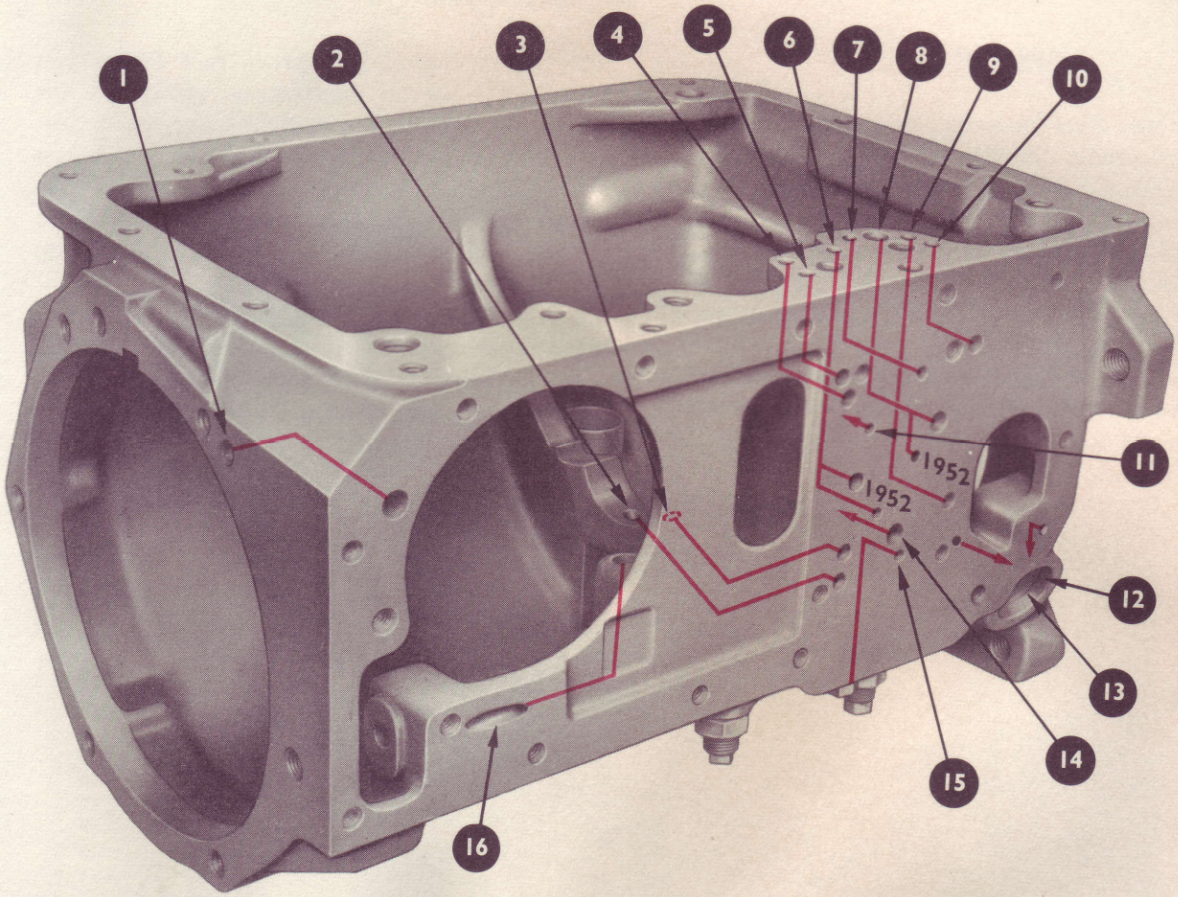
SECTION 15 . . GEARBOX CASING

When all the units have been removed from the gearbox as described in the forgoing sections, the only removable parts which remain are, the two band adjusting screws, the oil pressure test point blanking plug and in the case of Pre-1953 gearboxes, the exhaust valve. On later models the exhaust valve is incorporated in the front servo.

Removal of the adjusting screws and blanking plug is straightforward.



