

# 27 Transfer Box

27 10 000	Visco central lock – check in car . . . . .	27 - 1
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## 27 10 000 CHECKING CENTRAL LOCK IN CAR

The condition of a central lock can be checked on a brake test stand with help of the BMW service tester.

*Caution!*

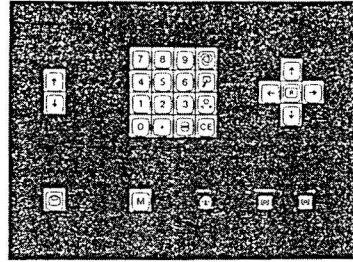
If only one axle turns in a test on the brake test stand, the central lock will be subjected to strong loads and could be destroyed from excessive heat.

Never exceed the total running time = warm-up time + test time of 60 seconds on the brake test stand.

Make a break of at least 30 minutes after each test cycle. These times are applicable to cold and warm operated cars.

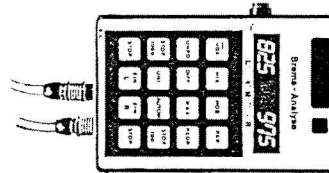
The roller speed of the brake test stand must not exceed 7.5 km/h (4.5 mph).

If the roller speed of the brake test stand without load is not known, it can be determined with a '3' series car with ABS, but without all wheel drive, to the methods described in the testing procedures. In so doing the warm-up phase and measuring the braking force are omitted.



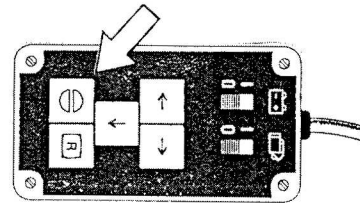
30 27 004

Select test program 03 ABS on BMW service tester.  
Select ABS test step 03.  
Turn on ignition.



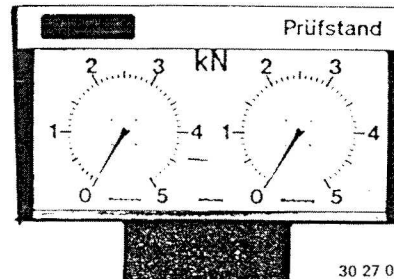
30 27 005

Switch on both rollers of brake test stand.  
Run brake test stand approx. 40 seconds (warm-up phase).



30 27 008

Press reset button on BMW service tester after the warm-up time.  
The value in ms now appearing at rear left or right is equal to the roller speed.  
See diagram.



30 27 006

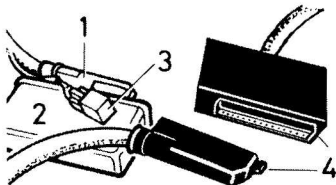
Read braking force of both wheels on brake test stand and add.  
*Caution!*  
Total running time: max. 60 seconds.

Check tire inflation pressure and tire size.  
Park rear wheels of car in test stand rollers.  
Front wheels are on floor.  
Shift lever in neutral.



30 27 002

Car must be connected on the BMW service tester, to determine test stand speed (wheel speed) under load.  
Switch off electric equipment and ignition.  
Connect T-plug (4) between ABS control unit (2) and ABS wire harness (1).



30 27 003

Transfer period of time (ms) in diagram.

Transfer sum of braking force of both front wheels in diagram.

The condition of the visco central lock is evident from the point of intersection of both lines.

Example:

Pulse wheel period of time: 22 ms.

Braking force of left wheel 300 N (66 lbs.)

Braking force of right wheel 350 N (77 lbs.)

Total braking force 650 N (143 lbs.)

Intersection point of both lines in shaded area.

Visco central lock is faulty.

### Additional Testing Method:

Normally insufficient locking effect of a visco clutch will be caused by escaping visco liquid.

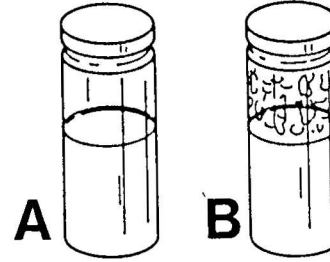
Visco liquid can be detected in gear lube as described below.

Take an oil sample and pour this oil into a pluggable lab glass or something similar. Now shake the glass and observe the oil running down the side of the glass after waiting about one minute.

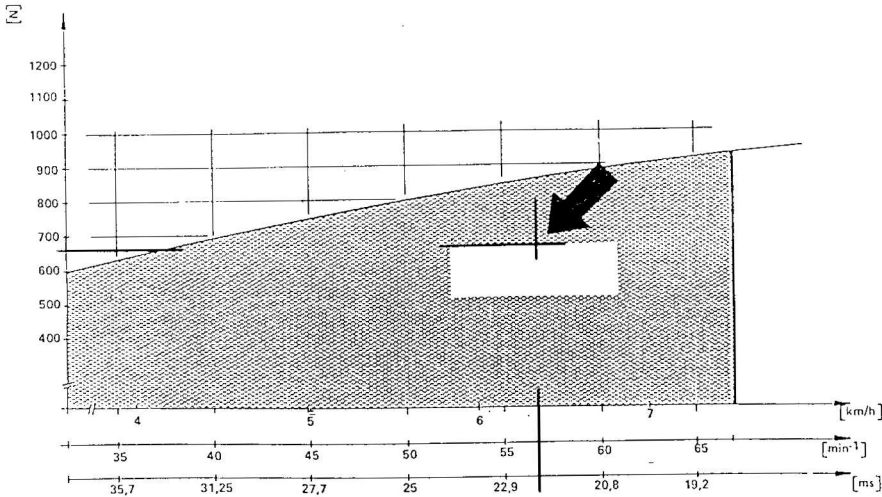
Visco liquid will not mix completely with oil and will run down cloudy due to its greater viscosity.

A = Without visco liquid

B = With visco liquid

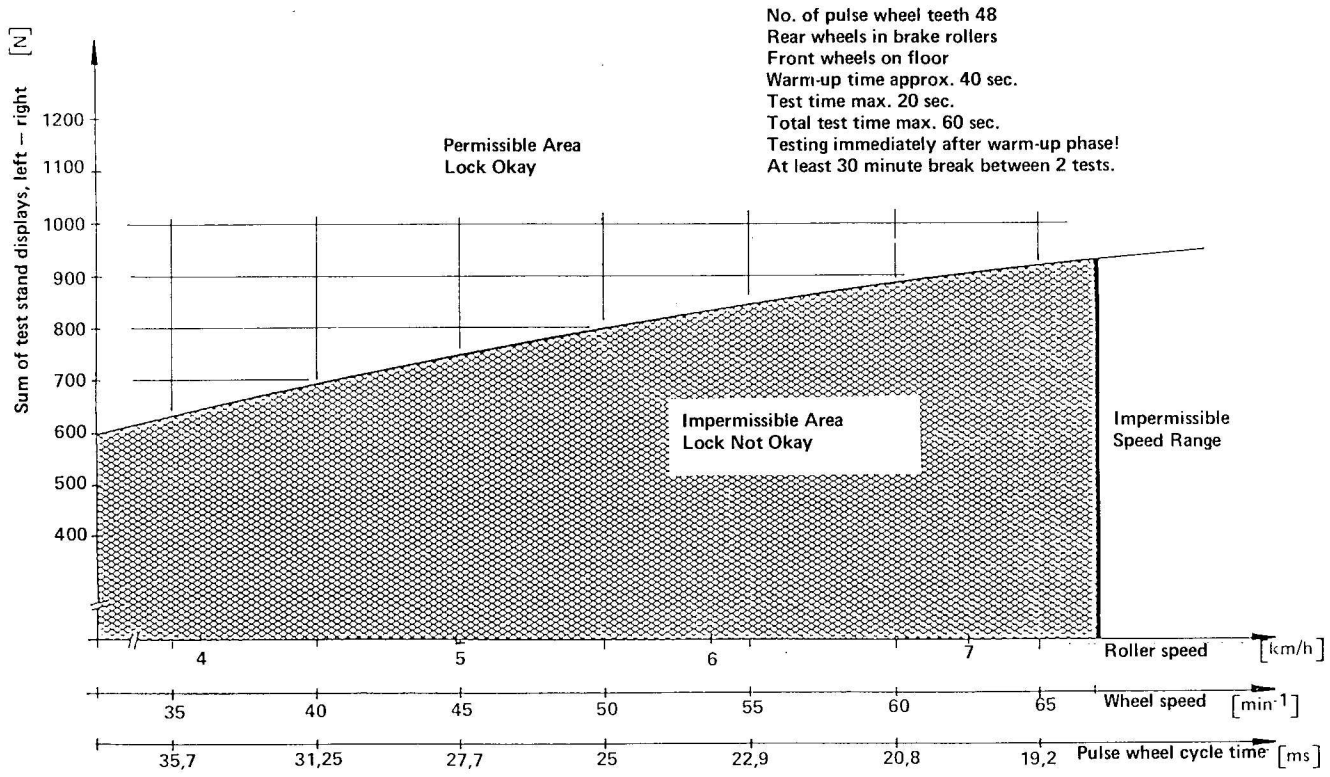


30 27 103



## VISCO CENTRAL LOCKS DIAGNOSIS

Number of pulse wheel teeth: 48.  
 Rear axle in brake cylinder.  
 Front axle standing.  
 Warm-up time: approx. 40 sec..  
 Testing time: max. 20 sec..  
 Total testing time: max. 60 sec..  
 Test immediately after warm-up phase!  
 Time between 2 tests: at least 30 minutes.

