

DLN

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CONTENTS

TRANSFER: ETX13C	AWD CONTROL UNIT21
	Reference Value21
PRECAUTION6	Fail-safe22
PRECAUTIONS6	Protection Function23 G
Precaution for Supplemental Restraint System	DTC Inspection Priority Chart23
(SRS) "AIR BAG" and "SEAT BELT PRE-TEN-	DTC Index23
SIONER"6	WIRING DIAGRAM24
Precautions for Removing Battery Terminal6	WINITO DIAGRAM24
Service Notice or Precautions for Transfer6	AWD SYSTEM24
	Wiring Diagram24
PREPARATION8	DACIO INCRECTION
PREPARATION8	BASIC INSPECTION31
Special Service Tools8	DIAGNOSIS AND REPAIR WORK FLOW31
Commercial Service Tools9	Work Flow31
Commercial Gervice 10013	Diagnostic Work Sheet32
SYSTEM DESCRIPTION11	
COMPONENT DARTS	DTC/CIRCUIT DIAGNOSIS34
COMPONENT PARTS11	C1201 AWD CONTROL UNIT34
Component Parts Location	DTC Logic
Component Description12 AWD Control Unit12	Diagnosis Procedure34
AWD Solenoid	Diagnosis i 100eddie
Transfer Fluid Temperature Sensor	C1203 ABS ACTUATOR AND ELECTRIC
Electric Controlled Coupling	UNIT (CONTROL UNIT)35
, -	DTC Logic35
STRUCTURE AND OPERATION14	Diagnosis Procedure35
Sectional View14	C1204 AWD SOLENOID36
Operation Description14	DTC Logic
SYSTEM16	Diagrapia Dragadura
	Component Inspection38
AWD SYSTEM16	
AWD SYSTEM : System Description16	C1205 AWD ACTUATOR RELAY39
AWD SYSTEM : Fail-safe17	DTC Logic39
AWD SYSTEM : Protection Function17	Diagnosis Procedure39
DIAGNOSIS SYSTEM (AWD CONTROL	C1210 ECM41
UNIT)19	DTC Logic41
CONSULT Function19	Diagnosis Procedure41
	•
ECU DIAGNOSIS INFORMATION21	P1804 TRANSFER CONTROL UNIT42

DTC Logic	42	TRANSFER FLUID	60
Diagnosis Procedure	42	Inspection	
P1809 TRANSFER CONTROL UNIT	40	Draining	60
DTC Logic		Refilling	60
Diagnosis Procedure		REMOVAL AND INSTALLATION	61
P1826 TRANSFER FLUID TEMPERATUR	E 44	AWD CONTROL UNIT	61
DTC Logic		Removal and Installation	
Diagnosis Procedure			
Component Inspection	45	FRONT OIL SEAL	
U1000 CAN COMM CIRCUIT	47	Exploded View	
Description		Removal and Installation	62
DTC Logic		REAR OIL SEAL	63
Diagnosis Procedure		Exploded View	
Diagnosis i roccaire		Removal and Installation	
U1010 CONTROL UNIT (CAN)	48		
Description		UNIT REMOVAL AND INSTALLATION.	66
DTC Logic		TRANSFER ASSEMBLY	00
Diagnosis Procedure	48	IRANSFER ASSEMBLY	66
POWER SUPPLY AND GROUND CIRCUI	T 40	VQ37VHR	66
Diagnosis Procedure		VQ37VHR: Exploded View	66
Diagnosis i rocedure	43	VQ37VHR: Removal and Installation	66
AWD WARNING LAMP	52	VIVEO VD	
Component Function Check	52	VK56VD	
Diagnosis Procedure	52	VK56VD : Exploded ViewVK56VD : Removal and Installation	
CAMBLOW DIVICIOSIS		VK30VD . Kemovai and installation	67
SYMPTOM DIAGNOSIS		UNIT DISASSEMBLY AND ASSEMBLY	69
AWD WARNING LAMP DOES NOT TURN		FRONT CASE AND REAR CASE	69
	53	Exploded View	
Description		Disassembly	
Diagnosis Procedure	53	Assembly	
AWD WARNING LAMP DOES NOT TURN		Inspection	
OFF		MAIN OUAFT	
Description		MAIN SHAFT	
Description		Exploded View	
·		Disassembly	
HEAVY TIGHT-CORNER BRAKING SYMF		Assembly	
TOM OCCURS		Inspection	02
Description		FRONT DRIVE SHAFT AND DRIVE CHAIN.	84
Diagnosis Procedure	55	Exploded View	84
VEHICLE DOES NOT ENTER AWD MODE	- 56	Disassembly	85
Description		Assembly	85
Diagnosis Procedure		Inspection	86
Diagnosis i roccaire		CEDVICE DATA AND CDECIFICATIONS	
AWD WARNING LAMP BLINKS QUICKLY Description		SERVICE DATA AND SPECIFICATIONS (SDS)	
AWD WARNING LAMP BLINKS SLOWLY		SERVICE DATA AND SPECIFICATIONS	-00
Description		(SDS)	
Diagnosis Procedure	58	General SpecificationsFRONT PROPELLER SHAFT: 2S56A	
NOISE, VIBRATION AND HARSHNESS		FRUNT FROFELLER SHAFT: 2500A	١.
(NVH) TROUBLESHOOTING	59	PRECAUTION	89
NVH Troubleshooting Chart			
•		PRECAUTIONS	
PERIODIC MAINTENANCE	60	Precautions for Removing Battery Terminal	89

PREPARATION90	REAR PROPELLER SHAFT104
DDED A D A TION	Exploded View104
PREPARATION90	Removal and Installation104
Commercial Service Tools90	Inspection106
SYMPTOM DIAGNOSIS91	SERVICE DATA AND SPECIFICATIONS
NOISE, VIBRATION AND HARSHNESS	(SDS)108
(NVH) TROUBLESHOOTING91	SERVICE DATA AND SPECIFICATIONS
NVH Troubleshooting Chart91	(SDS)108
PERIODIC MAINTENANCE92	General Specifications108
	Propeller Shaft Runout108
FRONT PROPELLER SHAFT92	Journal Axial Play108
Inspection92	REAR PROPELLER SHAFT: 3F80A-R
REMOVAL AND INSTALLATION93	PRECAUTION109
FRONT PROPELLER SHAFT93	PRECAUTIONS109
	Precautions for Removing Battery Terminal109
VQ37VHR93	PDED A DATION
VQ37VHR: Exploded View93 VQ37VHR: Removal and Installation93	PREPARATION110
VQ37VHR: Removal and installation93	PREPARATION110
·	Commercial Service Tools110
VK56VD95	CVMPTOM DIA CNIQUIC
VK56VD : Exploded View	SYMPTOM DIAGNOSIS111
VK56VD : Removal and Installation96 VK56VD : Inspection97	NOISE, VIBRATION AND HARSHNESS
·	(NVH) TROUBLESHOOTING111
SERVICE DATA AND SPECIFICATIONS	NVH Troubleshooting Chart111
(SDS)99	PERIODIC MAINTENANCE112
SERVICE DATA AND SPECIFICATIONS	
(SDS)99	REAR PROPELLER SHAFT112
General Specifications99	Inspection112
Propeller Shaft Runout99	REMOVAL AND INSTALLATION 113
Journal Axial Play99	
REAR PROPELLER SHAFT: 3S80A-R	REAR PROPELLER SHAFT113
PRECAUTION100	Exploded View
	Removal and Installation113 Inspection115
PRECAUTIONS100	·
Precautions for Removing Battery Terminal 100	SERVICE DATA AND SPECIFICATIONS
PREPARATION101	(SDS)117
	(SDS)117 SERVICE DATA AND SPECIFICATIONS
PREPARATION101	SERVICE DATA AND SPECIFICATIONS (SDS)117
PREPARATION	SERVICE DATA AND SPECIFICATIONS (SDS)
PREPARATION	SERVICE DATA AND SPECIFICATIONS (SDS) 117 General Specifications 117 Propeller Shaft Runout 117
PREPARATION	SERVICE DATA AND SPECIFICATIONS (SDS) 117 General Specifications 117 Propeller Shaft Runout 117 Journal Axial Play 117
PREPARATION	SERVICE DATA AND SPECIFICATIONS (SDS) 117 General Specifications 117 Propeller Shaft Runout 117
PREPARATION	SERVICE DATA AND SPECIFICATIONS (SDS) 117 General Specifications 117 Propeller Shaft Runout 117 Journal Axial Play 117
PREPARATION 101 Commercial Service Tools 101 SYMPTOM DIAGNOSIS 102 NOISE, VIBRATION AND HARSHNESS (NVH) TROUBLESHOOTING 102 NVH Troubleshooting Chart 102	SERVICE DATA AND SPECIFICATIONS (SDS) 117 General Specifications 117 Propeller Shaft Runout 117 Journal Axial Play 117 FRONT FINAL DRIVE: F160A PRECAUTION 118 PRECAUTIONS 118
PREPARATION 101 Commercial Service Tools 101 SYMPTOM DIAGNOSIS 102 NOISE, VIBRATION AND HARSHNESS (NVH) TROUBLESHOOTING 102 NVH Troubleshooting Chart 102 PERIODIC MAINTENANCE 103	SERVICE DATA AND SPECIFICATIONS (SDS) 117 General Specifications 117 Propeller Shaft Runout 117 Journal Axial Play 117 FRONT FINAL DRIVE: F160A PRECAUTION 118 PRECAUTIONS 118 Precautions for Removing Battery Terminal 118
PREPARATION 101 Commercial Service Tools 101 SYMPTOM DIAGNOSIS 102 NOISE, VIBRATION AND HARSHNESS (NVH) TROUBLESHOOTING 102 NVH Troubleshooting Chart 102 PERIODIC MAINTENANCE 103 REAR PROPELLER SHAFT 103	SERVICE DATA AND SPECIFICATIONS (SDS) 117 General Specifications 117 Propeller Shaft Runout 117 Journal Axial Play 117 FRONT FINAL DRIVE: F160A PRECAUTION 118 Precautions for Removing Battery Terminal 118 Service Notice or Precautions for Front Final Drive
PREPARATION 101 Commercial Service Tools 101 SYMPTOM DIAGNOSIS 102 NOISE, VIBRATION AND HARSHNESS (NVH) TROUBLESHOOTING 102 NVH Troubleshooting Chart 102 PERIODIC MAINTENANCE 103	SERVICE DATA AND SPECIFICATIONS (SDS) 117 General Specifications 117 Propeller Shaft Runout 117 Journal Axial Play 117 FRONT FINAL DRIVE: F160A PRECAUTION 118 PRECAUTIONS 118 Precautions for Removing Battery Terminal 118

PREPARATION	119	Disassembly	155
Special Service Tools	119	Assembly	157
Commercial Service Tools	121	Adjustment	159
0./07711 0.70001071011		Inspection	161
SYSTEM DESCRIPTION	123		
STRUCTURE AND OPERATION	122	SERVICE DATA AND SPECIFICATION	_
Sectional View		(SDS)	162
Sectional view	123	SERVICE DATA AND SPECIFICATIONS	
SYMPTOM DIAGNOSIS	124		400
		(SDS)	
NOISE, VIBRATION AND HARSHNESS	;	General Specifications Drive Gear Runout	
(NVH) TROUBLESHOOTING	124	Differential Side Gear Clearance	
NVH Troubleshooting Chart	124	Preload Torque	
DEDIODIO MAINTENANOE		Backlash	
PERIODIC MAINTENANCE	125	Companion Flange Runout	
FRONT DIFFERENTIAL GEAR OIL	105	REAR FINAL DRIVE: R200	102
Inspection		REAR FINAL DRIVE. R200	
•		PRECAUTION	163
Draining Refilling		11(20/(011014	
ixelilling	120	PRECAUTIONS	163
REMOVAL AND INSTALLATION	126	Precautions for Removing Battery Terminal .	163
		Service Notice or Precautions for Rear Final D	
SIDE OIL SEAL	126		
RIGHT SIDE	400	PREPARATION	164
RIGHT SIDE		PREPARATION	464
RIGHT SIDE : Exploded view		Special Service Tools	
RIGHT SIDE . Removal and installation	121	Commercial Service Tools	
LEFT SIDE	127	Commercial Service Tools	100
LEFT SIDE : Exploded View		SYSTEM DESCRIPTION	168
LEFT SIDE : Removal and Installation			
		STRUCTURE AND OPERATION	168
UNIT REMOVAL AND INSTALLATION	ON130	Sectional View	168
FRONT FINAL DRIVE ASSEMBLY	120	SYMPTOM DIAGNOSIS	400
I KONTTINAL DRIVE AGGEMBET	130	STIVIPTOWI DIAGNOSIS	169
VQ37VHR	130	NOISE, VIBRATION AND HARSHNESS	
VQ37VHR: Exploded View	130	(NVH) TROUBLESHOOTING	169
VQ37VHR: Removal and Installation	130	NVH Troubleshooting Chart	
VIVECVED.	404	-	
VK56VD		PERIODIC MAINTENANCE	171
VK56VD: Exploded ViewVK56VD: Removal and Installation			
VK56VD: Removal and Installation	132	REAR DIFFERENTIAL GEAR OIL	
UNIT DISASSEMBLY AND ASSEME	BLY133	Inspection	
		Draining	
SIDE SHAFT	133	Refilling	171
Exploded View	133	REMOVAL AND INSTALLATION	172
Disassembly	135	REMOVAL AND INSTALLATION	1/2
Assembly	135	FRONT OIL SEAL	172
Inspection	136	Exploded View	
DIECEDENTIAL AGGERGY		Removal and Installation	
DIFFERENTIAL ASSEMBLY			
Exploded View		SIDE OIL SEAL	
Disassembly		Exploded View	176
Assembly		Removal and Installation	176
Adjustment		LIMIT DEMOVAL AND INOTALL ATION	
Inspection	151	UNIT REMOVAL AND INSTALLATION	I 177
DRIVE PINION	153	REAR FINAL DRIVE ASSEMBLY	177
Exploded View		Exploded View	
Exploded view	100	∟∧pioueu view	1//

Removal and Installation177	NVH Troubleshooting Chart207
UNIT DISASSEMBLY AND ASSEMBLY . 179	PERIODIC MAINTENANCE209
DIFFERENTIAL ASSEMBLY179	REAR DIFFERENTIAL GEAR OIL209
Exploded View	Inspection
Disassembly180	Draining209
Assembly182	Refilling209
Adjustment	REMOVAL AND INSTALLATION210
DRIVE PINION192	FRONT OIL SEAL210
Exploded View	Exploded View210
Disassembly193	Removal and Installation210
Assembly	
Adjustment198	SIDE OIL SEAL214
Inspection	Exploded View214
	Removal and Installation214
SERVICE DATA AND SPECIFICATIONS	UNIT REMOVAL AND INSTALLATION 215
(SDS)200	
SERVICE DATA AND SPECIFICATIONS	REAR FINAL DRIVE ASSEMBLY215
	Exploded View215
(SDS)	Removal and Installation215
General Specifications	LINIT DIGAGGENELY AND AGGENELY
Drive Gear Runout	UNIT DISASSEMBLY AND ASSEMBLY . 217
	DIFFERENTIAL ASSEMBLY217
Preload Torque	Exploded View217
Backlash200 REAR FINAL DRIVE: R208	Disassembly218
REAR FINAL DRIVE. R200	Assembly220
PRECAUTION201	Adjustment
1 NEORO 11014	Inspection
PRECAUTIONS201	110p00ti011221
Precautions for Removing Battery Terminal 201	DRIVE PINION228
Service Notice or Precautions for Rear Final Drive. 201	Exploded View228
	Disassembly229
PREPARATION202	Assembly230
DDED A DATION	Adjustment234
PREPARATION202	Inspection234
Special Service Tools	
Commercial Service Tools204	SERVICE DATA AND SPECIFICATIONS
SYSTEM DESCRIPTION206	(SDS)235
STRUCTURE AND OPERATION206	SERVICE DATA AND SPECIFICATIONS
Sectional View	(SDS)235
200	General Specifications235
SYMPTOM DIAGNOSIS207	Drive Gear Runout235
	Differential Side Gear Clearance235
NOISE, VIBRATION AND HARSHNESS	Preload Torque235
(NVH) TROUBLESHOOTING207	Backlash235

< PRECAUTION > [TRANSFER: ETX13C]

PRECAUTION

PRECAUTIONS

Precaution for Supplemental Restraint System (SRS) "AIR BAG" and "SEAT BELT PRE-TENSIONER"

The Supplemental Restraint System such as "AIR BAG" and "SEAT BELT PRE-TENSIONER", used along with a front seat belt, helps to reduce the risk or severity of injury to the driver and front passenger for certain types of collision. This system includes seat belt switch inputs and dual stage front air bag modules. The SRS system uses the seat belt switches to determine the front air bag deployment, and may only deploy one front air bag, depending on the severity of a collision and whether the front occupants are belted or unbelted. Information necessary to service the system safely is included in the "SRS AIR BAG" and "SEAT BELT" of this Service Manual.

WARNING:

Always observe the following items for preventing accidental activation.

- To avoid rendering the SRS inoperative, which could increase the risk of personal injury or death in the event of a collision that would result in air bag inflation, all maintenance must be performed by an authorized NISSAN/INFINITI dealer.
- Improper maintenance, including incorrect removal and installation of the SRS, can lead to personal injury caused by unintentional activation of the system. For removal of Spiral Cable and Air Bag Module, see "SRS AIR BAG".
- Never use electrical test equipment on any circuit related to the SRS unless instructed to in this Service Manual. SRS wiring harnesses can be identified by yellow and/or orange harnesses or harness connectors.

PRECAUTIONS WHEN USING POWER TOOLS (AIR OR ELECTRIC) AND HAMMERS

WARNING:

Always observe the following items for preventing accidental activation.

- When working near the Air Bag Diagnosis Sensor Unit or other Air Bag System sensors with the
 ignition ON or engine running, never use air or electric power tools or strike near the sensor(s) with
 a hammer. Heavy vibration could activate the sensor(s) and deploy the air bag(s), possibly causing
 serious injury.
- When using air or electric power tools or hammers, always switch the ignition OFF, disconnect the battery, and wait at least 3 minutes before performing any service.

Precautions for Removing Battery Terminal

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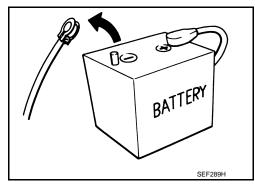
 When removing the 12V battery terminal, turn OFF the ignition switch and wait at least 30 seconds.

NOTE:

ECU may be active for several tens of seconds after the ignition switch is turned OFF. If the battery terminal is removed before ECU stops, then a DTC detection error or ECU data corruption may occur.

For vehicles with the 2-batteries, be sure to connect the main battery and the sub battery before turning ON the ignition switch.

If the ignition switch is turned ON with any one of the terminals of main battery and sub battery disconnected, then DTC may be detected.



After installing the 12V battery, always check "Self Diagnosis Result" of all ECUs and erase DTC.
 NOTE:

The removal of 12V battery may cause a DTC detection error.

Service Notice or Precautions for Transfer

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- Never reuse transfer fluid, once it has been drained.
- Check the fluid level or replace the fluid only with the vehicle parked on level ground.
- During removal or installation, keep inside of transfer clear of dust or dirt.

PRECAUTIONS

< PRECAUTION > [TRANSFER: ETX13C]

 Replace all tires at the same time. Always use tires of the proper size and the same brand and pattern. Fitting improper size and unusually worn tires applies excessive force to vehicle mechanism and can cause longitudinal vibration.

- Disassembly should be done in a clean work area, it is preferable to work in dustproof area.
- Before proceeding with disassembly, thoroughly clean the transfer. It is important to prevent the internal parts from becoming contaminated by dirt or other foreign matter.
- All parts should be carefully cleaned with a general purpose, non-flammable solvent before inspection or reassembly.
- Check for the correct installation status prior to removal or disassembly. If matching marks are required, be certain they do not interfere with the function of the parts when applied.
- Check appearance of the disassembled parts for damage, deformation, and unusual wear. Replace them with a new ones if necessary.
- Gaskets, seals and O-rings should be replaced any time the transfer is disassembled.
- In principle, tighten bolts or nuts gradually in several steps working diagonally from inside to outside. If tightening sequence is specified, use it.
- Observe the specified torque when assembling.
- Clean and flush the parts sufficiently and blow-dry them.
- Be careful not to damage sliding surfaces and mating surfaces.
- Clean inner parts with lint-free cloth or towels. Do not use cotton work gloves and rags to prevent adhering fibers.

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PREPARATION

PREPARATION

Special Service Tools

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The actual shapes of TechMate tools may diffe	er from those of special service tools illustra	ted here
Tool number (TechMate No.) Tool name	er nom those of special service teolo indottal	Description
ST27862000 (—) Drift a: 62.5 mm (2.461 in) dia. b: 42 mm (1.65 in) dia.	a b	Installing front oil seal
KV381054S0 (J-34286) Puller	ZZA0601D	Removing rear oil seal
ST30720000 (J-25405) Drift a: 77 mm (3.03 in) dia. b: 55.5 mm (2.185 in) dia.	a b ZZAO811D	Installing rear oil seal Installing main shaft oil seal
KV40104830 (—) Drift a: 70 mm (2.76 in) dia. b: 63.5 mm (2.500 in) dia.	aboli ZZA1003D	Installing rear oil seal
ST33052000 (—) Drift a: 28 mm (1.10 in) dia. b: 22 mm (0.87 in) dia.	ZZA1000D	Removing main shaft assembly
ST35321000 (—) Drift a: 49 mm (1.93 in) dia. b: 41 mm (1.61 in) dia.	ZZA1000D	Installing main shaft assembly

PREPARATION

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Tool number (TechMate No.) Tool name		Description	А
ST31214000 (J-25269-B) Drift a: 34 mm (1.34 in) dia. b: 25.5 mm (1.004 in) dia.	a bi	Removing front drive shaft front bearing Removing front drive shaft rear bearing	 В С
ST33200000	ZZA0534D	Installing front drive shaft front bearing	DLN
(J-26082) Drift a: 60 mm (2.36 in) dia. b: 44.5 mm (1.752 in) dia.	a b		Е
KV38104010	ZZA1002D	Installing front drive shaft rear bearing	_ F
(—) Drift a: 67 mm (2.64 in) dia. b: 49 mm (1.93 in) dia.	b →	The same of the sa	G
	<u> </u>		Н
	ZZA1000D		

Commercial Service Tools

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Tool name		Description	
Flange wrench		Removing and installing self-lock nut	
	NT771		
Puller		Removing companion flange	
	NT077		

PREPARATION

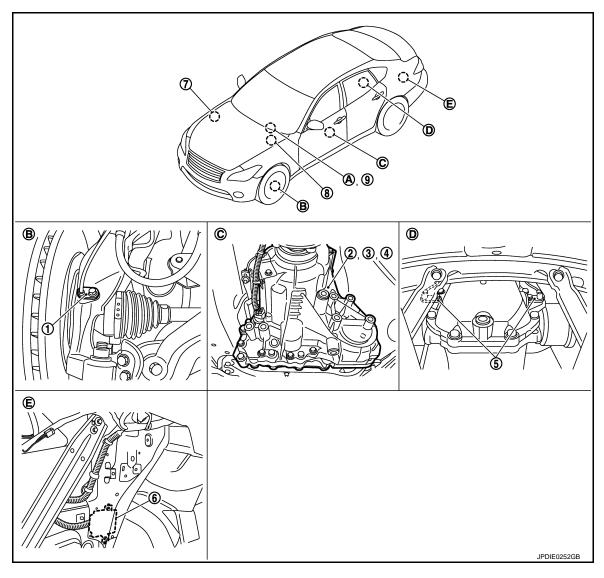
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Tool name		Description
Replacer		Removing front drive shaft front bearing Removing front drive shaft rear bearing
	ZZB0823D	
Power tool		Loosening bolts and nuts
	PBIC0190E	

SYSTEM DESCRIPTION

COMPONENT PARTS

Component Parts Location



- Front wheel sensor
- 4. Electric controlled coupling (inside transfer)
- 7. ECM
 Refer to EC-24, "ENGINE CONTROL SYSTEM: Component Parts
 Location" (VQ37VHR), EC-553,
 "ENGINE CONTROL SYSTEM:
 Component Parts Location"
 (VK56VD).
- A. AWD warning lamp (in combination meter)
- D. Rear final drive assembly

- AWD solenoid (inside transfer)
- 5. Rear wheel sensor
 - ABS actuator and electric unit (control unit)

 Refer to BRC-10, "Component Parts Location".
- Transfer fluid temperature sensor (inside transfer)
- 6. AWD control unit
 - Combination meter
 Refer to MWI-6, "METER SYSTEM:
 Component Parts Location".

- Steering knuckle
- E. Inside the rear trunk side finisher (left)
- C. Transfer assembly

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Component Description

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Component parts	Reference/Function
AWD control unit	DLN-12, "AWD Control Unit"
Wheel sensor	BRC-12, "Wheel Sensor and Sensor Rotor"
AWD solenoid	DLN-12. "AWD Solenoid"
Transfer fluid temperature sensor	DLN-12, "Transfer Fluid Temperature Sensor"
Electric controlled coupling	DLN-13, "Electric Controlled Coupling"
AWD warning lamp	DLN-16, "AWD SYSTEM : System Description"
ABS actuator and electric unit (control unit)	BRC-14, "System Description"
ECM	EC-44, "ENGINE CONTROL SYSTEM : System Description" (VQ37VHR), EC-574, "ENGINE CONTROL SYSTEM : System Description" (VK56VD)
Combination meter	MWI-9, "METER SYSTEM : System Description"

AWD Control Unit

 AWD control unit controls driving force distribution by signals from each sensor from rear wheel driving mode (0:100) to 4-wheel driving mode (50:50).

• Rear wheel driving conditions is available by fail-safe function if malfunction is detected in AWD system.

AWD ACTUATOR RELAY

AWD actuator relay is integrated with AWD control unit, and supplies AWD solenoid with voltage.

AWD Solenoid

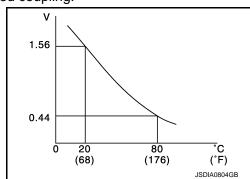
AWD solenoid is integrated with electric controlled coupling, and controls electric controlled coupling by command current from AWD control unit.

Transfer Fluid Temperature Sensor

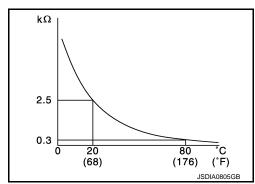
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• Transfer fluid temperature sensor is integrated with electric controlled coupling.

 Transfer fluid temperature sensor detects the transfer fluid temperature and transmits a signal to AWD control unit.



• The electrical resistance of the sensor decreases as temperature increases.



COMPONENT PARTS

< SYSTEM DESCRIPTION >

Electric Controlled Coupling

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[TRANSFER: ETX13C]

Electric controlled coupling is integrated with transfer and transmits driving force to rear final drive. For operation, refer to <u>DLN-14</u>, "<u>Operation Description</u>".

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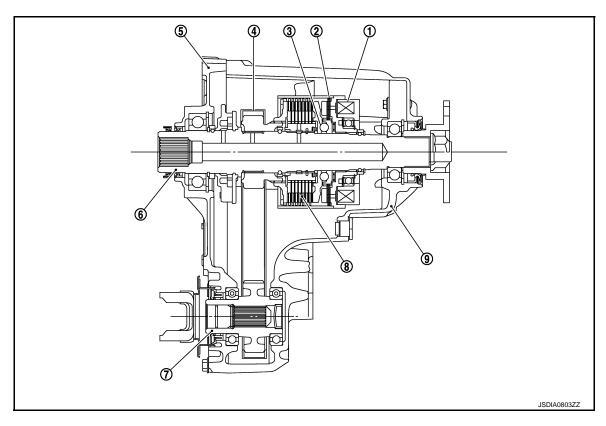
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[TRANSFER: ETX13C]

STRUCTURE AND OPERATION

Sectional View



- Electromagnet
- 4. Drive chain
- 7. Front drive shaft

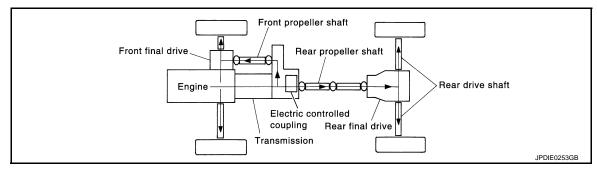
- 2. Control clutch
- 5. Front case
- 8. Main clutch

- 3. Cam
- 6. Main shaft
- 9. Rear case

Operation Description

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POWER TRANSFER DIAGRAM



OPERATION PRINCIPLE

ELECTRIC CONTROLLED COUPLING

STRUCTURE AND OPERATION

< SYSTEM DESCRIPTION >

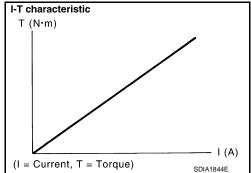
1. Main clutch

2. Control clutch

3. Cam

- 4. Electromagnet
- A. Torque flow

- B. Current commanded from AWD con- C. From transmission trol unit
- D. To front propeller shaft
- 1. AWD control unit supplies command current to electric controlled coupling (AWD solenoid).
- 2. Control clutch is engaged by electromagnet and torque is detected in control clutch.
- 3. The cam operates in response to control clutch torque and applies pressure to main clutch.
- 4. Main clutch transmits torque to front wheels according to pressing power.
 - Transmission torque to front wheels is determined according to command current.



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SYSTEM AWD SYSTEM

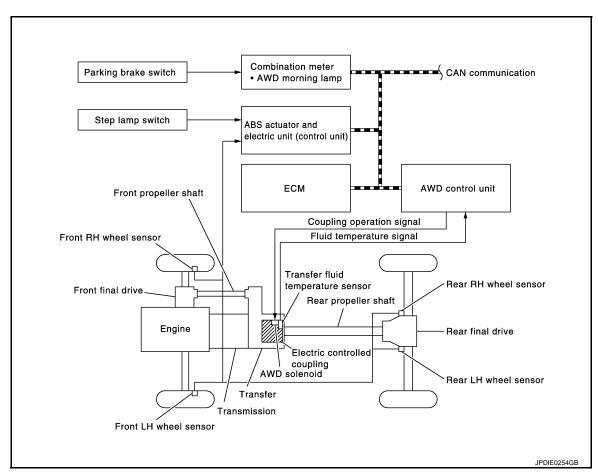
AWD SYSTEM: System Description

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[TRANSFER: ETX13C]

- Pressing force of multiple disc clutch is controlled by electric control. Driving torque distribution of front and rear wheels changes automatically between approximately 0: 100 (Rear wheel drive) and 50: 50 (AWD) to have an optimized torque distribution adapted to road condition change.
- In accordance with fail-safe function, when system is malfunctioning, AWD control stops, and the system becomes rear wheel drive. Refer to <u>DLN-17</u>, "<u>AWD SYSTEM</u>: <u>Fail-safe</u>".
- When a high load status continues for electric controlled coupling, AWD control temporarily becomes rear wheel drive, according to protection function. Refer to DLN-17, "AWD SYSTEM: Protection Function".

SYSTEM DIAGRAM



INPUT/OUTPUT SIGNAL

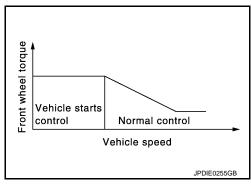
It transmits/receives each signal from the following control unit via CAN communication line.

Component parts	Signal item
ABS actuator and electric unit (control unit)	Transmits the following signals to AWD control unit via CAN communication. • Vehicle speed signal • Stop lamp switch signal (brake signal)
ECM	Transmits the following signals to AWD control unit via CAN communication. • Accelerator pedal position signal • Engine speed signal
Combination meter	Transmits conditions of parking brake switch to AWD control unit via CAN communication. Receive AWD warning lamp signal from AWD control unit via CAN communication.

OPERATION CHARACTERISTIC

VEHICLE STARTS CONTROL

- At the start, torque distribution for front and rear wheels is fixed by electric control and stable start is achieved.
- Makes possible stable driving, with no wheel spin, on snowy roads or other slippery surfaces.



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NORMAL CONTROL

- On roads which do not require AWD, it contributes to improved fuel economy by driving in conditions close to rear-wheel drive and it results in better fuel efficiency and provides FR-like steering characteristics.
- When spin occurs on rear wheel, distribute optimum torque to front wheel and keep stable driving.
- The vehicle cornering status is judged according to information from each sensor, and the optimum torque is distributed to front wheels for preventing tight cornering/braking symptom.

AWD WARNING LAMP INDICATION CONDITION

- Turns ON when there is a malfunction in AWD system. AWD warning lamp indicates the vehicle is in fail-safe mode.
- Also turns ON when ignition switch is turned ON, for the purpose of lamp check. Turns OFF approximately
 for 1 second after the engine starts if system is normal.

AWD WARNING LAMP INDICATION

Condition	AWD warning lamp
Lamp check	Turns ON when ignition switch is turned ON. (Turns OFF approx. 1 second after the engine start.)
AWD system malfunction	ON
Protection function is activated due to heavy load to electric controlled coupling. (AWD system is not malfunctioning and AWD system changes to rear wheel drive.)	Quick blinking: 2 times/second (Blinking in approx. 1 minute and then turning OFF)
Large difference in diameter of front/rear tires	Slow blinking: 1 time/2 seconds (Continuing to blink until turning ignition switch OFF)
Other than above (system normal)	OFF

CAUTION:

AWD warning lamp also turns ON due to data reception error, CAN communication error etc.

