

# ENGINE CART AND TRANSAXLE CRADLE PHOTOS and INSTRUCTIONS

This document provides a number of photos that show how to use the engine cart and transaxle cradle I built for removing and installing Corvair power trains with an ATV jack. It is meant to accompany another document that provides isometric drawings and assembly instructions for building the cart.

Please refer to the photos provided on the last pages of this document before reading further. They will make it easier to understand the following instructions.

The engine cart and transaxle cradle are two separate units. By using them as shown, you can pull the transaxle straight out from the bell housing without worrying about bending the transmission input shaft or destroying the transmission input shaft seal. Of course, there's still some "wiggle" between them when doing the separation, but this can be compensated by carefully adjusting the height of the ATV jack during the process. I also suggest the use of "alignment pins". Allan Lacki

## **ENGINE CART NOTES.**

The engine cart should be positioned under the power train so that the bolt lugs on the bell housing rest on the front cross-member of the cart. This position provides a good balance (center of gravity) with and without the transaxle attached to the engine. You'll see this in the photos.

## **TRANSAXLE CRADLE NOTES.**

The transaxle cradle is designed for use with 1966-69 Corvair manual "Saginaw" transmission. Most likely, it will NOT work with Powerglides and earlier Corvair transmissions, although it could be modified to do so.

To use the transaxle cradle, it is necessary to remove the top brace, place it on the ATV jack, and jack it up until the cradle nestles the transaxle. Then, re-install the top brace. It is screwed to the uprights with SPAX screws.

The uprights and a top brace which keep the transaxle from rolling onto its side after it has been detached from the bell housing. This aids in aligning the bolt holes when re-installing the transaxle to the bell housing.

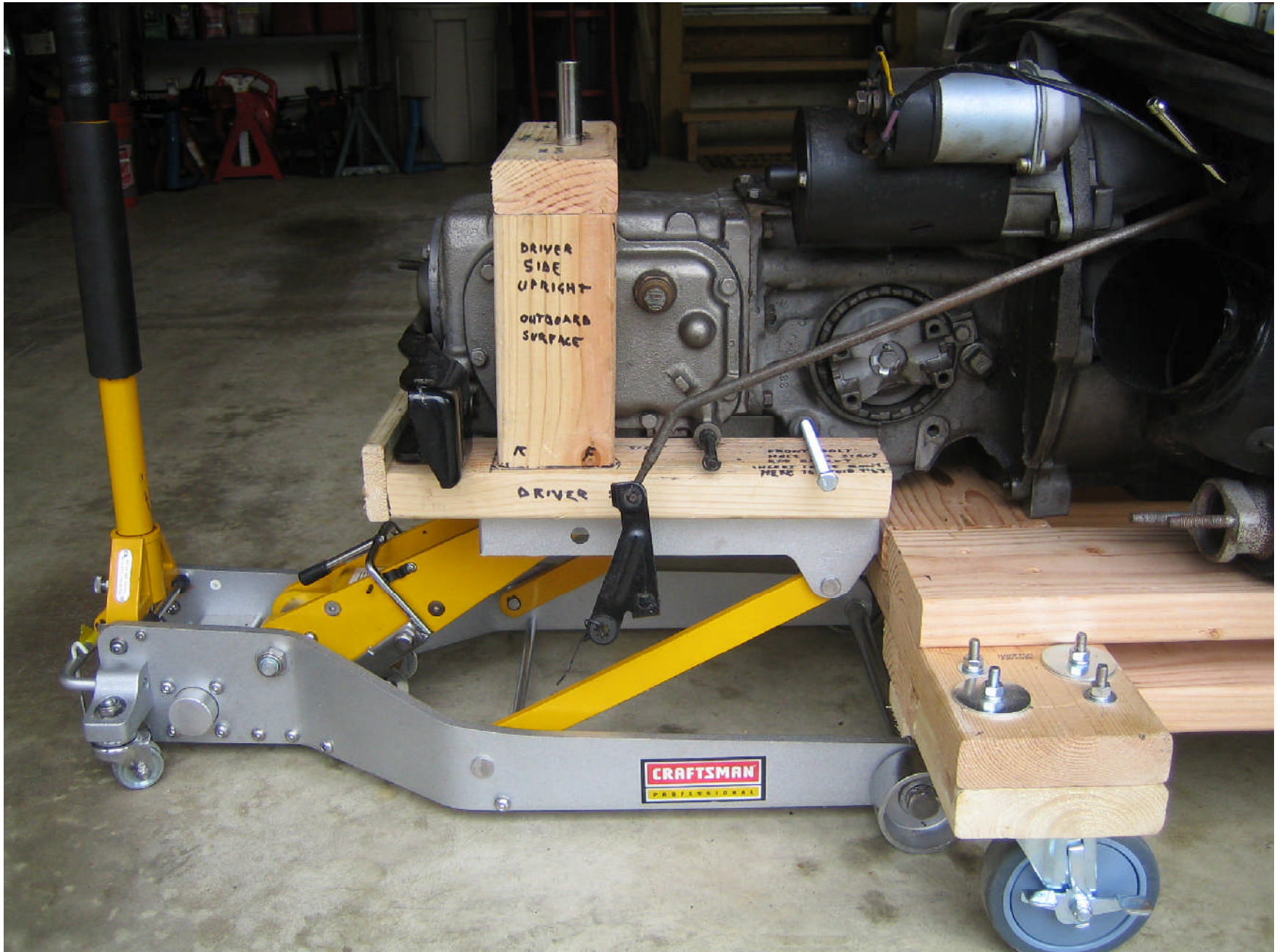
We currently do not have drawings for assembling the transaxle cradle, but the photos should provide plenty of clues how to do it.

