

1. Check-up before installation.

.Thoroughly flush the oil cooler with pipes so that no dirt residue are left inside.

.Check the faceplate for crazing, loose rivets and sway marks.

.Check the transmission externally for damage to oil cooler nipples, km counter connection, switching mechanism, dowel pins, mating surfaces etc.

.Check that the slide of the drive shaft (s) is clean and smooth and grease it lightly with Vaseline or oil.

2. Construction

.Lightly lubricate the neck of the converter with Vaseline or oil and slide it into the transmission.

Make sure that the drive cams are properly seated in the transmission pump. Now mount the transmission complete with converter against the engine.

Caution!

The transmission must be flush with the engine, in the dowel pins. If this is not the case, then the converter is not properly fitted in the pump or the centering cam does not fit into the crankshaft.

Important!

Never pull the transmission against the motor by means of the fastening bolts. This irrevocably damages the converter and oil pump, so the warranty expires!

.Make sure that the keyways of the drive shaft (s) are clean and lightly greased. The internal and external keyways must not have radial play with respect to each other.

.The switching mechanism must not be damaged or have excessive play. Set the selection lever and the transmission to the "P" position, mount the linkage and adjust it.

.If the transmission is completely assembled, it can be filled with oil. First 2-3 liters with the engine stopped. Now start the engine, apply the parking brake and press the foot brake. Switch on all positions for a moment so that the servos and cylinders can fill up. Set the selection lever to "P" or "N" again, depending on the factory data, and fill the oil to the correct level at idling speed.

.Adjust the kickdown cable according to factory data, check the inner cable for fraying and the play on the carburetor gearbox (if applicable)

.In the case of machines with a vacuum modulator, the vacuum line and the engine vacuum must be checked. With diesel engines it is very important that the vacuum pump is checked.

.During the test drive, check the shift times, kick-down and after the test drive the oil level and seals.

The above information is only intended as advice to our customers. No rights can be derived from the information. Manufacturer's instructions always take precedence.