

Ghibli Transimssion Leaks & Other Notes

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Evidence of 90 weight oil along side of engine oil on the drip pan alerted me years ago that the transmission seals were leaking. It wasn't much of a leak since I never had to add oil and it did keep the exhaust system from rusting so I decided to take care of it sometime when engine removal is required.

An unexpected opportunity arrived recently and I found that seals are readily available. After drive shaft removal, I wired the tail shaft in place so that it could not slide out of the trans. With the engine transmission assembly removed, I disassembled the bell housing from the engine. (The bell housing cannot be removed from the trans first because the bolt heads turn inside the bell housing,)

Before starting any disassembly, I cleaned the trans including the inside of the bell housing with engine degreaser because it is much more pleasant to work on clean parts. After a week, I found that both of the drain plugs were leaking slightly.

After draining the oil, I cleaned the drain plug magnets and inspected the threads, which looked ok. The plugs were reinstalled with teflon tape sealant.

The rear seal was removed by drilling 3 holes through the seal and installing sheet metal screws to pry against. (Do not drill too deep as the bearing is about 1/8" behind the seal.) I carefully removed any chips before installing the new seal.

I elevated the front of the trans behind the bell housing with a 2 x 4. (Do not support the trans on the tail shaft.) The throwout bearing assembly didn't need to be removed from the bell housing.

Four bolts and nuts required a 19 mm socket and wrench and four bolts required a 13 mm socket. The bell housing slid off. A bearing spacer fell into the bell housing cavity and I put it aside.

I noticed that there was no gasket between the bell housing and trans. A sealer was applied and the assembly bolted together. The sealer was removed with a razor blade and wax & grease remover.

I removed the old shaft seal, applied oil to the new seal and installed it. I applied oil to the bearing spacer and placed it into the bell housing cavity to hold it in place during reassembly and applied oil to the inside of the seal, Sealer was applied to the bell housing surface and spread around with a razor blade.

I used YAMABOND 4, a semi-drying liquid gasket, sold by Yamaha motorcycle dealers. It joins parts having large clearances and is resistant to fluids, chemicals, heat, pressure and impact. Sounds like a commercial, doesn't it? Actually, I use it on most gaskets and it is excellent. The only other sealant that I recommend as an equal to it is WURTH, used and sold by Mercedes dealers.

By the way, wax & grease remover is available in gallon cans at all automotive paint supply stores for about \$16 and is used to remove contaminants before painting because it doesn't leave a residue. It is the same chemical sold as Bug & Tar Remover for much more money.

Now, while the engine is out, I should do a valve job ... and replace the engine seals... and remove the screens from the oil tank . . . and replace the water pump seal... and check the ...