

# IVECO 55S17W TRANSFER CASE MOUNT CONVERSION

## MODIFICATION TO PREVENT TC mounting bush & bracket FAILURE

Read Complete Instructions before starting.

### CAUTION,

Any modification not authorised by Iveco Australia may result in warranty invalidation.

If you have Aftermarket Fuel Tank the rear crossmember mount bolts may be inaccessible due to tank location. If removing an aux fuel tank ensure it is empty (due to weight & SAFETY) A full fuel tank could be anything from 100 to 300 kg, depending on capacity.

### TOOLS REQ

You will need tools to cut the existing mount brackets from the rear TC crossmember .

Drills 19mm & 12mm

1 Prior to work Pressure wash around Transfer Case, including inside & outside of chassis rails where rear crossmember attaches.

2 Park truck on Level ground. Chock wheels. Handbrake on.

3 Disconnect speedo sensor cable (Turn knurled ring & pull ) & DiffLock switch cable.

4 Remove cable ties around rear crossmember. Tie cables up out of the way.

5 Unbolt and remove TC rear mount crossmember, (4 bolts each side & large bolt through existing mount).

Note: You may need to loosen & move AUX fuel tank to access crossmember bolts.

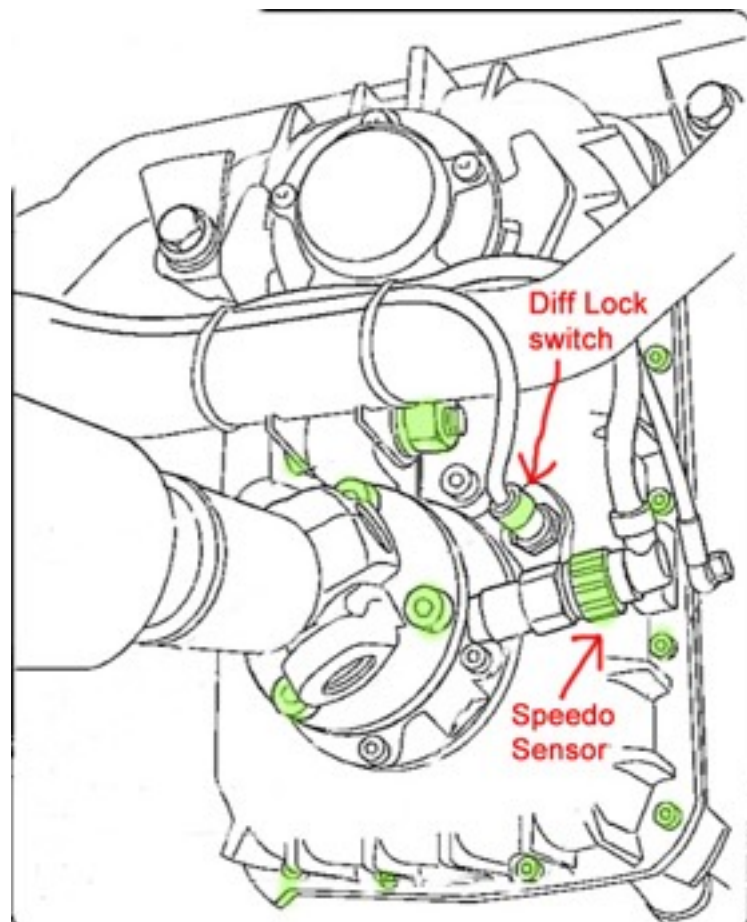


Image at right shows Crossmember bolts hidden under rubber protection strap on drivers side Aux fuel tank bracket