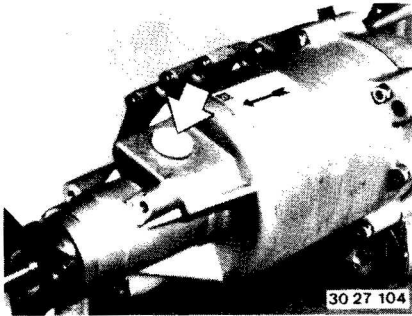


## 27 10 010 REMOVING AND INSTALLING TRANSFER BOX – Four Wheel Drive and Manual Transmission –

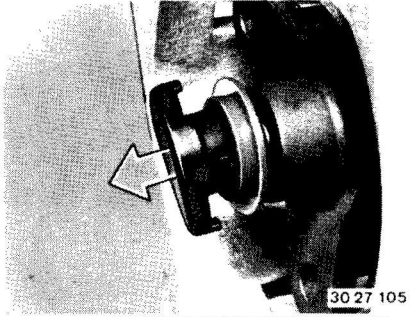
*Note:*  
This information is important when installing a new or exchange transmission. The transfer box in manual transmission version is filled with oil in the factory. The vent bore is sealed with a plug.

Knock vent off of the protective sleeve of the output shaft.

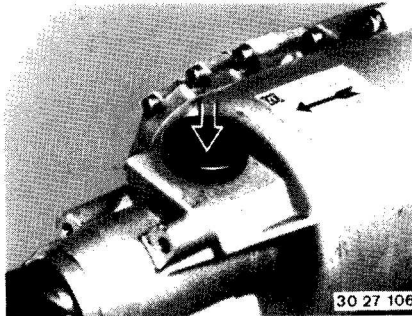
Lift out plug.  
Press in vent.  
Check oil level after finishing installation.  
Also refer to Information on the label.



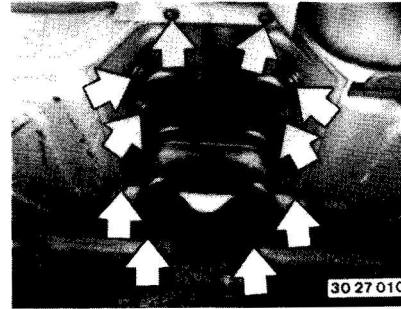
30 27 104



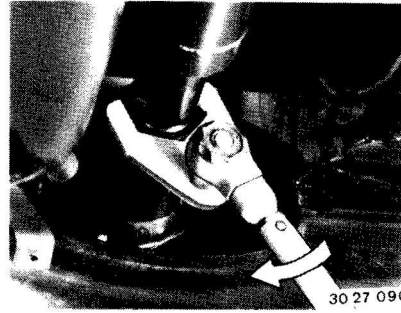
30 27 105



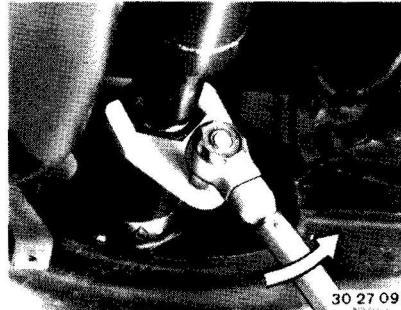
30 27 106



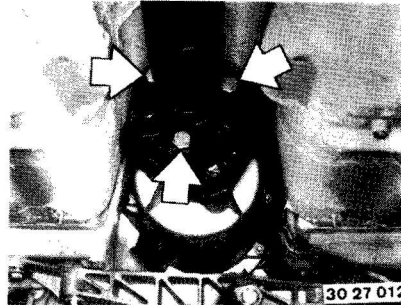
30 27 010



30 27 090



30 27 091



30 27 012

Remove exhaust assembly – see 18 00 020.  
Unscrew heat shields.

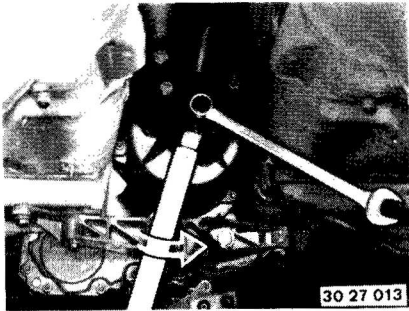
### Removing Rear Propeller Shaft:

Loosen screwed-on sleeve several turns with Special Tool 26 1 060.

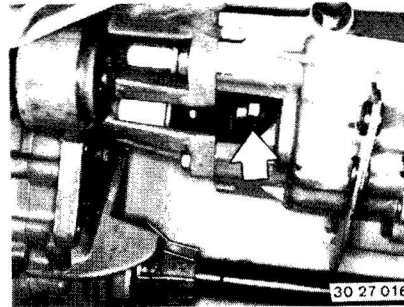
*Installation:*  
Tighten screwed-on sleeve with Special Tool 26 1 060 after finishing installation.  
Tightening torque\*.

Unscrew propeller shaft on transfer box.

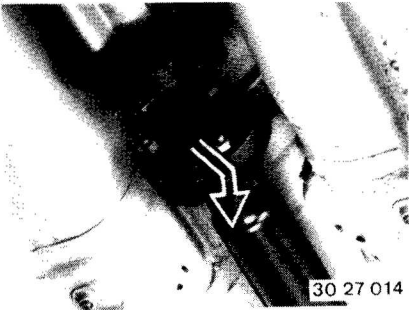
\* See Specifications



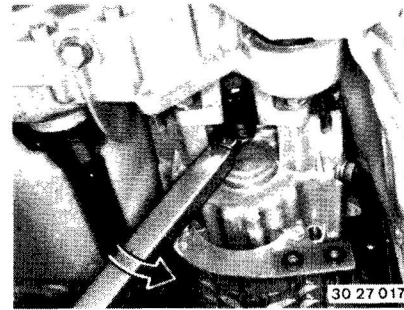
*Installation:*  
 Replace stop nuts.  
 Tightening torque\*.  
*Important!*  
 Only tighten nuts or bolts on the flange end, whenever possible by design, to avoid tension in the joint disc.



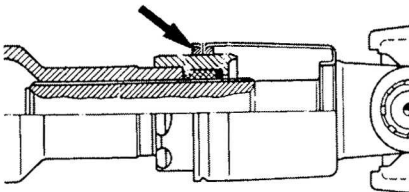
Unscrew joint disc between manual transmission and transfer box on the output flange of the manual transmission.



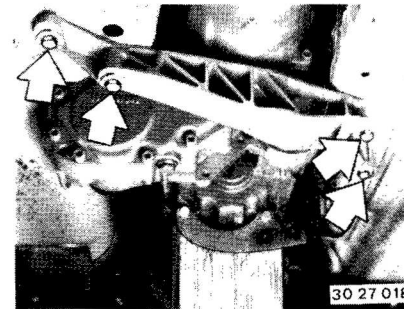
Push propeller shaft together and pull out of centering pin on the transfer box.  
*Note:*  
 Propeller shaft was balanced in assembled state and therefore may only be replaced complete.  
 Never unscrew propeller shaft on the slide.



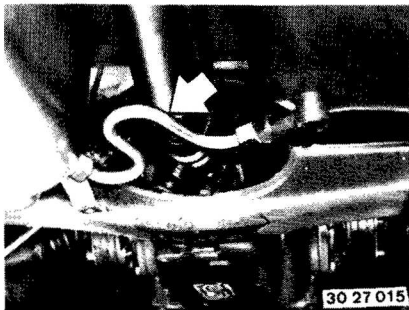
*Installation:*  
 Replace stop nuts.  
 Tightening torque\*.  
*Important!*  
 Only tighten nuts or bolts on the flange end, whenever possible by design, to avoid tension in the joint disc.



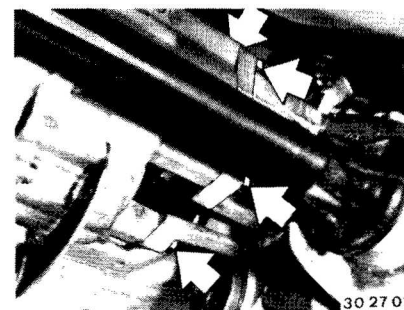
*Installation:*  
 The seal could slip out of the protective cap while pulling the propeller shaft apart. Prevent this by holding the seal on the bearing surface of the screwed-on sleeve with grease.



Support transmission from underneath. Unscrew cross member.  
*Note:*  
 Bolts differ in length.



*Important!*  
 Don't let the propeller shaft bear on the fuel tank connecting pipe.



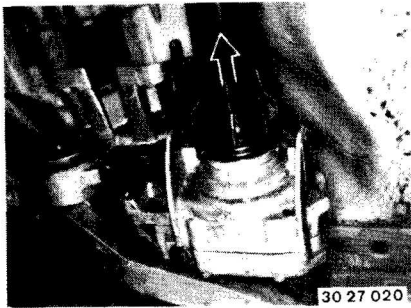
Lower transmission. Unscrew bolts.  
*Note:*  
 The upper bolts are accessible with a 17 mm wrench socket, joint and extension in 3/8" version.

\* See Specifications

\* See Specifications

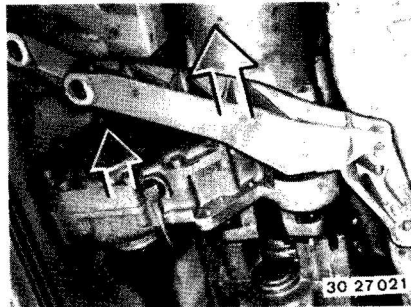
Push protective cap forward.

*Caution!*  
Danger of breaking.



30 27 020

Pull transfer box off of manual transmission and front propeller shaft section (transfer box weighs approx. 25 kg = 55 lbs.).



30 27 021

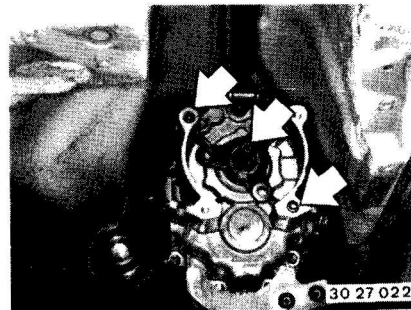
*Installation:*

Check dowel sleeves.