AWD SYSTEM: Fail-safe

• If any malfunction occurs in AWD electrical system, and control unit detects the malfunction, AWD warning lamp on combination meter turns ON to indicate system malfunction.

 When AWD warning lamp is ON, vehicle changes to rear-wheel drive or shifts to 4-wheel drive (front-wheels still have some driving torque)

AWD SYSTEM: Protection Function

AWD system activates its protection function (shuts down AWD system temporarily) if AWD system detects high load continuously or the front wheel tire size differs from the rear tire size. (AWD system is automatically restored if AWD system no longer detects any overload or the tire size difference is eliminated.)

DTC	Warning lamp	Error area and root cause	Contents of protection function
_	Blinking*1	Transfer assembly in protection mode. It is not malfunction. (Internal temperature rise of electronic controlled coupling)	Shuts down AWD sys-
_	Blinking*2	Malfunction in each tire or different tire diameter	tem temporarily

SYSTEM

< SYSTEM DESCRIPTION >

- [TRANSFER: ETX13C]
- *1: Quick blinking: 2 times/second (blinking for approximately 1 minute and then turned OFF) *2: Slow blinking: 1 time/2 seconds (continuing to blink until ignition switch is turned OFF)

NOTE:

- If the warning lamp blinks slowly during driving but remains OFF after the engine is restarted, the system is normal. If it again blinks slowly after driving for some time, vehicle must be inspected.
- When there is a difference of revolution speed between the front and rear wheel the shift occasionally changes to direct 4-wheel driving conditions automatically. This is not a malfunction.

DIAGNOSIS SYSTEM (AWD CONTROL UNIT)

< SYSTEM DESCRIPTION >

DIAGNOSIS SYSTEM (AWD CONTROL UNIT)

CONSULT Function

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APPLICATION ITEMS

CONSULT can display each diagnostic item using the diagnostic test modes as follows.

Diagnostic test mode	Function
ECU Identification	AWD control unit part number can be read.
Self Diagnostic Result	Self-diagnostic results and freeze frame data can be read and erased quickly.*
Data Monitor	Input/Output data in the AWD control unit can be read.
Active Test	Diagnostic Test Mode in which CONSULT drives some actuators apart from the AWD control unit and also shifts some parameters in a specified range.

- *: The following diagnosis information is erased by erasing.
- DTC
- Freeze frame data (FFD)

ECU IDENTIFICATION

AWD control unit part number can be read.

SELF DIAGNOSTIC RESULT

Refer to DLN-23, "DTC Index".

When "PRSNT" is displayed on self-diagnosis result.

The system is presently malfunctioning.

When "PAST" is displayed on self-diagnosis result.

System malfunction in the past is detected, but the system is presently normal.

FREEZE FRAME DATA (FFD)

The following vehicle status is recorded when DTC is detected and is displayed on CONSULT.

Item name	Display item
IGN COUNTER (0 – 39)	 The number of times that ignition switch is turned ON after the DTC is detected is displayed. When "0" is displayed: It indicates that the system is presently malfunctioning. When except "0" is displayed: It indicates that system malfunction in the past is detected, but the system is presently normal. NOTE: Each time when ignition switch is turned OFF to ON, numerical number increases in 1→2→338→39. When the operation number of times exceeds 39, the number do not increase and "39" is displayed until self-diagnosis is erased.

DATA MONITOR

NOTE:

The following table includes information (items) inapplicable to this vehicle. For information (items) applicable to this vehicle, refer to CONSULT display items.

Monitor item (Unit)	Remarks
STOP LAMP SW [On/Off]	Stop lamp switch signal status via CAN communication line is displayed.
ENG SPEED SIG [Run/Stop]	Engine status is displayed.
ETS ACTUATOR [On/Off]	Operating condition of AWD actuator relay (integrated in AWD control unit) is displayed.
4WD WARN LAMP [On/Off]	Control status of AWD warning lamp is displayed.
4WD MODE SW [##]*1	Mode switch is not equipped, but displayed.
4WD MODE MON [AUTO]	Control status of AWD is displayed.
DIS-TIRE MONI [mm]	Improper size tire installed condition is displayed.
P BRAKE SW [On/Off]	Parking brake switch signal status via CAN communication line is displayed.
BATTERY VOLT [V]	Power supply voltage for AWD control unit

DIAGNOSIS SYSTEM (AWD CONTROL UNIT)

[TRANSFER: ETX13C]

< SYSTEM DESCRIPTION >

Monitor item (Unit)	Remarks
THRTL POS SEN [%]	Throttle opening status is displayed.
ETS SOLENOID [A]	Monitored value of current at AWD solenoid
FR RH SENSOR [km/h] or [mph]	Wheel speed calculated by front RH wheel sensor signal is displayed.
FR LH SENSOR [km/h] or [mph]	Wheel speed calculated by front LH wheel sensor signal is displayed.
RR RH SENSOR [km/h] or [mph]	Wheel speed calculated by rear RH wheel sensor signal is displayed.
RR LH SENSOR [km/h] or [mph]	Wheel speed calculated by rear LH wheel sensor signal is displayed.

^{*1:} It is not setting, but it is displayed.

ACTIVE TEST

Use this mode to determine and identify the details of a malfunction based on self-diagnostic results or data monitor. AWD control unit gives drive signal to actuator with receiving command from CONSULT to check operation of actuator.

Test item	Condition	Description
ETS S/V (Detects AWD solenoid)	Vehicle stopped Engine running No DTC detected	Change command current value to AWD solenoid, and then change driving mode. (Monitor value is normal if it is within approx. ±10% of command value.) • Qu: Increase current value in increments of 0.2 A • Qd: Decrease current value in increments of 0.2 A • UP: Increase current value in increments of 0.02 A • DOWN: Decrease current value in increments of 0.02 A

CAUTION:

Never energize continuously for a long time.

AWD CONTROL UNIT

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< ECU DIAGNOSIS INFORMATION >

ECU DIAGNOSIS INFORMATION

AWD CONTROL UNIT

Reference Value

VALUES ON THE DIAGNOSIS TOOL

NOTE:

The following table includes information (items) inapplicable to this vehicle. For information (items) applicable to this vehicle, refer to CONSULT display items.

Monitor item	Condition	Value/Status
STOP LAMP SW	Brake pedal: Depressed	On
STOL LAWIF GVV	Brake pedal: Released	Off
ENG SPEED SIG	Engine stopped (Engine speed: Less than 400 rpm)	Stop
	Engine running (Engine speed: 400 rpm or more)	Run
ETS ACTUATOR	Engine stopped (Ignition switch: ON)	Off
LIGACIDATOR	Engine running	On
4WD WARN LAMP	AWD warning lamp: ON	On
TVVD WAININ LAIVIF	AWD warning lamp: OFF	Off
4WD MODE SW ^{*1}	Always	##
4WD MODE MON	Engine running	AUTO
	Vehicle running with normal size tire installed	0 – 4 mm
DIS-TIRE MONI	Vehicle running with improper size tire installed (Front/rear tire size difference, wear condition)	4 – 8 mm, 8 – mm
	Parking brake operated	On
P BRAKE SW	Parking brake not operated	Off
BATTERY VOLT	Always	Battery voltage
THRTL POS SEN	When depressing accelerator pedal (Value rises gradually in response to throttle position.)	0 – 100%
ETC COLENOID	Engine running • At idle speed	Approx. 0.000 A
ETS SOLENOID	Engine running • 3,000 rpm or more constant	Approx. 0.000 – 0.500 A*2
	Vehicle stopped	0.00 km/h (0.00 mph)
FR RH SENSOR	Vehicle running CAUTION: Check air pressure of tire under standard condition.	Approx. equal to the indication on speedometer (Inside of ±10%)
	Vehicle stopped	0.00 km/h (0.00 mph)
FR LH SENSOR	Vehicle running CAUTION: Check air pressure of tire under standard condition.	Approx. equal to the indication on speedometer (Inside of ±10%)
	Vehicle stopped	0.00 km/h (0.00 mph)
RR RH SENSOR	Vehicle running CAUTION: Check air pressure of tire under standard condition.	Approx. equal to the indication on speedometer (Inside of ±10%)
	Vehicle stopped	0.00 km/h (0.00 mph)
RR LH SENSOR	Vehicle running CAUTION: Check air pressure of tire under standard condition.	Approx. equal to the indication on speedometer (Inside of ±10%)

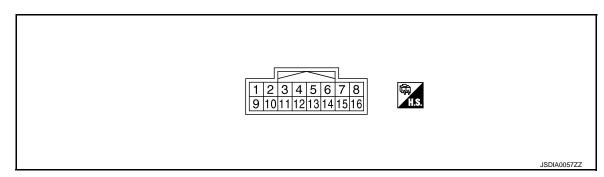
AWD CONTROL UNIT

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< ECU DIAGNOSIS INFORMATION >

- *1: It is not setting, but it is displayed.
- *2: The values are changed by throttle opening and engine speed.

TERMINAL LAYOUT



PHYSICAL VALUES

	nal No. color)	Description		Condition	Value (Approx.)
+	-	Signal name	Input/ Output	Condition	value (Approx.)
1	Ground	AWD solenoid power sup-	Output	Engine speed: At idle	0 V
(BR)	Giodila	ply	Output	Engine speed: 3,000 rpm or more constant	3.1 V*
2	Ground	AWD solenoid ground	Input	Engine speed: At idle	0 V
(R)	Ground	AVVD solenola ground	Input	Engine speed: 3,000 rpm or more constant	0 V
3 (W)	Ground	Transfer fluid temperature sensor ground	Input	Always	0 V
7	Ground	Ignition switch	Input	Ignition switch: ON	Battery voltage
(Y)	Ground	Igrillori Switch	Input	Ignition switch: OFF	0 V
8 (L)	_	CAN-H	Input/ Output	_	_
9 (SB)	Ground	Power supply (AWD sole-noid)	Input	Always	Battery voltage
10 (B/Y)	Ground	Ground	_	Always	0 V
11 (B/Y)	Ground	Ground	_	Always	0 V
13	Ground	Transfer fluid temperature	Output	Transfer temperature: 20°C (68°F)	1.56 V
(LG)	Ground	sensor power supply	Output	Transfer temperature: 80°C (176°F)	0.44 V
15 (G)	Ground	Power supply (AWD control unit)	Input	Always	Battery voltage
16 (P)	_	CAN-L	Input/ Output	_	_

^{*:} The values are changed by throttle opening and engine speed.

CAUTION:

When using circuit tester to measure voltage for inspection, be sure not to extend forcibly any connector terminals.

Fail-safe

- If any malfunction occurs in AWD electrical system, and control unit detects the malfunction, AWD warning lamp on combination meter turns ON to indicate system malfunction.
- When AWD warning lamp is ON, vehicle changes to rear-wheel drive or shifts to 4-wheel drive (front-wheels still have some driving torque)

AWD CONTROL UNIT

< ECU DIAGNOSIS INFORMATION >

[TRANSFER: ETX13C] **Protection Function**

AWD system activates its protection function (shuts down AWD system temporarily) if AWD system detects high load continuously or the front wheel tire size differs from the rear tire size. (AWD system is automatically restored if AWD system no longer detects any overload or the tire size difference is eliminated.)

DTC	Warning lamp	Error area and root cause	Contents of protection function
_	Blinking*1	Transfer assembly in protection mode. It is not malfunction. (Internal temperature rise of electronic controlled coupling)	Shuts down AWD sys-
_	Blinking*2	Malfunction in each tire or different tire diameter	tem temporarily

^{*1:} Quick blinking: 2 times/second (blinking for approximately 1 minute and then turned OFF)

- If the warning lamp blinks slowly during driving but remains OFF after the engine is restarted, the system is normal. If it again blinks slowly after driving for some time, vehicle must be inspected.
- When there is a difference of revolution speed between the front and rear wheel the shift occasionally changes to direct 4-wheel driving conditions automatically. This is not a malfunction.

DTC Inspection Priority Chart

If some DTCs are displayed at the same time, perform inspections one by one based on the following priority chart.

Priority	Detected items (DTC)
1	U1000 CAN COMM CIRCUIT U1010 CONTROL UNIT (CAN)
2	C1201 CONTROLLER FAILURE C1205 4WD ACTUATOR RLY P1804 CONTROL UNIT 3 P1809 CONTROL UNIT 4
3	C1203 ABS SYSTEM C1210 ENGINE SIGNAL 1
4	C1204 4WD SOLENOID P1826 OIL TEMP SEN

DTC Index INFOID:0000000011253440

DTC	Display Items	Reference
C1201	CONTROLLER FAILURE	DLN-34, "DTC Logic"
C1203	ABS SYSTEM	DLN-35, "DTC Logic"
C1204	4WD SOLENOID	DLN-36, "DTC Logic"
C1205	4WD ACTUATOR RLY	DLN-39, "DTC Logic"
C1210	ENGINE SIGNAL 1	DLN-41, "DTC Logic"
P1804	CONTROL UNIT 3	DLN-42, "DTC Logic"
P1809	CONTROL UNIT 4	DLN-43, "DTC Logic"
P1826	OIL TEMP SEN	DLN-44, "DTC Logic"
U1000	CAN COMM CIRCUIT	DLN-47, "DTC Logic"
U1010	CONTROL UNIT (CAN)	DLN-48, "DTC Logic"

NOTE:

If some DTCs are displayed at the same time, refer to DLN-23, "DTC Inspection Priority Chart".

DLN-23 Revision: 2014 November 2015 Q70

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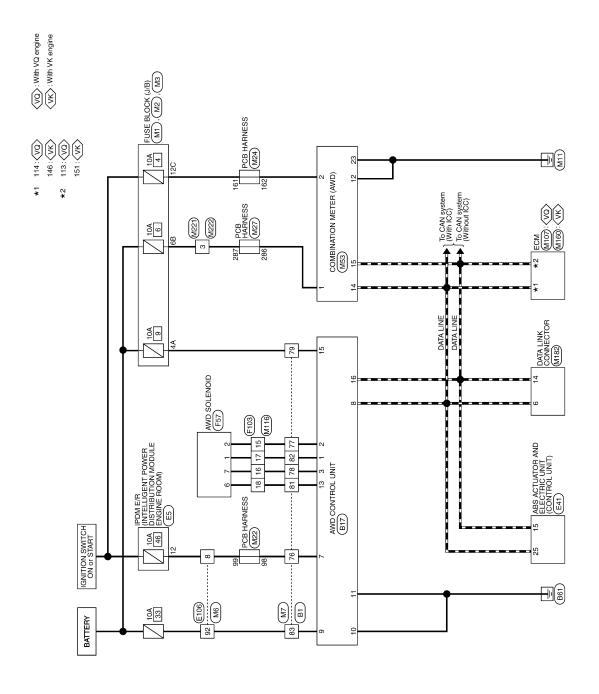
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^{*2:} Slow blinking: 1 time/2 seconds (continuing to blink until ignition switch is turned OFF)

[TRANSFER: ETX13C] **WIRING DIAGRAM**

AWD SYSTEM

Wiring Diagram INFOID:0000000011253441



AWD SYSTEM

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Connector Type The Part	THBOMW-CS16-TM4				Connector	7	
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Connector No. A

Connector No. A

AWD SYSTEM

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	117	8	- [With VK engine]	194	L		314	\	

JRDWC3760GB

[TRANSFER: ETX13C]

[TRANSFER: ETX13C]	

Connector No. M460	9 g			val Color Of Wire	111 W FUEL INJECTOR DRIVER POWER SUPPLY 112 W FUEL INJECTOR DRIVER POWER SUPPLY 114 B FCM GROLIND	ω α	120 G EVAP CANISTER VENT CONTROL VALVE	Ш.	В	126 Y ACCELERATOR PEDAL POSITION SENSOR 2 128 SB ASCD STEFRING SWITCH	B SE	BR SEN	130 Y SENSOR GROUND	_ 6	133 BG SENSOR POWER SUPPLY 134 P FUEL TANK TEMPERATURE SENSOR	œ	9	a. 8	139 BG BATTERY LEMPERATURE SENSOR 140 W SENSOR GROUND	H	GR	144 I.G. REFERIGERANT PRESSURE SENSOR	2	147 BR ASCD BRAKE SWITCH	150 V SENSOR GROUND	۵	W POWER	۵	> 1	163 W ECM RELAY (SELF SHUT-OFF) 166 RG ENG COMMINICATION INF	3 >	ag S
M118	TO WIRE		ি য ১ ব ৪ বি প্রায়েশ্য করিব বিশ্ব বিশ্র বিশ্ব বিশ্র	Signal Name (Specification) No.	- 1112 - 1121 - 1144 -			- 12		- [With VK engine] 12	- 12	- 12	- 1	2 2	5 6	- 13	- 137	1 19	5. 4.	- 14	- 14	14	14	14	15	151	15	15	16	19	2 4	1
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PASSENGER SEAT BELT WARNING SIGNAL	NON-MANUAL MODE SIGNAL MANUAL MODE SHIFT DOWN SIGNAL MANUAL MODE SHIFT UP SIGNAL	MANUAL MODE SIGNAL	M107 FECM RH24FGY-RZ9-R:RH-Z	112 108 104				Signal Name [Specification]	ACCELERATOR PEDAL POSITION SENSOR 1	ACCELERATOR PEDAL POSITION SENSOR 2	SENSOR GROUND (ACCELERATOR PEDAL POSITION SENSOR 1)	ASCD STEERING SWITCH	FUEL TANK PRESSURE SENSOR	SPECIFONIR SURLY (ACCILIBATOR PIDAL POSITION SINGUE)	SENSOR GROUND [WithBut ICC]	REFRIGERANT PRESSURE SENSOR	FUEL TANK TEMPERATURE SENSOR	AVCC2 PDPRES/FTPRES	TRANSMISSION RANGE SWITCH	ENGINE SPEED SIGNAL OUTPUT	GNDA PDPRES/FTPRES	CAN COMMUNICATION LINE	DATA LINK CONNECTOR	EVAP CANISTER VENT CONTROL VALVE	STOP LAMP SWITCH	ECM GROUND	ECM GROUND	POWER SUPPLY FOR ECM	ASCD BRAKE SWITCH	ECM GROUND	55000	
y y	+++	40 W	Connector No. Connector Name Connector Type	(F)			Ordinal Color Of	No. Wire	97 R	> 5 86 86	Н	_	102	+	104 BR B	H	Н	107 BG	109 PR	H	4	114	117 V	121 G	122 P	Н	4	+	+	127 B	4	
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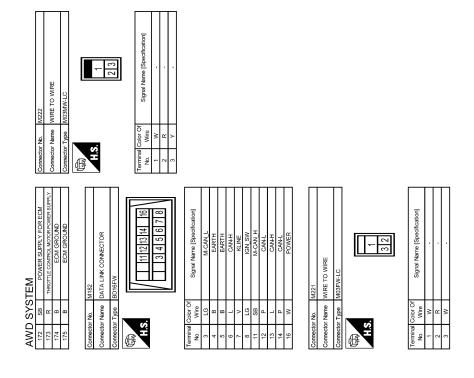
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JRDWC3761GB

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[TRANSFER: ETX13C]



JRDWC3762GB

DIAGNOSIS AND REPAIR WORK FLOW

[TRANSFER: ETX13C] < BASIC INSPECTION >

BASIC INSPECTION

DIAGNOSIS AND REPAIR WORK FLOW

Work Flow INFOID:0000000011253442

DETAILED FLOW

1.INTERVIEW FROM THE CUSTOMER

Clarify customer complaints before inspection. First of all, perform an interview utilizing DLN-32, "Diagnostic Work Sheet" and reproduce symptoms as well as fully understand it. Ask customer about his/her complaints carefully. Check symptoms by driving vehicle with customer, if necessary.

CAUTION:

Customers are not professional. Never guess easily like "maybe the customer means that...," or "maybe the customer mentions this symptom".

>> GO TO 2.

2.CHECK SYMPTOM

Reproduce the symptom that is indicated by the customer, based on the information from the customer obtained by interview. Also check that the symptom is not caused by protection function. Refer to DLN-23, "Protection Function".

CAUTION:

When the symptom is caused by normal operation, fully inspect each portion and obtain the understanding of customer that the symptom is not caused by a malfunction.

>> GO TO 3.

$oldsymbol{3}$.PERFORM SELF-DIAGNOSIS

(P)With CONSULT

Perform self-diagnosis for "ALL MODE AWD/4WD".

Is any DTC detected?

YES >> Record or print self-diagnosis results. GO TO 4.

NO >> GO TO 6.

4. RECHECK SYMPTOM

(P)With CONSULT

- Erase self-diagnostic results for "ALL MODE AWD/4WD".
- Perform DTC confirmation procedures for the error detected system.

NOTE:

NO

If some DTCs are detected at the same time, determine the order for performing the diagnosis based on <u>DLN-</u> 23, "DTC Inspection Priority Chart".

Is any DTC detected?

YES >> GO TO 5.

>> Check harness and connectors based on the information obtained by interview. Refer to GI-44,

"Intermittent Incident".

5. REPAIR OR REPLACE ERROR-DETECTED PARTS

- Repair or replace error-detected parts.
- Reconnect part or connector after repairing or replacing.
- When DTC is detected, erase self-diagnostic results for "ALL MODE AWD/4WD".

>> GO TO 7.

O.IDENTIFY ERROR-DETECTED SYSTEM BY SYMPTOM DIAGNOSIS

Estimate error-detected system based on symptom diagnosis and perform inspection.

Can the error-detected system be identified?

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DLN-31 Revision: 2014 November

DIAGNOSIS AND REPAIR WORK FLOW

< BASIC INSPECTION > [TRANSFER: ETX13C]

YES >> GO TO 7.

NO >> Check harness and connectors based on the information obtained by interview. Refer to <u>GI-44</u>, <u>"Intermittent Incident"</u>.

7. FINAL CHECK

(P)With CONSULT

- 1. Check the reference value for AWD control unit.
- 2. Recheck the symptom and check that symptom is not reproduced on the same conditions.

Is the symptom reproduced?

YES >> GO TO 3.

NO >> INSPECTION END

Diagnostic Work Sheet

INFOID:0000000011253443

Description

- In general, customers have their own criteria for a problem. Therefore, it is important to understand the symptom and status well enough by asking the customer about his/her concerns carefully. To systemize all the information for the diagnosis, prepare the interview sheet referring to the interview points.
- In some cases, multiple conditions that appear simultaneously may cause a DTC to be detected.

Interview sheet sample

			nterview sheet				
Customer	MR/MS	Registration number			Initial year registration		
name		Vehicle type			VIN		
Storage date		Engine			Mileage		km (Mile)
		□Vehicle does	not enter AWD i	mode.			
		□AWD warnir	g lamp turns on.				
Symptom		□Heavy tight-	corner braking sy	mptom occi	ırs		
-,		□Noise □	Vibration				
		□Others ()
First occurren	ice	□Recently	□Others ()
Frequency of	occurrence	□Always	⊒Under a certain	conditions	of □Sometin	nes (time(s)/day)	
		□Irrelevant					
Climate con-	Weather	□Fine □C	loud □Rain	□Snow	□Others ()
ditions	Temperature	□Hot □W	arm □Cool	□Cold	□Temperature	e (Approx.	°C)
	Relative humidity	□High □N	loderate □Lo)W			
Road conditio	ns	□Urban area □Mounting ro	□Suburb aread (uphill or down		n way Rough road		
Operation cor	nditions, etc.	□Irrelevant □When engin □During drivir □During dece	ig □During a		□At constan	nt speed driving r left curve)	

DIAGNOSIS AND REPAIR WORK FLOW

		Interview shee	t	
Customer	MR/MS	Registration number	Initial year registration	
name		Vehicle type	VIN	
Storage date		Engine	Mileage	km (Mile)
Other conditions				
Memo				

Revision: 2014 November DLN-33 2015 Q70

C1201 AWD CONTROL UNIT

< DTC/CIRCUIT DIAGNOSIS >

DTC/CIRCUIT DIAGNOSIS

C1201 AWD CONTROL UNIT

DTC Logic

DTC DETECTION LOGIC

DTC	Display item	Malfunction detected condition	Possible cause
C1201	CONTROLLER FAILURE	Malfunction has occurred inside AWD control unit.	Internal malfunction of AWD control unit

DTC CONFIRMATION PROCEDURE

1.DTC REPRODUCTION PROCEDURE

(P)With CONSULT

- 1. Turn the ignition switch OFF to ON.
- 2. Perform self-diagnosis for "ALL MODE AWD/4WD".

Is DTC "C1201" detected?

YES >> Proceed to diagnosis procedure. Refer to <u>DLN-34</u>, "<u>Diagnosis Procedure</u>".

NO >> INSPECTION END

Diagnosis Procedure

INFOID:0000000011253445

[TRANSFER: ETX13C]

1. PERFORM SELF-DIAGNOSIS

(I) With CONSULT

- Erase self-diagnostic results for "ALL MODE AWD/4WD".
- 2. Turn the ignition switch OFF, and then wait 10 seconds or more.
- 3. Perform self-diagnosis for "ALL MODE AWD/4WD".

Is DTC "C1201" detected?

YES >> Replace AWD control unit. Refer to DLN-61, "Removal and Installation".

NO >> Check AWD control unit pin terminals for damage or loose connection with harness connector. If any items are damaged, repair or replace error-detected parts.

C1203 ABS ACTUATOR AND ELECTRIC UNIT (CONTROL UNIT)

< DTC/CIRCUIT DIAGNOSIS >

C1203 ABS ACTUATOR AND ELECTRIC UNIT (CONTROL UNIT)

DTC Logic INFOID:0000000011253446

DTC DETECTION LOGIC

DTC	Display items	Malfunction detected condition	Possible cause
C1203	ABS SYSTEM	Malfunction related to wheel sensor has been detected by ABS actuator and electric unit (control unit).	ABS malfunction • Vehicle speed signal error

DTC CONFIRMATION PROCEDURE

1.DTC REPRODUCTION PROCEDURE

(P)With CONSULT

- Start the engine and drive at 30 km/h (19 MPH) or more for approximately 1 minute.
- Perform self-diagnosis for "ALL MODE AWD/4WD".

Is DTC "C1203" detected?

YES >> Proceed to diagnosis procedure. Refer to DLN-35, "Diagnosis Procedure".

NO >> INSPECTION END

Diagnosis Procedure

 ${f 1}$.PERFORM ABS ACTUATOR AND ELECTRIC UNIT (CONTROL UNIT) SELF-DIAGNOSIS

(P)With CONSULT

Perform self-diagnosis for "ABS".

Is any DTC detected?

YES >> Check the DTC.

NO >> GO TO 2.

2 erase self-diagnostic result

(I) With CONSULT

- Erase self-diagnostic results for "ALL MODE AWD/4WD".
- Start the engine and drive vehicle at 30 km/h (19 MPH) or more for approximately 1 minute.
- Check that ABS warning lamp turns OFF.
- Perform self-diagnosis for "ALL MODE AWD/4WD".

Does ABS warning lamp turn OFF?

YES >> GO TO 3.

NO >> Perform trouble diagnosis for ABS warning lamp system. Refer to BRC-133, "Diagnosis Procedure".

3.CHECK TERMINALS AND HARNESS CONNECTORS

Check AWD control unit pin terminals for damage or loose connection with harness connector.

Is inspection result normal?

YES >> After turning the ignition switch OFF, perform DTC confirmation procedure again. When DTC "C1203" is detected, Replace AWD control unit. Refer to DLN-61, "Removal and Installation".

NO >> Repair or replace error-detected parts. DLN

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C1204 AWD SOLENOID

< DTC/CIRCUIT DIAGNOSIS >

C1204 AWD SOLENOID

DTC Logic

DTC DETECTION LOGIC

DTC	Display items	Malfunction detected condition	Possible cause
C1204	4WD SOLENOID	Malfunction related to AWD solenoid has been detected.	Internal malfunction of electronic controlled coupling Malfunction of AWD solenoid power supply circuit (open or short) Malfunction of AWD solenoid command current

DTC CONFIRMATION PROCEDURE

1. DTC REPRODUCTION PROCEDURE

(P)With CONSULT

- 1. Turn the ignition switch OFF to ON.
- 2. Perform self-diagnosis for "ALL MODE AWD/4WD".

Is DTC "C1204" detected?

YES >> Proceed to diagnosis procedure. Refer to <u>DLN-36</u>, "<u>Diagnosis Procedure</u>".

NO >> INSPECTION END

Diagnosis Procedure

INFOID:0000000011253449

[TRANSFER: ETX13C]

1. CHECK AWD SOLENOID POWER SUPPLY (1)

- Turn the ignition switch OFF.
- 2. Disconnect AWD control unit harness connector.
- 3. Check the voltage between AWD control unit harness connector and ground.

AWD co	ntrol unit		Voltage
Connector	Terminal	_	voltage
B17	9	Ground	Battery voltage

4. Turn the ignition switch OFF.

CAUTION:

Never start the engine.

5. Check the voltage between AWD control unit harness connector and ground.

AWD co	ntrol unit		Voltage
Connector	Terminal		voltage
B17	9	Ground	Battery voltage

Is the inspection result normal?

YES >> GO TO 3.

NO >> GO TO 2.

2.CHECK AWD SOLENOID POWER SUPPLY (2)

- 1. Turn the ignition switch OFF.
- 2. Check the 10A fuse (#33)
- Check the harness for open or short between AWD control unit harness connector No.9 terminal and 10A (#33).

Is the inspection result normal?

YES >> Perform the trouble diagnosis for power supply circuit. Refer to <u>PG-12, "Wiring Diagram - BAT-TERY POWER SUPPLY -"</u>.

NO >> Repair or replace error-detected parts.

C1204 AWD SOLENOID

< DTC/CIRCUIT DIAGNOSIS >

3.check awd control unit ground

Check the continuity between AWD control unit harness connector and ground.

AWD control unit			Continuity	
Connector	Terminal		Continuity	
B17	10	Ground	Existed	
ыт	11	Giodila	LAISIEU	

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Is the inspection result normal?

YES >> GO TO 4.

NO >> Repair or replace error-detected parts. DLN

4. CHECK AWD SOLENOID CIRCUIT (1)

Check the resistance between AWD control unit terminals.

AWD control unit		Resistance (Approx.)	
Terminal	Terminal		resistance (Approx.)
B17	1	2	2.45 Ω

Is the inspection result normal?

YES >> GO TO 7. NO >> GO TO 5.

5. CHECK AWD SOLENOID CIRCUIT (2)

Н

- Disconnect AWD solenoid harness connector.
- Check the continuity between AWD control unit harness connector and AWD solenoid harness connector.

AWD co	AWD control unit		AWD solenoid	
Connector	Terminal	Connector Terminal		Continuity
B17	1	F57	1	Existed
	2	137	2	LXISIEU

Check the continuity between AWD control unit harness connector and the ground.

AWD control unit			Continuity	
Connector	Terminal		Continuity	
B17	1	Ground	Not existed	
ы	2	Giodila	Not existed	

Is the inspection result normal?

>> GO TO 6. YES

NO >> Repair or replace error-detected parts.

6.CHECK AWD SOLENOID

Check AWD solenoid. Refer to DLN-38, "Component Inspection".

Is the inspection result normal?

YES >> GO TO 7.

NO >> AWD solenoid is malfunctioning. Replace electric controlled coupling. Refer to DLN-79, "Exploded View".

7.CHECK TERMINALS AND HARNESS CONNECTORS

- Check AWD control unit pin terminals for damage or loose connection with harness connector.
- Check AWD solenoid pin terminals for damage or loose connection with harness connector.

Is the inspection result normal?

>> Replace AWD control unit. Refer to <u>DLN-61</u>, "Removal and Installation".

DLN-37 Revision: 2014 November 2015 Q70

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C1204 AWD SOLENOID

< DTC/CIRCUIT DIAGNOSIS >

NO >> Repair or replace error-detected parts.

Component Inspection

INFOID:0000000011253450

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1. CHECK AWD SOLENOID

- 1. Turn the ignition switch OFF.
- 2. Disconnect AWD solenoid harness connector.
- 3. Check the resistance between AWD solenoid connector terminals.

AWD solenoid		Resistance (Approx.)
Terminal		Resistance (Approx.)
1	2	2.45 Ω

Is the inspection result normal?

YES >> INSPECTION END

NO >> AWD solenoid is malfunctioning. Replace electric controlled coupling. Refer to <u>DLN-79</u>, "<u>Exploded View</u>".

C1205 AWD ACTUATOR RELAY

< DTC/CIRCUIT DIAGNOSIS >

C1205 AWD ACTUATOR RELAY

DTC Logic INFOID:0000000011253451

DTC DETECTION LOGIC

DTC	Display item	Malfunction detected condition	Possible cause
C1205	4WD ACTUATOR RLY	Malfunction has been detected from AWD actuator relay integrated with AWD control unit, or malfunction related to AWD solenoid has been detected.	Internal malfunction of AWD control unit Malfunction of AWD solenoid power supply circuit (ground short)

DTC CONFIRMATION PROCEDURE

1. DTC REPRODUCTION PROCEDURE

(P)With CONSULT

- Turn the ignition switch OFF to ON.
- Perform self-diagnosis for "ALL MODE AWD/4WD".

Is DTC "C1205" detected?

>> Proceed to diagnosis procedure. Refer to <u>DLN-39</u>, "<u>Diagnosis Procedure</u>". YES

NO >> INSPECTION END

Diagnosis Procedure

1. CHECK AWD SOLENOID CIRCUIT (1)

- Turn the ignition switch OFF.
- Disconnect AWD control unit harness connector.
- Check the continuity between AWD control unit harness connector and the ground.

