Runabout Rover

When MG Rover stopped production of the Metro the Rover 200 became the popular small car of choice for several hundred thousand devoted customers and since the sad demise of MG Rover, the franchised dealerships are slowly dwindling, this provides a massive opportunity for independent garages to pick up some of their customers.

Rover used two gearboxes in this vehicle, the R65 on the 1.4 and 1.6 engines and the PG1 gearbox on the 1.8 petrol and 2.0 Diesel, but apart from the gear linkage they are fairly similar to remove. All Rovers have radios with security codes, so check you have the code or use a suitable code saving device. This job is best carried out on a 2 post lift with an engine support beam and a transmission jack.

The gearbox mounting is hidden underneath the battery tray so you will have to remove the battery, ECU, relay module, resonator (bolted to the battery tray) and the three bolts hidden underneath the battery tray (fig.1) before the battery tray will come out. Disconnect the clutch cable and stow to one side. Disconnect the multiplug from the reverse light switch and the vehicle speed sensor. Disconnect the gear selector ball joints from the gearbox using a suitable 2 pronged tool that will not damage the sockets. Unbolt the clutch cable support bracket and remove the rear gearbox closing plate adjacent to the crank sensor.

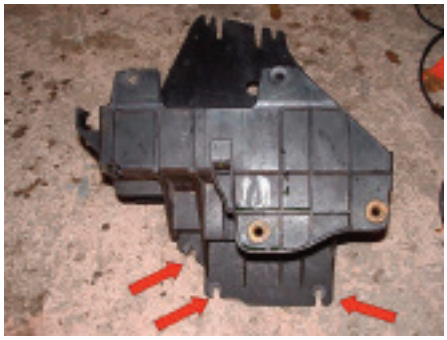

Fig.1

Fig.2

Fig.3

Fig.4

Fig.5

Fig.6

Raise the vehicle in the air and drain the gearbox oil into a suitable container. Release the driveshaft inner joints, ready for removal later using a suitable tool (fig.2) taking care not to damage the gearbox casing or the driveshaft oil seals. Remove the starter motor bolts and its support bracket (fig.3) and stow securely besides the radiator. Remove the lower gearbox closing plate and the bolts securing the front closing plate to the gearbox bell housing.

Remove the N/S lower suspension arm pivot bolt (fig.4). To gain access to the N/S tie rod nut in the front beam with an air gun (fig.5), you will need to lower the O/S of the front beam as the bumper is in

the way, by removing the two N/S bolts and slackening the two bolts on the O/S, the beam will drop low enough for access. However, you can gain access with a normal long reach socket and ratchet without dropping the beam. Disconnect the roll bar link (fig.6) from N/S lower arm. Lower the lower arm from the pivot bolt bracket, pull rearwards to remove the tie rod from the front beam and carefully remove the N/S

Fig.7

driveshaft taking care not to damage the oil seal. Slacken the engine steady bar to body bracket bolt (fig.7) and remove the steady bar to gearbox bolt.

Lower the vehicle and fit the engine support beam to the gearbox end of the engine. Take the weight of the engine and gearbox, unbolt the gearbox mounting bracket from the gearbox mount then remove the bracket and the mount from the body. Remove the uppermost gearbox bell housing bolts and raise the vehicle in the air. Using a transmission jack, support the weight of the gearbox and remove the two side bolts securing the gearbox to engine. Carefully withdraw the gearbox with somebody else ensuring the O/S driveshaft does not damage the oil seal when it comes out. Lower the gearbox to somewhere safe whilst replacing the clutch.

Remove the old clutch using a Torx socket (fig.8), always remove any debris and check the condition of the flywheel. Check for signs of oil leakage from the rear crank seal and remove the flywheel and replace it if necessary. Check the condition of the gearbox dowels and replace if they are damaged. The new clutch can be bolted on evenly and sequentially using an appropriate alignment tool to centre the plate.

The old clutch release bearing can be removed and the condition of the gearbox snout should be checked and cleaned. As always, if the new release bearing housing is plastic sliding on a metal guide tube, like this vehicle, then there is no need to lubricate it, metal to metal applications should be lubricated with high melting point grease only.

The rebuild procedure is the reverse of the dismantling but be very careful not to damage those driveshaft oil seals or forgetting to lubricate the gear linkage sockets. Refill the R65 gearbox used in the 1.4 & 1.6 ltr engines with 1.8 litres

Fig.8

(wet fill) of 75w/80w. Note: the 1.8 and 2.0 ltr engines use the PG1 gearbox that uses specific gearbox oil called MTF94 and holds slightly more at 2.0 litres (wet fill).

All information is supported by LuK's experienced and highly trained technical team, available five and a half days per week on 08457 001100. Additionally check out the latest in online support: www.repxpert.com.

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