Check guide sleeve for output shaft in the transfer box.

Lubricate guide pins and splines of front propeller shaft section with grease\*.

Check position of output flange on the transmission to the joint disc.



30 27 022

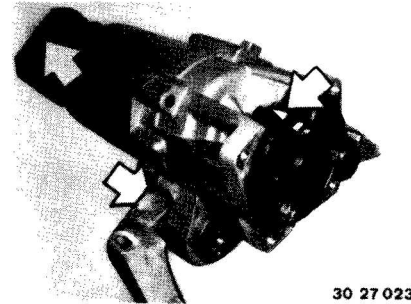
If necessary, unscrew cross member, joint disc and vibration damper.

*Installation:*

Install joint disc in such a manner, that arrows point to the flange arms.

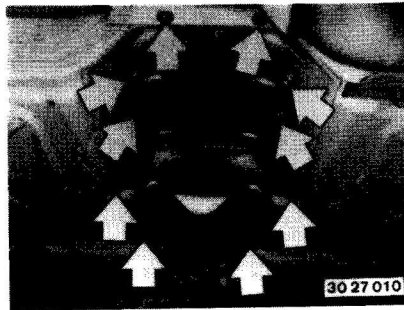
Tightening torque\*.

Check oil level after finishing installation, correcting if necessary.



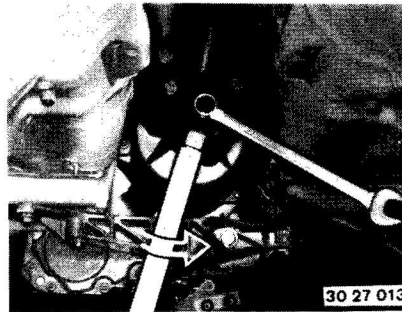
30 27 023

\* See Specifications



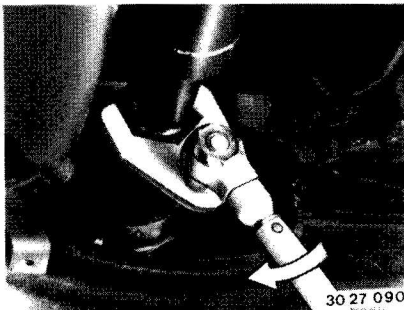
**27 10 010 REMOVING AND INSTALLING TRANSFER BOX**  
 — All Wheel Drive Cars with Automatic Transmission —

Remove exhaust assembly — see 18 00 020.  
 Unscrew heat shields.

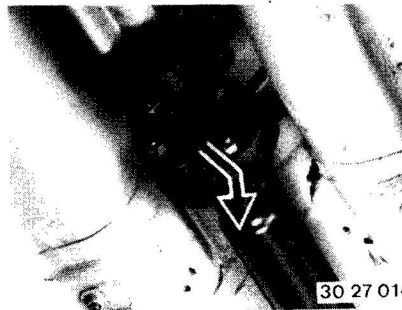


*Installation:*  
 Replace stop nuts.  
 Tightening torque\*.

*Important!*  
 Only tighten nuts or bolts on the flange end, whenever possible by design, to avoid tension in the joint disc.

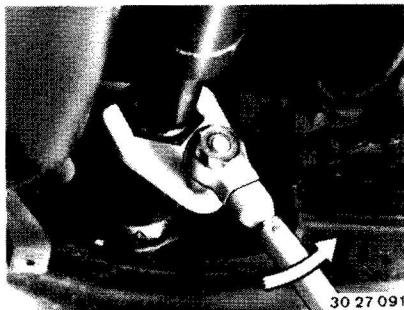


**Unscrewing Rear Propeller Shaft Section:**  
 Loosen screwed-on sleeve several turns with Special Tool 26 1 060.

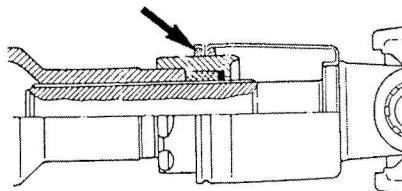


Push propeller shaft together and pull out of centering pin on the transfer box.

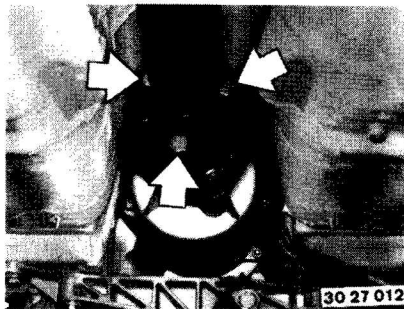
*Note:*  
 Propeller shaft is balanced in assembled state and therefore may only be replaced complete.  
 Never unscrew propeller shaft on the slide.



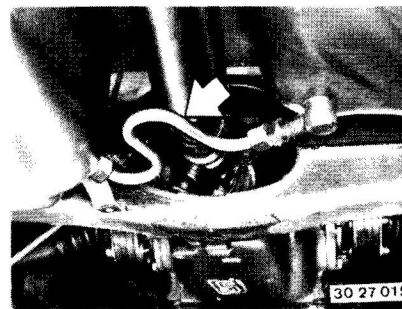
*Installation:*  
 Tighten screwed-on sleeve with Special Tool 26 1 060 after finishing installation.  
 Tightening torque\*.



*Installation:*  
 The seal could slip out of the protective cap while pulling propeller shaft sections apart. Prevent this by holding the seal on the bearing surface of the screwed-on sleeve with grease.



Unscrew propeller shaft on transfer box.



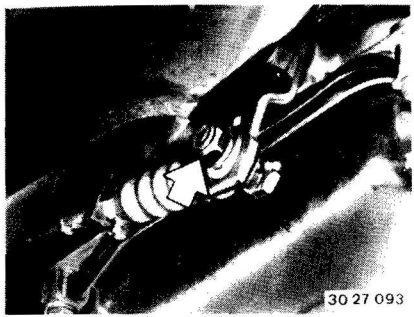
*Caution!*  
 Don't let the propeller shaft bear on the fuel tank connecting pipe.

\* See Specifications

\* See Specifications

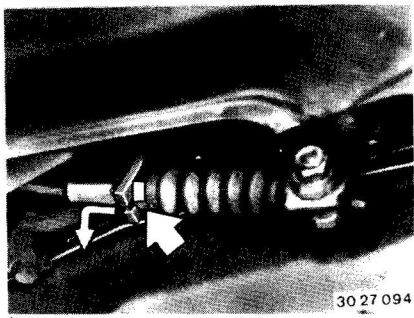


Disconnecting Cable for Range Selector Lever:  
Loosen nuts.  
*Important!*  
Don't bend the steel wire.



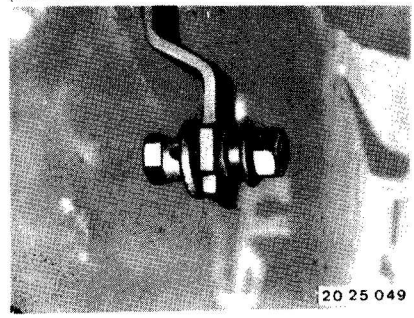
30 27 093

Unscrew nuts.  
Push back cable sleeve and disconnect in holder.  
Pull cable out of operating lever.



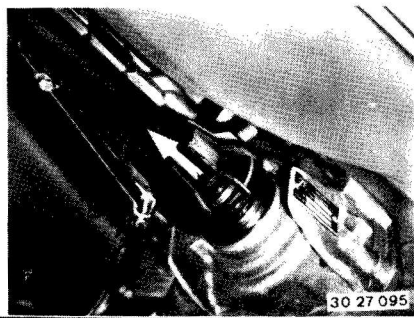
30 27 094

*Installation:*  
Check arrangement of washers.  
Check rubber mounts, replacing if necessary.  
Adjust shift — see 25 16 202.

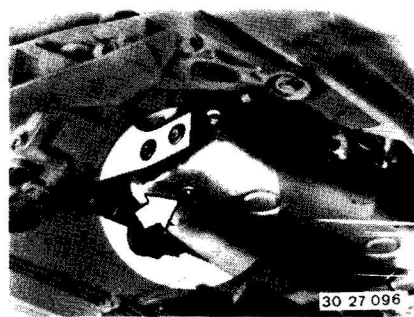


20 25 049

Front Propeller Shaft Section:  
Push protective cap forward.

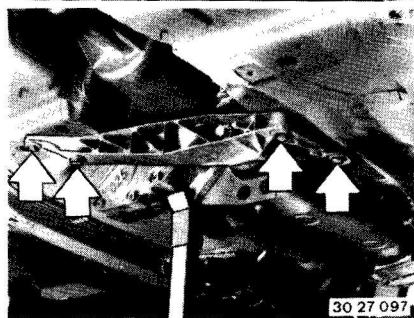


30 27 095



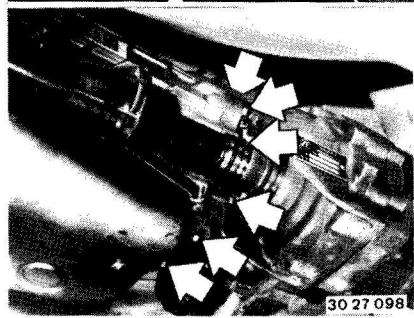
30 27 096

Drain oil in automatic transmission.  
*Installation:*  
Fill transmission with ATF — see Group 24.



