SECTION DLN
DRIVELINE

CONTENTS

SYMPTOM DIAGNOSIS

NOISE, VIBRATION AND HARSHNESS (NVH) TROUBLESHOOTING

NVH Troubleshooting Chart

INFOID:0000000004926077

Use the chart below to find the cause of the symptom. If necessary, repair or replace these parts.

Reference		DLN-5, "Inspection"	DLN-8, "Inspection"	—	DLN-8, "Inspection"	—	DLN-8, "Inspection"	DLN-8, "Inspection"	NVH in DLN section.	NVH in FAX, RAX, FSU and RSU section.	NVH in WT section.	NVH in WT section.	NVH in RAX section.	NVH in BR section.	NVH in ST section.
Possible cause and SUSPECTED PARTS		Uneven rotating torque	Center bearing improper installation	Excessive center bearing axial end play	Center bearing mounting (insulator) cracks, damage or deterioration	Excessive joint angle	Rotation imbalance	Excessive runout	DIFFERENTIAL	AXLE AND SUSPENSION	TIRE	ROAD WHEEL	DRIVE SHAFT	BRAKE	STEERING
Symptom	Noise	×	×	×	×	×	×	×	×	×	×	×	×	×	×
	Shake		×			×				×	×	×	×	×	×
	Vibration	×	×	×	×	×	×	×		×	×		×		×

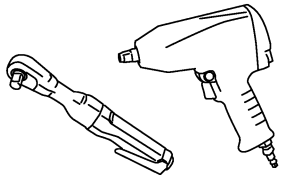
×: Applicable

PREPARATION

PREPARATION

Commercial Service Tools

INFOID:0000000004926078

Tool name	Description
Power tool  PBIC0190E	Loosening bolts and nuts

PERIODIC MAINTENANCE

REAR PROPELLER SHAFT

Inspection

INFOID:0000000004926079

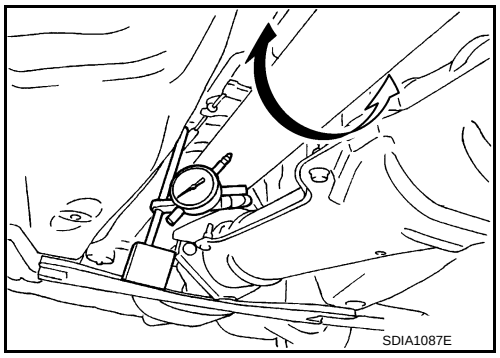
NOISE

- Check the propeller shaft tube surface for dents or cracks. If damaged, replace propeller shaft assembly.
- If center bearing is noisy or damaged, replace propeller shaft assembly.

VIBRATION

If vibration is present at high speed, inspect propeller shaft runout first.

1. Measure propeller shaft runout at several points by rotating final drive companion flange with hands.



Limit

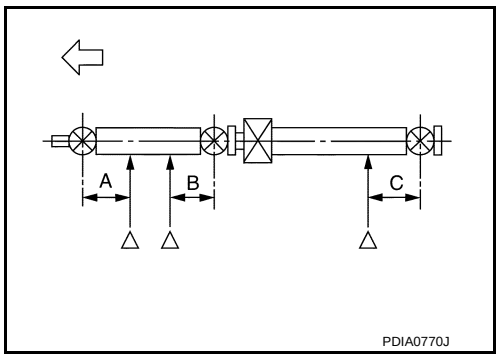
Propeller shaft runout **: Refer to DLN-10, "Propeller Shaft Runout".**

2. If runout still exceeds specifications, separate propeller shaft at final drive companion flange; then rotate companion flange 90, 180, 270 degrees and install propeller shaft.
3. Check runout again. If runout still exceeds specifications, replace propeller shaft assembly.
4. Check the vibration by driving vehicle.

RUNOUT MEASURING POINT

Propeller shaft runout measuring point (Point "△").

⇦: Vehicle front



Dimension

A: 192 mm (7.56 in)
B: 172 mm (6.77 in)
C: 170 mm (6.69 in)

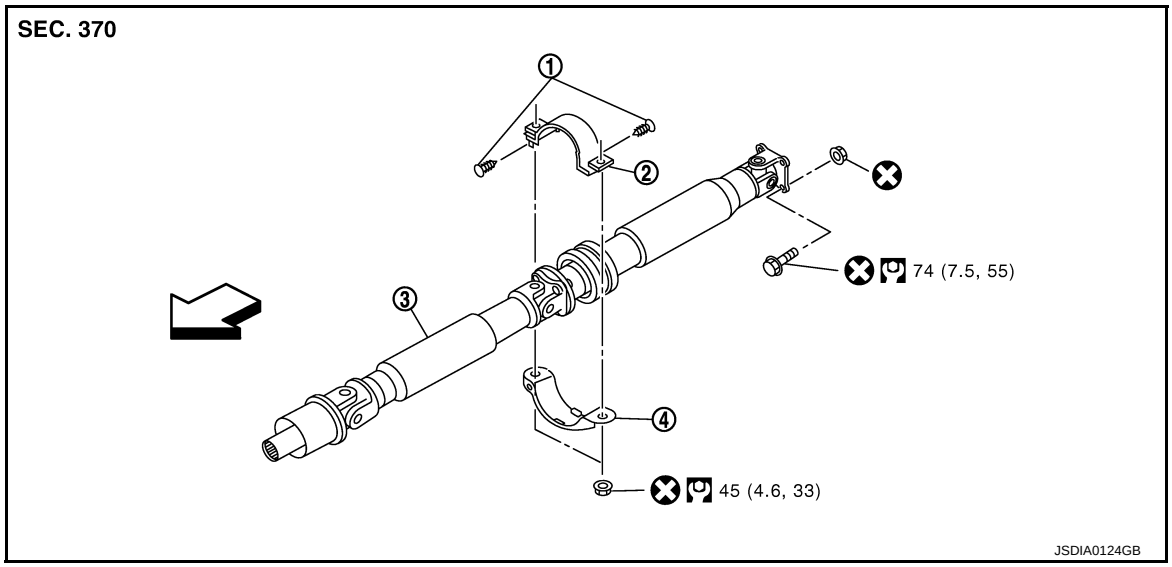
REMOVAL AND INSTALLATION

REAR PROPELLER SHAFT

Exploded View

INFOID:0000000004926080

2nd joint connecting type : Flange connection

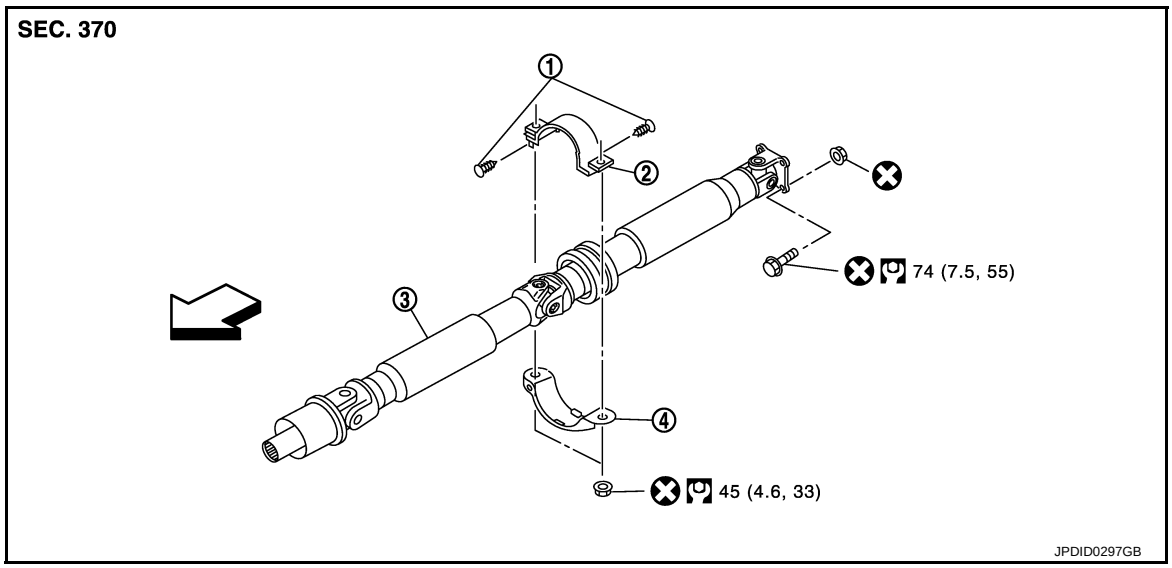


1. Clip
2. Center bearing mounting bracket (upper)
3. Propeller shaft assembly
4. Center bearing mounting bracket (lower)

⇦: Vehicle front

Refer to GI-4, "Components" for symbols in the figure.

2nd joint connecting type : Stem connection



1. Clip
2. Center bearing mounting bracket (upper)
3. Propeller shaft assembly
4. Center bearing mounting bracket (lower)

⇦: Vehicle front

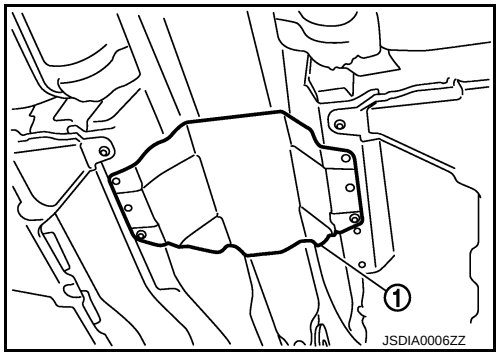
Refer to GI-4, "Components" for symbols in the figure.

Removal and Installation

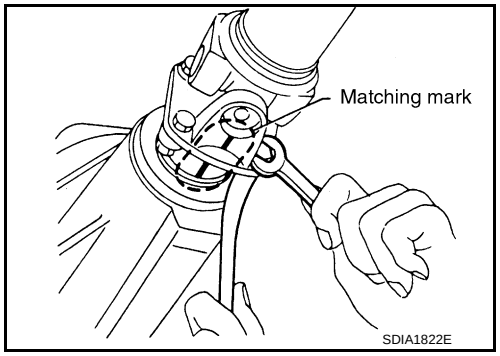
INFOID:0000000004926081

REMOVAL

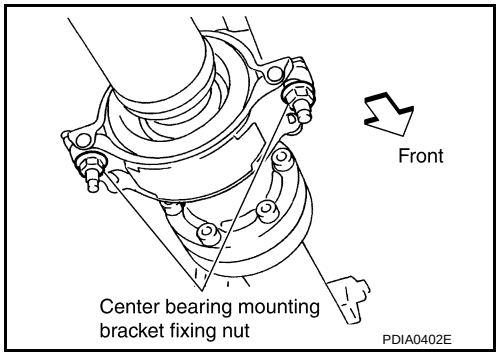
1. Move the M/T shift lever to neutral position and release the parking brake.
2. Remove the floor reinforcement.
3. Remove the center muffler with power tool. Refer to EX-5, "Exploded View".
4. Remove the heat insulator (1).



5. Put matching marks on propeller shaft flange yoke with final drive companion flange.
   CAUTION:
   For matching marks, use paint. Never damage propeller shaft flange yoke and final drive companion flange.



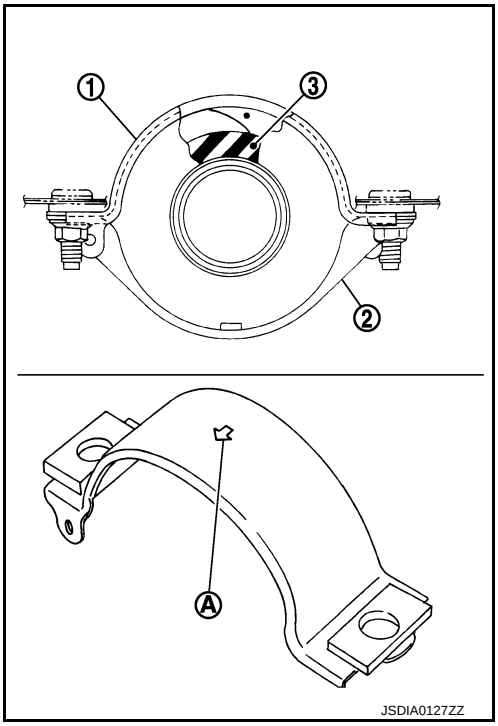
6. Loosen mounting nuts of center bearing mounting brackets.
   CAUTION:
   Tighten mounting nuts temporarily.
7. Remove propeller shaft assembly fixing bolts and nuts.
8. Remove center bearing mounting bracket fixing nuts.
9. Remove propeller shaft assembly.
   CAUTION:
   - **Never damage the rear oil seal of transmission.**
   - **If constant velocity joint was bent during propeller shaft assembly removal, installation, or transportation, its boot may be damaged. Wrap boot interference area to metal part with shop cloth or rubber to protect boot from breakage.**



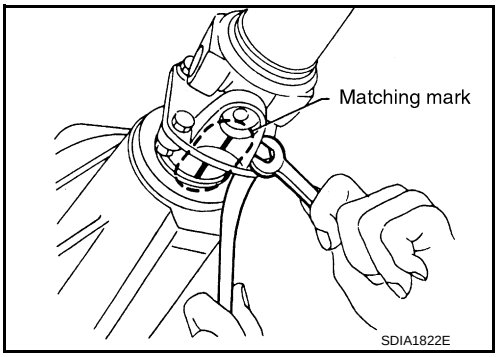
INSTALLATION

Note the following, and install in the reverse order of removal.

- Install center bearing mounting bracket (upper) (1) with its arrow mark (A) facing forward.
- Adjust position of center bearing mounting bracket (upper) (1) and center bearing mounting bracket (lower) (2) sliding back and forth to prevent play in thrust direction of center bearing insulator (3). Install bracket to vehicle.

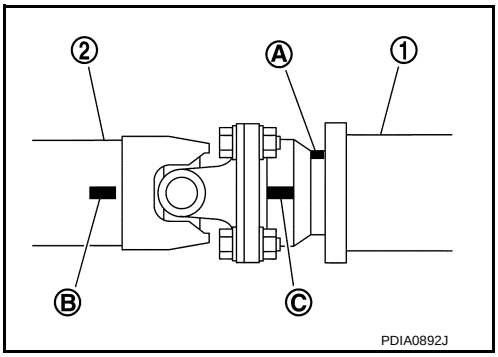


- Align matching marks to install propeller shaft flange yoke with final drive companion flange.
- After assembly, perform a driving test to check propeller shaft vibration. If vibration occurred, separate propeller shaft from final drive. Reinstall companion flange after rotating it by 90, 180, 270 degrees. Then perform driving test and check propeller shaft vibration again at each point.



- If propeller shaft assembly or final drive assembly has been replaced, connect them as follows:
- Face the companion flange mark (A) of the final drive (1) upward. With the mark (A) faced upward, couple the propeller shaft and the final drive so that the matching mark (B) of propeller shaft (2) can be positioned as closest as possible with the matching mark (C) of the final drive companion flange.
- Tighten mounting bolts and nuts of propeller shaft and final drive to the specified torque.

CAUTION:
Never damage the rear oil seal of transmission.



Inspection

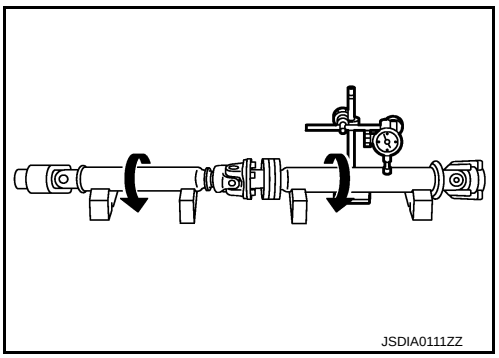
INFOID:0000000004926082

APPEARANCE

- Check propeller shaft for bend and damage. If damage is detected, replace propeller shaft assembly.

PROPELLER SHAFT RUNOUT

- Check propeller shaft runout at measuring points. If runout exceeds specifications, replace propeller shaft assembly. For measuring point, refer to DLN-5, "Inspection".

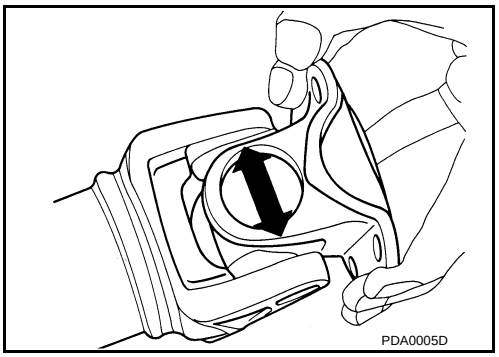


Limit

Propeller shaft runout	**: Refer to DLN-10, "Propeller Shaft Runout".**

JOURNAL AXIAL PLAY

- As shown in the figure, while fixing yoke on one side, check axial play of joint. If outside the standard, replace propeller shaft assembly.



Standard

Journal axial play	**: Refer to DLN-10, "Journal Axial Play".**

CAUTION:
Never disassemble joints.

CENTER BEARING

- Check center bearing for noise and damage. If noise or damage is detected, replace propeller shaft assembly.

CAUTION:
Never disassemble center bearing.

SERVICE DATA AND SPECIFICATIONS (SDS)

SERVICE DATA AND SPECIFICATIONS (SDS)

General Specifications

INFOID:0000000004926083

2nd joint connecting type : Flange connection

Applied model		2WD
		VQ37VHR
		M/T
Propeller shaft model		3S80A
Number of joints		3
Type of journal bearings (Non-disassembly type)	1st joint	Shell type
	2nd joint	Shell type
	3rd joint	Shell type
Coupling method with transmission		Sleeve type
Coupling method with rear final drive		Flange type
Shaft length	1st (Spider to spider)	762 mm (30.00 in)
	2nd (Spider to spider)	759 mm (29.88 in)
Shaft outer diameter	1st	82.6 mm (3.25 in)
	2nd	75.0 mm (2.95 in)

2nd joint connecting type : Stem connection

Applied model		2WD
		VQ37VHR
		M/T
Propeller shaft model		3S80A
Number of joints		3
Type of journal bearings (Non-disassembly type)	1st joint	Shell type
	2nd joint	Shell type
	3rd joint	Shell type
Coupling method with transmission		Sleeve type
Coupling method with rear final drive		Flange type
Shaft length	1st (Spider to spider)	779 mm (30.67 in)
	2nd (Spider to spider)	742 mm (29.21 in)
Shaft outer diameter	1st	82.6 mm (3.25 in)
	2nd	75.0 mm (2.95 in)

Propeller Shaft Runout

INFOID:0000000004926084

Unit: mm (in)

Item	Limit
Propeller shaft runout	0.8 (0.031)

Journal Axial Play

INFOID:0000000004926085

Unit: mm (in)

Item	Standard
Journal axial play	0 (0)

SYMPTOM DIAGNOSIS

NOISE, VIBRATION AND HARSHNESS (NVH) TROUBLESHOOTING

NVH Troubleshooting Chart

INFOID:0000000004926086

Use the chart below to find the cause of the symptom. If necessary, repair or replace these parts.

Possible cause and SUSPECTED PARTS		Uneven rotating torque	Center bearing improper installation	Excessive center bearing axial end play	Center bearing mounting (insulator) cracks, damage or deterioration	Excessive joint angle	Rotation imbalance	Excessive runout	DIFFERENTIAL	AXLE AND SUSPENSION	TIRE	ROAD WHEEL	DRIVE SHAFT	BRAKE	STEERING
Reference		DLN-13, "Inspection"	DLN-17, "Inspection"	—	DLN-17, "Inspection"	—	DLN-17, "Inspection"	DLN-17, "Inspection"	NVH in DLN section.	NVH in FAX, RAX, FSU and RSU section.	NVH in WT section.	NVH in WT section.	NVH in RAX section.	NVH in BR section.	NVH in ST section.
Symptom	Noise	×	×	×	×	×	×	×	×	×	×	×	×	×	×
	Shake		×			×				×	×	×	×	×	×
	Vibration	×	×	×	×	×	×	×		×	×		×		×

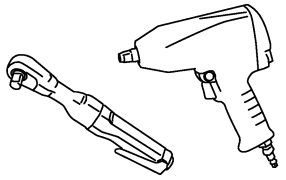
×: Applicable

PREPARATION

PREPARATION

Commercial Service Tools

INFOID:0000000004926087

Tool name	Description
Power tool  PBIC0190E	Loosening bolts and nuts

PERIODIC MAINTENANCE

REAR PROPELLER SHAFT

Inspection

INFOID:0000000004926088

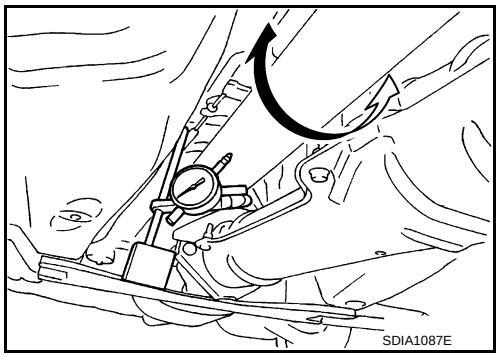
NOISE

- Check the propeller shaft tube surface for dents or cracks. If damaged, replace propeller shaft assembly.
- If center bearing is noisy or damaged, replace propeller shaft assembly.

VIBRATION

If vibration is present at high speed, inspect propeller shaft runout first.

1. Measure propeller shaft runout at several points by rotating final drive companion flange with hands.



Limit

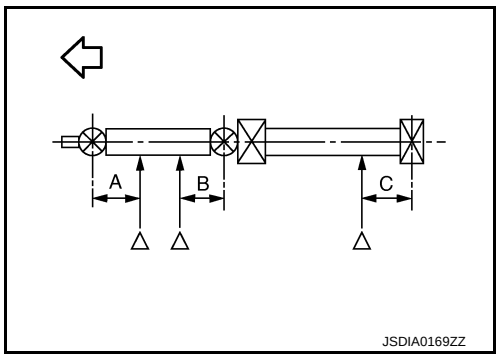
Propeller shaft runout **: Refer to DLN-18, "Propeller Shaft Runout".**

2. If runout still exceeds specifications, separate propeller shaft at final drive companion flange; then rotate companion flange 120, 240 degrees and install propeller shaft.
3. Check runout again. If runout still exceeds specifications, replace propeller shaft assembly.
4. Check the vibration by driving vehicle.

RUNOUT MEASURING POINT

Propeller shaft runout measuring point (Point "△").

⇦: Vehicle front



Dimension

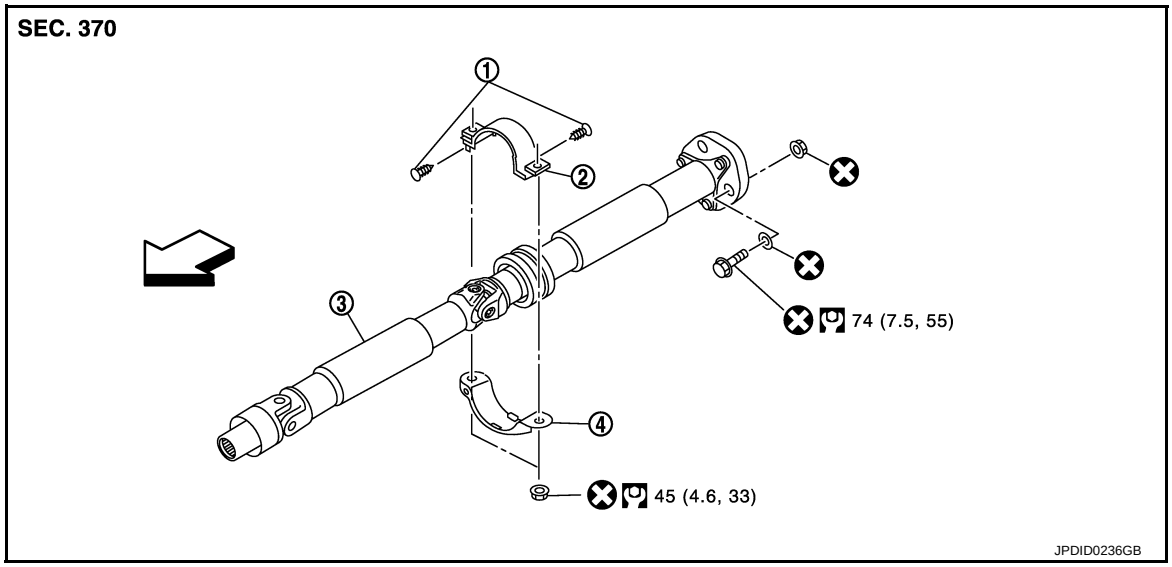
A: 192 mm (7.56 in)
B: 172 mm (6.77 in)
C: 172 mm (6.77 in)

REMOVAL AND INSTALLATION

REAR PROPELLER SHAFT

Exploded View

INFOID:0000000004926089



1. Clip
2. Center bearing mounting bracket (upper)
3. Propeller shaft assembly
4. Center bearing mounting bracket (lower)

⇦: Vehicle front

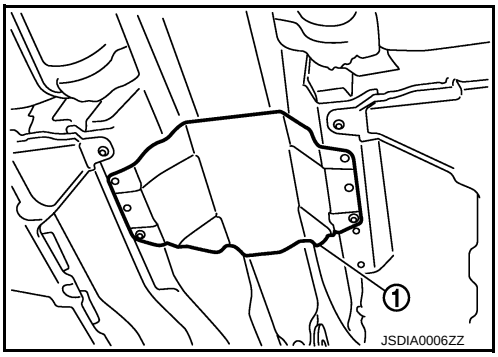
Refer to GI-4, "Components" for symbols in the figure.

Removal and Installation

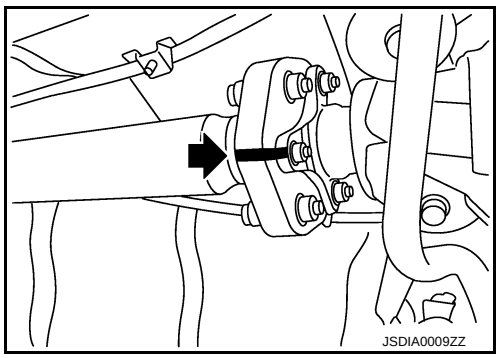
INFOID:0000000004926090

REMOVAL

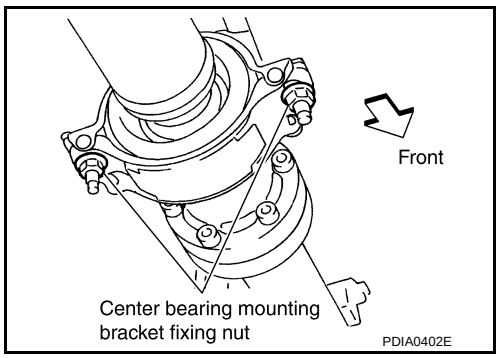
1. Move the A/T selector lever to N position and release the parking brake.
2. Remove the floor reinforcement.
3. Remove the center muffler with power tool. Refer to EX-5, "Exploded View".
4. Remove the heat insulator (1).



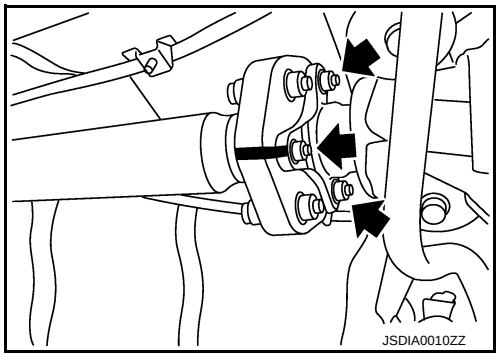
5. Put matching marks on propeller shaft rubber coupling with final drive companion flange.
CAUTION:
For matching marks, use paint. Never damage propeller shaft rubber coupling and final drive companion flange.



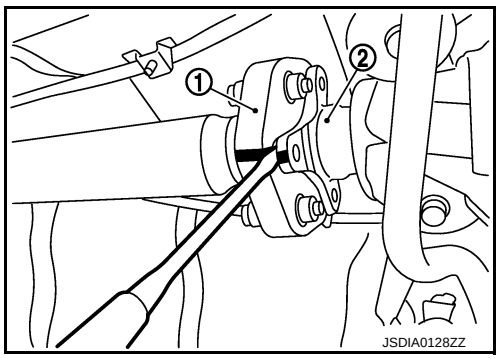
6. Loosen mounting nuts of center bearing mounting brackets.
CAUTION:
Tighten mounting nuts temporarily.



7. Remove propeller shaft assembly fixing bolts and nuts.
CAUTION:
Never remove the rubber coupling from the propeller shaft assembly.

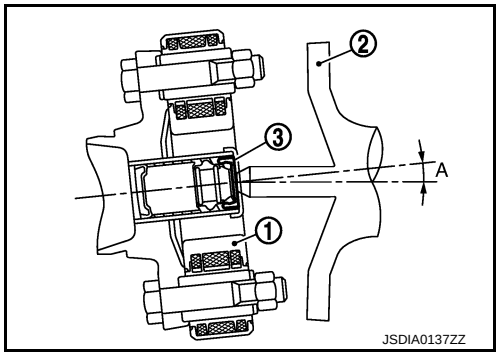


8. Slightly separate the rubber coupling (1) from the final drive companion flange (2).
CAUTION:
Never damage the final drive companion flange and rubber coupling.



9. Remove center bearing mounting bracket fixing nuts.
CAUTION:
- **The angle (A), which the third axis rubber coupling (1) forms with the final drive companion flange (2), must be 5° or less.**
- **Never damage the grease seal (3).**
- **Never damage the rubber coupling.**

10. Slide the propeller shaft in the vehicle forward direction slightly. Separate the propeller shaft from the final drive companion flange.
CAUTION:



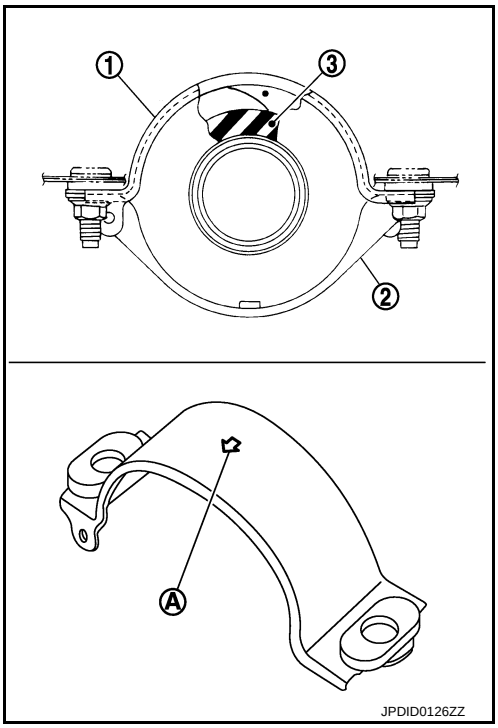
- **The angle, which the third axis rubber coupling forms with the final drive companion flange, must be 5° or less.**
- **Never damage the grease seal.**
- **Never damage the rubber coupling.**

11. Remove the propeller shaft assembly from the vehicle.
CAUTION:
Never damage the rear oil seal of transmission.

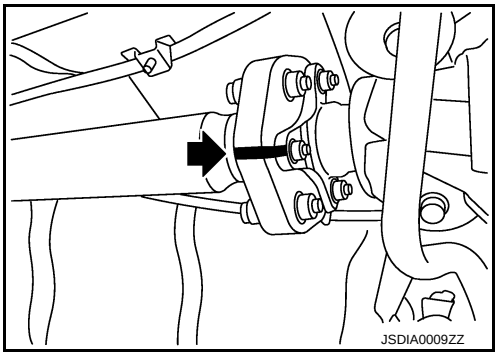
INSTALLATION

Note the following, and install in the reverse order of removal.

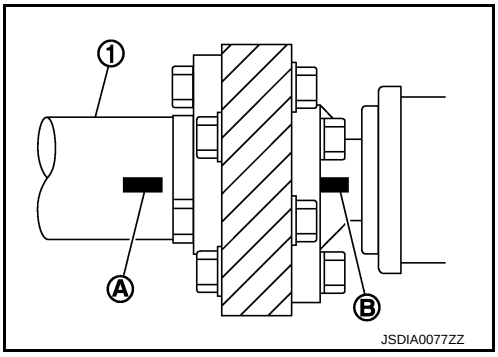
- Install center bearing mounting bracket (upper) (1) with its arrow mark (A) facing forward.
- Adjust position of center bearing mounting bracket (upper) (1) and center bearing mounting bracket (lower) (2) sliding back and forth to prevent play in thrust direction of center bearing insulator (3). Install bracket to vehicle.



- Align matching marks to install propeller shaft rubber coupling to final drive companion flange.
- After assembly, perform a driving test to check propeller shaft vibration. If vibration occurred, separate propeller shaft from final drive. Reinstall companion flange after rotating it by 120, 240 degrees. Then perform driving test and check propeller shaft vibration again at each point.

