

# Transmission/OD Cradle

## Fred of Team Healey Texas

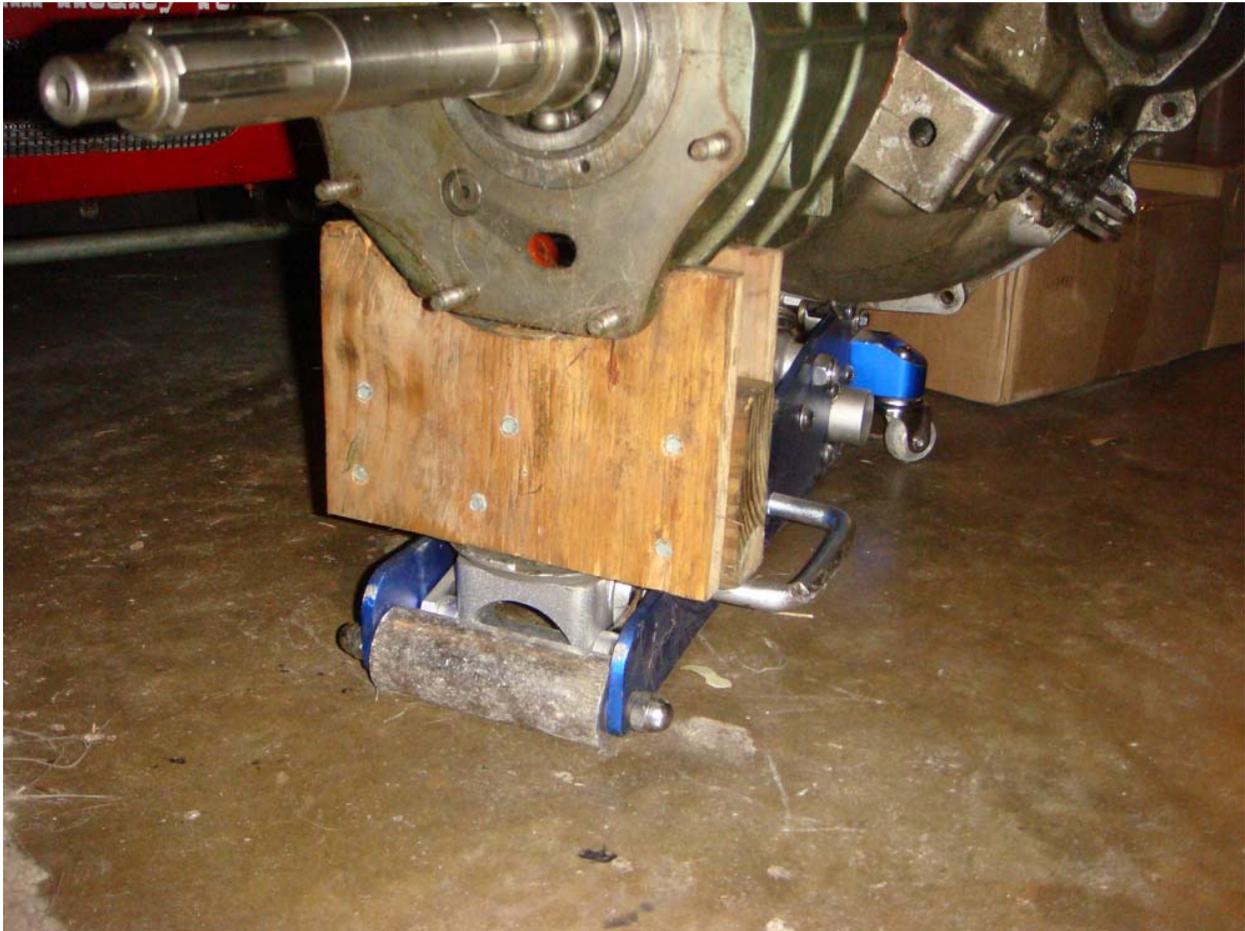
(With a neat homemade tool at the end of this article)

Unfortunately I have had way to much experience removing and installing the transmission and O/D on my 62 Healey 3000 race car. In addition to all the normal hassles of muscling it into place, I have to work around the roll-cage.

I made up 2 simple wood cradles using a 2x4 for the base and 2 shaped 1/2" plywood pieces screwed to the small sides of the 2X4. The top edge of the plywood is cut to match the approximate shape of the underside of the transmission and O/D. The two cradles each sit on top of a floor jack (ie: 2 jacks). This allows me a lot of flexibility in adjusting the angle of the transmission both in removing and especially in installing. It keeps the transmission from rotating and allows for small movements in getting everything into place without modifying the shape of my fingers. I have my crew chief Jeanice operate the jacks as I practice my four-letter vocabulary inside the cockpit of the car.



Should be obvious but make sure the rear of the engine is well supported before removing the transmission. With no support that 1000# hunk of cast iron will put a huge stress on the front engine mounts and exhaust system. I jack the back of the engine up slightly (only slightly) and use a extremely sophisticated system of 2x10 scrap lumber (for the nit pickers you can use a straight grain carefully seasoned and planed piece of hickory, carefully sanded and finished in 4 coats of marine varnish) wedged under the rear of the oil pan. I then lower the engine onto the wood.



The cost to make the cradles is squat, takes about 10 minutes to make and significantly simplifies the process.



**I only show the one cradle as I didn't have an O/D mounted to what I had available. Two of these cradles each supported by a floor jack really simplifies the positioning both in removal and especially in installation.**

**I disconnect the power from the battery, remove the seats and steering wheel, unbolt the 2 screws holding the emergency brake to the bracket to allow the e-brake handle to be lowered onto the cockpit floor and then use padding (a cheap moving blanket or heavy rubber mat from Home Depot) over the door sill floor and e-brake handle. The padding is primarily for my knees, elbows, etc. but I have also found the padding is very useful in minimizing modifications to the paintwork, trim pieces and other sundry bits. Sigh! It's tough being a guy.**

### **And, from Bob Johnson**

**I did tranny install by myself, but it has been 30+ years. As I recall, I used a combination of jacks to align and realign as I progressed. The dummy shaft part was made on site (did not even know I would need one until I got started and at that time there was not another Healey owner or shop within 60 miles. I went to the hardware store and got a 3/4" wooden dowel and cut**

it to about 9 1/2" long. That fit very well into the flywheel (is that right?). Then I wrapped masking tape to build out the larger diameter for a good fit for centering the bearing. Must have worked, still OK today.