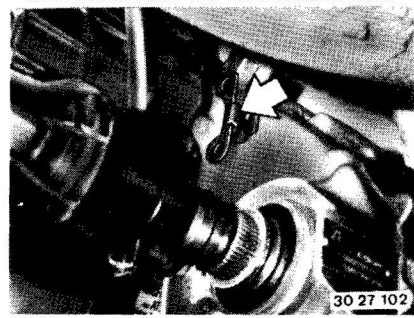
30 27 097

Support transmission from underneath.  
Unscrew cross member.



30 27 098

Unscrew nuts (nine) on the transmission/  
transfer box connection.



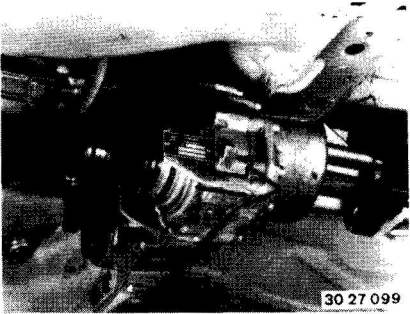
30 27 102

*Installation:*  
Also bolt down holder for wires.

Pull off transfer box toward rear.

*Installation:*

Mesh splines of front propeller shaft section  
by turning.



30 27 099

*Installation:*

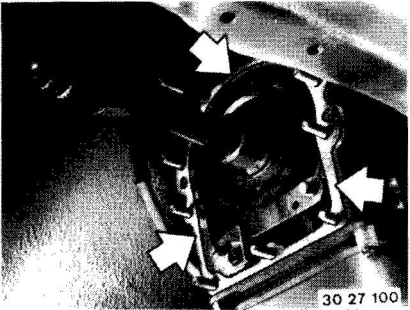
Check sealing surfaces.

Replace gasket.

Check dowel pins in transfer box.

Check oil level after finishing installation,  
correcting if necessary.

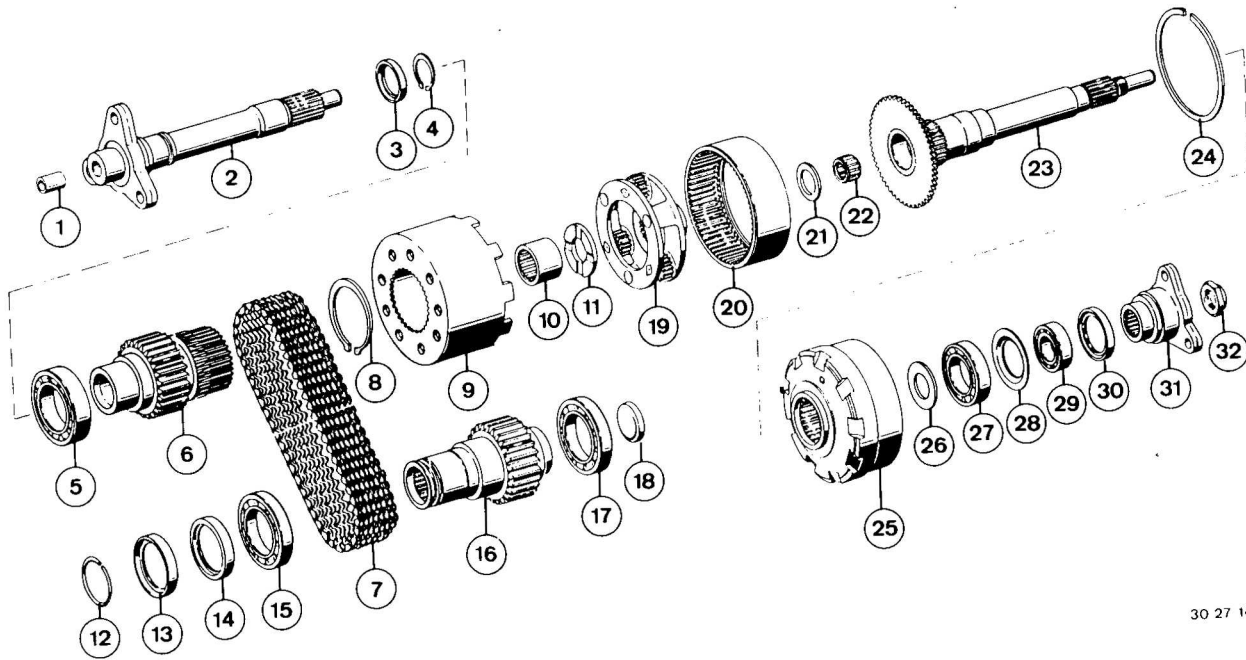
Fill automatic transmission with ATF.



30 27 100

# 27-11

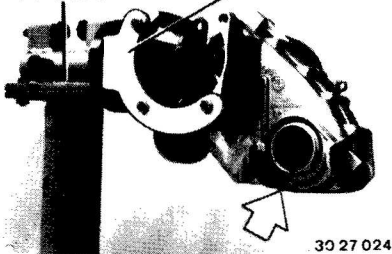
## TRANSFER BOX GEAR SET LAYOUT DRAWING



- 1 Centering sleeve
- 2 Input shaft
- 3 Shaft seal
- 4 Circlip
- 5 Bearing
- 6 Sprocket shaft
- 7 Chain
- 8 Circlip
- 9 Drive head
- 10 Needle sleeve
- 11 Washer
- 12 Snap ring
- 13 Radial seal without spring
- 14 Radial seal with spring
- 15 Bearing
- 16 Sprocket shaft
- 17 Bearing
- 18 End cap
- 19 Plant carrier
- 20 Hollow gear wheel
- 21 Spacer
- 22 Needle bearing
- 23 Output shaft
- 24 Snap ring
- 25 Clutch
- 26 Support
- 27 Bearing
- 28 Sensor plate
- 29 Bearing
- 30 Shaft seal
- 31 Output flange
- 32 Collar nut

30 27 141

00 1 490 27 1 000



30 27 024

## 27 10 . . . DISASSEMBLING AND ASSEMBLING TRANSFER BOX

### Disassembling Transfer Box:

Mount Special Tool 27 1 000 on Special Tool 00 1 490.

Bolt transfer box on Special Tool 27 1 000.

*Manual Transmission:*

Three M 10 x 4 bolts with nuts.

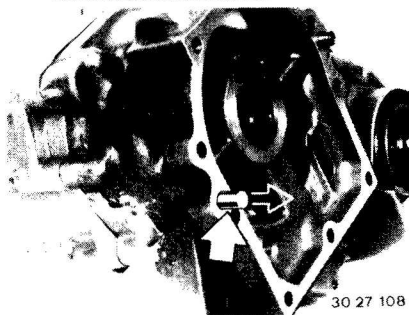
*Automatic Transmission:*

Two M 8 x 40 bolts with nuts.

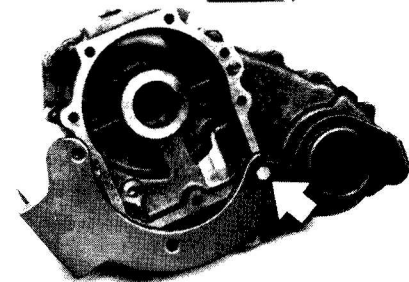
Drain oil.

Old Special Tool 27 1 000 has to be machined for automatic transmission versions.

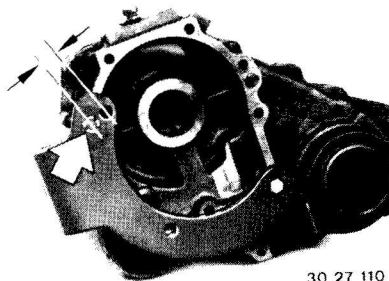
Drive out the dowel pin.



30 27 108



30 27 109

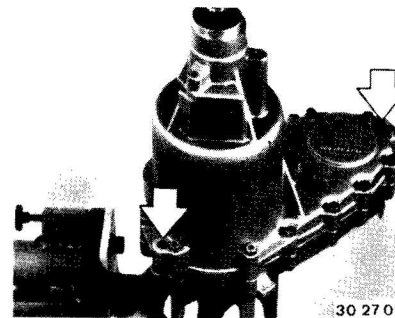


30 27 110

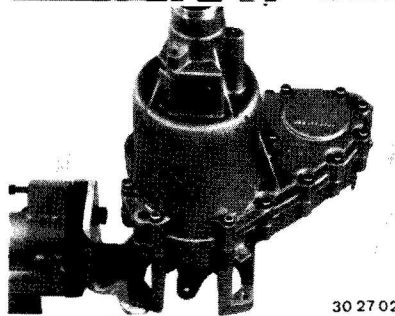
Screw special tool holder on shown bore with a M 8 x 40 bolt only finger tight.

Position holder in such a manner, that a new 10 mm (0.394") dia. hole can be drilled about 5 mm (0.197") away from the old hole.

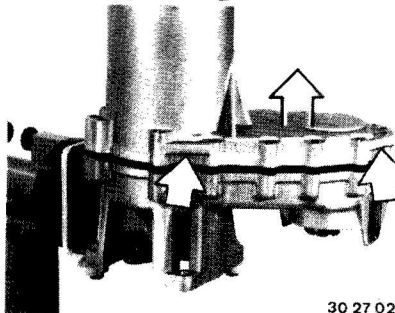
Mark center point, drill 10 mm (0.394") dia. hole and deburr edges of hole.



30 27 025



30 27 026



30 27 027

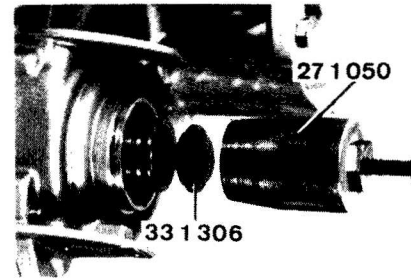
Drive dowel pins out of case at rear.

Unscrew all bolts.

