

TRANSAXLE FAULT FINDING AND RECTIFICATION

These transaxle fault finding and rectification pages are issued as a guide, and to give assistance in deciding what to look for and what steps to take to locate and rectify any particular fault.

It will be appreciated that different causes produce different effects, and it is impossible to provide the answers to all problems.

Refer to General Data for all Torque Loadings.

Draining transaxle unit

Unscrew filler plug first to release any pressure. If the unit is hot, take care to avoid being scalded by hot oil. $4\frac{1}{2}$ pts. (2.5 litres) should be drained. If oil is black and quantities of $3\frac{1}{2}$ pts. (1.9 litres) or less are obtained, the unit must be stripped to check bearings, bushes etc., for damage.

OIL LEAKS

Gear selector shaft

Remove any rust, and check for binding in the casing. Renew "O" ring and ensure that the protection sleeve is tight on the shaft, but free to move on the casing.

Casing leaks

Tighten nuts to correct torque and re-test. If the leak is still evident remove the unit from the vehicle and dismantle to the extent required to expose the suspect faces. Clean all exposed joint faces with carbon tetrachloride, and check for burrs, bruises, taking care not to damage the sealing faces. Using Hylomar jointing compound lightly cover all jointing faces and reassemble the unit, using Stag sealing compound at the stud adjacent to the drain hole.

Fit a new oil seal to the clutch primary shaft if this has been disturbed. Refill transaxle with the correct grade and quantity of oil. If a leakage is apparent from the end mounting cover, the reverse idler shaft should be checked to ensure that it is correct to specification. The correct length is 3.312 in. (3.33 cm.) maximum, and if the shaft length is found to be in excess of this figure, a replacement reverse idler shaft must be fitted.

Drain and filler plugs

Remove the plug and clean off any burrs on the plug or transaxle casing. Check for crossed or stripped threads. If damaged, a Helicoil insert should be used as described in this Manual. Refit the plug, using a new sealing washer, and tighten to the correct torque.

Detent plug

Check as for drain and filler plugs. If threads are damaged DO NOT attempt to rectify, but always renew the rear cover. Examine the plug sealing face on the inside of the mounting cover, and carefully remove any signs of damage, burrs, etc. Should it be necessary to reface the cover, take great care to remove the minimum amount of metal, otherwise the detent spring may become coil bound. Should this condition occur, a steel washer, Part No. 9067241 must be fitted between the existing sealing washer and the head of the plug. Coat the steel washer on both sides with Hylomar jointing compound.

Replace the detent ball and spring and tighten the plug to the specified torque figure.

Clutch shaft oil seal

Always renew oil seal, as the face may be worn, even if it is not obvious. Remove and check shaft for damage to sealing areas. If damaged, the shaft must be replaced.