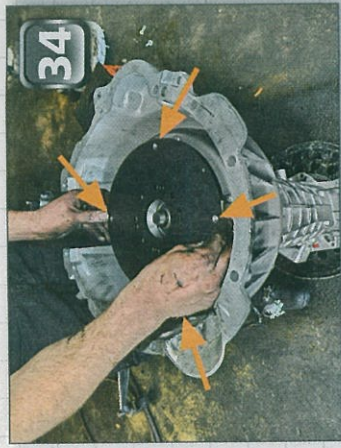
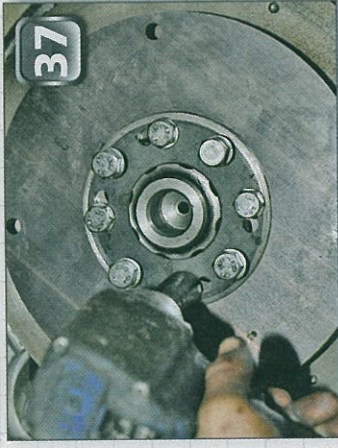




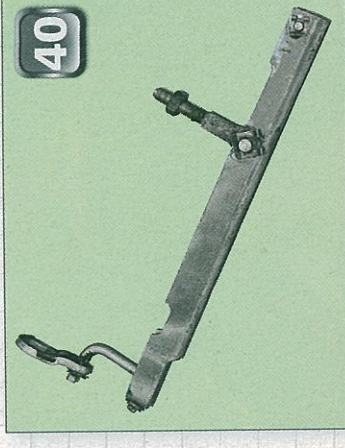
PICTURE 34 This is the drive plate that will be bolted to the engine via the flywheel and spigot aligner. It's being held up here just for demonstration purposes. When the gearbox is in place, the drive plate is bolted to the torque converter at the four bolt holes indicated.



PICTURE 35 The new M10 setscrews and washers supplied with the kit were prepared by adding threadlock.

PICTURE 36 The drive plate and its buttress ring were offered up to the back of the engine and each setscrew inserted by hand...

PICTURE 37 ...before being spun on with

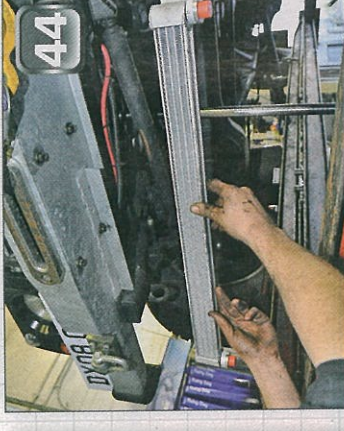


the air wrench then tightened to 35 lbft with the torque wrench.

PICTURE 38 There was now a bit of a hiatus while we waited for more parts to arrive so Andy used his time productively by getting ahead of himself as much as possible. The gearbox mounting studs from the old engine fittings were removed with a stud extractor and screwed into the back of the engine block.

PICTURE 39 This is the standard shifter assembly.

PICTURE 40 For this set-up, the Discovery



PICTURE 41 The existing linkage is removed...

PICTURE 42 ...the pivot arm (arrowed) is screwed into the shifter casing and the spacer washers refitted...

PICTURE 43 ...followed by the pivot pin and spring retaining clip.

PICTURE 44 Another preparatory job was to work out where the Setrab oil cooler would be fitted. You might laugh when you see, next month, where it ended up, albeit temporarily.

LRM



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