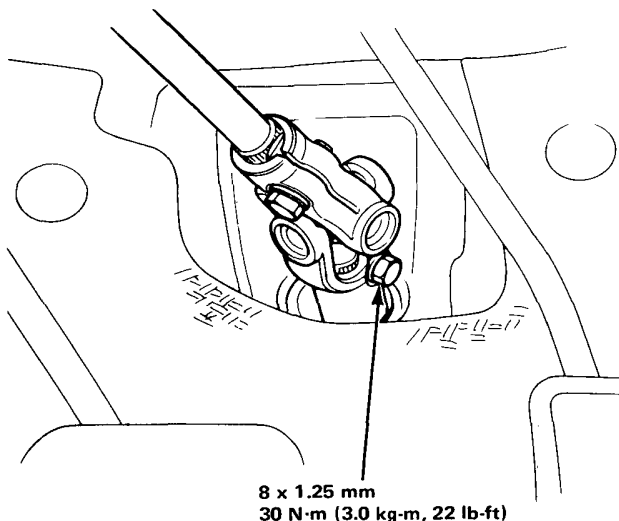


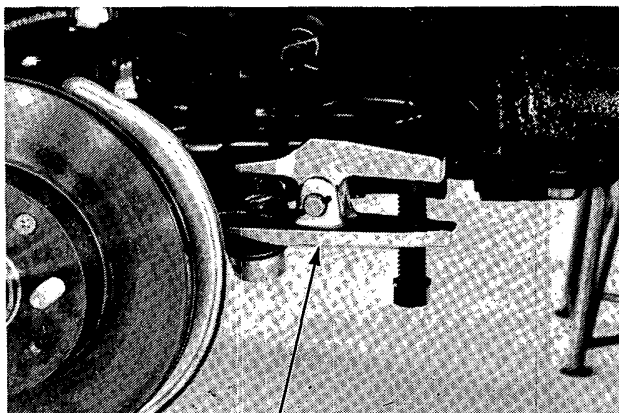
# Gearbox

## Removal/Installation

1. Remove the bottom bolt in the steering shaft connector, and pull the connector up off the pinion shaft.



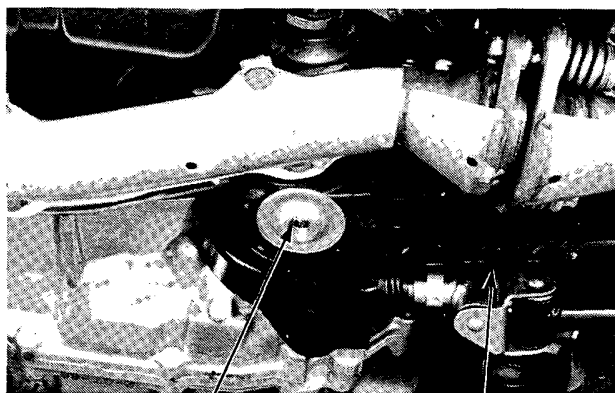
2. Raise the front of car on jack stands and remove the front wheels.
3. Remove the cotter pins, and unscrew the tie-rod end ball joint nuts halfway.
4. Break the ball joints loose using the Ball Joint Remover.
5. Then remove the nuts, and lift the tie-rod ends out of the steering knuckles.



**BALL JOINT REMOVER**  
07941-6920001

6. Manual Transmission Only:

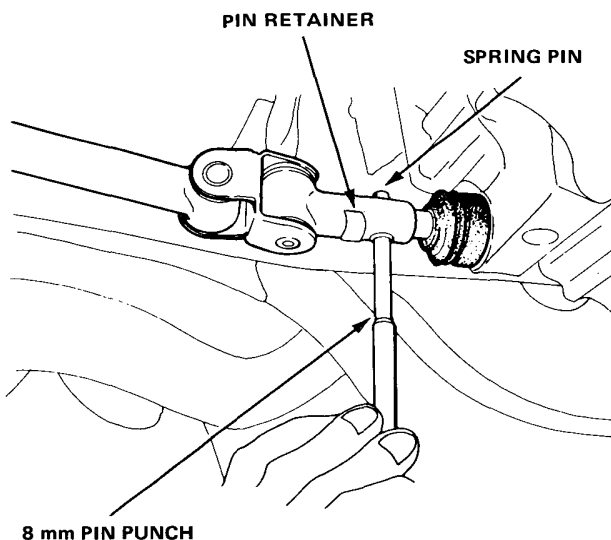
- Disconnect the shift lever torque rod from the clutch housing.



6 x 10 mm  
10 N·m (1.0 kg-m, 7 lb-ft)

**SHIFT LEVER  
TORQUE ROD**

- Slide pin retainer out of way, drive out spring pin with punch, then disconnect shift rod.

