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## WHEN TRANNY POPS OUT OF 2ND GEAR

by Ron Brown

First of all, pull the motor (trans attached). From here on out wire yourself for instant heart failure. Leave the engine and trans attached. Pull the inspection plate and shifting tower. Now, if yours is running true to form, a single push with a screwdriver should point out the problem, four times previously the following has proved to be true. Looking down through the hole where the shifting tower was, you should see a large hexagon nut on the tail shaft by the speedo drive gear. Although the nut may appear to be tight, if you push forward on the nut, it should move (1/32"-1/8"); This stop allows the entire first and second gear to shift and thus you can't engage second gear fully.

If so, that's it and you've just spent the past two hours for the purpose of tightening ONE NUT! Sounds easy? Wrong. You'll notice that to get to that nut with any kind of wrench, you have to (1.) Pull off the tail-shaft housing, and (2.) Remove the shifting forks and rods (if you don't have a shop manual, get one or call a friend). Be careful that when you remove the shifting rods that you don't lose the shift rod interlocking pins, (right?) These funny named things are inserted and they keep you from ending up in first and third at the same time. If they fall out, then you'll know where they go; if not, assume they're still in place (pray a lot).

At any rate, after you've tightened the nut back up super tight, make sure that you peen the washer on three or four of the flats over the nut (that's what the lazy SOB in England forgot to do in the first place). Now, all you have to do is put the Whole works in the car.