

Alfasud Gearbox Notes

<u>1200 4spd</u>	<u>1300 5spd, Giardinetta</u>	<u>Sprint 1500 quad</u>	<u>33 1500 quad</u>	<u>Alfasud 1500 &amp; veloce, hatch</u>	<u>Sprint mk3 &amp; 33 ti (*) 1500, shim tappets</u>
<u>Fixed gears</u> – can be swopped with any diff & Pinion shaft					
1) 3,545	1)11/39 = 3,545	1) 3,545	1)12/45 = 3,750	1) 3,545	1) 3,750
2) 1,93	2)16/33 = 2,062	2)21/43 = 2,048	2)20/41 = 2,050	2) 2,062	2) 2,050
3) 1,24	3)23/33 = 1,434	3)31/45 = 1,452	3)31/43 = 1,387	3) 1,452	3) 1,387
<u>Interchangeable gears</u>					
4) 0,96	4)26/29 = 1,115	4)35/39 = 1,114	4)37/38 = 1,027	4) 1,114	4) 1,027
5)n/a	5)29/27 = 0,931	5)39/35 = 0,897	5)40/33 = 0,825	5)38/35 = 0,921	5) 0,825
<u>Final Drive</u> – interchangeable (no's on crown wheel)					
4,11 = 9/37	4,11	3,88 = 9/35	3,545 = 11/39	4,11	4,11

Faults

<u>Clattering at idle</u>	Thrust bearing, Gear bushes worn or incorrect secondary shaft spacing
<u>Noisy while riding</u>	Bearings worn – esp hubs & diff
<u>Grinding into gear</u>	Worn dogs, syncros, springs
<u>Jumping out of gear</u>	Worn/loose selectors and detents on selector shafts, Spiders & dogs completely worn out – 2 <sup>nd</sup> goes first!
<u>Vibrating gearlever</u>	Worn gearlever bushes or shaft bearings, gear bushes
<u>Cannot select any gear</u>	Broken selector shaft pin (external or internal), selector bolts loose
<u>Pulls to one side or spins one wheel</u>	Check brakes/OK – check diff clearances
<u>Judder on pulloff</u>	Incorrect diff/planetary clearances (too tight in one direction)
<u>Stuck in gear</u>	Broken/loose selector (1 <sup>st</sup> & 3 <sup>rd</sup> damages shaft and crownwheel)
<u>Slamming into gear</u>	Faulty dog ring and syncromesh
<u>No drive from motor</u>	Faulty clutch or broken input shaft
<u>Disk/Driveshaft loose</u>	Not uncommon, driveshaft hub bearings loose – usually caused by incorrect brake caliper settings/accidents
<u>Leaking oil</u>	Worn seals on input shaft/selector shaft (check shaft for wear) Faulty o-rings on driveshaft carriers
<u>Gearbox jammed solid</u>	2 Gears engaged simultaneously
<u>Speedo not working</u>	Nylon speedo drive worn out, speedo cable broken

Notes and costs

These boxes are extremely reliable even when noisy  
 A new set of bearings costs around R1900  
 New gaskets and seals cost R200  
 Driveshaft hubs must be refurbed by a dealer – fancy tools  
 It is cheaper to buy a spare box and then use the best parts from both, this also  
 gives the option of changing gear ratios if you buy the correct box  
 Also many parts are not available ie gears/dogs/syncro rings and rear input shaft bearing  
 2<sup>nd</sup> gear is a good indicator of box condition as it takes the most punishment.  
 1<sup>st</sup> gear bush wears out first as it turns the fastest

(\*)

This is a guide as these gearboxes can contain other ratios – when the factory closed they  
 used whatever was available to assemble these boxes

NB

If your box contains other ratios it is probably imported, some overseas models had differences on 3<sup>rd</sup> & 4<sup>th</sup>  
 gears. Some Diesel models were fitted with 3.1 diff ratios!!!!