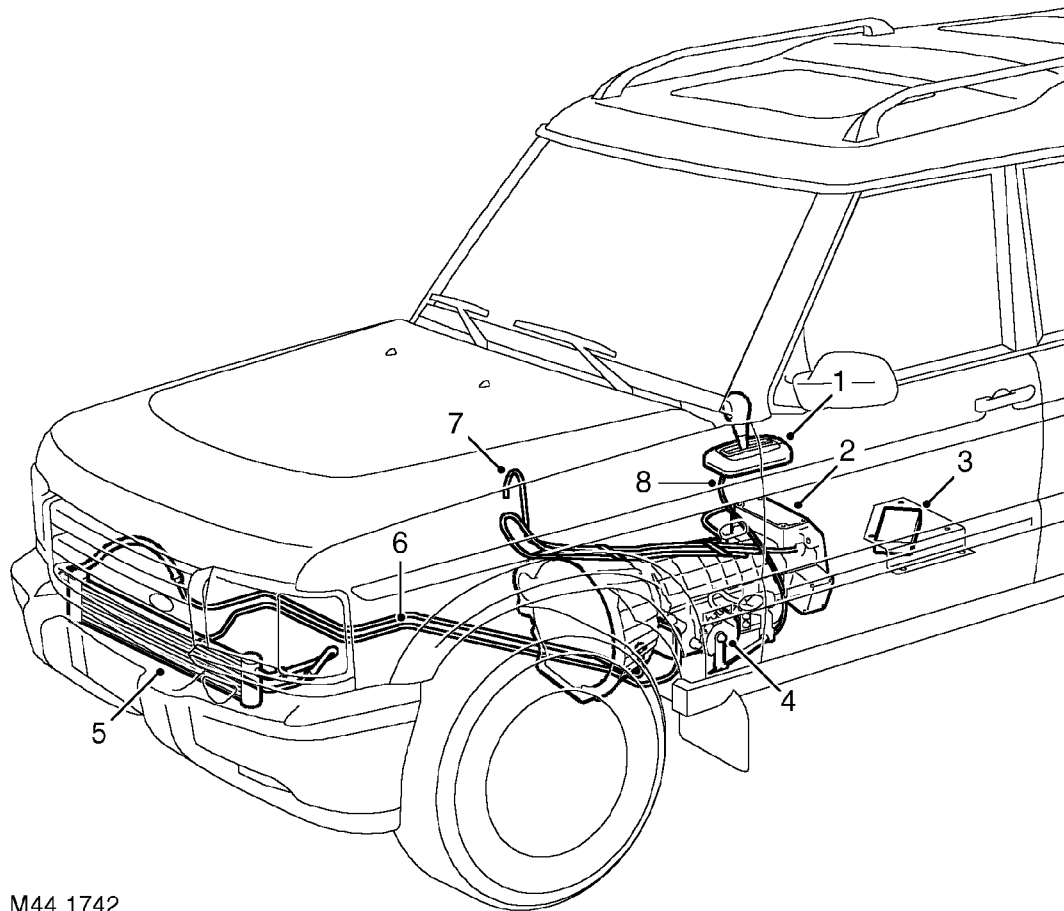




Automatic gearbox component layout



M44 1742

- 1 Selector lever assembly
- 2 Gearbox
- 3 Electronic automatic transmission ECU
- 4 Selector position switch
- 5 Oil cooler
- 6 Fluid lines
- 7 Breather tube
- 8 Selector cable

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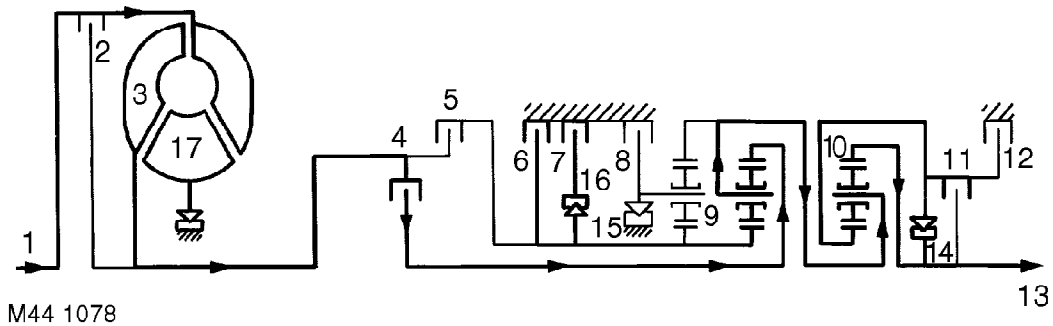


