

## Gearbox Reinforcing plate installation

1. Remove the rubber coated end seal



2. Use a 17MM socket to remove the bolt on the main shaft. An impact gun may be required.



3. Remove the bolt and washer



4. Remove all the metric bolts from the aluminum end cover



5. Pry up the end cover evenly, this will allow the main shaft bearing cup to come off the shaft.



6. Remove the main shaft bearing cup



7. Remove the aluminum end cover



8. Punch out the roll/spring pin on the reverse shift fork using a 3/16 drift punch.



9. Pay close attention to which side is up.





10. Move the shifter rod so the reverse shift rod is low and the fork is high. This will allow the shift fork to slide off the shift rod.



11. Remove the shifter fork



12. If the synchronizer comes apart it is ok. You will most likely need someone to help hold the three tabs while you reassemble it. The round spring must hook into one the tabs.



13. Remove both dowels, they will not be used



14. Dowel being removed



15. Test fit the plate. Make sure it does not touch the gears or the shifter rods.

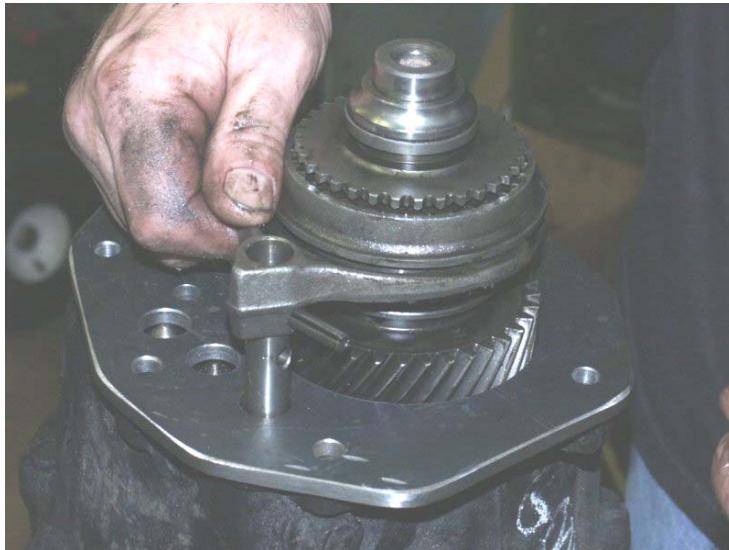




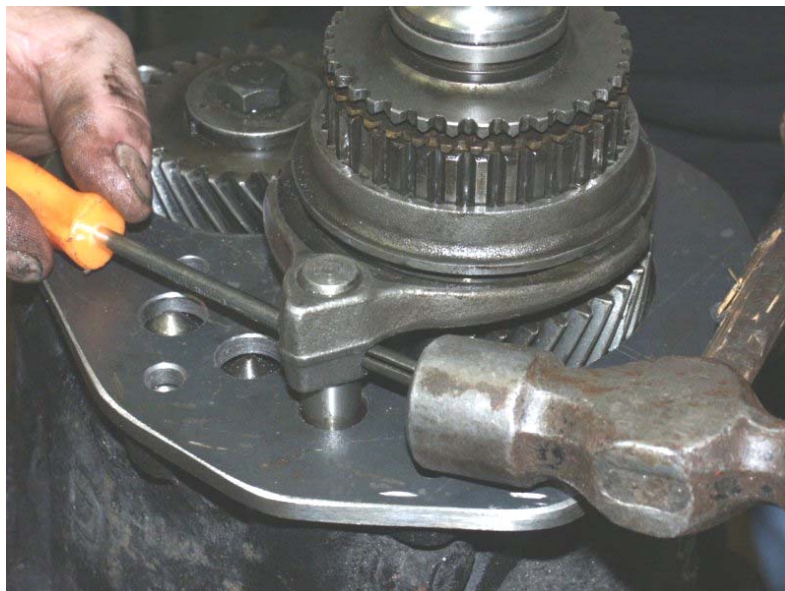
16. Lower the shift rod to the lowest point.