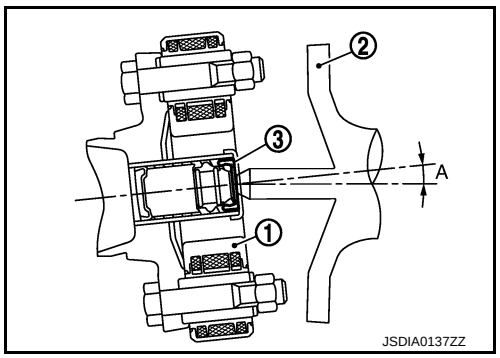


- If propeller shaft or final drive has been replaced, connect them as follows:
- Install the propeller shaft (1) while aligning its matching mark (A) with the matching mark (B) on the joint as close as possible.
- Tighten mounting bolts and nuts of propeller shaft and final drive to the specified torque.



CAUTION:

- **The angle (A), which the third axis rubber coupling (1) forms with the final drive companion flange (2), must be 5° or less.**
- **Never damage the grease seal (3).**
- **Never damage the rubber coupling.**
- **Never damage the rubber coupling, protect it with a shop towel or equivalent.**



Inspection

INFOID:0000000004926091

APPEARANCE

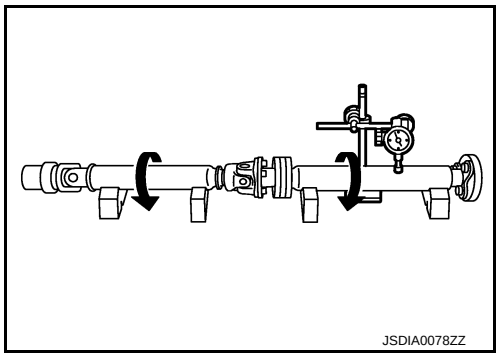
- Check propeller shaft for bend and damage. If damage is detected, replace propeller shaft assembly.

PROPELLER SHAFT RUNOUT

- Check propeller shaft runout at measuring points. If runout exceeds specifications, replace propeller shaft assembly. For measuring point, refer to DLN-13, "Inspection"

Limit

Propeller shaft runout	**: Refer to DLN-18, "Propeller Shaft Runout".**



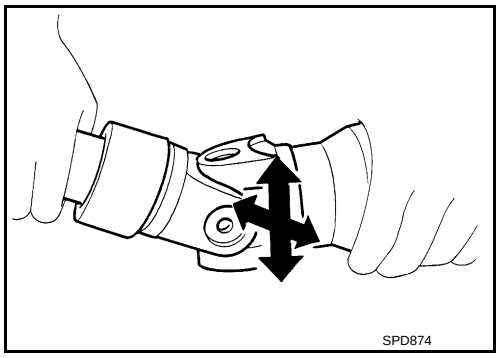
JOURNAL AXIAL PLAY

- As shown in the figure, while fixing yoke on one side, check axial play of joint. If outside the standard, replace propeller shaft assembly.

Standard

Journal axial play	**: Refer to DLN-18, "Journal Axial Play".**

CAUTION:
Never disassemble joints.



CENTER BEARING

- Check center bearing for noise and damage. If noise or damage is detected, replace propeller shaft assembly.

CAUTION:
Never disassemble center bearing.

SERVICE DATA AND SPECIFICATIONS (SDS)

SERVICE DATA AND SPECIFICATIONS (SDS)

General Specifications

INFOID:0000000004926092

Applied model		2WD
		VQ37VHR
		A/T
Propeller shaft model		3S80A-R
Number of joints		3
Type of journal bearings (Non-disassembly type)	1st joint	Shell type
	2nd joint	Shell type
	3rd joint	Rubber coupling type
Coupling method with transmission		Sleeve type
Coupling method with rear final drive		Rubber coupling type
Shaft length	1st (Spider to spider)	697 mm (27.44 in)
	2nd (Spider to rubber coupling center)	772 mm (30.39 in)
Shaft outer diameter	1st	82.6 mm (3.25 in)
	2nd	75.0 mm (2.95 in)

Propeller Shaft Runout

INFOID:0000000004926093

Unit: mm (in)

Item	Limit
Propeller shaft runout	0.8 (0.031)

Journal Axial Play

INFOID:0000000004926094

Unit: mm (in)

Item	Standard
Journal axial play	0 (0)

SYSTEM DESCRIPTION

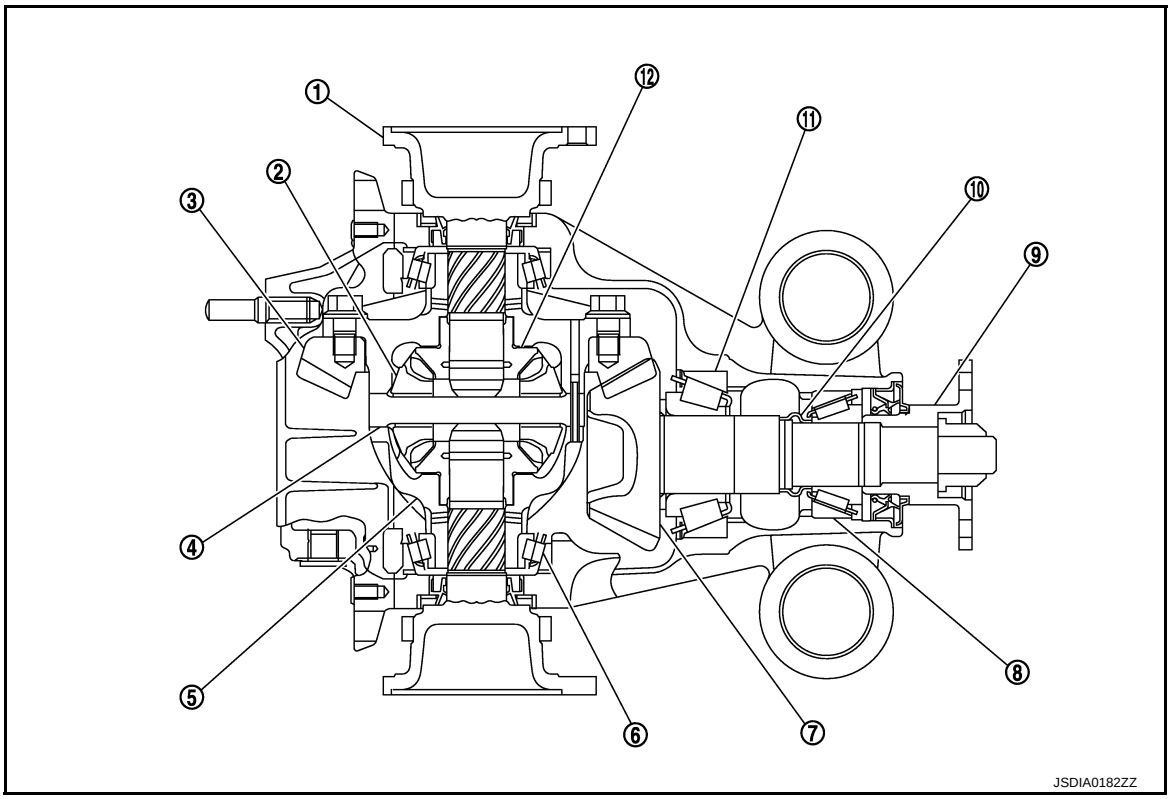
REAR FINAL DRIVE ASSEMBLY

System Diagram

INFOID:0000000004926097

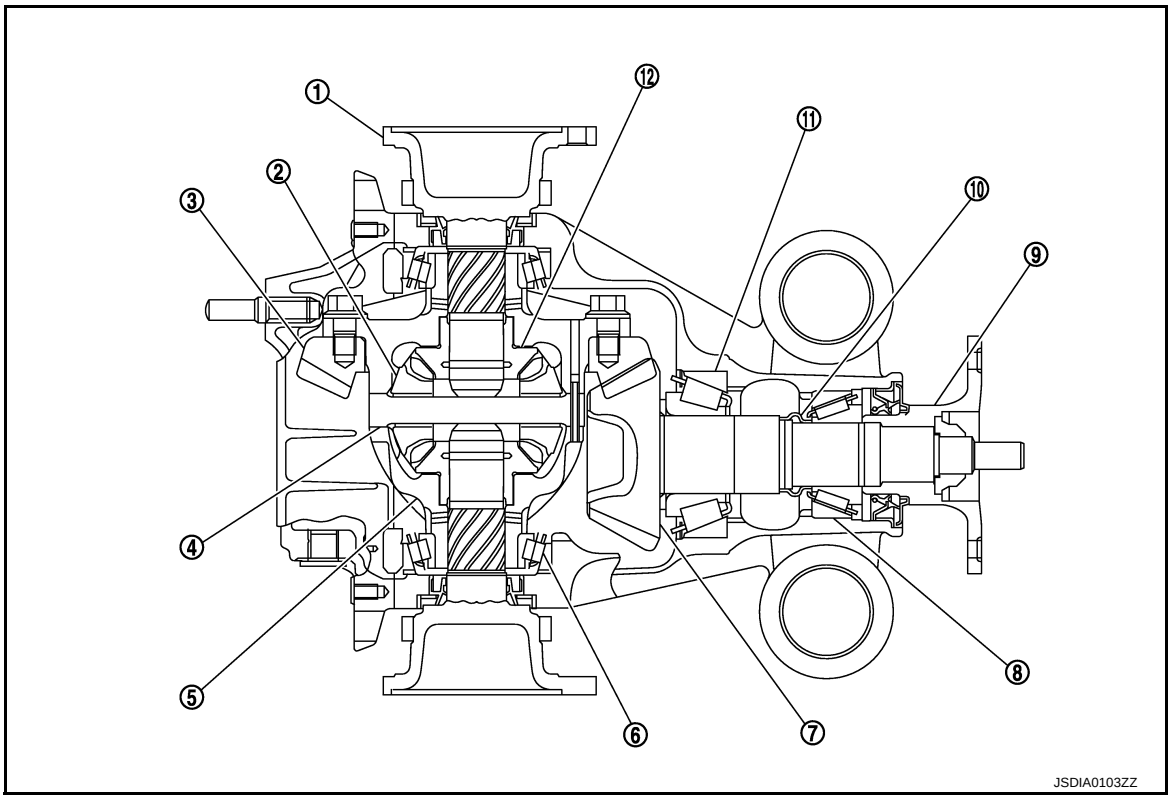
CROSS-SECTIONAL VIEW

M/T



1. Side flange
2. Pinion mate gear
3. Drive gear
4. Pinion mate shaft
5. Differential case
6. Side bearing
7. Drive pinion
8. Pinion front bearing
9. Companion flange
10. Collapsible spacer
11. Pinion rear bearing
12. Side gear

A/T



1. Side flange
2. Pinion mate gear
3. Drive gear
4. Pinion mate shaft
5. Differential case
6. Side bearing
7. Drive pinion
8. Pinion front bearing
9. Companion flange
10. Collapsible spacer
11. Pinion rear bearing
12. Side gear

SYMPTOM DIAGNOSIS

NOISE, VIBRATION AND HARSHNESS (NVH) TROUBLESHOOTING

NVH Troubleshooting Chart

INFOID:0000000004926098

M/T

Use the chart below to find the cause of the symptom. If necessary, repair or replace these parts.

Reference		DLN-59, "M/T : Inspection After Disassembly"	DLN-54, "M/T : Adjustment"	DLN-59, "M/T : Inspection After Disassembly"	DLN-54, "M/T : Adjustment"	DLN-54, "M/T : Adjustment"	DLN-28, "Inspection"	NVH in DLN section.	NVH in FAX, RAX, FSU and RSU sections.	NVH in WT section.	NVH in WT section.	NVH in RAX section.	NVH in BR section.	NVH in ST section.
Possible cause and SUSPECTED PARTS		Gear tooth rough	Gear contact improper	Tooth surfaces worn	Backlash incorrect	Companion flange excessive runout	Gear oil improper	PROPELLER SHAFT	AXLE AND SUSPENSION	TIRE	ROAD WHEEL	DRIVE SHAFT	BRAKE	STEERING
Symptom	Noise	×	×	×	×	×	×	×	×	×	×	×	×	×

×: Applicable

A/T

Use the chart below to find the cause of the symptom. If necessary, repair or replace these parts.

		Reference	DLN-72, "A/T : Inspection After Disassembly"	DLN-67, "A/T : Adjustment"	DLN-72, "A/T : Inspection After Disassembly"	DLN-67, "A/T : Adjustment"	DLN-67, "A/T : Adjustment"	DLN-28, "Inspection"	NVH in DLN section.	NVH in FAX, RAX, FSU and RSU sections.	NVH in WT section.	NVH in WT section.	NVH in RAX section.	NVH in BR section.	NVH in ST section.
		Possible cause and SUSPECTED PARTS	Gear tooth rough	Gear contact improper	Tooth surfaces worn	Backlash incorrect	Companion flange excessive runout	Gear oil improper	PROPELLER SHAFT	AXLE AND SUSPENSION	TIRE	ROAD WHEEL	DRIVE SHAFT	BRAKE	STEERING
Symptom	Noise		×	×	×	×	×	×	×	×	×	×	×	×	×

×: Applicable

PRECAUTION

PRECAUTIONS

Service Notice or Precautions for Rear Final Drive

INFOID:0000000004926099

- Check for the correct installation status prior to removal or disassembly. If matching marks are required, be certain they never interfere with the function of the parts when applied.
- Overhaul should be done in a clean work area, it is preferable to work in dustproof area.
- Before disassembly, using steam or white gasoline, completely remove sand and mud from the exterior of the unit, preventing them from entering into the unit during disassembly or assembly.
- Check appearance of the disassembled parts for damage, deformation, and unusual wear. Replace them with new ones, if necessary.
- Gaskets, seals and O-rings should be replaced any time when the unit is disassembled.
- In principle, tighten bolts or nuts gradually in several steps working diagonally from inside to outside. If tightening sequence is specified, observe it.
- Clean and flush the parts sufficiently and blow-dry them.
- Be careful not to damage sliding surfaces and mating surfaces.
- When applying sealant, remove the old sealant from the mounting surface; then remove any moisture, oil, and foreign materials from the application and mounting surfaces.
- Always use shop paper for cleaning the inside of components.
- Never use cotton gloves or shop rags to prevent entering of lint.
- During assembly, observe the specified tightening torque, and apply new gear oil, petroleum jelly, or multi-purpose grease as specified for each vehicle, if necessary.

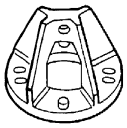
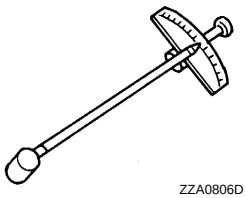
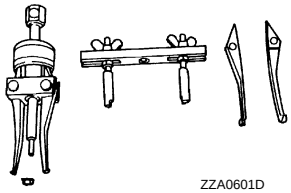
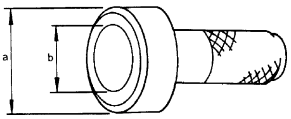
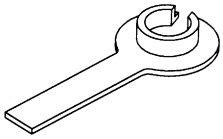
PREPARATION

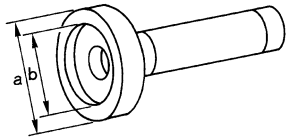
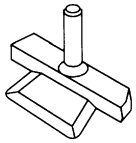
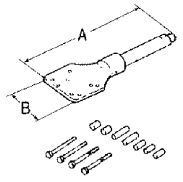
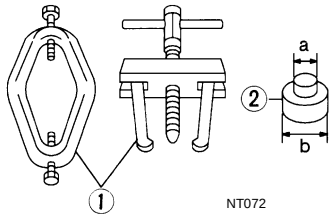
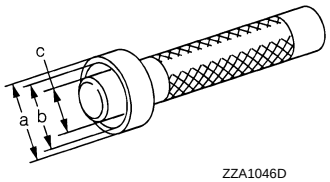
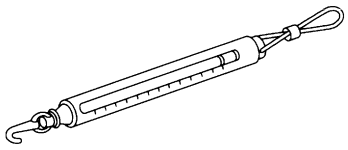
PREPARATION

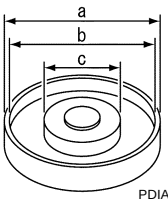
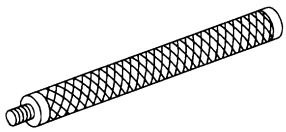
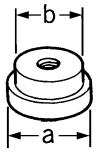
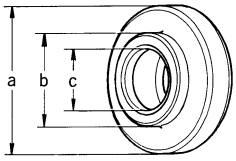
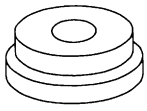
Special Service Tools

INFOID:0000000004926100

The actual shapes of Kent-Moore tools may differ from those of special service tools illustrated here.

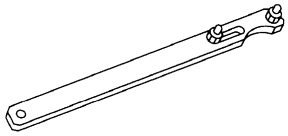
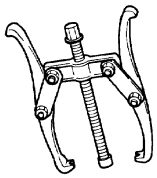
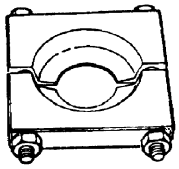
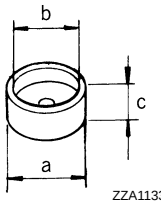
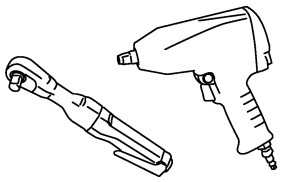
Tool number (Kent-Moore No.) Tool name	Description
KV40104100 (—) Attachment  ZZA0804D	Removing side flange
ST36230000 (J-25840-A) Sliding hammer  ZZA0803D	Removing side flange
ST3127S000 (J-25765-A) Preload gauge  ZZA0806D	Measuring pinion bearing preload and total preload
KV381054S0 (J-34286) Puller  ZZA0601D	Removing front oil seal
ST30720000 (J-25405) Drift a: 77 mm (3.03 in) dia. b: 55.5 mm (2.185 in) dia.  ZZA0811D	• Installing front oil seal • Installing pinion rear bearing outer race
KV38107900 (J-39352) Protector  S-NT129	Installing side flange

Tool number (Kent-Moore No.) Tool name	Description
KV38100200 (J-26233) Drift a: 65 mm (2.56 in) dia. b: 49 mm (1.93 in) dia.  ZZA1143D	Installing side oil seal
KV10111100 (J-37228) Seal cutter  S-NT046	Removing rear cover
KV38100800 (J-25604-01) Attachment A: 541 mm (21.30 in) B: 200 mm (7.87 in)  SDIA0267E	Fixing unit assembly
ST3306S001 (J-22888-D) Differential side bearing puller set 1: ST33051001 (J-22888-20) Puller 2: ST33061000 (J-8107-2) Base a: 28.5 mm (1.122 in) dia. b: 38 mm (1.50 in) dia.  NT072	Removing and installing side bearing inner race
KV38100300 (J-25523) Drift a: 54 mm (2.13 in) dia. b: 46 mm (1.81 in) dia. c: 32 mm (1.26 in) dia.  ZZA1046D	Installing side bearing inner race
— (J-8129) Spring gauge  NT127	Measuring turning torque

Tool number (Kent-Moore No.) Tool name	Description
KV40105230 (—) Drift a: 92 mm (3.62 in) dia. b: 86 mm (3.39 in) dia. c: 45 mm (1.77 in) dia.  PDIA0591E	Installing pinion rear bearing outer race
ST30611000 (J-25742-1) Drift bar  S-NT090	Installing pinion front bearing outer race (Use with ST30613000)
ST30613000 (J-25742-3) Drift a: 72 mm (2.83 in) dia. b: 48 mm (1.89 in) dia.  ZZA1000D	Installing pinion front bearing outer race
ST30901000 (J-26010-01) Drift a: 79 mm (3.11 in) dia. b: 45 mm (1.77 in) dia. c: 35.2 mm (1.386 in) dia.  ZZA0978D	Installing pinion rear bearing inner race
— (J-34309) Differential shim selector tool  NT134	Adjusting bearing preload and pinion gear height
— (J-25269-4) Side bearing disc (2 Req'd)  NT136	Selecting pinion height adjusting washer

Commercial Service Tools

INFOID:0000000004926101

Tool name	Description
Flange wrench  NT035	Removing and installing drive pinion lock nut
Puller  ZZA0119D	Removing companion flange
Sliding hammer  NT125	Removing differential case assembly
Replacer  ZZA0700D	Removing pinion rear bearing inner race
Spacer a: 60 mm (2.36 in) dia. b: 36 mm (1.42 in) dia. c: 30 mm (1.18 in)  ZZA1133D	Installing pinion front bearing inner race
Power tool  PBIC0190E	Loosening bolts and nuts

PERIODIC MAINTENANCE

REAR DIFFERENTIAL GEAR OIL

Inspection

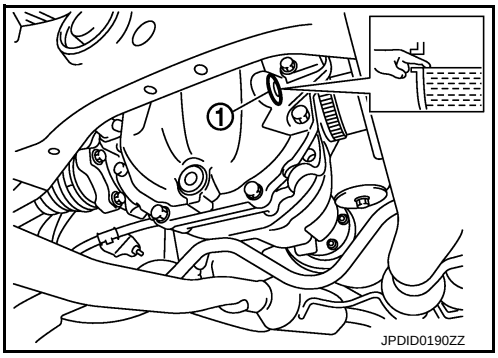
INFOID:0000000004926102

OIL LEAKAGE

Make sure that oil is not leaking from final drive assembly or around it.

OIL LEVEL

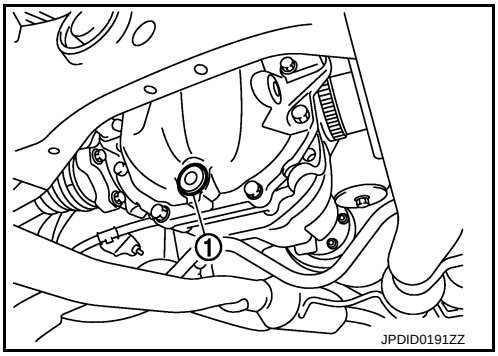
- Remove filler plug (1) and check oil level from filler plug mounting hole as shown in the figure.
  CAUTION:
  Never start engine while checking oil level.
- Set a gasket on filler plug (1) and install it on final drive assembly. Refer to DLN-47, "M/T : Exploded View" (M/T), DLN-60, "A/T : Exploded View" (A/T).
  CAUTION:
  Never reuse gasket.



Draining

INFOID:0000000004926103

1. Stop the engine.
2. Remove drain plug (1) and drain gear oil.
3. Set a gasket on drain plug (1) and install it to final drive assembly and tighten to the specified torque. Refer to DLN-47, "M/T : Exploded View" (M/T), DLN-60, "A/T : Exploded View" (A/T).
   CAUTION:
   Never reuse gasket.



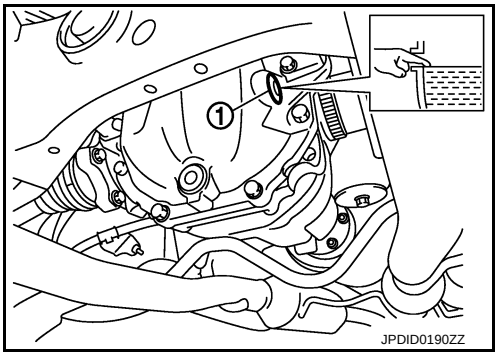
Refilling

INFOID:0000000004926104

1. Remove filler plug (1). Fill with new gear oil until oil level reaches the specified level near filler plug mounting hole.

Oil grade and viscosity	**: Refer to MA-10, "Fluids and Lubricants".**
Oil capacity	**: Refer to DLN-91, "General Specification".**

2. After refilling oil, check oil level. Set a gasket to filler plug (1), then install it to final drive assembly. Refer to DLN-47, "M/T : Exploded View" (M/T), DLN-60, "A/T : Exploded View" (A/T).
   CAUTION:
   Never reuse gasket.



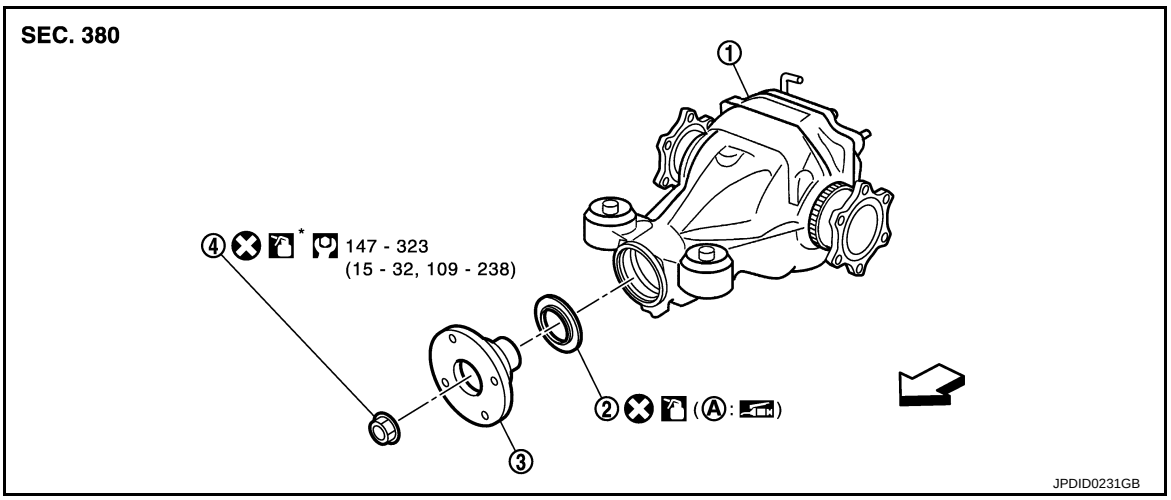
REMOVAL AND INSTALLATION

FRONT OIL SEAL

M/T

M/T : Exploded View

INFOID:0000000004926109



1. Final drive assembly
2. Front oil seal
3. Companion flange
4. Drive pinion lock nut

A. Oil seal lip

⇦: Vehicle front

: Apply gear oil.

*: Apply anti-corrosion oil.

Refer to GI-4, "Components" for symbols not described on the above.

M/T : Removal and Installation

INFOID:0000000004926110

REMOVAL

CAUTION:

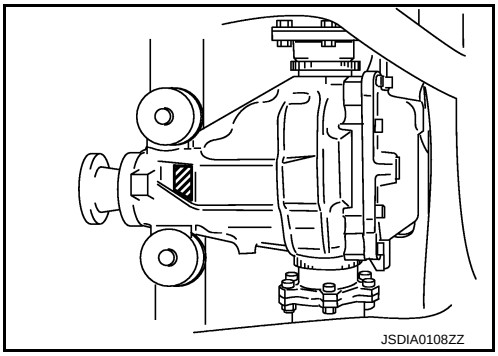
Verify identification stamp of replacement frequency put in the lower part of gear carrier to determine replacement for collapsible spacer when replacing front oil seal. Refer to “Identification stamp of replacement frequency of front oil seal”. If collapsible spacer replacement is necessary, remove final drive assembly and disassemble it to replace front oil seal and collapsible spacer. Refer to DLN-43, "M/T : Removal and Installation" and DLN-48, "M/T : Disassembly".

NOTE:

The reuse of collapsible spacer is prohibited in principle. However, it is reusable on a one-time basis only in cases when replacing front oil seal.

Identification stamp of replacement frequency of front oil seal

- The diagonally shaded area in the figure shows stamping point for replacement frequency of front oil seal.
- The following table shows if collapsible spacer replacement is needed before replacing front oil seal.
  When collapsible spacer replacement is required, disassemble final drive assembly to replace collapsible spacer and front oil seal. Refer to DLN-48, "M/T : Disassembly".



Stamp	collapsible spacer replacement
No stamp	Not required
“0” or “0” on the far right of stamp	Required
“01” or “1” on the far right of stamp	Not required

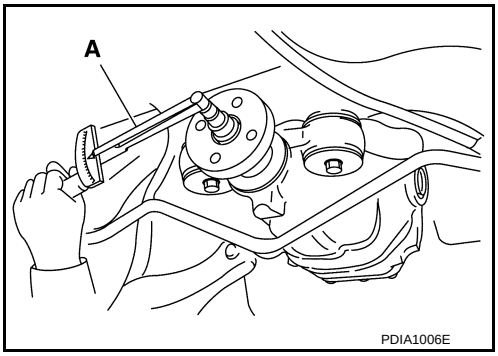
CAUTION:
Make a stamping after replacing front oil seal.

- After replacing front oil seal, make a stamping on the stamping point in accordance with the table below in order to identify replacement frequency.

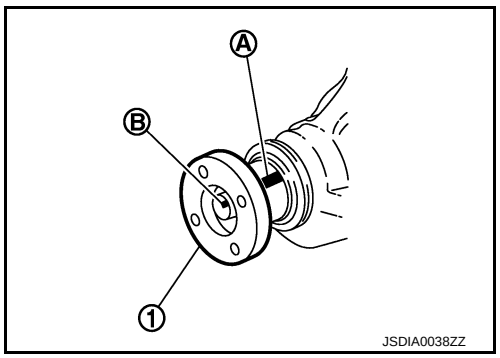
CAUTION:
Make a stamping from left to right.

Stamp before stamping	Stamping on the far right	Stamping
No stamp	0	0
“0” (Front oil seal was replaced once.)	1	01
“01” (Collapsible spacer and front oil seal were replaced last time.)	0	010
“0” is on the far right. (Only front oil seal was replaced last time.)	1	...01
“1” is on the far right. (Collapsible spacer and front oil seal were replaced last time.)	0	...010

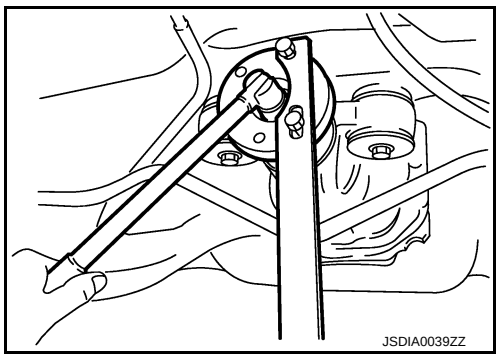
1. Drain gear oil. Refer to DLN-28, "Draining".
2. Make a judgment if a collapsible spacer replacement is required.
3. Remove center muffler with a power tool. Refer to EX-5, "Exploded View".
4. Remove rear wheel sensors. Refer to BRC-106, "REAR WHEEL SENSOR : Exploded View".
5. Remove drive shafts from final drive. Refer to RAX-12, "Exploded View".
6. Remove the side flanges. Refer to DLN-39, "M/T : Exploded View"
   CAUTION:
   Never damage side oil seal.
7. Remove rear propeller shaft. Refer to DLN-6, "Exploded View".
8. Measure the total preload with the preload gauge (A) [SST: ST3127S000 (J-25765-A)].
   NOTE:
   Record the preload measurement.



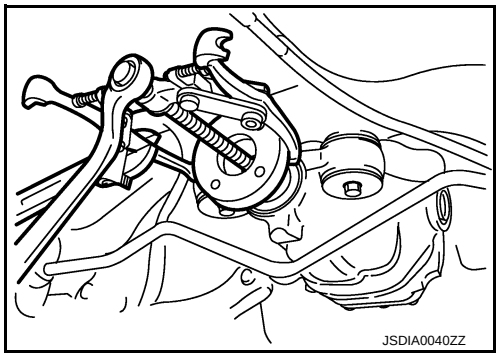
9. Put matching mark (B) on the end of the drive pinion. The matching mark should be in line with the matching mark (A) on companion flange (1).
CAUTION:
For matching mark, use paint. Never damage companion flange and drive pinion.
NOTE:
The matching mark on the final drive companion flange indicates the maximum vertical runout position.



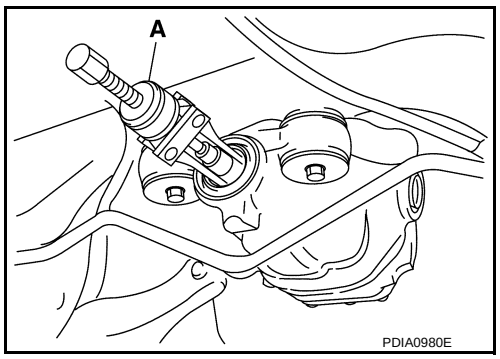
10. Remove drive pinion lock nut using the flange wrench (commercial service tool).



