

5

Using a metal drift, tap the inner bearing race off the front of the old gear. Be careful not to damage the roller cage.



Working on a clean bench, remove the drive gear from the Roverdrive. Put aside the conical crush washer between the gear and the hollow shaft.



Check the bearing for damage or excessive wear. Replace with a new one if needed.

Press the bearing all the way on to the nose of the ROVERDRIVE gear.

6

CONICAL STEEL CRUSH WASHER

Making sure that the conical steel crush washer is in place, insert the ROVERDRIVE gear into the transfer case until the bearing seats. It may be necessary to rotate the gear as you do this.

Be careful not to drop the crush washer into the transfer case. Note that the crush washer is conical. The nose should point forward.



The paper gasket can now be put in place using a gasket cement such as Permatex. Note that one of the six bolt holes is offset so there is only one way this gasket can be positioned correctly. The three cutouts in the inner ring of the gasket will be in the 9, 12, and 3 O'clock positions. Coat both sides of the gasket with the sealant.

7

Working from above or below, insert the ROVERDRIVE over the splined shaft and push it into place. It may be necessary to rotate one of the vehicle's rear wheels to get the splines to engage.

The Roverdrive will enter to within a millimetre of the gasket. The badge should be uppermost and the selector rod in the 10 O'clock position.

The six bolts can now be inserted. Make sure that the 'O' rings are in position under the bolt heads. Lubricate the 'O' rings with oil. The bolts are torqued to 34 N.M. (25 lb.ft.)

Tightening the bolts will close the gap between the castings as the crush washer compresses.

If you are fitting an oil cooling sump cover, remove the existing cover plate and fit this finned cover now. Coat both sides of the rectangular gasket with sealant and tighten screws firmly.

FILLING WITH OIL

You will need 2 1/2 litres of 75-90 synthetic gear oil GL4 spec. to fill the system. (3 Litres if the replacement sump DIX-COV is fitted)

8

Clean and replace the drain plug in the bottom of the transfer case and tighten firmly. Remove the aft facing filler plug adjacent to the emergency brake drum. Now fill the transfer case up to the level of the filler. Replace this plug and tighten firmly. Using the hexagon key supplied unscrew the socket filler plug located on the top left hand side of the ROVERDRIVE. Introduce 1/2 litre of oil into the overdrive and replace the plug. Do not over tighten this plug.

At future oil changes, drain oil from both Roverdrive and transfer case and repeat filling procedure.

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 protruding shaft.