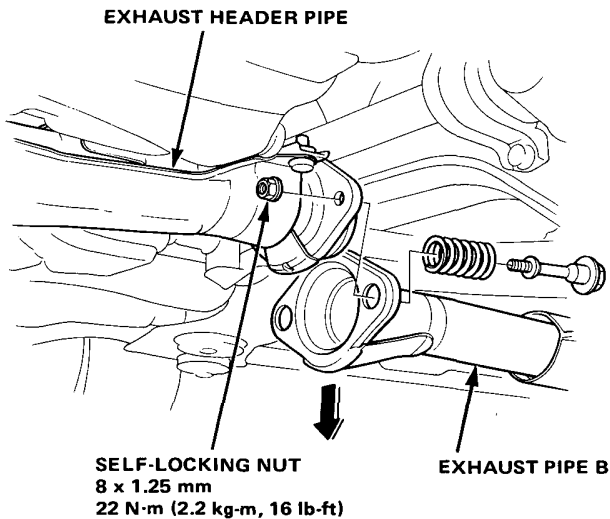


**NOTE:** On reassembly, slide retainer back into place after driving in spring pin.

7. Automatic Transmission Only:  
Remove the shift cable guide from the floor and pull the shift cable down by hand.



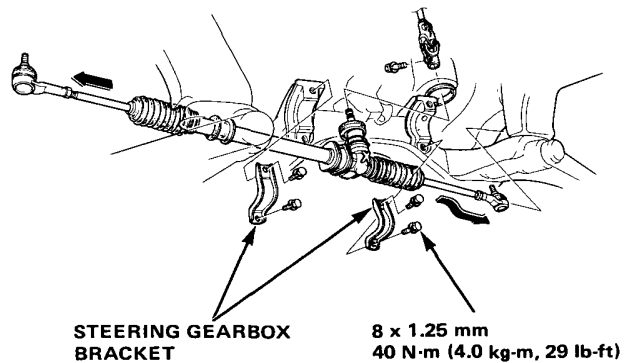
8. Remove the self-locking nuts (two) connecting the exhaust header pipe to exhaust pipe B, then pull exhaust pipe B down by hand.



9. Push the rack all the way to the right (simulate a left turn), then remove the gearbox brackets.

Drop the gearbox far enough so the end of the pinion shaft comes out of its hole in the frame channel, then rotate it forward until the shaft is pointing to the rear.

Slide the gearbox to the right until the left tie-rod clears the exhaust pipe, then drop it down and out of the car to the left.

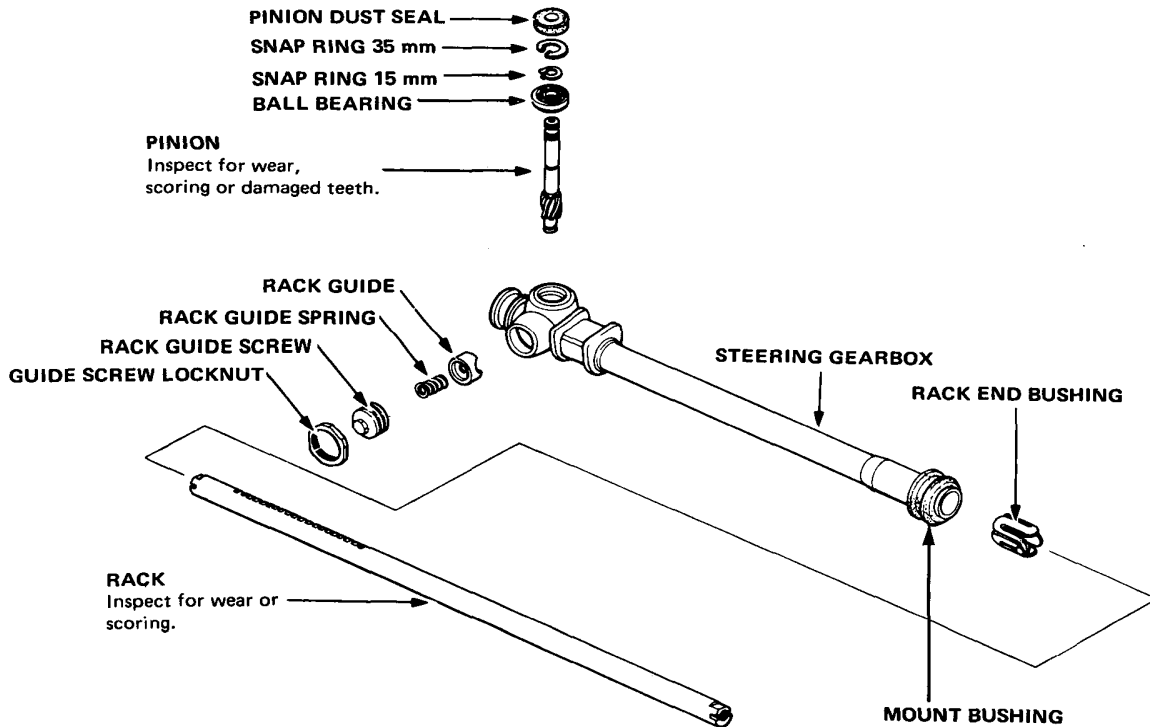
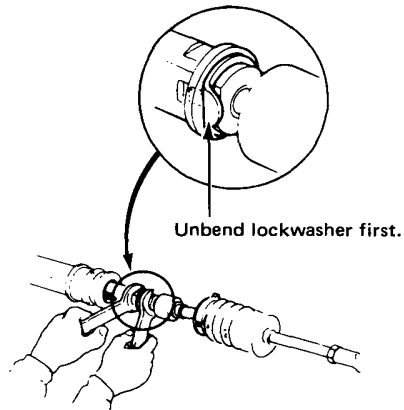


