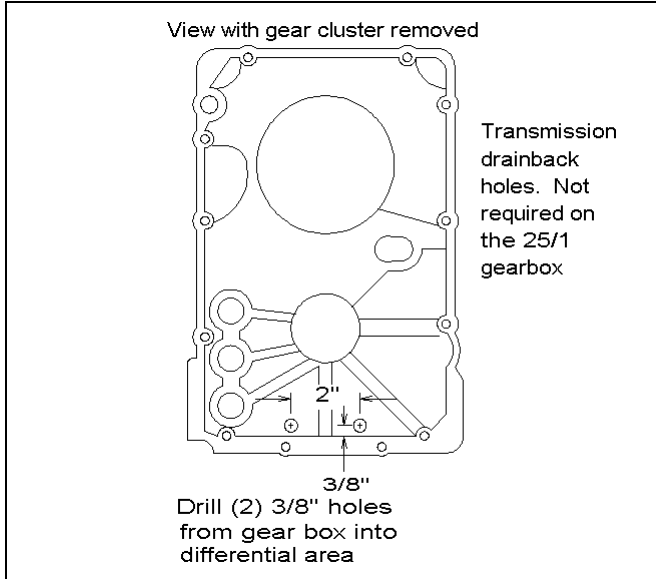


-PARTS PREPARATION-

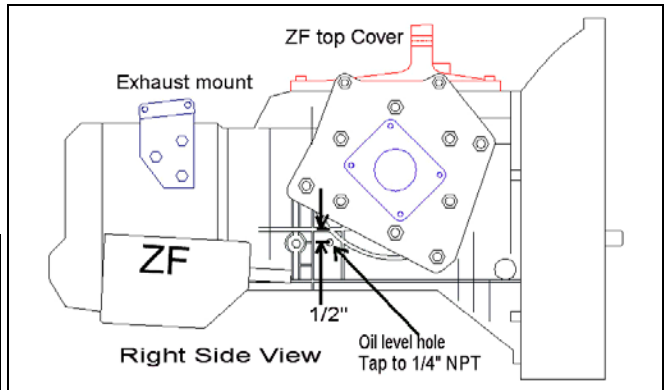
Drill 2 holes between the differential section and the gearbox as indicated. In my experience, this is only necessary on the 25/2 gearboxes. The 25/1 series already has the holes. Try to have the holes as close to the bottom of the case as possible. They allow oil to flow freely between the two sections.



trans, end view

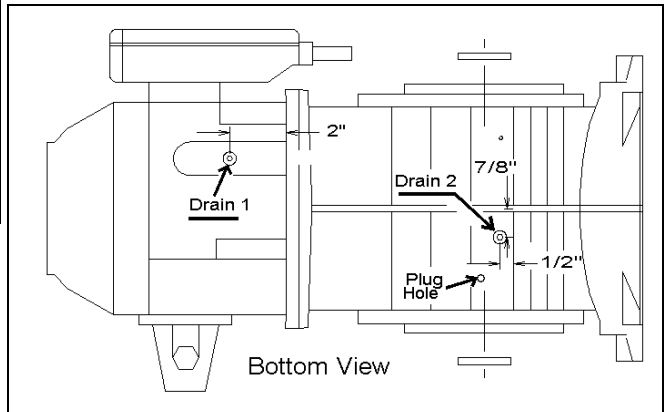
Remove the vent tubes from the inside and outside of the (now) bottom of the differential section of the case. They are a press fit into the case. You must drive the internal tube out through the outside hole with a punch. Tap the case ($5/16-18$) from the outside and use a cap screw to plug the hole. Use gasket sealer or silicone on the threads to prevent leakage.

Drill and tap an oil level hole in the right side of the case in the position shown. The hole should be drilled to $1\frac{5}{32}$ " and tapped $1/4$ " NPT, and a pipe plug installed. When filling the transmission from the top, the oil level should reach the bottom of the hole.



Zf_mods_side

Drill and tap two $1/4$ " NPT drain holes in the bottom of case as illustrated. If the transfer holes between the differential and the gearcase are low enough, the oil can be drained exclusively from the rear hole.



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