11. Remove companion flange using pullers (commercial service tool).



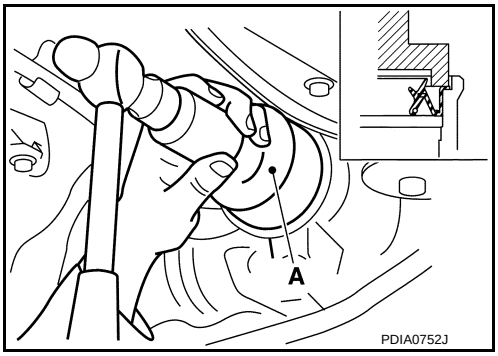
12. Remove front oil seal using the puller (A) [SST: KV381054S0 (J-34286)].



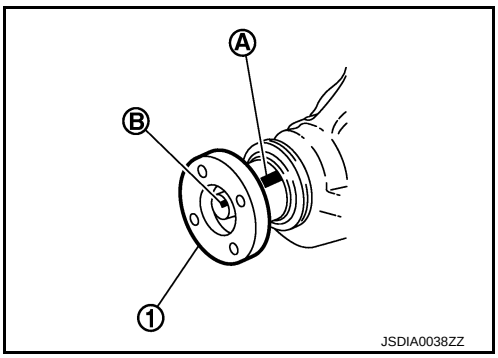
INSTALLATION

1. Install front oil seal using the drift (A) [SST: ST30720000 (J-25405)] as shown in figure.

CAUTION:
- **Never reuse oil seal.**
- **Never incline oil seal when installing.**
- **Apply multi-purpose grease onto oil seal lip and gear oil the circumference of oil seal.**



2. Align the matching mark (B) of drive pinion with the matching mark (A) of companion flange (1), and then install the companion flange.



3. Apply anti-corrosion oil to the thread and seat of new drive pinion lock nut, and temporarily tighten drive pinion lock nut to drive pinion, using flange wrench (commercial service tool).

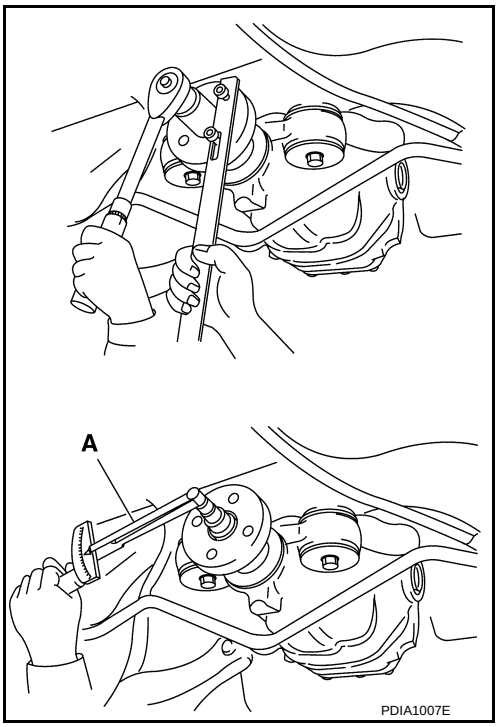
CAUTION:
Never reuse drive pinion lock nut.

4. Tighten drive pinion lock nut within the limits of specified torque so as to keep the pinion bearing preload within a standard values, using preload gauge (A) [SST: ST3127S000 (J-25765-A)].

Standard

Total preload torque	**: A value that add 0.1 – 0.4 N·m (0.01 – 0.04 kg-m, 0.9 – 3.5 in-lb) to the measured value before removing.**

CAUTION:
- **Adjust to the lower limit of the drive pinion lock nut tightening torque first.**
- **If the preload torque exceeds the specified value, replace collapsible spacer and tighten it again to adjust. Never loosen drive pinion lock nut to adjust the preload torque.**

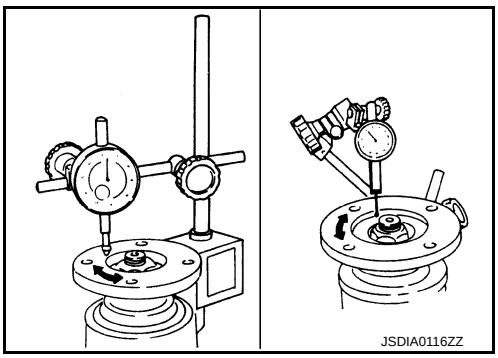


5. Fit a dial indicator onto the companion flange face (inner side of the propeller shaft bolt holes).
6. Rotate companion flange to check for runout.

Limit

Companion flange runout	**: Refer to DLN-91, "Companion Flange Runout (M/T)".**

7. Fit a test indicator to the inner side of companion flange (socket diameter).



8. Rotate companion flange to check for runout.

Limit

Companion flange runout : Refer to DLN-91, "Companion Flange Runout (M/T)".

9. If the runout value is outside the runout limit, follow the procedure below to adjust.

a. Check for runout while changing the phase between companion flange and drive pinion by 90° step, and search for the position where the runout is the minimum.

b. If the runout value is still outside of the limit after the phase has been changed, possible cause will be an assembly malfunction of drive pinion and pinion bearing and malfunction of pinion bearing. Check for these items and repair if necessary.

c. If the runout value is still outside of the limit after the check and repair, replace companion flange.

10. Make a stamping for identification of front oil seal replacement frequency. Refer to “Identification stamp of replacement frequency of front oil seal”.

CAUTION:

Make a stamping after replacing front oil seal.

11. Install rear propeller shaft. Refer to DLN-6, "Exploded View".

12. Install side flanges with the following procedure.

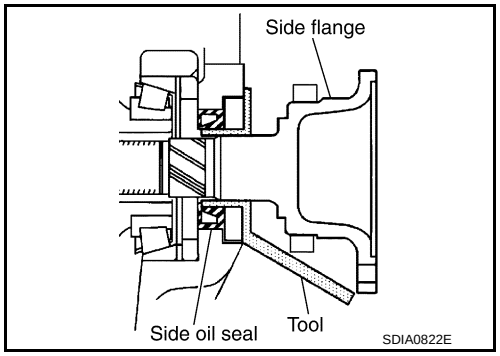
a. Attach the protector [SST: KV38107900 (J-39352)] to side oil seal.

b. After the side flange is inserted and the serrated part of side gear has engaged the serrated part of flange, remove the protector.

c. Put a suitable drift on the center of side flange, then drive it until sound changes.

NOTE:

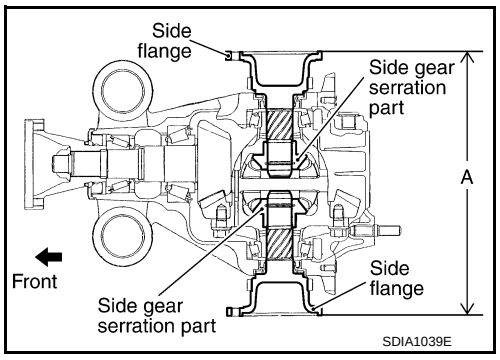
When installation is completed, driving sound of the side flange turns into a sound that seems to affect the whole final drive.



d. Confirm that the dimension of the side flanges installation measurement (A) in the figure comes into the following.

Standard

A : 326 – 328 mm (12.83 – 12.91 in)



13. Install drive shafts. Refer to RAX-12, "Exploded View".

14. Install rear wheel sensors. Refer to BRC-106, "REAR WHEEL SENSOR : Exploded View".

15. Install center muffler. Refer to EX-5, "Exploded View".

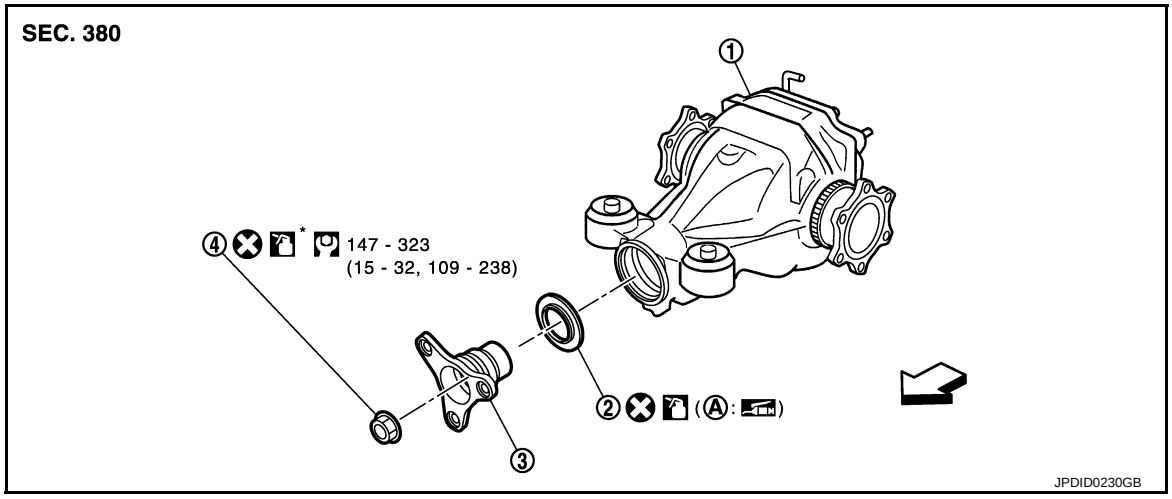
16. Refill gear oil to the final drive and check oil level. Refer to DLN-28, "Refilling".

17. Check the final drive for oil leakage. Refer to DLN-28, "Inspection".

A/T

A/T : Exploded View

INFOID:0000000004926105



1. Final drive assembly
2. Front oil seal
3. Companion flange
4. Drive pinion lock nut
A. Oil seal lip

⇦: Vehicle front

: Apply gear oil.

*: Apply unti-corrosion oil.

Refer to GI-4, "Components" for symbols not described on the above.

A/T : Removal and Installation

INFOID:0000000004926106

REMOVAL

CAUTION:

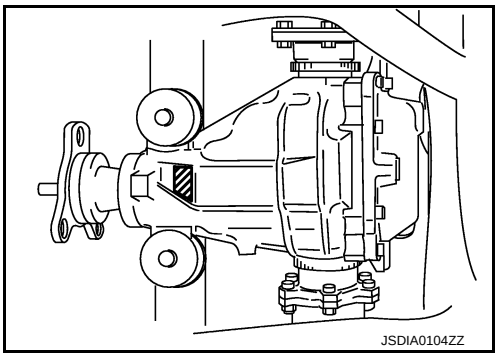
Verify identification stamp of replacement frequency put in the lower part of gear carrier to determine replacement for collapsible spacer when replacing front oil seal. Refer to "Identification stamp of replacement frequency of front oil seal". If collapsible spacer replacement is necessary, remove final drive assembly and disassemble it to replace front oil seal and collapsible spacer. Refer to DLN-45, "A/T : Removal and Installation" and DLN-60, "A/T : Disassembly".

NOTE:

The reuse of collapsible spacer is prohibited in principle. However, it is reusable on a one-time basis only in cases when replacing front oil seal.

Identification stamp of replacement frequency of front oil seal.

- The diagonally shaded area in the figure shows stamping point for replacement frequency of front oil seal.
- The following table shows if collapsible spacer replacement is needed before replacing front oil seal.
  When collapsible spacer replacement is required, disassemble final drive assembly to replace collapsible spacer and front oil seal. Refer to DLN-60, "A/T : Disassembly".



Stamp	collapsible spacer replacement
No stamp	Not required
"0" or "0" on the far right of stamp	Required
"01" or "1" on the far right of stamp	Not required

CAUTION:

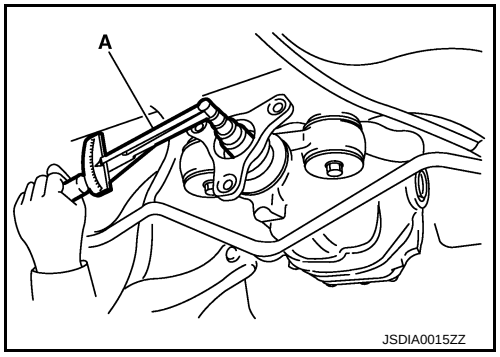
Make a stamping after replacing front oil seal.

- After replacing front oil seal, make a stamping on the stamping point in accordance with the table below in order to identify replacement frequency.

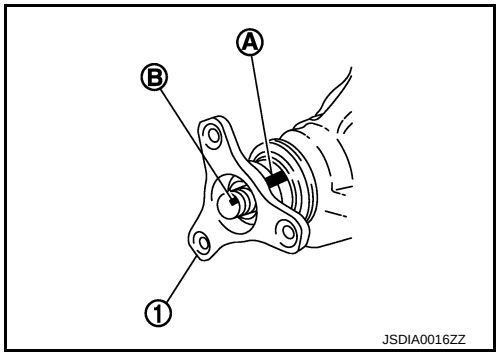
CAUTION:
Make a stamping from left to right.

Stamp before stamping	Stamping on the far right	Stamping
No stamp	0	0
“0” (Front oil seal was replaced once.)	1	01
“01” (Collapsible spacer and front oil seal were replaced last time.)	0	010
“0” is on the far right. (Only front oil seal was replaced last time.)	1	...01
“1” is on the far right. (Collapsible spacer and front oil seal were replaced last time.)	0	...010

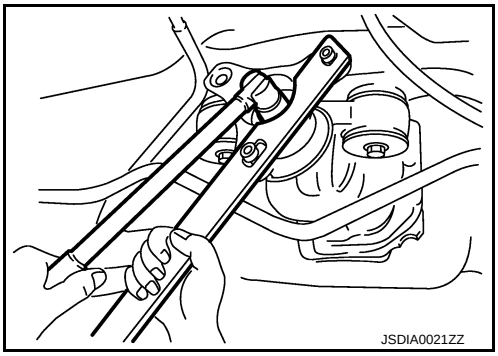
1. Drain gear oil. Refer to DLN-28, "Draining".
2. Make a judgment if a collapsible spacer replacement is required.
3. Remove center muffler with a power tool. Refer to EX-5, "Exploded View".
4. Remove rear wheel sensors. Refer to BRC-106, "REAR WHEEL SENSOR : Exploded View".
5. Remove drive shafts from final drive. Refer to RAX-12, "Exploded View".
6. Remove the side flanges. Refer to DLN-40, "A/T : Exploded View"
   CAUTION:
   Never damage side oil seal.
7. Remove rear propeller shaft. Refer to DLN-14, "Exploded View".
8. Measure the total preload with the preload gauge (A) [SST: ST3127S000 (J-25765-A)].
   NOTE:
   Record the preload measurement.



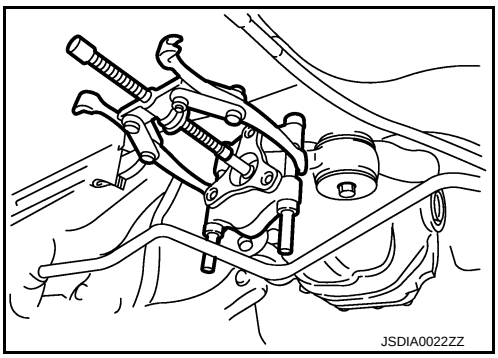
9. Put matching mark (B) on the end of the drive pinion. The matching mark (B) should be in line with the matching mark (A) on companion flange (1).
   CAUTION:
   For matching mark, use paint. Never damage companion flange and drive pinion.
   NOTE:
   The matching mark (A) on the final drive companion flange (1) indicates the maximum vertical runout position.



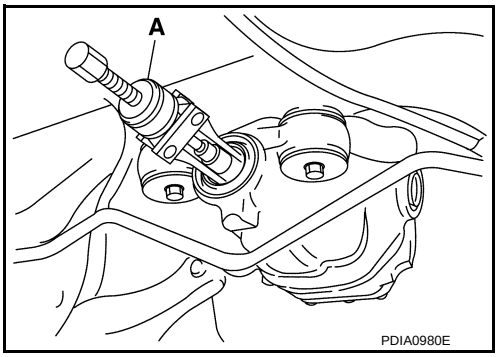
10. Remove drive pinion lock nut using the flange wrench (commercial service tool).



11. Remove companion flange using pullers (commercial service tool).



12. Remove front oil seal using the puller (A) [SST: KV381054S0 (J-34286)].

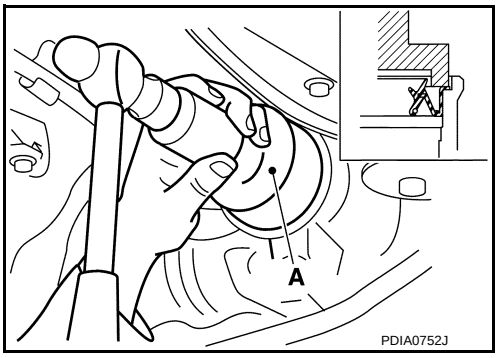


INSTALLATION

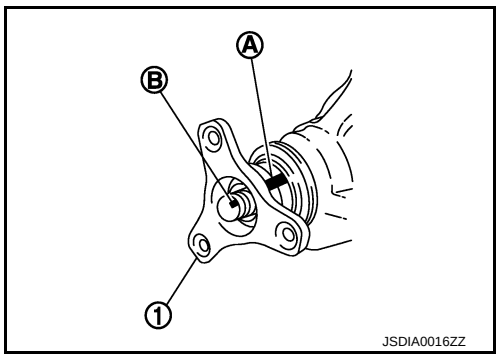
1. Apply multi-purpose grease to front oil seal lip.
2. Install front oil seal using the drift (A) [SST: ST30720000 (J-25405)] as shown in figure.

CAUTION:

- **Never reuse oil seal.**
- **Never incline oil seal when installing.**
- **Apply multi-purpose grease onto oil seal lip and gear oil onto the circumference of oil seal.**



3. Align the matching mark (B) of drive pinion with the matching mark (A) of companion flange (1), and then install the companion flange (1).

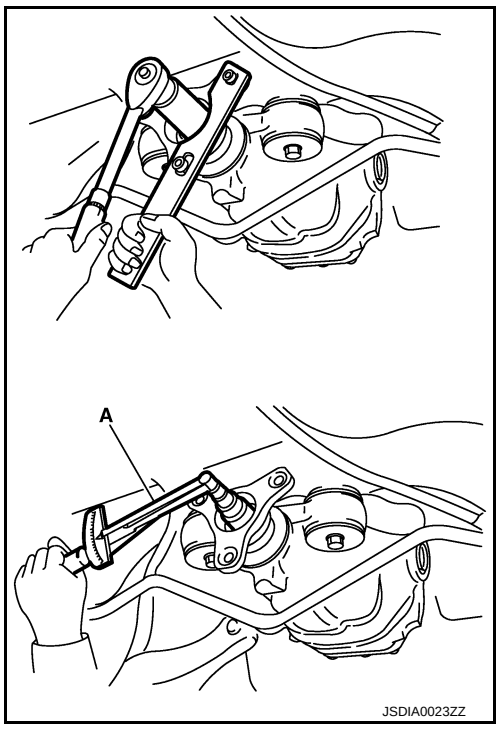


4. Apply anti-corrosion oil to the thread and seat of new drive pinion lock nut, and temporarily tighten drive pinion lock nut to drive pinion, using flange wrench (commercial service tool).
CAUTION:
Never reuse drive pinion lock nut.
5. Tighten drive pinion lock nut within the limits of specified torque so as to keep the pinion bearing preload within a standard values, using preload gauge (A) [SST: ST3127S000 (J-25765-A)].

Standard

Total preload torque	**: A value that add 0.1 – 0.4 N·m (0.01 – 0.04 kg-m, 0.9 – 3.5 in-lb) to the measured value before removing.**

CAUTION:
- **Adjust to the lower limit of the drive pinion lock nut tightening torque first.**
- **If the preload torque exceeds the specified value, replace collapsible spacer and tighten it again to adjust. Never loosen drive pinion lock nut to adjust the preload torque.**

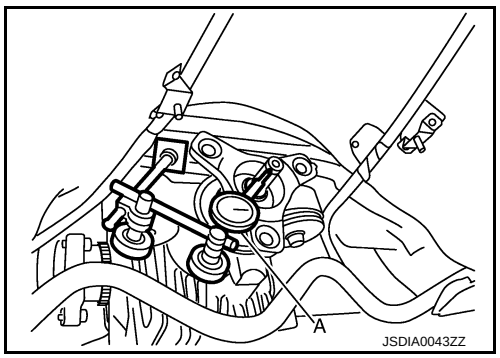


6. Set a dial indicator (A) vertically to the tip of the drive pinion.
7. Rotate drive pinion to check for runout.

Limit

Drive pinion runout	**: Refer to DLN-92, "Drive Pinion Runout (A/T)".**

8. If the runout value is still outside of the limit after the phase has been changed, possible causes are an assembly malfunction of drive pinion and pinion bearing and malfunction of pinion bearing. Check for these items and repair if necessary.



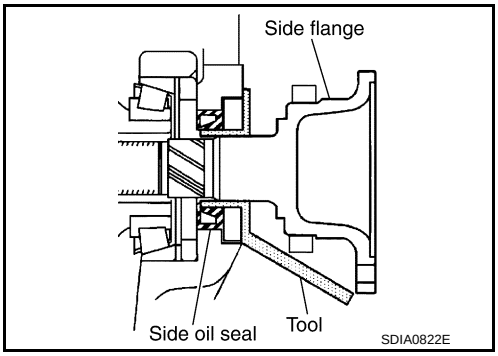
9. Make a stamping for identification of front oil seal replacement frequency. Refer to “Identification stamp of replacement frequency of front oil seal”.
CAUTION:
Make a stamping after replacing front oil seal.
10. Install rear propeller shaft. Refer to DLN-14, "Exploded View".

11. Install side flanges with the following procedure.

a. Attach the protector [SST: KV38107900 (J-39352)] to side oil seal.

b. After the side flange is inserted and the serrated part of side gear has engaged the serrated part of flange, remove the protector.

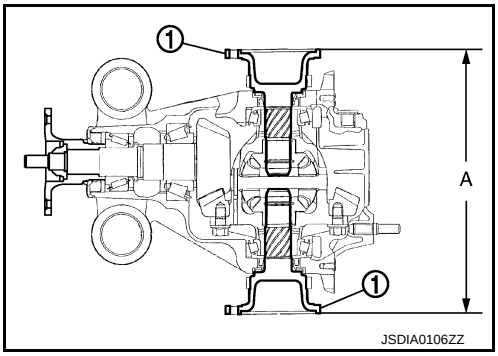
c. Put a suitable drift on the center of side flange, then drive it until sound changes.
NOTE:
When installation is completed, driving sound of the side flange turns into a sound that seems to affect the whole final drive.



d. Confirm that the dimension of the side flanges (1) installation measurement (A) in the figure comes into the following.

Standard

A : 326 – 328 mm (12.83 – 12.91 in)



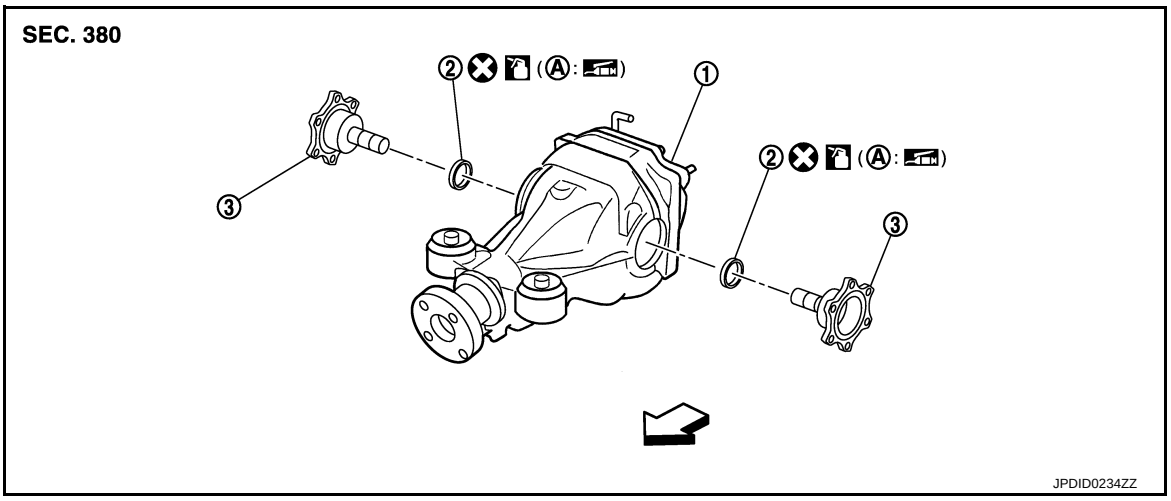
12. Install drive shafts. Refer to RAX-12, "Exploded View".
13. Install rear wheel sensors. Refer to BRC-106, "REAR WHEEL SENSOR : Exploded View".
14. Install center muffler. Refer to EX-5, "Exploded View".
15. Refill gear oil to the final drive and check oil level. Refer to DLN-28, "Refilling".
16. Check the final drive for oil leakage. Refer to DLN-28, "Inspection".

SIDE OIL SEAL

M/T

M/T : Exploded View

INFOID:0000000004926115



1. Final drive assembly
2. Side oil seal
3. Side flange

A. Oil seal lip

⇦: Vehicle front

: Apply gear oil.

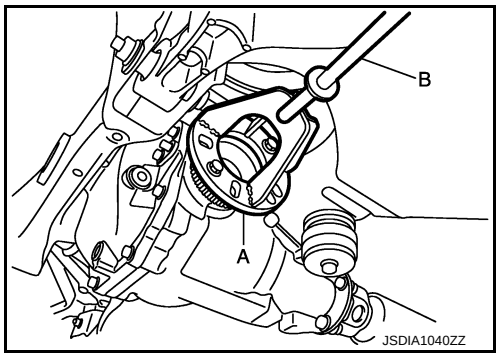
Refer to GI-4, "Components" for symbols not described on the above.

M/T : Removal and Installation

INFOID:0000000004926116

REMOVAL

1. Remove center muffler with a power tool. Refer to EX-5, "Exploded View".
2. Remove rear wheel sensor. Refer to BRC-106, "REAR WHEEL SENSOR : Exploded View".
3. Remove drive shaft from final drive with a power tool. Refer to RAX-12, "Exploded View".
4. Install attachment to side flange, and then pull out the side flange with the sliding hammer.

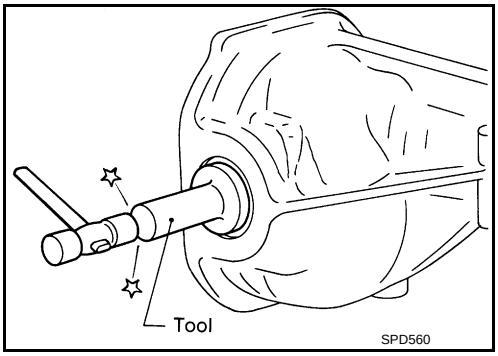


A : Attachment [SST: KV40104100 (—)]
B : Sliding hammer [SST: ST36230000 (J-25840-A)]

5. Remove side oil seal, using a suitable tool.
CAUTION:
Never damage gear carrier.

INSTALLATION

1. Install side oil seal until it becomes flush with the case end, using the drift [SST: KV38100200 (J-26233)].
CAUTION:
- **Never reuse oil seal.**
- **When installing, never incline oil seal.**
- **Apply multi-purpose grease onto oil seal lip and gear oil onto the circumference of oil seal.**

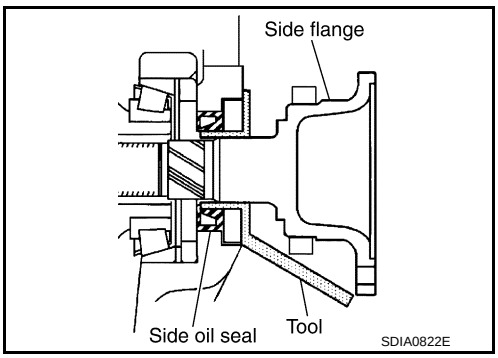


2. Install side flange with the following procedure.

a. Attach the protector [SST: KV38107900 (J-39352)] to side oil seal.

b. After the side flange is inserted and the serrated part of side gear has engaged the serrated part of flange, remove the protector.

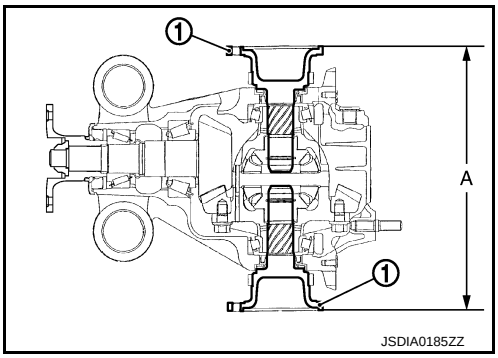
c. Put a suitable drift on the center of side flange, then drive it until sound changes.
NOTE:
When installation is completed, driving sound of the side flange turns into a sound that seems to affect the whole final drive.



d. Confirm that the dimension of the side flanges (1) installation measurement (A) in the figure comes into the following.

Standard

A : 326 – 328 mm (12.83 – 12.91 in)

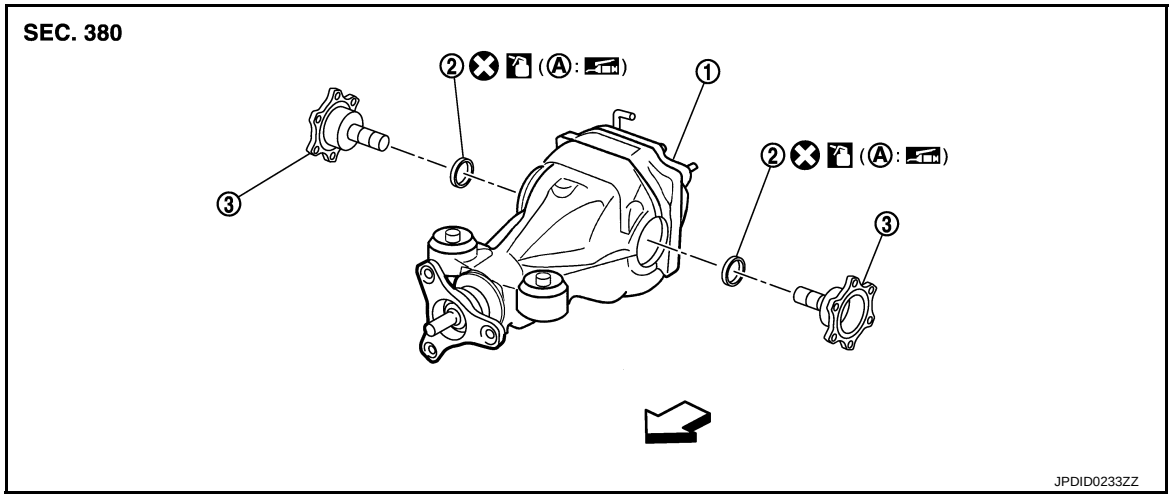


3. Install drive shaft. Refer to RAX-12, "Exploded View".
4. Install rear wheel sensor. Refer to BRC-106, "REAR WHEEL SENSOR : Exploded View".
5. Install center muffler. Refer to EX-5, "Exploded View".
6. When oil leaks while removing, check oil level after the installation. Refer to DLN-28, "Inspection".

A/T

A/T : Exploded View

INFOID:0000000004926111



1. Final drive assembly
2. Side oil seal
3. Side flange

A. Oil seal lip

⇦: Vehicle front

: Apply gear oil.

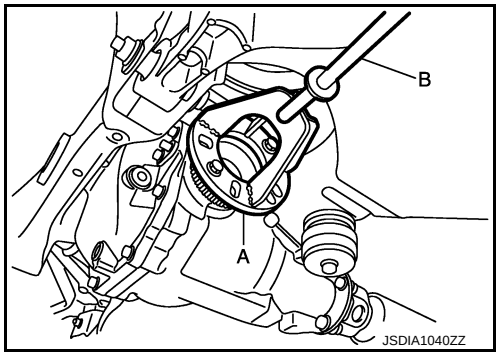
Refer to GI-4, "Components" for symbols not described on the above.

A/T : Removal and Installation

INFOID:0000000004926112

REMOVAL

1. Remove center muffler with a power tool. Refer to EX-5, "Exploded View".
2. Remove rear wheel sensor. Refer to BRC-106, "REAR WHEEL SENSOR : Exploded View".
3. Remove drive shaft from final drive with a power tool. Refer to RAX-12, "Exploded View".
4. Install attachment to side flange, and then pull out the side flange with the sliding hammer.