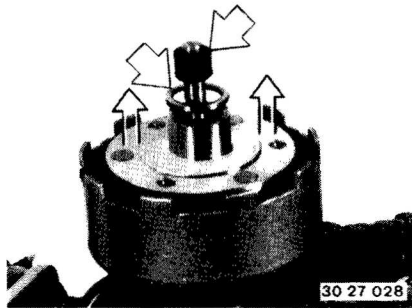
Knock off rear case with uniform knocks from a nylon hammer on the webs.  
Lift off rear case.  
Remove gasket.

# 27-13

Lift off needle bearing (only manual transmissions), spacer and planet gear set.

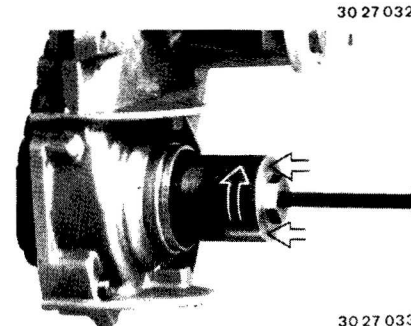


Apply Special Tools 33 1 306 and 27 1 050.



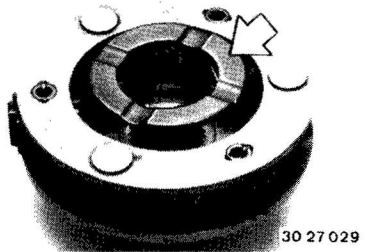
30 27 028

*Note:*  
Check thrust washer in planet gear set.  
Oil grooves face the drive shell.



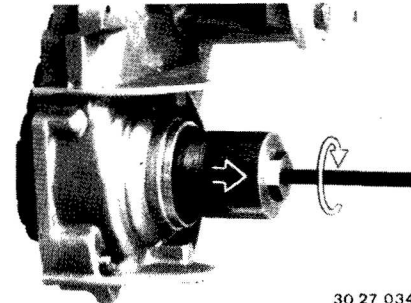
30 27 032

Screw Special Tool 27 1 050 into radial oil seals (two) up to the stop while applying pressure.  
*Important!*  
Make sure that the spindle is unscrewed far enough.



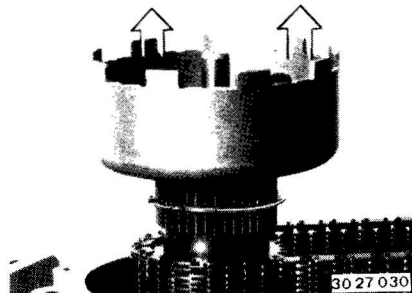
30 27 029

Lift off drive shell.



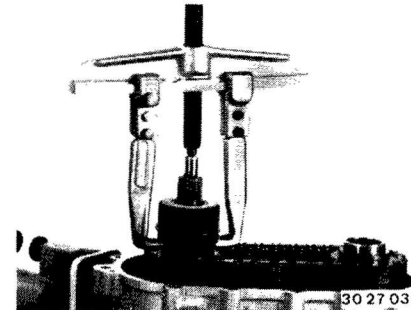
30 27 033

Pull out both radial oil seals by screwing in the spindle.



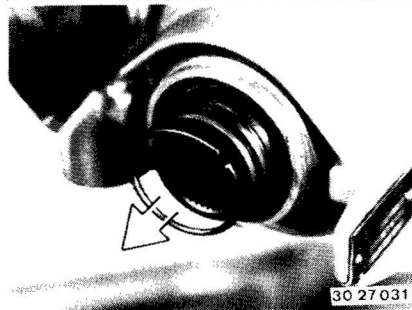
30 27 030

Lift out circlip and O-ring.



30 27 034

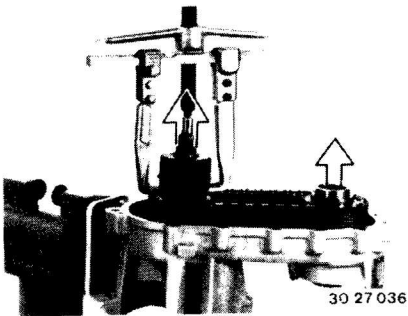
Manual Transmission:  
Apply a standard puller.



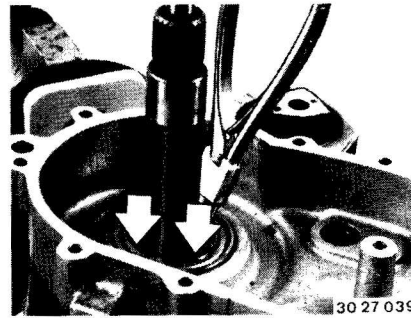
30 27 031

30 27 035

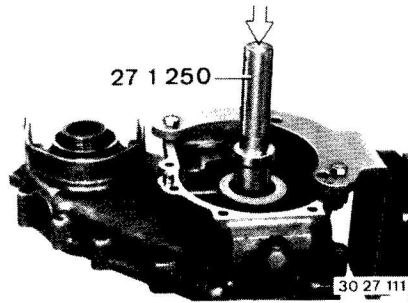
# 27-14



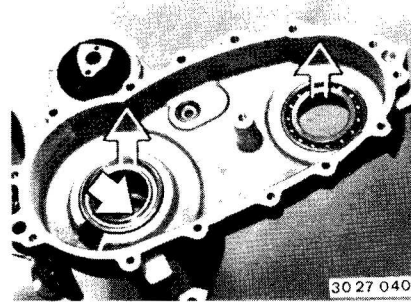
Pull off sprocket, driving off the front drive sprocket with a plastic hammer at the same time.  
*Important!*  
Don't cant the chain.



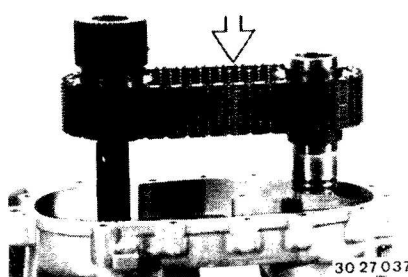
Manual Transmission:  
Lift out circlip.  
Pull out drive shaft.



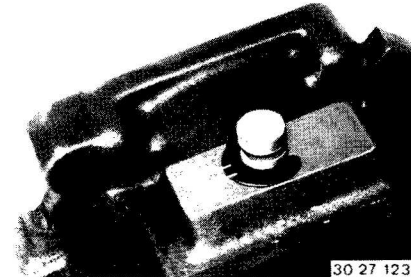
Automatic Transmission:  
Insert Special Tool 27 1 250 in the sprocket main shaft.  
Drive out both shafts uniformly with a plastic hammer.  
*Important!*  
Don't cant the chain.



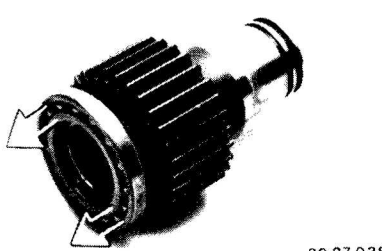
Pull out grooved ball bearing, if applicable.  
Remove shaft seal (two for automatic transmissions).



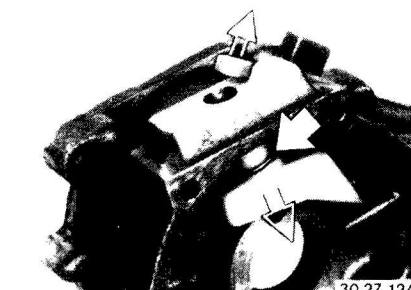
Lift off sprockets with chain.  
*Note:*  
Mark running direction of chain, if it can be reused.



Automatic Transmission:  
Pull off clamp.

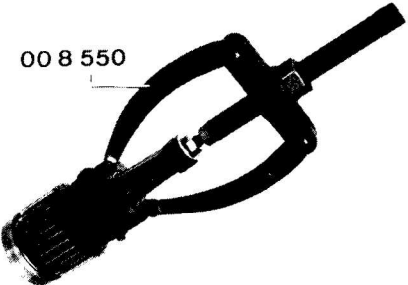


*Note:*  
Grooved ball bearing will remain on the sprocket or in the case, depending on tolerances.  
Pull off grooved ball bearing, if necessary.



Pull off cap.  
Remove vent.  
Check O-ring.

00 8 550



30 27 122

Automatic Transmission:  
Pull out needle bearing with Special Tool  
00 8 550.

23 1 040



30 27 041

Manual Transmission:  
Drive out needle bearing with Special Tool  
23 1 040.

00 8 510



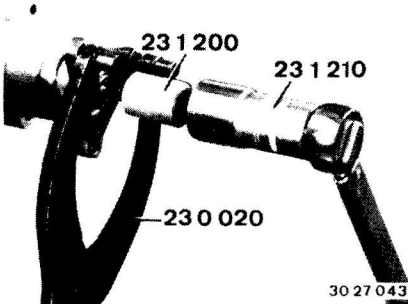
30 27 042

Manual Transmission:  
Pull out centering sleeve with Special Tool  
00 8 510 together with an expanding sleeve  
for 14 mm (0.551") diameters.

23 1 200

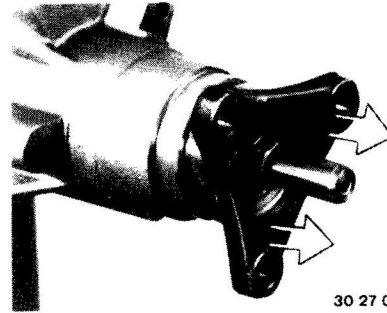
23 1 210

23 0 020



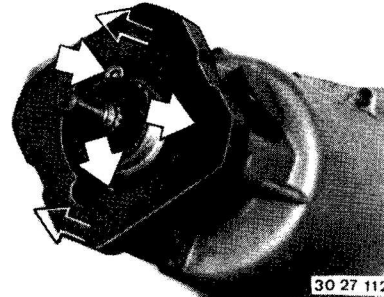
30 27 043

Apply Special Tool 23 1 200.  
Hold output flange with Special Tool 23 0 020.  
Unscrew collar nut with Special Tool 23 1 210.



