

14. DRIVE TRAIN

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SERVICE INFORMATION

GENERAL

- The final drive gear assembly must be removed together with the drive shaft.
- Replace all oil seals and O-rings whenever the final drive gear assembly is disassembled.
- Check tooth contact pattern and gear backlash when the bearing, gear set and/or gear case has been replace.
- When using the lock nut wrench, use a deflecting beam type torque wrench 355–510 mm's (14–20 inches) long. The lock nut wrench increases the torque wrench's leverage, so the torque wrench reading will be less than the torque actually applied to the lock nut. The specification given is the actual torque applied to the lock nut, not the reading on the torque wrench when used with the lock nut wrench what the torque wrench scale reading should be given with the actual torque specification.

SPECIFICATIONS

		STANDARD	SERVICE LIMIT
Final gear oil	Capacity	170 cc (5.8 ozs)	—
	Recommended oil	Hypoid-gear oil API, GL-5 Above 5°C/41°F SAE # 90 Below 5°C/41°F SAE # 80	—
Gear backlash		0.08–0.18 mm (0.003–0.007 in)	0.30 mm (0.012 in)
Gear assembly preload		0.2–0.3 N·m (2–3 kg·m, 1.7–2.6 in·lb)	—

TORQUE VALUES

Pinion bearing retainer	100–120 N·m (10–12 kg·m, 72–87 ft·lb)
Pinion nut	100–120 N·m (10–12 kg·m, 72–87 ft·lb)
Gear case cover bolt 10 mm	45–50 N·m (4.5–5.0 kg·m, 33–36 ft·lb)
8 mm	23–28 N·m (2.3–2.8 kg·m, 17–20 ft·lb)
Final gear case attaching nut	60–70 N·m (6.0–7.0 kg·m, 43–51 ft·lb)