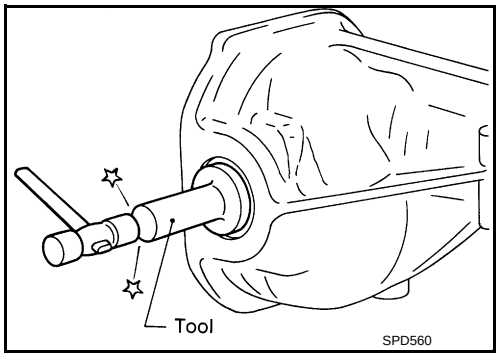


A : Attachment [SST: KV40104100 (—)]
B : Sliding hammer [SST: ST36230000 (J-25840-A)]

5. Remove side oil seal, using a suitable tool.
CAUTION:
Never damage gear carrier.

INSTALLATION

1. Install side oil seal until it becomes flush with the case end, using the drift [SST: KV38100200 (J-26233)].
CAUTION:
- **Never reuse oil seal.**
- **When installing, never incline oil seal.**
- **Apply multi-purpose grease onto oil seal lip and gear oil onto the circumference of oil seal.**

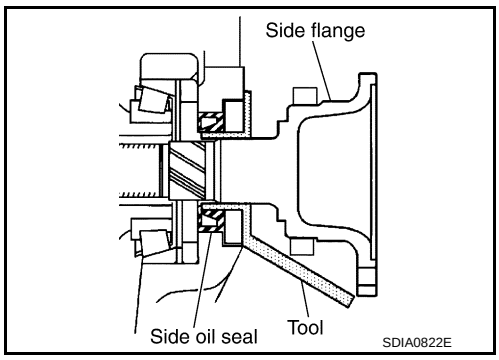


2. Install side flange with the following procedure.

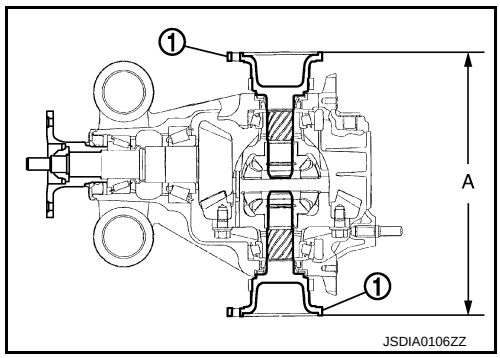
a. Attach the protector [SST: KV38107900 (J-39352)] to side oil seal.

b. After the side flange is inserted and the serrated part of side gear has engaged the serrated part of flange, remove the protector.

c. Put a suitable drift on the center of side flange, then drive it until sound changes.
NOTE:
When installation is completed, driving sound of the side flange turns into a sound that seems to affect the whole final drive.



d. Confirm that the dimension of the side flanges (1) installation measurement (A) in the figure comes into the following.



Standard

A : 326 – 328 mm (12.83 – 12.91 in)

3. Install drive shaft. Refer to RAX-12, "Exploded View".
4. Install rear wheel sensor. Refer to BRC-106, "REAR WHEEL SENSOR : Exploded View".
5. Install center muffler. Refer to EX-5, "Exploded View".
6. When oil leaks while removing, check oil level after the installation. Refer to DLN-28, "Inspection".

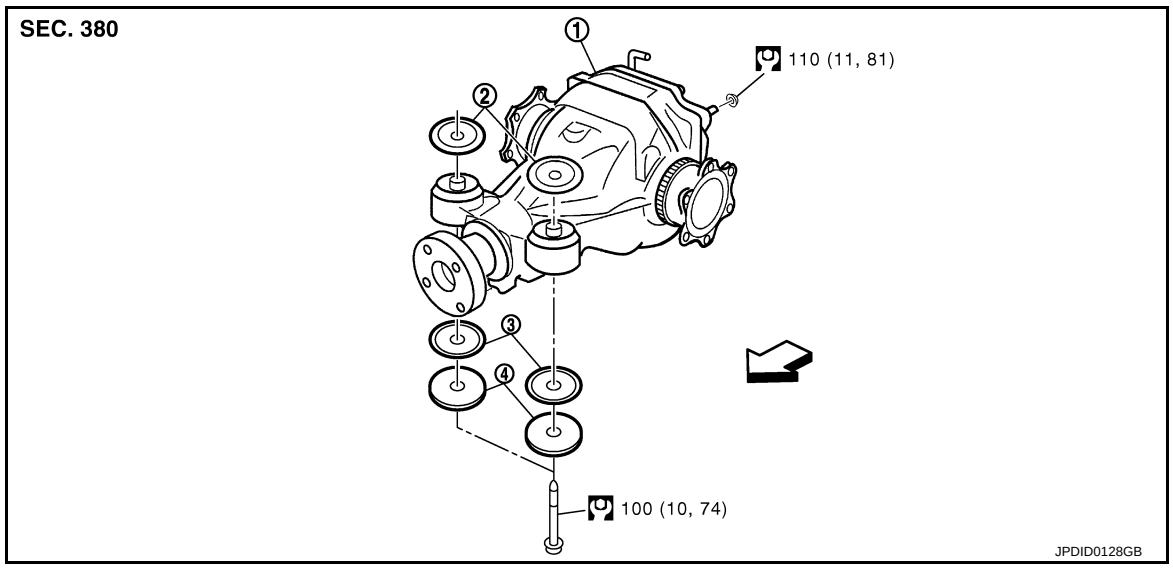
UNIT REMOVAL AND INSTALLATION

REAR FINAL DRIVE ASSEMBLY

M/T

M/T : Exploded View

INFOID:0000000004926121



1. Rear final drive assembly
2. Upper stopper
3. Lower stopper
4. Washer

⇦: Vehicle front

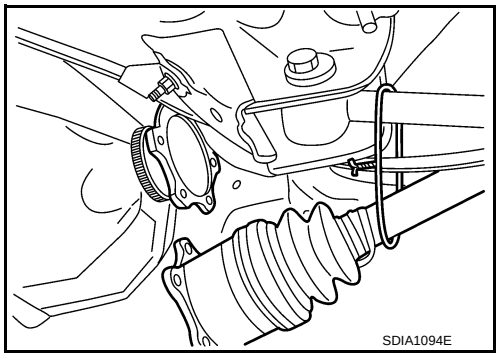
Refer to GI-4, "Components" for symbols in the figure.

M/T : Removal and Installation

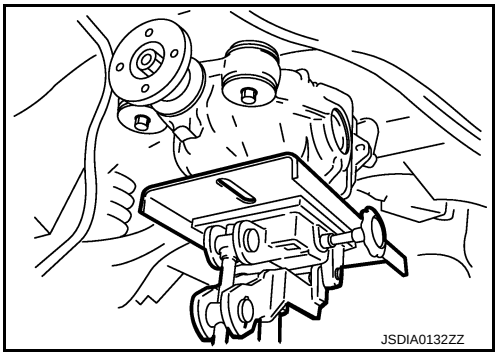
INFOID:0000000004926122

REMOVAL

1. Remove center muffler with a power tool. Refer to EX-5, "Exploded View".
2. Remove stabilizer bar with a power tool. Refer to RSU-16, "Exploded View".
3. Remove rear propeller shaft from the final drive. Refer to DLN-6, "Exploded View".
4. Remove diag brace with a power tool. Refer to RSU-17, "Exploded View".
5. Remove drive shafts from final drive with a power tool. Then suspend it by wire, etc. Refer to RAX-12, "Exploded View".
6. Remove breather hose from the final drive.
7. Remove rear wheel sensors. Refer to BRC-106, "REAR WHEEL SENSOR : Exploded View".



8. Set a suitable jack to rear final drive assembly.
CAUTION:
Never place a jack on the rear cover (aluminum case).
9. Remove the mounting bolts and nuts connecting to the suspension member, and remove rear final drive assembly with a power tool.
CAUTION:
Secure rear final drive assembly to a suitable jack while removing it.


JSDIA0132ZZ

INSTALLATION

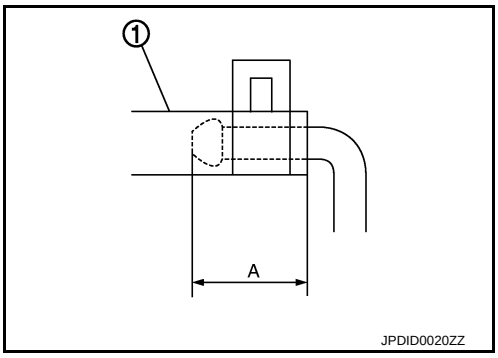
Note the following, and installation is in the reverse order of removal.

CAUTION:
Make sure there are no pinched or restricted areas on the breather hose caused by bending or winding when installing it.

- Install the breather hose (1) to breather connector until dimension (A) shown as follows.

A:

Final drive side	**: 20 mm (0.79 in)**
Suspension member side	**: 20.5 mm (0.807 in)**



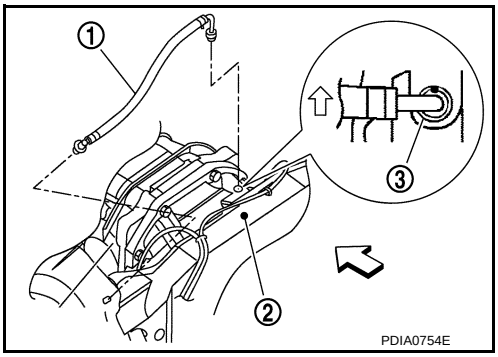
JPDID0020ZZ

CAUTION:
- **Never reuse hose clamp.**
- **Install the hose clamp at the final drive side, with the tab facing downward.**
- **Install the hose clamp at the suspension member side, with the tab facing downward.**

- If remove breather connector, install breather hose (1) as shown in the figure.

- For installation, insert the breather connector to suspension member (2). Install metal connector (3) to rear cover with aiming painted marking to the front of vehicle.

⇦: Vehicle front



PDIA0754E

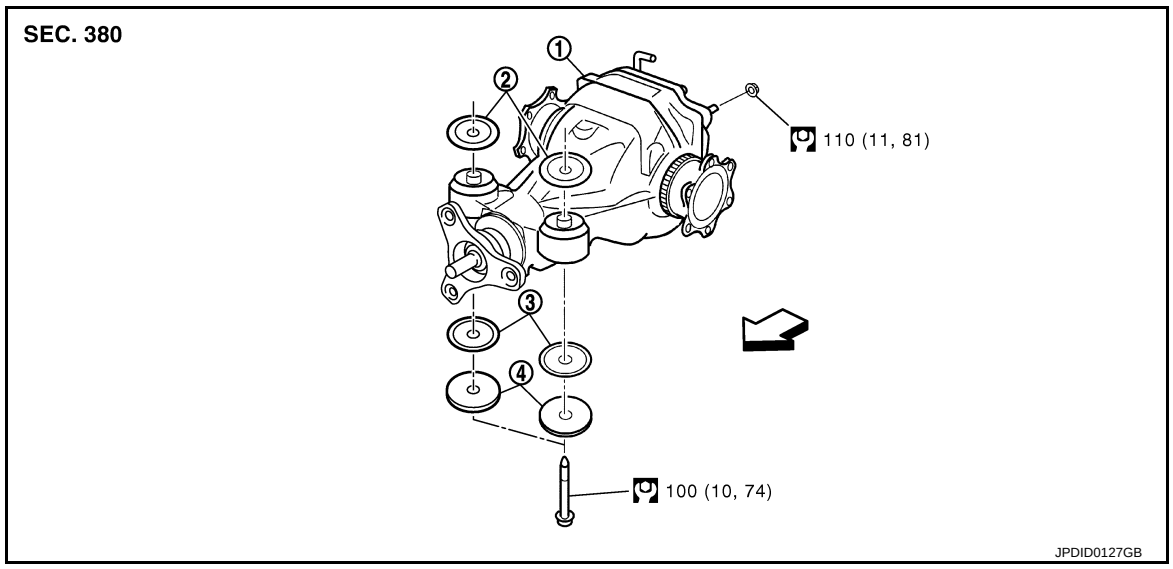
CAUTION:
Never reuse breather connector and metal connector.

- When oil leaks while removing final drive assembly, check oil level after the installation. Refer to DLN-28, "Inspection".

A/T

A/T : Exploded View

INFOID:0000000004926117



1. Rear final drive assembly
2. Upper stopper
3. Lower stopper
4. Washer

⇦: Vehicle front

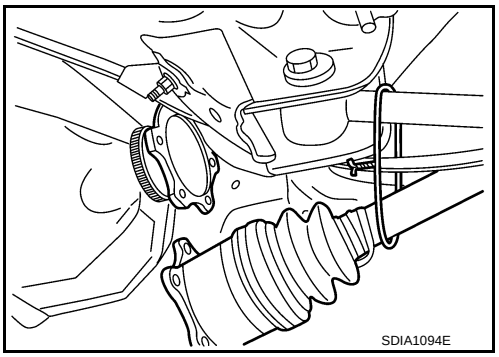
Refer to GI-4, "Components" for symbols in the figure.

A/T : Removal and Installation

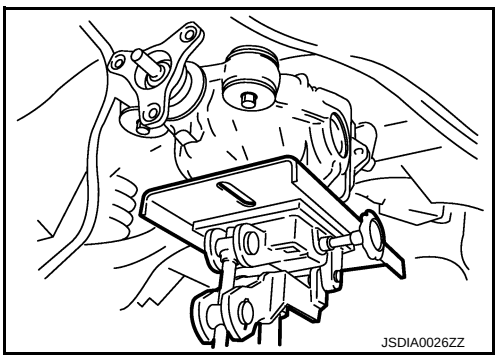
INFOID:0000000004926118

REMOVAL

1. Remove center muffler with a power tool. Refer to EX-5, "Exploded View".
2. Remove stabilizer bar with a power tool. Refer to RSU-16, "Exploded View".
3. Remove rear propeller shaft from the final drive. Refer to DLN-14, "Exploded View".
4. Remove diag brace with a power tool. Refer to RSU-17, "Exploded View".
5. Remove drive shafts from final drive with a power tool. Then suspend it by wire, etc. Refer to RAX-12, "Exploded View".
6. Remove breather hose from the final drive.
7. Remove rear wheel sensors. Refer to BRC-106, "REAR WHEEL SENSOR : Exploded View".



8. Set a suitable jack to rear final drive assembly.
   CAUTION:
   Never place a jack on the rear cover (aluminum case).
9. Remove the mounting bolts and nuts connecting to the suspension member with a power tool. And then, remove rear final drive assembly.
   CAUTION:
   Secure rear final drive assembly to a suitable jack while removing it.



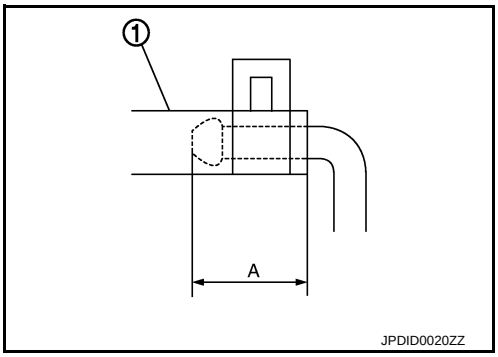
INSTALLATION

Note the following, and installation is in the reverse order of removal.

CAUTION:

Make sure there are no pinched or restricted areas on the breather hose caused by bending or winding when installing it.

- Install the breather hose (1) to breather connector until dimension (A) shown as follows.



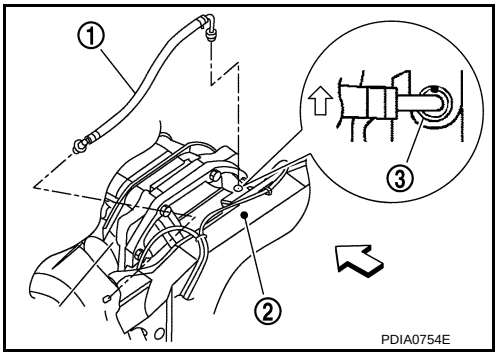
A:

Final drive side	**: 20 mm (0.79 in)**
Suspension member side	**: 20.5 mm (0.807 in)**

CAUTION:

- **Never reuse hose clamp.**
- **Install the hose clamp at the final drive side, with the tab facing downward.**
- **Install the hose clamp at the suspension member side, with the tab facing downward.**

- If remove breather connector, install breather hose (1) as shown in the figure.



- For installation, insert the breather connector to suspension member (2). Install metal connector (3) to rear cover with aiming painted marking to the front of vehicle.

⇦: Vehicle front

CAUTION:

Never reuse breather connector and metal connector.

- When oil leaks while removing final drive assembly, check oil level after the installation. Refer to DLN-28, "Inspection".

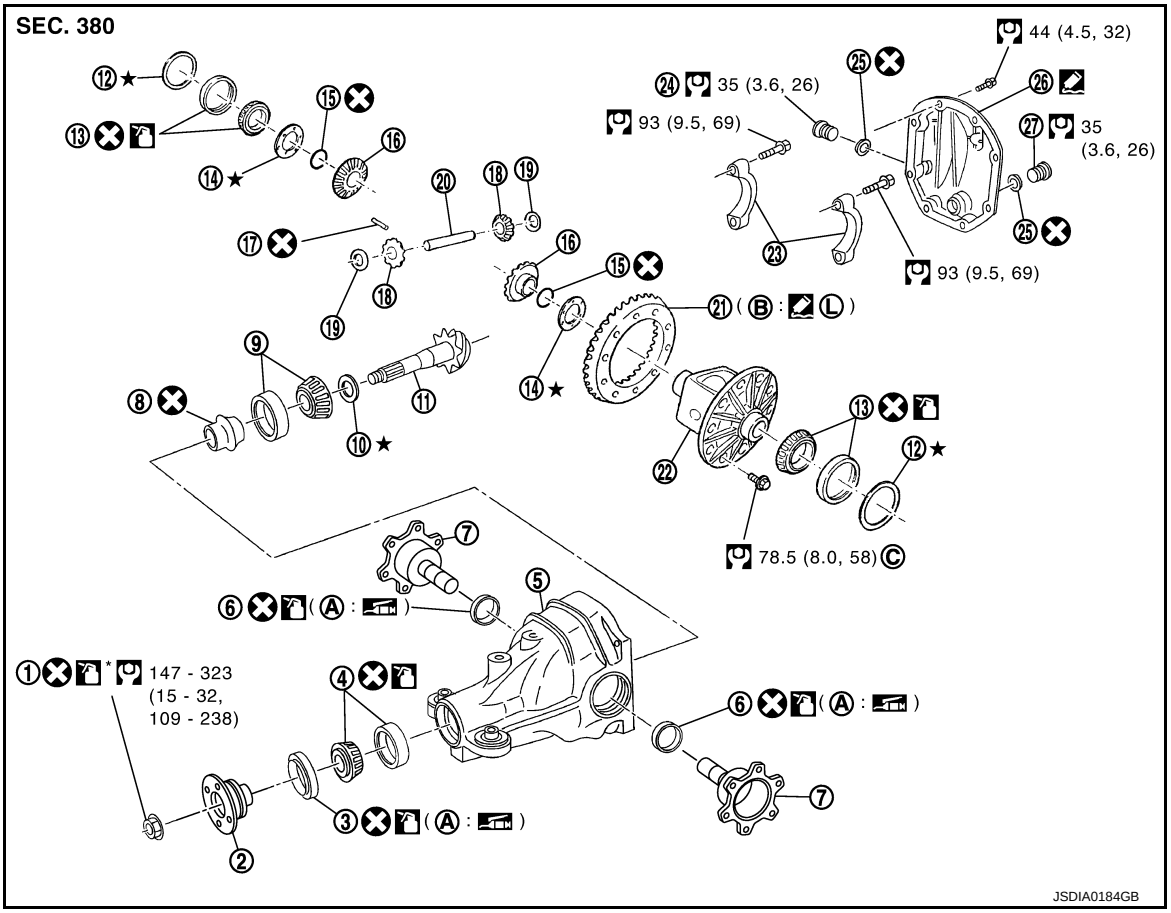
UNIT DISASSEMBLY AND ASSEMBLY

DIFFERENTIAL ASSEMBLY

M/T

M/T : Exploded View

INFOID:0000000004926133



1. Drive pinion lock nut	2. Companion flange	3. Front oil seal
4. Pinion front bearing	5. Gear carrier	6. Side oil seal
7. Side flange	8. Collapsible spacer	9. Pinion rear bearing
10. Pinion height adjusting washer	11. Drive pinion	12. Side bearing adjusting washer
13. Side bearing	14. Side gear thrust washer	15. Circular clip
16. Side gear	17. Lock pin	18. Pinion mate gear
19. Pinion mate thrust washer	20. Pinion mate shaft	21. Drive gear
22. Differential case	23. Bearing cap	24. Filler plug
25. Gasket	26. Rear cover	27. Drain plug
A. Oil seal lip	B. Screw hole	C. For the tightening torque, refer to DLN-50, "M/T : Assembly".

: Apply gear oil.

*: Apply anti-corrosion oil.

: Apply Genuine Silicone RTV or equivalent. Refer to GI-17, "Recommended Chemical Products and Sealants".

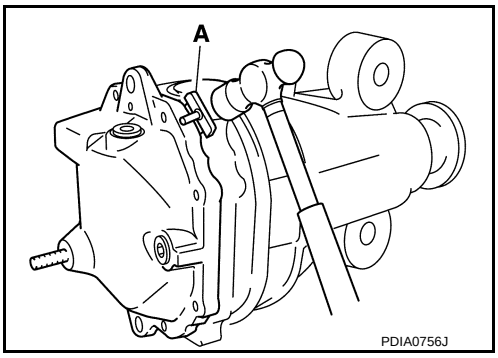
L: Apply Genuine High Strength Thread Locking Sealant or equivalent. Refer to GI-17, "Recommended Chemical Products and Sealants".

Refer to GI-4, "Components" for symbols not described on the above.

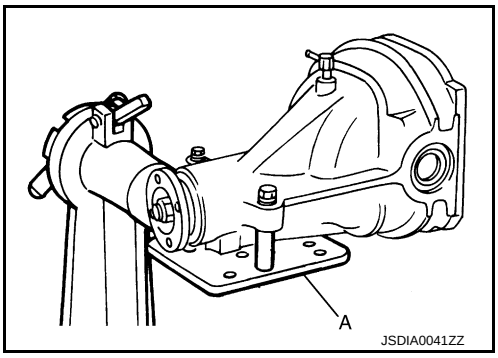
M/T : Disassembly

INFOID:0000000004926134

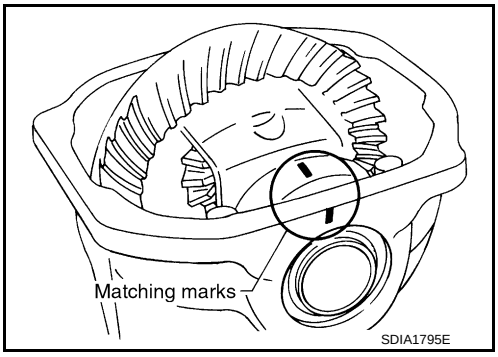
1. Drain gear oil, if necessary.
2. Remove side flanges.
3. Remove rear cover mounting bolts.
4. Remove rear cover to insert the seal cutter (A) [SST: KV10111100 (J-37228)] between gear carrier and rear cover.
   CAUTION:
   - **Never damage the mating surface.**
   - **Never insert flat-bladed screwdriver, this may damage the mating surface.**



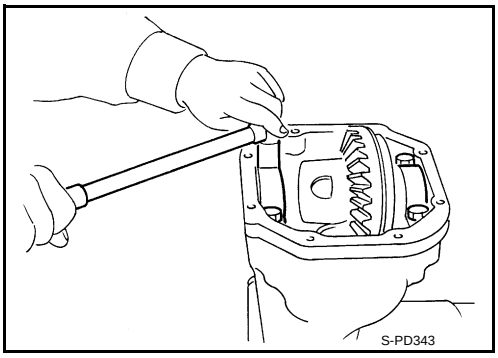
5. Using two spacers, mount carrier on the attachment (A) [SST: KV38100800 (J-25604-01)].



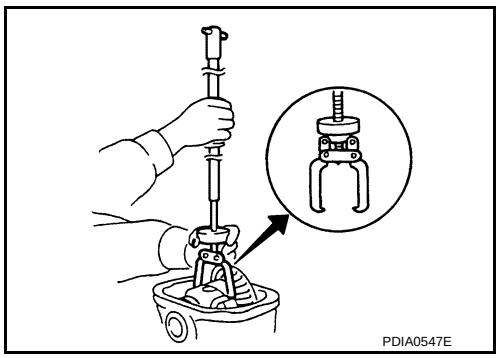
6. For proper reinstallation, paint matching marks on one side of the bearing cap.
   CAUTION:
   - **For matching marks, use paint. Never damage bearing caps and gear carrier.**
   - **Bearing caps are manufactured as integral molding. Use the matching marks to them in their original positions.**



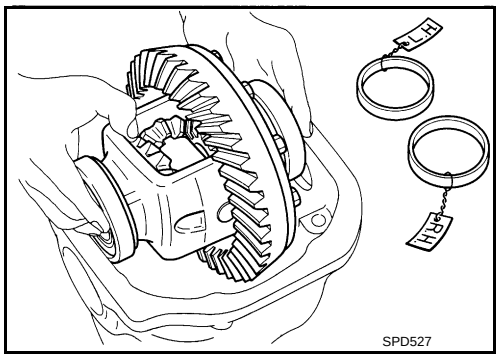
7. Remove bearing caps.



8. Lift differential case assembly out, using sliding hammer (commercial service tool).



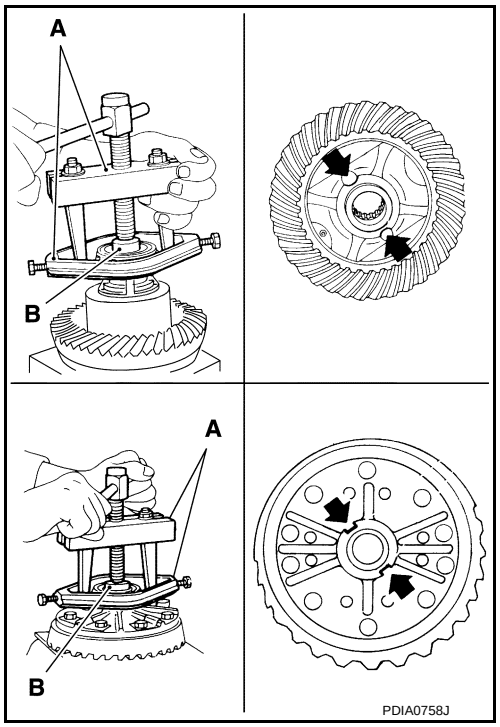
9. Keep side bearing outer races together with inner race. Never mix them up.
   Also, keep side bearing adjusting washers together with bearings.



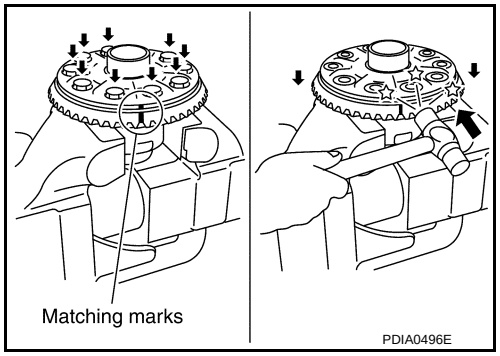
10. Remove side bearing inner race.
    To prevent damage to bearing, engage puller jaws in groove (⬅).

    A : Puller [SST: ST33051001 (J-22888-20)]
    B : Base [SST: ST33061000 (J-8107-2)]

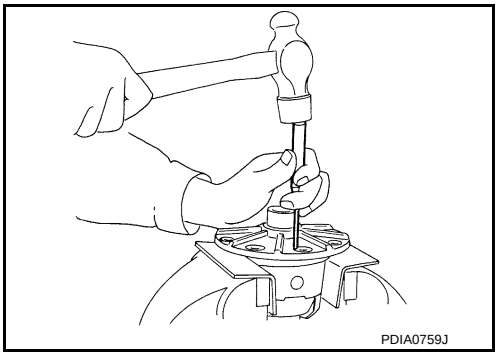
    CAUTION:
    - **To prevent damage to the side bearing and drive gear, place copper plates between these parts and vise.**
    - **It is not necessary to remove side bearing inner race except when it is replaced.**



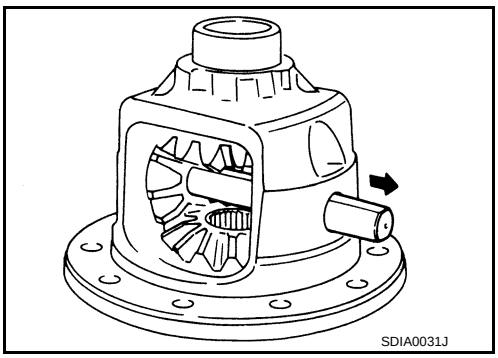
11. For proper reinstallation, paint matching marks on one differential case assembly.
    CAUTION:
    For matching marks, use paint. Never damage differential case and drive gear.
12. Remove drive gear mounting bolts.
13. Tap drive gear off differential case assembly with a soft hammer.
    CAUTION:
    Tap evenly all around to keep drive gear from bending.



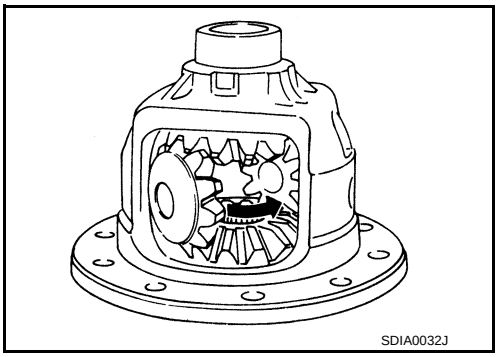
14. Remove lock pin of pinion mate shaft with a punch from drive gear side.


PDIA0759J

15. Remove pinion mate shaft.


SDIA0031J

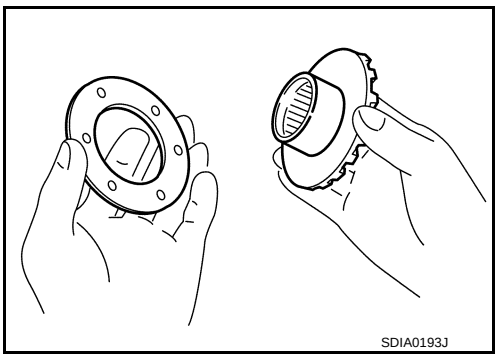
16. Turn pinion mate gear, then remove pinion mate gear, pinion mate thrust washer, side gear and side gear thrust washer from differential case.
17. Remove circular clip from side gear.
CAUTION:
Never damage side gear.
18. Remove side oil seal, using a suitable tool.
CAUTION:
Never damage gear carrier.


SDIA0032J

M/T : Assembly

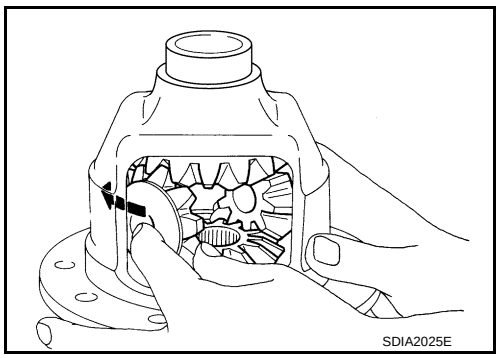
INFOID:0000000004926135

1. Install circular clip to side gear.
CAUTION:
Never damage side gear.
2. Install side gear thrust washers with the same thickness as the ones installed prior to disassembly or reinstall the old ones on the side gears.

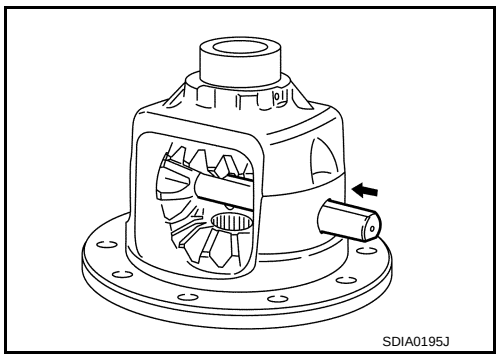

SDIA0193J

3. Install side gears and thrust washers into differential case.
CAUTION:
- **Make sure that the circular clip is installed to side gears.**
- **Never reuse circular clip.**

4. Align 2 pinion mate gears in diagonally opposite positions, then rotate and install them into differential case after installing thrust washer to pinion mate gear.

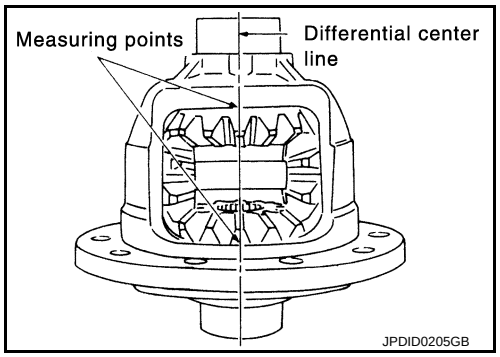

SDIA2025E

5. Align the lock pin holes on differential case with shaft, and install pinion mate shaft.


SDIA0195J

6. Measure side gear end play. If necessary, select the appropriate side gear thrust washers.

a. Place differential case straight up so that side gear to be measured comes upward.