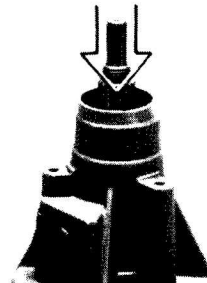
30 27 044

Pull off output flange.



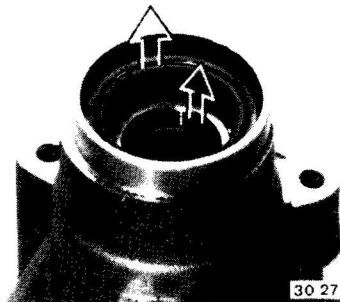
30 27 112

Unscrew damper.



30 27 045

Drive output shaft out of case with a plastic  
hammer.

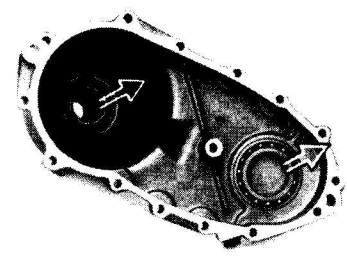
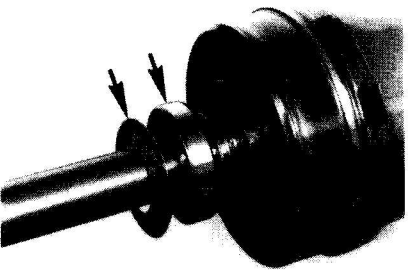


30 27 051

Drive radial oil seal and grooved ball bearing  
out of case.

*Note:*  
Grooved ball bearing remains on shaft or in case, depending on tolerances.  
Lift off washer, if applicable.  
Pull off grooved ball bearing.  
Curved surface of washer faces the output flange.

Remove both grooved ball bearings in case.

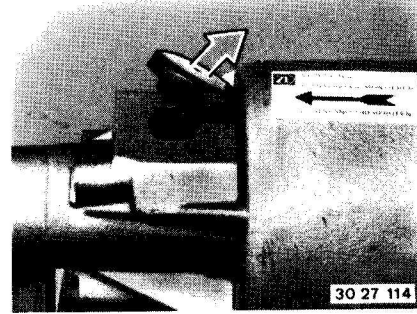
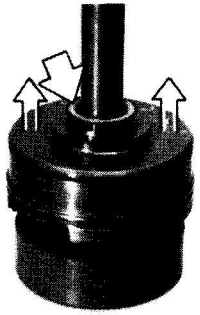


30 27 113

30 27 050

Lift off washer and visco clutch.

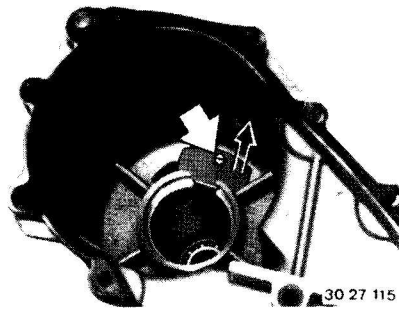
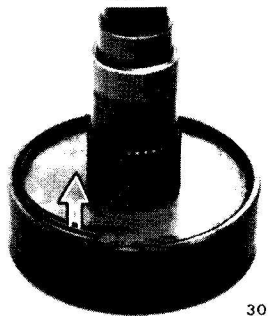
Lift out vent.



30 27 047

30 27 114

Lift out circlip.



30 27 048

30 27 115

Lift output shaft off of hollow gear wheel.

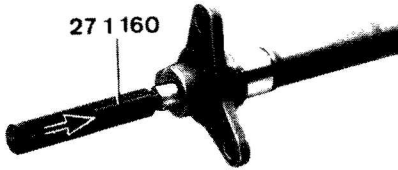


30 27 049



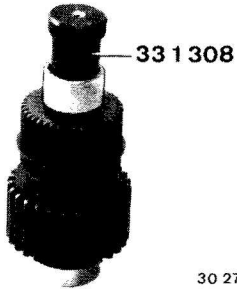
**Assembling:**

**Transfer Box Front Section:**  
Lubricate all sliding surfaces and seals with the approved grade of oil\* when assembling.  
Drive in centering sleeve flush with Special Tool 27 1 160.



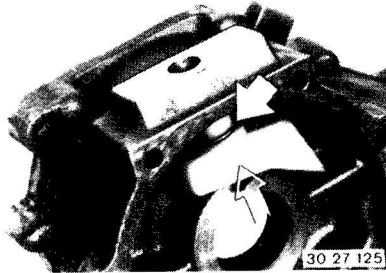
30 27 052

Press in needle bearing with Special Tool 33 1 308.



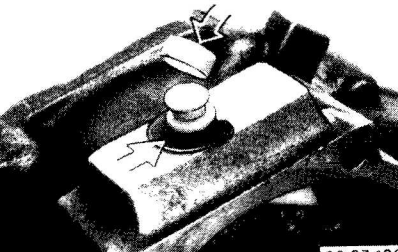
30 27 053

**Automatic Transmission:**  
Place O-ring on vent.  
Insert vent.



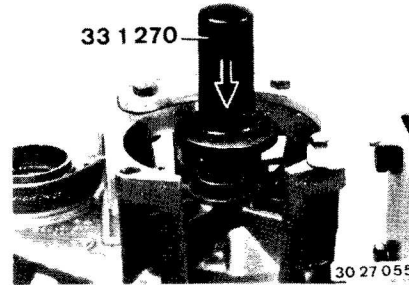
30 27 125

Install clamp.  
Install cap.

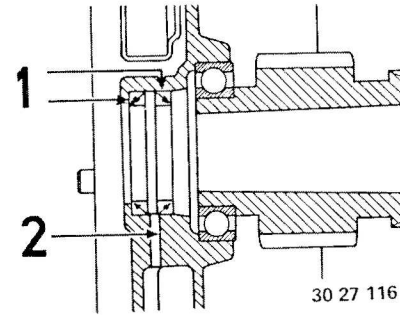


30 27 126

\* See Operating Fluid Specifications



30 27 055

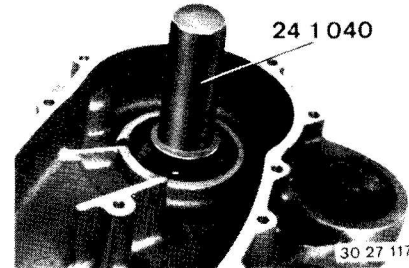


30 27 116

**Manual Transmission:**  
Drive in radial oil seal with Special Tool 33 1 270.

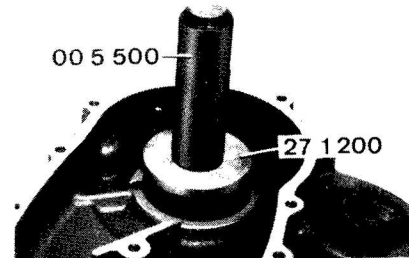
**Automatic Transmission:**  
Two radial oil seals (1) are installed in the version for automatics, one each with its sealing lip facing out and in. Make sure that leak oil bore (2) is not covered.  
Radial oil seals can only be installed after disassembling the transfer box.

**Automatic Transmission:**  
Drive in radial oil seal (1) against the stop with Special Tool 24 1 040 - the sealing lip faces out.



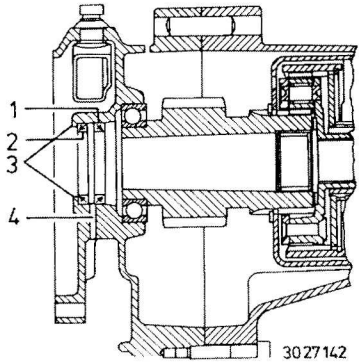
30 27 117

**Automatic Transmission:**  
Drive in radial oil seal (2) with Special Tools 27 1 200 and 00 5 500 - the sealing lip faces in.



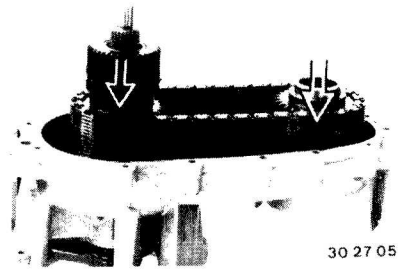
30 27 118

\* See Specifications

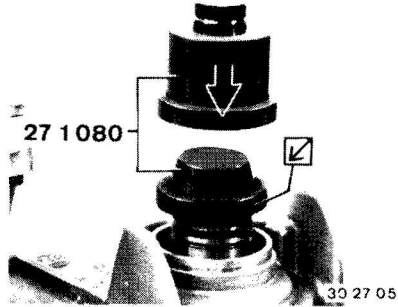


### Automatic Transmission:

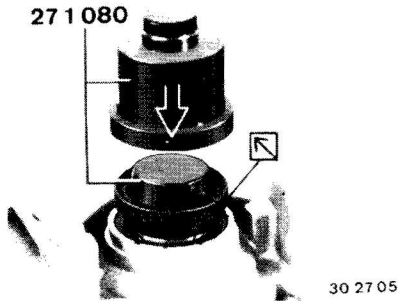
Bearing collar (3) is omitted on the case since 11.87 for assembling reasons.  
 Radial oil seals can be installed from the outside.  
 Check installed position.  
 Drive in radial oil seal (1) with Special Tools 27 1 270 and 27 1 271 - sealing lip facing IN.  
 Drive in radial oil seal (2) with Special Tool 27 1 270 - sealing lip faces OUT.  
 Leak oil bore (4) must not be covered.



Mount sprockets complete with chain (check running direction if applicable). Drive both sprockets into bearings with a plastic hammer at the same time.  
*Important!*  
 Don't cant the chain.

