

GEARBOX MOUNT – REAR CASE Lonnie Cook, rev 26-Mar-2017

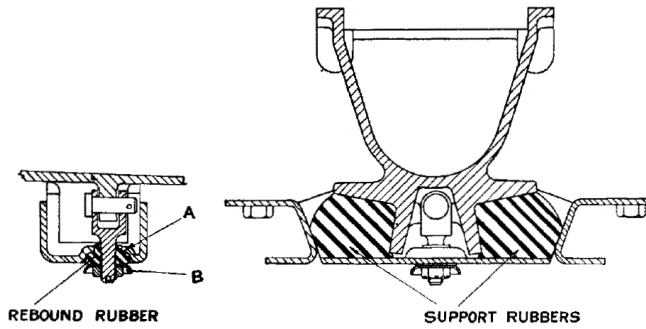
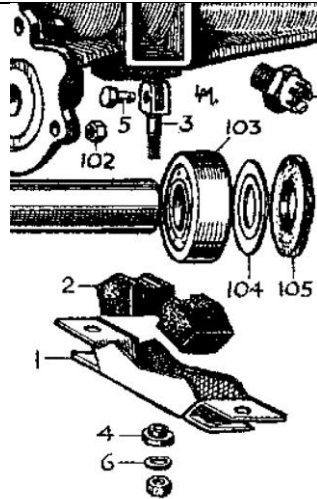
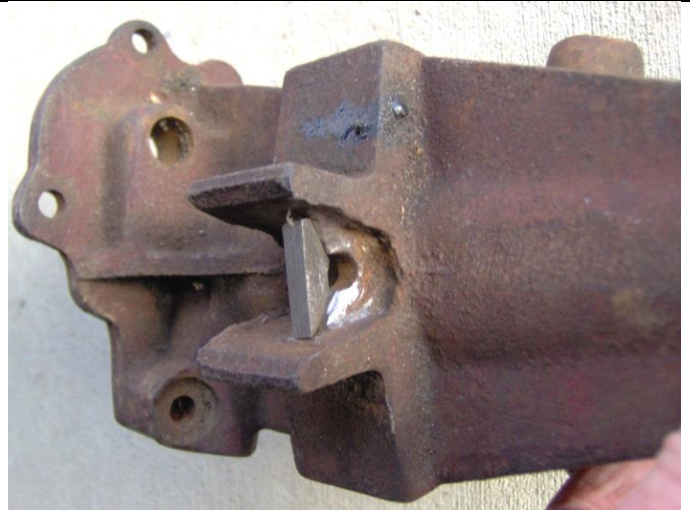


Fig. A.30.
Rear engine mounting.

Mount on rear case of gearbox



The "eye" in the mount on the rear case of the gearbox frequently breaks.





Broken mount – TF7211

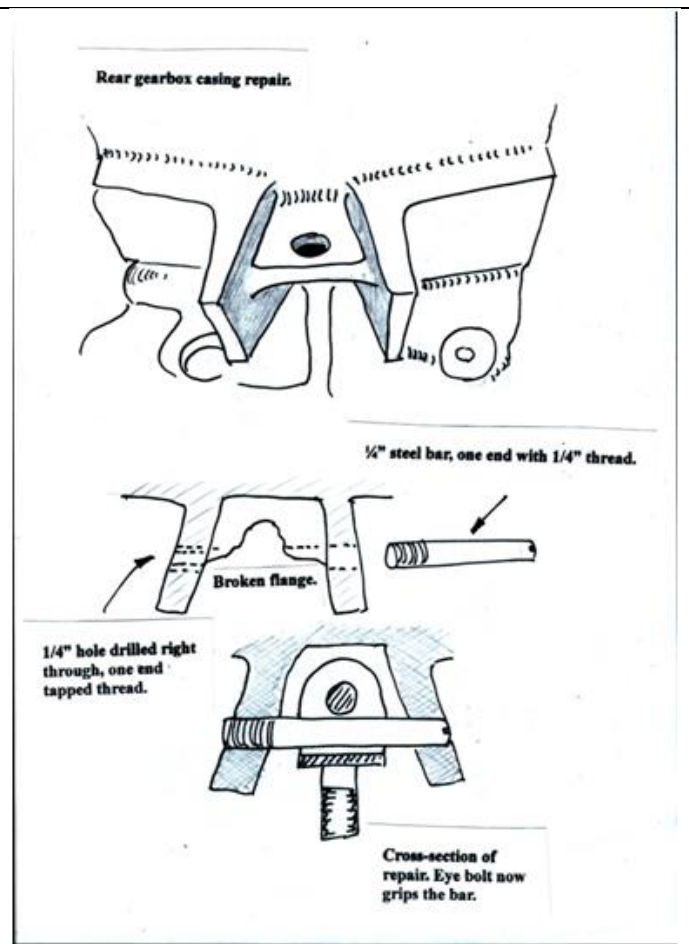


Original fork

Broken mount fix by Neil Carnes

<http://www.mgcccregister.co.uk/technical-information/the-xpag-files/xpag-rebuilds/xpag-gearbox-rebuild/part-four-gearbox-inspection/>

