



Frequently asked questions: Transferbox

Do you sell single/spare parts?

No, we sell neither single-/nor spare parts.

At the exhaust hose of the transferbox oil comes out. What is defective?

The pressure ring of the pressure housing is defective. Also still the multiple disk clutch is mostly defective and/or the accumulators as well as the ram is defective. You had to measure definitely the actuating pressure at the pressure control valve: 53 +5 bar!

Is the transferbox really so delicate regarding different rolling circumferences of the tires?

Unfortunately yes! Thus, always use all 4 tires of same dimensions/type/manufacturer and profile. The same applies to the rim/insertion depth/diameter/width! The difference of the measured depth of profile may be max. 2mm! See also Opel manual in section "Tires".

If the vehicle is set lower, do I get problems with the transferbox?

Yes, because with a lowered car the tire camber of the rear wheels change more than with the front wheels. The rear tires rest upon thus only with the inner edge on the road surface and therefore now have a different rolling circumference (front to rear).

This difference must take up the Visco clutch. By this load the visco clutch warms up and reaches the so-called Hump. It blocks. The further consequence is the total loss of the transferbox. Watch out therefore when lowering the car if no tire camber corrections at the rear axle were made!

Is it really necessary to exchange the pressure Accumulator every 6 years and/or 90'000 km?

Yes! If the pressure accumulator fails, the pressure valve, the pressure case and the ram are immediately broken.

Why can the multiple disk clutch become defective (lining becomes detached from the carrier or is heavily worn)?

The actuating pressure of the pressure control valve to the transferbox is too small. Thus the contact pressure of the ram weakened on the multiple disk clutch and thus it is possible that the multiple disk clutch slips. The causes for too little actuating pressure can be:

1. The accumulator is in bad status
2. The electronic is malfunctioning
3. When playing with switched on ignition with the break pedal (slightly touching it several times is enough), the accumulator empties it. If the engine is now started and driven immediately, the debit printing is not yet achieved and the multiple disk clutch slips through. The hydraulic pump must complete first the lost pressure in the accumulator again!

I have noises from the transferbox. If I remove Fuse F19, the noise is gone. What can it be?

1. The joint of the cardan shaft to the transferbox is defective. Practically with all Turbotos the dust seals of the universal joint tore, so that the grease is ejected and the joint runs dry. Thus noise can develop.
2. In the transferbox stocks are defective or teeth of the plate/bevel gear are broken.

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With accelerating I feel strong vibrations. What could it be?

It may be that the homocinetical joints of the front drive shafts are defective (too much room, too little lubrication). That occurs particularly with lowered vehicles!