

Gearbox installation

Конференция "Обменяемся опытом. Нива"
NIVA-FAQ
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Works under the car

Remove the clutch pressure plate in order to check the condition of the driven disc and pilot bearing. Replace any worn parts.

Have all tools and fixtures for installation of the gearbox on the distance of the extended hand prepared before starting to work.

Turn the receiving exhaust pipe clamp to the outside. Raise the gearbox rear end, direct the shifting mechanism through the floor tunnel hole and insert the input shaft through the clutch pressure plate center hole, then shake the gearbox up and down and side to side while pushing it forward until it lands into final position. Turn the receiving exhaust pipe clamp clockwise before pressing it to the gearbox pipe bracket and, holding the gearbox in this place with the right hand, fasten the left bottom bolt (12 mm, 19mm wrench) to the engine cylinder block:



Now it's possible to release the gearbox and fasten the remaining 19mm wrench bolts.

Apply graphite grease to the gearbox crossmember fastening studs. Raise the right side of the crossmember and install the plain washers, spring washers and screw on the nuts finger tight in the studs. Repeat on the left side. Finally tighten the nuts alternately a few turns at a time. Reconnect the wires to the reverse indicator light switch.

For 214: Install the muffler bracket on its place.

Fasten the clamp to the muffler bracket and tighten its bolt with a 13mm wrench.

Screw on the lower and middle starter fastening bolts.

Fit the clutch slave cylinder to the bellhousing by inserting the pushrod through the hole in the release bearing fork. Tighten the two bolts with a 13 mm wrench. Adjust the pushrod free travel to 3 – 4 mm and install the fork retracting spring.

Shift the gearbox into neutral position. This can be done through the transfer case levers aperture in the floor tunnel without having to get out from under the car.

Apply grease to the transfer case mount fastening studs, raise and direct the transfer case mount holes through the studs and install the washers and nuts (finger tight) while holding the transfer case against the car's floor. Insert the flexible coupling bolts through the gearbox output shaft holes and fit the

flexible coupling to the intermediate shaft, one bolt at a time. Finish by tightening all the six 12mm nuts with the aid of two 19mm wrenches.

Fit the sealing washer to the speedometer cable end and attach the cable to the transfer case.

For 214: Fit the sealing washer to the speed sensor and insert the latter into its socket. Check up that the sensor sits all the way into the socket and make sure the lock spring secures it in place.

For 214: Install the catalytic converter heat shield, not forgetting to smear the fastening bolt threads with graphite grease.

Wipe the transfer case flanges with a clean dry cloth:



Reinstall the front and rear driveshafts using the alignment marks made earlier as a reference.

For 214: Fit the sump guard to the front suspension crossmember and tighten its bolts.

Works in the cockpit

Collect all the shifting lever parts together. The left picture shows the correct order of installation:

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Spray WD-40 to the bottom end of the lever and to the shifting mechanism extension. Put the lever together with its plastic retainer on the shifting mechanism extension and sharply strike the other end with the open hand to settle it down into its place. Pull the lever upwards, if it has been correctly installed the lever won't go off the shifting mechanism. Tighten the screws of the lever cover to the body (the diagonal left and right top).

Reconnect the wires to the diff lock light switch. Set the transfer case levers in the lock and low gear position and slide the rubber boots on the levers. Finally, draw the three screws that hold the lever boots to the body, two on the right and one at the middle left.

Reinstall the plastic floor tunnel cover. Tighten its six screws (one goes in the tab behind the dashboard).

Install the transfer case lever handles by rotating them while pressing downwards. Remember the handles aren't threaded, they're just an interference fit.

Works in the motor compartment

Tighten the starter upper bolt.

Align the transfer case.

Operation of a repaired gearbox

A repaired gearbox doesn't need to be run-in like a repaired engine. However, I recommend keeping an eye on the oil level and shifting gears without rushing, with a delay of at least one second between gear changes.

Shift the gearbox into reverse only after bringing the car to a complete stop. If it's hard to shift into reverse press the clutch pedal and try to engage reverse again. If a crunch is felt during gear shifting this means that is necessary to adjust the clutch slave cylinder pushrod free travel. If this won't help, it will be necessary to replace the whole clutch system.

Volodjushka, 13.03.03.