The other common bit that is broken is the eye-bolt (125) lug on the 'box rear casing (106). The sketch shows how this can easily be fixed. Drill a hole right through both sides of the lug, of the 1/4" tapping size (No 5 drill, or 3/16" if you do not have one). Now tap out one side with a 1/4" BSF (or equivalent metric) thread. Drill out the opposite side with a 1/4" drill. Cut a suitable bit of 1/4" bar, thread one end, screw it into the hole till it 'locks then file off the ends smooth so as not to affect the gearbox mounting blocks. The eye-bolt will now fit over the visible bar. This 'bolt holds the rear end of the gearbox down on its mountings.



The next five photos of repairing a broken mount are by Declan Burns, Duesseldorf, NRW, Germany.

declan_burns@web.de

He posts frequently on the MG Experience website and on the MG Enthusiasts website.



Broken mount before



Milling the web – removing the broken eye



Drilling



Test Fit



Broken mount after

The pin in the fork rests on top of the new bolt. This allows the engine and gearbox to rotate with torque as the original mount did. However, the gearbox can shift left and right slightly.

The next six photos and descriptions of a broken mount repair are by Dave Braun.

<http://www.dbraun99.com/mgtd15470/Gearbox%20and%20Clutch/Gearbox%20Rebuild%20and%20Installation/Index.htm>
|



Improved gearbox mount. The clevis pin running horizontally is there because the casting web broke for the clevis running vertically. This is a common failure. I need to relieve the hard rubber mounts or they will never fit in the metal tray, which is why the tray needed welding from the last installation.



Relieving the hard rubber mount. I used a curved exacto blade, and carefully carved out a relief for the clevis pin head.



The clevis pin end and cotter. This will require a different relief.



Relief for the clevis pin end and cotter. I added a triangle at the top last. This process took me about half an hour. It will work as well as if I welded the cast rear case flange web instead.



Copyright 2013 Dave Braun
Using clamps to compress the hard rubber mount. There is a third rubber that goes under the cupped washer and the nut to prevent upward movement. I would never have been able to start the nut without the clamps. They keep coming in handy.

Using clamps to compress the hard rubber mount. There is a third rubber that goes under the cupped washer and the nut to prevent upward movement. I would never have been able to start the nut without the clamps. They keep coming in handy.

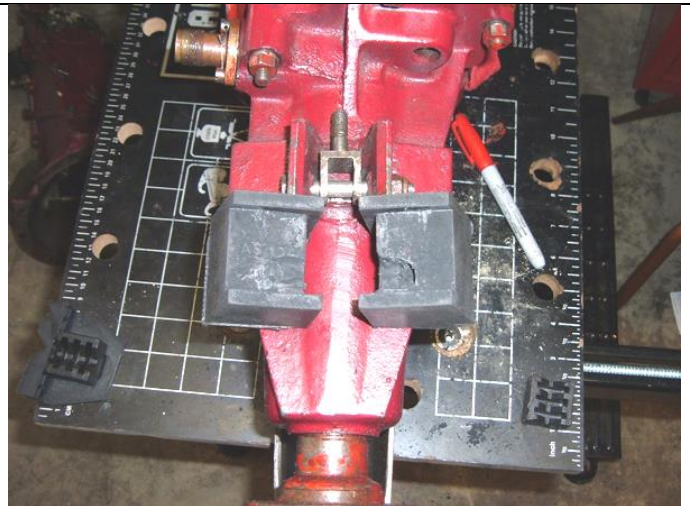


Copyright 2013 Dave Braun
36 | I'm finally ready to install the gear box. I will install the engine and clutch first.

I'm finally ready to install the gearbox. I will install the engine and clutch first.



A similar repair with a clevis and split pin.



A different repair - The bolt goes through the holes in the fork and therefore does not allow the engine and gearbox to rotate. Causes strain on the gearbox case.



Another type of repair using a rose joint.



Weld repair

Grind off the edges of the rubber mount rubbers that contact the slightly rounded inside corners of the steel tray. Otherwise, the rubbers will not seat completely into the tray, which will prevent the threaded shaft of the fork from extending through the rubber rebound bumper to mate with the castle nut.

TD/F/Y GEARBOX