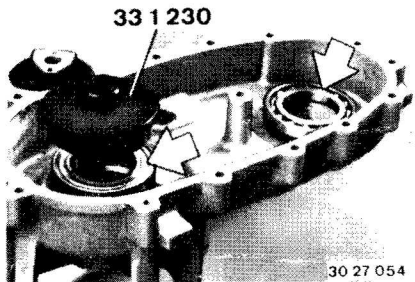


Apply slip sleeve of Special Tool 27 1 080.  
 Install the first radial oil seal with the sealing lip facing in.  
 Drive in radial oil seal with Special Tool 27 1 080.

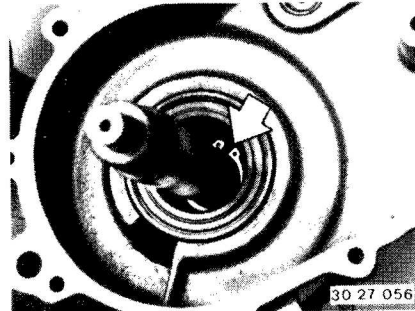


Install the second radial oil seal with the sealing lip facing out.  
 Drive in both radial oil seals with Special Tool 27 1 080.

*Note:*  
 The second radial oil seal is installed without a spiral spring. Parts only supplies radial oil seals with spiral springs. When replacing, it is therefore necessary to remove the spiral spring for the outside radial oil seal.



Heat case.  
 Install both grooved ball bearings with Special Tool 33 1 230.



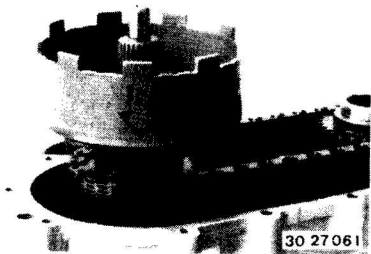
### Manual Transmission:

Place input shaft in case.  
 Install circlip.  
*Note:*  
 Input shaft is guided only by the radial oil seal or guide pin on the manual transmission.



Install circlip and O-ring.

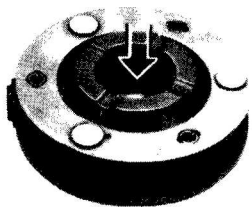
Mount drive shell.



30 27 061

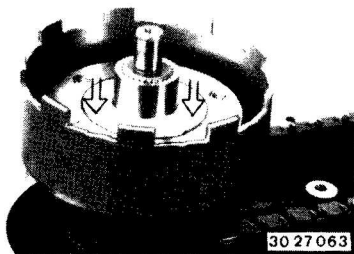
Hold thrust washer in the planet gear set with a small amount of grease.

Note:  
Oil grooves face the drive shell.



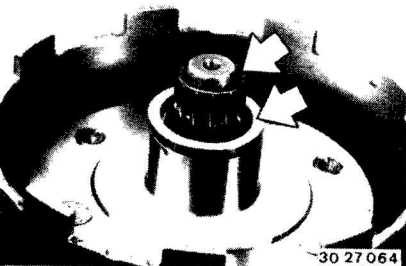
30 27 062

Mount planet gear set.

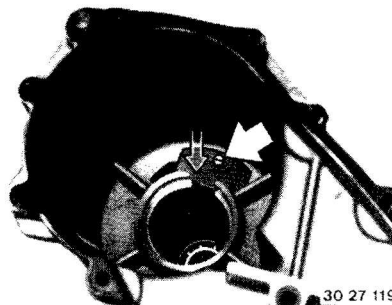


30 27 063

Install spacer and needle bearing.



30 27 064

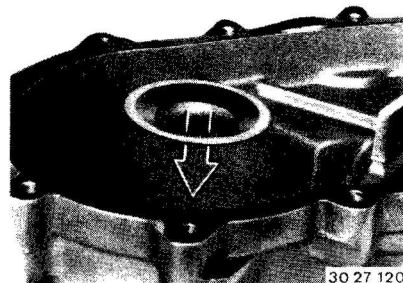


30 27 119

Transfer Box Rear Section:

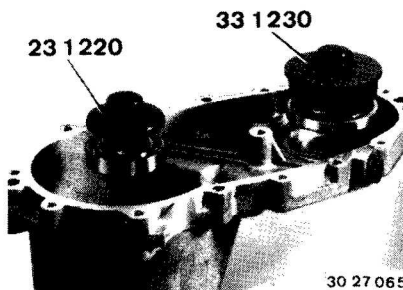
Install oil baffle plate.  
Install bolt with a bolt cement\* for locking and sealing.

*Note:*  
The vent is installed only after finishing the assembling procedures and filling some of the oil.



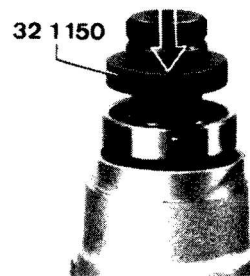
30 27 120

Install washer with curved surface facing down in the ball bearing seat for the main shaft.



30 27 065

Heat rear case section.  
Install grooved ball bearing with Special Tool 33 1 230 or 23 1 220.

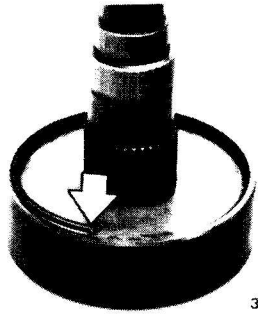


30 27 066

Install grooved ball bearing with Special Tool 32 1 150.

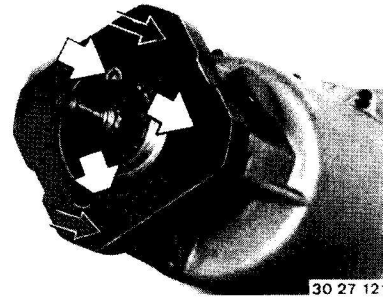
\* Source of Supply: HWB

# 27-20



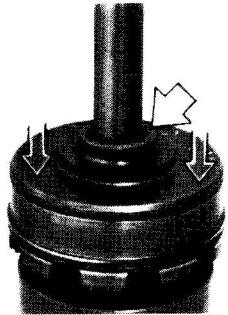
30 27 067

Insert output shaft in hollow gear wheel.  
Install circlip.



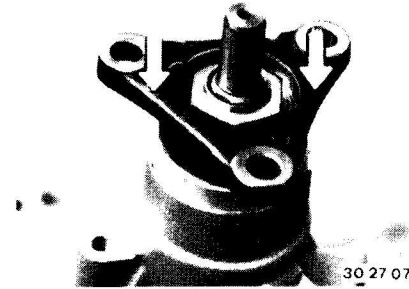
30 27 121

Mount and screw on damper.



30 27 068

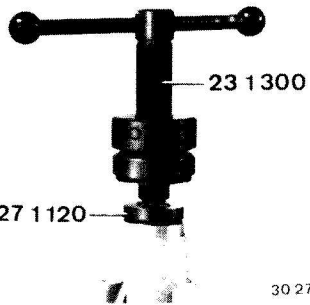
Mount visco clutch and washer.



30 27 071

Mount output flange.  
Coat threads with a bolt cement\*\*.  
*Important!*  
Use a new collar nut.

Screw on new collar nut.

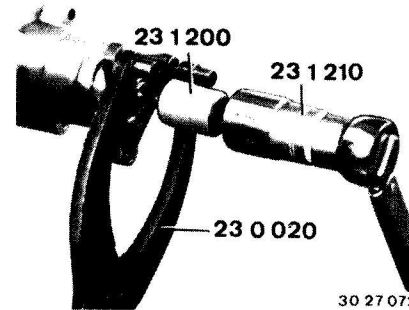


23 1300

27 1120

30 27 069

Insert output shaft in case.  
Apply Special Tools 27 1 120 and 23 1 300.  
Pull output shaft into case.



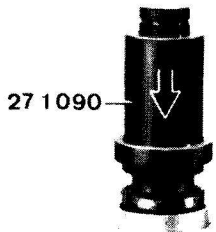
23 1200

23 1210

23 0 020

30 27 072

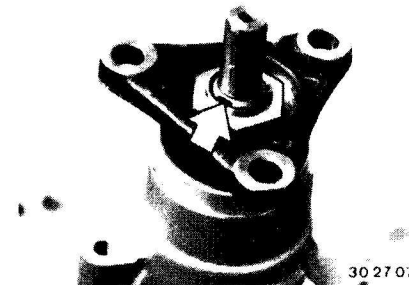
Apply Special Tool 23 1 200.  
Hold output flange with Special Tool 23 0 020.  
Tighten collar nut with Special Tool 23 1 210.  
Tightening torque\*.



27 1090

30 27 070

Install radial oil seal with Special Tool 27 1 090.



30 27 073

Lock collar nut in the provided recess.

\* See Specifications  
\*\* Source of Supply: HWB

*Note:*

The thickness of shim (1) has to be determined again, if parts of the input/rear output shaft unit (such as case, bearings, shafts, sprocket, planet gear set, visco clutch or shims) had been replaced.

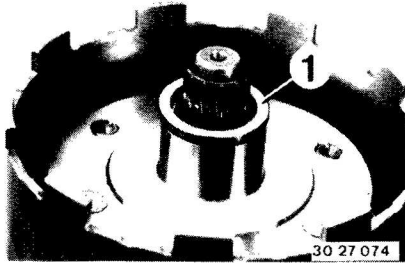
Determine size of gap\*.

Example:

Distance on rear section      101.5 mm (3.996")

Distance on front section    - 100.9 mm (3.972")

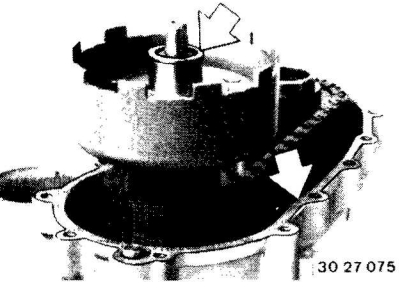
Size of gap                              0.6 mm (0.024")



Install gasket.  
Install old shim.

