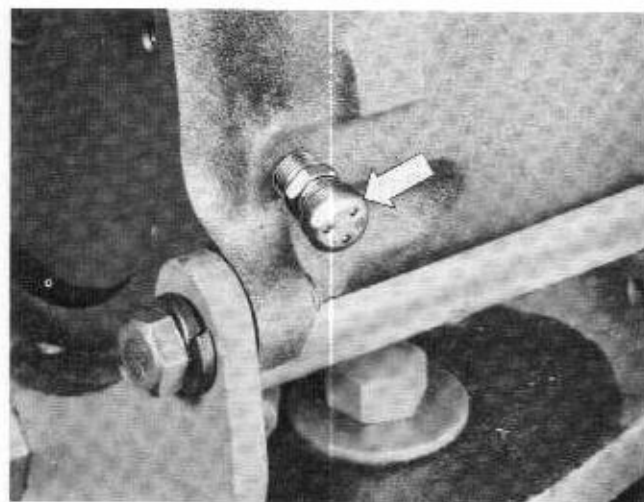


SECTION THREE—INSPECTION OF CASE, INSPECTION
AND INSTALLATION OF CASE LINKAGE



A. Inspection of Case

1. Remove the transmission vent.

2. Clean the case thoroughly with a clean solvent, and blow out all oil passages.
3. Check all of the oil passages for leaks or inter-connected passages in the following manner.

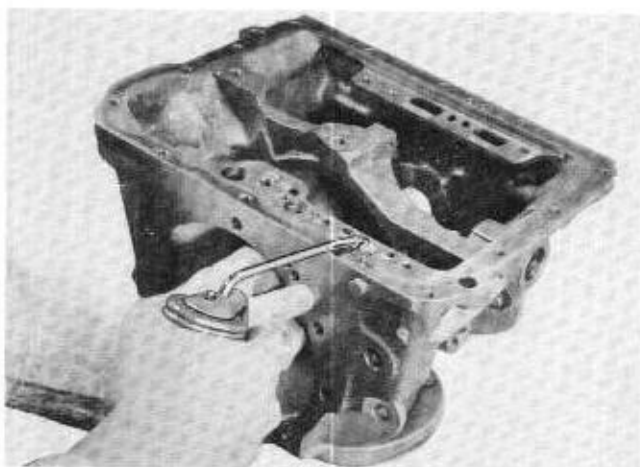
- (a) Place a grommetted blowgun at one end of a passage.
- (b) Then, place your finger over the other end of the passage.
- (c) Next, apply air pressure and listen carefully to be sure air is not escaping through inter-connected case passages.

NOTE Do not seal passage tightly, as air pressure may blister flesh.

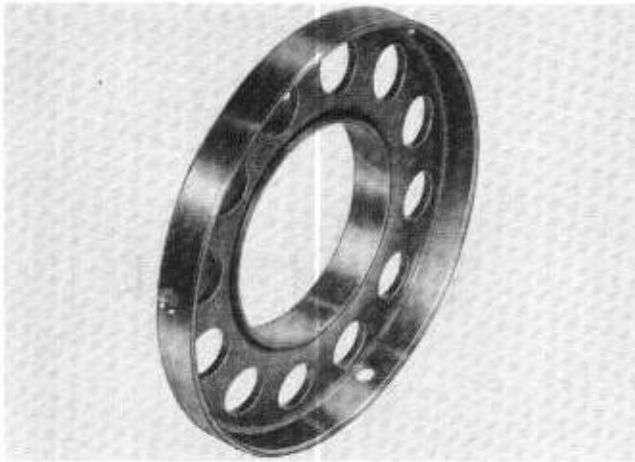
- (d) Also make sure passages are open as indicated by pressure felt at your finger. Check the cause of the restriction, and if foreign material is the cause, clean out the passage.

NOTE If any passages are inter-connected, or have not been drilled in the case, replace the case.

4. A further check can be made by pouring oil through the passages as shown. If oil does not run through freely, when finger is released at other end, check for restrictions and remove them. If oil will not run through a passage at all, it indicates that the passage has not been drilled. If oil leaks out of a passage other than the one being checked, it indicates inter-connected passages. If either of these two conditions are indicated, replace the case.



5. Inspect the case for cracks and stripped threads. Replace the case if either flaw is found.
6. Inspect gasket and mating surfaces for burrs. Remove any burrs.
7. Inspect the bushing for scores.
8. Inspect the vent for obstructions.
9. Inspect the torsion lever pin for wear.
10. Install the transmission case vent.

