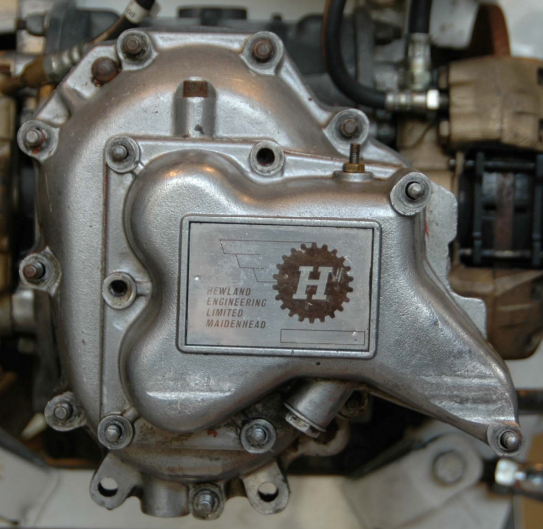
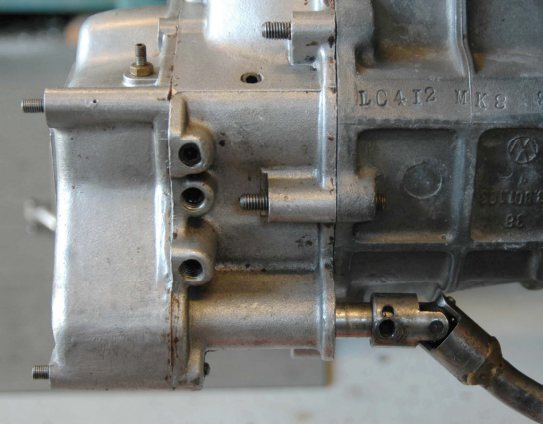

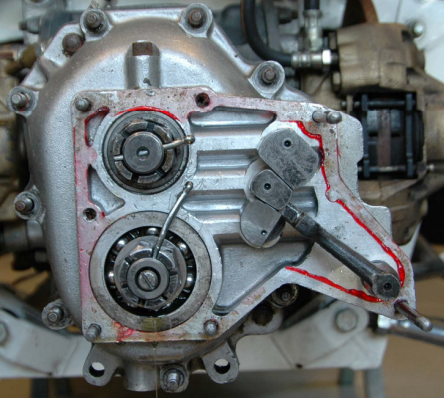
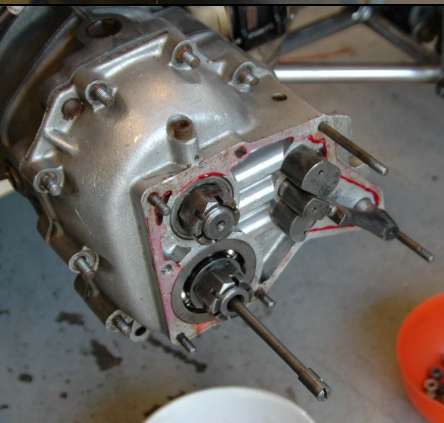
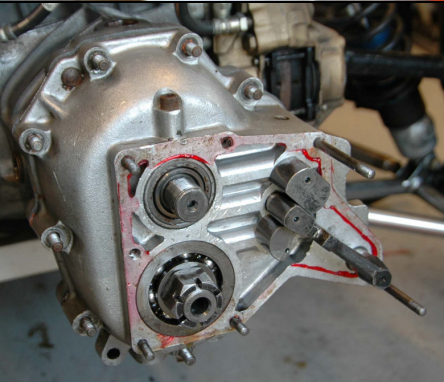
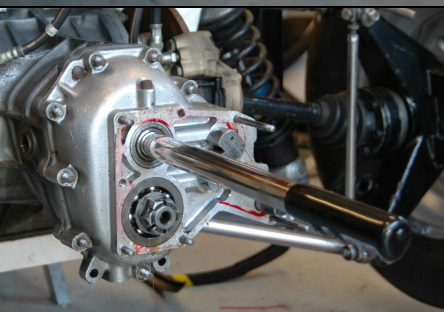
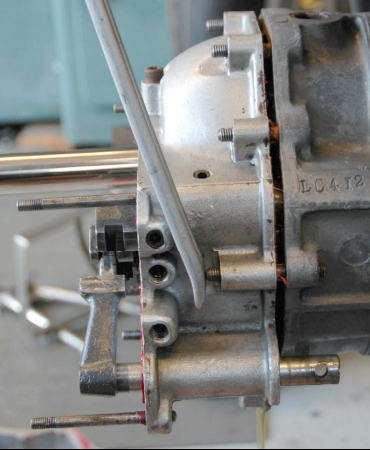
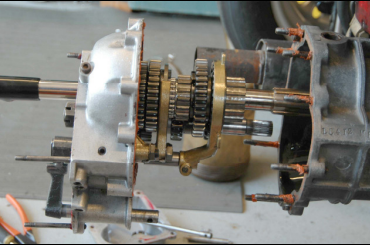
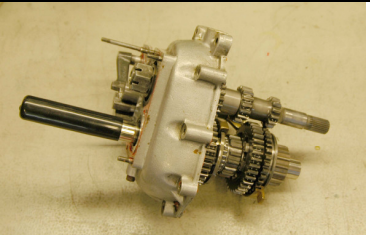
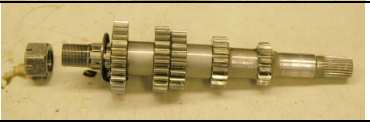
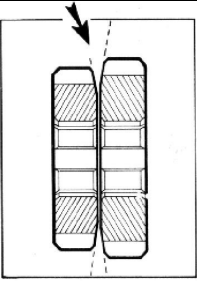
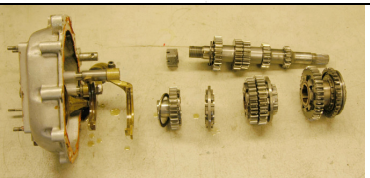



