

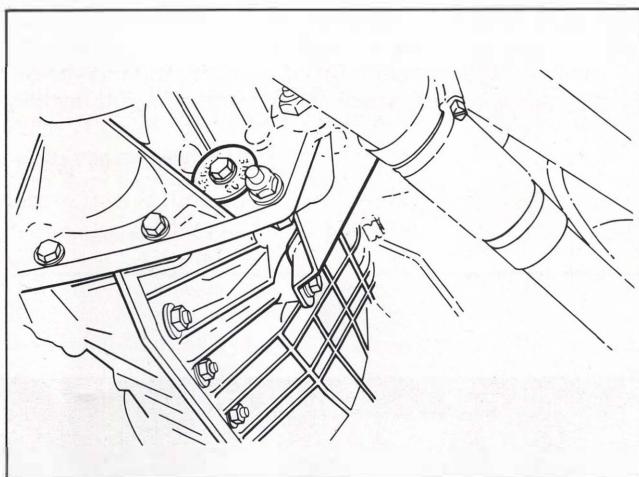
DMC

DELOREAN MOTOR COMPANY

SERVICE BULLETINS

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MANUAL GEARBOX IDENTIFICATION



When ordering parts for a manual gearbox it is important to note the type of gearbox fitted.

The type number of all manual gearboxes is stamped on a circular disc secured by one of the rear cover attachment bolts. This number (visible from beneath the car) must be quoted when ordering manual gearbox, or clutch parts. Approximately 140 cars with VIN's up to around 758 have been built with type 360-03 whilst all other manual cars have been fitted with type 369-08.

All parts for both types of gearbox are available as listed in the parts catalogue. A complete type 369-03 gearbox assembly is not however available and should the need arise is replaceable by type 369-08 gearbox assembly, together with the type 369-08 (21 spline) clutch centre plate.

Refer to parts catalogue for full details.

NOTE: It is especially important to check the number of splines before ordering a clutch centre plate, since engine and gearbox can be mated with 10 spline clutch plate and 21 spline shaft, but no drive will be transmitted and components may be damaged.

STIFFNESS OF GEARSHIFT ACTION CAUSED BY BINDING OF RELAY LEVER PIVOT

In case of complaint of stiff gearshift action carry out the following checks.

1. From inside chassis frame centre backbone via access hole in underside, release both gear linkage control rods from relay lever.
2. Check that relay lever pivots freely. If no, release pivot bolt, and remove relay lever.
3. Check that upper end of relay lever pivot bush has 0.8mm deep, 45° Chamfer to accommodate bolt head radius.
4. Check pivot bush total length does not exceed 16.0mm. Take action as required to achieve conditions 3 & 4.
5. Lubricate all pivots with multi-purpose Lithium based grease, and refit relay lever and pivot bolt with two M8 washers (SP10032) between lever and frame. Torque load pivot bolt to 22Nm (16 ft. lb.) and check relay lever pivots freely. Refit gearshift control rods.