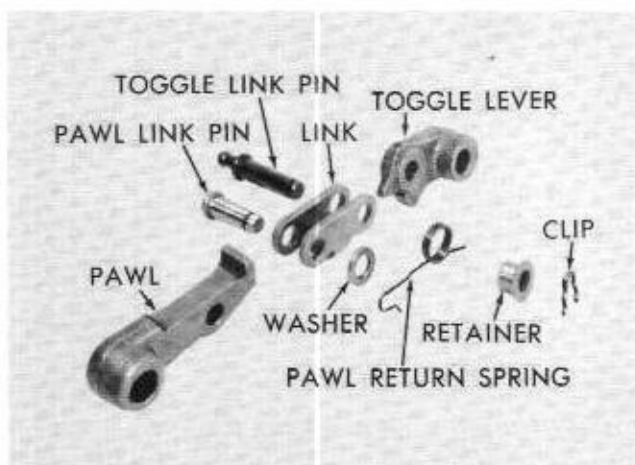


11. Inspect the center support for wear and for scores.

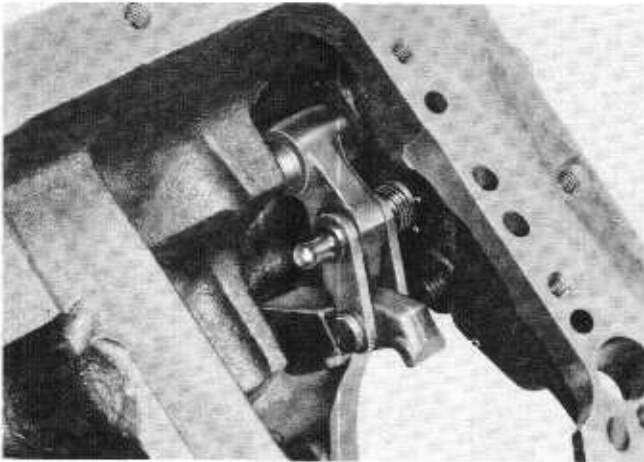
B. Inspection of Case Linkage

1. Inspect all linkage levers for wear. Replace if damaged or worn.
2. Inspect all linkage springs for distortion. Replace if distorted.
3. Inspect the pawl, the link, and all pins for wear and damage. Replace if worn or damaged.

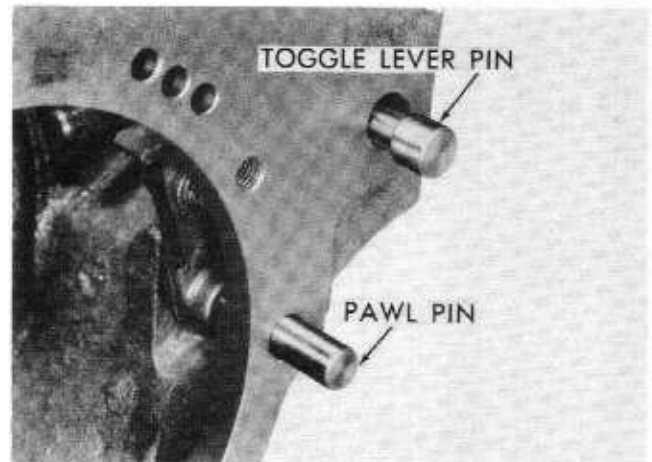
C. Installation of Case Linkage in Case



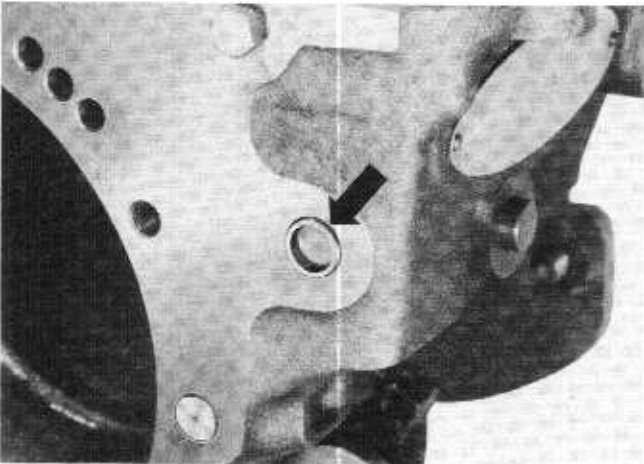
1. Assemble the toggle lever, pawl, and their pins in the link. Place the washer on the pawl link pin. Hook the hooked end of the pawl return spring over the pawl link pin. Slide the spring and retainer on the toggle link pin, and install the clip in the groove of the toggle link pin.



