

DIVE! DIVE!

Last time for this exercise. Keep the **Transmission Supplement** handy.

1. Jack the car up and support it with bumper jacks **ONLY** if you want someone else to finish the swap! Don't scrimp on safety.
2. Jack the transmission up a few inches, **GENTLY!**
3. Install your new driveshaft, muffler rust would make a great bomb as it never misses. Be sure you have proper 3/8" shoulder bolts with locking nuts for driveshaft flange. Don't forget cruise magnets.
4. Remove the JCI transmission crossmember (plate) for access, told you it was temporary. Save it Step 17.
5. See your **Transmission Supplement**. I suggest greasing the speedometer angle drive before installation. Remove the screw and use distributor cam lube or other light grease such as 90 weight. If speedo cable turns **EASILY**, install the angle drive and connect the cable. If there is a lot of drag or it is not smooth you have a guaranteed comeback in the works. See your **Fuel Injection XJ6 Supplement**.
6. Remember the minimum radius of a speedo cable is three inches. Sharper bends cause needle bounce, shorten cable life, and wipe out speedo gears and angle drives, \$\$\$.
7. If you are using a cable driven VSS now is the time to install it but be sure you don't crush it when you put the transmission in place.

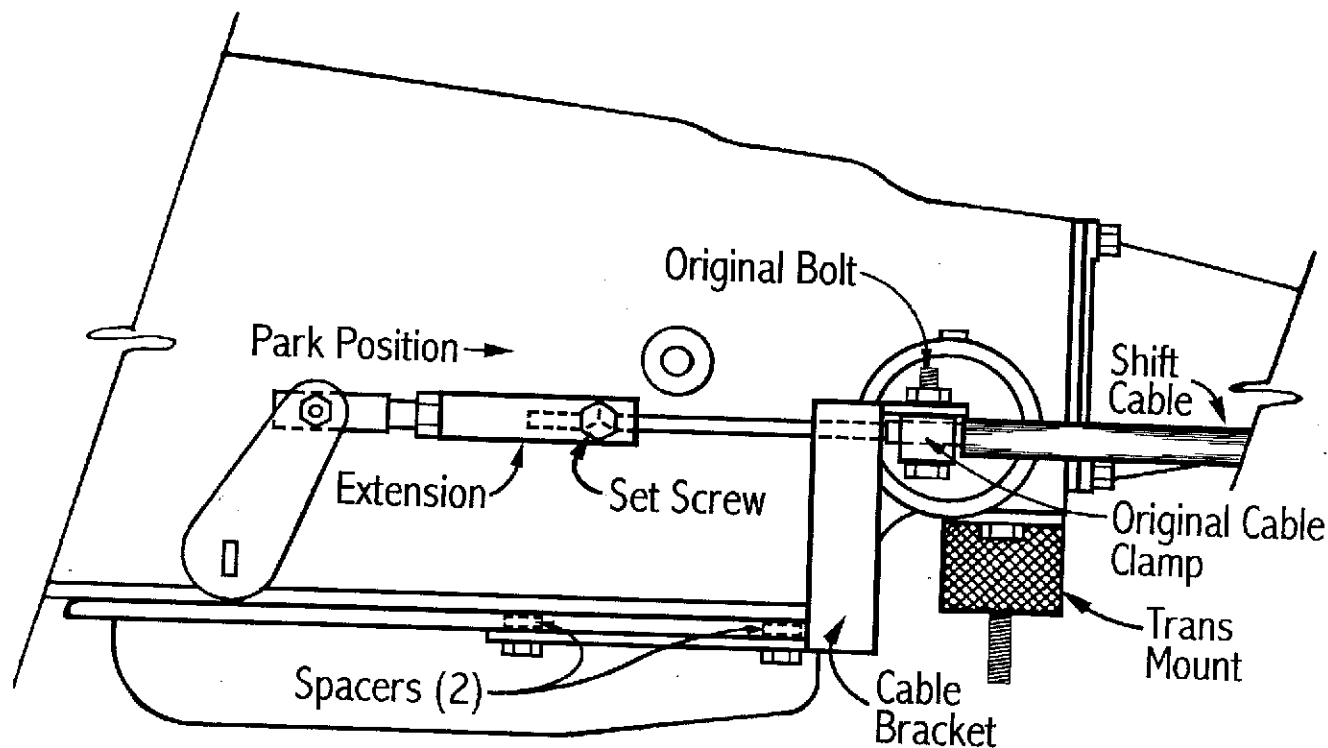


Illustration 6: Transmission and Shifter

8. See Illustration 6. Connect the shift cable to new cable bracket. Snug it up (not tight) using the original 1.25 x 5/16" NF bolt (the lockwasher is not needed). Note: **V12 with Jaguar T400**: A new bolt is supplied in kit, see your **Transmission Supplement** first. NOTE: Some 1980 model cars had a shifter cable with a notch on one side instead of a full groove around the metal end. Grind a clearance notch for the clamping bolt - **DO NOT** twist the cable to make it line up.
9. Fit shift cable bracket to trans using two 1.25" bolts in place of two pan bolts (no lockwashers). Two small spacers (supplied) go between bracket and pan. Remember all overdrives are metric and we supply metric bolts for it. If the cable does not seem to be long enough you'll need to pull the slack out of the tunnel. Occasionally you'll have to go in the console to get it unstuck off a screw or lots of carpet glue.

"We've got what they can't get!"



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