



DATE: 8/20/69

BRITISH LEYLAND MOTORS INC.
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SUBJECT: IDLER GEAR BEARING LUBRICATION	MODELS: AUSTIN AMERICA AUTOMATICS
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To provide additional lubrication to the idler gear bearings, a transmission case incorporating an oil reservoir was introduced at Engine Nos:

12H/185/H 17223
 12H/231/H 266

For service purposes two separate bolt-on reservoirs are available; these are to Part No. 22G 1389 for use on units prior to the change points detailed below and to Part No. 22G 1388 for units between the change points mentioned:

12H Range from outset - 1300 cc

In the event of earlier units being dismantled, it is recommended that an oil reservoir be fitted as detailed:

1. Locate reservoir spigot into idler gear bearing bore 'A' Fig. 1 and position reservoir so that the centre of its retaining bolt 'B' is 3.6 in. (91.5 mm) below transmission/crankcase face as shown.
2. Holding reservoir in this position, mark off centre of retaining bolt hole.
3. Remove reservoir, apply plasticine inside transmission case to trap swarf where drill will break through, and drill a 9/32 in. (7.4 mm) hole.
4. Remove plasticine and offer up reservoir in its fitting position as shown in Fig. 2, i.e. opposite to that in which it was located in (1) above (which was merely to simplify marking the position of the hole).

5. File reservoir as necessary to ensure that no foul occurs at 'C' Fig. 2 which could prevent reservoir seating against idler gear bearing bore when bolted in position.
6. Ensure that retaining bolt lug does not overlap bevel gear train bore and thereby inhibit assembly.
7. Fit reservoir using bolt Part No. HCN 0412 and washer LWZ 304, sealing spigot into idler gear bearing bore with Hylomar jointing compound, Part No. 97H 2651.



