



Fig 32

## Transmission

The drive from the engine to the gearbox is by Renold "Triplex" chain on triple sprockets. A spring-loaded hydraulically-damped chain tensioning device is fitted, so that no adjustment is needed. The drive is enclosed in a light alloy case which acts as an oil bath. Oil is fed automatically from the gearbox, providing constant lubrication.

Gearbox and differential assembly housing form a single cast light alloy unit with the engine sump, but are isolated from the engine lubricant.

The 5-speed gearbox is of AC design and construction. There is synchromesh on all gears. The 4th gear gives a ratio of 1:1, 5th being an overdrive for high speed cruising with economy. A dipstick 'A' (Fig 32) indicates gearbox oil level; replenishment of oil is through the dipstick orifice, using a funnel. A drain plug on the underside of the gearbox casing is provided for oil draining 'E' (see Fig 24 Page 17). The oil used is of the same grade as for the engine (see Page 17).

The oil is drained off and renewed at the 6000-mile service, after which it should be topped-up periodically, but not changed.

The differential assembly is lubricated from the gearbox. The inner universal couplings to the drive shafts are pre-packed and sealed for life. The outer universal joints have a greaser (see "Steering and Suspension"). *Do not over-grease, as this may blow the seal.*