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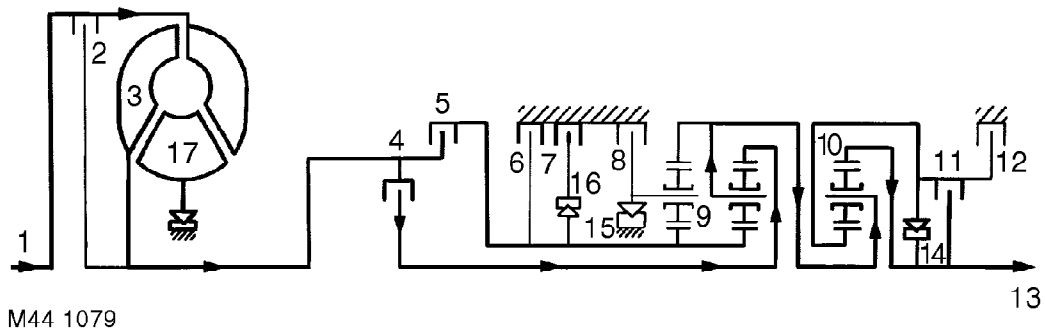


2nd Gear (D selected)



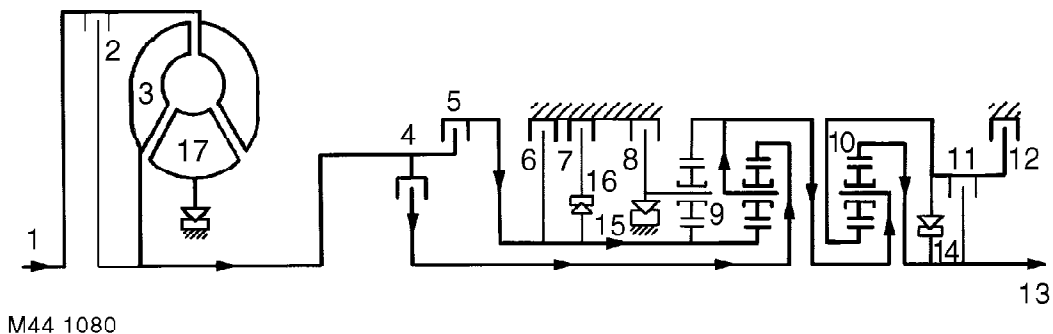
Clutches (4), (6), (7) and (11) are engaged. Freewheel (15) overruns. The hollow shaft with the sun wheel of gear set (9) is locked. Gear set (10) also rotates as a solid unit.

3rd Gear (D selected)



Clutches (4), (5), (7) and (11) are engaged. Freewheels (15) and (16) are overrun. Gear sets (9) and (10) rotate as a solid unit.

4th Gear (D selected)



Clutches (4), (5), (7) and (12) are engaged. Freewheels (14), (15) and (16) are overrun. Gear set (9) rotates as a solid unit. The hollow shaft with the sun wheel of gear set (10) is locked.

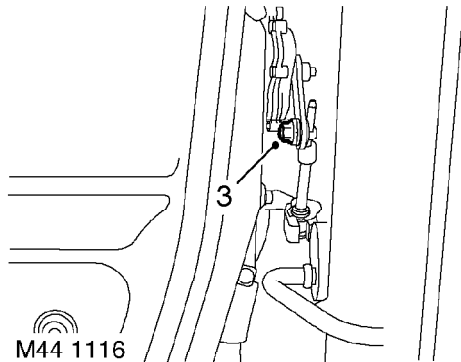


Cable - selector

∞ 44.30.04

Check

1. Position vehicle on ramp.
2. Select position 'P'.



3. Loosen selector cable trunnion nut.
4. Ensure that gearbox selector lever is in 'P' position, (fully forward) and tighten trunnion nut.
5. Lower ramp.

