Service bulletin

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THE BRITISH MOTOR CORPORATION (AUSTRALIA) PTY. LIMITED

FOR THE ATTENTION OF SERVICE AND PARTS MANAGERS.

CARS

GEAR CHANGE LINKAGE AND GEARBOX.

A number of assembly improvements have been incorporated during Production to ease the operation of the gear change mechanism at the following car serial numbers Freeway 3955, Station Wagon 2663 and Wolseley 2790. The following are details of remedies for possible complaints and the bracketed numbers refer to illustrations on Page F11 of the Workshop Manual.

AUSTIN
FREEWAY
STATION
WAGON
WOLSELEY

JAMMING, BAULKING, STIFFNESS GEAR CHANGE AND LINKAGE.

Further to Service Bulletin C196 and Section F5 of the Workshop Manual the following procedure is recommended when attending to the gearchange and linkage.

1. Disconnect the gear change linkage at the gearbox and move the hand lever (3) through the complete range of positions ensuring that the hand lever pivot bracket (36) is operating freely in the upper support bearing (7).

   If the bracket is binding in the bearing it is advisable to completely dismantle, clean, lubricate the threads and assemble taking care that the bearing is fully engaged until the pivot bracket spring washer (35) is compressed then unscrew a minimum of half a turn or until the bracket locating screw (5) lines up with the hole in the bearing. Ensure that point of screw is fully home in bearing before locking with wire.

2. Lubricate the bush located in the steering column grommet on the bulk head with a rubber grease or brake fluid to ensure free up and down movement of the control rod assembly (8). If grommet still binds, file hole in bulkhead to relieve pressure.

3. With the battery removed operate the hand lever to observe the condition of the controls at the lower end of the steering column giving attention to the following points.

   (a) See that the bottom control rod bracket assembly (22) is securely clamped to the steering column and that the locating dowel is in position.

   Prior to the approximate car serial numbers Freeway 2166, Station Wagon 1681 and Wolseley 1808 see that the 1st

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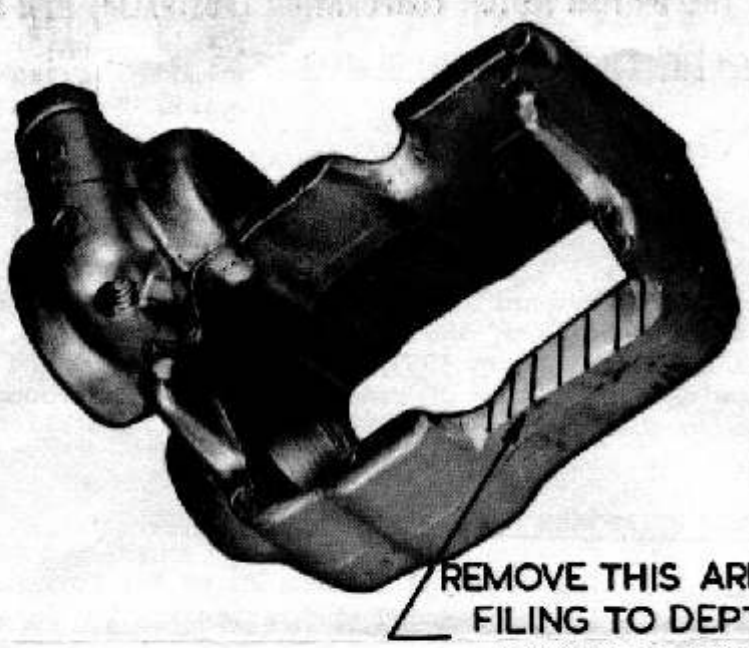
and reverse operating rod is not fouling on the bottom control rod bracket preventing full engagment of 1st gear. The illustration below outlines the section of the bracket to be removed by filing.



(b) To prevent the possibility of baulking on engaging gear or difficulty in disengaging gear see that the 1st and reverse gear operating lever is not binding or attempting to move the opposite operating lever 2nd and 3rd (30). Should it be found necessary to dismantle further to examine the condition of the selector pin (21) or operating lever jaws (30) see that pin slides freely from one slot to the other across gate. Pin must be fully disengaged from lower lever when in upper and vice versa. During assembly lubricate the sides of the dust seals with multipurpose grease and it is of the utmost importance to see that the two dust seal spacers (27) are fitted with the rubber section located towards the shoulder of the operating levers and the metal section towards the insulator (29) between the operating levers.

4. If cross shaft linkage assembly (10) is not free a heavy movement of the gearshift will be encountered also baulking on engaging and difficulty in disengaging gear. Apply a few drops of light oil to the ends of the tube and bronze socket on the outer end of the cross shaft.

With the gear change disconnected see that the change speed levers (17 and 19) will move freely into their respective positions and

checking that there is a small amount of overshoot. It may be necessary to remove the side cover to check the interlock plunger which should have small flats on each end and an overall length of 1.440/1.480 ins.

When assembling the side cover ensure that the dowels are a good fit. If the dowel holes are damaged replace the side cover. Carry out the "Adjustment of the Linkage" procedure as outlined on Pages F9 and F10 of the Workshop Manual or Service Bulletin C196 and it is essential to follow this procedure. It is most important to check the gear linkage adjustment after any attention to the power unit disturbing the engine or gearbox mountings. Apply a few shots of grease to the bracket assembly and add few drops of oil to the cross shaft bearings and the dust seals between the operating levers.

SECOND SPEED GEAR NOISE.

Due to a combination of tolerances the 2nd speed synchro hub could foul the side of the laygear in 2nd gear. Closer control in Production has eliminated this condition at the following engine serial numbers 4436 to 4613 and 4919 onwards.

Should this condition occur in the field it is permissable to grind .020" off the rear face of the sliding coupling.

REVERSE GEAR NOISE.

At Engine No.6379 a revised tolerance was introduced between the laygear and reverse wheel to prevent noise on the overrun, in reverse gear. Any cases brought to your notice and requiring attention rectification can be carried out by grinding .010" off the outside diameter of the reverse gear on the laygear. Carefully remove all burrs after grinding.

AUTOMATIC DISENGAGEMENT.

Auto disengagement of 2nd and reverse gears may be attributed to the following.

1. Insufficient loading on the synchroniser springs and also in the detent plunger in the side cover. These springs should be replaced and NOT packed up with washers.
2. If there is excessive clearance between the bore of 2nd speed gear and the bronze bush this could allow the gear to tilt and "walk out".

   To rectify replace the bush and gear ensuring that the running clearance has been reduced thus preventing gear tilt.

3. When investigating auto disengagement of reverse gear examine the internal splined diameter of first/reverse gear to ensure that it is a good fit on the mating splines of the 3rd motion shaft.

If the clearance is excessive it will require a replacement gear with a closer sliding fit.

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