AWD control unit			Continuity	
Connector	Terminal	_	Continuity	
B17	1	Ground	Not existed	
BII	2	Giodila	140t GXISted	

Is the inspection result normal?

YES >> GO TO 4.

NO >> GO TO 2.

2.CHECK AWD SOLENOID

- Disconnect AWD solenoid harness connector.
- Check the continuity between AWD solenoid harness connector and the ground.

AWD solenoid	_	Continuity	
Terminal			
1	Ground	Not existed	
2	Giodila	Not existed	

Is the inspection result normal?

YES >> GO TO 3.

NO >> Replace electric controlled coupling. Refer to <u>DLN-79</u>, "Exploded View".

3.CHECK AWD SOLENOID CIRCUIT

Check the continuity between AWD control unit harness connector and the ground.

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C1205 AWD ACTUATOR RELAY

[TRANSFER: ETX13C]

< DTC/CIRCUIT DIAGNOSIS >

AWD control unit			Continuity
Connector	Terminal	_	Continuity
	1	Ground	Not existed
ыт	2	Ground	INOL EXISTED

Is the inspection result normal?

YES >> GO TO 4.

NO >> Repair or replace damaged parts.

4. CHECK TERMINALS AND HARNESS CONNECTORS

- 1. Check AWD control unit pin terminals for damage or loose connection with harness connector.
- 2. Check AWD solenoid pin terminals for damage or loose connection with harness connector.

Is the inspection result normal?

- YES >> After connecting each harness connector, perform DTC confirmation procedure again. When DTC "C1205" is detected, replace AWD control unit. Refer to <u>DLN-61</u>, "Removal and Installation".
- NO >> Repair or replace damaged parts.

C1210 ECM

< DTC/CIRCUIT DIAGNOSIS >

C1210 ECM

DTC Logic

DTC DETECTION LOGIC

DTC	Display item	Malfunction detected condition	Possible cause
C1210	ENGINE SIGNAL 1	Malfunction related to engine signal has been detected.	Malfunction of engine control system

DTC CONFIRMATION PROCEDURE

1.DTC REPRODUCTION PROCEDURE

(I) With CONSULT

- 1. Start the engine. Drive the vehicle for a while.
- Perform self-diagnosis for "ALL MODE AWD/4WD".

Is DTC "C1210" detected?

YES >> Proceed to diagnosis procedure. Refer to <u>DLN-41</u>, "<u>Diagnosis Procedure</u>".

NO >> INSPECTION END

Diagnosis Procedure

1.PERFORM ECM SELF-DIAGNOSIS

(P)With CONSULT

Perform self-diagnosis for "ENGINE".

Is any DTC detected?

YES >> Check the DTC.

NO >> GO TO 2.

2. ERASE SELF-DIAGNOSTIC RESULT

(P)With CONSULT

- Erase self-diagnostic results for "ALL MODE AWD/4WD".
- Turn the ignition switch OFF.
- 3. Start the engine. Drive the vehicle for a while.
- 4. Check that malfunction indicator lamp (MIL) turns OFF.

Does malfunction indicator lamp (MIL) turn OFF?

YES >> GO TO 3.

NO

>> Perform trouble diagnosis for malfunction indicator lamp (MIL) system. Refer to <u>EC-70, "DIAGNO-SIS DESCRIPTION: Malfunction Indicator Lamp (MIL)"</u> (VQ37VHR), <u>EC-603, "DIAGNOSIS DESCRIPTION: Malfunction Indicator Lamp (MIL)"</u> (VK56VD).

3.CHECK TERMINALS AND HARNESS CONNECTORS

Check AWD control unit pin terminals for damage or loose connection with harness connector.

Is inspection result normal?

YES >> After turning the ignition switch OFF, perform DTC confirmation procedure again. When DTC "C1210" is detected, Replace AWD control unit. Refer to <u>DLN-61</u>, "Removal and Installation".

NO >> Repair or replace error-detected parts.

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P1804 TRANSFER CONTROL UNIT

< DTC/CIRCUIT DIAGNOSIS >

P1804 TRANSFER CONTROL UNIT

DTC Logic

DTC DETECTION LOGIC

DTC	Display item	Malfunction detected condition	Possible cause
P1804	CONTROL UNIT 3	Malfunction has occurred inside AWD control unit.	Malfunction is detected in the memory (EEPROM) system of transfer control unit.

DTC CONFIRMATION PROCEDURE

1. DTC REPRODUCTION PROCEDURE

(P)With CONSULT

- 1. Turn the ignition switch ON.
- Perform self-diagnosis for "ALL MODE AWD/4WD".

Is DTC "P1804" detected?

YES >> Proceed to diagnosis procedure. Refer to DLN-42, "Diagnosis Procedure".

NO >> INSPECTION END.

Diagnosis Procedure

INFOID:0000000011253456

[TRANSFER: ETX13C]

1. REPLACE AWD CONTROL UNIT

CAUTION:

Replace AWD control unit when DTC "P1804" is detected simultaneously with other items.

>> Replace AWD control unit. Refer <u>DLN-61</u>, "Removal and Installation".

P1809 TRANSFER CONTROL UNIT

< DTC/CIRCUIT DIAGNOSIS >

[TRANSFER: ETX13C]

P1809 TRANSFER CONTROL UNIT

DTC Logic INFOID:0000000011253457

DTC DETECTION LOGIC

DTC	Display item	Malfunction detected condition	Possible cause
P1809	CONTROL UNIT 4	Malfunction has occurred inside AWD control unit.	AD converter system of transfer control unit is malfunctioning.

DTC CONFIRMATION PROCEDURE

1. DTC REPRODUCTION PROCEDURE

(P)With CONSULT

- Turn the ignition switch ON.
- Perform self-diagnosis for "ALL MODE AWD/4WD".

Is DTC "P1809" detected?

YES >> Proceed to diagnosis procedure. Refer to <u>DLN-43, "Diagnosis Procedure"</u>.

NO >> INSPECTION END.

Diagnosis Procedure

1. REPLACE AWD CONTROL UNIT

CAUTION:

Replace AWD control unit when DTC "P1809" is detected simultaneously with other items.

>> Replace AWD control unit. Refer <u>DLN-61, "Removal and Installation"</u>.

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P1826 TRANSFER FLUID TEMPERATURE

< DTC/CIRCUIT DIAGNOSIS >

P1826 TRANSFER FLUID TEMPERATURE

DTC Logic

DTC DETECTION LOGIC

DTC	Display item	Malfunction detected condition	Possible cause
P1826	OIL TEMP SEN	Transfer fluid temperature sensor voltage condition is continued 0 V or more than 2.45 V for several seconds.	Malfunction of transfer fluid temperature sensor or transfer fluid temperature sensor circuit. Malfunction of AWD control unit.

DTC CONFIRMATION PROCEDURE

1. DTC REPRODUCTION PROCEDURE

(P)With CONSULT

- 1. Turn the ignition switch ON.
- Perform self-diagnosis for "ALL MODE AWD/4WD".

Is DTC "P1826" detected?

YES >> Proceed to diagnosis procedure. Refer to <u>DLN-44</u>, "<u>Diagnosis Procedure</u>".

NO >> INSPECTION END.

Diagnosis Procedure

INFOID:0000000011253460

[TRANSFER: ETX13C]

1. CHECK TRANSFER FLUID TEMPERATURE SENSOR SIGNAL (1)

- 1. Turn the ignition switch OFF.
- 2. Disconnect AWD solenoid harness connector.
- 3. Turn the ignition switch ON.
- 4. Check the voltage between AWD solenoid harness connector terminals.

	Voltage		
Connector	Teri	minal	(Approx.)
F57	6	7	2.5 V

Is the inspection result normal?

YES >> GO TO 2. NO >> GO TO 3.

2.CHECK TRANSFER FLUID TEMPERATURE SENSOR

Check transfer fluid temperature sensor. Refer to <u>DLN-45</u>, "Component Inspection".

Is the inspection result normal?

YES >> GO TO 6.

NO >> AWD solenoid is malfunctioning. Replace electric controlled coupling. Refer to <u>DLN-79</u>, "<u>Exploded</u> View".

${f 3.}$ CHECK TRANSFER FLUID TEMPERATURE SENSOR SIGNAL (2)

Check the voltage between AWD solenoid harness connector and ground.

AWD s	solenoid	_	Voltage
Connector	Terminal		(Approx.)
F57	6	Ground	2.5 V

Is the inspection result normal?

YES >> GO TO 4. NO >> GO TO 5.

4. CHECK AWD CONTROL UNIT GROUND

P1826 TRANSFER FLUID TEMPERATURE

< DTC/CIRCUIT DIAGNOSIS >

- Turn the ignition switch OFF. 2. Disconnect AWD control unit harness connector.
- Check the continuity between AWD control unit harness connector and ground.

AWD co	ntrol unit	_	Continuity	
Connector Terminal			Continuity	
B17	10	Ground	Existed	
וום	11	Glound	LAISIEU	

Is the inspection result normal?

YES >> GO TO 5.

NO >> Repair or replace error-detected parts.

${f 5}.$ CHECK TRANSFER FLUID TEMPERATURE SENSOR CIRCUIT

- Turn the ignition switch OFF.
- 2. Disconnect AWD control unit harness connector.
- Check the continuity between AWD control unit harness connector and AWD solenoid harness connector.

AWD co	ntrol unit	AWD solenoid		Continuity
Connector	Terminal	Connector Terminal		Continuity
B17	13	F57	6	Existed
ы	3	F37	7	Existed

Check the continuity between AWD control unit harness connector and the ground.

AWD co	ntrol unit		Continuity	
Connector	Connector Terminal		Continuity	
B17	13	Ground	Not existed	
ы	3	Sibulia	140t CXISted	

Is the inspection result normal?

YES >> GO TO 2.

NO >> Repair or replace error-detected parts.

$\mathsf{6}.$ CHECK TERMINALS AND HARNESS CONNECTORS

- Check AWD control unit pin terminals for damage or loose connection with harness connector.
- Check transfer fluid temperature sensor pin terminals for damage or loose connection with harness connector.

Is the inspection result normal?

YES >> Replace AWD control unit. Refer to DLN-61, "Removal and Installation".

NO >> Repair or replace error-detected parts.

Component Inspection

1. CHECK TRANSFER FLUID TEMPERATURE SENSOR

Turn ignition switch OFF.

- Disconnect AWD solenoid harness connector. 2.
- Check resistance between AWD solenoid connector terminals.

AWD s	olenoid	Condition	Resistance	
Terminal		Condition	(Approx.)	
6	7	20°C (68°F)	2.5 kΩ	
0	7	80°C (176°F)	0.3 kΩ	

Is inspection result normal?

YES >> INSPECTION END

DLN-45 Revision: 2014 November 2015 Q70

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INFOID:0000000011253461

P1826 TRANSFER FLUID TEMPERATURE

< DTC/CIRCUIT DIAGNOSIS >

NO

>> Transfer fluid temperature sensor is malfunctioning. Replace electric controlled coupling. Refer to <u>DLN-79</u>, "Exploded View".

[TRANSFER: ETX13C]

U1000 CAN COMM CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

U1000 CAN COMM CIRCUIT

Description INFOID:0000000011253462

CAN (Controller Area Network) is a serial communication line for real time application. It is an on-vehicle multiplex communication line with high data communication speed and excellent error detection ability. Many electronic control units are equipped onto a vehicle, and each control unit shares information and links with other control units during operation (not independent). In CAN communication, control units are connected with 2 communication lines (CAN-H line, CAN-L line) allowing a high rate of information transmission with less wiring. Each control unit communicate data but selectively reads required data only.

DTC Logic DLN

DTC DETECTION LOGIC

DTC	Display item	Malfunction detected condition	Possible cause
U1000	CAN COMM CIRCUIT	AWD control unit is not transmitting/receiving CAN communication signal for 2 seconds or more.	CAN communication error

DTC CONFIRMATION PROCEDURE

1.DTC REPRODUCTION PROCEDURE

(P)With CONSULT

- 1. Turn the ignition switch OFF to ON.
- Perform self-diagnosis for "ALL MODE AWD/4WD".

Is DTC "U1000" detected?

YES >> Proceed to diagnosis procedure. Refer to <u>DLN-47</u>, "<u>Diagnosis Procedure</u>".

NO >> INSPECTION END

Diagnosis Procedure

Proceed to LAN-25, "Trouble Diagnosis Flow Chart".

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Revision: 2014 November

U1010 CONTROL UNIT (CAN)

< DTC/CIRCUIT DIAGNOSIS >

U1010 CONTROL UNIT (CAN)

Description INFOID:0000000011253465

CAN (Controller Area Network) is a serial communication line for real time application. It is an on-vehicle multiplex communication line with high data communication speed and excellent error detection ability. Many electronic control units are equipped onto a vehicle, and each control unit shares information and links with other control units during operation (not independent). In CAN communication, control units are connected with 2 communication lines (CAN-H line, CAN-L line) allowing a high rate of information transmission with less wiring. Each control unit communicate data but selectively reads required data only.

DTC Logic

DTC DETECTION LOGIC

DTC	Display item	Malfunction detected condition	Possible cause
U1010	CONTROL UNIT (CAN)	Detecting error during the initial diagnosis of CAN controller of AWD control unit.	Internal malfunction of AWD control unit

DTC CONFIRMATION PROCEDURE

1.DTC REPRODUCTION PROCEDURE

(P)With CONSULT

- 1. Turn the ignition switch OFF to ON.
- Perform self-diagnosis for "ALL MODE AWD/4WD".

Is DTC "U1010" detected?

YES >> Proceed to diagnosis procedure. Refer to <u>DLN-48</u>, "<u>Diagnosis Procedure</u>".

NO >> INSPECTION END

Diagnosis Procedure

INFOID:0000000011253467

[TRANSFER: ETX13C]

1. CHECK AWD CONTROL UNIT

Check AWD control unit harness connector for disconnection and deformation.

Is the inspection result normal?

YES >> Replace AWD control unit. Refer to DLN-61, "Removal and Installation".

NO >> Repair or replace error-detected parts.

POWER SUPPLY AND GROUND CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

POWER SUPPLY AND GROUND CIRCUIT

Diagnosis Procedure

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[TRANSFER: ETX13C]

1. CHECK AWD CONTROL UNIT POWER SUPPLY (1)

- 1. Turn the ignition switch OFF.
- 2. Disconnect AWD control unit harness connector.
- 3. Check the voltage between AWD control unit harness connector and ground.

AWD co	ntrol unit	_	Voltage (Approx.)
Connector	Terminal		
B17	7	Ground	0 V

4. Turn the ignition switch ON.

CAUTION:

Never start the engine.

5. Check the voltage between AWD control unit harness connector and ground.

AWD co	ntrol unit		Voltage
Connector	Terminal		
B17	7	Ground	Battery voltage

Is the inspection result normal?

YES >> GO TO 3.

NO >> GO TO 2.

2.CHECK AWD CONTROL UNIT POWER SUPPLY (2)

- 1. Turn the ignition switch OFF.
- 2. Check the 10A fuse (#46).
- 3. Disconnect IPDM E/R harness connector.
- 4. Check the continuity between AWD control unit harness connector and IPDM E/R harness connector.

AWD control unit		IPDM E/R		Continuity
Connector	Terminal	Connector Terminal		Continuity
B17	7	E5	12	Existed

5. Check the continuity between AWD control unit harness connector and the ground.

AWD control unit			Continuity	
Connector	Terminal		Continuity	
B17	7	Ground	Not existed	

Is the inspection result normal?

YES >> Perform the trouble diagnosis for ignition power supply circuit. Refer to <u>PG-60, "Wiring Diagram - IGNITION POWER SUPPLY -"</u>.

NO >> Repair or replace error-detected parts.

3. CHECK AWD CONTROL UNIT POWER SUPPLY (3)

- 1. Turn the ignition switch OFF.
- 2. Check the voltage between AWD control unit harness connector and ground.

AWD co	AWD control unit		Voltage (Approx.)
Connector	Terminal		voltage (Approx.)
B17	15	Ground	Battery voltage

3. Turn the ignition switch ON.

CAUTION:

POWER SUPPLY AND GROUND CIRCUIT

[TRANSFER: ETX13C]

< DTC/CIRCUIT DIAGNOSIS >

Never start the engine.

4. Check the voltage between AWD control unit harness connector and ground.

AWD co	ntrol unit	_	Voltage	
Connector	Terminal		Voltage	
B17	15	Ground	Battery voltage	

Is the inspection result normal?

YES >> GO TO 5. NO >> GO TO 4.

4. CHECK AWD CONTROL UNIT POWER SUPPLY (4)

- Turn the ignition switch OFF.
- 2. Check the 10A fuse (#9).
- 3. Disconnect fuse block (J/B) harness connector.
- 4. Check the continuity between AWD control unit harness connector and fuse block (J/B).

AWD co	ntrol unit	Fuse bl	ock (J/B)	Continuity
Connector	Terminal	Connector Terminal		Continuity
B17	15	M1	4A	Existed

5. Check the continuity between AWD control unit harness connector and the ground.

AWD co	ntrol unit		Continuity
Connector	Terminal		Continuity
B17	15	Ground	Not existed

Is the inspection result normal?

YES >> Perform the trouble diagnosis for power supply circuit. Refer to <u>PG-12, "Wiring Diagram - BAT-TERY POWER SUPPLY -".</u>

NO >> Repair or replace error-detected parts.

5. CHECK AWD SOLENOID POWER SUPPLY (1)

- 1. Turn the ignition switch OFF.
- 2. Disconnect AWD solenoid harness connector.
- 3. Check the voltage between AWD control unit harness connector and ground.

AWD co	ntrol unit		Voltage
Connector	Terminal	_	vollage
B17	9	Ground	Battery voltage

4. Turn the ignition switch ON.

CAUTION:

Never start the engine.

5. Check the voltage between AWD control unit harness connector and ground.

AWD co	ntrol unit	_	Voltage	
Connector	Terminal		voltage	
B17	9	Ground	Battery voltage	

Is the inspection result normal?

YES >> GO TO 7. NO >> GO TO 6.

6.CHECK AWD SOLENOID POWER SUPPLY (2)

- 1. Turn the ignition switch OFF.
- 2. Check the 10A fuse (#33).

POWER SUPPLY AND GROUND CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[TRANSFER: ETX13C]

3. Check the harness for open or short between AWD control unit harness connector No.9 terminal and fuse box.

Is the inspection result normal?

YES >> Perform the trouble diagnosis for power supply circuit. Refer to <u>PG-12, "Wiring Diagram - BAT-TERY POWER SUPPLY -"</u>.

NO >> Repair or replace error-detected parts.

7.CHECK AWD CONTROL UNIT GROUND

- 1. Turn the ignition switch OFF.
- 2. Check the continuity between AWD control unit harness connector and ground.

AWD control unit			Continuity	
Connector	Terminal	_	Continuity	
B17	10	Ground	Existed	
ы	11	Ground	LXISIEU	

Is the inspection result normal?

YES >> INSPECTION END

NO >> Repair or replace error-detected parts.

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AWD WARNING LAMP

< DTC/CIRCUIT DIAGNOSIS >

AWD WARNING LAMP

Component Function Check

INFOID:0000000011253469

[TRANSFER: ETX13C]

1. CHECK AWD WARNING LAMP FUNCTION

- 1. Turn the ignition switch ON.
- 2. Check that AWD warning lamp lights up.

Is the inspection result normal?

YES >> INSPECTION END

NO >> Proceed to diagnosis procedure. Refer to DLN-52, "Diagnosis Procedure".

Diagnosis Procedure

INFOID:0000000011253470

${f 1}.$ CHECK POWER SUPPLY AND GROUND CIRCUIT

Perform the trouble diagnosis for power supply and ground circuit. Refer to <u>DLN-49</u>, "<u>Diagnosis Procedure</u>". <u>Is the inspection result normal?</u>

YES >> GO TO 2.

NO >> Repair or replace the error-detected parts.

2.PERFORM SELF-DIAGNOSIS

(P)With CONSULT

Perform self-diagnosis for "ALL MODE AWD/4WD".

Is any DTC detected?

YES >> Check the DTC. Refer to DLN-23, "DTC Index".

NO >> GO TO 3.

3.CHECK AWD WARNING LAMP SIGNAL

(I) With CONSULT

1. Turn the ignition switch ON.

CAUTION:

Never start the engine.

2. Check "4WD WARN LAMP" of CONSULT "DATA MONITOR" for "ALL MODE AWD/4WD".

Does the item on "DATA MONITOR" indicate "On"?

YES >> Perform the trouble diagnosis for combination meter power supply circuit. Refer to MWI-74, "COMBINATION METER: Diagnosis Procedure".

NO >> Replace AWD control unit. Refer to DLN-61, "Removal and Installation".

AWD WARNING LAMP DOES NOT TURN ON

< SYMPTOM DIAGNOSIS > [TRANSFER: ETX13C]

SYMPTOM DIAGNOSIS

AWD WARNING LAMP DOES NOT TURN ON

Description INFOID:000000011253471

AWD warning lamp does not turn ON when the ignition switch is turned to ON.

Diagnosis Procedure

1. CHECK AWD WARNING LAMP

Perform the trouble diagnosis for AWD warning lamp. Refer to <u>DLN-52, "Diagnosis Procedure"</u>. <u>Is the inspection result normal?</u>

YES >> Check each harness connector pin terminal for malfunction or disconnection.

NO >> Repair or replace the error-detected parts.

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AWD WARNING LAMP DOES NOT TURN OFF

< SYMPTOM DIAGNOSIS > [TRANSFER: ETX13C]

AWD WARNING LAMP DOES NOT TURN OFF

Description INFOID:0000000011253473

AWD warning lamp does not turn OFF several seconds after the engine started.

Description INFOID:000000011253474

1.PERFORM SELF-DIAGNOSIS

(P)With CONSULT

Perform self-diagnosis for "ALL MODE AWD/4WD".

Is any DTC detected?

YES >> Check the DTC. Refer to <u>DLN-23, "DTC Index"</u>.

NO >> GO TO 2.

2. CHECK AWD WARNING LAMP

Perform the trouble diagnosis of the AWD warning lamp. Refer to <u>DLN-52, "Diagnosis Procedure"</u>. <u>Is the inspection result normal?</u>

YES >> Check each harness connector pin terminal for malfunction or disconnection.

NO >> Repair or replace the error-detected parts.

HEAVY TIGHT-CORNER BRAKING SYMPTOM OCCURS

< SYMPTOM DIAGNOSIS > [TRANSFER: ETX13C]

HEAVY TIGHT-CORNER BRAKING SYMPTOM OCCURS

Description INFOID:000000011253475

Heavy tight-corner braking symptom occurs when the vehicle is driven and the steering wheel is turned fully to either side after the engine is started.

NOTE:

Light tight-corner braking symptom may occur depending on driving conditions. This is not malfunction.

Diagnosis Procedure

INFOID:0000000011253476

1.PERFORM ECM SELF-DIAGNOSIS

(P)With CONSULT

Perform self-diagnosis for "ENGINE".

Is any DTC detected?

YES >> Check the DTC.

NO >> GO TO 2.

2.perform self-diagnosis

(P)With CONSULT

Perform self-diagnosis for "ALL MODE AWD/4WD".

Is DTC "U1000" detected?

YES >> Proceed to DLN-47, "Diagnosis Procedure".

NO >> GO TO 3.

3.CHECK TRANSFER FLUID TEMPERATURE SENSOR

Perform the trouble diagnosis of the transfer fluid temperature sensor. Refer to <u>DLN-44, "Diagnosis Procedure"</u>.

Is the inspection result normal?

YES >> GO TO 4.

NO >> Repair or replace the error-detected parts.

4. CHECK AWD SOLENOID

Perform the trouble diagnosis of the AWD solenoid. Refer to DLN-36, "Diagnosis Procedure".

Is the inspection result normal?

YES >> GO TO 5.

NO >> Repair or replace the error-detected parts.

5. CHECK ELECTRIC CONTROLLED COUPLING

- 1. Turn the ignition switch OFF.
- 2. Set the transmission to neutral. Release the parking brake.
- Lift up the vehicle.
- 4. Rotate the rear propeller shaft.
- 5. Hold the front propeller shaft lightly.

Does the front propeller shaft rotate?

YES >> Replace electric controlled coupling for mechanical malfunction (clutch sticking etc.). Refer to DLN-79, "Exploded View".

NO >> Check each harness connector pin terminal for disconnection.

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VEHICLE DOES NOT ENTER AWD MODE

< SYMPTOM DIAGNOSIS >

VEHICLE DOES NOT ENTER AWD MODE

Description INFOID:0000000011253477

Vehicle does not enter 4-wheel drive mode even though AWD warning lamp turned to OFF.

Diagnosis Procedure

INFOID:0000000011253478

[TRANSFER: ETX13C]

1. CHECK AWD WARNING LAMP

Turn the ignition switch ON.

Does AWD warning lamp turn ON?

YES >> GO TO 2.

NO >> Proceed to diagnosis procedure. Refer to <u>DLN-53, "Diagnosis Procedure"</u>.

2.cruise test

Drive the vehicle for a period of time.

Does any symptom occur?

YES >> Replace electric controlled coupling for mechanical malfunction (mechanical engagement of clutch is not possible). Refer to <u>DLN-79</u>, "Exploded View".

NO >> Check each harness connector pin terminal for disconnection.

AWD WARNING LAMP BLINKS QUICKLY

< SYMPTOM DIAGNOSIS > [TRANSFER: ETX13C]

AWD WARNING LAMP BLINKS QUICKLY

Description INFOID:0000000011253479

While driving, AWD warning lamp blinks 2 times in 1 second and it turns OFF after 1 minute. **NOTE:**

- This symptom protects drivetrain parts when a heavy load is applied to the electric controlled coupling and multiple disc clutch temperature increases. Also, optional distribution of torque sometimes becomes rigid before lamp blinks quickly. Both cases are not malfunction. Refer to <u>DLN-23</u>, "<u>Protection Function</u>".
- When this symptom occurs, stop vehicle and allow it to idle for some times. Blinking will stop and system will be restored.

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AWD WARNING LAMP BLINKS SLOWLY

< SYMPTOM DIAGNOSIS >

AWD WARNING LAMP BLINKS SLOWLY

Description INFOID:000000011253480

AWD warning lamp blinks at approximately 2 seconds intervals while driving.

Diagnosis Procedure

INFOID:0000000011253481

[TRANSFER: ETX13C]

1. CHECK TIRE

Check the following.

- · Tire pressure
- Wear condition
- Front and rear tire size (There is no difference between front and rear tires.)

Is the inspection result normal?

YES >> GO TO 2.

NO >> Repair or replace error-detected parts. And then, drive the vehicle at speed of 20 km/h (12 MPH) or more for 5 seconds or more. Improper size information is initialized accordingly.

2.CHECK INPUT SIGNAL OF TIRE DIAMETER

(P)With CONSULT

- 1. Start the engine.
- 2. Drive at 20 km/h (12 MPH) or more for approximately 4 minutes.
- 3. Check "DIS-TIRE MONI" of CONSULT "DATA MONITOR" for "ALL MODE AWD/4WD".

Does the item on "DATA MONITOR" indicate "0 - 4 mm"?

YES >> INSPECTION END

NO >> GO TO 3.

3. TERMINAL INSPECTION

Check AWD control unit harness connector for disconnection.

Is the inspection result normal?

YES >> Replace AWD control unit. Refer to DLN-61, "Removal and Installation".

NO >> Repair or replace the error-detected parts.

NOISE, VIBRATION AND HARSHNESS (NVH) TROUBLESHOOTING

< SYMPTOM DIAGNOSIS >

NOISE, VIBRATION AND HARSHNESS (NVH) TROUBLESHOOTING

NVH Troubleshooting Chart

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[TRANSFER: ETX13C]

Use the chart below to find the cause of the symptom. The numbers indicate the order of the inspection. If necessary, repair or replace these parts.

Reference		DLN-60, "Inspection" (r		DLN-69, "Exploded View"	DLN-69, "Exploded View"	DLN-82, "Inspection"	DLN-82, "Inspection"	DLN-77, "Inspection"		
SUSPECTED P/ (Possible cause)		TRANSFER FLUID (Level low)	TRANSFER FLUID (Wrong)	TRANSFER FLUID (Level too high)	LIQUID GASKET (Damaged)	OIL SEAL (Worn or damaged)	GEAR (Worn or damaged)	BEARING (Worn or damaged)	TRANSFER CASE (Damaged)	
Symptom	Noise	1	2				3	3	3	-
Symptom	Transfer fluid leakage		4	1	2	2			3	-

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PERIODIC MAINTENANCE

TRANSFER FLUID

Inspection INFOID:0000000011253483

FLUID LEAKAGE

Check transfer surrounding area (oil seal, drain plug, and filler plug etc.) for fluid leakage. Repair or replace parts causing fluid leakage, if necessary.

FLUID LEVEL

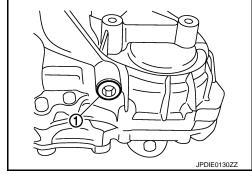
If there is no fluid leakage, the fluid level is judged as normal.

Draining INFOID:0000000011253484

- 1. Run the vehicle to warm up the transfer unit sufficiently.
- Stop the engine, and remove the drain plug (1) to drain the transfer fluid.
- 3. Set a new gasket onto the drain plug, and install it on the transfer and tighten to the specified torque. Refer to DLN-69. "Exploded View".

CAUTION:

Never reuse gasket.



[TRANSFER: ETX13C]

Refilling INFOID:000000011253485

1. Remove filler plug (1) and gasket. Then fill fluid up to mounting hole for the filler plug.

Fluid and viscosity : Refer to MA-11, "Fluids

and Lubricants".

Fluid capacity: Refer to <u>DLN-88, "General</u>

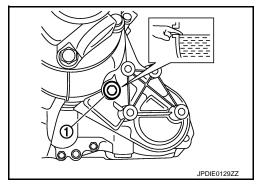
Specifications".

CAUTION:

Carefully fill the fluid. (Fill up for approximately 3 minutes.)

- 2. Leave the vehicle for 3 minutes, and check the fluid level again.
- Set a new gasket onto filler plug, and install it on transfer and tighten to the specified torque. Refer to <u>DLN-69</u>, "<u>Exploded View</u>". CAUTION:

Never reuse gasket.



AWD CONTROL UNIT

< REMOVAL AND INSTALLATION >

REMOVAL AND INSTALLATION

AWD CONTROL UNIT

Removal and Installation

REMOVAL

- 1. Turn the ignition switch OFF.
- 2. Remove trunk side finisher LH. Refer to INT-64, "TRUNK SIDE FINISHER: Removal and Installation".
- 3. Disconnect AWD control unit harness connector.
- 4. Remove AWD control unit mounting nuts.
- 5. Remove AWD control unit.

INSTALLATION

Install in the reverse order of removal.

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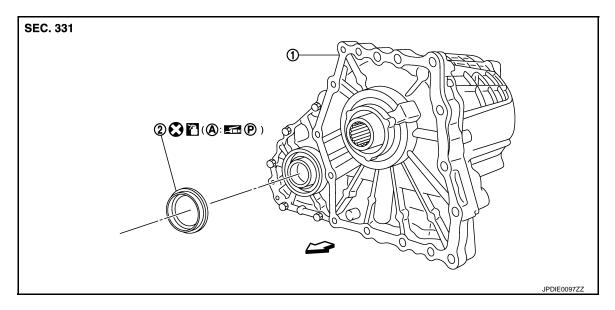
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FRONT OIL SEAL

Exploded View



- 1. Transfer assembly
- 2. Front oil seal

- A. Oil seal lip
- ∀
 : Vehicle front
- ?: Apply transfer fluid. Refer to MA-11, "Fluids and Lubricants".

■®: Apply petroleum jelly.

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

Removal and Installation

INFOID:0000000011253488

[TRANSFER: ETX13C]

REMOVAL

- Remove the drain plug to drain the transfer fluid. Refer to <u>DLN-60</u>, "<u>Draining</u>".
- 2. Remove the front propeller shaft. Refer to <u>DLN-93</u>, "VQ37VHR: Removal and Installation" (VQ37VHR), <u>DLN-96</u>, "VK56VD: Removal and Installation" (VK56VD).
- 3. Remove front oil seal.

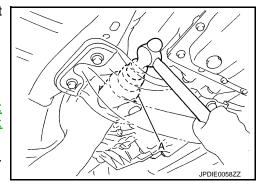
CAUTION:

Never damage the front case and front drive shaft.

INSTALLATION

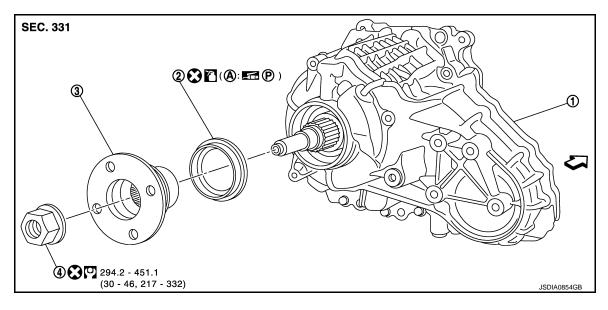
- Apply transfer fluid to outside of front oil seal, install it with a drift

 (A) [SST: ST27862000 ()] until the end face of front case.
 CAUTION:
 - Never reuse front oil seal.
 - Apply petroleum jelly to oil seal lip.
 - · When installing, never incline front oil seal.
- Install front propeller shaft. Refer to <u>DLN-93</u>, "VQ37VHR <u>Removal and Installation"</u> (VQ37VHR), <u>DLN-96</u>, "VK56VD <u>Removal and Installation"</u> (VK56VD).
- 3. Fill with new transfer fluid, check fluid level and for fluid leakage. Refer to DLN-60, "Inspection".



