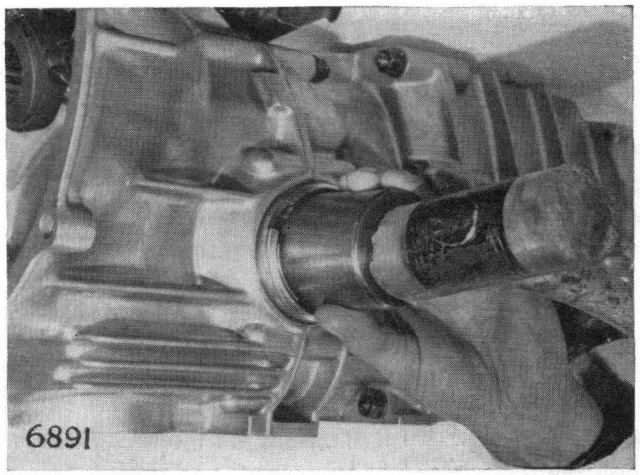

Fig. 57. *Fit hypoid oil seal*

Fit the new oil seal (lip inwards) over the differential shaft and into the inner screwed sleeve. The seal should be smeared with oil before fitting.

Using Tool No. RG366, tap the seal home into the screwed ring. (See Fig. 57.)

Refit the differential shaft flange and fit new nut.

Tighten the nut to the torque figure given in General Data and peen the collar of the nut into the slot in the shaft, using a blunt chisel shaped punch. Be sure to support the nut during this operation to avoid damage to the bearings.

For models with interference fit flanges insert the flange/shaft assembly.

Refit the drive shaft and coupling.

Top up oil level, if necessary, and tighten filler plug to the correct torque loading given in General Data.

REMOVE AND REFIT TRANSAXLE MOUNTINGS

Place the car on a lift or pit.

Check the wheels, and make sure the handbrake is in the "OFF" position.

Place a small jack under the transaxle casing, using a block of wood between the jack and the casing.

Remove the two retaining bolts in the mounting.

Jack up gently until the weight of the unit is taken off the mountings.

Loosen the nut on the bottom stud, which holds the mounting to the casing, and fit a locknut.

Lock the two nuts together, unscrew the stud and remove. Certain models are fitted with a set screw, in place of the stud.

The mounting may now be removed by adjusting the height of the jack, and by gentle leverage to compress the rubber, to allow the dowel on the mounting to be withdrawn from the top hole in casing.

To refit, enter the dowel first, lever the mounting into place, refit the stud, remove the locknut, fit the nut and spring washer and tighten up.

Lower the jack and allow the weight of the unit to position the mounting in the bracket.

Fit the retaining bolt.