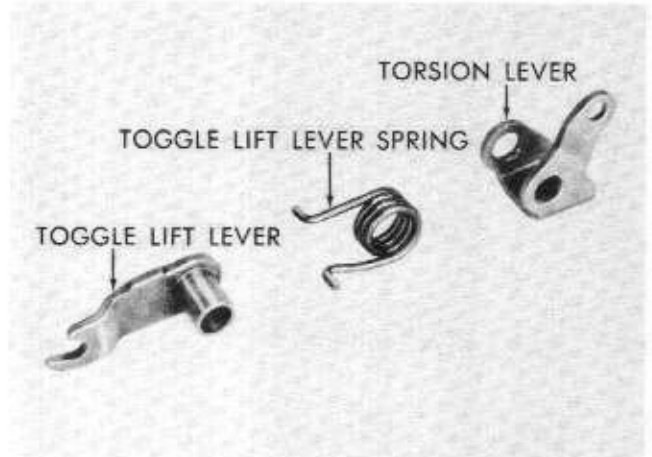
2. Position the toggle and pawl assembly in the case.



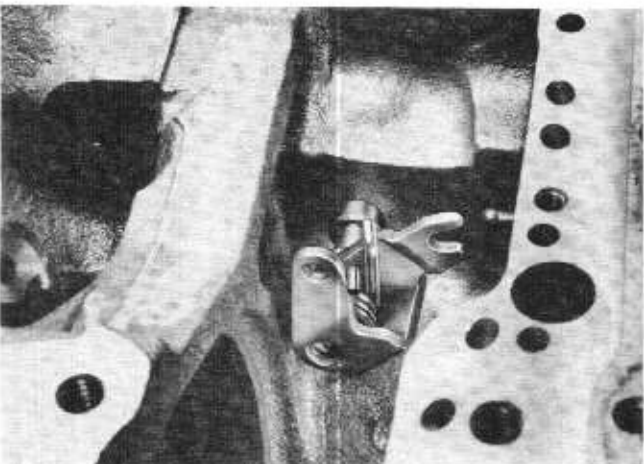
3. Install the toggle lever pin and pawl pin.



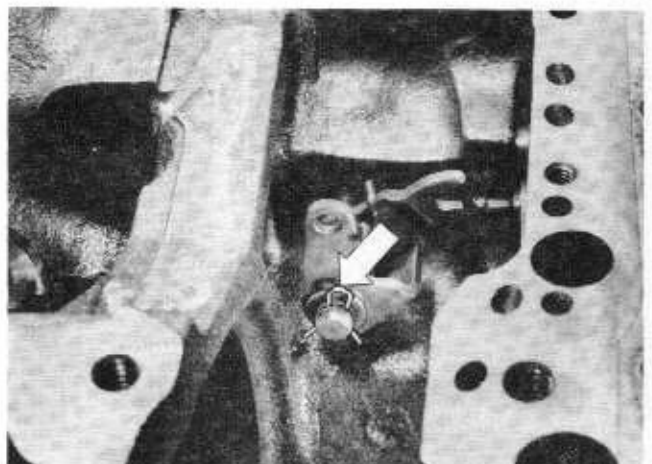
4. Install the toggle lever pin plug — driving it in until firmly seated.



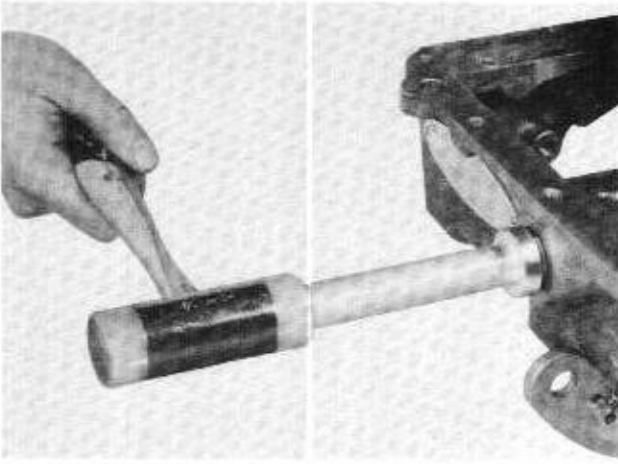
5. Assemble the torsion lever assembly.



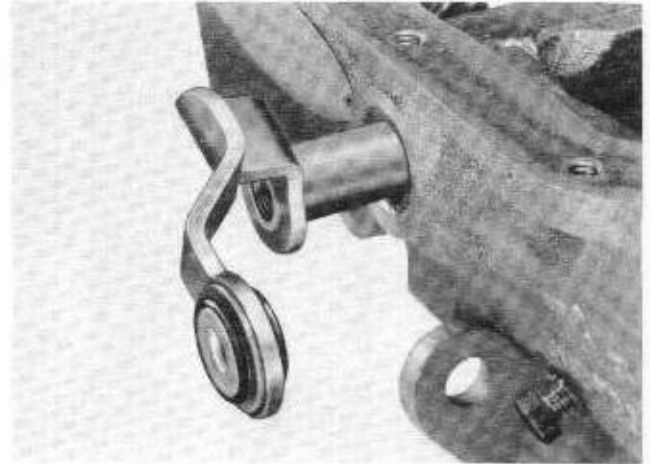
6. Install the torsion lever assembly.



