



SERVICE

TECHNICAL SERVICE BULLETIN

The British Motor Corporation / Hambro Inc.
734 GRAND AVENUE, RIDGEFIELD, NEW JERSEY 07657

February 15, 1967

TO ALL DISTRIBUTORS AND DEALERS

Re: 18G 1068 Remover/Replacer Primary
Drive Gear Oil Seal, 13H 2934

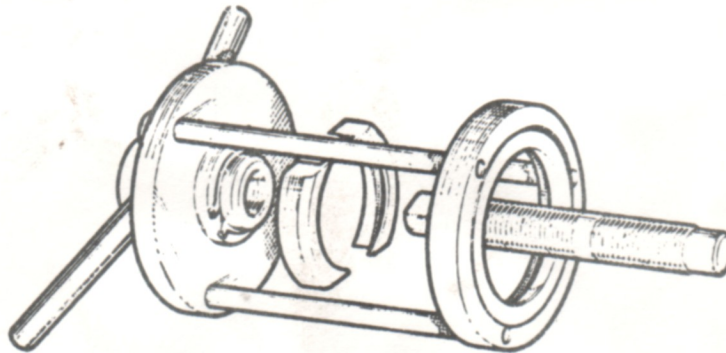
Models
MG 1100/Mini/Cooper 'S'

This tool has been developed to cover the removal and replacement of a primary gear oil seal without dismantling flywheel housing or draining transmission, and is the only tool of this type which has B.M.C. approval.

Dealers will receive one (1) of these tools direct from their Distributor at a cost of only \$21.12 net.

OPERATING INSTRUCTIONS

REMOVE



The operation can be carried out on 1100 versions leaving the unit in the frame, but on the Mini versions the unit MUST BE REMOVED FROM THE FRAME.

On both units follow instructions given in the relevant Workshop Manual up to and including the removal of clutch and flywheel assembly, then operate as follows:-

Remove the crankshaft 'C' washer securing primary gear. Screw center bolt hard home into crankshaft, pull primary gear towards you as far as possible, pass puller body over center bolt and screw butterfly nut down until groove in gear - at end of splines - is visible inside tool body, fit the two half collets into groove and unscrew nut - anti clockwise - until seal and gear are clear of housing.

REPLACE

Liberally lubricate new oil seal all over and using seal protection sleeve - 18G 1043 - fit seal on to primary gear, ensure the thrust washer is in position on its shoulder at rear of crankshaft, fit primary gear to crankshaft making sure gear teeth are starting to engage and the seal, while in contact with housing bore, is still on the ground sealing surface of the gear. Pass body of tool over crankshaft and screw nut down center bolt until the base contacts seal, continue screwing down nut until base of tool contacts lip of housing bore. Seal is now correctly fitted. Remove tool and center screw and reassemble as per relevant Workshop Manual.

NOTES:

Seals must be lubricated all over.

Do NOT continue screwing down tool after base is firmly in contact with housing.

Do NOT overload butterfly nut handles - NO EXTRA LEVERAGE SHOULD BE EMPLOYED.

Center screw and nut should be kept well lubricated.

As of May 1, 1967, the flat rate allowance on operation E 18 will be revised as follows:-

<u>MODEL</u>	<u>OPERATION NUMBER</u>	<u>TIME</u>	<u>REMARKS</u>
MG 1100	E 18	3.70 Hrs.	(Leaving Engine In Car)
Cooper 'S'	E 18	No Change	(Remove Engine)
Mini	E 18	No Change	(Remove Engine)

Additional supplies of 18G 1068 are available through the normal channels.