

Gearbox selector lever replacement

Thanks to Disco_Mikey, EdF and Robbie from the Disco3 forum (www.disco3.co.uk)

Parts

LR012704	Lever	£2.96
WYH000040	Nut - flanged	£0.42
VYH500020	Nut - Hex	£0.42
TYG000050	Bolt	£2.02
TZT500040	Bush	£3.43
TYF000050	Washer - flat	£2.63
TYF000060	Washer - spring	£2.63

Start by putting the vehicle in park, and applying handbrake. Then get underneath and remove the g/box under tray, held on by 6x 10mm bolts. Mark the selector cable position with paint or similar to avoid having to readjust the cable.



Locate selector lever and remove the top nut. It is important that the top one is undone first, otherwise you risk twisting the shuttle valve out of the valve block, and requiring the sump to be removed and your gearbox internals stripped



Before removing the top nut completely, hold the metal part with a 21mm spanner, and undo the lower 13mm nut securing the cable to pivot arm. Once it's loose, remove the top part from the gearbox and then remove the lever from the selector cable.

The bolt will probably be seized onto the cable, I have found the best way is to hit it off with the handle of a ratchet or small hammer. WD40 also helps.



If you are just going to clean up the bush, you may even manage to leave the bolt part on the cable and remove the rest of it to a vice.



Hold the hex part of the metal insert and twist it and apply pressure upwards to remove the plastic bush from the metal insert. Once removed, bin the arm, and you are left with the bush.

As you can see, moisture has got into the mechanism and rusted the bush, swelling it up and causing excess friction that eventually means that the selector mechanism will seize.



Clean up the bush with emery paper or a wire wheel on a bench grinder or similar until it's all clean again. Alternatively, just replace it.



The bush has a square section and a smaller rounded section. The square part of it holds the head of the bolt in place, and the smaller part clamps the cable in place. It is vital again that these are correct otherwise you risk bending the cable and breaking the insert. Grease the bush and place into new arm, refit to selector cable and fit both 13mm nuts loosely, ensuring bolt is lined up correctly.

Tighten up lower nut first; using your paint marks to line up correctly. Once tight, move onto the upper one and tighten up. Torque settings are 10-12Nm. Always tighten up the lower nut first before the upper



Refit under tray and check, run the lever through the gears and feel how free it is again, and enjoy.

Total time - 1 hour

Selector cable adjustment

If you didn't mark it or your marks have rubbed off:

1. Adjust the selector cable.

Using an additional wrench, restrain the clamping bush and loosen the locknut.

Move the selector lever on the gearbox fully forward and release it. The lever will return to the 'P' position.

Make sure the selector lever is in the 'P' position.

Push the cable inner rearward then release it.

Tighten the locknut to 10 Nm (7 lb.ft).

2. Check for correct cable adjustment.

WARNING: The hand brake and foot brake **MUST BE** applied.

Move the selector lever from 'P' position, check engagement in each position and return to 'P'.

Check that the engine will start in 'P' and 'N' positions and that the engine start is inhibited when drive positions are selected.

3. Install the transmission heat shield.

Tighten the bolts to 10 Nm (7 lb.ft).

4. Install the transmission undershield.

Tighten the bolts to 10 Nm (7 lb.ft).