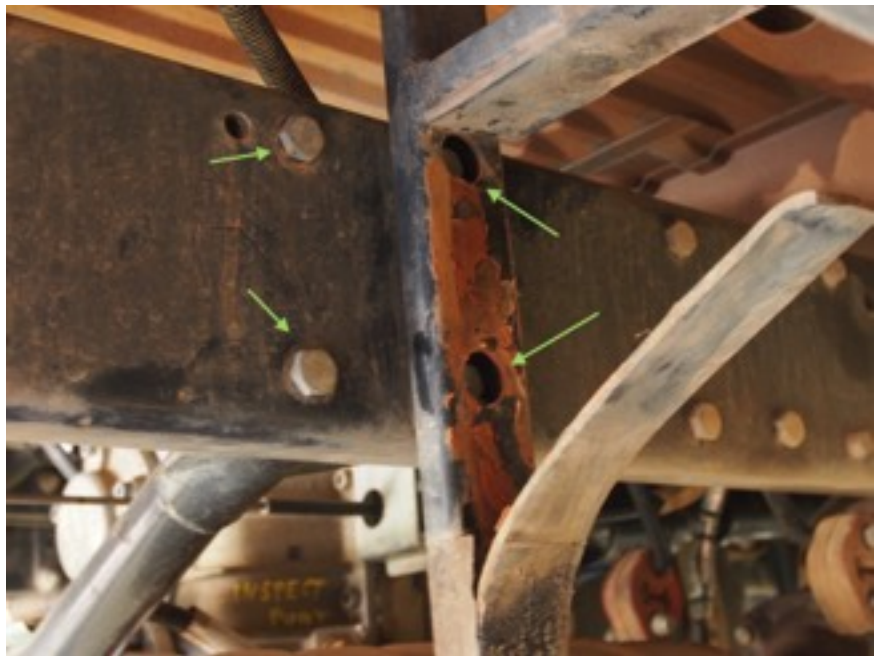


Image shows crossmember bolts on drivers side



Left side crossmember bolts , x 4

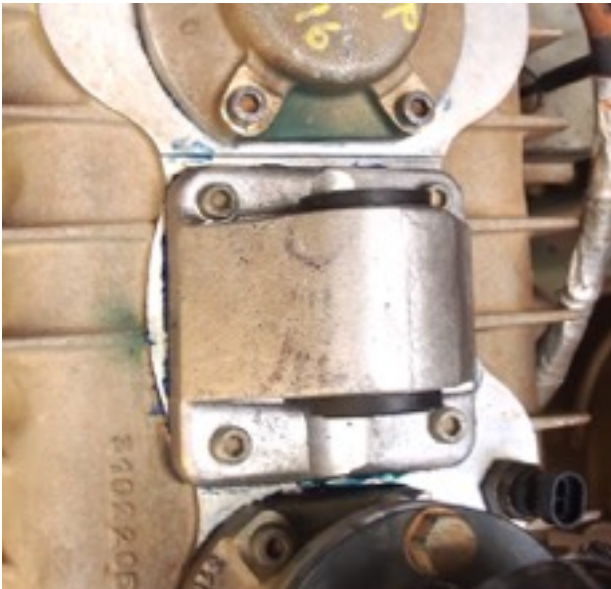
be careful of brake pipes



6 Remove the 4 bolts & existing rear mount, again a slight tap should dislodge it.

Note: the green sealant that SCAM use, is not silicone based, I suggest using Hylomar (blue) which is compatible & you wont need to completely clean away the green stuff.

Permatex Gasket & Dressing Sealant from SuperCheap Auto is compatible.



7 Using suitable sealant fit new cast mounting block into Transfer Case, It has been machined to fit at room temperature but if it is slightly tight do not use hammer, instead place in Freezer for a few hours and it will contract enough to fit nicely.

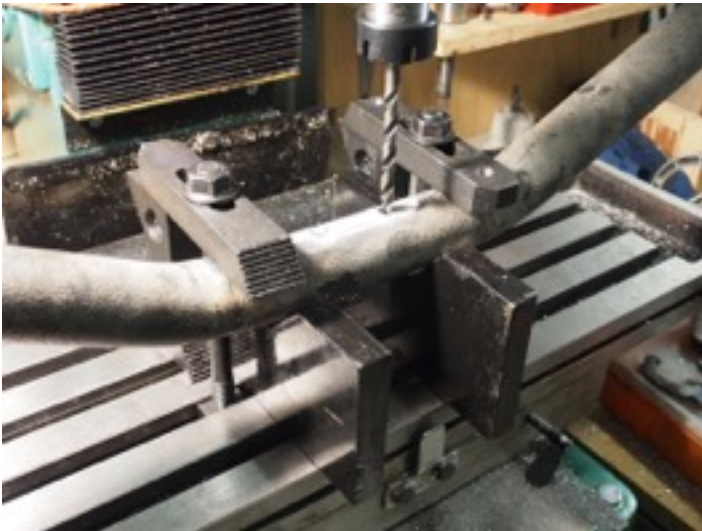
Note orientation of mounting block, the bushing body is off center with more clearance around the lower bolts.

Not all Transfer Cases are created equal & the machining on the recess hole will not all be within .005mm on all transfer cases. If the mounting block is a loose fit use a Retaining compound eg Loctite 620 which is good for clearances of up to 0.3mm .

Torque M8 bolts into Alloy to 15Nm only.



8 Away from your truck and out of grinder spark range of open aux fuel tank, remove the existing brackets from your xmember. Leaving some evidence of their location to use as a drill guide for the new mounting tubes.



9 Align Crossmember in a vice so that the end plates are vertical and Drill 2 x pilot holes , then 19mm holes in the same alignment , or a few mm outward from the centerline of removed brackets.

100% accuracy is not critical as you will be drilling your mounting plates to suit your tube location.



10 clean with flapper disc to prepare for welding



11 Insert mounting tubes into crossmember, leave about 3mm protruding at the top, about 29-30 mm below. 3mm is at the top is about the minimum needed to weld neatly.

