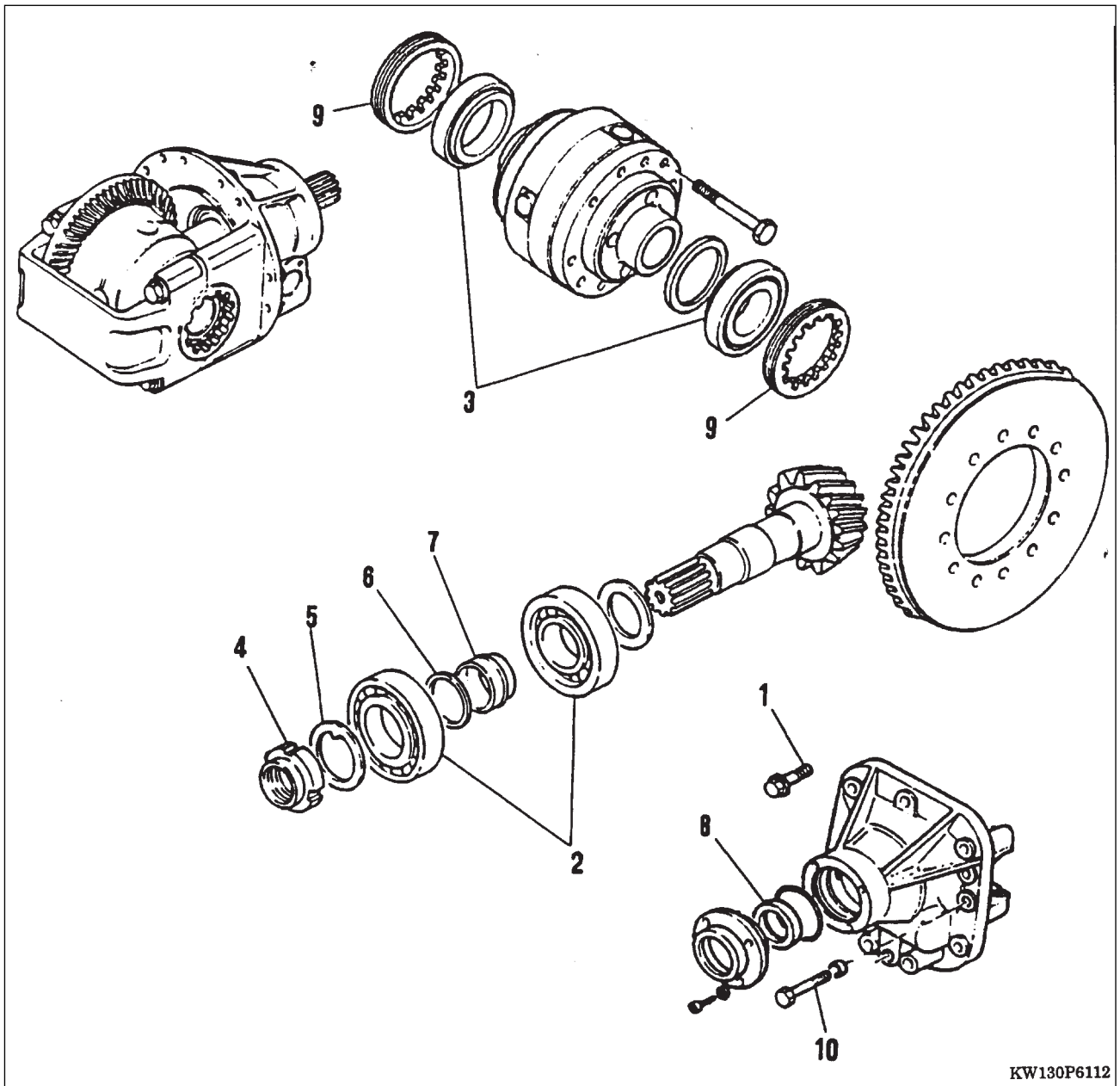


BEVEL GEAR AND PINION SET



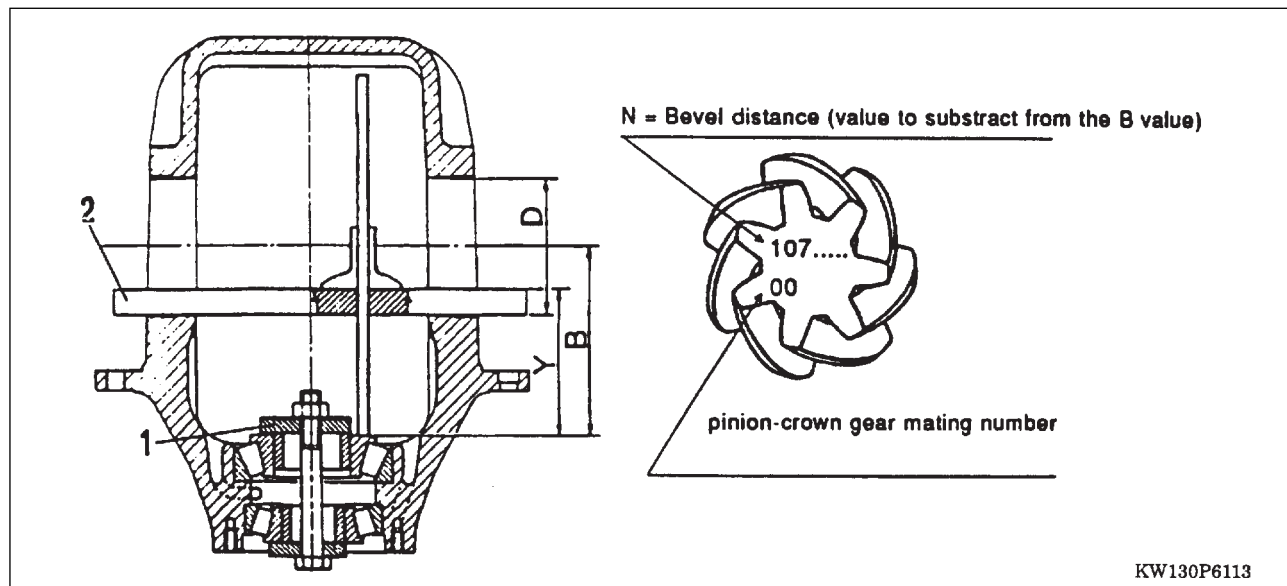
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- Unscrew the screw (1) and the bolts (10) to disassemble the complete differential and to be able to work on bench.
- Check the conditions of the bevel pinion bearings (2) and of the differential bearings (3); replace them, if necessary.
- If you change the bevel gear and the pinion set, you have to replace the ring nut (4), the washers (5) and (6) and the collapsible spacer (7).
- Check the oil seal (8) conditions, best replace it. When reassembling, fill with grease the oil seal.

The operations to carry out on this group are the following ones:

PINION POSITIONING
 PINION BEARINGS PRE-LOAD
 PINION-CROWN TEETH BACKLASH
 DIFFERENTIAL BEARINGS PRE-LOAD
 ADJUSTMENT FLANGE ON PINION

PINION POSITIONING

**Bevel distance**

- Install the pinion bearings in their seat in the differential end plate and put them in contact using the tool (1); it must be possible to turn the conical bearings by hand, never close tight.
- Assemble the central gear half-cover and fasten it with relative screws.
- With the aid of an internal micrometer measure the diameter (D), bearing seat.
- Put a calibrated rod (2) into the central gear bearing seat and, by using a depth gauge, measure level (Y).
- Carry out the following operation:

$$B = Y - 25 \text{ (calibrated rod diameter)} + D/2.$$
- In order to determine the thickness to be inserted between the pinion and the bearing, simply subtract from the (B) value the one stamped on the pinion head.
- Create this thickness by using the range of the rings on hand, and inserting them in the pinion shaft.
- Insert the bearing in the pinion shaft, and ensure that it is completely seated.