JPDID0205GB

b. Using feeler gauge, measure the clearance between side gear back and differential case at 3 different points, while rotating side gear. Average the 3 readings, and then measure the clearance of the other side as well.

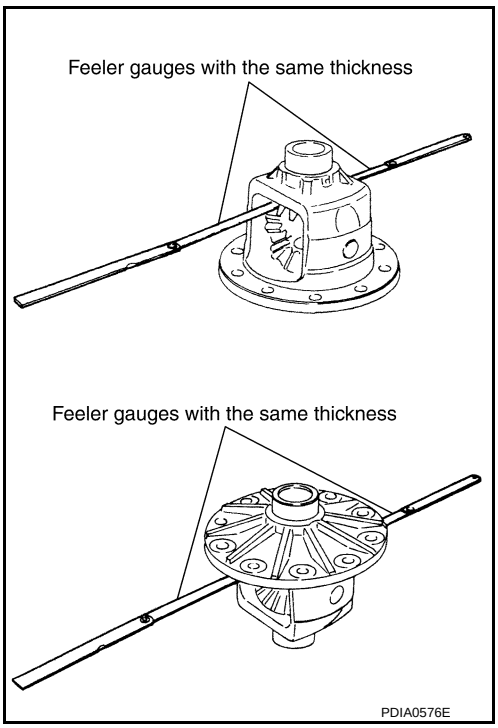
Standard	
Side gear back clearance	: Refer to DLN-91, "Differential Side Gear Clearance".

CAUTION:
To prevent side gear from tilting, insert feeler gauges with the same thickness from both sides.

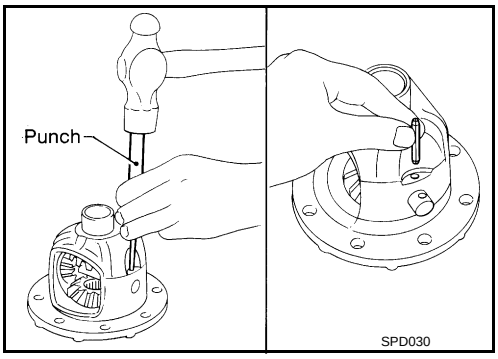
c. If the back clearance is outside the specification, use a thicker/thinner side gear thrust washer to adjust.

When the back clearance is large:	Use a thicker thrust washer.
When the back clearance is small:	Use a thinner thrust washer.

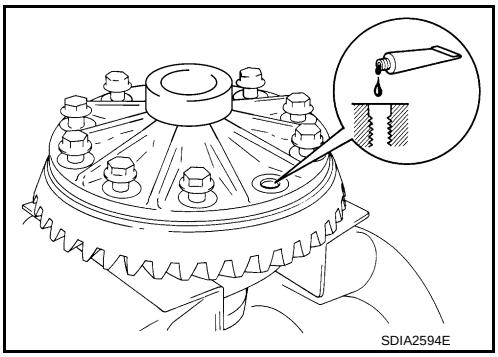
CAUTION:
Select a side gear thrust washer for right and left individually.



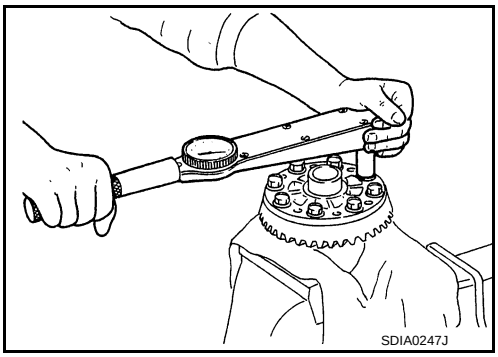
7. Drive a lock pin into pinion mate shaft, using a punch.
Make sure lock pin is flush with differential case.
CAUTION:
Never reuse lock pin.



8. Apply thread locking sealant into the thread hole of drive gear.
Use Genuine High Strength Thread Locking Sealant or equivalent. Refer to GI-17, "Recommended Chemical Products and Sealants".
CAUTION:
Clean and degrease drive gear back and threaded holes sufficiently.



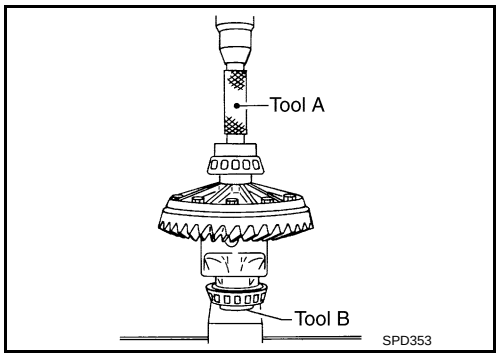
9. Install drive gear on the mounting bolts.
CAUTION:
- **Align the matching marks of differential case and drive gear.**
- **Tighten bolts in a crisscross fashion.**
- **After tightening the bolts to the specified torque, tighten the bolts additionally by turning the bolts 31 to 36 degrees.**



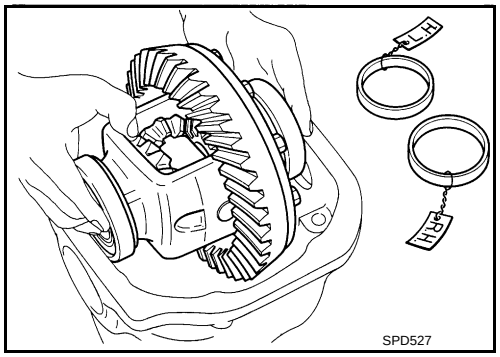
10. Press side bearing inner races to differential case, using the drift and the base.

    A : Drift [SST: KV38100300 (J-25523)]
    B : Base [SST: ST33061000 (J-8107-2)]

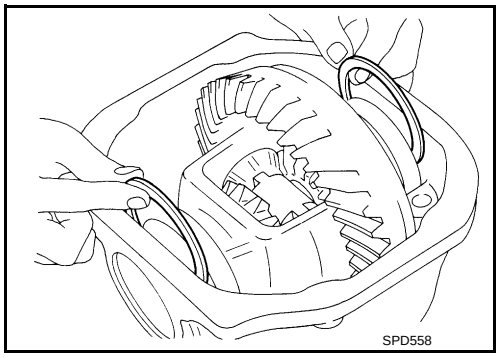
    CAUTION:
    Never reuse side bearing inner race.



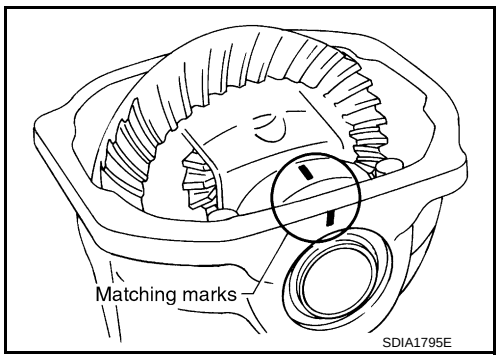
11. Install differential case assembly with side bearing outer races into gear carrier.
12. Measure side bearing preload. If necessary, select the appropriate side bearing adjusting washers. Refer to DLN-54, "M/T : Adjustment".



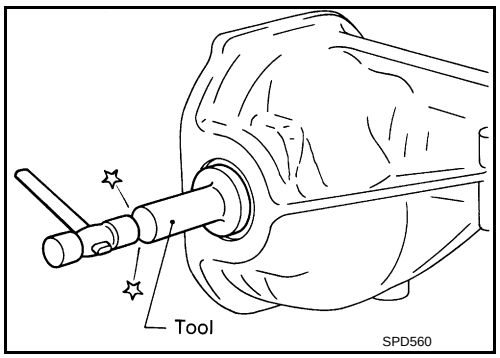
13. Insert selected left and right side bearing adjusting washers in place between side bearings and gear carrier. Refer to DLN-54, "M/T : Adjustment".



14. Align matching marks on bearing cap with that on gear carrier.
15. Install bearing caps and tighten bearing cap mounting bolts.

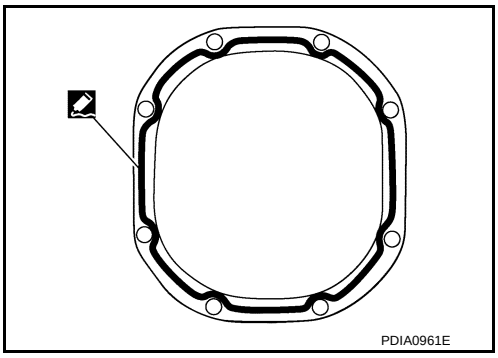


16. Using the drift [SST: KV38100200 (J-26233)], drive side oil seals until it becomes flush with the case end.
    CAUTION:
    - **Never reuse oil seal.**
    - **When installing, never incline oil seal.**
    - **Apply multi-purpose grease onto oil seal lips, and gear oil onto the circumference of oil seal.**
17. Check and adjust drive gear runout, tooth contact, drive gear to drive pinion backlash, and total preload torque. Refer to DLN-54, "M/T : Adjustment".



Recheck above items. Readjust the above description, if necessary.

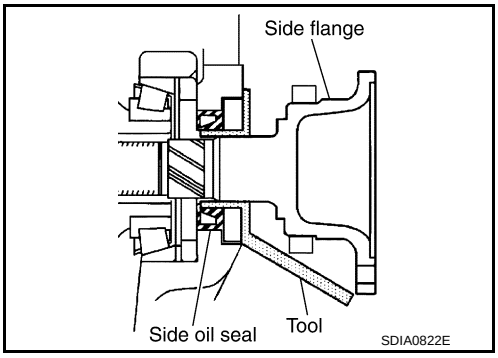
18. Apply sealant to mating surface of rear cover.
Use Genuine Silicone RTV or equivalent. Refer to GI-17, "Recommended Chemical Products and Sealants".
CAUTION:
Remove old sealant adhering to mounting surfaces. Also remove any moisture, oil, or foreign material adhering to application and mounting surfaces.
19. Install rear cover on gear carrier and tighten mounting bolts.


PDIA0961E

20. Install side flanges with the following procedure.

a. Attach the protector [SST: KV38107900 (J-39352)] to side oil seal.

b. After the side flange is inserted and the serrated part of side gear has engaged the serrated part of flange, remove the protector.



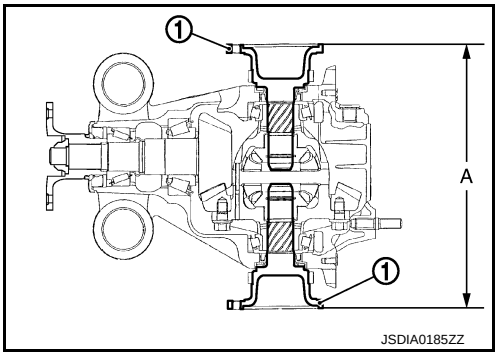
SDIA0822E

c. Put a suitable drift on the center of side flange, then drive it until sound changes.
NOTE:
When installation is completed, driving sound of the side flange turns into a sound that seems to affect the whole final drive.

d. Confirm that the dimension of the side flanges (1) installation measurement (A) in the figure comes into the following.

Standard

A : 326 – 328 mm (12.83 – 12.91 in)



JSDIA0185ZZ

M/T : Adjustment

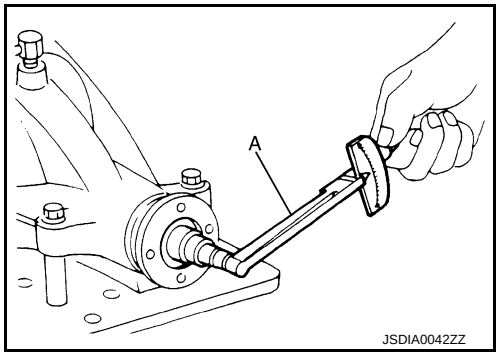
INFOID:0000000004926136

TOTAL PRELOAD TORQUE

Before inspection and adjustment, drain gear oil.

1. Secure final drive assembly onto an attachment [SST: KV38100800 (J-25604-01)].
2. Remove side flanges.
3. Rotate drive pinion back and forth 2 to 3 times to check for unusual noise and rotation malfunction.

4. Rotate drive pinion at least 20 times to check for smooth operation of the bearing.
5. Measure total preload, using the preload gauge (A) [SST: ST3127S000 (J-25765-A)].



Standard

Total preload torque **: Refer to DLN-91, "Preload Torque".**

NOTE:
Total preload torque = Pinion bearing preload torque + Side bearing preload torque

- If measured value is out of the specification, disassemble it to check and adjust each part. Adjust the pinion bearing preload and side bearing preload.
  Adjust the pinion bearing preload first, then adjust the side bearing preload.

When the preload torque is large

On pinion bearings: **Replace the collapsible spacer.**

On side bearings: **Use thinner side bearing adjusting washers by the same amount to each side.**

When the preload is small

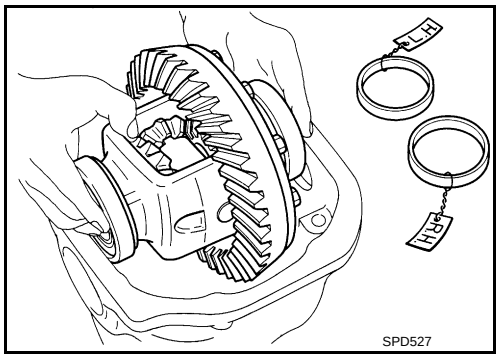
On pinion bearings: **Tighten the drive pinion lock nut.**

On side bearings: **Use thicker side bearing adjusting washers by the same amount to each side.**

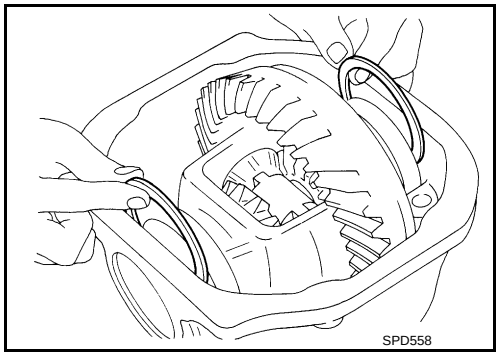
SIDE BEARING PRELOAD

Before inspection and adjustment, drain gear oil.

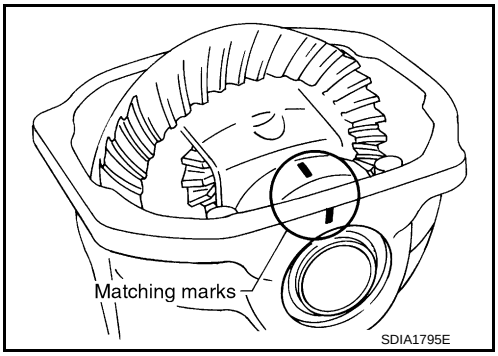
1. Remove rear cover. Refer to DLN-48, "M/T : Disassembly".
2. Make sure all parts are clean. Also, make sure the bearings are well lubricated with gear oil.
3. Place the differential case, with side bearings and bearing races installed, into gear carrier.



4. Insert left and right original side bearing adjusting washers in place between side bearings and gear carrier.

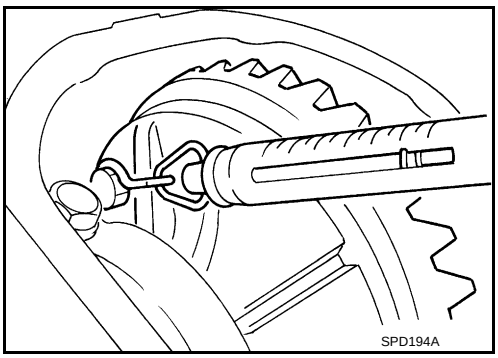


5. Install bearing caps in their correct locations and tighten bearing cap mounting bolts.
6. Turn the carrier several times to seat the bearings.



7. Measure the turning torque of the carrier at the drive gear mounting bolts with a spring gauge [SST: — (J-8129)].

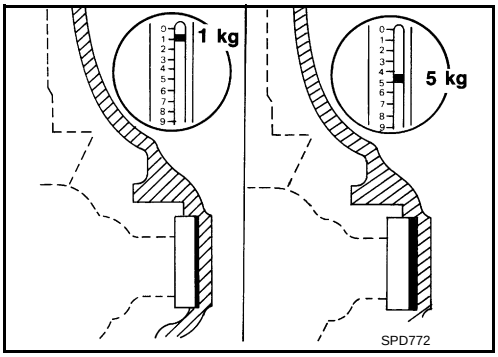
Standard	
Specification	**: 34.2 – 39.2 N (3.5 – 4.0 kg, 7.7 – 8.8 lb) of pulling force at the drive gear bolt**



8. If the turning torque is outside the specification, use a thicker/ thinner side bearing adjusting washer to adjust.

If the turning torque is less than the specified range:	**Use a thicker thrust washer.**
If the turning torque is greater than the specification:	**Use a thinner thrust washer.**

CAUTION:
Select a side bearing adjusting washer for right and left individually.



9. Record the total amount of washer thickness required for the correct carrier side bearing preload.

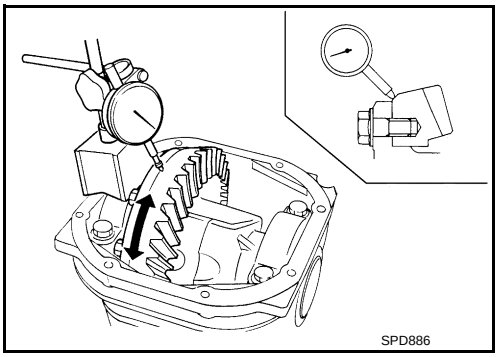
DRIVE GEAR RUNOUT

1. Remove rear cover. Refer to DLN-48, "M/T : Disassembly".
2. Fit a dial indicator to the drive gear back face.
3. Rotate the drive gear to measure runout.

Limit	
Drive gear runout	**: Refer to DLN-91, "Drive Gear Runout".**

- If the runout is outside of the repair limit, check drive gear assembly condition; foreign material may be caught between drive gear and differential case, or differential case or drive gear may be deformed, etc.

CAUTION:
Replace drive gear and drive pinion gear as a set.

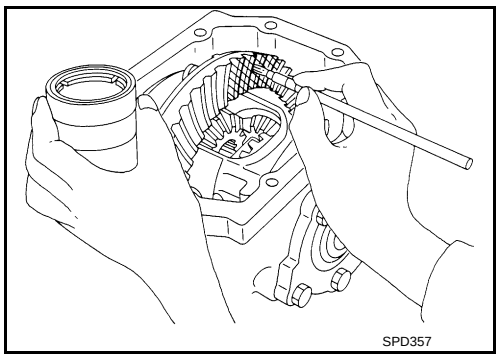


TOOTH CONTACT

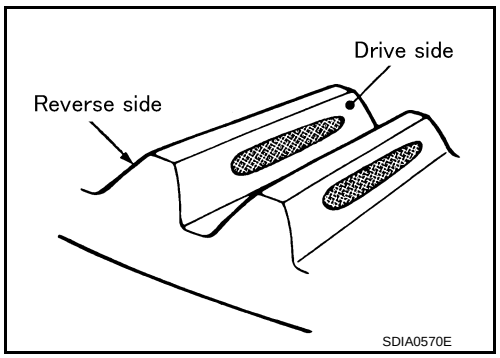
Before inspection and adjustment, drain gear oil.

1. Remove rear cover. Refer to DLN-48, "M/T : Disassembly".

2. Apply red lead to drive gear.
CAUTION:
Apply red lead to both the faces of 3 to 4 gears at 4 locations evenly spaced on drive gear.


SPD357

3. Rotate drive gear back and forth several times, check drive pinion gear to drive gear tooth contact.
CAUTION:
Check tooth contact on drive side and reverse side.

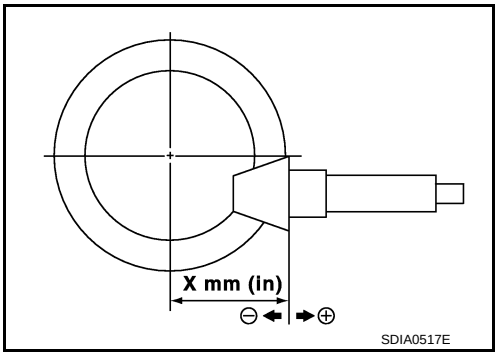


SDIA0570E

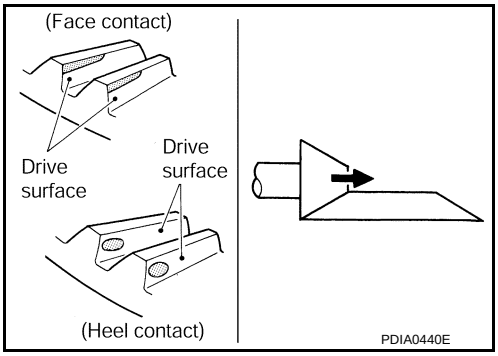
Tooth contact condition		Pinion height adjusting washer selection valve [mm (in)]		Adjustment (Yes/No)	Possible cause
Drive side	Back side				
Heel side Toe side	Toe side Heel side	Thicker ↑	+0.09 (+0.0035)	Yes	Occurrence of noise and scoring sound in all speed ranges.
			+0.06 (+0.0024)		Occurrence of noise when accelerating.
			+0.03 (+0.0012)	No	–
			0		
			-0.03 (-0.0012)		
		Thinner ↓	-0.06 (-0.0024)	Yes	Occurrence of noise at constant speed and decreasing speed.
			-0.09 (-0.0035)		Occurrence of noise and scoring sound in all speed ranges.

SDIA0207E

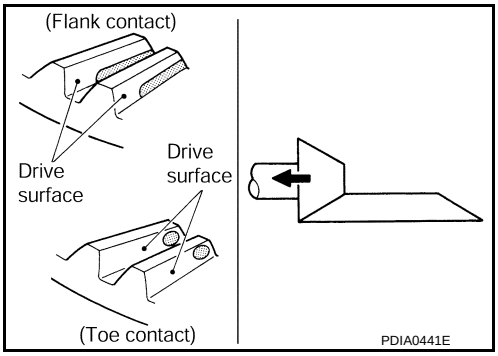
4. If tooth contact is improperly adjusted, follow the procedure below to adjust the pinion height [dimension (X)].



- If the tooth contact is near the face (face contact), or near the heel (heel contact), thicken pinion height adjusting washers to move drive pinion closer to drive gear.



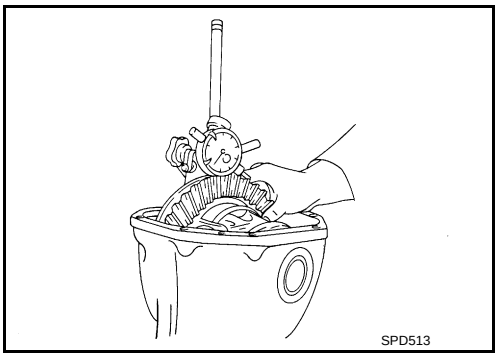
- If the tooth contact is near the flank (flank contact), or near the toe (toe contact), thin pinion height adjusting washers to move drive pinion farther from drive gear.



BACKLASH

Before inspection and adjustment, drain gear oil.

1. Remove rear cover. Refer to DLN-48, "M/T : Disassembly".
2. Fit a dial indicator to the drive gear face to measure the backlash.



Standard

Backlash **: Refer to DLN-91, "Backlash".**

- If the backlash is outside of the specified value, change the thickness of side bearing adjusting washer.

When the backlash is large:

Make drive gear back side adjusting washer thicker, and drive gear tooth side adjusting washer thinner by the same amount.

When the backlash is small:

Make drive gear back side adjusting washer thinner, and drive gear tooth side adjusting washer thicker by the same amount.

CAUTION:
Never change the total amount of washers as it changes the bearing preload.

M/T : Inspection After Disassembly

INFOID:0000000004926137

DRIVE GEAR AND DRIVE PINION

- Clean up the disassembled parts.
- If the gear teeth never mesh or line-up correctly, determine the cause and adjust or replace as necessary.
- If the gears are worn, cracked, damaged, pitted or chipped (by friction) noticeably, replace with new drive gear and drive pinion as a set.

BEARING

- Clean up the disassembled parts.
- If any chipped (by friction), pitted, worn, rusted or scratched marks, or unusual noise from the bearing is observed, replace as a bearing assembly (as a new set).

SIDE GEAR AND PINION MATE GEAR

- Clean up the disassembled parts.
- If any cracks or damage on the surface of the tooth is found, replace.
- If any worn or chipped mark on the contact sides of the thrust washer is found, replace.

SIDE GEAR THRUST WASHER AND PINION MATE THRUST WASHER

- Clean up the disassembled parts.
- If it is chipped (by friction), damaged, or unusually worn, replace.

OIL SEAL

- Whenever disassembled, replace.
- If wear, deterioration of adherence (sealing force lips), or damage is detected on the lips, replace them.

DIFFERENTIAL CASE

- Clean up the disassembled parts.
- If any wear or crack on the contact sides of the differential case is found, replace.

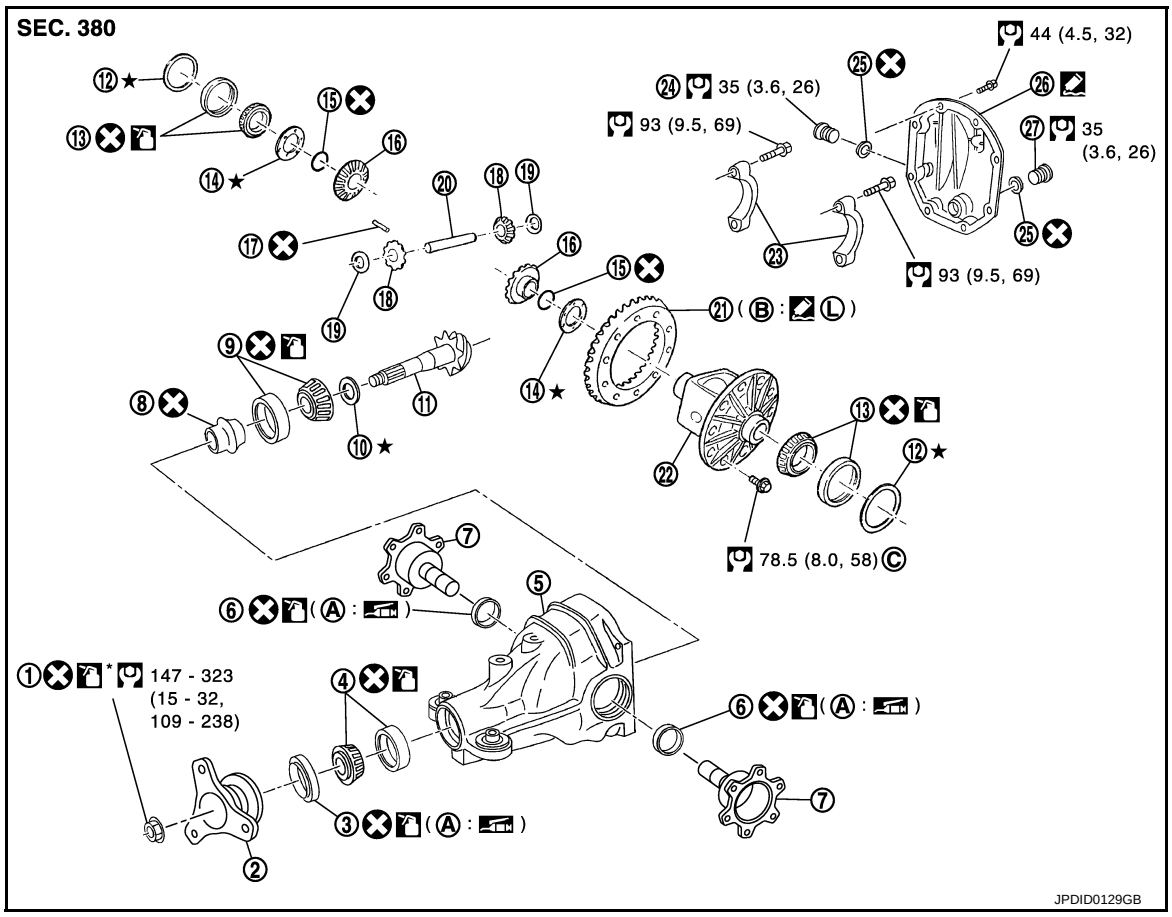
COMPANION FLANGE

- Clean up the disassembled parts.
- If any chipped mark [about 0.1 mm, (0.004 in)] or other damage on the contact sides of the lips of the companion flange is found, replace.

A/T

A/T : Exploded View

INFOID:0000000004926123



1. Drive pinion lock nut
2. Companion flange
3. Front oil seal
4. Pinion front bearing
5. Gear carrier
6. Side oil seal
7. Side flange
8. Collapsible spacer
9. Pinion rear bearing
10. Pinion height adjusting washer
11. Drive pinion
12. Side bearing adjusting washer
13. Side bearing
14. Side gear thrust washer
15. Circular clip
16. Side gear
17. Lock pin
18. Pinion mate gear
19. Pinion mate thrust washer
20. Pinion mate shaft
21. Drive gear
22. Differential case
23. Bearing cap
24. Filler plug
25. Gasket
26. Rear cover
27. Drain plug
A. Oil seal lip
B. Screw hole
C. For the tightening torque, refer to DLN-63, "A/T : Assembly".

: Apply gear oil.

*: Apply anti-corrosion oil.

: Apply Genuine Silicone RTV or equivalent. Refer to GI-17, "Recommended Chemical Products and Sealants".

Ⓛ: Apply Genuine High Strength Thread Locking Sealant or equivalent. Refer to GI-17, "Recommended Chemical Products and Sealants".

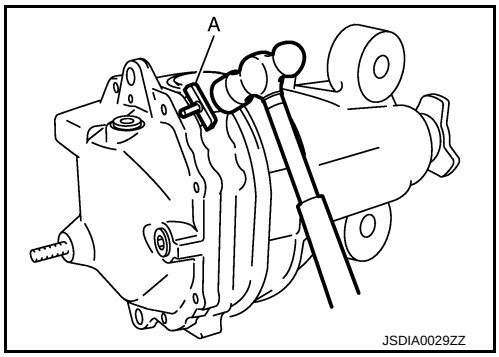
Refer to GI-4, "Components" for symbols not described on the above.

A/T : Disassembly

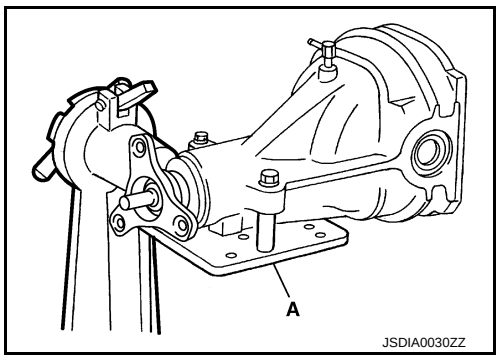
INFOID:0000000004926124

1. Drain gear oil, if necessary.
2. Remove side flanges.

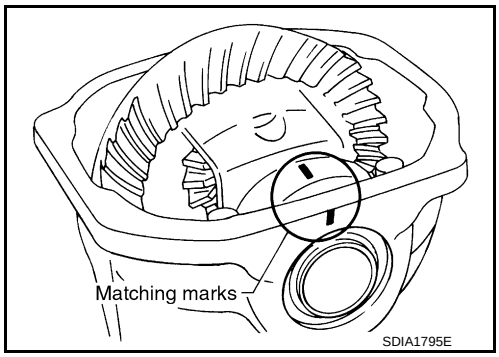
3. Remove rear cover mounting bolts.
4. Remove rear cover to insert the seal cutter (A) [SST: KV10111100 (J-37228)] between gear carrier and rear cover.
   CAUTION:
   - **Never damage the mating surface.**
   - **Never insert flat-bladed screwdriver, this may damage the mating surface.**



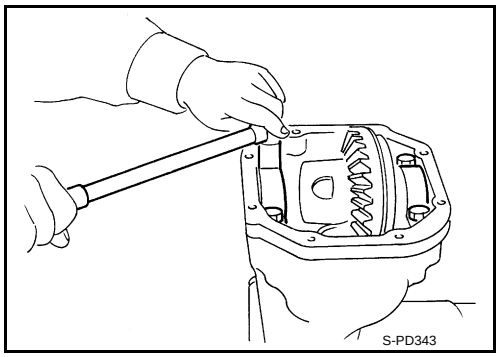
5. Using two spacers, mount carrier on the attachment (A) [SST: KV38100800 (J-25604-01)].