REAR OIL SEAL

Exploded View



- Transfer assembly
- 2. Rear oil seal

3. Companion flange

- 4. Self-lock nut
- A. Oil seal lip
- ∀
 □: Vehicle front
- Apply transfer fluid. Refer to MA-11, "Fluids and Lubricants".

■®: Apply petroleum jelly.

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

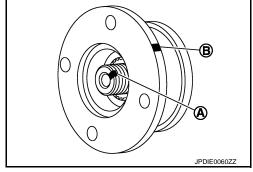
Removal and Installation

REMOVAL

- 1. Remove the rear propeller shaft. Refer to <u>DLN-113, "Removal and Installation"</u>.
- 2. Remove self-lock nut of companion flange with a flange wrench (commercial service tool).
- 3. Put matching mark (A) on the end of the main shaft. The mark should be in line with the mark (B) on the companion flange.

 CAUTION:

For matching mark, use paint. Never damage main shaft.



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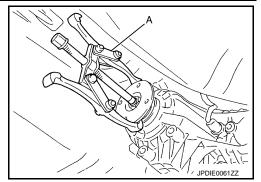
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< REMOVAL AND INSTALLATION >

Remove the companion flange with a puller (A) (commercial service tool).

CAUTION:

Never damage the companion flange.

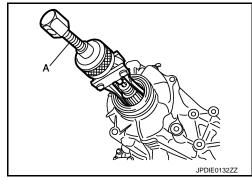


[TRANSFER: ETX13C]

5. Remove the rear oil seal with the puller (A) [SST: KV381054S0 (J-34286)].

CAUTION:

Never damage the rear case.



INSTALLATION

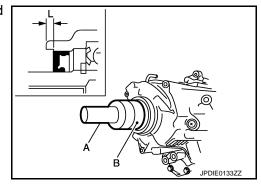
 Apply transfer fluid to rear oil seal, install it with the drifts (A and B) within the dimension (L) shown as follows.

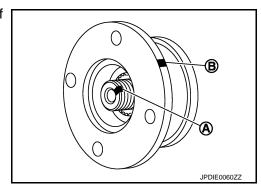
A : Drift [SST: ST30720000 (J-25405)]
B : Drift [SST: KV40104830 (—)]

L : 6.7 – 7.3 mm (0.264 – 0.287 in)

CAUTION:

- Never reuse rear oil seal.
- Apply petroleum jelly to oil seal lip.
- When installing, never incline rear oil seal.
- 2. Align the matching mark (A) of main shaft with the mark (B) of companion flange, then install the companion flange.





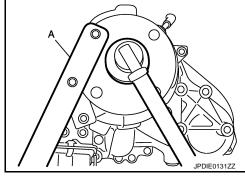
REAR OIL SEAL

< REMOVAL AND INSTALLATION >

 Using a flange wrench (A) (commercial service tool), install the self-lock nut of companion flange and tighten to the specified torque. Refer to <u>DLN-69</u>, "<u>Exploded View</u>".
 CAUTION:

Never reuse self-lock nut.

- 4. Install the rear propeller shaft. Refer to <u>DLN-113</u>, "Removal and <u>Installation"</u>.
- 5. Check fluid level. Refer to <u>DLN-60, "Inspection"</u>.



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UNIT REMOVAL AND INSTALLATION

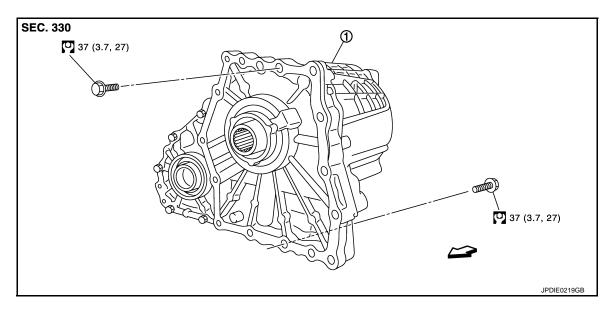
TRANSFER ASSEMBLY

VQ37VHR

VQ37VHR: Exploded View

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[TRANSFER: ETX13C]



1. Transfer assembly

∀ : Vehicle front

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

VQ37VHR: Removal and Installation

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REMOVAL

- Remove rear propeller shaft. Refer to <u>DLN-113, "Removal and Installation"</u>.
- 2. Remove front propeller shaft. Refer to <u>DLN-93</u>, "VQ37VHR: Removal and Installation".
- 3. Disconnect AWD solenoid harness connector and separate harness from transfer assembly.
- 4. Remove transfer breather hose.
- 5. Remove control rod. Refer to TM-188, "AWD: Removal and Installation".
- Support transfer assembly and transmission assembly with a jack. CAUTION:

Secure transfer assembly and transmission assembly to a jack.

- 7. Remove rear engine mounting member and engine mounting insulator with power tool. Refer to <u>EM-81</u>, <u>"AWD : Removal and Installation"</u>.
- 8. Lower jack to the position where the top transfer mounting bolts can be removed.
- 9. Remove transfer mounting bolts with power tool and separate transfer from transmission.

INSTALLATION

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

TRANSFER ASSEMBLY

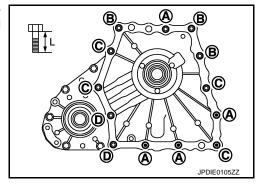
< UNIT REMOVAL AND INSTALLATION >

 When installing the transfer to the transmission, install the mounting bolts following the standard below, tighten bolts to the specified torque.

Bolt No.	А	В	С	D
Quantity	4	3	4	2
Bolt length " L " mm (in)	75 (2.95)	45 (1.77)	40 (1.57)	30 (1.18)

Transfer to transmission.

:Transmission to transfer.



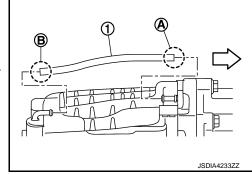
[TRANSFER: ETX13C]

· When installing transfer air breather hose, make sure there are no pinched or restricted areas on the transfer air breather hose caused by bending or winding.

- Be sure to insert until front side end (A) of air breather hose (1) reaches the end and rear side end (B) reaches the tube bent R.

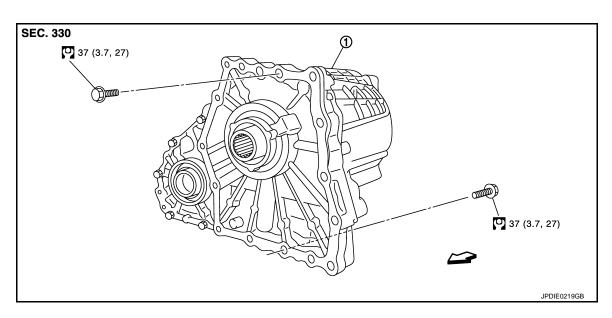
> $\langle \neg$: Vehicle front

 After the installation, check the fluid level, fluid leakage and the A/T positions. Refer to DLN-60, "Inspection".



VK56VD

VK56VD: Exploded View



1. Transfer assembly

Revision: 2014 November

: Vehicle front

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

VK56VD: Removal and Installation

 When replacing the transfer assembly, it is necessary to check the parts number of AWD control unit. To check the parts number of AWD control unit, use CONSULT. When the parts number of AWD control unit is

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TRANSFER ASSEMBLY

< UNIT REMOVAL AND INSTALLATION >

"41650 1MD0B", it is necessary to replace transfer assembly and AWD control unit as a set. For removal and installation of AWD control unit, refer to DLN-61, "Removal and Installation".

NOTE:

When the parts number of AWD control unit is not "41650 1MD0B", it is not necessary to replace AWD control unit.

REMOVAL

- 1. Remove transmission assembly from the vehicle. Refer to TM-233, "VK56VD (AWD): Removal and Installation".
- 2. Remove transfer air breather hose.
- 3. Remove rear engine mounting member and engine mounting insulator with power tool. Refer to <u>EM-224</u>. "AWD: Removal and Installation".
- 4. Support transfer assembly with a jack.
- 5. Remove transfer mounting bolts with power tool and separate transfer from transmission.

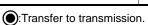
Secure transfer assembly and transmission assembly to a jack.

INSTALLATION

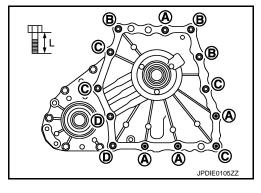
Note the following, and install in the reverse order of removal.

 When installing the transfer to the transmission, install the mounting bolts following the standard below, tighten bolts to the specified torque.

Bolt No.	Α	В	С	D
Quantity	4	3	4	2
Bolt length " L " mm (in)	75 (2.95)	45 (1.77)	40 (1.57)	30 (1.18)

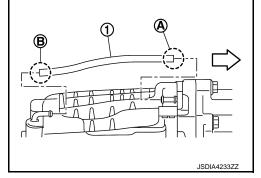


:Transmission to transfer.



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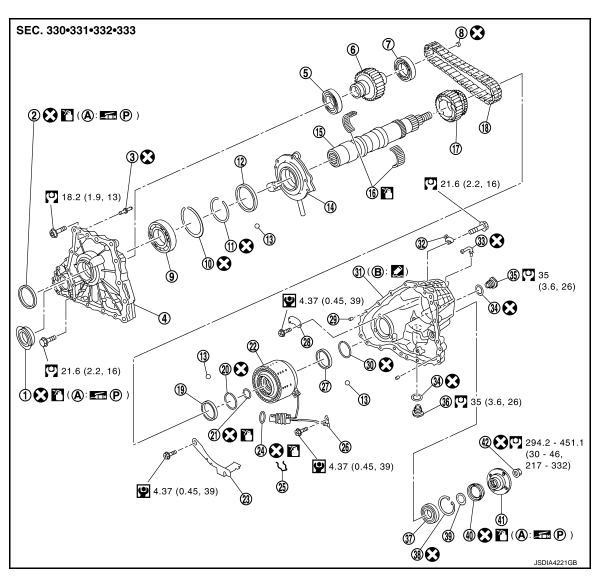
- When installing transfer air breather hose, make sure there are no pinched or restricted areas on the transfer air breather hose caused by bending or winding.
- Be sure to insert until front side end (A) of air breather hose (1) reaches the end and rear side end (B) reaches the tube bent R.
- After the installation, check the fluid level, fluid leakage and the A/T positions. Refer to <u>DLN-60</u>, "<u>Inspection</u>".



UNIT DISASSEMBLY AND ASSEMBLY

FRONT CASE AND REAR CASE

Exploded View INFOID:0000000011253495



- Front oil seal 1.
- Front case
- 7. Front drive shaft rear bearing
- Snap ring 10.
- Steel ball 13.
- 16. Needle bearing
- Spacer 19.
- 22. Electric controlled coupling
- 25. Retainer
- Baffle plate 28.
- 31. Rear case
- Gasket 34.
- 37. Rear bearing
- 40. Rear oil seal
- Oil seal lip

- 2. Main shaft oil seal
- 5. Front drive shaft front bearing
- 8. Plug
- Snap ring 11.
- Oil pump
- Sprocket
- Snap ring 20.
- 23. Oil cover
- 26. Transfer fluid temperature sensor
- 29. Dowel pin
- 32. Harness bracket
- 35. Filler plug
- 38. Snap ring
- Companion flange
- Matching surface

- Breather tube 3.
- 6. Front drive shaft
- 9. Main shaft bearing
- Spacer 12.
- 15. Main shaft
- Drive chain
- 21. Circlip
- 24. O-ring 27. Spacer
- 30. Snap ring
- 33. Breather tube
- 36. Drain plug
- 39. Spacer

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FRONT CASE AND REAR CASE

< UNIT DISASSEMBLY AND ASSEMBLY >

Apply Genuine Anaerobic Liquid Gasket or equivalent. Refer to GI-22, "Recommended Chemical Products and Sealants".

■®: Apply petroleum jelly.

: Apply transfer fluid. Refer to MA-11, "Fluids and Lubricants".

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

Disassembly INFOID:0000000011253496

- 1. Remove drain plug and filler plug.
- 2. Remove harness brackets.
- 3. Remove main shaft oil seal from front case.

CAUTION:

Never damage the front case and main shaft.

4. Remove front oil seal from front case.

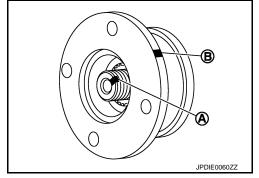
CAUTION:

Never damage the front case and front drive shaft.

- 5. Remove self-lock nut.
- 6. Put a matching mark (A) on the end of main shaft. The mark should be in line with the mark (B) on the companion flange.

 CAUTION:

For the matching mark, use paint. Never damage main shaft.

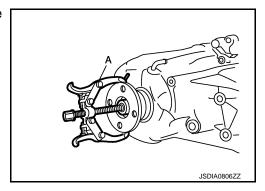


[TRANSFER: ETX13C]

7. Remove companion flange with a puller (A) (commercial service tool).

CAUTION:

Never damage the companion flange.

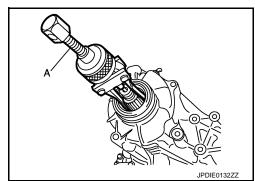


8. Remove rear oil seal from rear case with the puller (A) [SST: KV381054S0 (J-34286)].

CAUTION:

Never damage the rear case.

9. Remove spacer from main shaft.



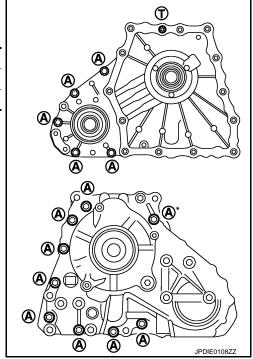
FRONT CASE AND REAR CASE

< UNIT DISASSEMBLY AND ASSEMBLY >

10. Remove front case and rear case fixing bolts, then remove harness bracket.

Bolts symbol	Quantity
A	14
T (TORX bolt)	1

^{*:} With harness bracket.



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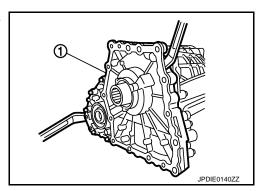
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11. Remove front case (1) from rear case by levering it up with a suitable tool.

CAUTION:

Never damage the mating surface.



12. Remove snap ring (1) from front case.

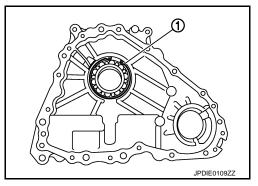
CAUTION:

Never damage front case.

13. Remove main shaft bearing from front case.

CAUTION:

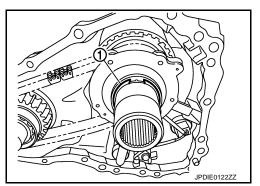
Never use tools. Always remove by hand.



14. Remove snap ring (1) from main shaft.

CAUTION:

Never damage main shaft.

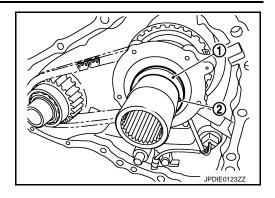


15. Remove spacer (1) and steel ball (2) from main shaft. **CAUTION:**

Be careful not to drop the steel ball.

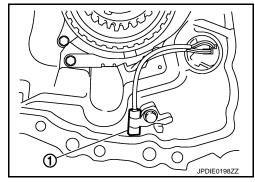
- 16. Remove Oil pump from main shaft.
- 17. Remove drive chain and front drive shaft. **CAUTION:**

Never use tools. Always remove by hand.

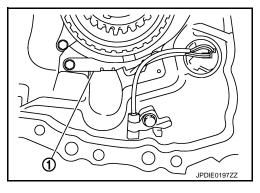


[TRANSFER: ETX13C]

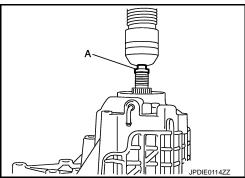
18. Remove transfer fluid temperature sensor bolt from rear case. And then, remove transfer fluid temperature sensor (1).



- 19. Remove oil cover bolts from rear case. And then, remove oil cover (1).
- 20. Remove retainer from AWD solenoid harness connector.
- 21. Remove AWD solenoid harness connector from rear case.
- 22. Remove O-ring from AWD solenoid harness connector.

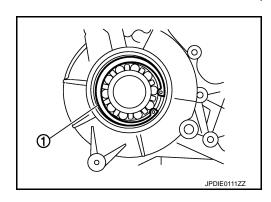


23. Remove main shaft assembly from rear case with the drift (A) [SST: ST33052000 ($\,-\,$)].



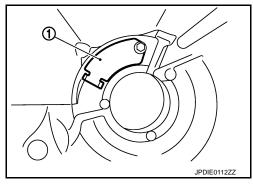
- 24. Remove snap ring (1) from rear case.
- 25. Remove rear bearing from rear case. CAUTION:

Never use tools. Always remove by hand.



< UNIT DISASSEMBLY AND ASSEMBLY >

- Remove baffle plate (1) from rear case.
- 27. Remove breather tube from rear case.
- Remove breather tube from front case.
- Perform inspection after disassembly. Refer to <u>DLN-77, "Inspection"</u>.



[TRANSFER: ETX13C]

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Assembly

1. Install breather tube to front case.

CAUTION:

Never reuse breather tube.

Install breather tube to rear case within the angle (A) shown as follows.

Angle (A) : $80 - 100^{\circ}$

CAUTION:

Never reuse breather tube.

- Install baffle plate to rear case.
- 4. Install rear bearing to rear case.

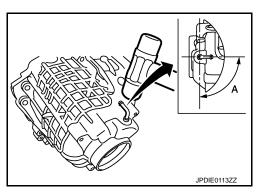
CAUTION:

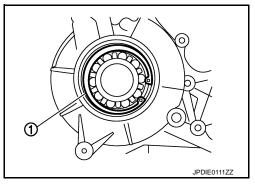
Never use tools. Always install by hand.

5. Install snap ring (1) to rear case.

CAUTION:

Never reuse snap ring.





6. Install main shaft assembly to rear case with the drift (A) [SST: ST35321000 (—)].

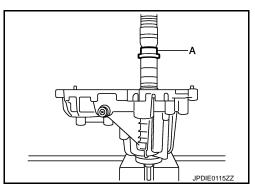
CAUTION:

Apply transfer fluid to the sliding surface of main shaft and needle bearing.

7. Install O-ring to AWD solenoid harness connector.

CAUTION:

- Never reuse O-ring.
- Apply transfer fluid to O-ring.
- 8. Install AWD solenoid harness connector into rear case.
- 9. Install retainer to AWD solenoid harness connector.



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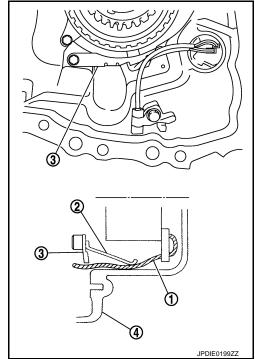
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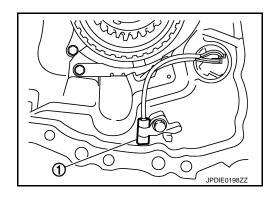
< UNIT DISASSEMBLY AND ASSEMBLY >

10. Hold electric controlled coupling harness (1) with oil cover hold plate (2), install oil cover (3) to rear case (4).



[TRANSFER: ETX13C]

11. Install transfer fluid temperature sensor (1) to rear case.



12. Set drive chain to front drive shaft.

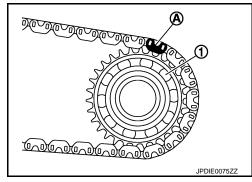
CAUTION:

Identification mark (A) of drive chain should be in the side of front bearing (1) of front drive shaft.

13. Install drive chain to main shaft, and then install front drive shaft. CAUTION:

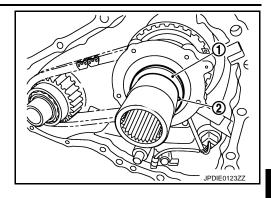
Never use tools. Always install by hand.

14. Install oil pump to main shaft.



< UNIT DISASSEMBLY AND ASSEMBLY >

15. Install spacer (1) and steel ball (2) to main shaft.



[TRANSFER: ETX13C]

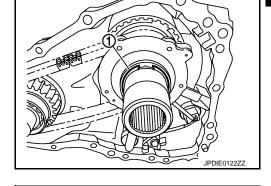
16. Install snap ring (1) to main shaft.

CAUTION:

- Never reuse snap ring.
- Never damage main shaft.
- 17. Install main shaft bearing to front case.

CAUTION:

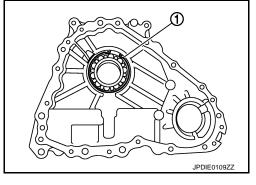
Never use tools. Always install by hand.



18. Install snap ring (1) to front case.

CAUTION:

- Never reuse snap ring.
- Never damage front case.



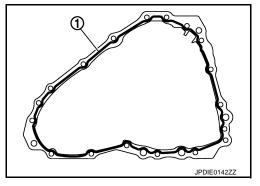
 Apply liquid gasket (1) to mating surface of rear case.
 Use Genuine Anaerobic Liquid Gasket or equivalent. Refer to GI-22, "Recommended Chemical Products and Sealants".

Remove old sealant adhering to mounting surfaces. Also remove any moisture, oil, or foreign material adhering to application and mounting surfaces.

20. Set front case to rear case.

CAUTION:

Never damage the mating surface transmission side.



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< UNIT DISASSEMBLY AND ASSEMBLY >

21. Tighten front case and rear case fixing bolts.

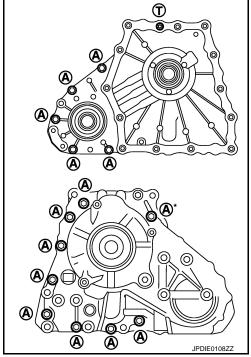
Bolts symbol	Quantity
A	14
T (TORX bolt)	1

^{*:} With harness bracket.

22. Install spacer to main shaft.

CAUTION:

Apply transfer fluid to spacer.



[TRANSFER: ETX13C]

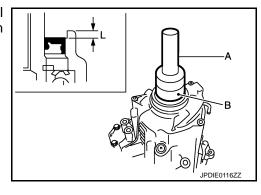
23. Apply transfer fluid to outside of rear oil seal, and install rear oil seal to rear case with the drifts (A and B) within the dimension (L) shown as follows.

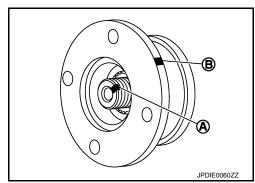
A : Drift [SST: ST30720000 (J-25405)]
B : Drift [SST: KV40104830 (—)]

L: 6.7 – 7.3 mm (0.264 – 0.287 in)

CAUTION:

- Never reuse rear oil seal.
- Apply petroleum jelly to oil seal lip.
- When installing, never incline rear oil seal.
- 24. Install companion flange while aligning the matching mark (A) of main shaft with the mark (B) of companion flange.



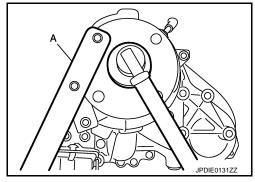


< UNIT DISASSEMBLY AND ASSEMBLY >

25. Tighten self-lock nut to the specified torque with flange wrench (A) (commercial service tool).

CAUTION:

Never reuse self-lock nut.

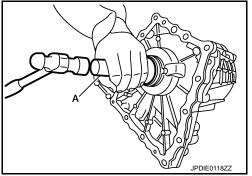


[TRANSFER: ETX13C]

26. Apply transfer fluid to outside of main shaft oil seal, and install main shaft oil seal until it is flush with the end face of front case with the drift (A) [SST: ST30720000 (J-25405)].

CAUTION:

- · Never reuse main shaft oil seal.
- · Apply petroleum jelly to oil seal lip.
- When installing, never incline main shaft oil seal.



Apply transfer fluid to outside of front oil seal, and install front oil seal until it is flush with the end face of front case with the drift (A) [SST: ST27862000 (—)].

CAUTION:

- · Never reuse front oil seal.
- · Apply petroleum jelly to oil seal lip.
- When installing, never incline front oil seal.
- 28. Set gasket to drain plug. Install it to rear case.

CAUTION:

Never reuse gasket.

29. Set gasket to filler plug. Install it to rear case.

CAUTION:

- · Never reuse gasket.
- After oil is filled, tighten filler plug to specified torque.

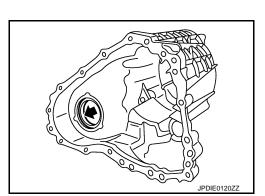
Inspection INFOID:000000011253498

INSPECTION AFTER DISASSEMBLY

Check items below. If necessary, replace them with new ones.

Cases

- Contact surfaces of bearing for wear, damage, etc.
- Damage and cracks of case.



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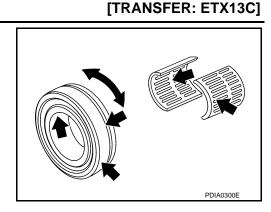
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Bearing

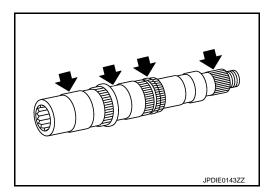
< UNIT DISASSEMBLY AND ASSEMBLY >

Damage and rough rotation of bearing.



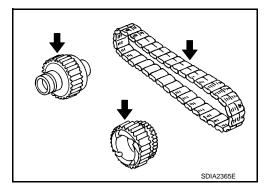
Shaft

Damage, peeling, dent, uneven wear, bending, etc. of shaft.

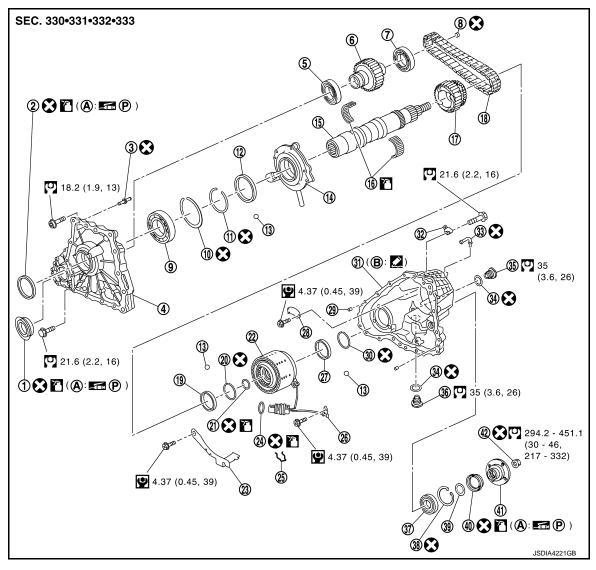


Gears and Chain

- Excessive wear, damage, peeling, etc. of gear and chain.
- Cracks, damage, wear, etc of drive chain.



Exploded View INFOID:0000000011253499



1.	Front	Oil	sea
----	-------	-----	-----

Front case

7. Front drive shaft rear bearing

Snap ring 10.

13. Steel ball

Needle bearing 16.

19. Spacer

22. Electric controlled coupling

Retainer 25.

28. Baffle plate

31. Rear case

34. Gasket

37. Rear bearing

40. Rear oil seal

Oil seal lip

- Main shaft oil seal 2.
- 5. Front drive shaft front bearing

8. Plug

Snap ring 11.

14. Oil pump

Sprocket 17.

20. Snap ring

23. Oil cover

26. Transfer fluid temperature sensor

29. Dowel pin

32. Harness bracket

35. Filler plug

38. Snap ring

В.

41. Companion flange Matching surface

Breather tube 3.

[TRANSFER: ETX13C]

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6. Front drive shaft

9. Main shaft bearing

12. Spacer

Main shaft 15.

18. Drive chain

21. Circlip

24. O-ring

27.

Spacer 30. Snap ring

33. Breather tube

36. Drain plug

39. Spacer

42. Self-lock nut

Apply Genuine Anaerobic Liquid Gasket or equivalent. Refer to GI-22, "Recommended Chemical Products and Sealants".

■®: Apply petroleum jelly.

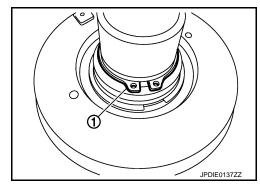
: Apply transfer fluid. Refer to MA-11, "Fluids and Lubricants".

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

Disassembly INFOID:0000000011253500

1. Separate front case and rear case, then remove main shaft assembly. Refer to DLN-70, "Disassembly".

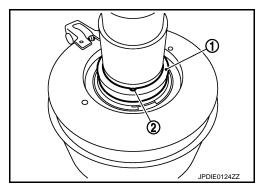
2. Remove snap ring (1) from main shaft.



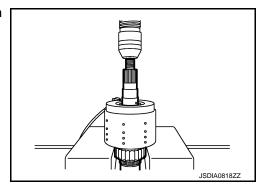
[TRANSFER: ETX13C]

Remove spacer (1) and steel ball (2) from main shaft. CAUTION:

Be careful not to drop the steel ball.



4. Using a press, remove electric controlled coupling from main shaft.

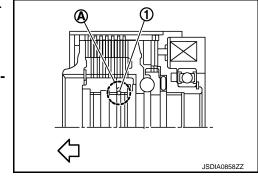


5. Remove circlip (1) from notch (A) of electric controlled coupling.

←: Front side

CAUTION:

- Never remove the circlip from the electric controlled coupling rear side.
- Never damage electric control coupling spline, bush, etc.
- 6. Remove snap ring from main shaft.

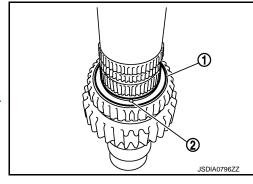


< UNIT DISASSEMBLY AND ASSEMBLY >

Remove spacer (1) and steel ball (2) from main shaft. **CAUTION:**

Be careful not to drop the steel ball.

- 8. Remove sprocket from main shaft.
- 9. Remove needle bearing from main shaft.
- 10. Perform inspection after disassembly. Refer to DLN-82, "Inspection".



[TRANSFER: ETX13C]

INFOID:0000000011253501

Assembly

Install needle bearing to main shaft.

CAUTION:

Apply transfer fluid to the periphery of needle bearing.

- Install sprocket to main shaft.
- 3. Install spacer (1) and steel ball (2) to main shaft.

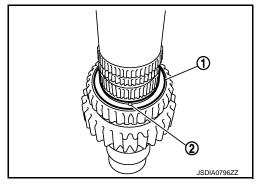
CAUTION:

Be careful not to drop the steel ball.

4. Install snap ring to main shaft.

CAUTION:

Never reuse snap ring.



Install circlip (1) to notch (A) of the electric controlled coupling.

: Front side

CAUTION:

- Never install the circlip to the notches other than notch
- Never install the circlip from the electric controlled coupling rear side.
- Never reduce the outer diameter of circlip to less than 43.2 mm (1.701 in).
- Never damage electric control coupling spline, bush, etc.
- Never reuse circlip.
- 6. Install electric controlled coupling to main shaft.

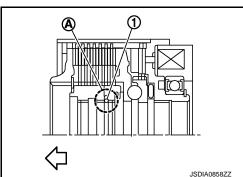
CAUTION:

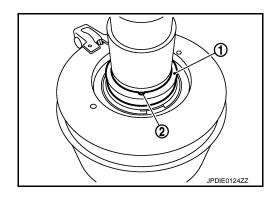
Securely insert it until locked.

7. Install spacer (1) and steel ball (2) to main shaft.

CAUTION:

Be careful not to drop the steel ball.





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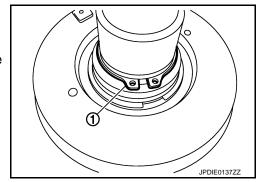
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< UNIT DISASSEMBLY AND ASSEMBLY >

Install snap ring (1) to main shaft. CAUTION:

Never reuse snap ring.

 Install main shaft assembly to rear case, then install front case and rear case. Refer to <u>DLN-73</u>, "<u>Assembly</u>".



[TRANSFER: ETX13C]

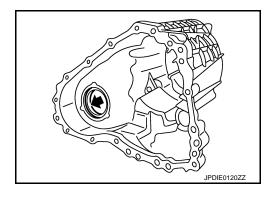
Inspection INFOID:0000000011253502

INSPECTION AFTER DISASSEMBLY

Check items below. If necessary, replace them with new ones.

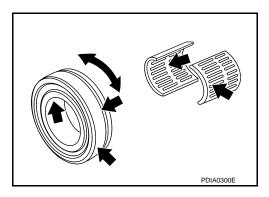
Cases

- Contact surfaces of bearing for wear, damage, etc.
- Damage and cracks of case.



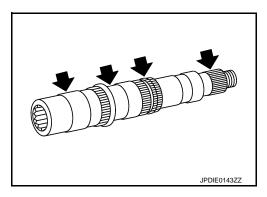
Bearing

Damage and rough rotation of bearing.



Shaft

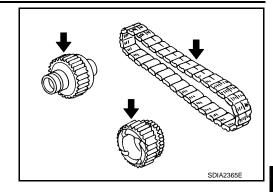
Damage, peeling, dent, uneven wear, bending, etc. of shaft.



Gears and Chain

< UNIT DISASSEMBLY AND ASSEMBLY >

- Excessive wear, damage, peeling, etc. of gear and chain.
- Cracks, damage, wear, etc of drive chain.



