



High Ratio Transfer Case Kit

31.8% RPM reduction in high range only

Raises your transfer case high range ratio from 1.15:1 to 0.87:1 while leaving your low range ratio unchanged for off road conditions. The overall high range ratio is very close to having 3.54 ring and pinion gears while in high range.

This kit is designed to convert "B suffix" or later t-cases, basically from '66-'67, and you are expected to reuse the other components (if they are in good shape, of course).

We recommend that your engine be in good shape for best results. Taller gears, especially if combined with taller tires, requires more horsepower for acceleration. Tired motors will likely deliver leisurely acceleration, particularly on grades. Our 9:1 compression head on an otherwise healthy engine can help bring the best performance from this kit.

If you have transplanted a more powerful engine and still retain your series transfer case, the high ratio kit is your best option for additional highway speed without sacrificing any low range off road capabilities.

The kit does not include gaskets, bearings, shafts or shims. All are in stock separately. If you need these items they will carry a 15% discount when ordered with this kit.

Order **HTRC**



RoverDrive

28% RPM reduction in any gear selected

The overdrive is an additional two speed transmission that works with your transmission and transfer case. When the overdrive is not selected your gearing stays exactly the same as it came from the factory. When the overdrive is selected each gear ratio is increased by 28%.

This essentially provides you with an additional gear inbetween your normal gears plus a higher top gear. The higher top gear will allow you to drive at normal freeway speeds without over revving the engine.

The overdrive plus the four gear transmission and the two gear transfer case gives you 16 forward speeds and 4 reverse to choose from. Those new ratios inbetween the old ones work perfectly on those hills where one gear is too low and the other too high.

To use it, simply disengage the clutch, and shift it as though it were the transmission. The overdrive will not raise the ratios in low range if you don't want it to, so original low speed crawling capability is maintained.

The all new Roverdrive is a big leap ahead from previous (and now discontinued) overdrive designs. Instead of sliding gears with synchronizers, this unit uses stronger 'epicyclic', or sun gear technology: that makes it quiet and strong.

If you are familiar with Laycock electric overdrives, this is similar but without the electric engagement. Lubrication is recirculating, so there are no sumps to run dry.

Kits come complete with hardware, special tools, linkage, and instructions. Like previous units, they bolt to the back of the transfer case, but being smaller they take up less room, and give adequate clearance to the exhaust and brake cross shaft (if fitted). Fits all Series II-III. Order **ODSX001**

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