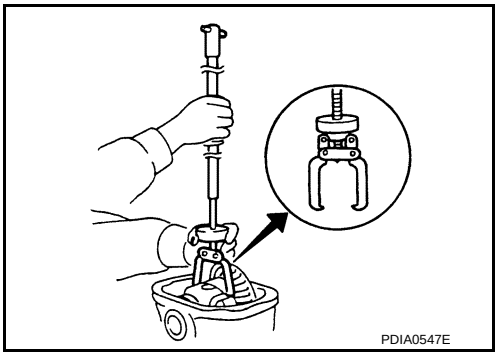
6. For proper reinstallation, paint matching marks on one side of the bearing cap.
   CAUTION:
   - **For matching marks, use paint. Never damage bearing caps and gear carrier.**
   - **Bearing caps are manufactured as integral molding. Use the matching marks to them in their original positions.**



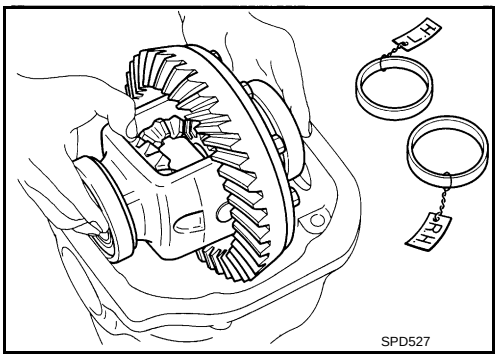
7. Remove bearing caps.



8. Lift differential case assembly out, using sliding hammer (commercial service tool).



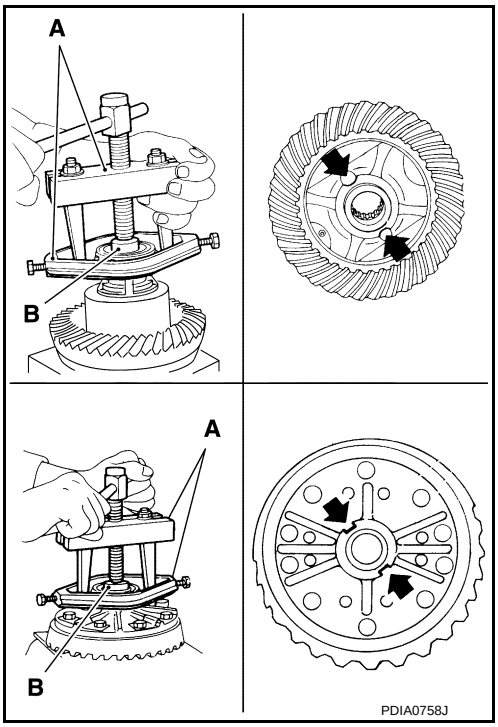
9. Keep side bearing outer races together with inner race. Never mix them up.
   Also, keep side bearing adjusting washers together with bearings.



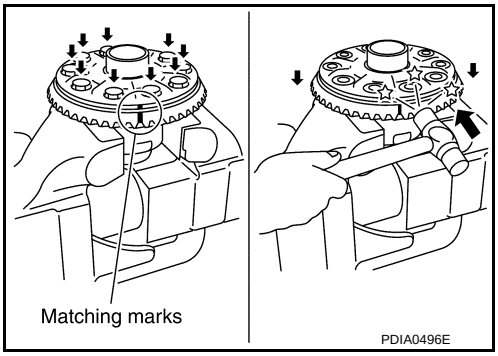
10. Remove side bearing inner race.
    To prevent damage to bearing, engage puller jaws in groove (⬅).

    A : Puller [SST: ST33051001 (J-22888-20)]
    B : Base [SST: ST33061000 (J-8107-2)]

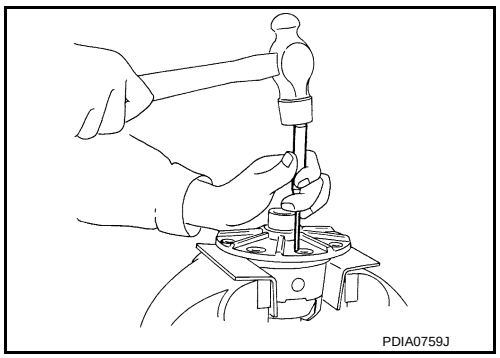
    CAUTION:
    - **To prevent damage to the side bearing and drive gear, place copper plates between these parts and vise.**
    - **It is not necessary to remove side bearing inner race except when it is replaced.**



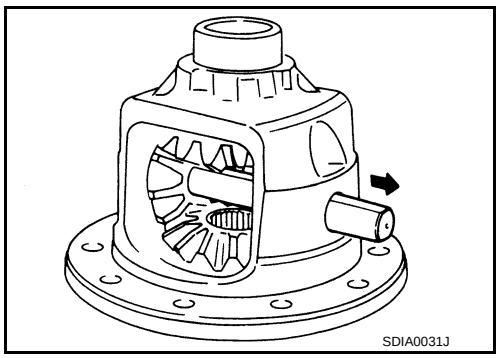
11. For proper reinstallation, paint matching marks on one differential case assembly.
    CAUTION:
    For matching marks, use paint. Never damage differential case and drive gear.
12. Remove drive gear mounting bolts.
13. Tap drive gear off differential case assembly with a soft hammer.
    CAUTION:
    Tap evenly all around to keep drive gear from bending.



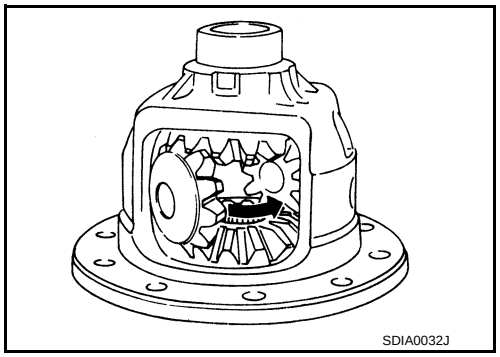
14. Remove lock pin of pinion mate shaft with a punch from drive gear side.


PDIA0759J

15. Remove pinion mate shaft.


SDIA0031J

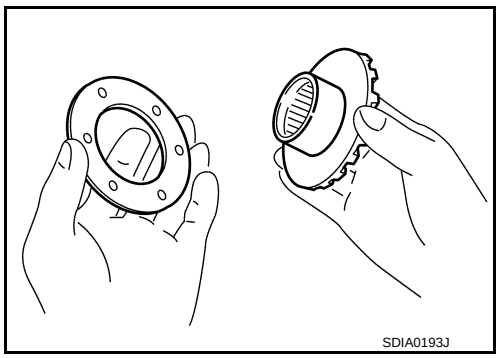
16. Turn pinion mate gear, then remove pinion mate gear, pinion mate thrust washer, side gear and side gear thrust washer from differential case.
17. Remove circular clip from side gear.
CAUTION:
Never damage side gear.
18. Remove side oil seal, using a suitable tool.
CAUTION:
Never damage gear carrier.


SDIA0032J

A/T : Assembly

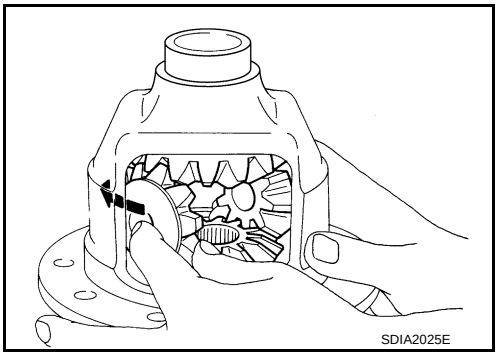
INFOID:0000000004926125

1. Install circular clip to side gear.
CAUTION:
Never damage side gear.
2. Install side gear thrust washers with the same thickness as the ones installed prior to disassembly or reinstall the old ones on the side gears.

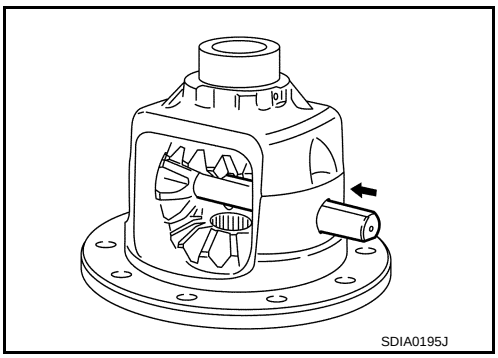

SDIA0193J

3. Install side gears and thrust washers into differential case.
CAUTION:
- **Make sure that the circular clip is installed to side gears.**
- **Never reuse circular clip.**

4. Align 2 pinion mate gears in diagonally opposite positions, then rotate and install them into differential case after installing thrust washer to pinion mate gear.

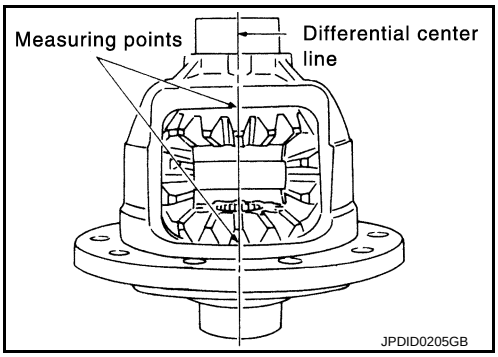


5. Align the lock pin holes on differential case with shaft, and install pinion mate shaft.



6. Measure side gear end play. If necessary, select the appropriate side gear thrust washers.

a. Place differential case straight up so that side gear to be measured comes upward.



b. Using feeler gauge, measure the clearance between side gear back and differential case at 3 different points, while rotating side gear. Average the 3 readings, and then measure the clearance of the other side as well.

Standard

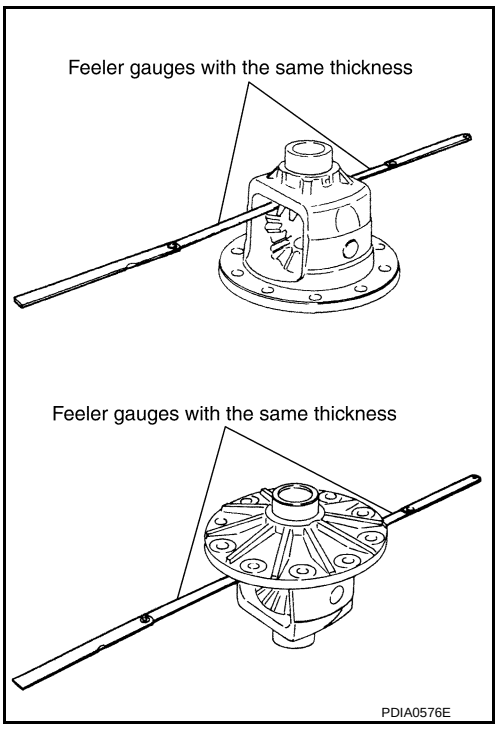
Side gear back clearance **: Refer to DLN-91, "Differential Side Gear Clearance".**

CAUTION:
To prevent side gear from tilting, insert feeler gauges with the same thickness from both sides.

c. If the back clearance is outside the specification, use a thicker/thinner side gear thrust washer to adjust.

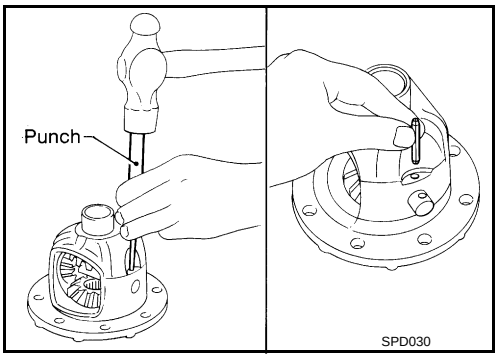
When the back clearance is large:	**Use a thicker thrust washer.**
When the back clearance is small:	**Use a thinner thrust washer.**

CAUTION:
Select a side gear thrust washer for right and left individually.



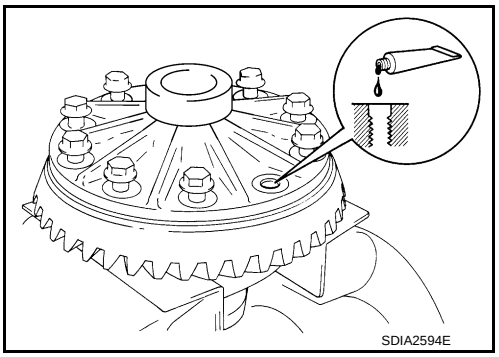
7. Drive a lock pin into pinion mate shaft, using a punch. Make sure lock pin is flush with differential case.

CAUTION:
Never reuse lock pin.



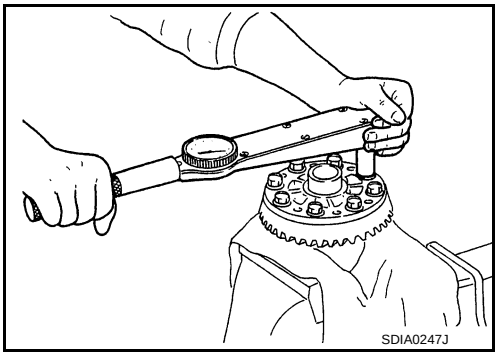
8. Apply thread locking sealant into the thread hole of drive gear. Use Genuine High Strength Thread Locking Sealant or equivalent. Refer to GI-17, "Recommended Chemical Products and Sealants".

CAUTION:
Clean and degrease drive gear back and threaded holes sufficiently.



9. Install drive gear on the mounting bolts.

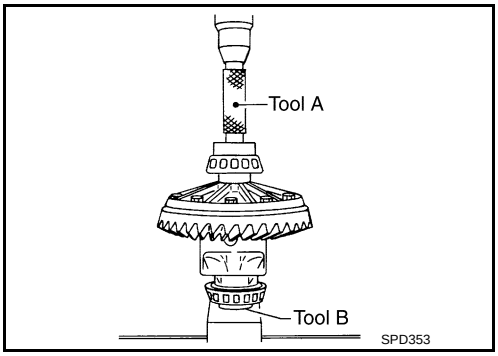
CAUTION:
- **Align the matching marks of differential case and drive gear.**
- **Tighten bolts in a crisscross fashion.**
- **After tightening the bolts to the specified torque, tighten the bolts additionally by turning the bolts 31 to 36 degrees.**



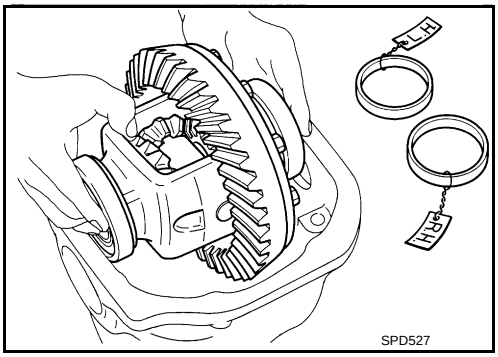
10. Press side bearing inner races to differential case, using the drift and the base.

    A : Drift [SST: KV38100300 (J-25523)]
    B : Base [SST: ST33061000 (J-8107-2)]

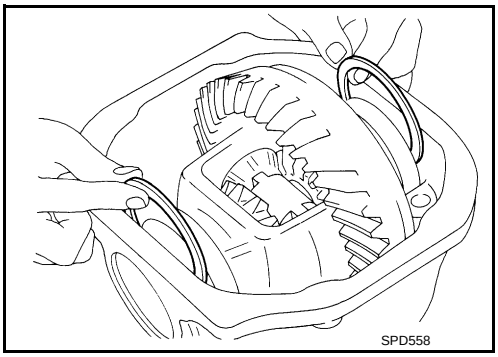
    CAUTION:
    Never reuse side bearing inner race.



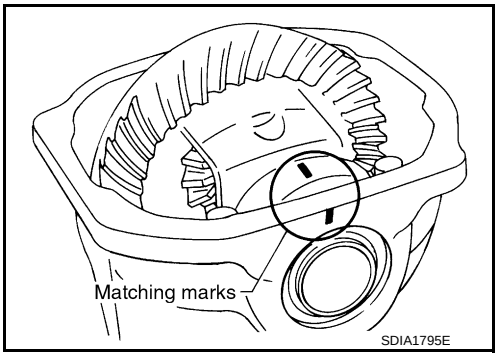
11. Install differential case assembly with side bearing outer races into gear carrier.
12. Measure side bearing preload. If necessary, select the appropriate side bearing adjusting washers. Refer to DLN-67, "A/T : Adjustment".



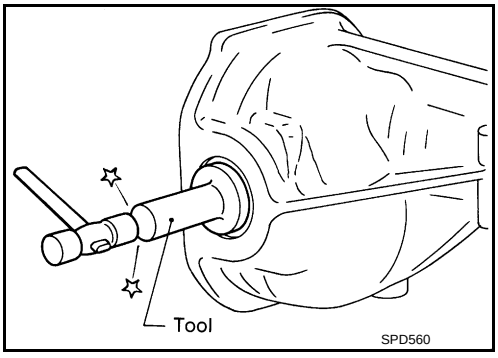
13. Insert selected left and right side bearing adjusting washers in place between side bearings and gear carrier. Refer to DLN-67, "A/T : Adjustment".



14. Align matching marks on bearing cap with that on gear carrier.
15. Install bearing caps and tighten bearing cap mounting bolts.

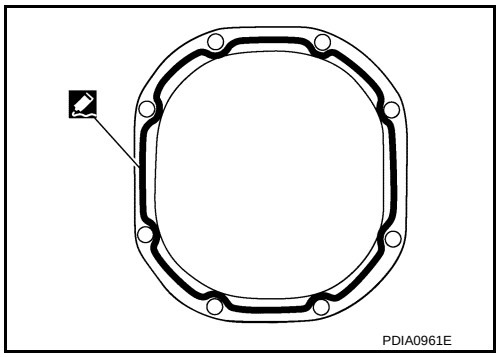


16. Using the drift [SST: KV38100200 (J-26233)], drive side oil seals until it becomes flush with the case end.
    CAUTION:
    - **Never reuse oil seal.**
    - **When installing, never incline oil seal.**
    - **Apply multi-purpose grease onto oil seal lips, and gear oil onto the circumference of oil seal.**
17. Check and adjust drive gear runout, tooth contact, drive gear to drive pinion backlash, and total preload torque. Refer to DLN-67, "A/T : Adjustment".

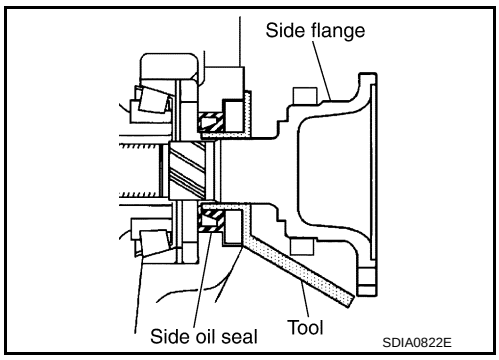


Recheck above items. Readjust the above description, if necessary.

18. Apply sealant to mating surface of rear cover.
Use Genuine Silicone RTV or equivalent. Refer to GI-17, "Recommended Chemical Products and Sealants".
CAUTION:
Remove old sealant adhering to mounting surfaces. Also remove any moisture, oil, or foreign material adhering to application and mounting surfaces.
19. Install rear cover on gear carrier and tighten mounting bolts.


PDIA0961E

20. Install side flange with the following procedure.
a. Attach the protector [SST: KV38107900 (J-39352)] to side oil seal.
b. After the side flanges is inserted and the serrated part of side gear has engaged the serrated part of flange, remove the protector.

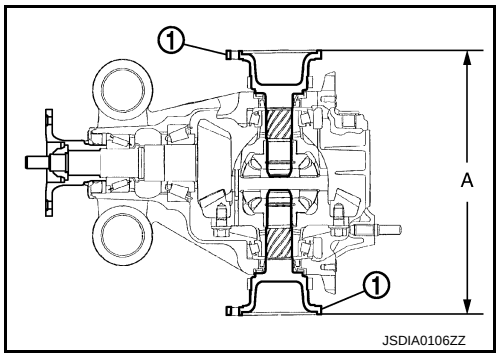


SDIA0822E

c. Put a suitable drift on the center of side flange, then drive it until sound changes.
NOTE:
When installation is completed, driving sound of the side flange turns into a sound that seems to affect the whole final drive.
d. Confirm that the dimension of the side flanges (1) installation measurement (A) in the figure comes into the following.

Standard

A : 326 – 328 mm (12.83 – 12.91 in)



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A/T : Adjustment

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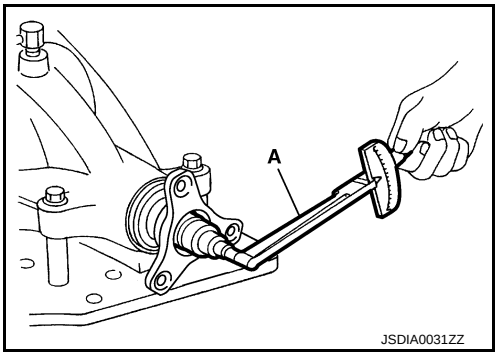
TOTAL PRELOAD TORQUE

Before inspection and adjustment, drain gear oil.

1. Secure final drive assembly onto an attachment [SST: KV38100800 (J-25604-01)].
2. Remove side flanges.
3. Rotate drive pinion back and forth 2 to 3 times to check for unusual noise and rotation malfunction.

4. Rotate drive pinion at least 20 times to check for smooth operation of the bearing.
5. Measure total preload, using the preload gauge (A) [SST: ST3127S000 (J-25765-A)].



Standard

Total preload torque **: Refer to DLN-91, "Preload Torque".**

NOTE:
Total preload torque = Pinion bearing preload torque + Side bearing preload torque

- If measured value is out of the specification, disassemble it to check and adjust each part. Adjust the pinion bearing preload and side bearing preload.
  Adjust the pinion bearing preload first, then adjust the side bearing preload.

When the preload torque is large

On pinion bearings: **Replace the collapsible spacer.**

On side bearings: **Use thinner side bearing adjusting washers by the same amount to each side.**

When the preload is small

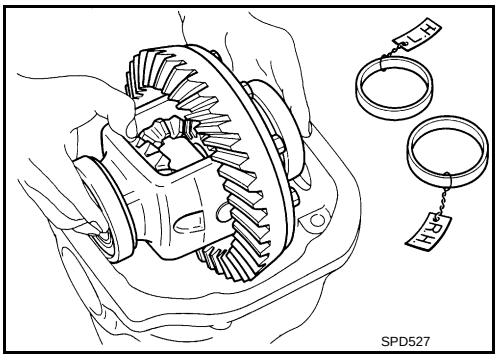
On pinion bearings: **Tighten the drive pinion lock nut.**

On side bearings: **Use thicker side bearing adjusting washers by the same amount to each side.**

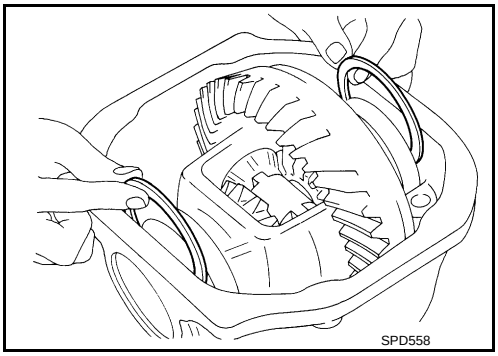
SIDE BEARING PRELOAD

Before inspection and adjustment, drain gear oil.

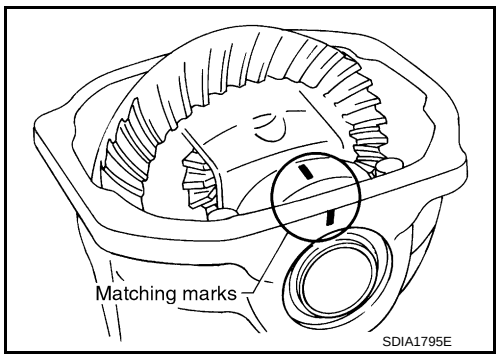
1. Remove rear cover. Refer to DLN-60, "A/T : Disassembly".
2. Make sure all parts are clean. Also, make sure the bearings are well lubricated with gear oil.
3. Place the differential case, with side bearings and bearing races installed, into gear carrier.



4. Insert left and right original side bearing adjusting washers in place between side bearings and gear carrier.



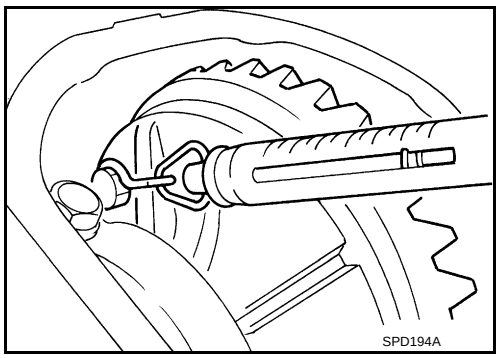
5. Install bearing caps in their correct locations and tighten bearing cap mounting bolts.
6. Turn the carrier several times to seat the bearings.



7. Measure the turning torque of the carrier at the drive gear mounting bolts with a spring gauge [SST: — (J-8129)].

Standard

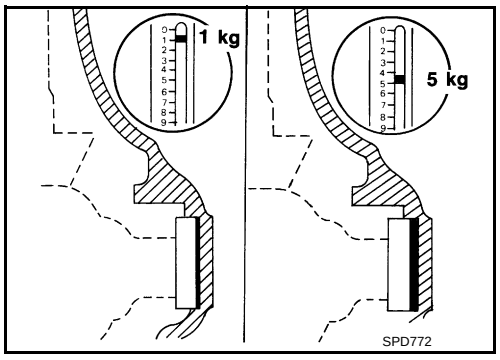
Specification **: 34.2 – 39.2 N (3.5 – 4.0 kg, 7.7 – 8.8 lb) of pulling force at the drive gear bolt**



8. If the turning torque is outside the specification, use a thicker/thinner side bearing adjusting washer to adjust.

If the turning torque is less than the specified range:	**Use a thicker thrust washer.**
If the turning torque is greater than the specification:	**Use a thinner thrust washer.**

CAUTION:
Select a side bearing adjusting washer for right and left individually.



9. Record the total amount of washer thickness required for the correct carrier side bearing preload.

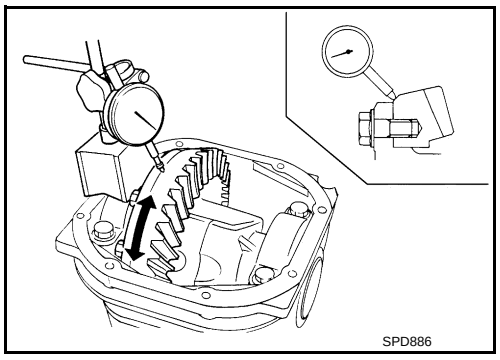
DRIVE GEAR RUNOUT

1. Remove rear cover. Refer to DLN-60, "A/T : Disassembly".
2. Fit a dial indicator to the drive gear back face.
3. Rotate the drive gear to measure runout.

Limit

Drive gear runout **: Refer to DLN-91, "Drive Gear Runout".**

- If the runout is outside of the repair limit, check drive gear assembly condition; foreign material may be caught between drive gear and differential case, or differential case or drive gear may be deformed, etc.
  CAUTION:
  Replace drive gear and drive pinion gear as a set.

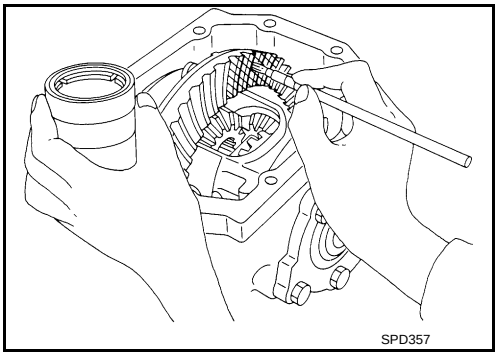


TOOTH CONTACT

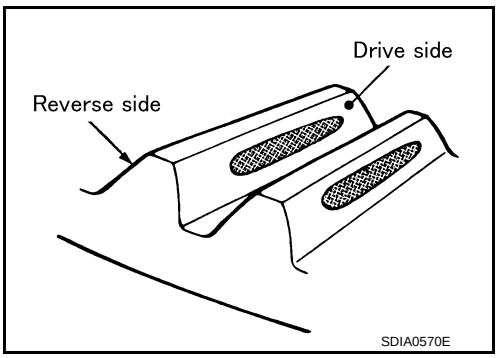
Before inspection and adjustment, drain gear oil.

1. Remove rear cover. Refer to DLN-60, "A/T : Disassembly".

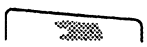
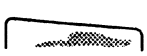
2. Apply red lead to drive gear.
CAUTION:
Apply red lead to both the faces of 3 to 4 gears at 4 locations evenly spaced on drive gear.


SPD357

3. Rotate drive gear back and forth several times, check drive pinion gear to drive gear tooth contact.
CAUTION:
Check tooth contact on drive side and reverse side.

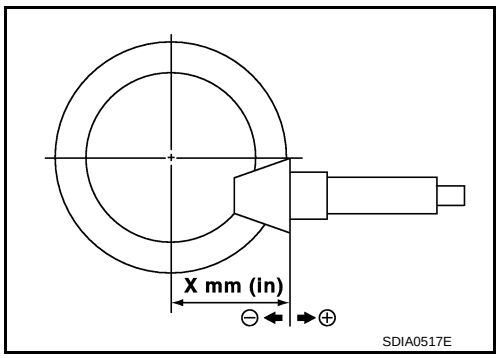


SDIA0570E

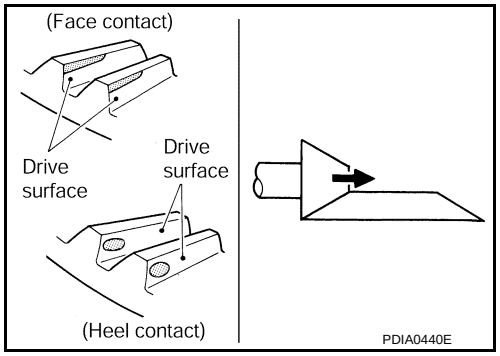
Tooth contact condition		Pinion height adjusting washer selection valve [mm (in)]		Adjustment (Yes/No)	Possible cause
Drive side	Back side				
Heel side Toe side 	Toe side Heel side 	Thicker ↑	+0.09 (+0.0035)	Yes	Occurrence of noise and scoring sound in all speed ranges.
			+0.06 (+0.0024)		Occurrence of noise when accelerating.
			+0.03 (+0.0012)	No	–
			0		
			-0.03 (-0.0012)		
		Thinner ↓	-0.06 (-0.0024)	Yes	Occurrence of noise at constant speed and decreasing speed.
			-0.09 (-0.0035)		Occurrence of noise and scoring sound in all speed ranges.

SDIA0207E

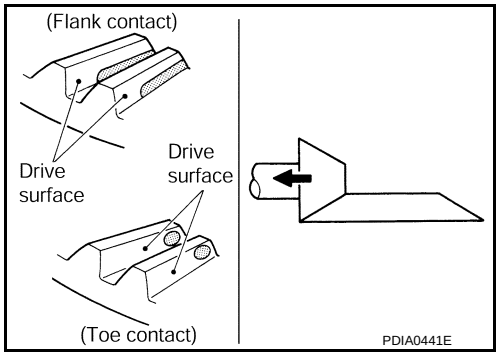
4. If tooth contact is improperly adjusted, follow the procedure below to adjust the pinion height [dimension (X)].



- If the tooth contact is near the face (face contact), or near the heel (heel contact), thicken pinion height adjusting washers to move drive pinion closer to drive gear.



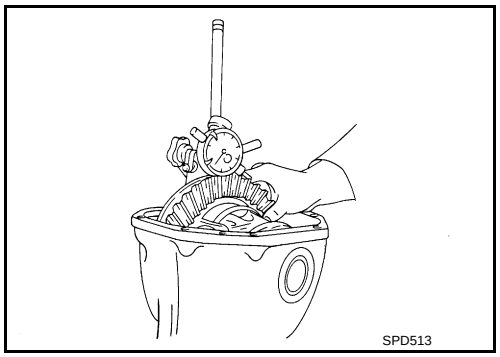
- If the tooth contact is near the flank (flank contact), or near the toe (toe contact), thin pinion height adjusting washers to move drive pinion farther from drive gear.



BACKLASH

Before inspection and adjustment, drain gear oil.

1. Remove rear cover. Refer to DLN-60, "A/T : Disassembly".
2. Fit a dial indicator to the drive gear face to measure the backlash.



Standard

Backlash **: Refer to DLN-91, "Backlash".**

- If the backlash is outside of the specified value, change the thickness of side bearing adjusting washer.