1. Reverse clutch apply
2. Rear clutch
3. Front clutch
4. Compensation
5. Rear band release
6. 2 range 1952. 1-2 oil 1953 onwards
*7. G1. pressure
*8. Line pressure
* 9. Front band release
*10. Front band apply
11. Exhaust
12. Reverse booster
13. Throttle valve
14. Exhaust
15. Pressure gauge blank
16. Governor feed

Fig. 1 Oil passage identification

Removal of the exhaust valve is possible only after withdrawing the retaining sleeve using the special extractor shown in fig. 2. Insert the end of the tool so that the flat passes the shoulder in the sleeve, turn the tool handle through 180 degrees and then tap out the sleeve using the sliding hammer fitted to the extractor shaft. Tip out the exhaust valve and spring by inverting the gearbox case.

Clean the casing and passages thoroughly with clean paraffin and compressed air.

INSPECTION

Check all joint faces for burrs ; light damage can be removed by careful stoning. Similarly check the spigot bores in the front and rear ends of the case.

Inspect the screw threads of all tapped holes making sure that the top threads have not been pulled or damaged to an extent which might upset the joint.

Check the fit of the band adjusting screws in their threads in the gearbox case, also check the threads of the locknuts and the oil pressure point blanking plug.

Ensure that the exhaust valve moves freely in its bore and that it is not scored. Inspect the spring for collapsed coils.

Examine the gearbox casing for cracks and check the fit of the centre bearing cap together with the oil delivery sleeve as described in Section 14.

Check the continuity and interconnection of the oil passages with air pressure using fig. 1 as a guide. Strong wire may be used to clear a blocked passage but care must be taken not to set up any burrs on the passage mouths.

After completing the inspection, refit the exhaust valve assembly (fig. 2) inserting the spring into the valve and entering them in to the passage, spring first. Insert the retaining sleeve until the outer end is just below the level of the joint face and make sure that the flat on the sleeve faces towards the adjacent tapped hole as this indentation provides clearance for the tip of the front servo retaining setscrew.

Screw the band adjusting screws back into the case, refit the oil pressure check point blanking plug and tighten it to the correct torque loading given in the Summary.

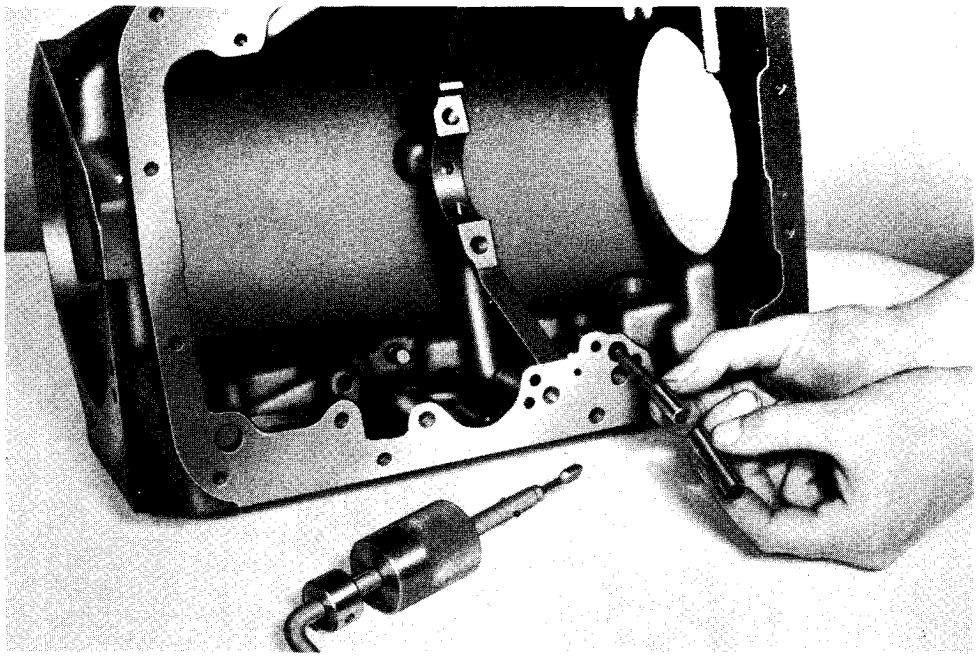


Fig. 2 Exhaust valve and extractor