10. Gearbox installation is in the reverse order of removal.

# Gearbox

## Disassembly/Inspection

1. Carefully clamp the gearbox in a vise.
2. Loosen the bands, then pull the boots away from the ends of the gearbox and unbend the tie-rod lockwashers.
3. Hold the rack with a 21 mm wrench and unscrew the tie-rods with a 17 mm wrench.
4. Remove the rack guide components from the gearbox.



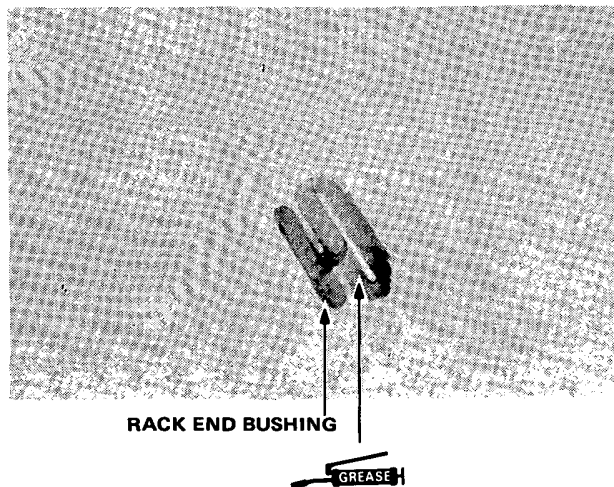
5. Remove the pinion boot, pinion dust seal, and 35 mm snap ring, then pull the pinion out of the gearbox.
6. Slide the rack out of the gearbox.



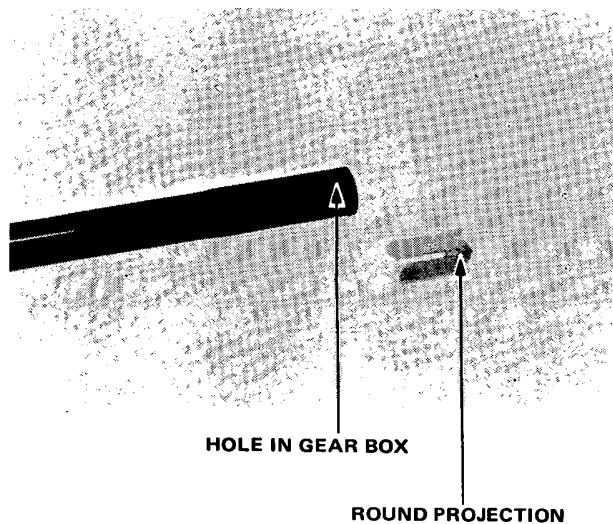
## Rack End Bushing Installation

1. Apply a thin coat of grease to the inside surface of the rack end bushing.

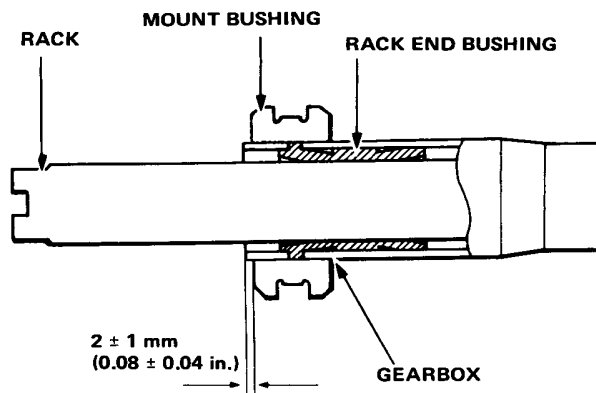
**CAUTION:** Do not fill the slots with grease; they must remain open to serve as air passages.



2. Install the rack end bushing by aligning the round projections on the bushing with the holes in the gearbox.



3. Slide the mount bushing onto the gearbox as shown.



# Gearbox

## Reassembly

Reassemble the gearbox in the reverse order of disassembly, then:

1. Put a new lockwasher and stop washer on both tie-rods.
2. Screw each tie-rod into the rack while holding the stop washer so the tabs are in the slots in the rack end. Tighten the tie-rod securely, then bend a lockwasher back against the flat on the flange as shown.
3. Install the boots and secure with the bands.
4. Pack the tie-rod ends with grease, then install on the tie-rods. Do not tighten the locknuts until after tie-rod adjustment (page 20-3).
5. Fill the tie-rod end boots with grease and install as shown; replace boots that are cut or split.
6. Bleed air from the boots by gently squeezing them from the bottom up.
7. Reinstall the gearbox (page 19-4).
8. Adjust the gearbox (page 19-3).

