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USING YOUR ROVERDRIVE



The ROVERDRIVE is a versatile tool that will enable you to get the best out of your Land Rover. When the lever is in the aft position your vehicle will have exactly the same gear ratios as before giving lots of grunt for towing and other hard work.

The ROVERDRIVE is most useful on motorways. To employ, wait until you are cruising in fifth gear, then depress your clutch and move the ROVERDRIVE lever forward. On releasing the clutch you will immediately feel the engine revs drop and cab noise decrease.

As traffic conditions dictate, simply shift the main gear lever into other gears. You do not have to disengage the ROVERDRIVE unless you come to a complete stop.

In practice the gear ratio of overdrive fourth gear is similar to normal fifth. The stubby ROVERDRIVE shift lever is more convenient to use than the main gear lever. In non-motorway conditions you can drive for miles in fourth gear shifting in and out of overdrive as needed as gradient and traffic dictate.

You will also find the ROVERDRIVE very useful in low-range as it allows you to gain more speed without making the slower change between low and high range.

The inclination to drive faster with the ROVERDRIVE negates considerable fuel savings to be had if one retains one's original driving habits. Our experience shows that drivers who use the ROVERDRIVE at moderate speeds will save up to 15% on their fuel costs. The long term saving of less wear and tear on engine and drive line components are also considerable. Bear this in mind and your ROVERDRIVE will pay for itself quickly.



The pictures show the same Defender 110 in high range overdrive on the Gunbarrel highway (left) and in low range climbing 'Big Red' a major dune in the Simpson Desert. (above) Momentum accrued between dunes allows the Land Rover to gain ground up the dune face where it might otherwise bog down in sand. Pictures are from a test expedition in Australia.

14 AN IMPORTANT ACCESSORY Part DX-COV-KIT

Sump covers used on the 230 Land Rover transfer case are flimsy and do not dissipate heat well. Our heavy duty finned cover is a great improvement.

The cover can be machined to accept an oil temperature sensor if required.



This sump cover increases system oil capacity and is essential when running a ROVERDRIVE on a vehicle fitted with a non-stand engine such as a modified TD5, International 2.8, or high performance V8.

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CAUTION

We have no way of determining how much power you modify your Land Rover to achieve. This ROVERDRIVE is capable of handling increased power output provided that the temperature of the transfer case oil is kept below 100 degrees C.

If you drive your modified Land Rover at continuously high speeds in hot weather, transfer case oil temperature should be monitored especially if there is no oil cooler fitted to the adjoining gearbox. **Your Roverdrive warranty is void if the unit fails due to overheating.**

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WARRANTY

To enable us to serve you better please complete and mail us the green warranty card. Your ROVERDRIVE is warranted for two years from date of purchase.

Note that the warranty will be invalid if the overdrive is damaged by overheating. (See 15) We will also not warrant an overdrive that has been returned to us with damage caused by use with insufficient or improper lubricant.

Please retain these installation instructions for future reference. Quote ROVERDRIVE serial number in correspondence.

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MAINTENANCE and CRUSH WASHER INFORMATION

Change Transfer Case oil every 10,000 Km or more frequently in tropical climates. The Roverdrive should be drained using the small plug in the bottom and 1/2 L of oil should be added to the top of the overdrive when transfer case oil is changed. Re-tighten plugs securely.

When a used Roverdrive is removed from the transfer case a new crush washer kit (part JX100) should be fitted before re-installation. A new crush washer kit must also be fitted if the ROVERDRIVE is fitted to a different vehicle.

Crush washer kit JX100 contains a new crush washer and a new mounting gasket.