*Note:*

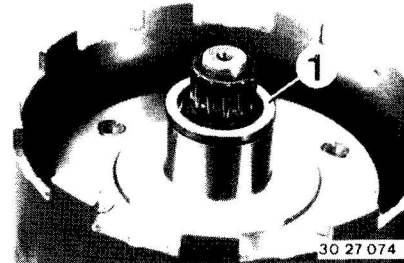
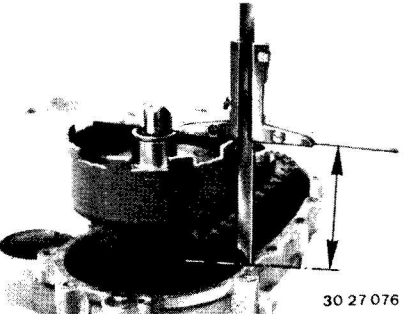
The distance on the rear case section must always be larger than that on the front case section, in order to have play between the input and output shafts.



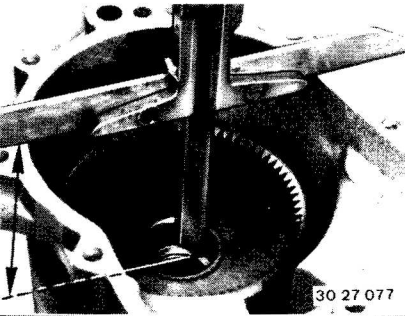
Measure distance from shim to sealing surface on front case section.

Adjust gap to 0.4 ... 0.6 mm (0.016 to 0.024") by replacing shim (1).

Shims are available from 1.5 to 3.0 mm (0.059 to 0.118") thick in steps of 0.3 mm (0.012").



Measure distance from bearing surface for shim to sealing surface on rear case section.



Install gasket and seal.

Drive in dowel pins.

30 27 078

Mount rear case on front case section.

30 27 082

30 27 079

Turn the output flange (while holding the input flange) to have the planet gear set mesh.  
Pins on the drive shell must engage in recesses of the visco clutch.

Tighten bolts in several steps.  
Tightening torque\*.

30 27 083

30 27 080

Pour in oil\*.

30 27 084

Insert bolts (bolts have different lengths).  
Drive the case sections together by applying light knocks with a plastic hammer in the front output shaft end area.

Pour part of the oil ( $0.06 \text{ dm}^3$ ) into the vent bore after removing the vent of a removed transmission in case of a completely drained transmission, e.g. after disassembling a transmission. This will guarantee the supply of oil to the rear transmission section when operated initially. The remaining amount of oil should be poured in through the filler neck after installation of the transmission. If too much oil is poured in through the vent, it will flow via the baffle plate to the front axle drive and does not have to be compensated there. Always replace a vent, which has been removed.

30 27 081

\* See Specifications

**23 71 003 REPLACING RUBBER MOUNTS FOR TRANSMISSION SUSPENSION**  
 — Transfer Box Installed —  
 (Cars with Manual or Automatic Transmission)

Remove exhaust assembly and heat shields.

Support transmission from underneath.  
 Unscrew cross member.  
*Installation:*  
 Bolts differ in length.  
 Tightening torque\*.

Lower transmission.  
*Important!*  
 Lower an automatic transmission only enough that the shift operating cable is without tension.

Cars with Automatic Transmission:  
 Unscrew nut on transfer box/automatic transmission connection.  
*Installation:*  
 Screw on nut again before pressing in a new rubber mount.

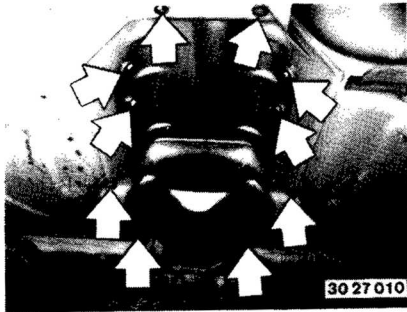
\* See Specifications

Removal:  
 Apply plate from Special Tool 27 1 260.

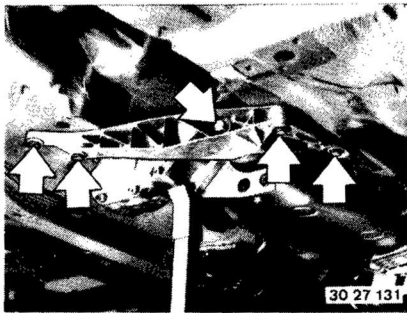
Screw spindle into threads of rubber mount and plate against stop.

Apply bushing and spindle nut.

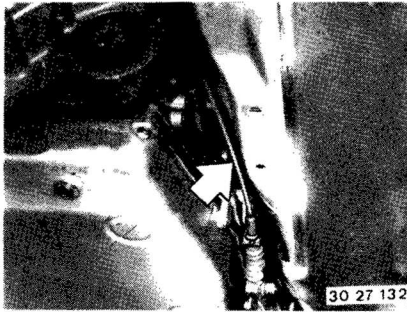
Pull out rubber mount.



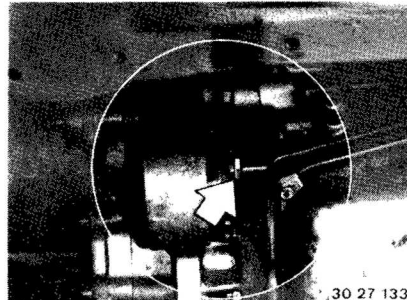
30 27 010



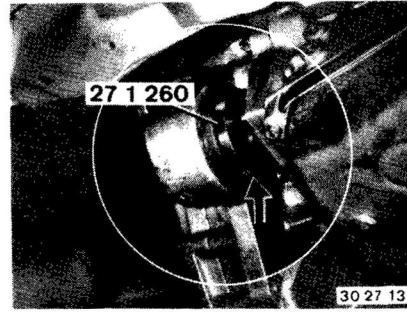
30 27 131



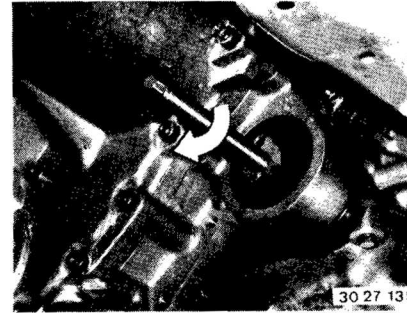
30 27 132



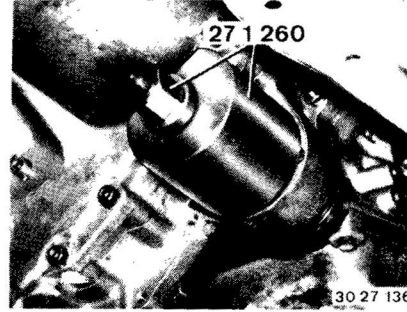
30 27 133



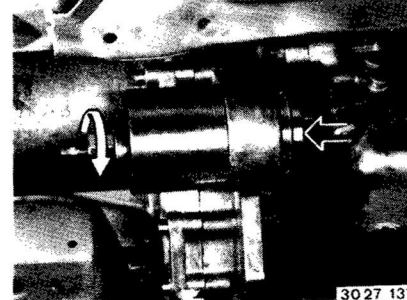
30 27 134



30 27 135



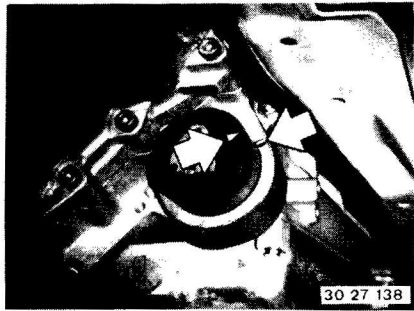
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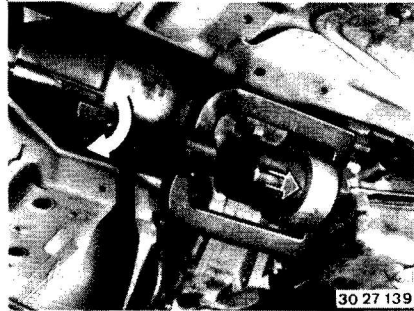
30 27 137

## 27-24

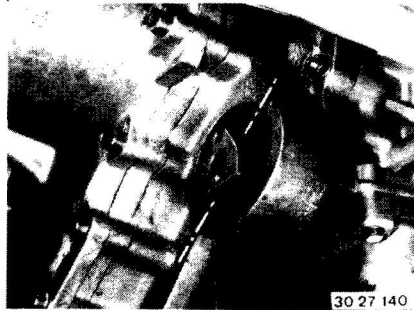
**Installation:**  
Mount new rubber mount.  
Arrow on case must be aligned with mark  
(bead) on rubber mount.  
Protruding inner bushing faces toward  
rear.



Apply Special Tool 27 1 190.



Press in rubber mount flush with transmission  
case.





## 23 71 503 REPLACING RUBBER MOUNT FOR TRANSMISSION SUSPENSION - Transfer Box Removed - (Cars with Manual or Automatic Transmission)

**Removal:**  
Apply plate from Special Tool 27 1 260.

Screw spindle into threads of rubber mount  
AND plate against the stop.

Apply bushing and spindle nut.

Pull out rubber mount.

**Installation:**  
Mount new rubber mount.  
Arrow on case must be aligned with mark (bead) on rubber mount.  
Protruding inner bushing faces back.

Apply Special Tool 27 1 190.

Press in rubber mount flush with transmission case.

