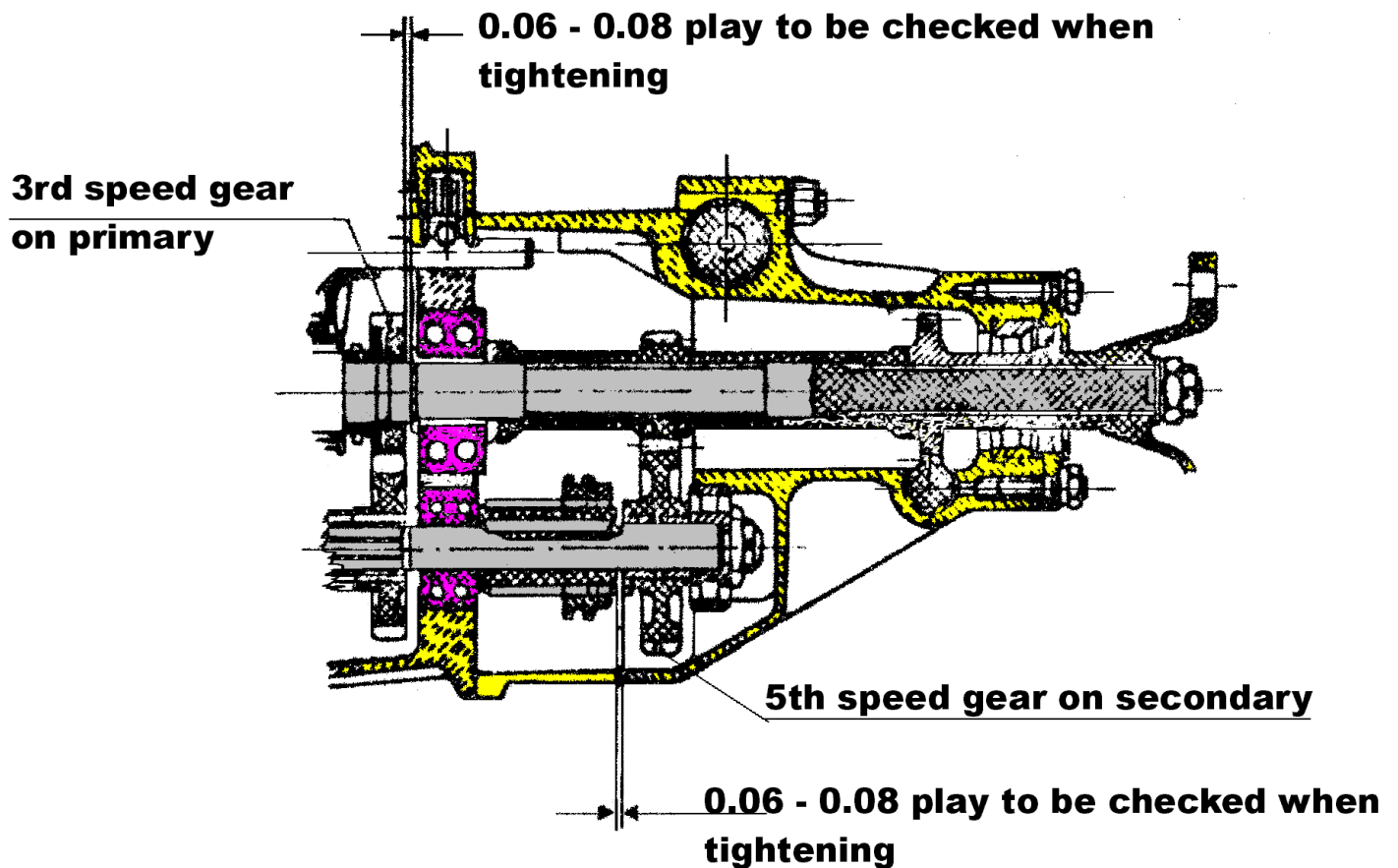


<p>LANCIA & C.</p> <p>FABBRICA AUTOMOBILI TORINO - S.p.A.</p> <p>Printed in Italy</p>	<p>LANCIA APRILIA – ARDEA – TIPI 800</p> <p>GEARBOX</p> <p>Locking the Primary & Secondary Shafts</p>	<p>A.S.T. Sketch 62 I-PM</p> <p>Nov. 1948 Sheet 1/2</p>
<p>Modifications by Lancia: 6/5/49. Reset & redrawn by Paul Mayo 9/08/2009 including old translation from poor Italian copy of Sketch.</p>		



In order to avoid excessive tightening of the nut that locks the fork on the primary shaft of the Ardea & Aprilia gearbox, & the nut for locking the gears on the secondary shaft of the Ardea & 5-speed Tipo 800 models, which could result in too little axial play for the 3rd speed gears on the primary & 5th speed gears on the secondary shafts, it is necessary when tightening for a spacer to be placed between the above-mentioned gears & the relevant shoulders to ensure the correct axial play after tightening, as shown in the figure above.

<p>LANCIA & C.</p> <p>FABBRICA AUTOMOBILI TORINO - S.p.A. Printed in Italy</p>	<p>LANCIA APRILIA – ARDEA – TIPI 800 GEARBOX</p> <p>Locking the Primary & Secondary Shafts</p>	<p>A.S.T. Sketch 62 I-PM</p> <p>Nov. 1948 Sheet 2/2</p>
<p>Modifications by Lancia: 6/5/49. Reset & redrawn by Paul Mayo 9/08/2009 including old translation from poor Italian copy of Sketch. Enlarged to 2 pages with parts diagram & notes</p>		

Note from Paul Mayo, August 2009:

The spacer referred to above would appear to be #27 in Aprilia S2 Tav.25, which was available in sizes of 0.05, 0.2, 0.3 & 0.5 mm (Part numbers 238-20005, 5A, 5B & 5C)