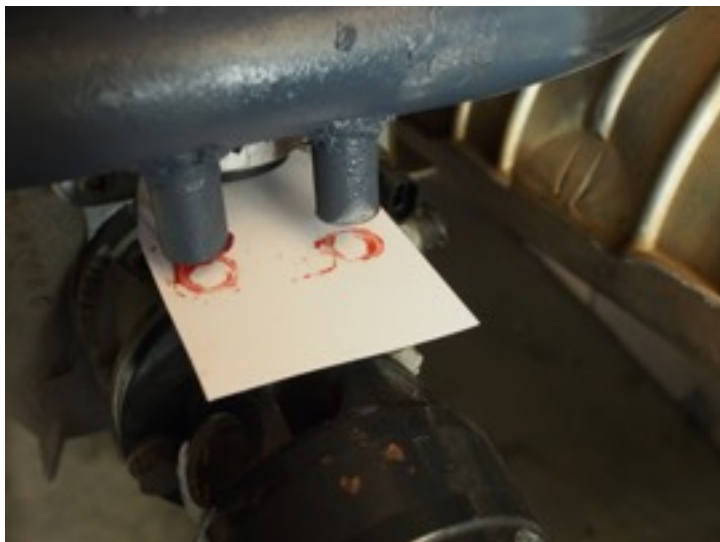
12 Weld mounting tubes into crossmember, paint

13 Refit crossmember onto chassis. Only use a rubber mallet if necessary to ease xmember back into position, Be mindful not to damage brake lines on LHS chassis rail.



14 As the head of the bushing bolt will not slide past the rear of the PTO cover you will need to remove and store cover inside a ziplock bag,

The PTO cover has a oil galley in it & we don't want it getting dirty. A slight tap should dislodge it, if not lever it off with a sharp tool, eg wood chisel.



15 Smear some grease onto the ends of the mounting tubes and use the provided templates with the bushing bolt inserted through the punched holes. Mark which template is for top and bottom.

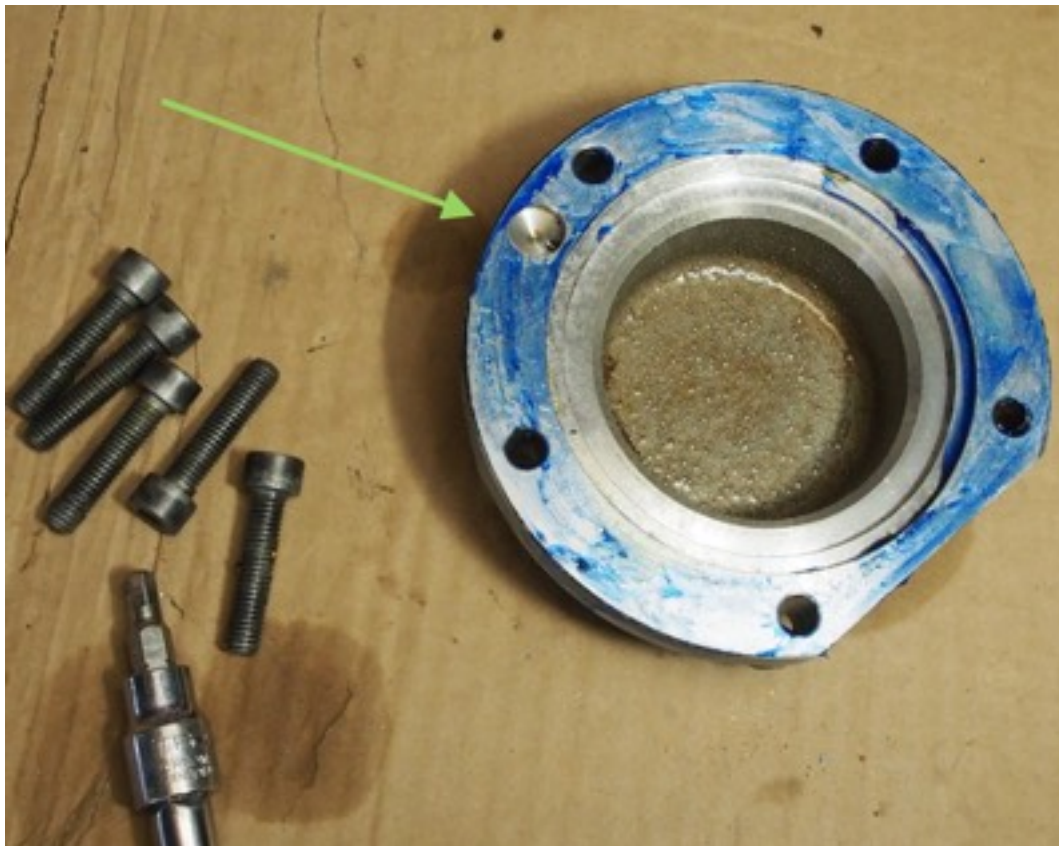


16 Using the Bushing bolt hole as a reference guide, Punch holes through the grease marks onto the top & bottom plates . First drill a pilot hole then drill two x 12mm holes in each plate.





17 Assemble Mounting plates & Tighten bolts.



18 Clean the 5 x M8 bolts, apply sealant being careful to avoid oil gallery (arrowed) & refit the rear PTO cover . Torque M8 bolts into Alloy to 15Nm only.



19 replace speedo sensor and diff lock switch cables and retie loom back onto crossmember. Note the Iveco cable ties are reusable,

20 replace aux tank if necessary & enjoy.

The service life on the Rubber bushing is expected to exceed 100,000km,  
to re-order quote, Mackay Leaf Spring Bush S254

enquire [goingbush@mailcan.com](mailto:goingbush@mailcan.com) for availability of Iveco 55S17W TC rear mount kit



