

LISTER LH150 GEARBOX ADJUSTMENT

Although the Lister hydraulic gearbox fitted to SR and ST engines is a reliable unit requiring very little maintenance, over a period of time the friction surfaces of the clutches can experience wear and the basic settings should be checked and adjusted as necessary.

This is especially important with regard to the clearance on the forward drive extraction linkage (dimension "G" on fig.1) since the action of the gearbox is that the forward drive cone is held in engagement with the clutch body by a spring pack and it is only disengagement that is effected by hydraulic pressure. If the clearance at "G" is not present there is a probability that the drive cone may be held slightly out of engagement causing slip and excessive wear to the clutch lining.

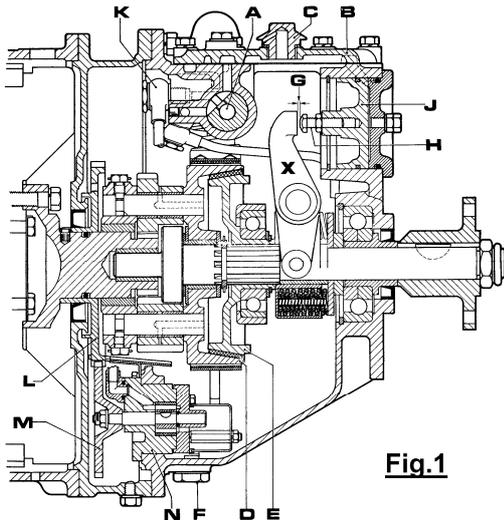


Fig.1

A clearance at "G" may be verified by removing the filler cap "C" and inserting a screwdriver between the bolt "H" and the operating lever "X".

With the aid of a torch it is then possible to determine whether a clearance exists.

If this is not the case, the gearbox top cover must be removed for necessary adjustment to be made to the recommended value of $\frac{3}{32}$ " (2.38mm).

To adjust – using $\frac{3}{4}$ " a/f spanner to prevent piston "J" from rotating, loosen lock-nut ($\frac{1}{2}$ " a/f) on bolt "J". Ensuring that piston is pushed fully to rear of box, adjust position of this bolt to give recommended clearance and lock in position with nut.

Check & adjust Reverse band as follows

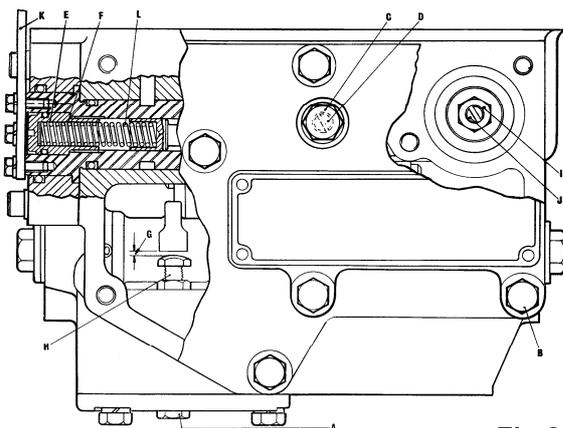


Fig.2

Fig.2 shows the Reverse band operating spindle "J" and lock-nut "I", visible when gearbox cover is removed.

Adjustment

Hold the slotted end of the spindle in position with a screwdriver and using a $\frac{1}{2}$ " a/f spanner, tighten the lock-nut until the band securely grips the clutch body.

Following adjustment the gearbox top cover may be replaced. If the existing gasket shows evidence of damage a new joint should be fitted and surfaces smeared with grease on assembly.

NB This operation is also vital when gearboxes have been rebuilt with new friction components which have had time to "settle".

(all adjustments made with engine at rest and gearbox lever in forward position)