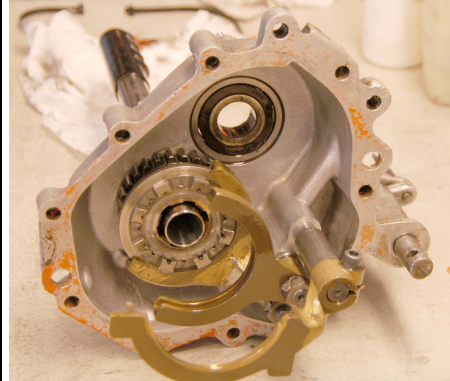
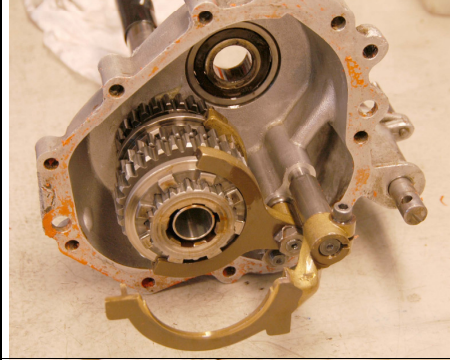
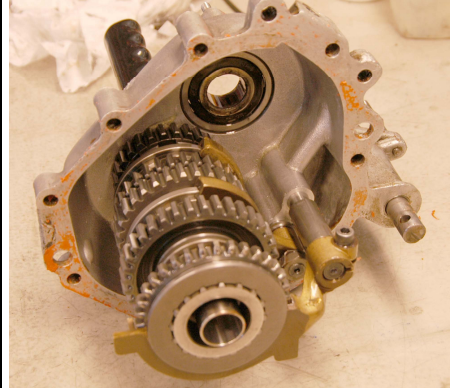
## How to change gears on a Hewland MK8/9