[TRANSFER: ETX13C]

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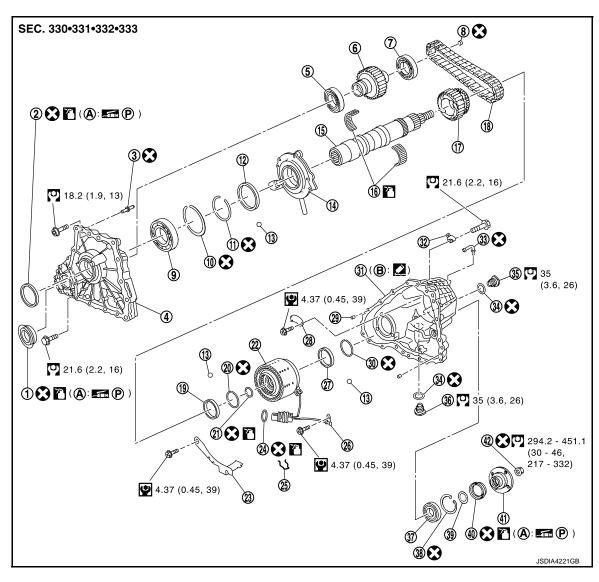
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Exploded View



- 1. Front oil seal
- 4. Front case
- 7. Front drive shaft rear bearing
- 10. Snap ring
- 13. Steel ball
- 16. Needle bearing
- 19. Spacer
- 22. Electric controlled coupling
- 25. Retainer
- 28. Baffle plate
- 31. Rear case
- 34. Gasket
- 37. Rear bearing
- 40. Rear oil seal
- A. Oil seal lip

- 2. Main shaft oil seal
- 5. Front drive shaft front bearing
- 8. Plug
- 11. Snap ring
- 14. Oil pump
- 17. Sprocket
- 20. Snap ring
- 23. Oil cover
- 26. Transfer fluid temperature sensor
- 29. Dowel pin
- 32. Harness bracket
- 35. Filler plug
- 38. Snap ring
- 41. Companion flange

Matching surface

- 3. Breather tube
- 6. Front drive shaft
- 9. Main shaft bearing

[TRANSFER: ETX13C]

- 12. Spacer
- 15. Main shaft
- 18. Drive chain
- 21. Circlip
- 24. O-ring
- 27. Spacer
- 30. Snap ring
- 33. Breather tube
- 36. Drain plug
- 39. Spacer
- 42. Self-lock nut

< UNIT DISASSEMBLY AND ASSEMBLY >

■®: Apply petroleum jelly.

: Apply transfer fluid. Refer to MA-11, "Fluids and Lubricants".

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

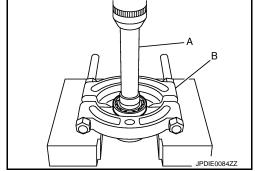
Disassembly INFOID:0000000011253504

- 1. Separate front case and rear case. Refer to DLN-70, "Disassembly".
- 2. Remove drive chain and front drive shaft.

CAUTION:

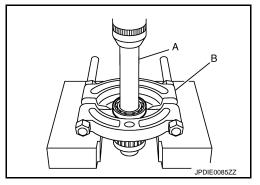
Never use tools. Always remove by hand.

- 3. Remove front drive shaft front bearing with the drift (A) and replacer (B).
 - A: Drift [SST: ST31214000 (J-25269-B)]
 - B: Replacer (commercial service tool)



[TRANSFER: ETX13C]

- Remove front drive shaft rear bearing with the drift (A) and replacer (B).
 - A: Drift [SST: ST31214000 (J-25269-B)]
 - B: Replacer (commercial service tool)
- Remove plug from front drive shaft.
- Perform inspection after disassembly. Refer to <u>DLN-86, "Inspection"</u>.



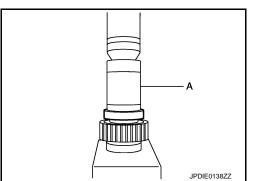
Assembly

1. Install plug to front drive shaft.

CAUTION:

Never reuse plug.

2. Install front drive shaft front bearing with the drift (A) [SST: ST33200000 (J-26082)].



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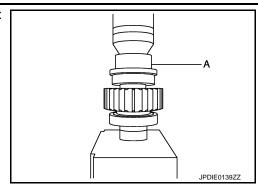
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< UNIT DISASSEMBLY AND ASSEMBLY >

3. Install front drive shaft rear bearing with the drift (A) [SST: KV38104010 (—)].



[TRANSFER: ETX13C]

Set drive chain to front drive shaft.

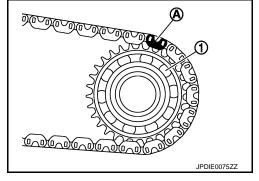
CAUTION:

Identification mark (A) of drive chain should be in the side of front bearing (1) of front drive shaft.

5. Install drive chain to main shaft, and then install front drive shaft. **CAUTION:**

Never use tools. Always install by hand.

6. Install front case to rear case. Refer to DLN-73, "Assembly".



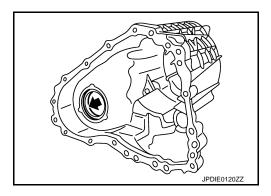
Inspection INFOID:0000000011253506

INSPECTION AFTER DISASSEMBLY

Check items below. If necessary, replace them with new ones.

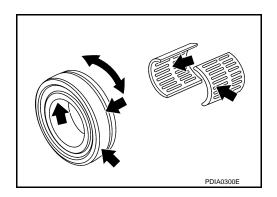
Cases

- Contact surfaces of bearing for wear, damage, etc.
- Damage and cracks of case.



Bearing

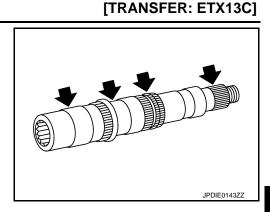
Damage and rough rotation of bearing.



Shaft

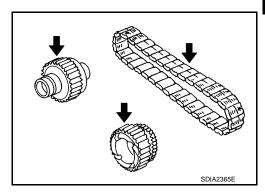
< UNIT DISASSEMBLY AND ASSEMBLY >

Damage, peeling, dent, uneven wear, bending, etc. of shaft.



Gears and Chain

- Excessive wear, damage, peeling, etc. of gear and chain.
- Cracks, damage, wear, etc of drive chain.



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SERVICE DATA AND SPECIFICATIONS (SDS)

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SERVICE DATA AND SPECIFICATIONS (SDS)

SERVICE DATA AND SPECIFICATIONS (SDS)

General Specifications

INFOID:0000000011253507

[TRANSFER: ETX13C]

		AWD			
Applied model		VQ37VHR	VK56VD		
		A/T			
Transfer model		ETX13C			
Fluid capacity (Approx.)	ℓ (US pt, Imp pt)	mp pt) 1.0 (2-1/8, 1-3/4)			

[FRONT PROPELLER SHAFT: 2S56A]

PRECAUTION

PRECAUTIONS

Precautions for Removing Battery Terminal

• When removing the 12V battery terminal, turn OFF the ignition switch and wait at least 30 seconds.

NOTE:

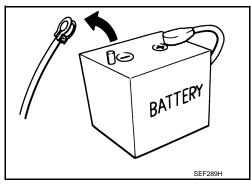
ECU may be active for several tens of seconds after the ignition switch is turned OFF. If the battery terminal is removed before ECU stops, then a DTC detection error or ECU data corruption may occur.

For vehicles with the 2-batteries, be sure to connect the main battery and the sub battery before turning ON the ignition switch.
 NOTE:

If the ignition switch is turned ON with any one of the terminals of main battery and sub battery disconnected, then DTC may be detected.

After installing the 12V battery, always check "Self Diagnosis Result" of all ECUs and erase DTC.
 NOTE:

The removal of 12V battery may cause a DTC detection error.



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PREPARATION

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[FRONT PROPELLER SHAFT: 2S56A]

PREPARATION

PREPARATION

Commercial Service Tools

INFOID:0000000011253509

Tool name		Description
Power tool		Loosening bolts and nuts
	PBIC0190E	

NOISE, VIBRATION AND HARSHNESS (NVH) TROUBLESHOOTING [FRONT PROPELLER SHAFT: 2S56A]

< SYMPTOM DIAGNOSIS >

SYMPTOM DIAGNOSIS

NOISE, VIBRATION AND HARSHNESS (NVH) TROUBLESHOOTING

NVH Troubleshooting Chart

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Reference		DLN-92, "Inspection"	I	I	1	I	DLN-92, "Inspection"	DLN-92, "Inspection"	NVH of FRONT and REAR FINAL DRIVE in this section.	NVH in FAX, RAX, FSU and RSU section.	NVH in WT section.	NVH in WT section.	NVH in FAX and RAX section.	NVH in BR section.	NVH in ST section.
					, damage or deterioration										
Possible cause and SUSPEC	TED 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
Possible cause and SUSPEC	TED PARTS Noise Shake	× Uneven rotating torque	× × Center bearing improper installation	× Excessive center bearing axial end play	x Center bearing mounting (insulator) cracks	× × Excessive joint angle	x Rotation imbalance	× Excessive runout	× DIFFERENTIAL	× X AXLE AND SUSPENSION	× TIRE	× ROAD WHEEL	× × DRIVE SHAFT	× × BRAKE	× × STEERING

^{×:} Applicable

[FRONT PROPELLER SHAFT: 2S56A]

PERIODIC MAINTENANCE

FRONT PROPELLER SHAFT

Inspection INFOID:0000000011253511

APPEARANCE AND 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.

 With a dial indicator, measure propeller shaft runout at runout measuring points by rotating final drive companion flange with hands.

∀
 : Vehicle front

Propeller shaft runout

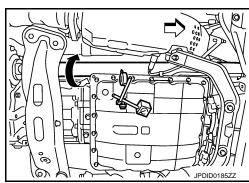
: Refer to <u>DLN-99</u>, "Propeller Shaft Runout".

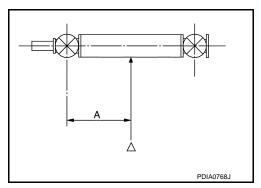
Propeller shaft runout measuring point (Point "△")

Dimension A VQ37VHR : 381.5 mm (15.02 in)

VK56VD : 386.5 mm (15.22 in)

- 2. If runout still exceeds specifications, separate propeller shaft at final drive companion flange; then change the phase between companion flange and propeller shaft by the one bolt hole at a time and install propeller shaft.
- 3. If runout is more than the limit value, remove and check propeller shaft.
- 4. Check the vibration by driving vehicle.





[FRONT PROPELLER SHAFT: 2S56A]

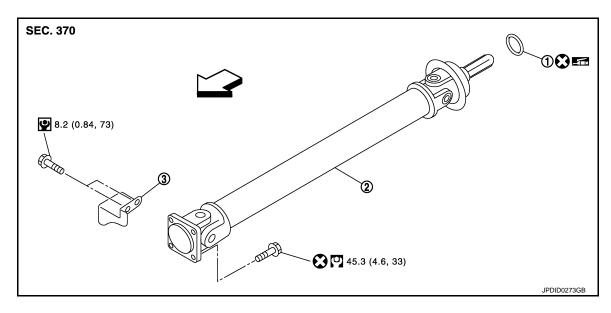
REMOVAL AND INSTALLATION

FRONT PROPELLER SHAFT

VQ37VHR

VQ37VHR: Exploded View

INFOID:0000000011253512



1. O-ring

2. Propeller shaft assembly

3. Heat bracket

Apply multi-purpose grease.

: Vehicle front

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

VQ37VHR: Removal and Installation

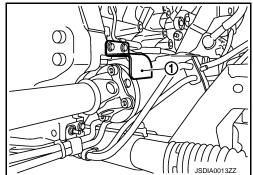
INFOID:0000000011253513

REMOVAL

- Shift the transmission to the neutral position, and then release the parking brake.
- Remove engine undercover with a power tool. 2.
- Remove front cross bar. Refer to FSU-39, "Removal and Installation". 3.
- 4. Remove exhaust front tube and three-way catalyst (bank 1) with a power tool. Refer to EX-6, "VQ37VHR: Removal and Installation".
- 5. Remove heat bracket (1).
- 6. Put matching mark on propeller shaft flange yoke and final drive companion flange.

For matching mark, use paint. Never damage propeller shaft flange and final drive companion flange.

7. Remove the propeller shaft assembly fixing bolts.



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FRONT PROPELLER SHAFT

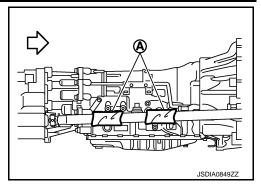
< REMOVAL AND INSTALLATION >

[FRONT PROPELLER SHAFT: 2S56A]

8. Remove propeller shaft assembly from the front final drive and transfer.

CAUTION:

- · Never damage the transfer front oil seal.
- Wrap transmission interference area (A) with shop cloth or equivalent to protect propeller shaft from breakage.
- 9. Remove propeller shaft assembly from O-ring.
- Perform inspection after removal. Refer to <u>DLN-94, "VQ37VHR: Inspection"</u>.



INSTALLATION

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

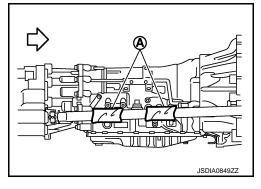
- Align matching mark to install propeller shaft assembly to final drive companion flange.
- Preform inspection after installation. Refer to DLN-94, "VQ37VHR: Inspection".

CAUTION:

- Never damage the transfer front oil seal.
- Wrap power steering piping interference area with shop cloth or equivalent to protect power steering piping from breakage.
- Wrap transmission interference area (A) with shop cloth or equivalent to protect propeller shaft from breakage.

∀
 : Vehicle front

- Never reuse O-ring.
- Apply multi-purpose grease onto O-ring.



VQ37VHR: Inspection

INSPECTION AFTER REMOVAL

Appearance

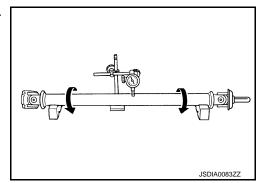
Check propeller shaft for bend and damage. If damage is detected, replace propeller shaft assembly.

Propeller Shaft Runout

Check propeller shaft runout at measuring point with a dial indicator. If runout exceeds specifications, replace propeller shaft assembly.

Propeller shaft runout

: Refer to <u>DLN-99</u>, "Propeller Shaft Runout".



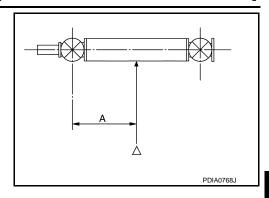
FRONT PROPELLER SHAFT

< REMOVAL AND INSTALLATION >

[FRONT PROPELLER SHAFT: 2S56A]

Propeller shaft runout measuring point (Point "△")

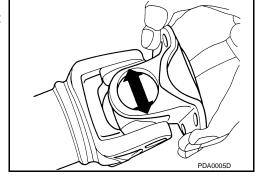
Dimension A : 381.5 mm (15.02 in)



Journal Axial Play

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

Journal axial play : Refer to <u>DLN-99, "Journal Axial Play"</u>.



CAUTION:

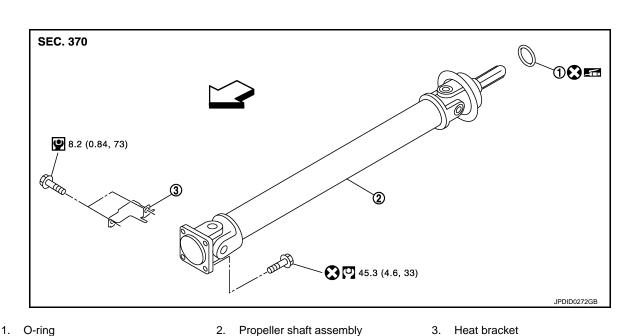
Never disassemble joints.

INSPECTION AFTER INSTALLATION

After assembly, perform a driving test to check propeller shaft vibration. If vibration occurred, separate propeller shaft from final drive. Reinstall companion flange by changing the phase between companion flange and propeller shaft by the one bolt hole at a time. Then perform driving test and check propeller shaft vibration again at each point.

VK56VD

VK56VD: Exploded View



Apply multi-purpose grease.

∀
 ∃: Vehicle front

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

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Revision: 2014 November DLN-95 2015 Q70

VK56VD: Removal and Installation

INFOID:0000000011253516

REMOVAL

- 1. Shift the transmission to the neutral position, and then release the parking brake.
- 2. Remove engine undercover with a power tool.
- 3. Remove exhaust front tube and three-way catalyst. Refer to EX-7, "VK56VD: Removal and Installation".
- 4. Put matching mark onto propeller shaft flange yoke and final drive companion flange.

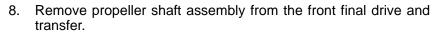
CAUTION:

For matching mark, use paint. Never damage propeller shaft flange and final drive companion flange.

- 5. Remove heat insulator.
- 6. Remove the propeller shaft assembly fixing bolts.
- 7. Hang steering hydraulic line not to interfere with work. Refer to ST-73, "AWD: Exploded View".

CAUTION:

Wrap power steering piping interference area with shop cloth or equivalent to protect power steering piping from breakage.





CAUTION:

- Never damage the transfer front oil seal.
- Wrap transmission interference area (A) with shop cloth or equivalent to protect propeller shaft from breakage.
- 9. Remove propeller shaft assembly from O-ring.
- 10. Remove heat bracket.
- 11. Perform inspection after removal. Refer to DLN-97, "VK56VD: Inspection".

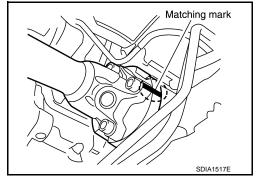
INSTALLATION

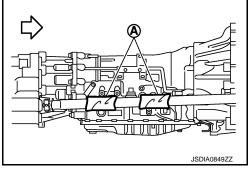
Note the following, and install in the reverse order of removal.

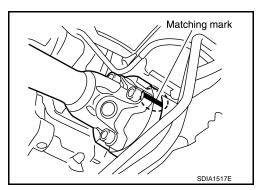
- Align matching mark to install propeller shaft assembly to final drive companion flange.
- Preform inspection after installation. Refer to <u>DLN-97</u>, "VK56VD: Inspection".

CAUTION:

- Never damage the transfer front oil seal.
- Wrap power steering piping interference area with shop cloth or equivalent to protect power steering piping from breakage.





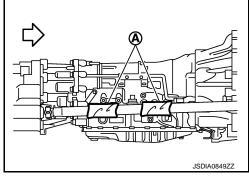


FRONT PROPELLER SHAFT

< REMOVAL AND INSTALLATION >

[FRONT PROPELLER SHAFT: 2S56A]

- Wrap transmission interference area (A) with shop cloth or equivalent to protect propeller shaft from breakage.
- Never reuse O-ring.
- Apply multi-purpose grease onto O-ring.



VK56VD: Inspection

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INSPECTION AFTER REMOVAL

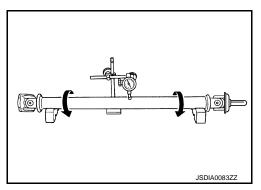
Appearance

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

Propeller Shaft Runout

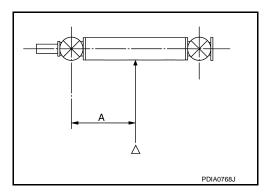
Check propeller shaft runout at measuring point with a dial indicator. If runout exceeds specifications, replace propeller shaft assembly.

Propeller shaft runout : Refer to <u>DLN-99, "Propeller</u> Shaft Runout".



Propeller shaft runout measuring point (Point "△")

Dimension A : 386.5 mm (15.22 in)



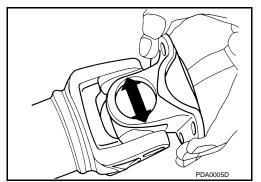
Journal Axial Play

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

Journal axial play : Refer to <u>DLN-99, "Journal</u> Axial Play".

CAUTION:

Never disassemble joints.



INSPECTION AFTER INSTALLATION

After assembly, perform a driving test to check propeller shaft vibration. If vibration occurred, separate propeller shaft from final drive. Reinstall companion flange by changing the phase between companion flange and

FRONT PROPELLER SHAFT

< REMOVAL AND INSTALLATION >

[FRONT PROPELLER SHAFT: 2S56A]

propeller shaft by the one bolt hole at a time. Then perform driving test and check propeller shaft vibration again at each point.

SERVICE DATA AND SPECIFICATIONS (SDS)

< SERVICE DATA AND SPECIFICATIONS (SDS)

[FRONT PROPELLER SHAFT: 2S56A]

SERVICE DATA AND SPECIFICATIONS (SDS)

SERVICE DATA AND SPECIFICATIONS (SDS)

General Specifications

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	AV	VD	_		
Applied model	VQ37VHR	VK56VD			
	A	/Т			
Propeller shaft model	255	56A	DLN		
Number of joints	2				
Type of journal bearings (Non-disassembly type)	Shell	E			
Coupling method with transfer	Sleev	Sleeve type			
Coupling method with front final drive	Flang	e type			
Shaft length (Spider to spider)	763 mm (30.04 in)	773 mm (30.43 in)	_ F		
Shaft outer diameter	42.7 mm	(1.681 in)			

Propeller Shaft Runout

INFOID:0000000011253519	

	Unit: mm (in)
Item	Limit
Propeller shaft runout	0.8 (0.031)

Journal Axial Play

INFOID:0000000011253520

	Unit: mm (in)
ltem	Standard
Journal axial play	0 (0)

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[REAR PROPELLER SHAFT: 3S80A-R]

PRECAUTION

PRECAUTIONS

Precautions for Removing Battery Terminal

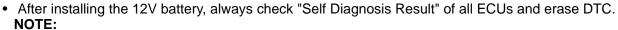
 When removing the 12V battery terminal, turn OFF the ignition switch and wait at least 30 seconds.

NOTE:

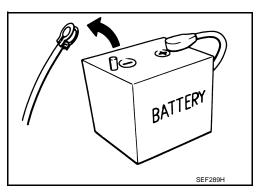
ECU may be active for several tens of seconds after the ignition switch is turned OFF. If the battery terminal is removed before ECU stops, then a DTC detection error or ECU data corruption may occur.

For vehicles with the 2-batteries, be sure to connect the main battery and the sub battery before turning ON the ignition switch.
 NOTE:

If the ignition switch is turned ON with any one of the terminals of main battery and sub battery disconnected, then DTC may be detected.



The removal of 12V battery may cause a DTC detection error.



INFOID:0000000011253521

PREPARATION

< PREPARATION >

[REAR PROPELLER SHAFT: 3S80A-R]

PREPARATION

PREPARATION

Commercial Service Tools

Tool name		Description	
Power tool		Loosening bolts and nuts	
			DLN
	PBIC0190E		Е

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NOISE, VIBRATION AND HARSHNESS (NVH) TROUBLESHOOTING

SYMPTOM DIAGNOSIS

NOISE, VIBRATION AND HARSHNESS (NVH) TROUBLESHOOTING

NVH Troubleshooting Chart

INFOID:0000000011253523

[REAR PROPELLER SHAFT: 3S80A-R]

Use the chart below to find the ca	use of the symptom. I	f neces	ssary,	repair	or repl	ace th	ese pa	arts.							
Reference		DLN-103, "Inspection"	DLN-106, "Inspection"	I	DLN-106, "Inspection"	I	DLN-106, "Inspection"	DLN-106, "Inspection"	NVH of REAR FINAL DRIVE in this 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 SUSPEC	ΓED 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		×	~		×				×	×	×	×	×	×
A multi-al-la	VIDIALIOII	×	×	×	×	×	×	×		×	×		×		×

^{×:} Applicable

[REAR PROPELLER SHAFT: 3S80A-R]

PERIODIC MAINTENANCE

REAR PROPELLER SHAFT

Inspection INFOID:000000011253524 B

APPEARANCE AND NOISE

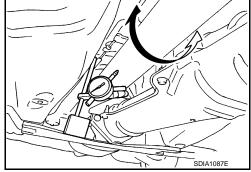
- Check the propeller shaft tube surface for dents or cracks. If damaged, replace propeller shaft assembly.
- If center bearing is noisy or damaged, replace propeller shaft assembly.

VIBRATION

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

 With a dial indicator, measure propeller shaft runout at runout measuring points by rotating final drive companion flange with hands.

Propeller shaft runout : Refer to <u>DLN-108, "Propeller</u> Shaft Runout".



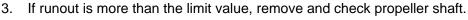
Propeller shaft runout measuring point (Point "△")

∀
 ∴: Vehicle front

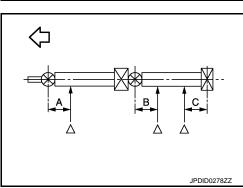
Dimension A : 172 mm (6.77 in)

B : 172 mm (6.77 in) C : 172 mm (6.77 in)

If runout still exceeds specifications, separate propeller shaft at final drive companion flange; then change the phase between companion flange and propeller shaft by the one bolt hole at a time and install propeller shaft.



4. Check the vibration by driving vehicle.



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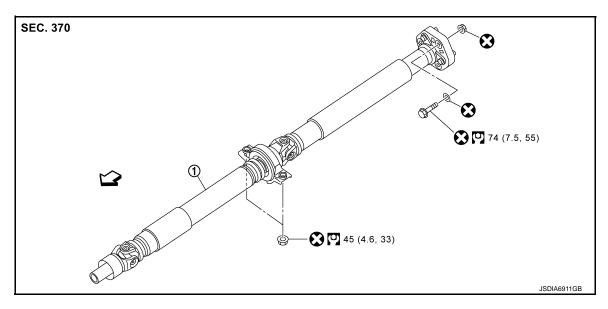
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[REAR PROPELLER SHAFT: 3S80A-R]

REMOVAL AND INSTALLATION

REAR PROPELLER SHAFT

Exploded View



1. Propeller shaft assembly

: Vehicle front

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

Removal and Installation

INFOID:0000000011253526

REMOVAL

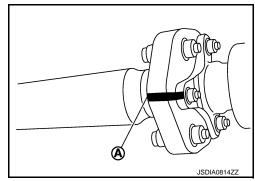
- 1. Shift the transmission to the neutral position, and then release the parking brake.
- 2. Remove the center muffler with power tool. Refer to <u>EX-6</u>, "VQ37VHR: Removal and Installation" (VQ37VHR), <u>EX-7</u>, "VK56VD: Removal and Installation" (VK56VD).
- 3. Remove the heat insulator.
- 4. Put matching marks (A) on propeller shaft rubber coupling and final drive companion flange.

CAUTION:

For matching marks, use paint. Never damage propeller shaft rubber coupling and final drive companion flange.

5. Loosen mounting nuts of center bearing mounting bracket. **NOTE:**

Tighten mounting nuts temporarily.



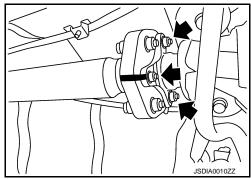
REAR PROPELLER SHAFT

< REMOVAL AND INSTALLATION >

[REAR PROPELLER SHAFT: 3S80A-R]

Remove propeller shaft assembly fixing bolts and nuts (←).
 CAUTION:

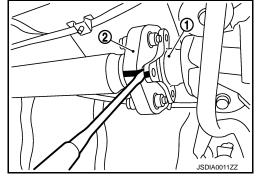
Never remove the rubber coupling from the propeller shaft assembly.



7. Slightly separate the rubber coupling (1) from the final drive companion flange (2).

CAUTION:

Never damage the final drive companion flange and rubber coupling.



8. Remove center bearing mounting bracket fixing nuts.

CAUTION:

 The angle (A) is third axis rubber coupling (1) forms with the final drive companion flange (2). Never bend rubber coupling above the angle (A).



- Never damage the grease seal (3).
- Never damage the rubber coupling.
- Slide the propeller shaft in the vehicle forward direction slightly.
 Separate the propeller shaft from the final drive companion flange.

CAUTION:

- Never bend rubber coupling above the angle that is third axis rubber coupling forms with the final drive companion flange.
- Never damage the grease seal.
- Never damage the rubber coupling.
- 10. Remove the propeller shaft assembly from the vehicle.

CAUTION:

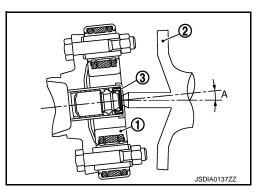
Never damage the rear oil seal of transmission.

11. Perform inspection after removal. Refer to DLN-106, "Inspection".

INSTALLATION

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

When installing propeller shaft assembly to transmission, never damage the rear oil seal of transmission.



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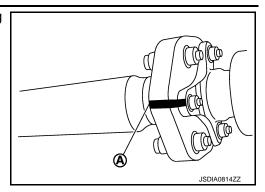
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REAR PROPELLER SHAFT

< REMOVAL AND INSTALLATION >

[REAR PROPELLER SHAFT: 3S80A-R]

 Align matching marks (A) to install propeller shaft rubber coupling to final drive companion flange.

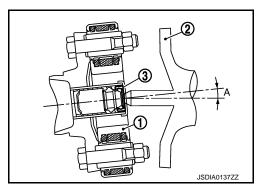


CAUTION:

 The angle (A) is third axis rubber coupling (1) forms with the final drive companion flange (2). Never bend rubber coupling above the angle (A).

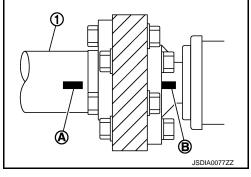
A : $0 - 4^{\circ}$

- Never damage the grease seal (3).
- Never damage the rubber coupling.
- Never damage the rear oil seal of transmission.
- Never damage the rubber coupling, protect it with a shop towel or equivalent.



- 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.

Never damage rubber coupling.



Inspection Infoid:0000000011253527

INSPECTION AFTER REMOVAL

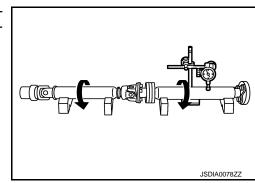
Appearance

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 with a dial indicator. If runout exceeds specifications, replace propeller shaft assembly.

Propeller shaft runout : Refer to <u>DLN-108, "Propeller Shaft Runout"</u>.



REAR PROPELLER SHAFT

< REMOVAL AND INSTALLATION >

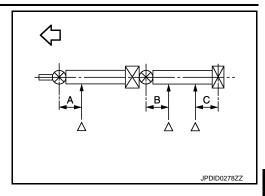
[REAR PROPELLER SHAFT: 3S80A-R]

Propeller shaft runout measuring point (Point "△")

∀ : Vehicle front

Dimension A : 172 mm (6.77 in)

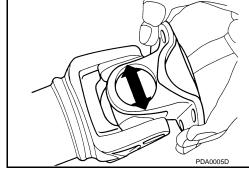
B : 172 mm (6.77 in) C : 172 mm (6.77 in)



Journal Axial Play

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

Journal axial play : Refer to <u>DLN-108, "Journal Axial Play"</u>.



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.

INSPECTION AFTER INSTALLATION

After assembly, perform a driving test to check propeller shaft vibration. If vibration occurred, separate propeller shaft from final drive. Reinstall companion flange by changing the phase between companion flange and propeller shaft by the one bolt hole at a time. Then perform driving test and check propeller shaft vibration again at each point.

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SERVICE DATA AND SPECIFICATIONS (SDS)

< SERVICE DATA AND SPECIFICATIONS (SDS)

[REAR PROPELLER SHAFT: 3S80A-R]

SERVICE DATA AND SPECIFICATIONS (SDS)

SERVICE DATA AND SPECIFICATIONS (SDS)

General Specifications

INFOID:0000000011253528

Applied model		2WD							
		VQ3	37VHR	VK56VD					
		A/T							
Wheel base type		Short	Short Long		Long				
Propeller shaft model		3\$80A-R							
Number of joints		3							
Type of journal 1st joint		Shell type							
bearings (Non-disassem- bly 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							
	1st (Spider to spider)	774 mm	(30.47 in)	724 mm	(28.50 in)				
Shaft length	2nd (Spider to rubber coupling center)	745 mm (29.33 in)	895 mm (35.24 in)	745 mm (29.33 in)	895 mm (35.24 in)				
Shaft outer diam-		75.0 mm (2.953 in)							
eter	2nd	65.0 mm (2.559 in)							

Propeller Shaft Runout

INFOID:0000000011253529

Unit: mm (in)

Item	Limit
Propeller shaft runout	0.8 (0.031)

Journal Axial Play

INFOID:0000000011253530

	Unit: mm (in)
Item	Standard
Journal axial play	0 (0)

PRECAUTION

PRECAUTIONS

Precautions for Removing Battery Terminal

• When removing the 12V battery terminal, turn OFF the ignition switch and wait at least 30 seconds.

NOTE:

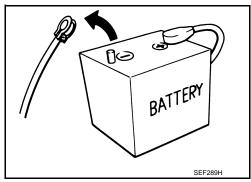
ECU may be active for several tens of seconds after the ignition switch is turned OFF. If the battery terminal is removed before ECU stops, then a DTC detection error or ECU data corruption may occur.

For vehicles with the 2-batteries, be sure to connect the main battery and the sub battery before turning ON the ignition switch.
 NOTE:

If the ignition switch is turned ON with any one of the terminals of main battery and sub battery disconnected, then DTC may be detected.

After installing the 12V battery, always check "Self Diagnosis Result" of all ECUs and erase DTC.
 NOTE:

The removal of 12V battery may cause a DTC detection error.



