

5 Using a metal drift, tap the inner bearing race off the front of the old gear. Be careful not to damage the roller cage. Working on a clean bench, remove the drive gear from the overdrive. Put aside the conical crush washer between the gear and the hollow shaft.



Check the bearing for damage or excessive wear. Replace with a new one if needed. A genuine Timken cone part 18790 should be used. This part can be supplied by your dealer.



Press the bearing all the way on to the nose of the gear. Replace the crush washer on the other end of the gear. This washer is cone shaped. The 'dished' side

of the cone goes against the side of the gear with the nose of the cone pointing aft into the overdrive body.

7 Working from above or below, insert the ROAMERDRIVE over the splined shaft and push it into place. It may be necessary to rotate one of the vehicle's rear wheels to get the splines to engage. The ROAMERDRIVE will enter to within a millimetre of the gasket.

The badge should be uppermost and the selector rod in the 10 O'Clock position. The six bolts can now be inserted. Make sure that the 'O' rings are in position under the bolt heads. Lubricate the 'O' rings with oil. The bolts are torqued to 34 N.M. (25 lb.ft.) Tightening the bolts will close the gap between the castings as the crush washer compresses. If you are fitting an oil cooling sump cover (see 14), remove existing cover plate and fit this finned cover now. Coat both sides of the rectangular gasket with sealant and tighten screws firmly.

FILLING WITH OIL

Clean and replace the drain plug in the bottom of the transfer case and tighten firmly. Remove the aft facing filler/level plug adjacent to the emergency brake drum. You will need between 3 and 4 litres of API-GL4 MTF to fill the system. **Make sure you are putting in the correct oil - see lubricants page attached.**

6 CONICAL STEEL CRUSH WASHER



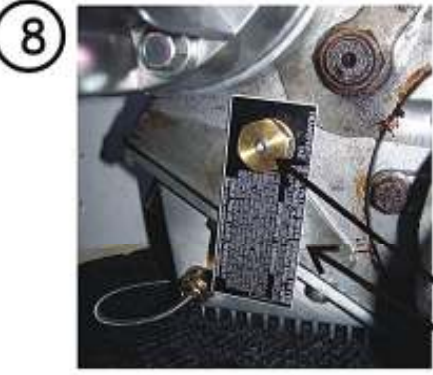
Making sure that the crush washer is in place and correctly orientated insert the gear into the transfer case until the bearing seats. It may be necessary to rotate the gear as you do this. Be careful not to drop the crush washer into the transfer case.

The paper gasket can now be put in place using gasket cement.

Note that one of the six bolt holes is offset so there is only one way this gasket can be positioned correctly as marked. There is also an oil passage between the overdrive and the transfer case that must be kept open. Keep this in mind if you replace this gasket in future - it is Land Rover part FRC5413. The genuine part has all the required holes.



OIL PASSAGE HERE



8 Fill the transfer case until oil flows from the filler hole.

Replace the original plug using the new hexagonal brass plug supplied, (with a dab of sealant on the threads). The oil information tag should be retained under the head to inform service personnel of the oil required.

NEW OIL LEVEL PLUG
OIL INFORMATION TAG

Using the large hexagon key supplied unscrew the socket filler plug located on the top left hand side of the overdrive and introduce 3/4 litre of oil into the overdrive. Replace the plug. Do not over tighten this plug.

Once the overdrive has been running (and the oil given time to settle) you can check the correct oil level by removing the small plug in the centre of the new brass filler plug. (Key supplied).

At future oil changes, drain oil from both overdrive and transfer case and repeat filling procedure.