When the backlash is large:

Make drive gear back side adjusting washer thicker, and drive gear tooth side adjusting washer thinner by the same amount.

When the backlash is small:

Make drive gear back side adjusting washer thinner, and drive gear tooth side adjusting washer thicker by the same amount.

CAUTION:
Never change the total amount of washers as it changes the bearing preload.

A/T : Inspection After Disassembly

INFOID:0000000004926127

DRIVE GEAR AND DRIVE PINION

- Clean up the disassembled parts.
- If the gear teeth never mesh or line-up correctly, determine the cause and adjust or replace as necessary.
- If the gears are worn, cracked, damaged, pitted or chipped (by friction) noticeably, replace with new drive gear and drive pinion as a set.

BEARING

- Clean up the disassembled parts.
- If any chipped (by friction), pitted, worn, rusted or scratched marks, or unusual noise from the bearing is observed, replace as a bearing assembly (as a new set).

SIDE GEAR AND PINION MATE GEAR

- Clean up the disassembled parts.
- If any cracks or damage on the surface of the tooth is found, replace.
- If any worn or chipped mark on the contact sides of the thrust washer is found, replace.

SIDE GEAR THRUST WASHER AND PINION MATE THRUST WASHER

- Clean up the disassembled parts.
- If it is chipped (by friction), damaged, or unusually worn, replace.

OIL SEAL

- Whenever disassembled, replace.
- If wear, deterioration of adherence (sealing force lips), or damage is detected on the lips, replace them.

DIFFERENTIAL CASE

- Clean up the disassembled parts.
- If any wear or crack on the contact sides of the differential case is found, replace.

COMPANION FLANGE

- Clean up the disassembled parts.
- If any chipped mark [about 0.1 mm, (0.004 in)] or other damage on the contact sides of the lips of the companion flange is found, replace.

DRIVE PINION

M/T

M/T : Exploded View

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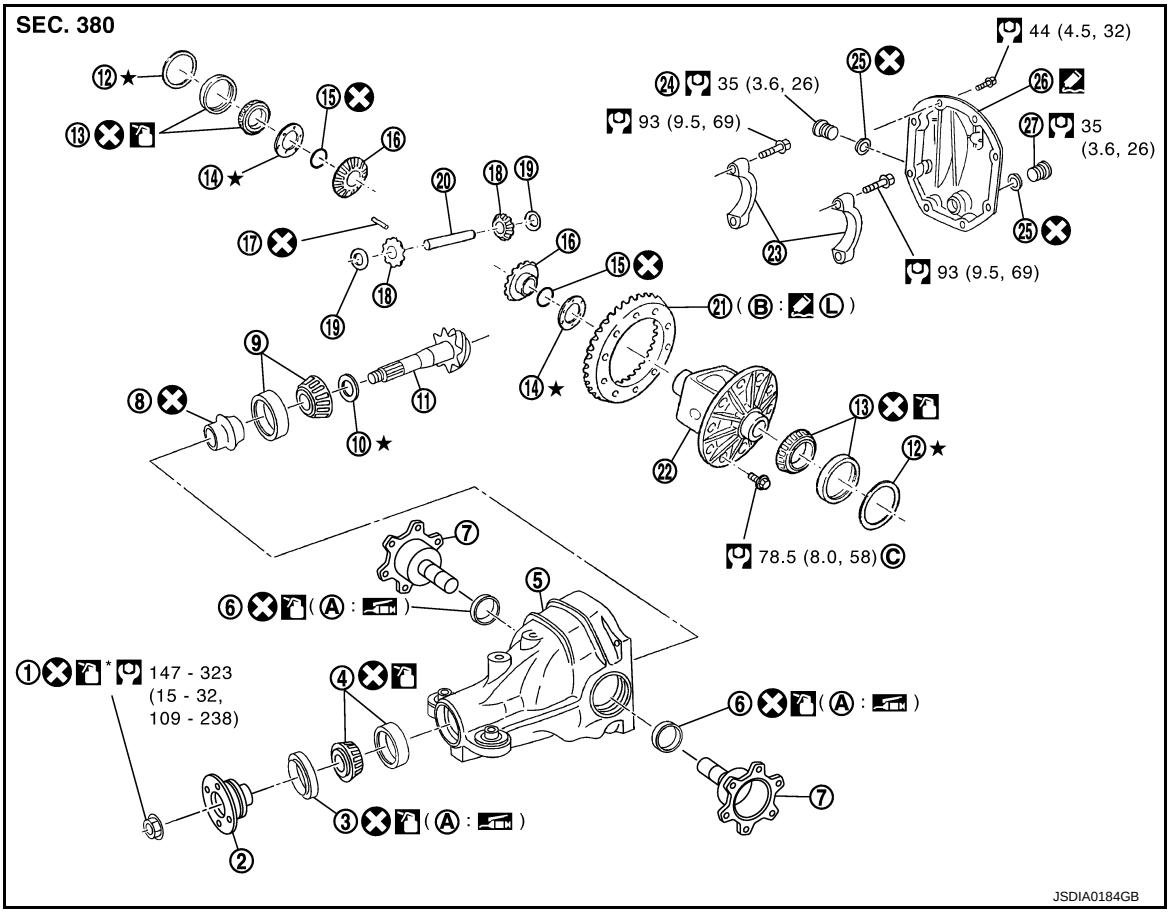


1. Drive pinion lock nut
2. Companion flange
3. Front oil seal
4. Pinion front bearing
5. Gear carrier
6. Side oil seal
7. Side flange
8. Collapsible spacer
9. Pinion rear bearing
10. Pinion height adjusting washer
11. Drive pinion
12. Side bearing adjusting washer
13. Side bearing
14. Side gear thrust washer
15. Circular clip
16. Side gear
17. Lock pin
18. Pinion mate gear
19. Pinion mate thrust washer
20. Pinion mate shaft
21. Drive gear
22. Differential case
23. Bearing cap
24. Filler plug
25. Gasket
26. Rear cover
27. Drain plug
A. Oil seal lip
B. Screw hole
C. For the tightening torque, refer to DLN-50, "M/T : Assembly".

: Apply gear oil.

*: Apply anti-corrosion oil.

: Apply Genuine Silicone RTV or equivalent. Refer to GI-17, "Recommended Chemical Products and Sealants".

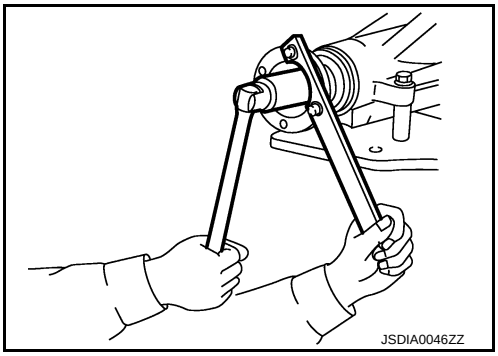
Ⓛ: Apply Genuine High Strength Thread Locking Sealant or equivalent. Refer to GI-17, "Recommended Chemical Products and Sealants".

Refer to GI-4, "Components" for symbols not described on the above.

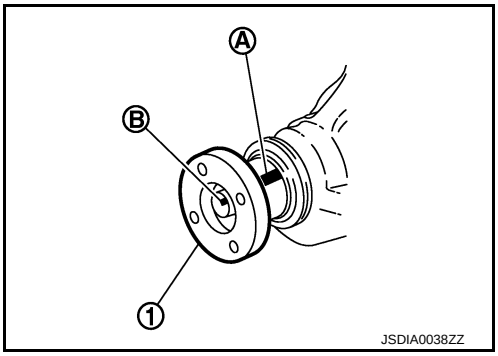
M/T : Disassembly

INFOID:0000000004926149

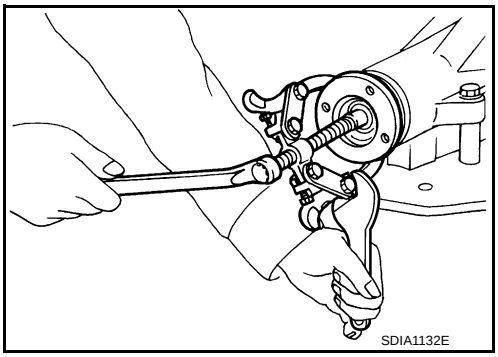
1. Remove differential case assembly. Refer to DLN-48, "M/T : Disassembly".
2. Remove drive pinion lock nut, using the flange wrench (commercial service tool).



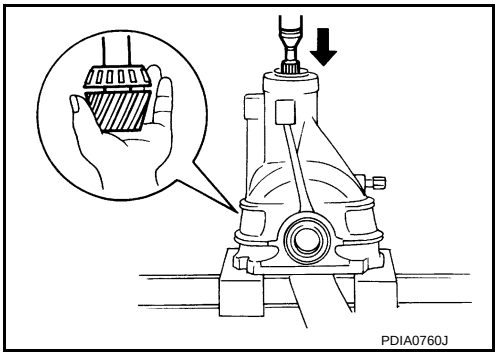
3. Put matching mark (B) on the end of drive pinion. The matching mark should be in line with the matching mark (A) on companion flange (1).
   CAUTION:
   For matching mark, use paint. Never damage companion flange and drive pinion.
   NOTE:
   The matching mark on the final drive companion flange indicates the maximum vertical runout position.
   When replacing companion flange, matching mark is not necessary.



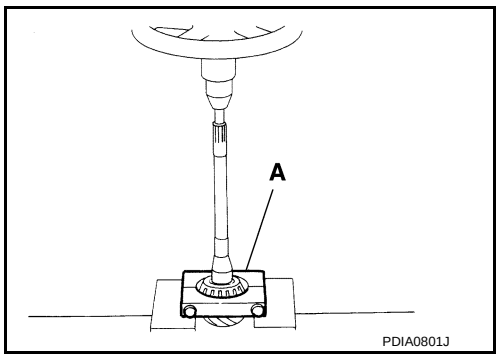
4. Remove companion flange, using a puller (commercial service tool).



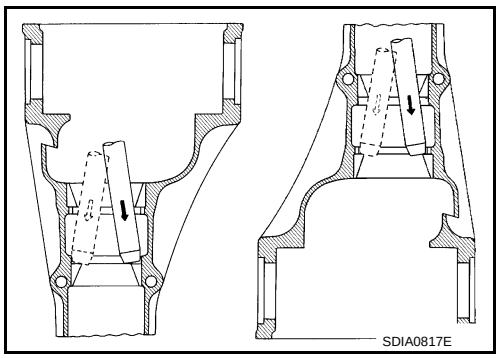
5. Press drive pinion assembly out of gear carrier.
   CAUTION:
   Never drop drive pinion assembly.
6. Remove front oil seal.
7. Remove side oil seal.
8. Remove pinion front bearing inner race.
9. Remove collapsible spacer.



10. Remove pinion rear bearing inner race and pinion height adjusting washer, using the replacer (A) (commercial service tool).



11. Tap pinion front/rear bearing outer races uniformly using a brass rod or equivalent to remove them.
CAUTION:
Never damage gear carrier.



M/T : Assembly

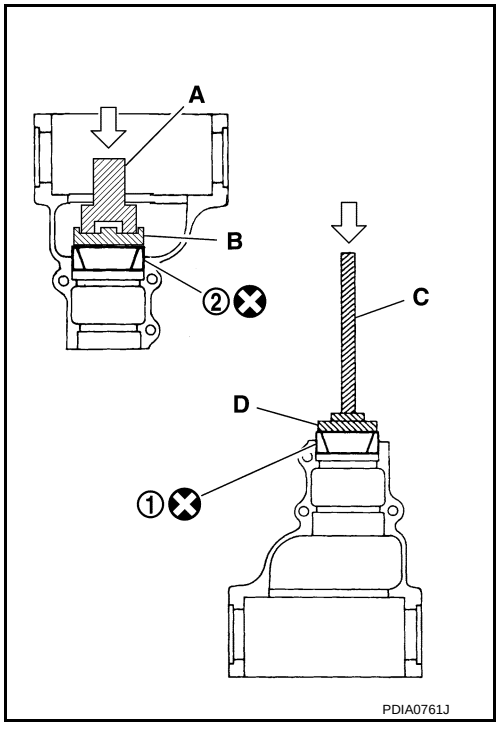
INFOID:0000000004926150

1. Install front bearing outer race (1) and rear bearing outer race (2) using drifts.

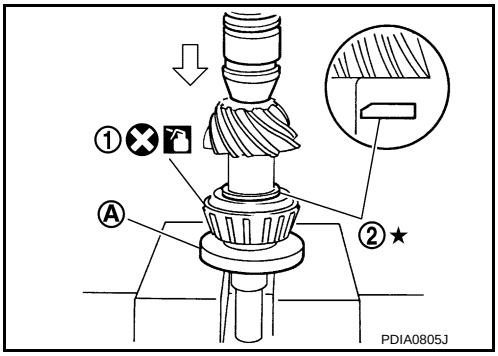
A : Drift [SST: ST30720000 (J-25405)]
B : Drift [SST: KV40105230 (—)]
C : Drift bar [SST: ST30611000 (J-25742-1)]
D : Drift [SST: ST30613000 (J-25742-3)]

CAUTION:
- **At first, using a hammer, tap bearing outer race until it becomes flat to gear carrier.**
- **Never reuse pinion front and rear bearing outer race.**

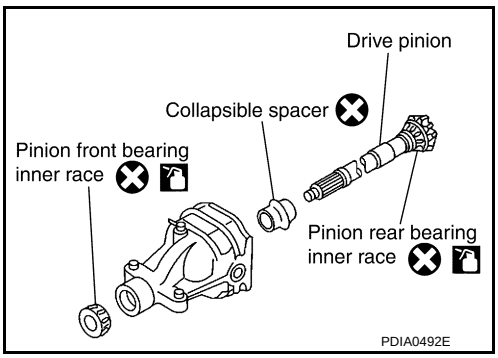
2. Select drive pinion height adjusting washer. Refer to DLN-77, "M/T : Adjustment".



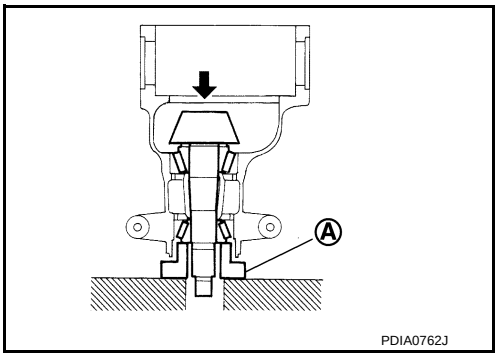
3. Install selected drive pinion height adjusting washer (2) to drive pinion. Press pinion rear bearing inner race (1) to it, using drift (A) [SST: ST30901000 (J-26010-01)].
CAUTION:
- **Be careful of the direction of pinion height adjusting washer. (Assemble as shown in the figure.)**
- **Never reuse pinion rear bearing inner race.**



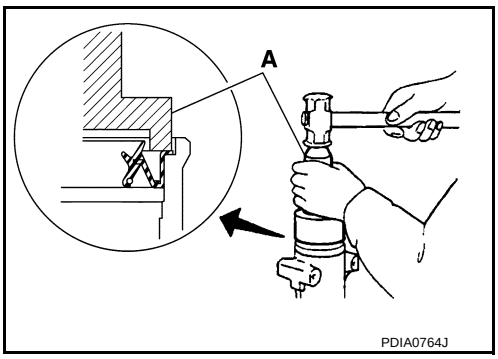
4. Assemble collapsible spacer to drive pinion.
CAUTION:
Never reuse collapsible spacer.
5. Apply gear oil to pinion rear bearing, and assemble drive pinion into gear carrier.
6. Apply gear oil to pinion front bearing, and assemble pinion front bearing inner race to drive pinion assembly.
CAUTION:
Never reuse pinion front bearing inner race.



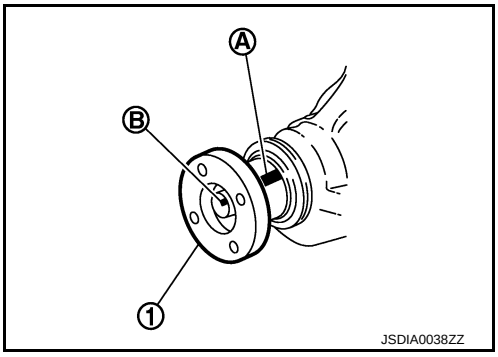
7. Using suitable a spacer (A) (commercial service tool), press the pinion front bearing inner race to drive pinion as far as drive pinion nut can be tightened.



8. Using the drift (A) [SST: ST30720000 (J-25405)], install front oil seal as shown in figure.
CAUTION:
- **Never reuse oil seal.**
- **When installing, never incline oil seal.**
- **Apply multi-purpose grease onto oil seal lips, and gear oil onto the circumference of oil seal.**



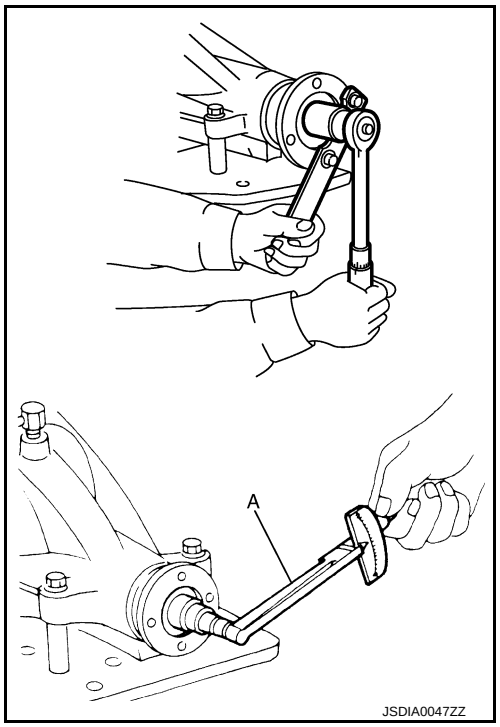
9. Install companion flange (1).
NOTE:
When reusing drive pinion, align the matching mark (B) of drive pinion with the matching mark (A) of companion flange, and then install companion flange.



10. Apply anti-corrosion oil to the thread and seat of drive pinion lock nut, and temporarily tighten drive pinion lock nut to drive pinion, using the flange wrench.
CAUTION:
Never reuse drive pinion lock nut.
11. Adjust to the drive pinion lock nut tightening torque and pinion bearing preload torque, using preload gauge (A) [SST: ST3127S000 (J-25765-A)].

Standard

Pinion bearing preload **: Refer to DLN-91, "Preload Torque".**



CAUTION:
- **Adjust to the lower limit of the drive pinion lock nut tightening torque first.**
- **If the preload torque exceeds the specified value, replace collapsible spacer and tighten it again to adjust. Never loosen drive pinion lock nut to adjust the preload torque.**
- **After adjustment, rotate drive pinion back and forth 2 to 3 times to check for unusual noise, rotation malfunction, and other malfunctions.**

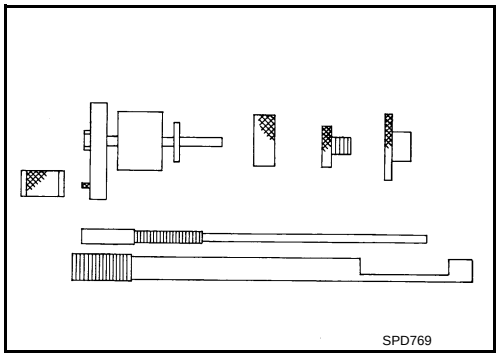
12. Install differential case assembly. Refer to DLN-50, "M/T : Assembly".
CAUTION:
Never install rear cover at this timing.
13. Check and adjust drive gear runout, tooth contact, drive gear to drive pinion backlash, and companion flange runout. Refer to DLN-54, "M/T : Adjustment" and DLN-77, "M/T : Adjustment".
Recheck above items. Readjust the above description, if necessary.
14. Check total preload torque. Refer to DLN-54, "M/T : Adjustment".
15. Install rear cover. Refer to DLN-50, "M/T : Assembly".

M/T : Adjustment

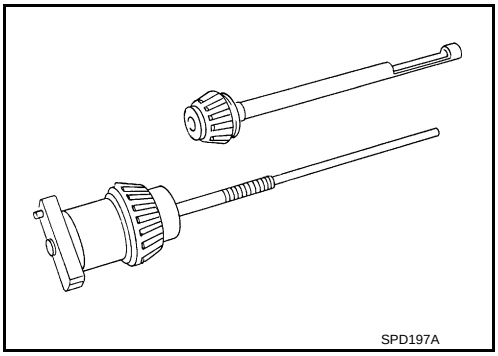
INFOID:0000000004926151

PINION GEAR HEIGHT

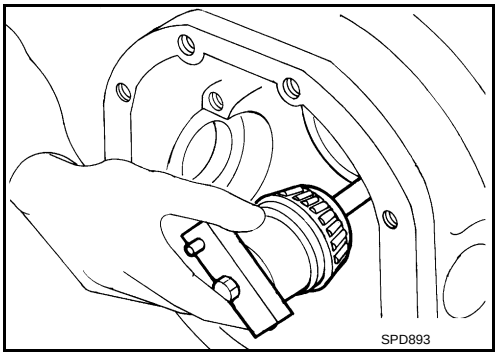
1. Make sure all parts are clean and that the bearings are well lubricated.
2. Assemble the pinion gear bearings into the differential shim selector tool [SST: — (J-34309)].



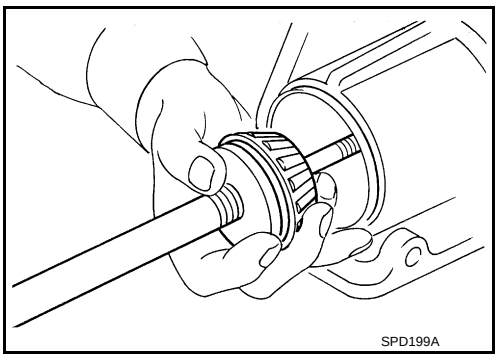
- **Pinion front bearing;** make sure the J-34309-3 pinion front bearing seat is secured tightly against the J-34309-2 gauge anvil. Then turn the pinion front bearing pilot, J-34309-5, to secure the bearing in its proper position.
- **Pinion rear bearing;** the pinion rear bearing pilot, J-34309-8, is used to center the pinion rear bearing only. The pinion rear bearing locking seat, J-34309-4, is used to lock the bearing to the assembly.
- **Installation of J-34309-9 and J-34309-16;** place a suitable 2.5 mm (0.098 in) thick plain washer between J-34309-9 and J-34309-16. Both surfaces of J-34309-9 and J-34309-16 must be parallel with a clearance of 2.5 mm (0.098 in).


SPD197A

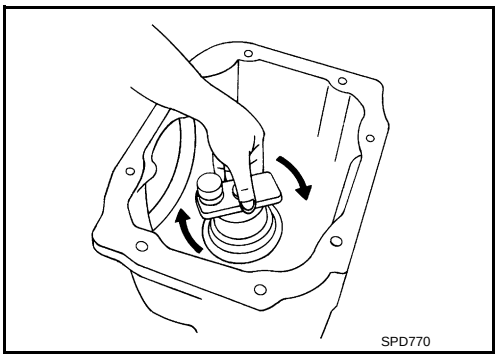
3. Install the pinion rear bearing inner race into gear carrier. Then place the pinion preload shim selector tool, J-34309-1, gauge screw assembly.


SPD893

4. Assemble the pinion front bearing inner race and the J-34309-2 gauge anvil. Assemble them together with the J-34309-1 gauge screw in gear carrier. Make sure that the pinion height gauge plate, J-34309-16, turns a full 360 degrees. Tighten the two sections together by hand.


SPD199A

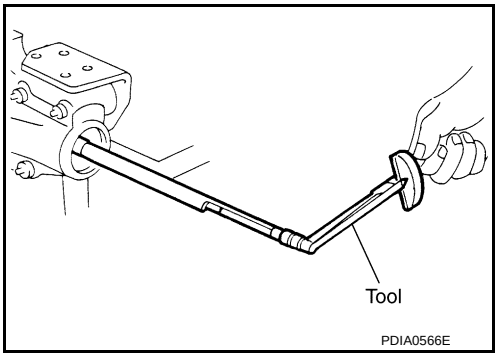
5. Turn the assembly several times to seat the bearings.


SPD770

6. Measure the turning torque at the end of the J-34309-2 gauge anvil using preload gauge [SST: ST3127S000 (J-25765-A)].

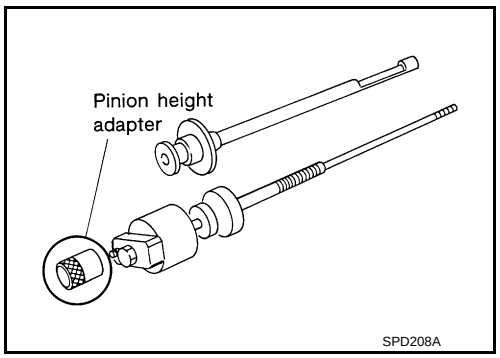
Standard

Turning torque specification	**: 1.0 – 1.3 N·m (0.11 – 0.13 kg-m, 9 – 11 in-lb)**

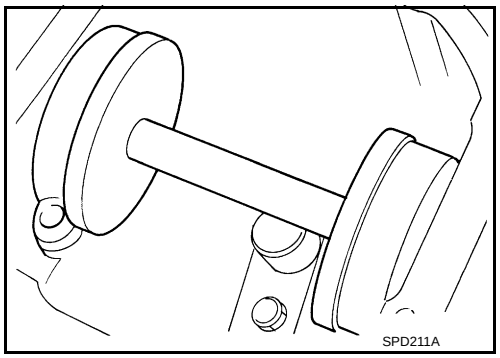


PDIA0566E

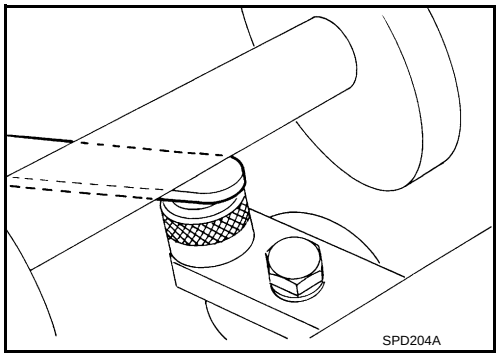
7. Place the J-34309-11 “R200A” pinion height adapter onto the gauge plate and tighten it by hand.
CAUTION:
Make sure all machined surfaces are clean.



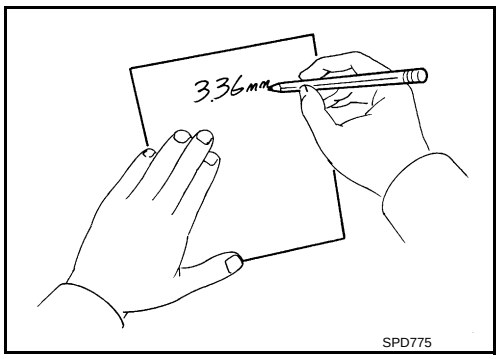
8. Position the side bearing discs, J-25269-4, and arbor firmly into the side bearing bores. Install the bearing caps and tighten bearing cap mounting bolts to the specified torque. Refer to DLN-73, "M/T : Exploded View".



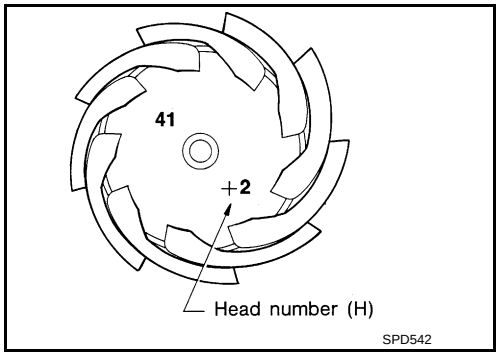
9. Select the correct standard pinion height adjusting washer thickness. Select by using a standard gauge of 3 mm (0.12 in) and J-34309-101 feeler gauge. Measure the distance between the J-34309-11 pinion height adapter including the standard gauge and the arbor.



10. Write down exact measurement (the value of feeler gauge).

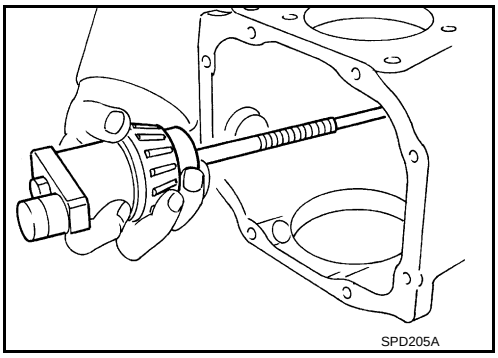


11. Correct the pinion height washer size by referring to the “pinion head number”.
There are two numbers painted on the drive pinion. The first one refers to the drive pinion and drive gear as a matched set. This number should be the same as the number on the drive gear. The second number is the “pinion head height number”. It refers to the ideal pinion height from standard for quietest operation. Use the following chart to determine the correct pinion height washer.



Pinion head height number	Add or remove from the standard pinion height adjusting washer thickness measurement
– 6	Add 0.06 mm (0.0024 in)
– 5	Add 0.05 mm (0.0020 in)
– 4	Add 0.04 mm (0.0016 in)
– 3	Add 0.03 mm (0.0012 in)
– 2	Add 0.02 mm (0.0008 in)
– 1	Add 0.01 mm (0.0004 in)
0	Use the selected washer thickness
+1	Subtract 0.01 mm (0.0004 in)
+2	Subtract 0.02 mm (0.0008 in)
+3	Subtract 0.03 mm (0.0012 in)
+4	Subtract 0.04 mm (0.0016 in)
+5	Subtract 0.05 mm (0.0020 in)
+6	Subtract 0.06 mm (0.0024 in)

12. Select the correct pinion height adjusting washer.
13. Remove the J-34309 differential shim selector tool from the final drive housing. Then disassemble to retrieve the pinion bearings.

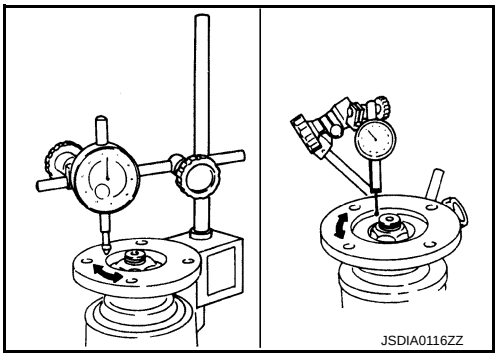

SPD205A

COMPANION FLANGE RUNOUT

1. Fit a dial indicator onto the companion flange face (inner side of the propeller shaft mounting bolt holes).
2. Rotate companion flange to check for runout.

Limit

Companion flange runout **: Refer to DLN-91, "Companion Flange Runout (M/T)".**


JSDIA0116ZZ

3. Fit a test indicator to the inner side of companion flange (socket diameter).
4. Rotate companion flange to check for runout.

Limit

Companion flange runout **: Refer to DLN-91, "Companion Flange Runout (M/T)".**

5. If the runout value is outside the runout limit, follow the procedure below to adjust.

a. Check for runout while changing the phase between companion flange and drive pinion by 90° step, and search for the position where the runout is the minimum.

b. If the runout value is still outside of the limit after the phase has been changed, possible cause will be an assembly malfunction of drive pinion and pinion bearing and malfunction of pinion bearing. Check for these items and repair if necessary.

c. If the runout value is still outside of the limit after the check and repair, replace companion flange.

M/T : Inspection After Disassembly

INFOID:0000000004926152

DRIVE GEAR AND DRIVE PINION

- Clean up the disassembled parts.
- If the gear teeth never mesh or line-up correctly, determine the cause and adjust or replace as necessary.
- If the gears are worn, cracked, damaged, pitted or chipped (by friction) noticeably, replace with new drive gear and drive pinion as a set.

BEARING

- Clean up the disassembled parts.
- If any chipped (by friction), pitted, worn, rusted or scratched marks, or unusual noise from the bearing is observed, replace as a bearing assembly (as a new set).

SIDE GEAR AND PINION MATE GEAR

- Clean up the disassembled parts.
- If any cracks or damage on the surface of the tooth is found, replace.
- If any worn or chipped mark on the contact sides of the thrust washer is found, replace.

SIDE GEAR THRUST WASHER AND PINION MATE THRUST WASHER

- Clean up the disassembled parts.
- If it is chipped (by friction), damaged, or unusually worn, replace.

OIL SEAL

- Whenever disassembled, replace.
- If wear, deterioration of adherence (sealing force lips), or damage is detected on the lips, replace them.

DIFFERENTIAL CASE

- Clean up the disassembled parts.
- If any wear or crack on the contact sides of the differential case is found, replace.

