9 PREVENTING THE MAIN SHAFT FROM ROTATING

In order to tighten the nut on the main shaft it is necessary to prevent the shaft turning.

To do this engage first gear, insert the hand crank into the engine, and block it to stop rotation. The nut can now be tightened to a torque of 110 lb/ft (135N/m).

Once the main nut is tight, lock it by tightening the three socket screws shown in Figure 8.

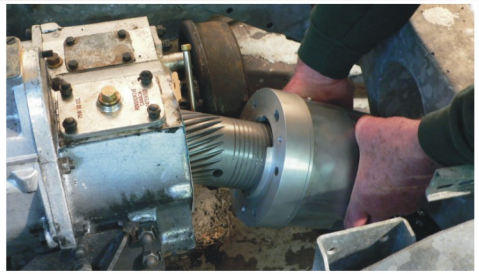
Tighten each socket screw alternately several times. Do not tighten one screw completely before tightening the others as this will push the coupling off centre.

REMOVE THE HAND CRANK AFTER THIS USE!

10 FITTING TOP COVER AND ROUND GASKET

Using the rectangular gasket provided, secure the new aluminum top cover in position using a gasket sealant. Fit the new hexagon socket filler plug.
Grease both sides of the new round gasket and place it in position on the round PTO opening. Note the correct orientation stamped on gasket.
On pre-1964 models with stubby hand brakes and left hand steering, the overdrive housing may interfere with the handbrake cross shaft. This shaft can be bent upwards slightly to give clearance.

11 MOUNTING THE OVERDRIVE



Working from below the vehicle rotate the housing so the selector rod is at bottom. Raise the nose gear up into the transfer case and insert. Now rotate the casting so the 'GLOBAL ROAMER' badge is uppermost. It may be necessary to rotate the gears so the input spline engages. If the overdrive does not slide completely home check that there is no interference with the transfer case lay shaft or the speedometer cable. Make sure that the paper gasket is not damaged and is correctly aligned with the holes for the mounting bolts. Now fit the six mounting bolts. Lubricate the sealing 'O' rings under the heads and torque to 25 lb/ft (34 N/m).
On some early transfer cases the holes may not be tapped deep enough and a 3/8-16 UNC tap may be required to clean the holes, or the bolts shortened slightly. Remedy this condition or you may shear off a bolt in the transfer case.

12 DRILLING HOLE FOR SHIFT LEVER

The lever 'L'bracket can now be fitted using the new 5/16 bolts provided.

Remove the gearbox tunnel mat and using an electric drill make a 1/4 inch (6mm) HORIZONTAL hole through the right hand side of the transmission tunnel that penetrates into the transmission tunnel EXACTLY along the axis of the threaded hole in the side of the L bracket.
It may require drilling several holes to get the position correct. Once you are satisfied that your hole is concentric and horizontal to the hole in the 'L' bracket, enlarge it to two inches (50mm) using the hole saw.
Deburr the sharp edges. On six cylinder models and four cylinder early 90s and 110s the 'L' bracket must be extended forward by about two inches (50mm). Any competent welder can perform this task.