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## FITTING THE LEVER

On the left hand side of the gearbox immediately beneath the transfer lever boot is a small diamond shaped casting held in place by two slotted screws.

Remove these screws and tap the casting off the gearbox which will now look as it does in the picture. Grease the end of the shaft.

The overdrive shift lever assembly can now be mounted in place.



Insert the bronze bushing into the gearbox casting and tighten into place using the two 6 mm socket cap screws supplied. The connecting rod can now be assembled by fitting the two rose joints into the ends of the rod. Adjust the two tie rod ends evenly so that the distance from eye to eye is 53 cm.



One rose joint is fitted with an 8mm bolt and a cylindrical spacer. This end is attached to the overdrive as shown.

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The front end of the tie rod can now be attached to the lever assembly. Use the upper hole in the lever. By screwing both tie rod ends in or out evenly the angle of the lever can be adjusted. Lock the two adjusting nuts firmly.

No part of the rod or lever should contact any other part of the Land Rover. Tie back any wiring that could rub on moving parts.



Before replacing the tunnel cover it is a good idea to check and adjust the HI/LOW lever actuating mechanism on the right hand side of the gearbox while you have access to this area. You might also wish to grease the internal workings of the transfer lever - to do this remove the cover under the transfer lever gaiter. Make sure the transfer lever engages in all four positions or adjust linkage accordingly. Replace the tunnel cover. Replace the seat or cuddy box. Make sure all seams are airtight as a surprising amount of drive line noise can pass into the cab through poorly sealed panels. Gaffer or duct tape along the seams is a good idea.

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Trim a hole in the foam sound proofing pad to fit the new lever and place the pad in position. Once this is done the new gaiter can be fitted. If the boot is out of position adjust your engine mounts. Be careful not to stress the extra cemented boot when fitting. Replace the carpet. The original lever knobs can be screwed back and the overdrive knob fitted.



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## RUNNING TEST

With the vehicle standing on the ground and the emergency brake applied put the transfer case lever in neutral and the overdrive lever in the aft position.

Start the engine and engage first gear carefully as if you were going to drive away. The vehicle will not move as the transfer case is not engaged but you should hear the gearbox running. Now depress the clutch and engage the overdrive by moving the engagement lever forward. The action should be smooth and precise. Allow the overdrive to run like this for ten minutes and try engaging it in other gears and at different engine speeds.

There should be no unusual noises during the test.

After you stop the engine check for any oil leaks on the overdrive and transfer case.

Note that the teeth on the main output gear of the overdrive have a surface treatment and finish that encourage bedding in with the mating gear. If there is any gear whine on installation it will greatly reduce over the first 10,000 Km.

After the running test give the oil time to settle and check the level using the small plug in the centre of the new filler plug.

## CHECK LIST

1. Have you filled the transfer case up to the level of the filler plug with the recommended API-GL4 MTF oil and then added an extra 3/4 litre of this oil into the overdrive housing?
2. Have you tightened the adjuster nuts on the tie rod?
3. Are the six mounting bolts on the ROAMERDRIVE tightened to a torque of 34 NM (25 lb.ft.)
4. Are there any leaks?
5. Have you tied back any wiring close to the tie rod or actuating lever?