



All types

Type

S/Section

XXX

X

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21 DEVELOPMENT OF JB/JC GEARBOXES

- | | | | |
|------------|-----------------|---------------|---------------|
| • Engine: | XXX | Basic manual: | JB/JC GEARBOX |
| • Gearbox: | JB/JC All Types | | fascicle |

Please take into account all the internal developments of the JB/JC boxes:

- 1) New Reversing braking system
- 2) Development of 5th gear compartment lubrication
- 3) New screw and tightening 5th fixed gear on secondary train

"The repair methods given by the manufacturer in this document are based on the technical specifications current when it was prepared.

The methods may be modified as a result of changes introduced by the manufacturer in the production of the various component units and accessories from which his vehicles are constructed."

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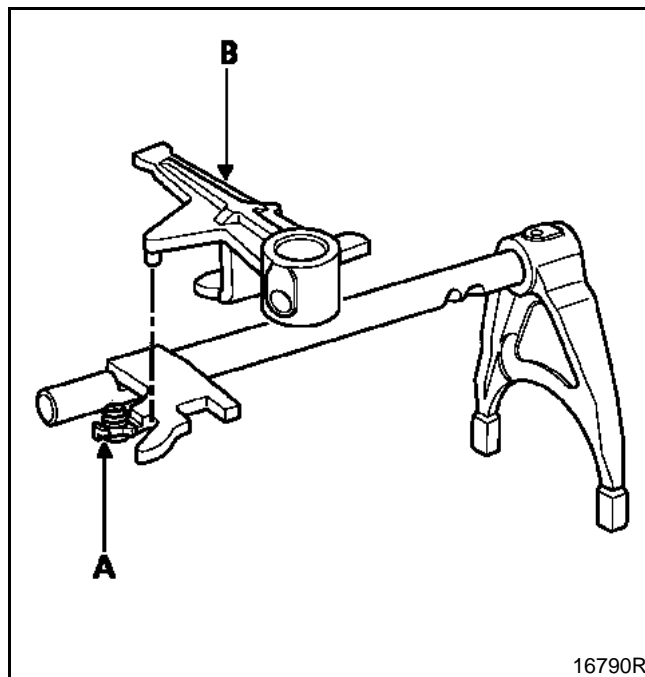
PRINCIPLE

5th gear axis is fitted with a catch (A) which allows you to change down gently when changing from reverse using the selection finger (B) in order to start the synchronisation without going as far as 5th gear.

So, the primary train slows down and assists the change to reverse.

Dismantling and reassembly are simple procedures.

However, before refitting 5th gear housing, check the change to reverse: the 5th gear axis should lower gently and rise again before reverse engages.



MANUAL GEARBOX

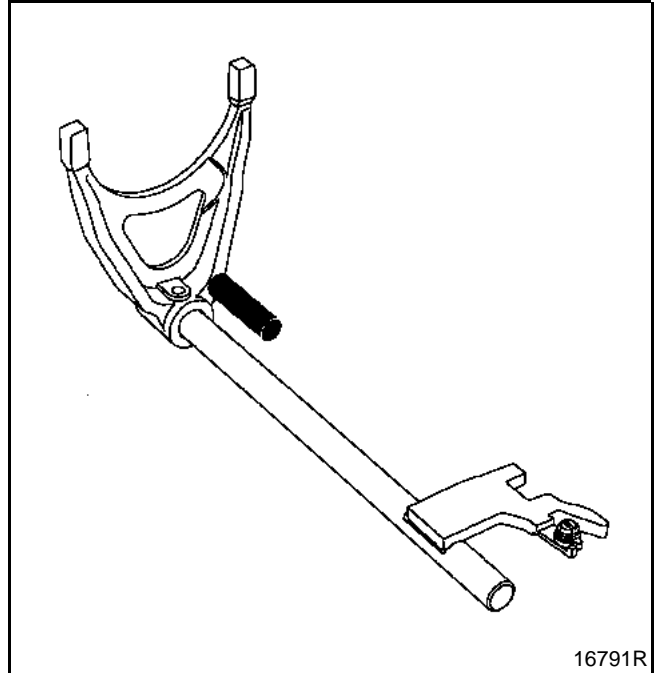
Lubricating 5th gear compartment

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For improved lubrication of 5th gear, the casing lanes have been modified.

5th gear fork has a pin (A) which partially covers the lubrication hole when 5th gear is engaged.

We therefore recommend that you put the vehicle into neutral when you are carrying out an oil change and especially when refilling.



Fixed gear tightening screw

The fixed gear on the secondary train is tightened by a star screw.

After adding three drops of **Loctite Frenbloc**, tighten the screw to a torque of **8.5 daNm \pm 1**.