Stall test

∞ 44.30. 3

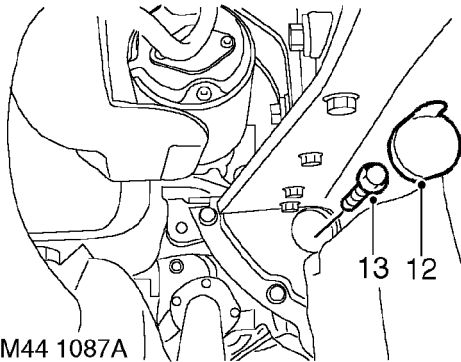
Testing

1. Chock the wheels and fully apply the handbrake.
2. Start the engine and run it until it reaches normal operating temperature.
3. Apply the footbrake and select 'D'.
4. Fully depress the accelerator pedal and note the tachometer reading. The figures should be as given below. **Do not carry out stall test for longer than 10 seconds, and DO NOT repeat until 30 minutes have elapsed.**
 - V8: 2200 to 2400 rev/min
 - Diesel: 2600 to 2800 rev/min
5. A reading below 1300 rev/min indicates a torque converter fault, ie stator free-wheel.
6. A reading between 1300 and 2200 rev/min (V8) or between 1300 and 2600 rev/min (Diesel) indicates reduced engine power.
7. A reading above 2400 rev/min (V8) or above 2800 rev/min (Diesel) indicates clutch slip.

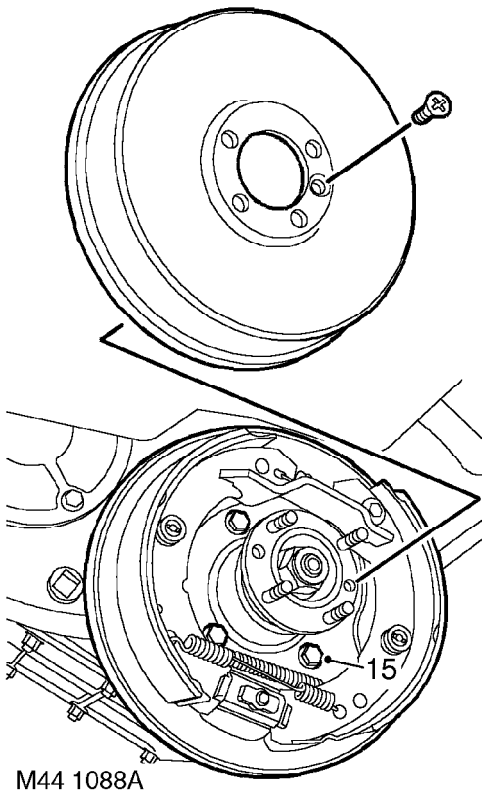
NOTE: The figures quoted above were measured at sea level with an ambient temperature of °C (°F). At higher altitudes or higher ambient temperatures, these figures will be reduced.



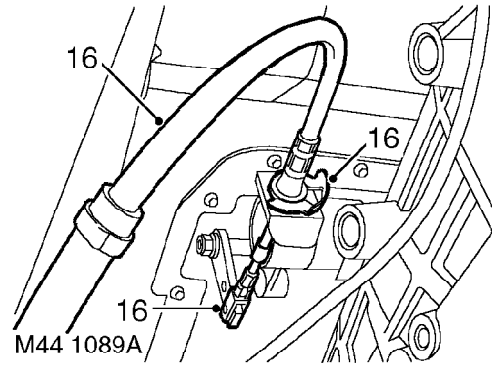
11. rear propeller shaft
PROPELLER SHAFTS, REPAIRS,
Propeller shaft - rear.