In the photos, you'll see that the transmission mount cross-member is still attached to the front of the transmission and that the cross-member rests on the transaxle cradle. But I believe you can still use the transaxle cradle, even if the cross-member isn't present. If not, it should be easy to add a wooden brace to keep the front of the transmission from dipping down.

The photos also show the use of two long 3/8-16 bolts, which are screwed into two of the strut rod bracket holes on the sides of the differential. The bolt aid in securing the transaxle to the cradle.







DRIVER  
SIDE  
UPRIGHT  
OUTBOARD  
SURFACE

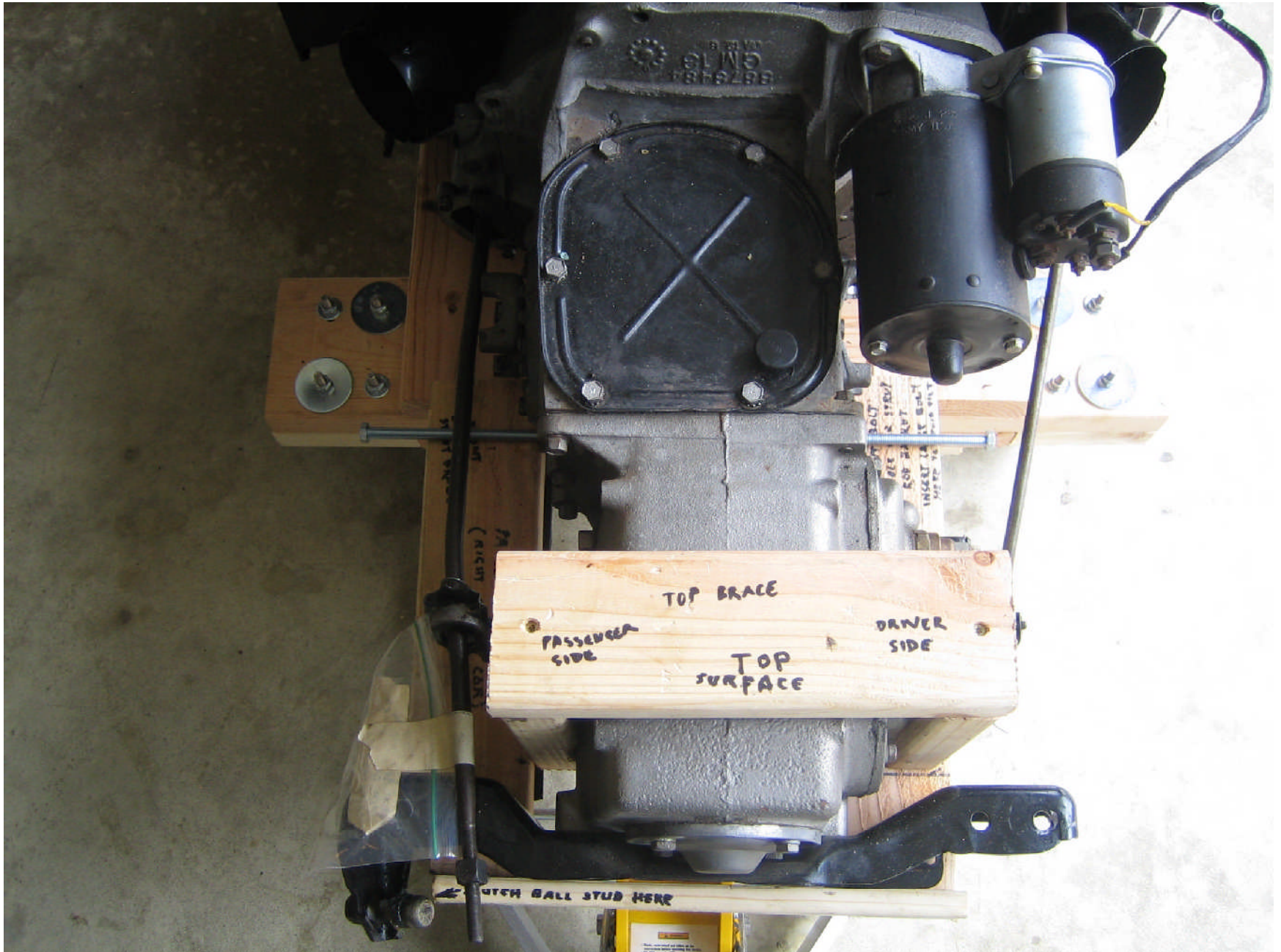
DRIVER

CRAFTSMAN  
PROFESSIONAL









TOP BRACE

PASSENGER  
SIDE

DRIVER  
SIDE

TOP  
SURFACE

CATCH BALL STUD HERE

8 BEAM  
GL 110  
1816288

1.5PS  
1000

This unit will only be used on...