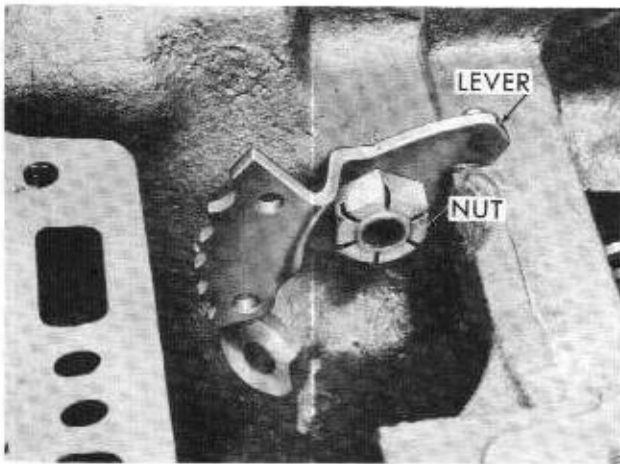
7. Install the torsion lever washer and clip.



8. Install a new manual shaft seal — using the tool shown to seat the seal.



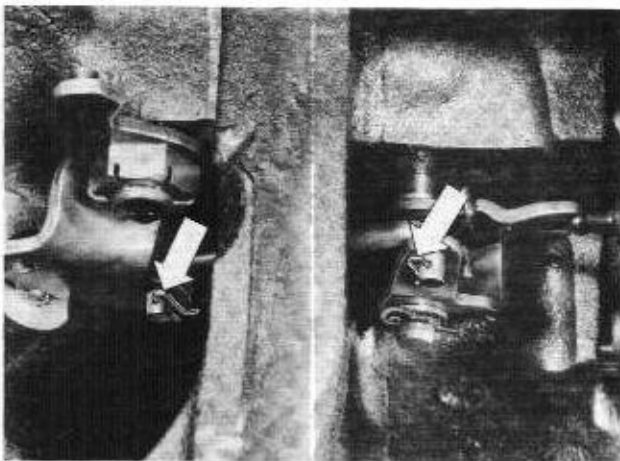
9. Install the manual lever in the case.



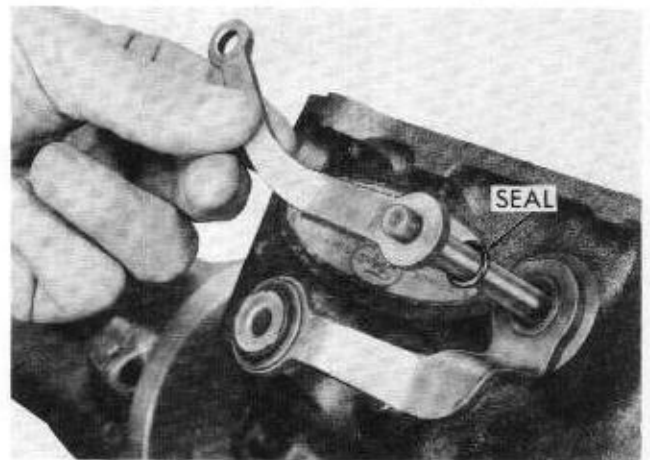
10. Install the detent lever and manual shaft nut. Torque the nut 35 to 40 foot-pounds.



11. Install detent spring and ball under the detent lever — depressing the ball and spring while turning notched side of the lever over the ball.



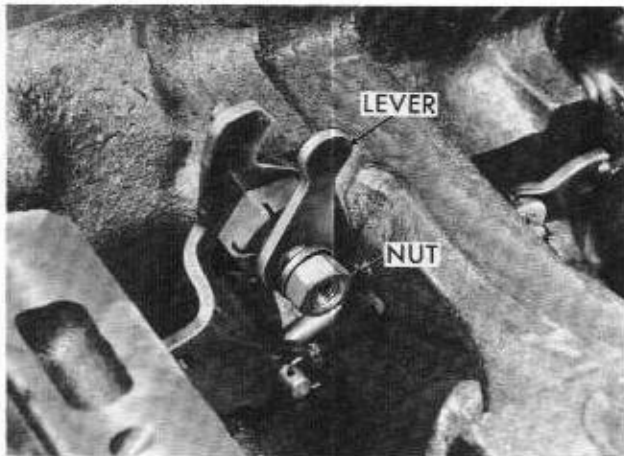
12. Install the parking mechanism actuating rod, and secure it with cotter pins.



13. Install a new seal on the throttle lever shaft, and install the throttle lever in the case.

Chapter IV

Section FOUR



14. Install the inner throttle lever and nut. Torque the nut 25 to 28 foot-pounds. Then, check the case linkage for free movement.