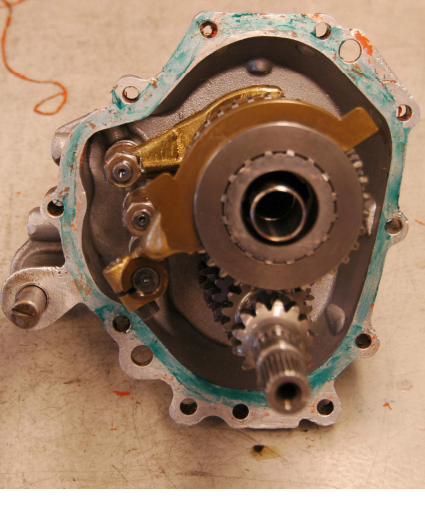
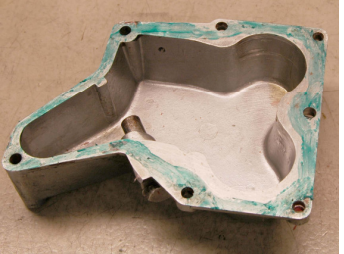
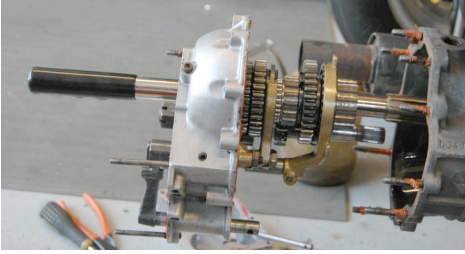
		Raise the rear of the car
1.	Undo the 8 M8 nuts and 7 off the ¼ "UNF nuts on the rear casings of the gearbox	
2.	Detach the gear linkage	
3.	Put a tray under the gearbox to catch the oil. Slightly tap the end cover and remove it.	

4.	Remove the split pins		
5.	<p>Remove the draw bolt. Push in the upper and lower gear selectors to lock the gearset.</p> <p><b>Hint:</b>  <i>If you have trouble pushing in both, engage the top one while rotating a wheel, disengage the gear. Rotate the wheel and engage the lower one. It should now be possible to engage both.</i></p>		
6.	Remove the top castelled nut completely and loosen the lower castelled nut.		
7.	Install a dummy shaft over the threads of the pinion.		

8.	Put a lever as seen in the picture and loosen the bearing carrier.		
9.	While pushing against the dummy shaft pull out the bearing carrier along with the gearbox.		
10.			
11.	Remove the lower castelled nut and remove the layshaft from the bearing carrier.		
12.	Make sure that the chamfer of the gears are facing each other on gear 2&3, on the 4th gear it should face the nut.		
13.	Slide out the dummy shaft while you remove the gears and dog rings.		
14.	Change the gears.		



15.	If this washer is lose it may fall down ang prevent the bearing carrier to be pushed fully home. Some grease behind it will prevent this.		
16.	Reinstall 4th gear and the dogring.		
17.	Reinstall 2nd and 3rd gear along with the dogring.		
18.	Reinstall the 1st gear. Make sure that the cogs are "inside" the shift fork.		

19.	<p>Reinstall the layshaft making sure not to forget the washer between 4th gear and the bearing. Install the nut leaving about 3-4mm before its fully thightened.</p> <p><b>Hint:</b>  <i>If wou clean the bearing carrier mating surface with brake cleaner prior to applying the RTV and sligtly oil the gearbox casing you won't have to reapply RTV every time.</i></p>	
20.	<p>Apply some RTV on the mating surface of the rear cover.</p>	
21.	<p>Reinstall the gear cluster.</p> <p><b>Hint:</b>  <i>Turn one wheel to engage the splines. If it won't go in all the way make sure that the layshaft mates with the splines in the output shaft by pushing it.</i></p>	
22.	<p>Reinstall in reversed order  The draw bolt should be tightened fully then backed of 1 full turn. Torque the castelled nuts to 50lbf and then to the next hole fore the split pins. Don't over tighten the 1/4" UNF nuts and the M8 nuts</p>	
23.	<p>Refill the gearbox with 1 litre of 80w90 gear oil through any of the plugs.</p>	