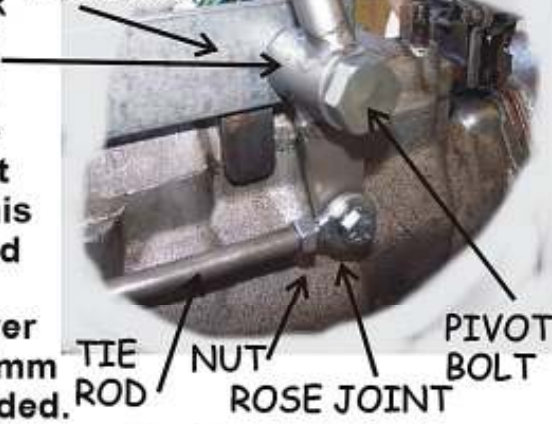


13 SHIFT LEVER

LEVER BOSS

'L' BRACKET



Assemble the rose joints with locking nuts into the ends of the tie rod. Do not tighten the lock nuts at this time. Place assembled rod inside the transmission tunnel and connect to lever boss using the 8mm x 25mm bolt and nylock nut provided.

This can be accomplished by working just outside the new hole. Note that the rose joint is secured to the outside of the lever boss. The lever can now be secured in the boss. Wiggle the lever boss into position and tighten the hexagonal pivot bolt into the 'L' bracket. In practice, the tunnel cover obscures the linkage - all you will see in the cab is the end of the lever boss, the hand lever and the head of the pivot bolt.

14 AFT END OF TIE ROD FITTING



Secure the aft rose joint to the selector shaft. The bolt is an 8mm x 40mm and a spacer plus washers are used between the rose joint and the selector shaft. You can adjust the position of the shift lever by adjusting the aft tie rod end in and out of the tie bar. Do not attempt to adjust the forward rod end as it is difficult to reach the forward lock nut which must be kept tight. Move the lever back and forth to make sure that the linkage moves freely without contacting the gearbox housing, bodywork or tunnel cover screws. The pressure of the dedent mechanism can be adjusted by adding or removing spacer washers from the top of the dedent spring located under the rectangular block.

15 FILLING WITH OIL

Fill the transfer case with oil (+/- 3 Litres) through the hole in the top. Stop when oil is visible on the tip of the dipstick. Now add an additional 1/2 Litre into the ROAMERDRIVE itself using the socket plug under the tie rod in the side of the casing.



Transfer case oil should be changed at intervals specified by the vehicle manufacturer. A drain plug is provided in the ROAMERDRIVE in order to empty the housing. Refill the system as described above. Standard API 75-90 GL4 gear oil will work perfectly in your overdrive and this stickier oil will generally give quieter performance. If you have installed a more powerful engine or are using the vehicle for fast driving in tropical climates a synthetic API GL4 oil will run cooler but may be noisier especially if there is wear in the transfer case.

16 LEVER AND SEAL

The rubber dust seal fits around the lever boss and is held in place by the stainless steel ring and three self tapping screws.

Before drilling holes for the screws, position the ring so the tips of the screws do not contact the mechanism inside the tunnel cover.



Before using the overdrive make sure that no part of the lever, 'L' bracket or tie rod contacts any part of the Land Rover bodywork, panels, screws etc. Such contact will cause noise and vibration in the cab. The upper RH screw that holds the tunnel cover may need to be shortened. In some installations you may have to bend or twist the 'L' bracket to get comfortable bodywork clearance.