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< PREPARATION >

[REAR PROPELLER SHAFT: 3F80A-R]

PREPARATION

PREPARATION

Commercial Service Tools

INFOID:0000000011253532

Tool name		Description
Power tool		Loosening bolts and nuts
	PBIC0190E	

NOISE, VIBRATION AND HARSHNESS (NVH) TROUBLESHOOTING

< SYMPTOM DIAGNOSIS >

SYMPTOM DIAGNOSIS

NOISE, VIBRATION AND HARSHNESS (NVH) TROUBLESHOOTING

NVH Troubleshooting Chart

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[REAR PROPELLER SHAFT: 3F80A-R]

Use the chart below to find the ca	use of the symptom. I	f nece	ssary,	repair	or rep	ace th	ese pa	ırts.								
Reference		DLN-112, "Inspection"	DLN-115, "Inspection"	I	DLN-115, "Inspection"	I	DLN-112, "Inspection"	DLN-112, "Inspection"	NVH of FRONT and REAR FINAL DRIVE in this section.	NVH in FAX, RAX, FSU and RSU section.	NVH in WT section.	NVH in WT section.	NVH in FAX and RAX section.	NVH in BR section.	NVH in ST section.	C DLN E G
Possible cause and SUSPECT	ED 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	J K L M
	Noise	×	×	×	×	×	×	×	×	×	×	×	×	×	×	0
Symptom	Shake		×			×				×	×	×	×	×	×	
	Vibration	×	×	×	×	×	×	×		×	×		×		×	Р

^{×:} Applicable

PERIODIC MAINTENANCE

REAR PROPELLER SHAFT

Inspection INFOID:00000000112535334

APPEARANCE AND 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.

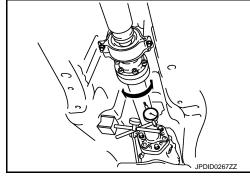
VIBRATION

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

 With a dial indicator, measure propeller shaft runout at runout measuring points by rotating final drive companion flange with hands.

Propeller shaft runout

: Refer to <u>DLN-117</u>, "Propeller Shaft Runout".



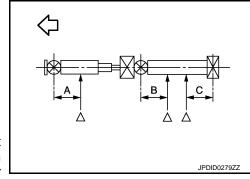
Propeller shaft runout measuring point (Point "△")

∀ : Vehicle front

Dimension A : 192 mm (7.56 in)

B : 172 mm (6.77 in) C : 172 mm (6.77 in)

2. If runout still exceeds specifications, separate propeller shaft at final drive companion flange or transfer companion flange; then change the phase between companion flange and propeller shaft by the one bolt hole at a time and install propeller shaft.

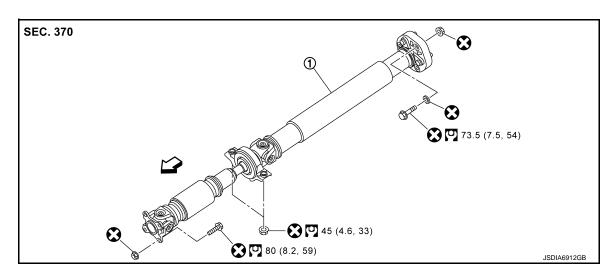


- 3. If runout is more than the limit value, remove and check propeller shaft.
- 4. Check the vibration by driving vehicle.

REMOVAL AND INSTALLATION

REAR PROPELLER SHAFT

Exploded View



1. Propeller shaft assembly

∀: Vehicle front

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

Removal and Installation

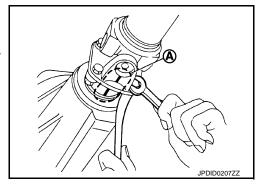
REMOVAL

1. Shift the transmission to the neutral position, and then release the parking brake.

- 2. Remove the center muffler and exhaust front tube with power tool. Refer to <u>EX-6</u>, "VQ37VHR: Removal and Installation" (VQ37VHR), <u>EX-7</u>, "VK56VD: Removal and Installation" (VK56VD).
- 3. Remove the heat insulator.
- 4. Put matching marks (A) on propeller shaft flange yoke and transfer companion flange.

CAUTION:

For matching marks, use paint. Never damage propeller shaft flange yoke and transfer companion flange.



5. Put matching marks (A) on propeller shaft rubber coupling and final drive companion flange.

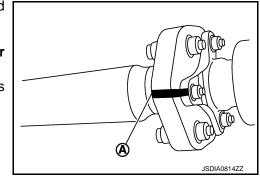
CAUTION:

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 (upper/lower).

NOTE:

Tighten mounting nuts temporarily.



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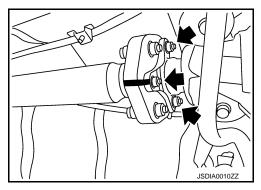
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Remove propeller shaft assembly fixing bolts and nuts (-).
 CAUTION:

Never remove the rubber coupling from the propeller shaft assembly.

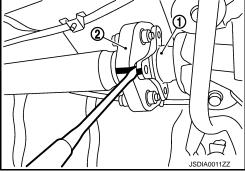


8. Slightly separate the rubber coupling (1) from the final drive companion flange (2).

CAUTION:

Never damage the final drive companion flange and rubber coupling.

9. Remove propeller shaft assembly fixing bolts and nuts, and separate propeller shaft assembly from transfer companion flange.



10. Remove center bearing mounting bracket fixing nuts.

CAUTION:

 The angle (A) is third axis rubber coupling (1) forms with the final drive companion flange (2). Never bend rubber coupling above the angle (A).

A :
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- Never damage the grease seal (3).
- Never damage the rubber coupling.
- Slide the propeller shaft in the vehicle forward direction slightly.
 Separate the propeller shaft from the final drive companion flange.

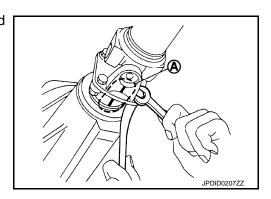
CAUTION:

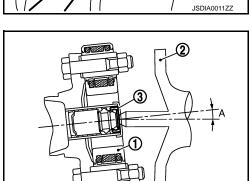
- Never bend rubber coupling above the angle that is third axis rubber coupling forms with the final drive companion flange.
- Never damage the grease seal.
- Never damage the rubber coupling.
- 12. Perform inspection after removal. Refer to DLN-115, "Inspection".



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

 Align matching marks (A) to install propeller shaft flange yoke and transfer companion flange.





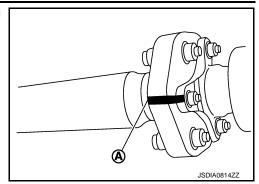
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REAR PROPELLER SHAFT

< REMOVAL AND INSTALLATION >

[REAR PROPELLER SHAFT: 3F80A-R]

 Align matching marks (A) to install propeller shaft rubber coupling to final drive companion flange.



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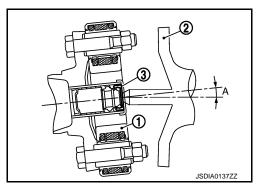
CAUTION:

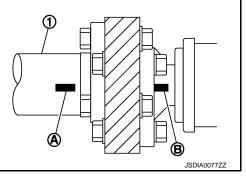
 The angle (A) is third axis rubber coupling (1) forms with the final drive companion flange (2). Never bend rubber coupling above the angle (A).

A : 0 – 4°

- Never damage the grease seal (3).
- Never damage the rubber coupling.
- Never damage the rear oil seal of transmission.
- Never damage the rubber coupling, protect it with a shop towel or equivalent.
- Preform inspection after installation. Refer to <u>DLN-115</u>, "Inspection".
- 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.
 CAUTION:

Never damage rubber coupling.





INFOID:0000000011253537

Inspection

INSPECTION AFTER REMOVAL

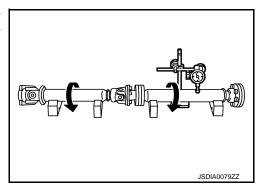
Appearance

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 with a dial indicator. If runout exceeds specifications, replace propeller shaft assembly.

Propeller shaft runout : Refer to <u>DLN-117, "Propeller Shaft Runout".</u>



REAR PROPELLER SHAFT

< REMOVAL AND INSTALLATION >

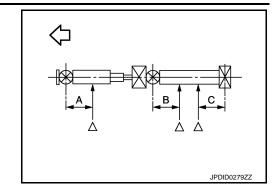
[REAR PROPELLER SHAFT: 3F80A-R]

• 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)



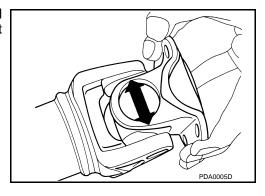
Journal Axial Play

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

Journal axial play : Refer to <u>DLN-117, "Journal Axial Play"</u>.



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.

INSPECTION AFTER INSTALLATION

After assembly, perform a driving test to check propeller shaft vibration. If vibration occurred, separate propeller shaft from final drive or transfer. Reinstall companion flange by changing the phase between companion flange and propeller shaft by the one bolt hole at a time. Then perform driving test and check propeller shaft vibration again at each point.

SERVICE DATA AND SPECIFICATIONS (SDS)

< SERVICE DATA AND SPECIFICATIONS (SDS)

[REAR PROPELLER SHAFT: 3F80A-R]

SERVICE DATA AND SPECIFICATIONS (SDS)

SERVICE DATA AND SPECIFICATIONS (SDS)

General Specifications

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			A	WD		0				
Applied model		VQ3	7VHR	VK	(56VD					
			,	A/T		_				
Wheel base type		Short	Long	Short	Long	DLI				
Propeller shaft m	odel		3F8	0A-R						
Number of joints				3		_				
Type of journal	1st joint		She	II type		- E				
bearings (Non-disassem-	2nd joint		She	II type		_				
bly type)	3rd joint		Rubber coupling type							
Coupling method	with transmission	Flange type								
Coupling method	with rear final drive		Rubber co	oupling type		_				
	1st (Spider to spider)		492 mm	(19.37 in)		G				
Shaft length	2nd (Spider to rubber coupling center)	765 mm (30.12 in)	915 mm (36.02 in)	765 mm (30.12 in)	915 mm (36.02 in)	_				
Shaft outer di-	1st		75.0 mm	(2.953 in)	1	- H				
ameter	2nd		65.0 mm	(2.559 in)		=				

Propeller Shaft Runout

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	Unit: mm (in)
Item	Limit
Propeller shaft runout	0.8 (0.031)

Journal Axial Play

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	Unit: mm (in)
ltem	Standard
Journal axial play	0 (0)

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[FRONT FINAL DRIVE: F160A]

PRECAUTION

PRECAUTIONS

Precautions for Removing Battery Terminal

 When removing the 12V battery terminal, turn OFF the ignition switch and wait at least 30 seconds.

NOTE:

ECU may be active for several tens of seconds after the ignition switch is turned OFF. If the battery terminal is removed before ECU stops, then a DTC detection error or ECU data corruption may occur.

For vehicles with the 2-batteries, be sure to connect the main battery and the sub battery before turning ON the ignition switch.
 NOTE:

If the ignition switch is turned ON with any one of the terminals of main battery and sub battery disconnected, then DTC may be detected.

After installing the 12V battery, always check "Self Diagnosis Result" of all ECUs and erase DTC.
 NOTE:

The removal of 12V battery may cause a DTC detection error.

Service Notice or Precautions for Front Final Drive

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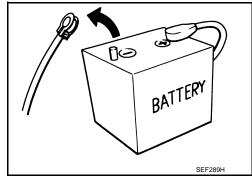
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CAUTION:

- 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 a 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.
- Avoid using 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.

NOTE

Front oil seal cannot be replaced on vehicle, because there is not enough room.



[FRONT FINAL DRIVE: F160A]

PREPARATION

PREPARATION

Special Service Tools

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Tool number	ay differ from those of special service tools illustr	
TechMate No.) Fool name		Description
(V381054S0 (J-34286) Puller	ZZA0601D	Removing side oil seal (right side) Removing side bearing outer race
ST33400001 (J-26082) Drift a: 60 mm (2.36 in) dia. b: 47 mm (1.85 in) dia.	ZZA0702D	Installing side oil seal (right side) Installing front oil seal
KV38102100 (J-25803-01) Drift a: 44 mm (1.73 in) dia. b: 36 mm (1.42 in) dia. c: 24.5 mm (0.965 in) dia.	ZZA1046D	Installing side oil seal (left side)
KV38100200 (—) Drift a: 65 mm (2.56 in) dia. b: 49 mm (1.93 in) dia.	a b ZZA1143D	Installing side shaft oil seal
ST30032000 (J-26010-01) Drift a: 80 mm (3.15 in) dia. b: 38 mm (1.50 in) dia. c: 31 mm (1.22 in) dia.	a b c c c c c c c c c c c c c c c c c c	Installing side shaft Installing pinion rear bearing inner race
KV10111100 (J-37228) Seal cutter		Removing carrier cover

[FRONT FINAL DRIVE: F160A]

PREPARATION >		[NOW THAT DIVE : 1 100A
Tool number (TechMate No.) Tool name		Description
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.	2 NT072	Removing and installing side bearing inner race
ST33230000 (J-25805-01) Drift a: 51 mm (2.01 in) dia. b: 41 mm (1.61 in) dia. c: 28.5 mm (1.122 in) dia.	ZZA1046D	Installing side bearing inner race
ST30611000 (J-25742-1) Drift bar	S-NT090	Installing side bearing outer race (Use with KV31103000)
KV31103000 (J-38982) Drift a: 49 mm (1.93 in) dia. b: 70 mm (2.76 in) dia.	a ZZA1113D	Installing side bearing outer race
ST3127S000 (J-25765-A) Preload gauge	ZZA0806D	Measuring pinion bearing preload and total preload
(J-8129) Spring gauge	NT127	Measuring turning torque

< PREPARATION >

Replacer

[FRONT FINAL DRIVE: F160A]

Removing pinion rear bearing inner race

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ST37820000 (—) Drift a: 39 mm (1.54 in) dia. b: 72 mm (2.83 in) dia. KV38102510 (—) Drift a: 71 mm (2.80 in) dia. b: 65 mm (2.56 in) dia. Commercial Service Tools Tool name Flange wrench Puller Removing and installing drive pir	
KV38102510 (—) Drift a: 71 mm (2.80 in) dia. b: 65 mm (2.56 in) dia. Tool name Flange wrench Description Removing and installing drive pir	aring outer
Drift a: 71 mm (2.80 in) dia. b: 65 mm (2.56 in) dia. Tool name Flange wrench Description Removing and installing drive pir	
Tool name Flange wrench Description Removing and installing drive pir	l
Flange wrench Removing and installing drive pir	FOID:0000000011253544
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NT035	
	nion lock nut
Removing companion range	nion lock nut
	nion lock nut

ZZA0119D

DLN-121 2015 Q70 Revision: 2014 November

< PREPARATION >

[FRONT FINAL DRIVE: F160A]

Tool name		Description
Spacer a: 60 mm (2.36 in) dia. b: 36 mm (1.42 in) dia. c: 30 mm (1.18 in)	b c c zzanissb	Installing pinion front bearing inner race
Power tool	PBIC0190E	Loosening bolts and nuts

[FRONT FINAL DRIVE: F160A]

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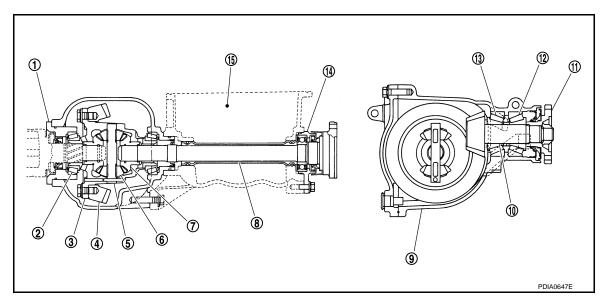
Ρ

SYSTEM DESCRIPTION

STRUCTURE AND OPERATION

Sectional View

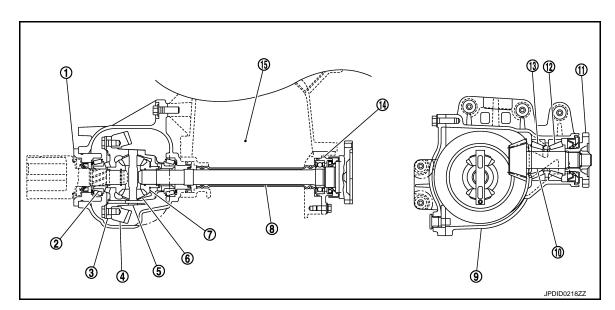
VQ37VHR



- 1. Side retainer
- 4. Drive gear
- 7. Side gear
- 10. Drive pinion
- 13. Pinion rear bearing

- 2. Side bearing
- 5. Pinion mate shaft
- 8. Side shaft
- 11. Companion flange
- 14. Extension tube retainer
- 3. Differential case
- 6. Pinion mate gear
- 9. Gear carrier
- 12. Pinion front bearing
- 15. Engine assembly

VK56VD



- 1. Side retainer
- 4. Drive gear
- 7. Side gear
- 10. Drive pinion
- 13. Pinion rear bearing

- 2. Side bearing
- 5. Pinion mate shaft
- 8. Side shaft
- 11. Companion flange
- 14. Extension tube retainer
- 3. Differential case
- 6. Pinion mate gear
- Gear carrier
- 12. Pinion front bearing
- 15. Engine assembly

Revision: 2014 November DLN-123

NOISE, VIBRATION AND HARSHNESS (NVH) TROUBLESHOOTING [FRONT FINAL DRIVE: F160A]

< SYMPTOM DIAGNOSIS >

SYMPTOM DIAGNOSIS

NOISE, VIBRATION AND HARSHNESS (NVH) TROUBLESHOOTING

NVH Troubleshooting Chart

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								R SHAFT in this section.	ons.					
Reference	DLN-151, "Inspection"		DLN-146, "Adjustment"	DLN-151, "Inspection"	DLN-146, "Adjustment"	DLN-146, "Adjustment"	DLN-125, "Inspection"	NVH of FRONT and REAR PROPELLER	NVH in FAX, RAX, FSU and RSU sections.	NVH in WT section.	NVH in WT section.	NVH in FAX and RAX section.	NVH in BR section.	NVH in ST section.
Possible cause and SUSPECTE) 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

[FRONT FINAL DRIVE: F160A]

PERIODIC MAINTENANCE

FRONT DIFFERENTIAL GEAR OIL

Inspection INFOID:0000000011253547 B

OIL LEAKAGE

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

OILLEVEL

 Remove filler plug (1) and check oil level from filler plug mounting hole as shown in the figure.

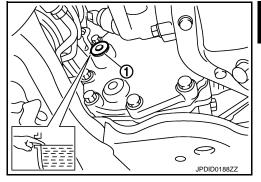
CAUTION:

Never start engine while checking oil level.

Set a gasket on filler plug and install it on final drive assembly.
 Refer to <u>DLN-137</u>, "<u>Exploded View</u>".

CAUTION:

Never reuse gasket.

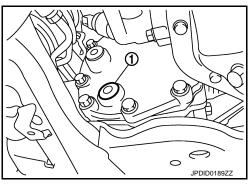


Draining

- 1. Stop engine.
- 2. Remove drain plug (1) and drain gear oil.
- Set a gasket on drain plug and install it to final drive assembly and tighten to the specified torque. Refer to <u>DLN-137</u>, "<u>Exploded</u> <u>View</u>".

CAUTION:

Never reuse gasket.



Refilling INFOID:0000000011253549

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-11, "Fluids

and Lubricants".

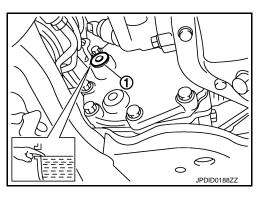
Oil capacity : Refer to <u>DLN-162, "Gen-</u>

eral Specifications".

 After refilling oil, check oil level. Set a gasket to filler plug, then install it to final drive assembly. Refer to <u>DLN-137</u>. "Exploded View".

CAUTION:

Never reuse gasket.



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[FRONT FINAL DRIVE: F160A]

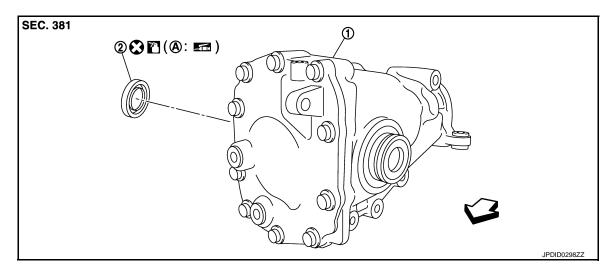
REMOVAL AND INSTALLATION

SIDE OIL SEAL RIGHT SIDE

RIGHT SIDE: Exploded View

INFOID:0000000011253550

VQ37VHR

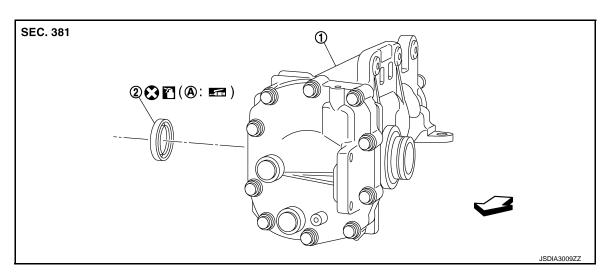


- 1. Front final drive assembly
- 2. Side oil seal (right side)

- A: Oil seal lip
- ∵: Vehicle front
- : Apply gear oil.
- : Apply multi-purpose grease.

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

VK56VD



- 1. Front final drive assembly
- 2. Side oil seal (right side)

- A: Oil seal lip
- ⟨□: Vehicle front

: Apply gear oil.

Apply multi-purpose grease.

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

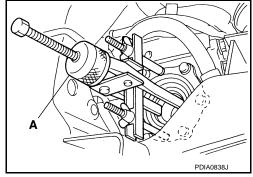
RIGHT SIDE: Removal and Installation

REMOVAL

- Remove the front drive shaft. Refer to <u>FAX-27</u>, "<u>RIGHT SIDE</u>: <u>Removal and Installation</u>".
- 2. Remove the side oil seal using a puller (A) [SST: KV381054S0 (J-34286)].

CAUTION:

Never damage gear carrier.

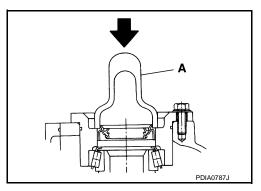


INSTALLATION

 Using the drift (A) [SST: ST33400001 (J-26082)], press-fit side oil seal so that its surface comes face-to-face with the end surface of the side retainer.

CAUTION:

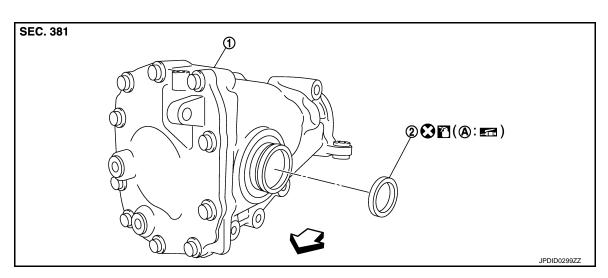
- Apply multi-purpose grease to sealing lips of side oil seal.
- · Never reuse oil seal.
- . When installing, never incline oil seal.
- 2. Install the front drive shaft. Refer to <u>FAX-27</u>, "<u>RIGHT SIDE</u>: <u>Removal and Installation</u>".
- 3. When oil leaks while removing, check oil level after the installation. Refer to DLN-125, "Inspection".



LEFT SIDE

LEFT SIDE: Exploded View

VQ37VHR



Front final drive assembly

2. Side oil seal (left side)

Revision: 2014 November DLN-127 2015 Q70

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[FRONT FINAL DRIVE: F160A]

A: Oil seal lip

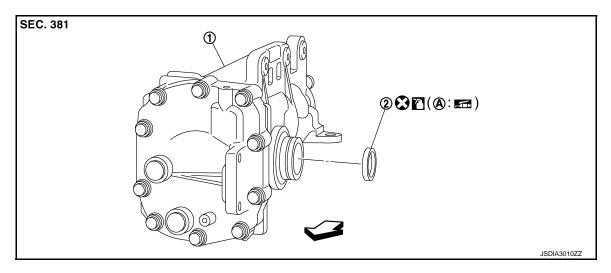
⟨□: Vehicle front

: Apply gear oil.

Apply multi-purpose grease.

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

VK56VD



- 1. Front final drive assembly
- 2. Side oil seal (left side)

- A: Oil seal lip
- ∀ : Vehicle front
- ?: Apply gear oil.
- Apply multi-purpose grease.

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

LEFT SIDE: Removal and Installation

INFOID:0000000011253553

REMOVAL

Remove the front final drive assembly from vehicle with power tool. Refer to <u>DLN-130</u>. "VQ37VHR : <u>Removal and Installation"</u> (VQ37VHR), <u>DLN-132</u>. "VK56VD : <u>Removal and Installation</u>" (VK56VD).

NOTE:

Left side oil seal is attached to engine assembly. Replace it after removing front final drive assembly from vehicle.

2. Remove the side oil seal using a flat-bladed screwdriver.

CAUTION:

Never damage gear carrier.

INSTALLATION

1. Apply multi-purpose grease to sealing lips of side oil seal.

SIDE OIL SEAL

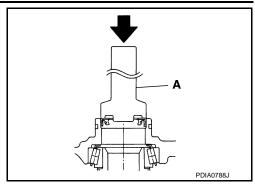
< REMOVAL AND INSTALLATION >

[FRONT FINAL DRIVE: F160A]

 Using the drift (A) [SST: KV38102100 (J-25803-01)], press-fit side oil seal so that its surface comes face-to-face with the end surface of the gear carrier.

CAUTION:

- Never reuse oil seal.
- When installing, never incline oil seal.
- 3. Install the front final drive assembly on vehicle. Refer to <u>DLN-130, "VQ37VHR : Removal and Installation"</u> (VQ37VHR), <u>DLN-132, "VK56VD : Removal and Installation"</u> (VK56VD).
- 4. When oil leaks while removing, check oil level after the installation. Refer to <u>DLN-125</u>, "Inspection".



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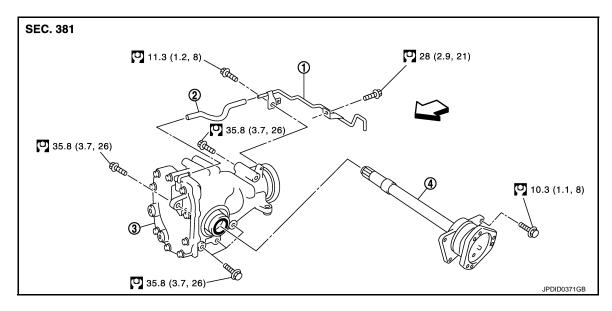
UNIT REMOVAL AND INSTALLATION

FRONT FINAL DRIVE ASSEMBLY

VQ37VHR

VQ37VHR: Exploded View

INFOID:0000000011253554



1. Breather tube

2. Breather hose

3. Front final drive assembly

4. Side shaft

: Vehicle front

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

VQ37VHR: Removal and Installation

INFOID:0000000011253555

REMOVAL

- Remove front cross bar. Refer to <u>FSU-39</u>, "Removal and Installation".
- Separate front propeller shaft from front final drive. Refer to <u>DLN-93, "VQ37VHR: Removal and Installation"</u>.
- 3. Remove front drive shaft. Refer to <u>FAX-26</u>, "<u>LEFT SIDE</u>: <u>Removal and Installation</u>" (left side), <u>FAX-27</u>, "<u>RIGHT SIDE</u>: <u>Removal and Installation</u>" (right side).
- 4. Remove side shaft. Refer to DLN-128, "LEFT SIDE: Removal and Installation".
- 5. Separate the lower joint from the steering gear assembly. Refer to ST-38. "Removal and Installation".
- 6. Remove air duct (RH) and air cleaner case (RH). Refer to EM-29, "Removal and Installation".
- 7. Loosen the engine mounting insulator (RH) mounting nut (upper side) Refer to EM-80, "AWD : Exploded <a href="Yellow" Niew".
- 8. Remove three way catalyst (bank 1). Refer to EX-6, "VQ37VHR: Removal and Installation".
- Remove exhaust manifold (bank 1). Refer to EM-37, "Removal and Installation".
- 10. Remove stabilizer clamp. Refer to FSU-38, "Removal and Installation".
- 11. Remove oil filter bracket. Refer to LU-16, "Removal and Installation".
- 12. Remove alternator. Refer to CHG-33, "VQ37VHR: Removal and Installation (AWD)".
- 13. Loosen transverse link (RH) mounting bolt (front side). Refer to FSU-34, "Removal and Installation".
- 14. Set a suitable jack to engine assembly.
- 15. Remove breather tube and breather hose.

FRONT FINAL DRIVE ASSEMBLY

< UNIT REMOVAL AND INSTALLATION >

[FRONT FINAL DRIVE: F160A]

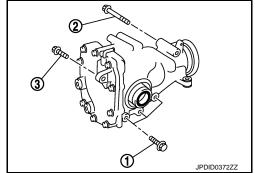
- 16. Remove engine mounting bracket (RH), engine mounting bracket (RH) (lower) and engine mounting insulator (RH) Refer to EM-81, "AWD: Removal and Installation".
- 17. Incline engine assembly.
- 18. Remove bracket of A/T fluid cooler tube. Refer to TM-217, "VQ37VHR (AWD): Removal and Installation".
- 19. Remove heat bracket. Refer to DLN-93, "VQ37VHR: Exploded View".
- Remove front final drive assembly.

INSTALLATION

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

- When installing the side shaft, apply multi-purpose grease to contact surface of side shaft and side shaft oil
- Tighten mounting bolts in the order described below when installing front final drive assembly: side of gear carrier (1), upper side of gear carrier (2), part of carrier cover (3).

Align the mating faces of gear carrier and oil pan for installation.



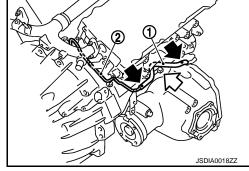
 Install breather hose (1) and tube (2) as shown in the figure. **CAUTION:**

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

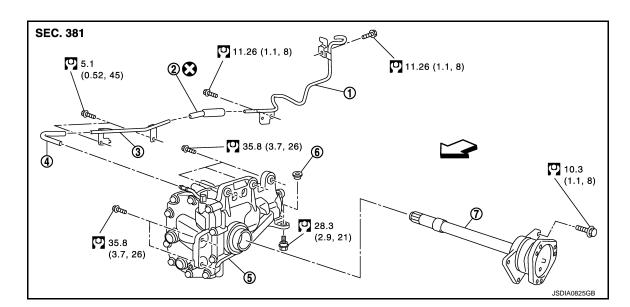
- Make sure the paint mark facing up (
- Securely install the hose until it seats the rounded portion of the tube. ((front final drive assembly side).
- Securely install the hose until it to paint mark of the tube. (-) (vehicle rear side).
- Face the bend of the breather hose (<) to the engine.
- When oil leaks while removing final drive assembly, check oil level after the installation. Refer to DLN-125, "Inspection".

VK56VD

VK56VD: Exploded View



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DLN-131 Revision: 2014 November

FRONT FINAL DRIVE ASSEMBLY

< UNIT REMOVAL AND INSTALLATION >

[FRONT FINAL DRIVE: F160A]

1. Breather tube

2. Breather hose

3. Breather tube

4. Breather hose

- 5. Front final drive assembly
- 6. Bushing

7. Side shaft assembly

⟨□: Vehicle front

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

VK56VD: Removal and Installation

INFOID:0000000011253557

REMOVAL

- 1. Remove engine assembly from the vehicle. Refer to EM-224, "AWD: Removal and Installation".
- 2. Separate engine assembly and suspension member.
- 3. Remove air breather hose and tube.
- 4. Remove side shaft assembly.
- 5. Remove final drive assembly mounting bolts with power tool and separate front final drive assembly from engine.

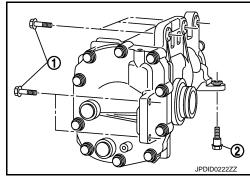
INSTALLATION

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

- When installing the side shaft assembly, apply multi-purpose grease to contact surface of side shaft and side shaft oil seal.
- Tighten mounting bolts in the order described below when installing front final drive assembly: side of gear carrier (1), lower part of gear carrier (2).



Align the mating faces of gear carrier and oil pan for installation.



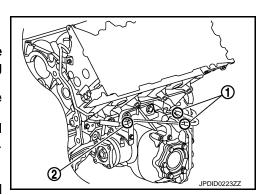
When installing breather hose and tube, refer to the figure.
 CAUTION:

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

- Securely install the hose until it seats the spool position (1) of the tube (front final drive assembly side).
- Be sure to insert transfer air breather hose into breather tube until hose end reaches the breather tube bracket (2) (vehicle rear side).
 CAUTION:



• When oil leaks while removing final drive assembly, check oil level after the installation. Refer to <u>DLN-125</u>, "Inspection".