17. Reinstall the shifter fork



18. Tap the roll/spring pin back into place. Use an alignment tool (screwdriver) to make sure the pin can be inserted.



19. Remove 1/4" of material from this surface. A machine shop can use a fly cutter to do this.



20. Install the machined end cover



21. On final assembly use silicone on both sides of the new plate.





22. Reinstall the bearing cup. Use locktight on the end bolt.



23. It is easy to straighten the end plug by hammering it straight on a large socket.

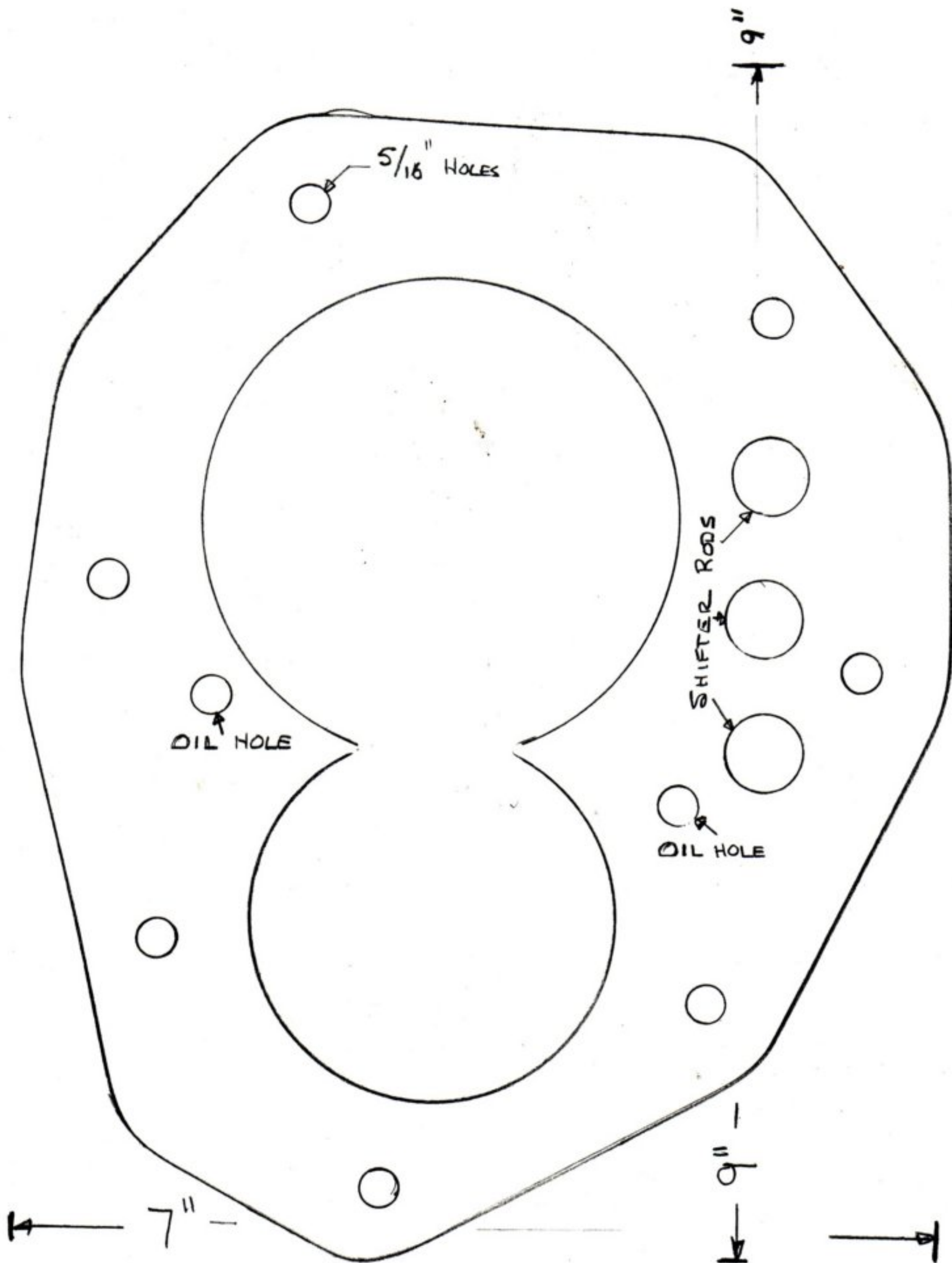
24. Straightened



25. Use silicone on the end cap and hammer it into place. Refill the transaxle with gear oil







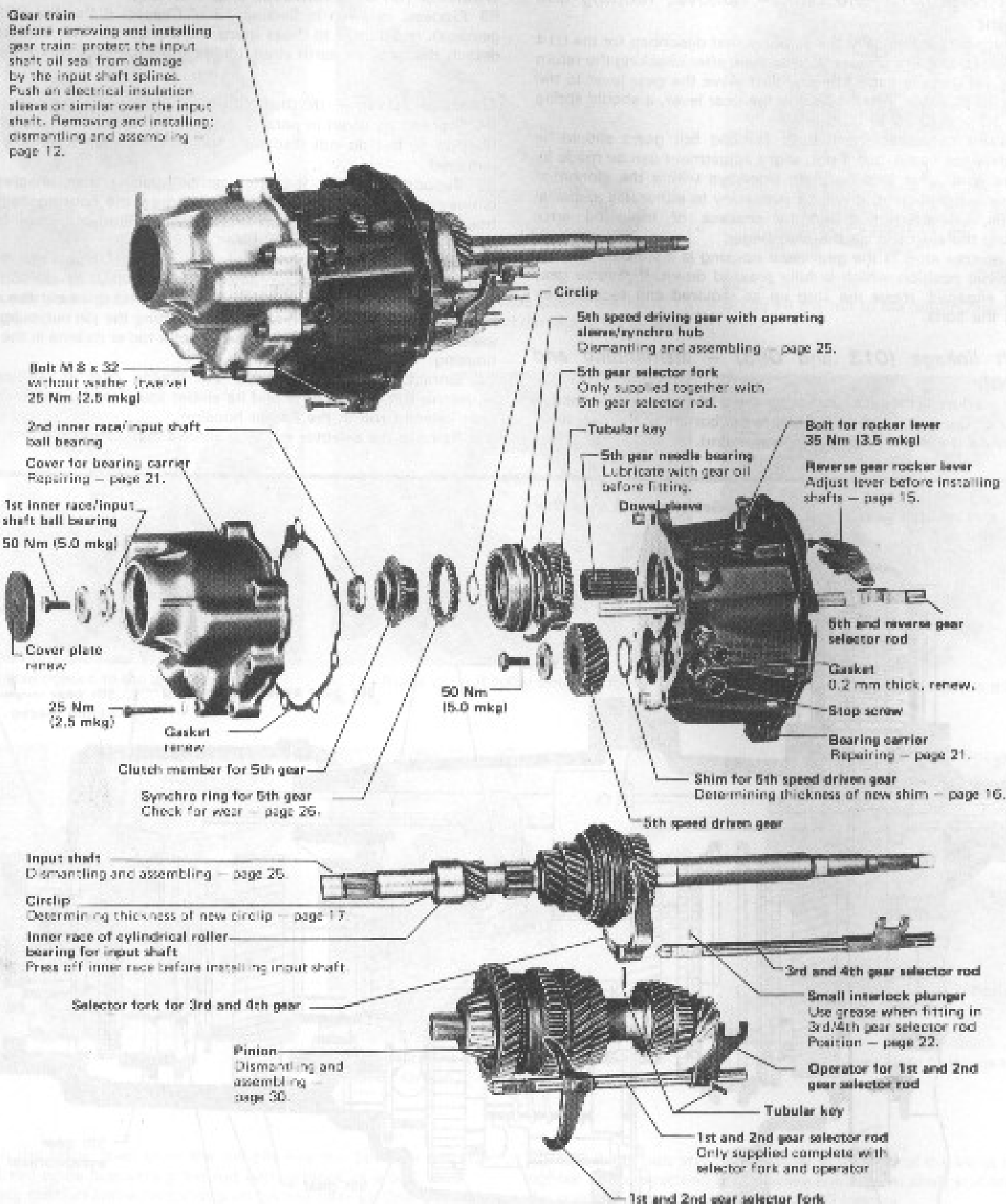


Fig. 13.41[a] Exploded view of 016 gearbox components (Sec 8)