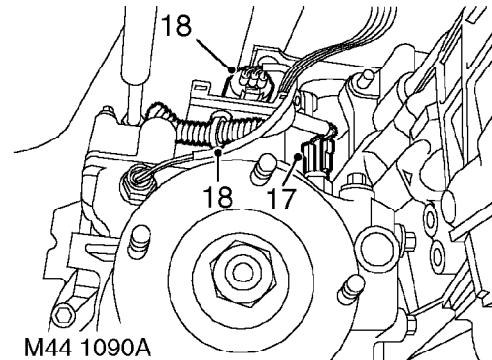
12. Remove plug from torque converter housing to access torque converter bolts.
 13. Remove and discard 4 bolts securing torque converter to drive plate.



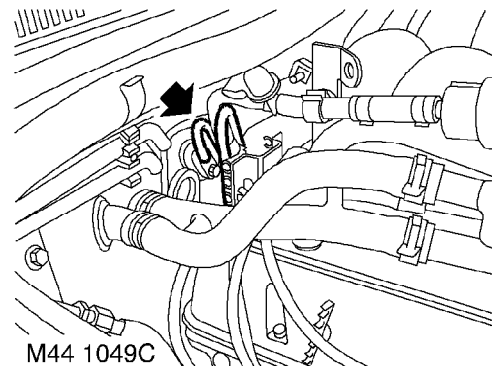
14. Remove hand brake drum retaining screw and remove brake drum.
 15. Remove 4 bolts from hand brake back plate, release back plate and tie aside.



16. Remove retaining clip securing high/low ratio selector cable to transfer gearbox lever, remove 'C' clip and remove outer cable from gearbox.



17. Disconnect 2 Lucars from differential lock switch and multiplugs from high/low ratio switch and neutral sensor.
 18. Remove cable tie and multiplug from bracket on transfer gearbox.






19. Release transfer and automatic gearbox breather pipes from clip at rear of cylinder block.

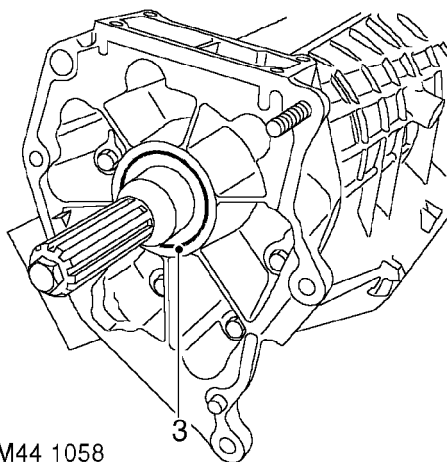


Seal - rear extension housing

∞ 44.20.18

Remove

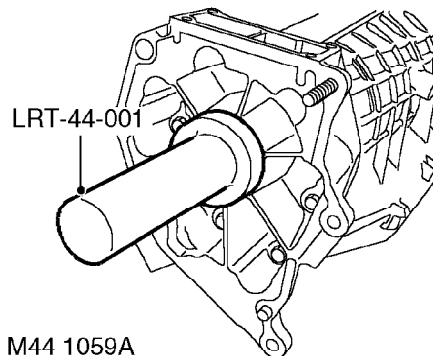
1. - transfer box
 **TRANSFER BOX - LT230SE,**
 ----- **S, Transfer box - Diesel.**
 **TRANSFER BOX - LT230SE,**
REPAIRS, Transfer box - V8.
2. - automatic gearbox oil.
 **MAINTENANCE, PROCEDURES,**
Automatic gearbox.






3. Remove rear extension housing oil seal from gearbox.

Refit

1. Clean oil seal recess in gearbox and running surface on input shaft.
2. Lubricate oil seal running surface with transmission oil.



3. Using tool **LRT-44-001** fit oil seal to extension housing.
4. - transfer box
 **TRANSFER BOX - LT230SE,**
 ----- **S, Transfer box - Diesel.**
 **TRANSFER BOX - LT230SE,**
REPAIRS, Transfer box - V8.
5. - automatic gearbox with oil.
 **MAINTENANCE, PROCEDURES,**
Automatic gearbox.

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