

Driveline

- Versions with manual gearbox

Clutch

Removal and installation

To renew the clutch assembly first take out the gearbox; see *Gearbox*.

Note: An hydraulic or mechanically operated clutch can have been fitted.

Remove the pressure plate from the flywheel. Check the components for damage and wear. On versions with hydraulically operated clutch: check the slave cylinder pipes for leaks.

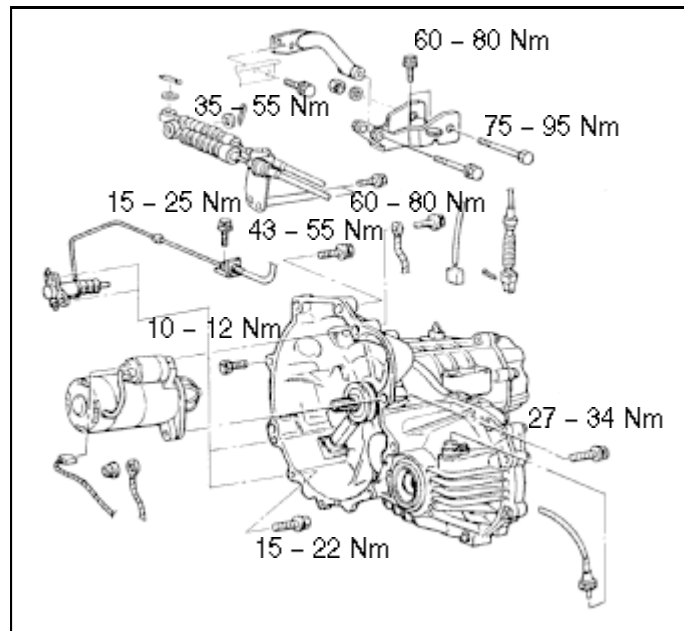
Refit the clutch in reverse order of removal. After fitting the clutch and gearbox; check the pedal height and clearance.

torque settings	
pressure plate	15 - 22 Nm
master cylinder to firewall	10 - 15 Nm
slave cylinder	15 - 22 Nm
hydraulic lines	13 - 17 Nm

pedal adjustment	
clutch pedal height; cable operated	no data
clutch pedal height; hydraulically operated	173 - 178 mm
pedal clearance; cable operated	15 - 20 mm
pedal clearance; hydraulically operated	6 - 13 mm
distance to floor; pedal depressed	at least: 55 mm

Gearbox

Removal and installation



The gearbox forms a unit with the differential, and can be removed downwards separated from the engine.

Drain the gearbox oil. Remove battery and holder; and on injection versions, the air filter. Disconnect the gearbox control cables and clutch control (hydraulic or mechanical). Remove starter motor, gearbox mounting bracket. Disconnect the speedo cable. Underneath, remove the shield. Disconnect the track rod ball joints and lower ball joints on both sides. Disconnect the drive shafts from the differential. Place a jack under the gearbox.

Check that all gearbox connections (electrical) are disconnected. Separate the box from the engine. Remove the box downwards.

Replace the components in reverse order of removal. Fill the gearbox as specified. After re-fitting; check clutch and gearbox operation.

torque settings	
filler plug	30 - 35 Nm
drain plug	30 - 35 Nm
mounting to gearbox	60 - 80 Nm
mounting to body	90 - 110 Nm
bell housing cover	6 mm: 8 - 10 Nm
	8 mm: 10 - 12 Nm
starter motor	27 - 34 Nm
gearbox to engine	8 mm: 10 - 12 Nm
	10 mm: 30 - 35 Nm
	12 mm: 43 - 55 Nm
centre mounting to body	60 - 80 Nm
centre bearing to engine	36 - 46 Nm
others	see illustration

Differential

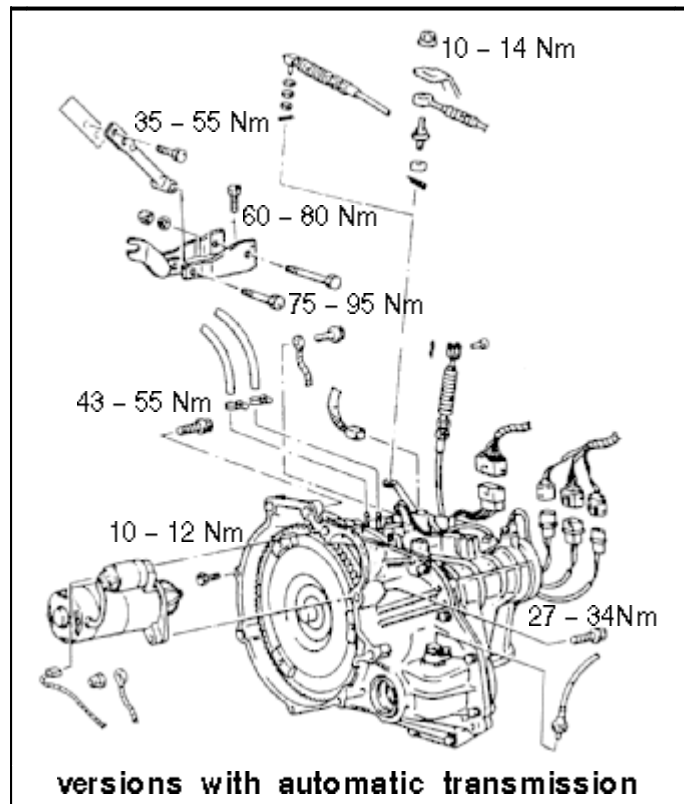
Removal and installation

The differential is built as one unit together with the gearbox; see *Gearbox*.

- Versions with automatic transmission

Automatic transmission

Removal and installation



The automatic transmission forms a unit with the differential and can be removed downwards separated from the engine.

Drain the transmission fluid. Loosen the oil cooler hose connections. Remove battery, holder and air filter. Disconnect the transmission operating cables and electrics. Remove starter motor, transmission mounting. Disconnect the speedo cable. Underneath, remove the shield. Disconnect the track rod ball joints and lower arm ball joints on both sides. Disconnect the drive shafts from the differential. Place a jack under the transmission.

Check that all electrical connections are disconnected. Separate the torque converter from the drive plate. Separate the transmission from the engine. Remove the transmission downwards.

Replace the components in reverse order of removal. Fill the transmission as specified. After fitting, check the control mechanism and transmission operation.

torque settings	
torque converter to drive plate	46 - 53 Nm
others	see illustration