

## Improvement of gear changing on cold starting with all types of manual gearbox

The presence of oxidation (between the splines of the primary shaft and the clutch hub), as well as resinous deposits cause difficulties during gear changes, especially when engaging first gear from neutral with the engine cold.

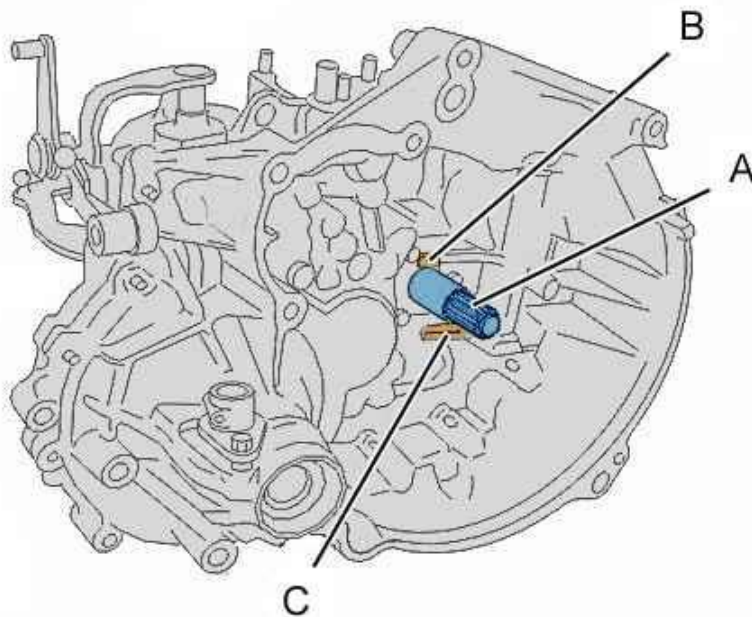
To avoid these problems, apply the following procedure strictly, following each removal/refitting of a manual gearbox and/or whenever work is carried out on a clutch.

**ESSENTIAL :** For these operations, use the product Molykote-Spray-g-Rapid sold by Parts Division in a 400ml aerosol can.

### 1. Repair operation

Remove :

- The gearbox (See corresponding method )
- The clutch thrust bearing



Clean the input shaft at ( A ) and the stop guide at ( B ) using a metal hand brush to eliminate all traces of oxidation.

**ESSENTIAL :** Clean the input shaft completely along its entire length, over its entire periphery and in the grooves.

Protect the interior of the clutch housing from splashes of grease.

Spray the recommended grease evenly onto the stop guide at ( B) and onto the input shaft.

Grease the fingers of the clutch fork ( C).

Remove the surplus grease on the top of the grooves and the end of the input shaft using a cloth.

N.B. : An excess of grease will contaminate the clutch friction plate and cause noise in neutral, slipping or juddering of the clutch.

ESSENTIAL : If the clutch disc is reused, the disc hub must be free of traces of oxidation.

## 2. Refitting

Continue the fitting operations in the reverse order to removal.