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INSTALLING DIP STICK TUBE TO ELBOW



Attach the dip stick tube to the elbow and tighten firmly. Note that the tube passes over the nut securing the end of the lay shaft. The speedometer cable passes between the dip stick tube and the aft side of the transfer case.

6

REMOVING TOP and AFT COVERS



Remove the six nuts holding the round PTO cover and the four nuts holding down the transfer case top cover. Both covers can be stored as they are no longer required. The four nuts and washers for the top cover will be re-used and the four studs are left in place. The six studs that held the aft cover must be removed. A vise-grip can be used for this purpose or two nuts locked together.

Carefully clean all old gasket material from the exposed surfaces.

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REMOVING MAIN SHAFT GEAR



Put the transfer case and gearbox both in neutral. Rotate the gear to find the locking tab retaining a castellated nut on the gearbox main shaft. Using a brass drift through the PTO aperture bend up this locking tab and tap on the castellation. (Or use a special tool) to remove the nut (R.H. Thread).

Now withdraw the gear and two washers through the PTO aperture. Check the disc shaped oil flinger located on the shaft. The face of the oil flinger should be inside the inner surface of the transfer case. The flinger disc can be tapped into position using a metal tube or drift if required.

Take care not to drop any parts into the transfer case!

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PREPARING MAIN COUPLING



Slide the splined coupling out from within the gear end of the ROAMERDRIVE. Check that the three set screws on the periphery of the coupling are sitting flush with the outer surface. Remove the hexagon nut from within the coupling.

Now tap the coupling (roller end first) onto the gearbox main shaft until it is possible (using the 1-1/16 deep socket provided) to screw the hexagon nut onto the main shaft thread.

Make sure the nut is not cross threaded before tightening!