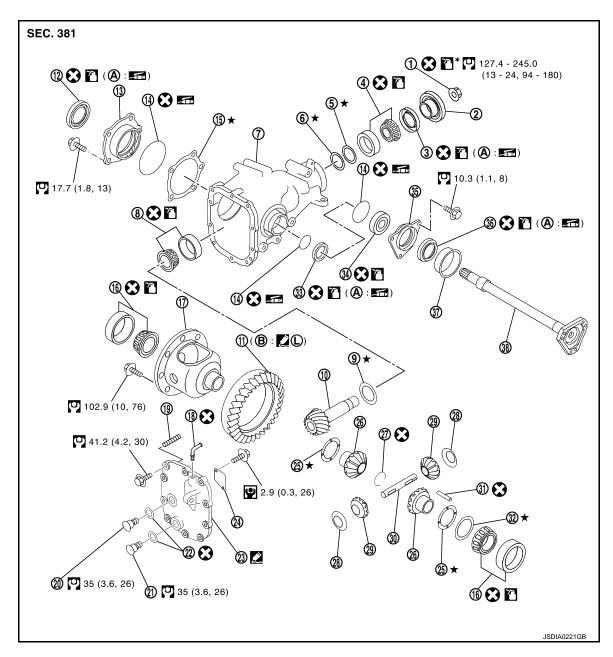
[FRONT FINAL DRIVE: F160A]

UNIT DISASSEMBLY AND ASSEMBLY

SIDE SHAFT

Exploded View

VQ37VHR



- Drive pinion lock nut 1.
- Pinion front bearing 4.
- Gear carrier 7.
- 10. Drive pinion
- Side retainer 13.
- Side bearing 16. Dowel pin
- 22. Gasket

19.

Side gear thrust washer

- Companion flange 2.
- Drive pinion bearing adjusting wash- 6. 5.
- 8. Pinion rear bearing
- Drive gear 11.
- O-ring 14.
- Differential case 17.
- 20. Filler plug
- 23. Carrier cover
- 26. Side gear

- Front oil seal 3.
- Drive pinion adjusting washer
- Pinion height adjusting washer 9.
- 12. Side oil seal (right side)
- Side bearing adjusting shim 15.
- 18.
- 24. Gear oil defense
- 27. Circular clip

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Breather connector

- 21. Drain plug

SIDE SHAFT

< UNIT DISASSEMBLY AND ASSEMBLY >

[FRONT FINAL DRIVE: F160A]

- 28. Pinion mate thrust washer
- 31. Lock pin
- 34. Side shaft bearing
- 37. Dust seal
- A: Oil seal lip

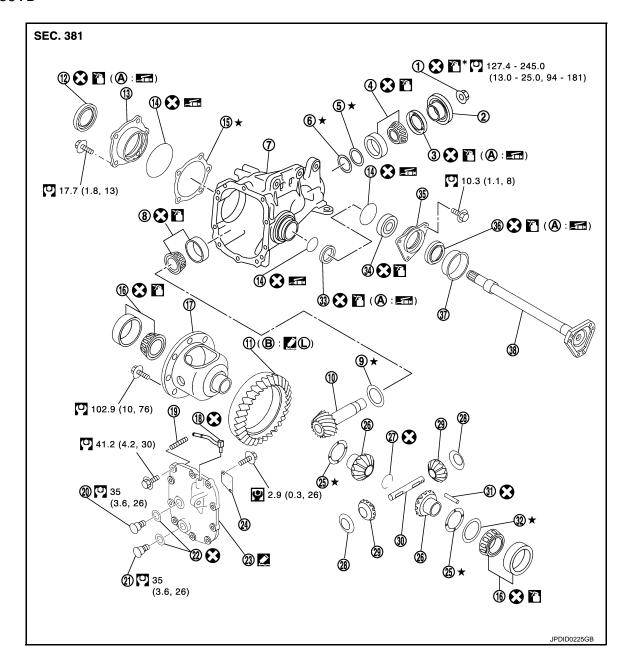
- 29. Pinion mate gear
- 32. Side bearing adjusting washer
- 35. Extension tube retainer
- 38. Side shaft
- B: Screw hole

- 30. Pinion mate shaft
- 33. Side oil seal (left side)
- 36. Side shaft oil seal

- ?: Apply gear oil.
- *: Apply anti-corrosion oil.
- : Apply multi-purpose grease.
- Apply Genuine Silicone RTV or equivalent. Refer to GI-22, "Recommended Chemical Products and Sealants".
- Apply Genuine Medium Strength Thread Locking Sealant or equivalent. Refer to GI-22, "Recommended Chemical Products and Sealants".

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

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SIDE SHAFT

< UNIT DISASSEMBLY AND ASSEMBLY >

[FRONT FINAL DRIVE: F160A]

1. Drive pinion lock nut 4. Pinion front bearing 7. Gear carrier 10. Drive pinion Side retainer 16. Side bearing 19. Dowel pin 22. Gasket

Oil seal lip

: Apply gear oil.

 ★: Apply anti-corrosion oil. Apply multi-purpose grease.

- 25. Side gear thrust washer 28. Pinion mate thrust washer 31. Lock pin 34. Side shaft bearing 37. Dust seal
- 2. Companion flange 5. Drive pinion bearing adjusting wash- 6. 8. Pinion rear bearing Drive gear 14. O-ring Differential case 17. 20. Filler plug 23. Carrier cover 26. Side gear 29. Pinion mate gear 32. Side bearing adjusting washer 35. Extension tube retainer
 - 3. Front oil seal Drive pinion adjusting washer Pinion height adjusting washer 12. Side oil seal (right side) Side bearing adjusting shim Breather connector 21. Drain plug 24. Gear oil defense 27. Circular clip 30. Pinion mate shaft 33. Side oil seal (left side) 36. Side shaft oil seal

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: Apply Genuine Silicone RTV or equivalent. Refer to GI-22, "Recommended Chemical Products and Sealants".

38. Side shaft

Screw hole

B:

Apply Genuine Medium Strength Thread Locking Sealant or equivalent. Refer to GI-22, "Recommended Chemical Products and Sealants".

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

Disassembly INFOID:0000000011253559

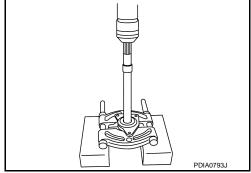
1. Hold extension tube retainer with puller (commercial service tool), then press out side shaft using a press.

- 2. Remove dust seal from side shaft.
- Remove side shaft oil seal from extension tube retainer with a suitable tool.

CAUTION:

Never damage extension tube retainer.

- 4. Remove side shaft bearing from extension tube retainer.
- Remove O-ring from extension tube retainer.
- 6. Perform inspection after disassembly. Refer to <u>DLN-136</u>, "Inspection".

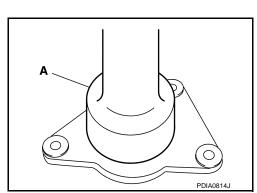


Assembly INFOID:0000000011253560

Using the drift (A) [SST: KV38100200 (—)], install side shaft oil seal.

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.
- Install dust seal.



DLN-135 Revision: 2014 November 2015 Q70

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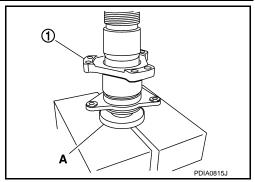
SIDE SHAFT

< UNIT DISASSEMBLY AND ASSEMBLY >

- Support side shaft bearing with the drift (A) [SST: ST30032000 (J-26010-01)], then press side shaft (1) into the side shaft bearing using a press.
- Apply multi-purpose grease to O-ring, and install it to extension tube retainer.

CAUTION:

Never reuse O-ring.



[FRONT FINAL DRIVE: F160A]

Inspection INFOID:0000000011253561

INSPECTION AFTER DISASSEMBLY

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.

[FRONT FINAL DRIVE: F160A]

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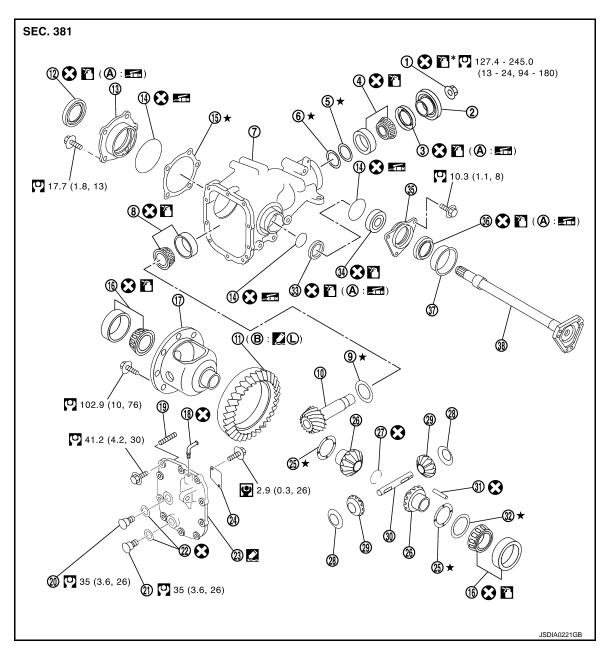
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DIFFERENTIAL ASSEMBLY

Exploded View

VQ37VHR



- 1. Drive pinion lock nut
- 4. Pinion front bearing
- 7. Gear carrier
- 10. Drive pinion
- 13. Side retainer
- 16. Side bearing
- 19. Dowel pin
- 22. Gasket
- 25. Side gear thrust washer
- 28. Pinion mate thrust washer

- 2. Companion flange
- 5. Drive pinion bearing adjusting wash- 6. er

DLN-137

- 8. Pinion rear bearing
- 11. Drive gear
- 14. O-ring
- 17. Differential case
- 20. Filler plug
- 23. Carrier cover
- 26. Side gear
- 29. Pinion mate gear

- 3. Front oil seal
- Drive pinion adjusting washer
- 9. Pinion height adjusting washer
- 12. Side oil seal (right side)
- 15. Side bearing adjusting shim
- 18. Breather connector
- 21. Drain plug
- 24. Gear oil defense
- 27. Circular clip
- 30. Pinion mate shaft

< UNIT DISASSEMBLY AND ASSEMBLY >

[FRONT FINAL DRIVE: F160A]

31. Lock pin

34. Side shaft bearing

37. Dust seal

A: Oil seal lip

32. Side bearing adjusting washer

35. Extension tube retainer

38. Side shaft

B: Screw hole

33. Side oil seal (left side)

36. Side shaft oil seal

? Apply gear oil.

★: Apply anti-corrosion oil.

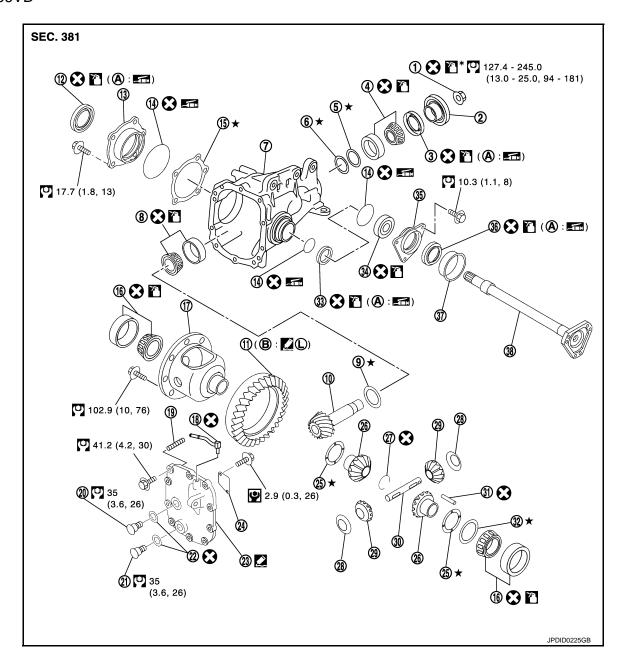
Apply multi-purpose grease.

Apply Genuine Silicone RTV or equivalent. Refer to GI-22, "Recommended Chemical Products and Sealants".

Apply Genuine Medium Strength Thread Locking Sealant or equivalent. Refer to GI-22, "Recommended Chemical Products and Sealants".

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

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< UNIT DISASSEMBLY AND ASSEMBLY >

[FRONT FINAL DRIVE: F160A]

33. Side oil seal (left side)

36. Side shaft oil seal

1. Drive pinion lock nut 2. Companion flange 3. Front oil seal 4. Pinion front bearing 5. Drive pinion bearing adjusting wash- 6. Drive pinion adjusting washer 7. Gear carrier 8. Pinion rear bearing Pinion height adjusting washer 10. Drive pinion Drive gear 12. Side oil seal (right side) 13. Side retainer 14. O-ring Side bearing adjusting shim 16. Side bearing 17. Differential case 18. Breather connector 19. Dowel pin 20. Filler plug 21. Drain plug 22. Gasket 23. Carrier cover 24. Gear oil defense 26. Side gear 27. Circular clip 25. Side gear thrust washer 28. Pinion mate thrust washer 29. Pinion mate gear 30. Pinion mate shaft

32. Side bearing adjusting washer

35. Extension tube retainer

38. Side shaft

Screw hole

B:

- 34. Side shaft bearing37. Dust seal
- A: Oil seal lip

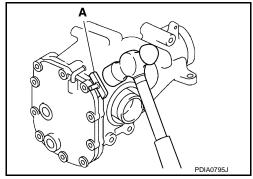
31. Lock pin

- ?: Apply gear oil.
- ★: Apply anti-corrosion oil.
- Apply multi-purpose grease.
- Apply Genuine Silicone RTV or equivalent. Refer to GI-22, "Recommended Chemical Products and Sealants".
- Apply Genuine Medium Strength Thread Locking Sealant or equivalent. Refer to GI-22, "Recommended Chemical Products and Sealants".

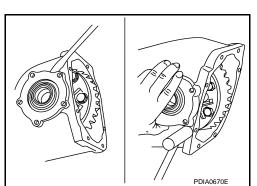
Refer to GI-4, "Components" for symbols not described on the above.

Disassembly INFOID:0000000011253563

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



- 4. Remove side retainer.
- Remove side bearing adjusting shim.
- 6. Remove O-ring from side retainer.



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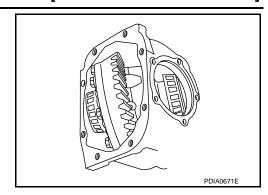
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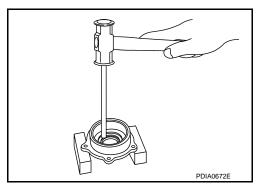
< UNIT DISASSEMBLY AND ASSEMBLY >

[FRONT FINAL DRIVE: F160A]

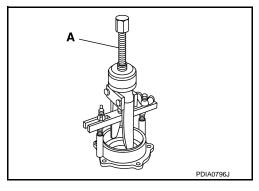
7. Remove differential case assembly from gear carrier.



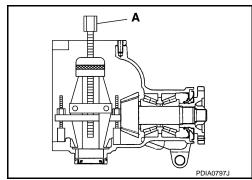
8. Remove side oil seal (right side) from side retainer.



- 9. Remove side bearing outer race with puller (A) [SST: KV381054S0 (J-34286)].
- 10. Remove O-ring from gear carrier.
- 11. Remove side oil seal (left side) from gear carrier.



12. Remove side bearing outer race with puller (A) [SST: KV381054S0 (J-34286)].



< UNIT DISASSEMBLY AND ASSEMBLY >

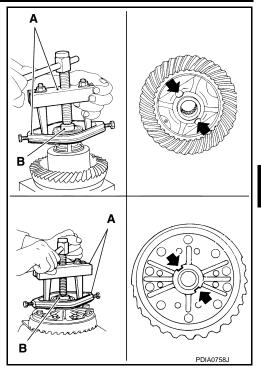
[FRONT FINAL DRIVE: F160A]

Remove side bearing inner race with puller (A) and base (B).
 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 if it is replaced.



14. For proper reinstallation, paint matching marks on one differential case assembly.

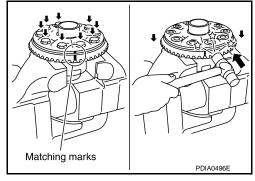
CAUTION:

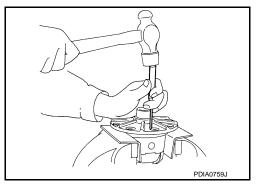
For matching marks, use paint. Never damage differential case and drive gear.

- 15. Remove drive gear mounting bolts.
- 16. Tap drive gear off differential case assembly with a soft hammer. **CAUTION:**

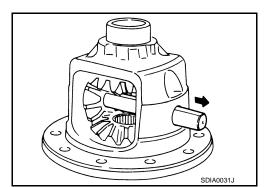
Tap evenly all around to keep drive gear from bending.

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





18. Remove pinion mate shaft.



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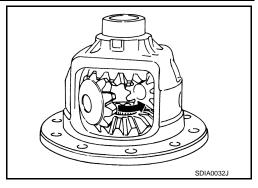
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< UNIT DISASSEMBLY AND ASSEMBLY >

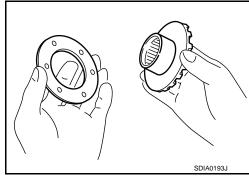
[FRONT FINAL DRIVE: F160A]

- 19. Turn pinion mate gear, then remove pinion mate gears, pinion mate thrust washers, side gears and side gear thrust washers from differential case.
- 20. Perform inspection after disassembly. Refer to <u>DLN-151.</u> "Inspection".

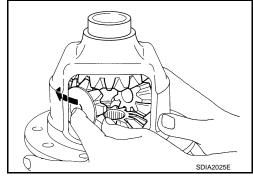


Assembly

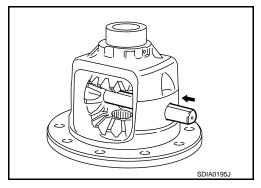
 Install side gear thrust washers with the same thickness as the ones installed prior to disassembly or reinstall the old ones on the side gears.



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



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



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

< UNIT DISASSEMBLY AND ASSEMBLY >

[FRONT FINAL DRIVE: F160A]

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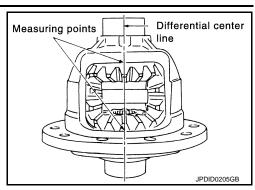
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 Place differential case straight up so that side gear to be measured comes upward.



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.

Side gear back clearance

: Refer to <u>DLN-162, "Differential Side Gear Clear-</u>

ance".

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. For selecting thrust washer, refer to the latest parts information.

When the back clearance

Use a thicker thrust washer.

is large:
When the back clearance

Use a thinner thrust wash-

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is small:

er.

CAUTION:

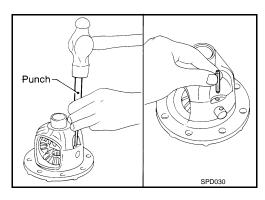
Select a side gear thrust washer for right and left individually.

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

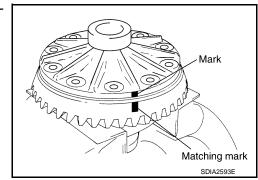
CAUTION:

Revision: 2014 November

Never reuse lock pin.



7. Align the matching mark of drive gear with the mark of differential case, then place drive gear.



Feeler gauges with the same thickness

Feeler gauges with the same thickness

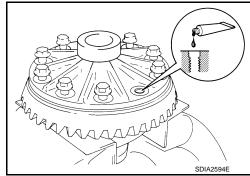
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3. Apply thread locking sealant into the thread hole of drive gear.

 Use Genuine Medium Strength Thread Locking Sealant or equivalent. Refer to <u>GI-22</u>, "<u>Recommended Chemical</u> <u>Products and Sealants</u>".

CAUTION:

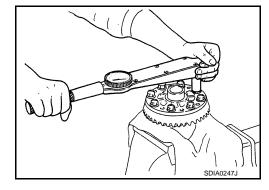
Drive gear back and threaded holes must be cleaned and decreased sufficiently.



9. Install drive gear on the mounting bolts.

CAUTION:

Tighten bolts in a crisscross fashion.

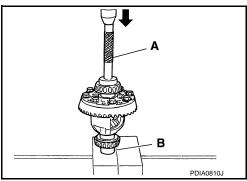


 Press side bearing inner races to differential case, using the drift (A) and the base (B).

> A: Drift [SST: ST33230000 (J-25805-01)] B: Base [SST: ST33061000 (J-8107-2)]

CAUTION:

Never reuse side bearing inner race.

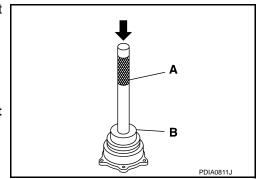


11. Press-fit side bearing outer race into side retainer with the drift bar (A) and the drift (B).

A: Drift bar [SST: ST30611000 (J-25742-1)]
B: Drift [SST: KV31103000 (J-38982)]

CAUTION:

- At first, using a hammer, tap bearing outer race until it becomes flat to side retainer.
- Never reuse side bearing outer race.

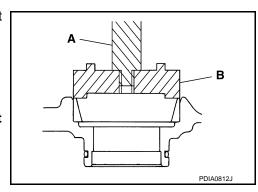


12. Press-fit side bearing outer race into gear carrier with the drift bar (A) and the drift (B).

A: Drift bar [SST: ST30611000 (J-25742-1)] B: Drift [SST: KV31103000 (J-38982)]

CAUTION:

- At first, using a hammer, tap bearing outer race until it becomes flat to gear carrier.
- Never reuse side bearing outer race.

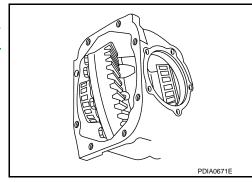


DIFFERENTIAL ASSEMBLY

< UNIT DISASSEMBLY AND ASSEMBLY >

[FRONT FINAL DRIVE: F160A]

- 13. Place the differential case assembly into gear carrier.
- 14. Measure side bearing preload. If necessary, select the appropriate side bearing adjusting shim. Refer to DLN-146, "Adjustment".



15. Install selected side bearing adjusting shim (1). Refer to DLN-146, "Adjustment".

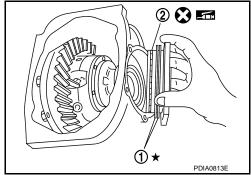
2: O-ring

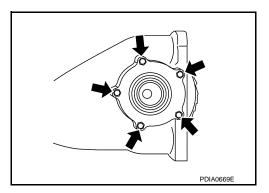
16. Apply multi-purpose grease to O-ring, and install it to side retainer.

CAUTION:

Never reuse O-ring.

- 17. Install side retainer assembly to gear carrier.
- 18. Install side retainer mounting bolts.

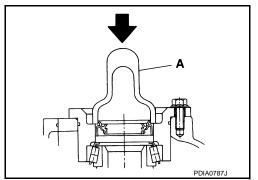




19. Using the drift (A) [SST: ST33400001 (J-26082)], press-fit side oil seal so that its surface comes face-to-face with the end surface of the side retainer.

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.

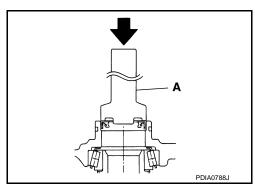


20. Using the drift (A) [SST: KV38102100 (J-25803-01)], press-fit side oil seal so that its surface comes face-to-face with the end surface of gear carrier.

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.
- 21. Apply multi-purpose grease to O-ring, and install it to gear carrier.

CAUTION:



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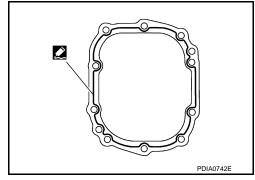
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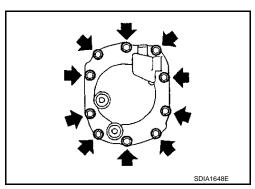
Never reuse O-ring.

- 22. Check and adjust drive gear runout, tooth contact, drive gear to drive pinion backlash, and total preload torque. Refer to <u>DLN-146</u>, "Adjustment".
 - Recheck above items. Readjust as described above, if necessary.
- 23. Apply sealant to mating surface of carrier cover.
 - Use Genuine Silicone RTV or equivalent. Refer to GI-22, "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.



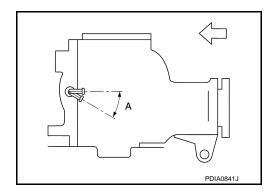
24. Install carrier cover on gear carrier and tighten mounting bolts.



- 25. Set breather connector angle (A) as shown in the figure.
 - VQ37VHR

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 □: Vehicle front

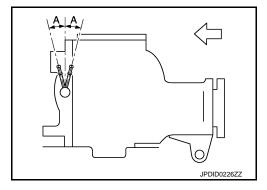
A : $0 - 30^{\circ}$



VK56VD

: Vehicle front

A : 0 – 15°



Adjustment

TOTAL PRELOAD TORQUE

- Before inspection and adjustment, drain gear oil.
- 1. Rotate drive pinion back and forth 2 to 3 times to check for unusual noise and rotation malfunction.

DIFFERENTIAL ASSEMBLY

< UNIT DISASSEMBLY AND ASSEMBLY >

[FRONT FINAL DRIVE: F160A]

2. Rotate drive pinion at least 20 times to check for smooth operation of the bearing.

3. Measure total preload with preload gauge (A) [SST:

ST3127S000 (J-25765-A)].

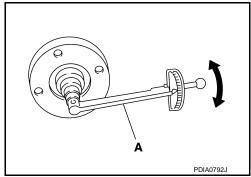
Total preload torque : Refer to <u>DLN-162, "Pre-load Torque".</u>

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.



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When the preload torque is large

On pinion bearings: Decrease the drive pinion bearing adjusting washer and drive pinion

adjusting washer thickness. For selecting adjusting washer, refer to

the latest parts information.

On side bearings: Increase the side bearing adjusting shim thickness. For selecting ad-

justing washer, refer to the latest parts information.

When the preload torque is small

On pinion bearings: Increase the drive pinion bearing adjusting washer and drive pinion

adjusting washer thickness. For selecting adjusting washer, refer to

the latest parts information.

On side bearings: Decrease the side bearing adjusting shim thickness. For selecting ad-

justing washer, refer to the latest parts information.

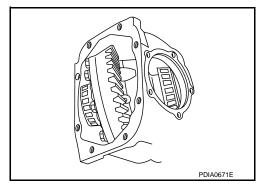
SIDE BEARING PRELOAD

Before inspection and adjustment, drain gear oil.

1. Remove carrier cover and side retainer. Refer to DLN-139, "Disassembly".

2. Make sure all parts are clean. Also, make sure the bearings are well lubricated with gear oil.

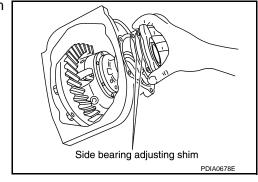
3. Place the differential case assembly into gear carrier.



- 4. Install side bearing adjusting shim before disassembling or shim which thickness is the same as the one before disassembling.
- 5. Install side retainer assembly to gear carrier.

CAUTION:

Never install O-ring.



Revision: 2014 November DLN-147 2015 Q70

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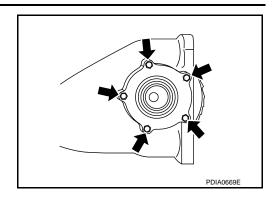
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[FRONT FINAL DRIVE: F160A]

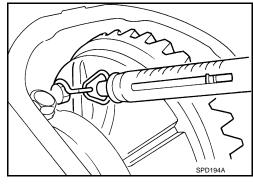
Install side retainer mounting bolts to the specified torque.



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

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 shim to adjust. For selecting adjusting washer, refer to the latest parts information.

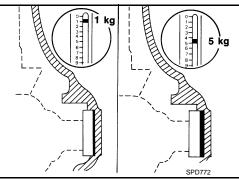
If the turning torque is less than the specified range:

Decrease the side bearing adjusting shim thickness.

If the turning torque is greater than the specification:

Increase the side bearing adjusting shim thickness.

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



DRIVE GEAR RUNOUT

- 1. Remove carrier cover. Refer to <u>DLN-139</u>, "<u>Disassembly</u>".
- 2. Fit a dial indicator to the drive gear back face.
- 3. Rotate the drive gear to measure runout.

Drive gear runout

: Refer to <u>DLN-162, "Drive</u> 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.

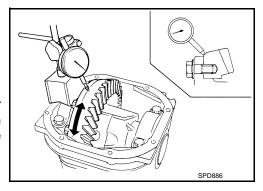
CAUTION:

Replace drive gear and drive pinion gear as a set.

TOOTH CONTACT

Before inspection and adjustment, drain gear oil.

1. Remove carrier cover. Refer to DLN-139, "Disassembly".



DIFFERENTIAL ASSEMBLY

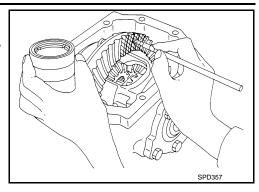
< UNIT DISASSEMBLY AND ASSEMBLY >

[FRONT FINAL DRIVE: F160A]

2. Apply red lead to drive gear.

CAUTION:

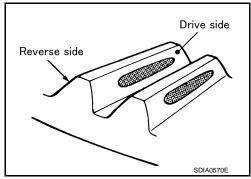
Apply red lead to both the faces of 3 to 4 gears at 4 locations evenly spaced on drive gear.



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.



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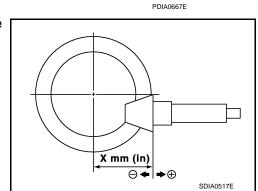
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Tooth con	act pattern		
Back side	Drive side	Pinion height adjusting washer selection value [mm(in)]	Adjustment requirement (Yes/No)
Heel side Toe side	Toe side Heel	side Selection value (IIIII (117) J	(169/140)
		+0. 15 (+0. 0059)	
		+0. 12 (+0. 0047)	Yes
		+0. 09 (+0. 0035)	i
		+0.06 (+0.0024)	
		+0. 03 (+0. 0012)	
		0	No
		-0. 03 (-0. 0012)	
		-0. 06 (-0. 0024)	
		-0. 09 (-0. 0035)	
		-0. 12 (-0. 0047)	Yes
	41111000	-0. 15 (-0. 0059)	

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



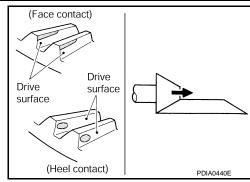
DIFFERENTIAL ASSEMBLY

< UNIT DISASSEMBLY AND ASSEMBLY >

[FRONT FINAL DRIVE: F160A]

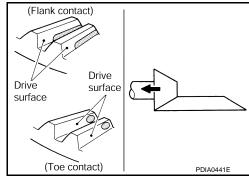
• If the tooth contact is near the face (face contact), or near the heel (heel contact), thicken pinion height adjusting washers to move drive pinion closer to drive gear.

For selecting adjusting washer, refer to the latest parts information.



 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.

For selecting adjusting washer, refer to the latest parts information.



BACKLASH

Before inspection and adjustment, drain gear oil.

- Remove carrier cover. Refer to <u>DLN-139</u>, "<u>Disassembly</u>".
- Fit a dial indicator to the drive gear face to measure the backlash.

Backlash

: Refer to <u>DLN-162, "Back-lash"</u>.

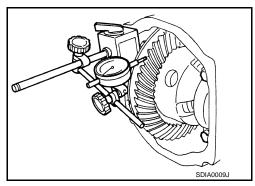
 If the backlash is outside of the specified value, change the thickness of side bearing adjusting washer.

When the backlash is large:

Decrease side bearing adjusting washer thickness. For selecting adjusting washer, refer to the latest parts information.

When the backlash is small:

Increase side bearing adjusting washer thickness. For selecting adjusting washer, refer to the latest parts information.



Inspection INFOID:000000011253566

INSPECTION AFTER DISASSEMBLY

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).

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DIFFERENTIAL ASSEMBLY

[FRONT FINAL DRIVE: F160A]

< UNIT DISASSEMBLY AND ASSEMBLY >

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.

[FRONT FINAL DRIVE: F160A]

DRIVE PINION

Exploded View

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- 1. Drive pinion lock nut
- 4. Pinion front bearing
- 7. Gear carrier
- 10. Drive pinion
- 13. Side retainer
- 16. Side bearing
- 19. Dowel pin
- 22. Gasket
- 25. Side gear thrust washer
- 28. Pinion mate thrust washer

- 2. Companion flange
- Drive pinion bearing adjusting wash- 6.
- 8. Pinion rear bearing
- 11. Drive gear
- 14. O-ring
- 17. Differential case
- 20. Filler plug
- 23. Carrier cover
- 26. Side gear
- 29. Pinion mate gear

- 3. Front oil seal
- Drive pinion adjusting washer
- 9. Pinion height adjusting washer
- 12. Side oil seal (right side)
- 15. Side bearing adjusting shim
- 18. Breather connector
- 21. Drain plug
- 24. Gear oil defense
- 27. Circular clip
- 30. Pinion mate shaft

< UNIT DISASSEMBLY AND ASSEMBLY >

[FRONT FINAL DRIVE: F160A]

- 31. Lock pin
- 34. Side shaft bearing
- 37. Dust seal
- A: Oil seal lip

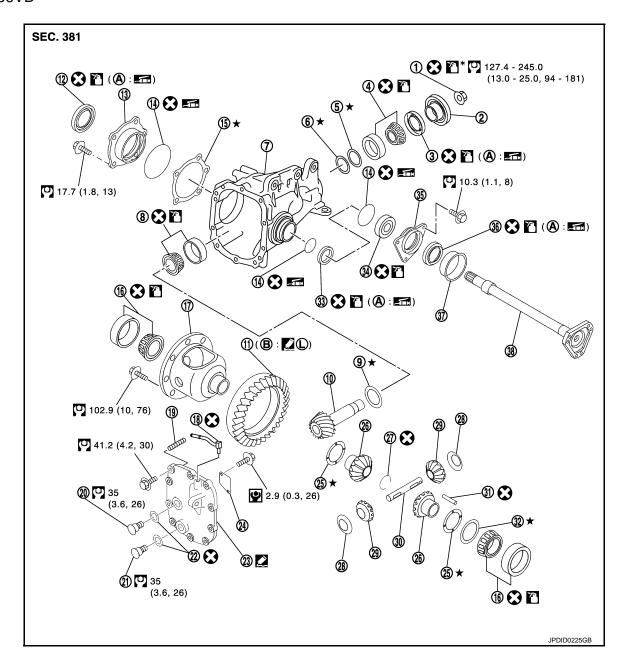
- 32. Side bearing adjusting washer
- 35. Extension tube retainer
- 38. Side shaft
- B: Screw hole

- 33. Side oil seal (left side)
- 36. Side shaft oil seal

- ? Apply gear oil.
- ★: Apply anti-corrosion oil.
- Apply multi-purpose grease.
- 2: Apply Genuine Silicone RTV or equivalent. Refer to GI-22, "Recommended Chemical Products and Sealants".
- Apply Genuine Medium Strength Thread Locking Sealant or equivalent. Refer to GI-22, "Recommended Chemical Products and Sealants".