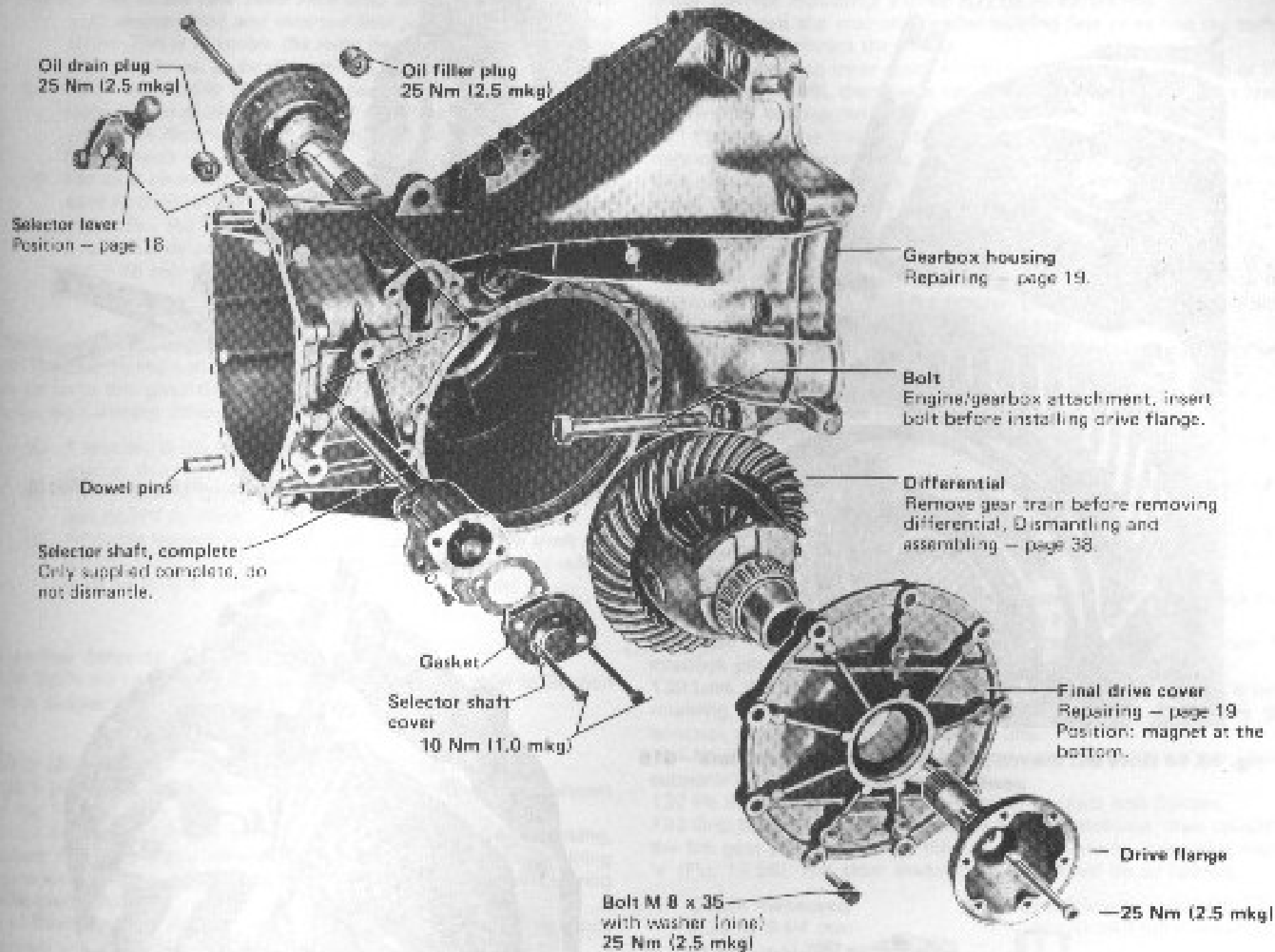


Fig. 13.41(b) Exploded view of 016 gearbox components (Sec 8)