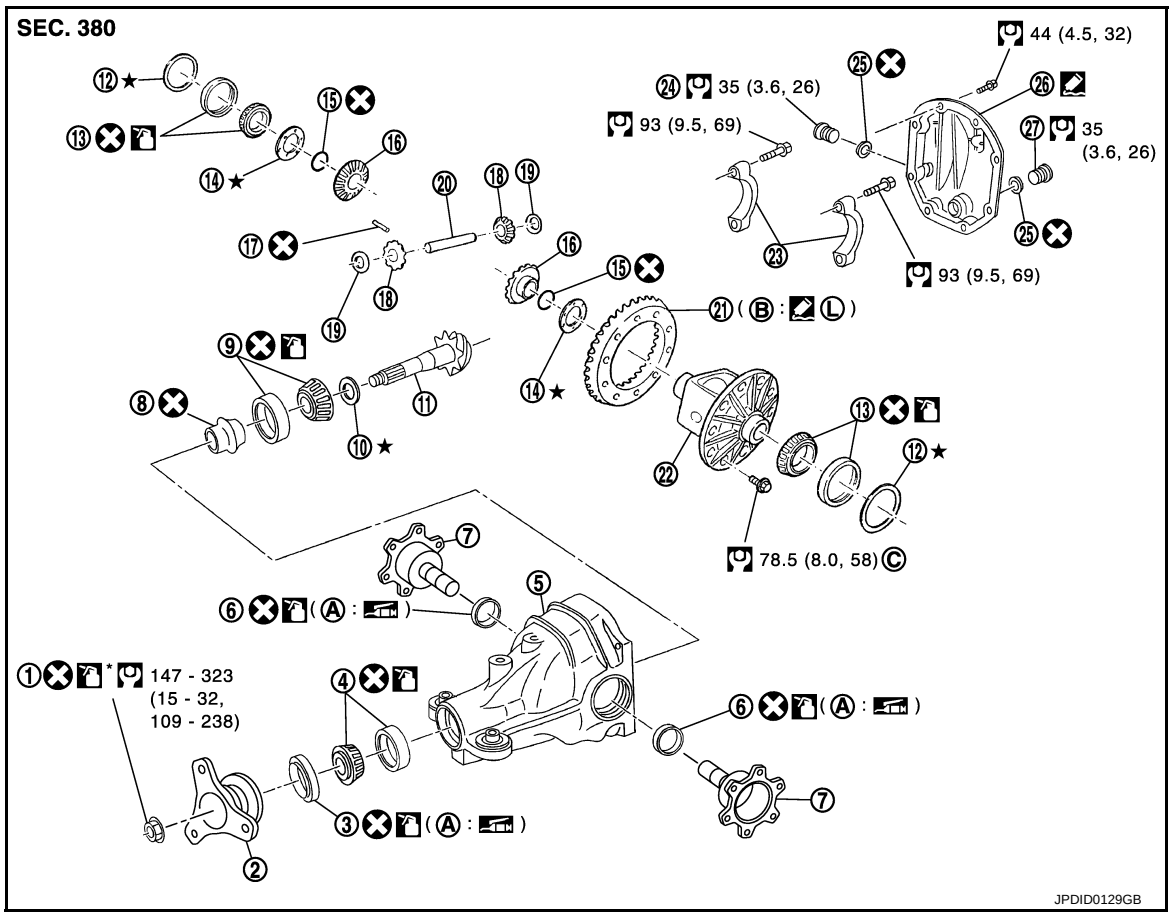
COMPANION FLANGE

- Clean up the disassembled parts.
- If any chipped mark [about 0.1 mm, (0.004 in)] or other damage on the contact sides of the lips of the companion flange is found, replace.

A/T

A/T : Exploded View

INFOID:0000000004926138



1. Drive pinion lock nut
2. Companion flange
3. Front oil seal
4. Pinion front bearing
5. Gear carrier
6. Side oil seal
7. Side flange
8. Collapsible spacer
9. Pinion rear bearing
10. Pinion height adjusting washer
11. Drive pinion
12. Side bearing adjusting washer
13. Side bearing
14. Side gear thrust washer
15. Circular clip
16. Side gear
17. Lock pin
18. Pinion mate gear
19. Pinion mate thrust washer
20. Pinion mate shaft
21. Drive gear
22. Differential case
23. Bearing cap
24. Filler plug
25. Gasket
26. Rear cover
27. Drain plug
A. Oil seal lip
B. Screw hole
C. For the tightening torque, refer to DLN-63, "A/T : Assembly".

: Apply gear oil.

*: Apply anti-corrosion oil.

: Apply Genuine Silicone RTV or equivalent. Refer to GI-17, "Recommended Chemical Products and Sealants".

Ⓛ: Apply Genuine High Strength Thread Locking Sealant or equivalent. Refer to GI-17, "Recommended Chemical Products and Sealants"

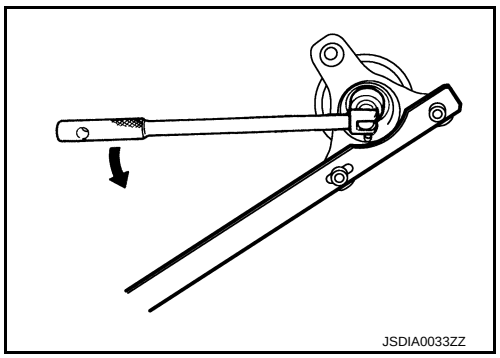
Refer to GI-4, "Components" for symbols not described on the above.

A/T : Disassembly

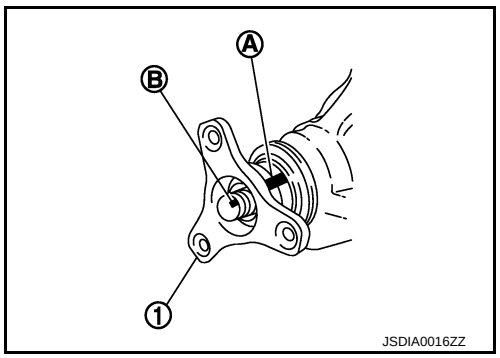
INFOID:0000000004926139

1. Remove differential case assembly. Refer to DLN-60, "A/T : Disassembly".

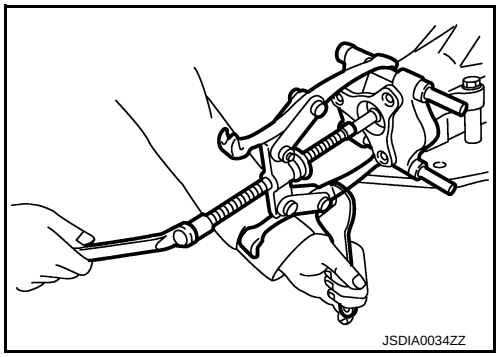
2. Remove drive pinion lock nut, using the flange wrench (commercial service tool).



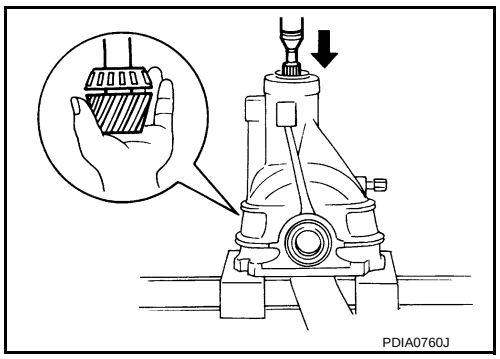
3. Put matching mark (B) on the end of drive pinion. The matching mark should be in line with the matching mark (A) on companion flange (1).
CAUTION:
For matching mark, use paint. Never damage companion flange and drive pinion.
NOTE:
The matching mark on the final drive companion flange indicates the maximum vertical runout position.
When replacing companion flange, matching mark is not necessary.



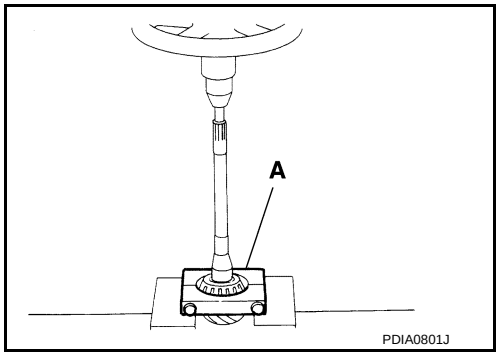
4. Remove companion flange, using a puller (commercial service tool).



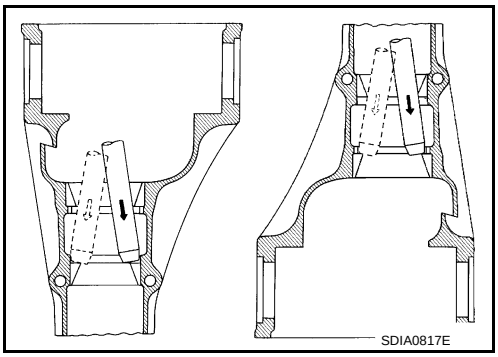
5. Press drive pinion assembly out of gear carrier.
CAUTION:
Never drop drive pinion assembly.
6. Remove front oil seal.
7. Remove side oil seal.
8. Remove pinion front bearing inner race.
9. Remove collapsible spacer.



10. Remove pinion rear bearing inner race and pinion height adjusting washer, using the replacer (A) (commercial service tool).



11. Tap pinion front/rear bearing outer races uniformly using a brass rod or equivalent to remove them.
CAUTION:
Never damage gear carrier.



A/T : Assembly

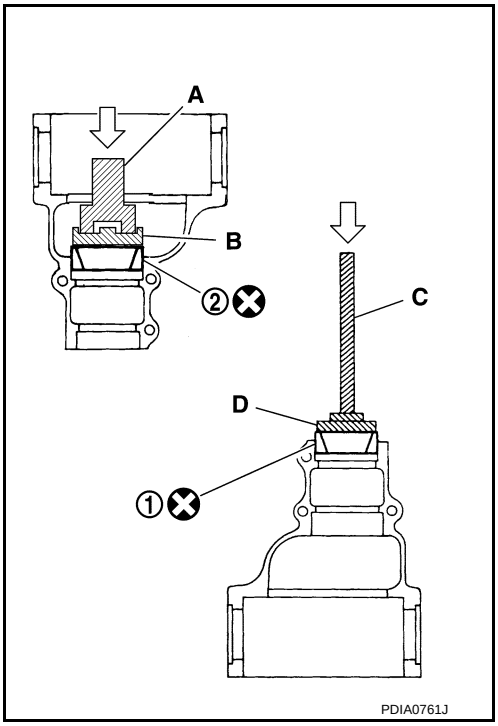
INFOID:0000000004926140

1. Install front bearing outer race (1) and rear bearing outer race (2) using drifts.

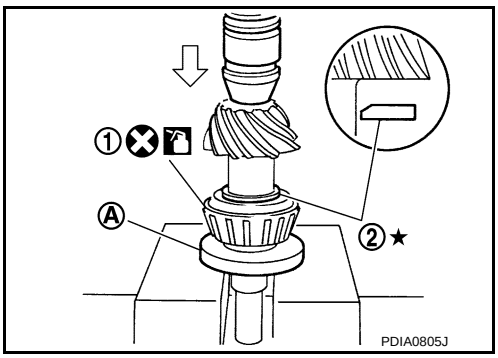
A : Drift [SST: ST30720000 (J-25405)]
B : Drift [SST: KV40105230 (—)]
C : Drift bar [SST: ST30611000 (J-25742-1)]
D : Drift [SST: ST30613000 (J-25742-3)]

CAUTION:
- **At first, using a hammer, tap bearing outer race until it becomes flat to gear carrier.**
- **Never reuse pinion front and rear bearing outer race.**

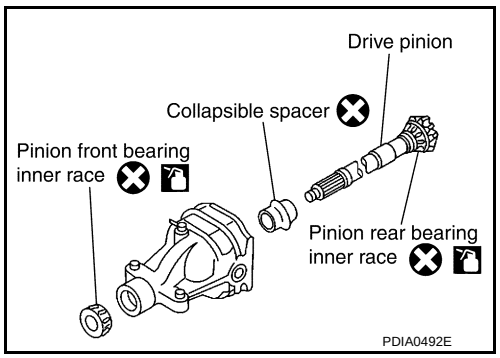
2. Select drive pinion height adjusting washer. Refer to DLN-86, "A/T : Adjustment".



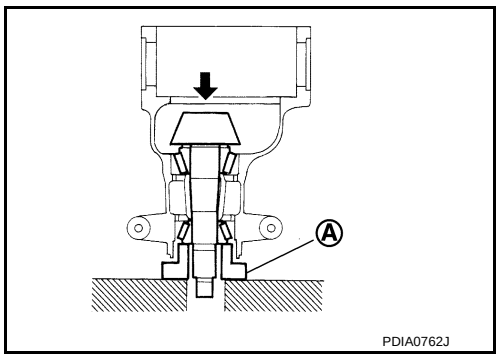
3. Install selected drive pinion height adjusting washer (2) to drive pinion. Press pinion rear bearing inner race (1) to it, using drift (A) [SST: ST30901000 (J-26010-01)].
CAUTION:
- **Be careful of the direction of pinion height adjusting washer. (Assemble as shown in the figure.)**
- **Never reuse pinion rear bearing inner race.**



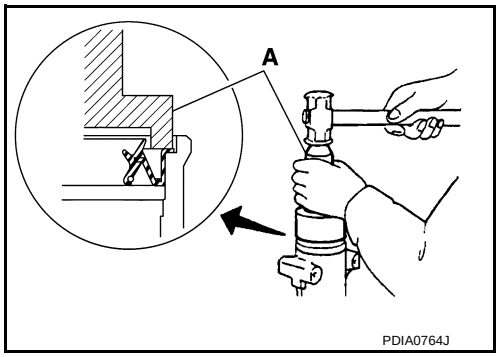
4. Assemble collapsible spacer to drive pinion.
CAUTION:
Never reuse collapsible spacer.
5. Apply gear oil to pinion rear bearing, and assemble drive pinion into gear carrier.
6. Apply gear oil to pinion front bearing, and assemble pinion front bearing inner race to drive pinion assembly.
CAUTION:
Never reuse pinion front bearing inner race.



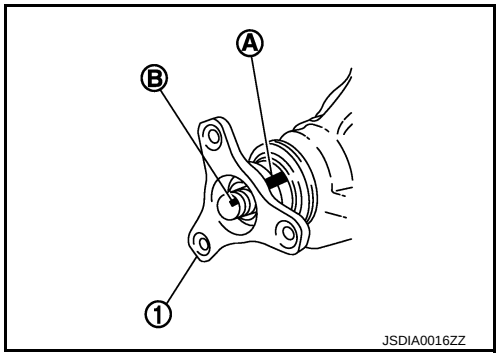
7. Using suitable a spacer (A) (commercial service tool), press the pinion front bearing inner race to drive pinion as far as drive pinion nut can be tightened.



8. Using the drift (A) [SST: ST30720000 (J-25405)], install front oil seal as shown in figure.
CAUTION:
- **Never reuse oil seal.**
- **When installing, never incline oil seal.**
- **Apply multi-purpose grease onto oil seal lips, and gear oil onto the circumference of oil seal.**



9. Install companion flange (1).
NOTE:
When reusing drive pinion, align the matching mark (B) of drive pinion with the matching mark (A) of companion flange, and then install companion flange (1).

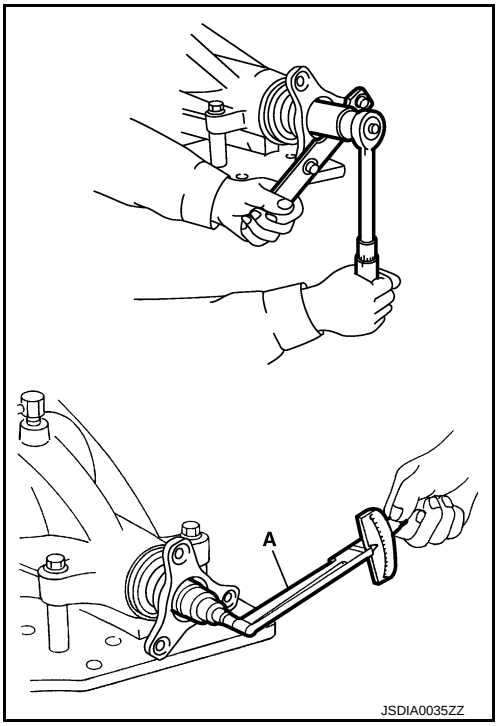


10. Apply anti-corrosion oil to the thread and seat of drive pinion lock nut, and temporarily tighten drive pinion lock nut to drive pinion, using the flange wrench.
CAUTION:
Never reuse drive pinion lock nut.
11. Adjust to the drive pinion lock nut tightening torque and pinion bearing preload torque, using preload gauge (A) [SST: ST3127S000 (J-25765-A)].

Standard

Pinion bearing preload **: Refer to DLN-91, "Preload Torque".**

CAUTION:
- **Adjust to the lower limit of the drive pinion lock nut tightening torque first.**
- **If the preload torque exceeds the specified value, replace collapsible spacer and tighten it again to adjust. Never loosen drive pinion lock nut to adjust the preload torque.**
- **After adjustment, rotate drive pinion back and forth 2 to 3 times to check for unusual noise, rotation malfunction, and other malfunctions.**



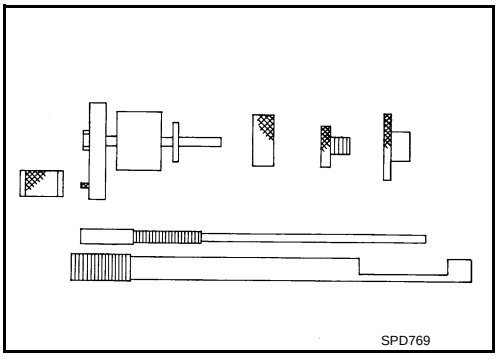
12. Install differential case assembly. Refer to DLN-63, "A/T : Assembly".
CAUTION:
Never install rear cover at this timing.
13. Check and adjust drive gear runout, tooth contact, drive gear to drive pinion backlash, and companion flange runout. Refer to DLN-67, "A/T : Adjustment" and DLN-86, "A/T : Adjustment".
Recheck above items. Readjust the above description, if necessary.
14. Check total preload torque. Refer to DLN-67, "A/T : Adjustment".
15. Install rear cover. Refer to DLN-63, "A/T : Assembly".

A/T : Adjustment

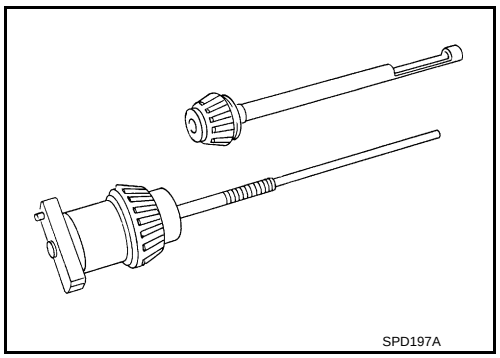
INFOID:0000000004926141

PINION GEAR HEIGHT

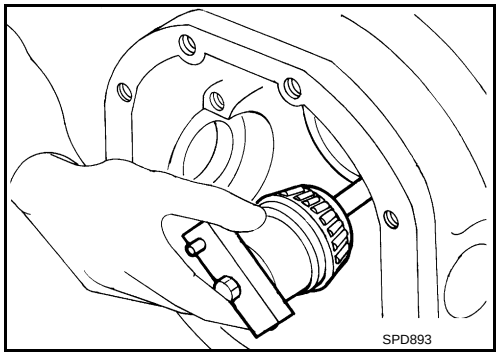
1. Make sure all parts are clean and that the bearings are well lubricated.
2. Assemble the pinion gear bearings into the differential shim selector tool [SST: — (J-34309)].



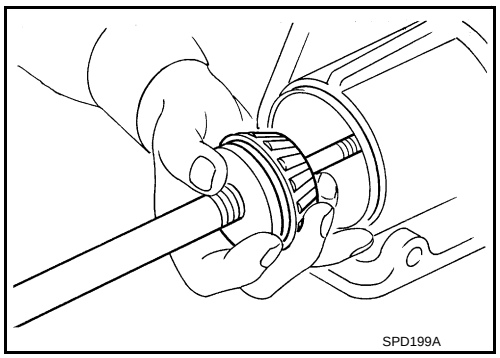
- **Pinion front bearing;** make sure the J-34309-3 pinion front bearing seat is secured tightly against the J-34309-2 gauge anvil. Then turn the pinion front bearing pilot, J-34309-5, to secure the bearing in its proper position.
- **Pinion rear bearing;** the pinion rear bearing pilot, J-34309-8, is used to center the pinion rear bearing only. The pinion rear bearing locking seat, J-34309-4, is used to lock the bearing to the assembly.
- **Installation of J-34309-9 and J-34309-16;** place a suitable 2.5 mm (0.098 in) thick plain washer between J-34309-9 and J-34309-16. Both surfaces of J-34309-9 and J-34309-16 must be parallel with a clearance of 2.5 mm (0.098 in).


SPD197A

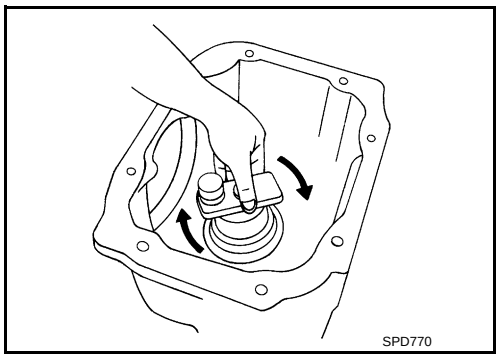
3. Install the pinion rear bearing inner race into gear carrier. Then place the pinion preload shim selector tool, J-34309-1, gauge screw assembly.


SPD893

4. Assemble the pinion front bearing inner race and the J-34309-2 gauge anvil. Assemble them together with the J-34309-1 gauge screw in gear carrier. Make sure that the pinion height gauge plate, J-34309-16, turns a full 360 degrees. Tighten the two sections together by hand.


SPD199A

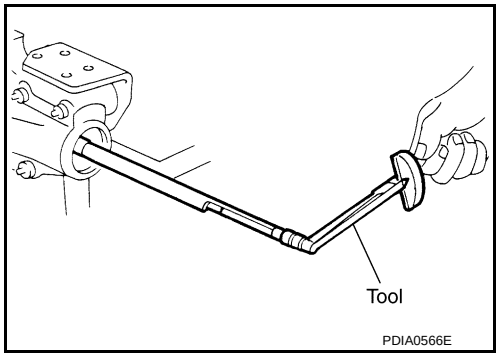
5. Turn the assembly several times to seat the bearings.


SPD770

6. Measure the turning torque at the end of the J-34309-2 gauge anvil using preload gauge [SST: ST3127S000 (J-25765-A)].

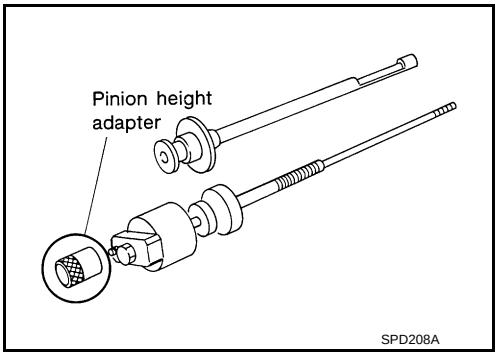
Standard

Turning torque specification	**: 1.0 – 1.3 N·m (0.11 – 0.13 kg-m, 9 – 11 in-lb)**

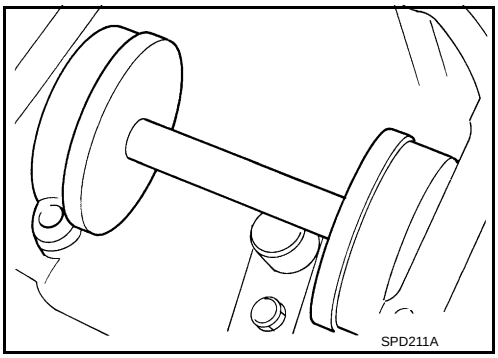


PDIA0566E

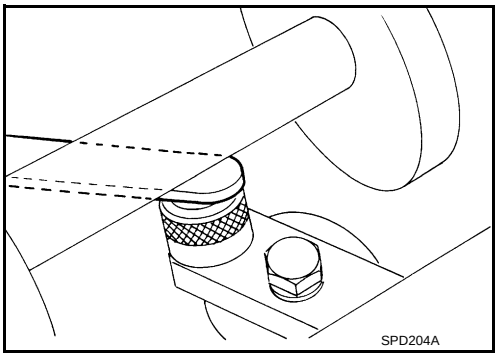
7. Place the J-34309-11 “R200A” pinion height adapter onto the gauge plate and tighten it by hand.
CAUTION:
Make sure all machined surfaces are clean.



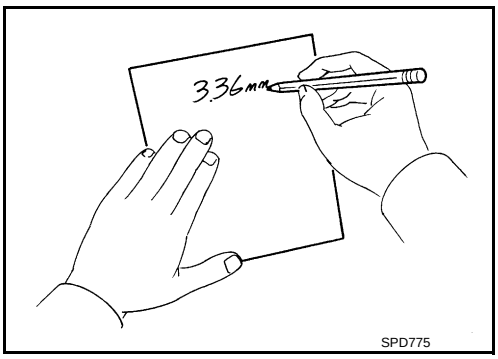
8. Position the side bearing discs, J-25269-4, and arbor firmly into the side bearing bores. Install the bearing caps and tighten bearing cap mounting bolts to the specified torque. Refer to DLN-82, "A/T : Exploded View".



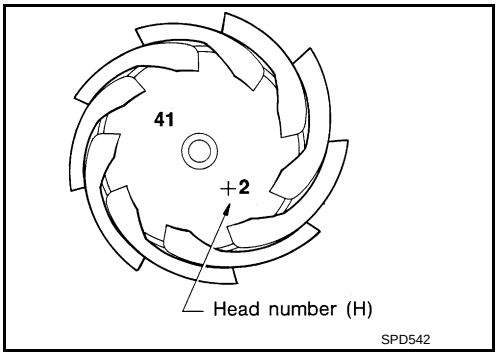
9. Select the correct standard pinion height adjusting washer thickness. Select by using a standard gauge of 3 mm (0.12 in) and J-34309-101 feeler gauge. Measure the distance between the J-34309-11 pinion height adapter including the standard gauge and the arbor.



10. Write down exact measurement (the value of feeler gauge).

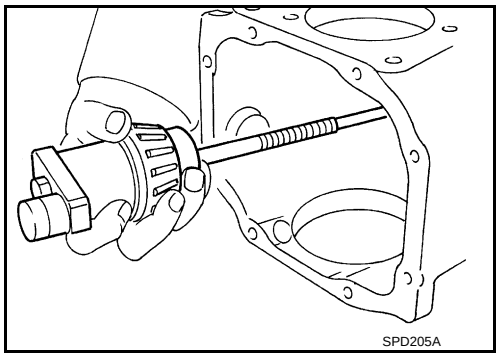


11. Correct the pinion height washer size by referring to the “pinion head number”.
There are two numbers painted on the drive pinion. The first one refers to the drive pinion and drive gear as a matched set. This number should be the same as the number on the drive gear. The second number is the “pinion head height number”. It refers to the ideal pinion height from standard for quietest operation. Use the following chart to determine the correct pinion height washer.



Pinion head height number	Add or remove from the standard pinion height adjusting washer thickness measurement
– 6	Add 0.06 mm (0.0024 in)
– 5	Add 0.05 mm (0.0020 in)
– 4	Add 0.04 mm (0.0016 in)
– 3	Add 0.03 mm (0.0012 in)
– 2	Add 0.02 mm (0.0008 in)
– 1	Add 0.01 mm (0.0004 in)
0	Use the selected washer thickness
+1	Subtract 0.01 mm (0.0004 in)
+2	Subtract 0.02 mm (0.0008 in)
+3	Subtract 0.03 mm (0.0012 in)
+4	Subtract 0.04 mm (0.0016 in)
+5	Subtract 0.05 mm (0.0020 in)
+6	Subtract 0.06 mm (0.0024 in)

12. Select the correct pinion height adjusting washer.
13. Remove the J-34309 differential shim selector tool from the final drive housing. Then disassemble to retrieve the pinion bearings.


SPD205A

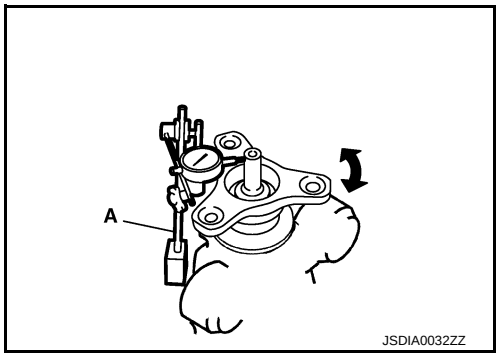
DRIVE PINION RUNOUT

1. Set a dial indicator (A) vertically to the tip of the drive pinion.
2. Rotate drive pinion to check for runout.

Limit

Drive pinion runout **: Refer to DLN-92, "Drive Pinion Runout (A/T)".**

3. If the runout value is outside of the limit, possible causes are an assembly malfunction of drive pinion and pinion bearing and malfunction of pinion bearing. Check for these items and repair if necessary.



JSDIA0032ZZ

A/T : Inspection After Disassembly

INFOID:0000000004926142

DRIVE GEAR AND DRIVE PINION

- Clean up the disassembled parts.
- If the gear teeth never mesh or line-up correctly, determine the cause and adjust or replace as necessary.
- If the gears are worn, cracked, damaged, pitted or chipped (by friction) noticeably, replace with new drive gear and drive pinion as a set.

BEARING

- Clean up the disassembled parts.
- If any chipped (by friction), pitted, worn, rusted or scratched marks, or unusual noise from the bearing is observed, replace as a bearing assembly (as a new set).

SIDE GEAR AND PINION MATE GEAR

- Clean up the disassembled parts.
- If any cracks or damage on the surface of the tooth is found, replace.
- If any worn or chipped mark on the contact sides of the thrust washer is found, replace.

SIDE GEAR THRUST WASHER AND PINION MATE THRUST WASHER

- Clean up the disassembled parts.
- If it is chipped (by friction), damaged, or unusually worn, replace.

OIL SEAL

- Whenever disassembled, replace.
- If wear, deterioration of adherence (sealing force lips), or damage is detected on the lips, replace them.

DIFFERENTIAL CASE

- Clean up the disassembled parts.
- If any wear or crack on the contact sides of the differential case is found, replace.

COMPANION FLANGE

- Clean up the disassembled parts.
- If any chipped mark [about 0.1 mm, (0.004 in)] or other damage on the contact sides of the lips of the companion flange is found, replace.

SERVICE DATA AND SPECIFICATIONS (SDS)

SERVICE DATA AND SPECIFICATIONS (SDS)

General Specification

INFOID:0000000004926153

Applied model	2WD	
	VQ37VHR	
	M/T	A/T
Final drive model	R200	
Gear ratio	3.916	3.357
Number of teeth (Drive gear/Drive pinion)	47/12	47/14
Oil capacity (Approx.) ℓ (US pt, Imp pt)	1.4 (3, 2-1/2)	
Number of pinion gears	2	
Drive pinion adjustment spacer type	Collapsible	

Drive Gear Runout

INFOID:0000000004926154

Unit: mm (in)

Item	Limit
Drive gear back face runout	0.05 (0.0020)

Differential Side Gear Clearance

INFOID:0000000004926155

Unit: mm (in)

Item	Standard
Side gear backlash (Clearance between side gear and differential case)	0.20 (0.0079) or less (Each gear should rotate smoothly without excessive resistance during differential motion.)

Preload Torque

INFOID:0000000004926156

Unit: N·m (kg-m, in-lb)

Item	Standard
Pinion bearing (P_1)	2.65 – 3.23 (0.27 – 0.32, 24 – 28)
Side bearing (P_2)	0.20 – 0.52 (0.02 – 0.05, 2 – 4)
Side bearing to pinion bearing (Total preload) (Total preload = P_1 + P_2)	2.85 – 3.75 (0.29 – 0.38, 26 – 33)

Backlash

INFOID:0000000004926157

Unit: mm (in)

Item	Standard
Drive gear to drive pinion gear	0.10 – 0.15 (0.0039 – 0.0059)

Companion Flange Runout (M/T)

INFOID:0000000004926159

Unit: mm (in)

Item	Limit
Companion flange face runout	0.08 (0.0031)
Inner side of the companion flange runout	0.08 (0.0031)

Drive Pinion Runout (A/T)

INFOID:0000000004926158

Unit: mm (in)

Item	Limit
Tip of drive pinion runout	0.8 (0.031)