Final Drive Case and Related Parts

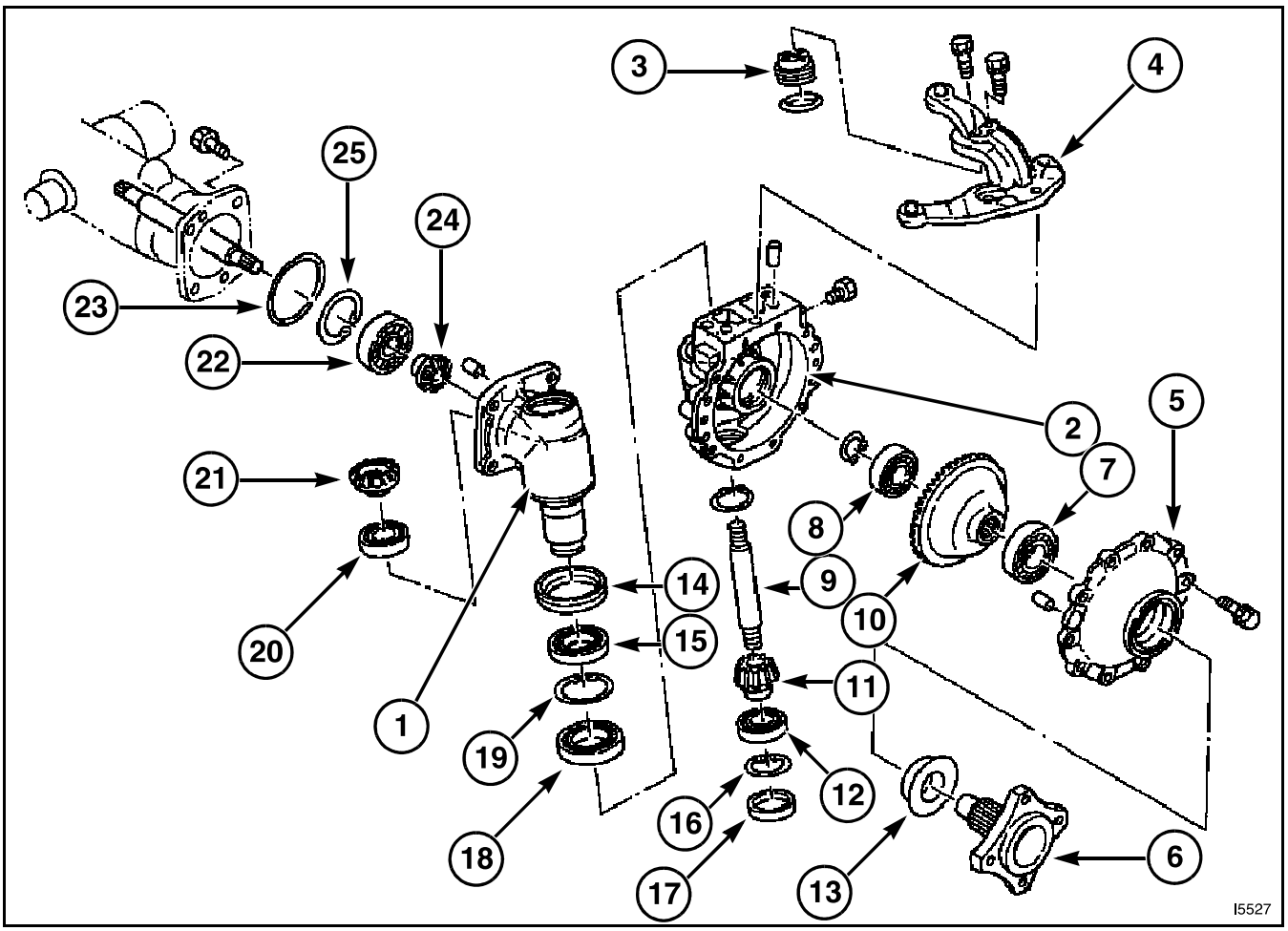

FIG. 9

FIG. 9: Disassembly of final drive case assembly.

Remove the knuckle arm.

Divide the final case assembly into two assemblies (1) and (2).

(3) Pin 47x19 (2)
(4) Knuckle Arm LH
(5) Wheel Cover
(6) Wheel Shaft
(7) Bearing
(8) Bearing
(9) Shaft
(10) Bevel Gear 47
(11) Bevel Gear 12
(12) Bearing
(13) Seal
(14) Oil Seal Assembly
(15) Bearing
(16) Snap Ring
(17) Seal Cap 47
(18) Bearing
(19) Snap Ring
(20) Bearing
(21) Bevel Gear 15
(22) Bearing
(23) O-ring
(24) Bevel Gear 11
(25) Snap Ring
(26) Front Pivot Support
(27) Rear Pivot Support

Inspection

Check the gears for damage and tooth bearing.

Check the bevel gears and thrust collars of the differential for wear.

Make sure that each bearing turns smoothly.

Replace any worn components.

Check the oil seal lips and the seal contacting surfaces of the shafts for damage.

Pay special attention to the oil seals of the rotating parts of the final case and wheel shaft. Shaft seals are used for these parts. When oil leaks through these oil seals, replace them. They should also be checked for thrust play and right angle plays to the axis.

Check the bushings for the front and rear pivot metals (supports) for wear. When they are worn beyond the usable limit, replace them.

The standard value for the front and rear bushing bore is 0.62 + 0.186 mm or 0.62 - 0.116 mm (.025 + .007 in or .025 - .005 in) with a usable limit of 0.2 mm (.008 in).

NOTE: Bushing bore should be measured when the bushings are installed.

Assembly Precautions

When replacing the shaft seals of the rotating parts of the final drive case and wheel shaft never hit the flange surface of the sleeve. Damaged flange surfaces will cause oil leaks.

FIG. 10: Inset the spring pin into the differential so the seam is installed in the direction of external force. Retain the spring pin with wire.

Tighten the lock nut so that the sub assembled input shaft has a starting torque of 58.3 to 69 Nm (43 to 51 lbf ft).

NOTE: Once the starting torque is obtained make sure to tighten the lock nut.

Once the differential and the input shaft have been installed into the axle housing make sure the shaft turns smoothly.

Install the shims back onto the input shaft.

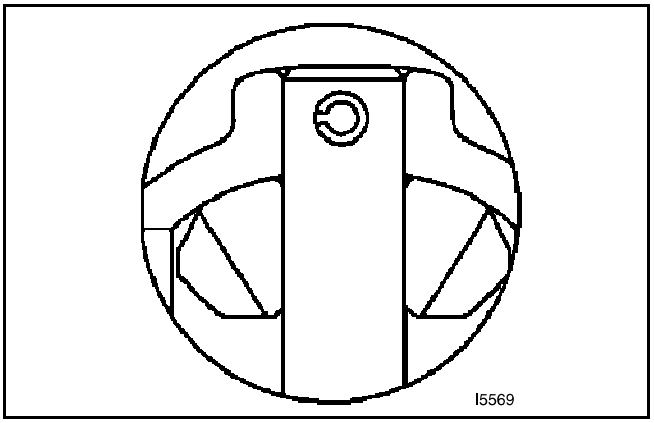

FIG. 10