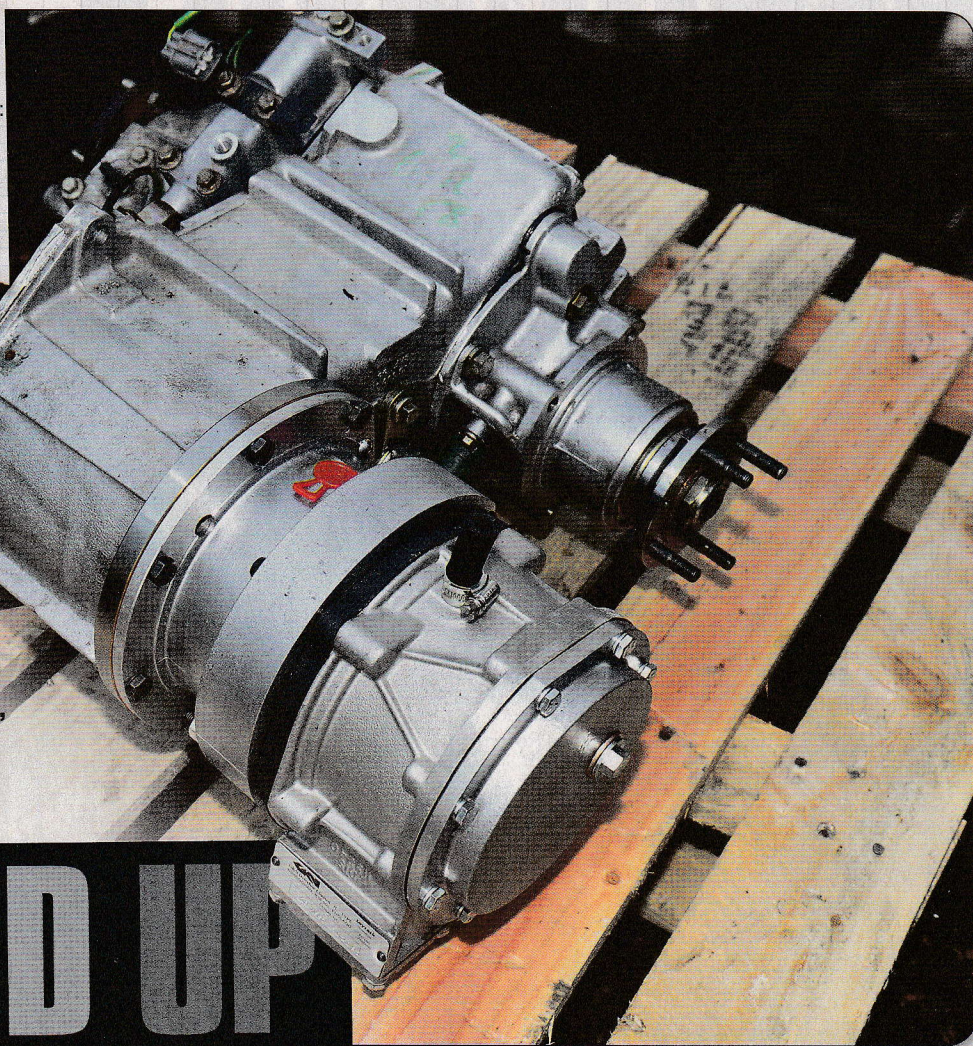


in association with **Ashcroft Transmissions**

Costs this month:

The www.lrseries.com website can now offer new units. The description is as follows: OVERDRIVE UNIT GKN – DEFENDER, Brand New (Genuine): £1711.19 inc. VAT). Second-hand units, on eBay can sometimes be found – and are either very expensive or very cheap. Buyer discretion advised!

If you want an overdrive on your Defender or Disco, the choice is limited. However, if you can get a GKN Overdrive, not-currently-manufactured, you'll have a gem - if you can keep it reliable.



GEARED UP

WHAT YOU'LL NEED

Cleanliness

Scrupulous cleanliness must be maintained throughout all fitting and maintenance operations connected with the overdrive. Even minute particles of dust, dirt or lint from cleaning cloths may cause damage or interfere with the correct operation. Great care must be taken to avoid the entry of dirt when topping up or re-filling with oil. When cleaning parts externally or internally use petrol or paraffin only, otherwise damage may occur to oil seals and other parts of the unit. On no account should water be used.

Fixings

You will need the following: 6-off M10 x 25mm long CSK cap screws; 7-off M8 x 20mm long hexagon head screws; 7-off M8 shake-proof washers.

Electrical Fitting Kit

Electronic control box; Short wiring loom; Medium wiring loom; Multiple wiring loom; Gear knob body; 1 off M3 x 3mm long Allen Grub Screw, 1 off M5 x 6mm long Allen grub screw; Speed sensor; Gear knob lid, complete with switch, LED and wiring connector; Speed sensor; Male plug

THE GKN overdrive has not, at the time of writing, been manufactured for some years. However, some new examples turn up occasionally; second-hand ones can sometimes be bought and Devon 4x4 sell reconditioned units. Here's how to fit one of these units.

I managed to buy a new-old-stock GKN overdrive and then purchased a set of original fitting instructions from Devon 4x4. Unfortunately, the instructions are pretty limited and so I've rewritten and added to them to make them, hopefully, much more useful.

This unit was fitted at Ashcroft Transmissions although they are not interested in supplying GKN units so there's no point asking them for one. It was fitted in conjunction with one of Ashcroft's famous automatic conversions on my Land Rover Defender. GKN never specified their overdrive as being suitable for use with the automatic but, following discussions with Dave Ashcroft, we couldn't see any reason why it shouldn't be done and so it has proved. As you can see below, the overdrive was designed to be used without use of the clutch and I find it works extremely well in conjunction with my automatic gearbox.

PICTURE 1 After unscrewing the six

M10 hex. head set screws (and depending on model, there could also be two M10 countersunk screws to remove)...

PICTURE 2 ...remove the cover (a). If it doesn't come off with the cover, the bearing support plate (b) could be a tight fit in the transfer box so a lever may have to be inserted between the plate and the transfer box. This lever should be moved around the plate so that it is removed evenly without damaging the unit face.

When the bearing support plate has been removed, the transfer box gear seen here can be withdrawn. The propshaft may have to be turned slightly. The two inner bearing races on the transfer box gear are not required for the overdrive fitment.

PICTURE 3 When the transfer box gear has been removed check:

- That the number of teeth on the gear removed from the transfer box is the same as that on the overdrive unit.
- The gear face widths (the width along the teeth) are the same.

If both of the above are correct, continue with the installation. If not, you will need to obtain replacement parts for the transfer box to match the overdrive unit. Ashcroft or Devon 4x4 may be able to supply the necessary parts.