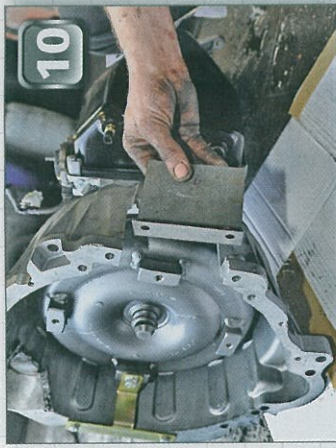
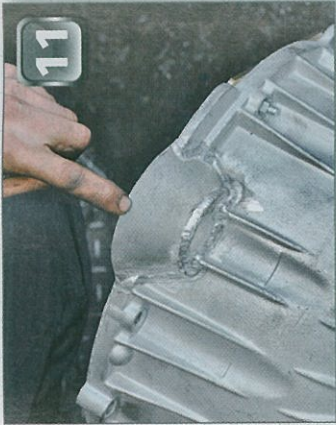




PICTURE 10 ...and a bolt-on cover plate fitted later. It's all beautifully accurate and well machined by Motor & Diesel Engineering from whom I bought the parts, via Ashcroft Transmissions.



PICTURE 11 There's also an extra cut-out and welded-on shroud for the starter motor...

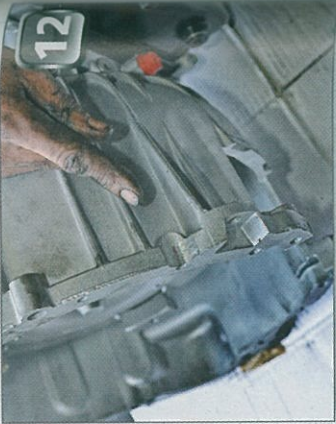


side of the specially machined flywheel...

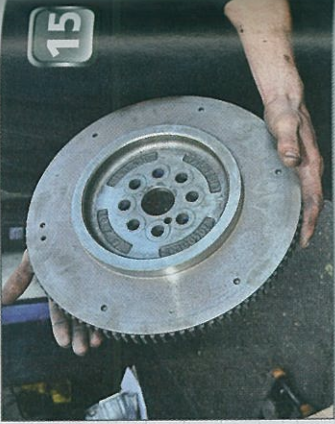


PICTURE 15 ...and this is the transmission-side.

PICTURE 16 This shim and spacer are fitted to the flywheel after fitting it to the engine...



PICTURE 17 ...while these, the adapter and drive plate, will be fitted to the torque converter before the gearbox is installed.



PICTURE 18 Andy started the assembly by removing the manual transmission's spigot (or first-motion shaft) bearing from inside the end of the engine crankshaft.



PICTURE 22 From the 'old' engine housing, he removed the starter motor...

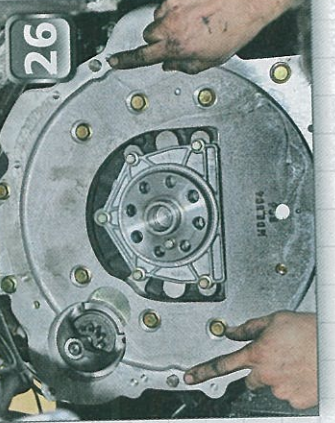


PICTURE 23 ...added this cleverly curved, steel filler plate to the adaptor plate...

PICTURE 24 ...then temporarily fitted the starter motor to flatten out the steel plate, friction-fitting it in position on the aluminium adaptor plate.



the end of the block, shown here, before tapping the plate home with a mallet...



PICTURE 27 ...and fitting the new retaining bolts.

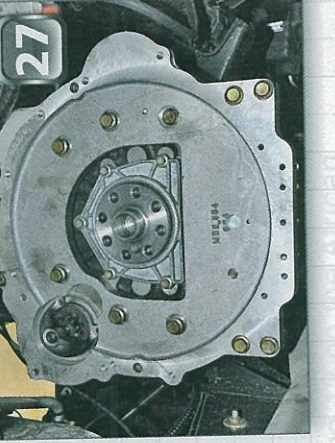
PICTURE 28 Next, Andy offered up the new flywheel...

PICTURE 29 ...followed by the spigot aligner and 2mm-thick packing shim. As you can see, holes had to be aligned carefully.

PICTURE 30 The eight M14 x 1.5 pitch capscrews supplied with the kit were each treated to a dose of thread lock compound.



PICTURE 31 Then, they were inserted and hand-tightened before being nipped up with a ratchet wrench...



PICTURE 32 ...and finally torqued up to 100 lbft. BEFORE the threadlock had a chance to set. Note that the flywheel has to be jammed with a suitable lever to prevent it from turning as the bolts are tightened.

PICTURE 33 You can use an old wheel to stand the ZF gearbox upright, enabling you to work on the torque converter in the bellhousing. If you look back to Picture 10 you'll see that the torque converter was temporarily held in place with a steel strap.



PICTURE 14 ...while this is the engine-

