

13 USING YOUR GLOBAL ROAMER OVERDRIVE

The ROAMERDRIVE is a versatile tool that will enable you to get the best out of your Land Rover.

When the lever is in the aft position your vehicle will have exactly the same gear ratios as before giving lots of grunt for towing and other hard work.

The overdrive is most useful on motorways. To engage, wait until you are cruising in fifth gear, then depress your clutch and move the overdrive lever forward. On releasing the clutch you will immediately feel the engine revs drop and cab noise decrease. As traffic conditions change, simply shift the main gear lever into other gears. You do not have to disengage the overdrive unless you come to a complete stop.

In practice the gear ratio of overdrive fourth gear is similar to normal fifth. The stubby ROAMERDRIVE shift lever is more convenient to use than the main gear lever. In non-motorway conditions you can drive for miles in fourth gear shifting in and out of overdrive when needed as gradient and traffic conditions dictate.

You will also find the ROAMERDRIVE very useful in low-range as it allows you to gain more speed without making the slower change between low and high range.



The pictures show the same Defender 110 in high range overdrive on the Gunbarrel highway (left) and in low range climbing 'Big Red' a major dune in the Simpson Desert. (above) Momentum accrued between dunes allows the Land Rover to gain ground up the dune face where it might otherwise bog down in sand. Pictures are from a test expedition in Australia.

14 ACCESSORIES

Part DS-COV our finned sump casting increases oil capacity and lowers operating temperature. Essential when the overdrive is driven by a modified TD5, International 2.8 or other more powerful engine.

Part DX-T is an accurate mechanical temperature gauge kit. Easily installed with the sensor in the DS-COV sump casting. This gauge enables you to monitor transfer case temperature and is essential if your Land Rover has an enhanced performance engine.



The gauge is fitted with a copper tube that connects to the DS-COV sump. 12v dial illumination is included.



15 CAUTION We can not determine how much power you modify your Land Rover to achieve or how fast you drive. This overdrive will handle increased power output provided that the operating temperature of the transfer case oil is kept below 110° C. If you drive your modified Land Rover at continuously high speeds in hot weather, transfer case oil temperature should be monitored especially if there is no oil cooler fitted to the adjoining R380 gearbox. **Your overdrive warranty is void if the unit fails due to overheating.**

16 WARRANTY

Your GLOBAL ROAMER OVERDRIVE is warranted for one year from date of purchase. Please retain your proof of purchase for warranty purposes.

We will repair or replace (at our discretion) any overdrive that malfunctions during the warranty period. The warranty does not cover the costs of transporting the overdrive nor does it cover any other costs incurred relating to the installation.

Note that the warranty will be invalid if the overdrive is damaged by overheating. (See 15) We will also not warrant an overdrive that has been returned to us with damage caused by use with insufficient or improper lubricant.

Quote overdrive serial number in correspondence.

17 MAINTENANCE and CRUSH WASHER INFORMATION

Change oil diligently as scheduled by the vehicle manufacturer. The overdrive should be drained using the small plug in the bottom and 3/4 L of oil should be added to the top of the overdrive when transfer case oil is changed. Re-tighten plugs securely.

When a used Roamerdrive is removed from the transfer case a new crush washer kit (part JX03B) should be fitted before re-installation. A new crush washer kit must also be fitted if the overdrive is fitted to a different vehicle.

Crush washer kit JX03B contains a new crush washer and a new mounting gasket.