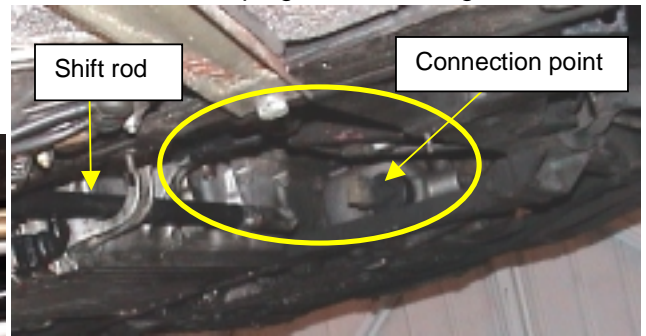
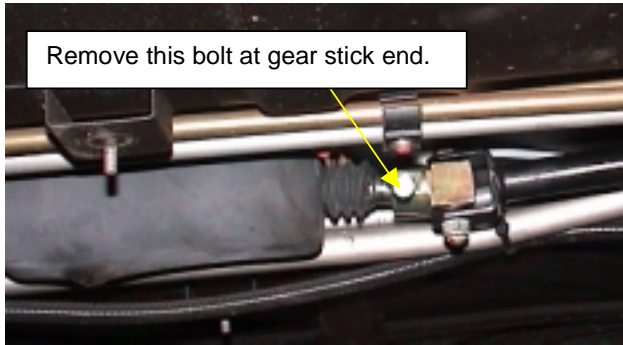


Below vehicle

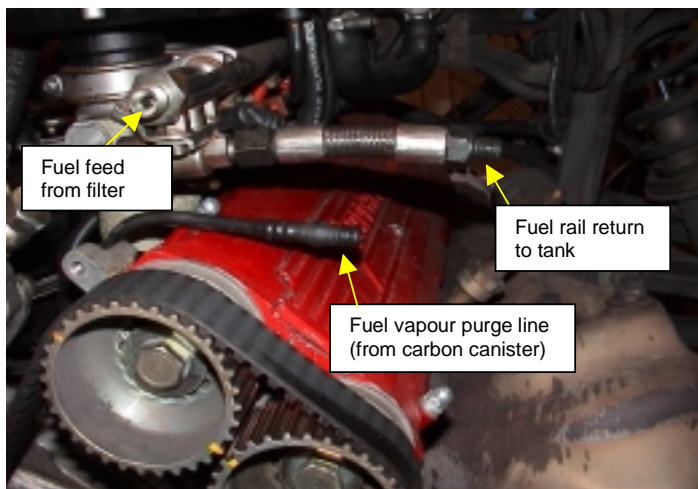
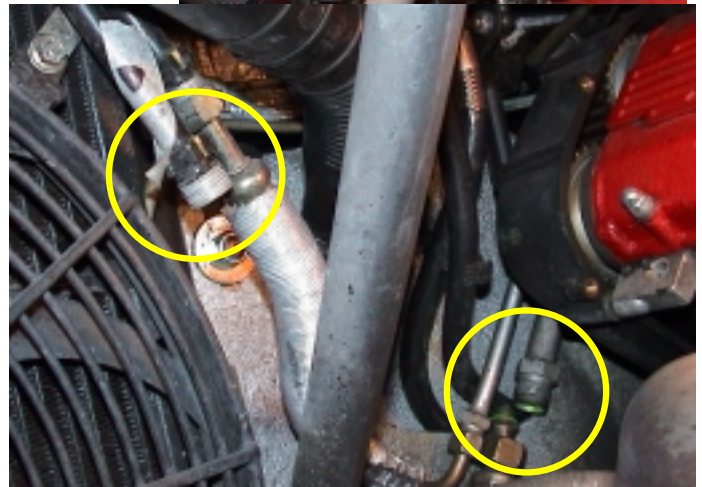
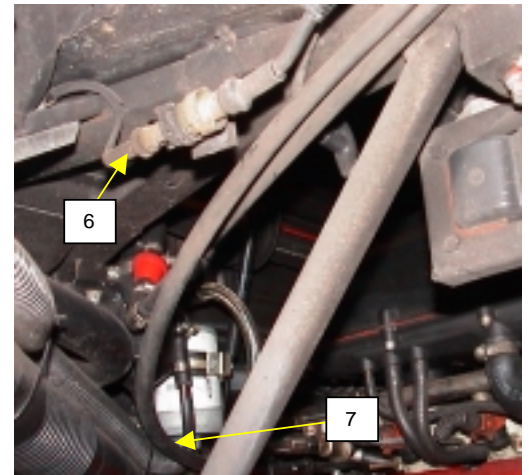
1. Drain motor oil from oil tank and engine. The oil tank has a 22mm plug, while the engine has a 12mm hex socket.
2. Make sure the transmission is in neutral and dismantle the gear shifter linkage at both ends.



3. Transmission and shift lever ends have simple pivot bolts that must be removed.
4. Remove the shifter link rod.

Left hand side wheelhouse connections

1. Dismantle clutch and brake circuit unions at the double connector block on the main engine cradle spar. USE A PROPER BRAKE PIPE SPANNER to avoid rounding-off the fastener.
2. Prevent drips by sealing the pipes by wrapping with a piece of plastic sealed with a strong elastic band.
3. Immediately clean spilt brake fluid and make sure it does not come into contact with painted surfaces.
4. Unhook the handbrake cable spring and store safely.
5. Unscrew handbrake adjuster nut and locknut, disengage handbrake cable from the bracket and hand-start nuts back onto the cable end for safekeeping.
6. Disconnect ABS sensor wire. This is a cylindrical connector at the top of the wheelhouse.
7. Disconnect Petrol vapour recovery hose. This is a "quick-snap" connector – squeeze outer ring while pulling apart.
8. Disconnect main A/C feed & return hoses at the points circled in the picture.
9. Remove both 'O' rings and store for later inspection.



10. Disconnect engine fuel feed and return pipes at the end of the fuel injector rail.
11. Be prepared to quickly mop spilt fuel.
12. Apply plastic and elastic bands as per brake pipes to prevent further spillage.