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

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< UNIT DISASSEMBLY AND ASSEMBLY >

[FRONT FINAL DRIVE: F160A]

30. Pinion mate shaft

36. Side shaft oil seal

33. Side oil seal (left side)

- 1. Drive pinion lock nut 2. Companion flange 3. Front oil seal 4. Pinion front bearing 5. Drive pinion bearing adjusting wash- 6. Drive pinion adjusting washer 7. Gear carrier 8. Pinion rear bearing Pinion height adjusting washer 10. Drive pinion Drive gear 12. Side oil seal (right side) 13. Side retainer Side bearing adjusting shim 14. O-ring 16. Side bearing 17. Differential case 18. Breather connector 19. Dowel pin 20. Filler plug 21. Drain plug 22. Gasket 23. Carrier cover 24. Gear oil defense 26. Side gear 27. Circular clip 25. Side gear thrust washer
- 31. Lock pin32. Side bearing adjusting washer34. Side shaft bearing35. Extension tube retainer
- 37. Dust sealA: Oil seal lipB: Screw hole
- Apply gear oil.
- ★: Apply anti-corrosion oil.

28. Pinion mate thrust washer

- Apply multi-purpose grease.
- Example 2: Apply Genuine Silicone RTV or equivalent. Refer to GI-22, "Recommended Chemical Products and Sealants".

29. Pinion mate gear

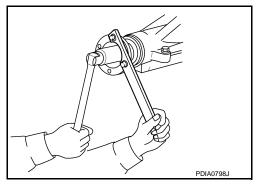
Apply Genuine Medium Strength Thread Locking Sealant or equivalent. Refer to GI-22, "Recommended Chemical Products and Sealants".

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

Disassembly INFOID:0000000011253568

Remove differential case assembly. Refer to <u>DLN-139</u>. "<u>Disassembly</u>".

Remove drive pinion lock nut with a 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).

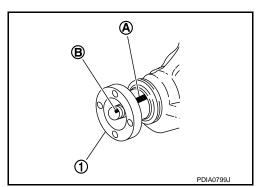
CAUTION:

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.



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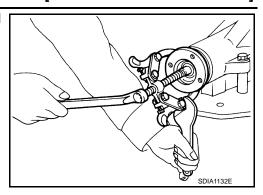
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< UNIT DISASSEMBLY AND ASSEMBLY >

[FRONT FINAL DRIVE: F160A]

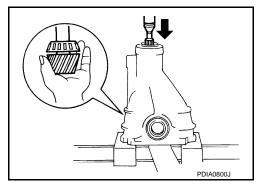
4. Remove companion flange using the suitable puller (commercial service tool).



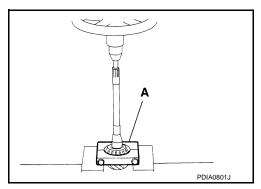
Press drive pinion assembly out of gear carrier. CAUTION:

Never drop drive pinion assembly.

- 6. Remove front oil seal.
- 7. Remove pinion front bearing inner race.
- 8. Remove drive pinion bearing adjusting washer and drive pinion adjusting washer.



9. Remove pinion rear bearing inner race and pinion height adjusting washer with replacer (A) (commercial service tool).

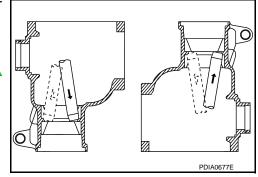


10. Tap pinion front/rear bearing outer races uniformly a brass rod or equivalent to removed.

CAUTION:

Never damage gear carrier.

11. Perform inspection after disassembly. Refer to <u>DLN-161.</u> "Inspection".

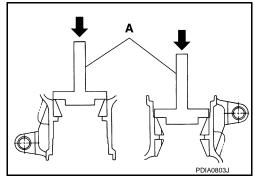


Assembly

1. Install pinion front and rear bearing outer races using drift (A) [SST: ST37820000 (—)].

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.



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2. Temporarily install pinion height adjusting washer (1).

When hypoid gear set has been replaced

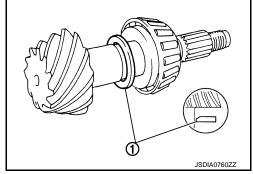
 Select pinion height adjusting washer. Refer to <u>DLN-159</u>, "Adjustment".

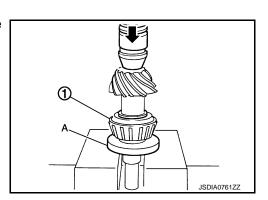
When hypoid gear set has been reused

 Temporarily install the removed pinion height adjusting washer or same thickness washer to drive pinion.

CAUTION:

- Pay attention to the direction of pinion height adjusting washer. (Assemble as shown in the figure.)
- Never reuse pinion rear bearing inner race.
- Install pinion rear bearing inner race (1) to drive pinion with the drift (A) [SST: ST30032000 (J-26010-01)].

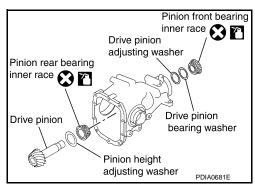




- Temporarily assemble removed drive pinion adjusting washer and drive pinion bearing adjusting washer or same thickness of them to drive pinion.
- 5. Apply gear oil to pinion rear bearing, and assemble drive pinion into gear carrier.
- Apply gear oil to pinion front bearing, and assemble pinion front bearing inner race to drive pinion assembly.

CAUTION:

Never reuse pinion front bearing inner race.



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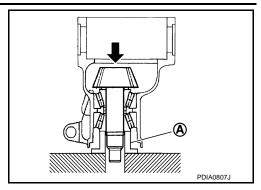
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< UNIT DISASSEMBLY AND ASSEMBLY >

[FRONT FINAL DRIVE: F160A]

- Using suitable spacer (A) (commercial service tool), press the pinion front bearing inner race to drive pinion as far as drive pinion nut can be tightened.
- Adjust pinion bearing preload. If necessary, select the appropriate drive pinion adjusting washer and drive pinion bearing adjusting washer. Refer to <u>DLN-159</u>, "Adjustment".

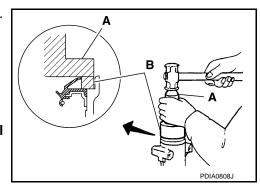


9. Using the drifts (A and B), install front oil seal as shown in figure.

A: Drift [SST: ST33400001 (J-26082)]
B: Drift [SST: KV38102510 (—)]

CAUTION:

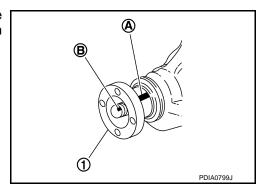
- Never reuse oil seal.
- · When installing, never incline oil seal.
- Apply multi-purpose grease onto oil seal lips, and gear oil onto the circumference of oil seal.



10. Install companion flange.

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).



< UNIT DISASSEMBLY AND ASSEMBLY >

11. 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).

A: Preload gauge [SST: ST3127S000 (J-25765-A)]

CAUTION:

Never reuse drive pinion lock nut.

12. Tighten to drive pinion lock nut, while adjusting pinion bearing preload torque, using preload gauge [SST: ST3127S000 (J-25765-A)].

Pinion bearing preload : Refer to <u>DLN-162, "Preload Torque"</u>.

CAUTION:

- Adjust to the lower limit of the drive pinion lock nut tightening torque first.
- After adjustment, rotate drive pinion back and forth 2 to 3 times to check for unusual noise, rotation malfunction, and other malfunctions.
- 13. Install differential case assembly. Refer to DLN-142, "Assembly".



Never install carrier cover yet.

- 14. Check and adjust drive gear runout, tooth contact, drive gear to drive pinion backlash, and companion flange runout. Refer to DLN-146, "Adjustment" and DLN-159, "Adjustment". Recheck above items. Readjust the above description, if necessary.
- 15. Check total preload torque. Refer to DLN-146, "Adjustment".
- 16. Install carrier cover. Refer to DLN-142, "Assembly".

Adjustment INFOID:0000000011253570

PINION GEAR HEIGHT

If the hypoid gear set has been replaced, select the pinion height adjusting washer.

1. Use the formula below to calculate pinion height adjusting washer thickness.

Washer selection equation:

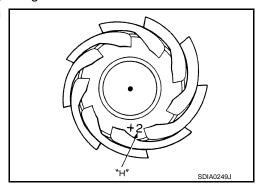
 $T = T_0 + (t_1 - t_2)$

T: Correct washer thickness

To: Removed washer thickness

t1: Old drive pinion head letter " $H \times 0.01$ " ("H": machined tolerance 1/100 mm \times 100)

t2: New drive pinion head letter " $H \times 0.01$ " ("H": machined tolerance 1/100 mm \times 100)



Example:

$$T = 3.21 + [(2 \times 0.01) - (-1 \times 0.01)] = 3.24$$

To: 3.21 t1: +2 t2: -1

Select the proper pinion height adjusting washer. For selecting adjusting washer, refer to the latest parts information.

If unable to find a washer of desired thickness, use a washer with thickness closest to the calculated value.

[FRONT FINAL DRIVE: F160A]

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[FRONT FINAL DRIVE: F160A]

Example:

Calculated value... T = 3.22 mm Used washer... T = 3.21 mm

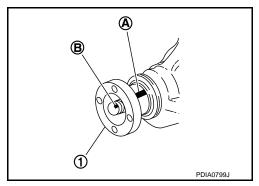
PINION BEARING PRELOAD

Assemble the drive pinion parts if they are disassembled. Refer to <u>DLN-157</u>, "Assembly".

- 1. Make sure all parts are clean. Also, make sure the bearings are well lubricated with gear oil.
- 2. Install companion flange.

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).



3. Temporarily tighten removed drive pinion lock nut to drive pinion, using flange wrench (commercial service tool).

A: Preload gauge [SST: ST3127S000 (J-25765-A)]

NOTE:

Use removed drive pinion lock nut only for the preload measurement.

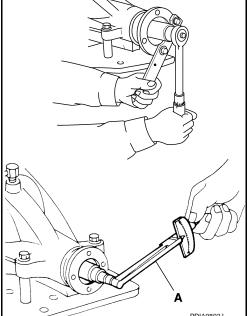
- 4. Rotate drive pinion at least 20 times to check for smooth operation of the bearing.
- Tighten to drive pinion lock nut, while adjust pinion bearing preload torque, using preload gauge [SST: ST3127S000 (J-25765-A)].

Pinion bearing preload

: Refer to <u>DLN-162, "Preload Torque"</u>.

CAUTION:

- Adjust to the lower limit of the drive pinion lock nut tightening torque first.
- After adjustment, rotate drive pinion back and forth 2 to 3 times to check for unusual noise, rotation malfunction, and other malfunctions.
- 6. If the pinion bearing preload torque is outside the specification, use a thicker/thinner drive pinion bearing adjusting washer and drive pinion adjusting washer to adjust.



When the preload torque is large:

Decrease the drive pinion bearing adjusting washer and drive pinion adjusting washer thickness. For selecting adjusting washer, refer to the latest parts information.

When the preload is small:

Increase the drive pinion bearing adjusting washer and drive pinion adjusting washer thickness. For selecting adjusting washer, refer to the latest parts information.

7. Remove companion flange, after adjustment.

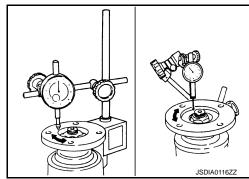
< UNIT DISASSEMBLY AND ASSEMBLY >

COMPANION FLANGE RUNOUT

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

Companion flange runout : Refer to <u>DLN-162, "Companion Flange Runout".</u>

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



[FRONT FINAL DRIVE: F160A]

Companion flange runout : R

: Refer to <u>DLN-162, "Companion Flange Runout"</u>.

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

Inspection INFOID:000000011253571

INSPECTION AFTER DISASSEMBLY

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.

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SERVICE DATA AND SPECIFICATIONS (SDS)

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[FRONT FINAL DRIVE: F160A] SERVICE DATA AND SPECIFICATIONS (SDS)

SERVICE DATA AND SPECIFICATIONS (SDS)

General Specifications

INFOID:0000000011253572

	AV	VD				
Applied model	VQ37VHR	VK56VD				
	A	/T				
Final drive model	F160A					
Gear ratio	3.357	2.611				
Number of teeth (Drive gear/Drive pinion)	47/14	47/18				
Oil capacity (Approx.) ℓ (US pt, Imp pt)	0.65 (1-3	/8, 1-1/8)				
Number of pinion gears	<u> </u>	2				
Drive pinion adjustment spacer type	Solid					
Orive Gear Runout		INFOID:000000011253573				
		Unit: mm (in)				
Item	Lir	nit				
Drive gear back face runout	0.05 (0	0.0020)				

Differential Side Gear Clearance

INFOID:0000000011253574

	Unit: mm (in)
Item	Standard
Side gear backlash (Clearance between side gear and differential case)	0.2 (0.008) or less (Each gear should rotate smoothly without excessive resistance during differential motion.)

Preload Torque

INFOID:0000000011253575

Unit: N-m (kg-m, in-lb)

Item	Standard
Pinion bearing (P1)	0.78 – 1.57 (0.08 – 0.16, 7 – 13)
Side bearing (P2)	0.78 - 1.08 (0.08 - 0.11, 7 - 9)
Side bearing to pinion bearing (Total preload) (Total preload = P1 + P2)	1.56 – 2.65 (0.16 – 0.27, 14 – 23)

Backlash

INFOID:0000000011253576 Unit: mm (in)

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

Companion Flange Runout

INFOID:0000000011253577

Unit: mm (in)

Item	Limit
Companion flange face runout	0.18 (0.0071)
Inner side of the companion flange runout	0.13 (0.0051)

PRECAUTION

PRECAUTIONS

Precautions for Removing Battery Terminal

 When removing the 12V battery terminal, turn OFF the ignition switch and wait at least 30 seconds.

NOTE:

ECU may be active for several tens of seconds after the ignition switch is turned OFF. If the battery terminal is removed before ECU stops, then a DTC detection error or ECU data corruption may occur.

For vehicles with the 2-batteries, be sure to connect the main battery and the sub battery before turning ON the ignition switch.
 NOTE:

If the ignition switch is turned ON with any one of the terminals of main battery and sub battery disconnected, then DTC may be detected.

After installing the 12V battery, always check "Self Diagnosis Result" of all ECUs and erase DTC.
 NOTE:

The removal of 12V battery may cause a DTC detection error.

Service Notice or Precautions for Rear Final Drive

• 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 a 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 multipurpose grease as specified for each vehicle, if necessary.

BATTERY

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PREPARATION

PREPARATION

Special Service Tools

INFOID:0000000011253580

Tool number (TechMate No.) Tool name		Description
ST3127S000 (J-25765-A) Preload gauge		Measuring pinion bearing preload and total preload
KV381054S0	ZZA0806D	Removing front oil seal
(J-34286) Puller	ZZAO601D	
ST30720000 (J-25405) Drift		Installing front oil sealInstalling pinion rear bearing outer race
a: 77 mm (3.03 in) dia. b: 55.5 mm (2.185 in) dia.		
ST35271000 (J-26091)	ZZA0811D	Installing side oil seal
Drift a: 72 mm (2.83 in) dia. b: 63 mm (2.48 in) dia.		
KV10111100	ZZA0811D	Removing rear cover
(J-37228) Seal cutter		
KV38100800	S-NT046	Fixing unit assembly
(J-25604-01) Attachment A: 541 mm (21.30 in) B: 200 mm (7.87 in)	B	
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PREPARATION

[REAR FINAL DRIVE: R200]

Description Removing and installing side bearing inner race
Tightening the drive gear mounting bolt
Installing side bearing inner race
Measuring turning torque
Installing pinion rear bearing outer race
Installing pinion front bearing outer race (Us with ST30613000)

PREPARATION

< PREPARATION >

[REAR FINAL DRIVE: R200]

Tool number (TechMate No.) Tool name		Description
ST30613000 (J-25742-3) Drift a: 72 mm (2.83 in) dia. b: 48 mm (1.89 in) dia.	-b- -a-	Installing pinion front bearing outer race
	ZZA1000D	
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.	a b c ZZA0978D	Installing pinion rear bearing inner race

Commercial Service Tools

INFOID:0000000011253581

Tool name		Description
Flange wrench		Removing and installing drive pinion lock nut
	0	
	NT035	
Puller		Removing companion flange
	ZZA0119D	
Sliding hammer		Removing differential case assembly
	NT125	
Replacer		Removing pinion rear bearing inner race
	ZZA0700D	

PREPARATION

< PREPARATION >

[REAR FINAL DRIVE: R200]

Tool name		Description	
Spacer a: 60 mm (2.36 in) dia. b: 36 mm (1.42 in) dia.	- b - 	Installing pinion front bearing inner race	
c: 30 mm (1.18 in)	c		
D	a		
Power tool		Loosening bolts and nuts	
	PBIC0190E		
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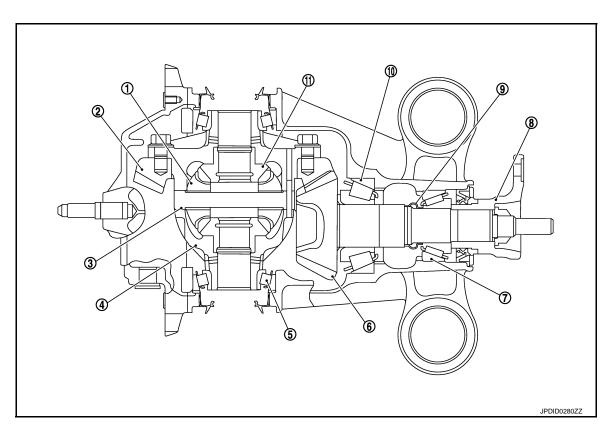
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SYSTEM DESCRIPTION

STRUCTURE AND OPERATION

Sectional View



- 1. Pinion mate gear
- 4. Differential case
- 7. Pinion front bearing
- 10. Pinion rear bearing
- 2. Drive gear
- 5. Side bearing
- 8. Companion flange
- 11. Side gear

- Pinion mate shaft
- 6. Drive pinion
- 9. Collapsible spacer

NOISE, VIBRATION AND HARSHNESS (NVH) TROUBLESHOOTING

[REAR FINAL DRIVE: R200]

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< SYMPTOM DIAGNOSIS >

SYMPTOM DIAGNOSIS

NOISE, VIBRATION AND HARSHNESS (NVH) TROUBLESHOOTING

NVH Troubleshooting Chart

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Use the chart below to find the cause	or the symptom. If neces	pLN-190, "Inspection"	DLN-186, "Adjustment"	DLN-190, "Inspection"	DLN-186, "Adjustment"	DLN-186, "Adjustment" as	DLN-171, "Inspection"	NVH of REAR PROPELLER SHAFT in this 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

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NOISE, VIBRATION AND HARSHNESS (NVH) TROUBLESHOOTING

[REAR FINAL DRIVE: R200]

< SYMPTOM DIAGNOSIS >

Use the chart below to find the cause of the symptom. If necessary, repair or replace these parts. NVH of FRONT and REAR PROPELLER SHAFT in this section NVH in FAX, RAX, FSU and RSU sections. Reference NVH in FAX and RAX section. DLN-186, "Adjustment" DLN-186, "Adjustment" DLN-186, "Adjustment" DLN-190, "Inspection" DLN-190, "Inspection" DLN-171, "Inspection" NVH in WT section. NVH in WT section. NVH in BR section. NVH in ST section. Companion flange excessive runout AXLE AND SUSPENSION Gear contact improper PROPELLER SHAFT Tooth surfaces worn Possible cause and SUSPECTED PARTS Backlash incorrect Gear oil improper Gear tooth rough ROAD WHEEL DRIVE SHAFT STEERING BRAKE Symptom Noise ×

^{×:} Applicable

PERIODIC MAINTENANCE

REAR DIFFERENTIAL GEAR OIL

Inspection INFOID:000000011253584 B

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.

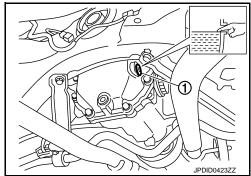
CAUTION:

Never start engine while checking oil level.

Set a gasket on filler plug and install it on final drive assembly.
 Refer to <u>DLN-179</u>, "<u>Exploded View</u>".

CAUTION:

Never reuse gasket.



Draining

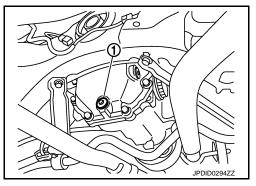
1. Stop engine.

2. Remove drain plug (1) and drain gear oil.

 Set a gasket on drain plug and install it to final drive assembly and tighten to the specified torque. Refer to <u>DLN-179</u>, "<u>Exploded</u> <u>View</u>".

CAUTION:

Never reuse gasket.



Refilling INFOID:000000011253586

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-11, "Fluids

and Lubricants".

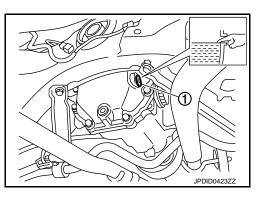
Oil capacity : Refer to <u>DLN-200, "Gen-</u>

eral Specifications".

 After refilling oil, check oil level. Set a gasket to filler plug, then install it to final drive assembly. Refer to <u>DLN-179</u>, "Exploded View".

CAUTION:

Never reuse gasket.



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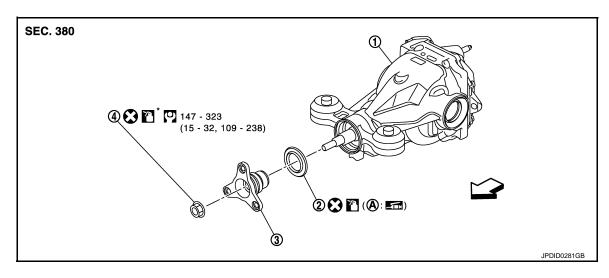
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REMOVAL AND INSTALLATION

FRONT OIL SEAL

Exploded View



- 1. Final drive assembly
- 2. Front oil seal

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.

Removal and Installation

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-177, <a href="Removal and Installation" and DLN-193, "Disassembly".

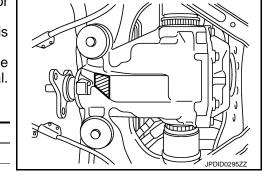
NOTE:

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-193, "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	



INFOID:0000000011253588

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

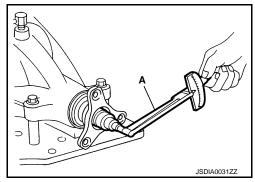
- 1. Make a judgment if a collapsible spacer replacement is required.
- 2. Drain gear oil. Refer to DLN-171, "Draining".
- 3. Remove final drive assembly. Refer to DLN-177, "Removal and Installation".

NOTE:

- It is necessary to separate the rear drive shaft from final drive to measure the total preload.
- It is necessary to remove final drive assembly to separate the rear drive shaft from final drive.
- 4. Measure the total preload with the preload gauge (A) [SST: ST3127S000 (J-25765-A)].

NOTE:

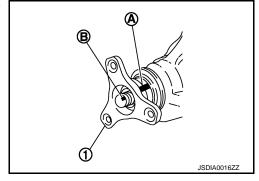
Record the preload measurement.



5. 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.



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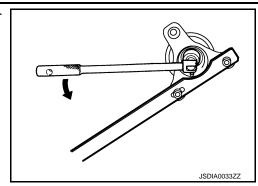
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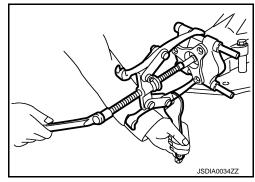
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6. Remove drive pinion lock nut using the flange wrench. (commercial service tool)



- 7. Remove companion flange using pullers (commercial service tool).
- 8. Remove front oil seal using the puller [SST: KV381054S0 (J-34286)].

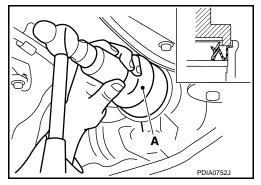


INSTALLATION

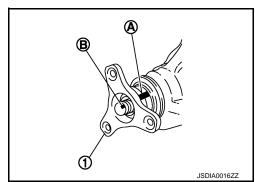
- 1. Apply multi-purpose grease to front oil seal lips.
- 2. Install front oil seal using the drift (A) [SST: ST30720000 (J-25405)] as shown in figure.

CAUTION:

- Never reuse oil seal.
- · Never incline oil seal when installing.



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



FRONT OIL SEAL

< REMOVAL AND INSTALLATION >

 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).

A : Preload gauge [SST: ST3127S000 (J-25765-A)]

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 [SST: ST3127S000 (J-25765-A)].

Total preload torque

: A value that add 0.1 – 0.4 N·m (0.01 – 0.04 kg-m, 0.1 – 0.3 in-lb) to the measured value before removing.

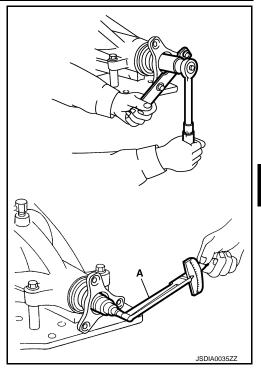
CAUTION:

- 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.
- 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.

- 7. Install final drive assembly. Refer to DLN-177, "Removal and Installation".
- Refill gear oil to the final drive and check oil level. Refer to <u>DLN-171, "Refilling"</u>.
- Check the final drive for oil leakage. Refer to <u>DLN-171, "Inspection"</u>.



[REAR FINAL DRIVE: R200]

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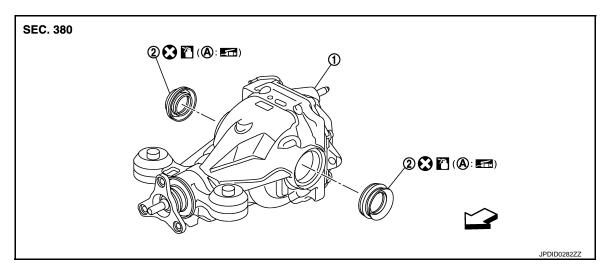
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SIDE OIL SEAL

Exploded View



- 1. Final drive assembly
- 2. Side oil seal

A. Oil seal lip

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 □: Vehicle front

Apply gear oil.

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

Removal and Installation

INFOID:0000000011253590

REMOVAL

Remove final drive assembly. Refer to <u>DLN-177, "Removal and Installation"</u>.

It is necessary to remove final drive assembly to remove the rear drive shaft.

2. Remove side oil seal, using a suitable tool.

CAUTION:

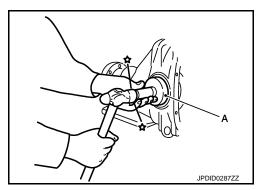
Never damage gear carrier.

INSTALLATION

- 1. Apply multi-purpose grease to side oil seal lips.
- 2. Install side oil seal until it becomes flush with the case end, using the drift (A) [SST: ST35271000 (J-26091)].

CAUTION:

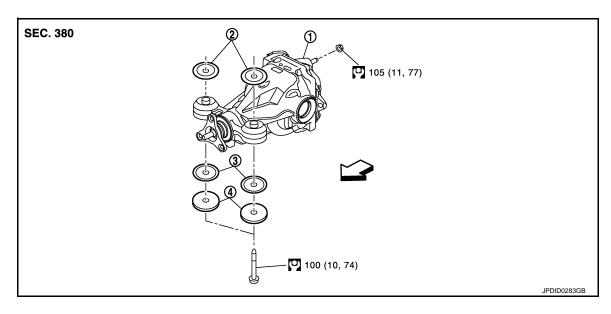
- Never reuse oil seal.
- · When installing, never incline oil seal.
- 3. Install final drive assembly. Refer to <u>DLN-177</u>, "Removal and <u>Installation"</u>.
- 4. When oil leaks while removing, check oil level after the installation. Refer to DLN-171, "Inspection".



UNIT REMOVAL AND INSTALLATION

REAR FINAL DRIVE ASSEMBLY

Exploded View



- Rear final drive assembly
- Upper stopper

3. Lower stopper

- 4. Washer
- ∀
 □: Vehicle front

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

Removal and Installation

REMOVAL

1. Remove center muffler with a power tool. Refer to EX-6, "VQ37VHR: Removal and Installation".

- Remove stabilizer bar with a power tool. Refer to RSU-20, "Removal and Installation".
- 3. Remove rear propeller shaft from the final drive. Refer to <u>DLN-104, "Removal and Installation"</u> (2WD), <u>DLN-113, "Removal and Installation"</u> (AWD).
- 4. Remove rear suspension member stay. Refer to RSU-21, "Removal and Installation".
- 5. Separate drive shaft from final drive. Refer to RAX-13, "Removal and Installation".
- 6. Remove breather hose from the final drive.
- Set a suitable jack to rear final drive assembly. CAUTION:

Never place a jack on the rear cover (aluminum case).

- 8. Remove rear wheel sensor. Refer to <u>BRC-145</u>, "REAR WHEEL SENSOR: Removal and Installation".
- 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 suitable jack while removing it.

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INSTALLATION

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

• If install the drive shaft to final drive, remove wheel hub rock nut. Refer to RAX-13, "Removal and Installation".

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REAR FINAL DRIVE ASSEMBLY

< UNIT REMOVAL AND INSTALLATION >

[REAR FINAL DRIVE: R200]

- Check that 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.

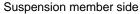
A:

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

CAUTION:

- Never reuse hose clamp.
- Install the hose clamp at the final drive side, with the tab facing upward.
- 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.

: Vehicle front



- Insert the plug (2) to the (A) position in suspension member (4).
- Insert the tube end to center hole of the plug.
- Insert the projection to (B) position in suspension member.
- Be sure to fix the breather hose by the trim clip (3).

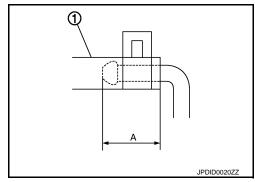


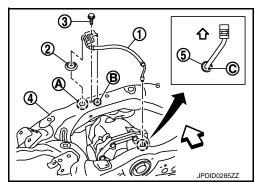
- Install metal connector (5) to rear cover with paint mark (C) facing vehicle rear.

CAUTION:

Never reuse the plug, trim clip and metal connector.

When oil leaks while removing final drive assembly, check oil level after the installation. Refer to <u>DLN-171</u>.
 "Inspection".





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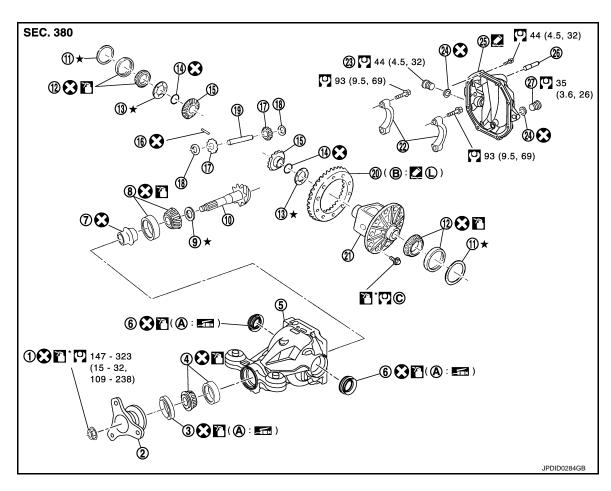
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UNIT DISASSEMBLY AND ASSEMBLY

DIFFERENTIAL ASSEMBLY

Exploded View INFOID:0000000011253593



- Drive pinion lock nut 1.
- Pinion front bearing 4.
- 7. Collapsible spacer
- 10. Drive pinion
- Side gear thrust washer 13.
- 16. Lock pin
- 19. Pinion mate shaft
- 22. Bearing cap
- 25. Rear cover
- Oil seal lip

- 2. Companion flange
- Gear carrier 5.
- 8. Pinion rear bearing
- 11. Side bearing adjusting washer
- Circular clip
- Pinion mate gear
- 20. Drive gear
- 23. Filler plug
- 26. Stud bolt
- В. Screw hole

- 3. Front oil seal
- 6. Side oil seal
- 9. Pinion height adjusting washer
- 12. Side bearing
- 15. Side gear
- Pinion mate thrust washer
- 21. Differential case
- 24. Gasket
- 27. Drain plug
- Comply with the assembly procedure when tightening. Refer to DLN-

182, "Assembly".

: Apply gear oil.

★: Apply anti-corrosion oil.

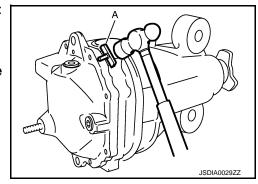
Apply Genuine Silicone RTV or equivalent. Refer to GI-22, "Recommended Chemical Products and Sealants".

(1): Apply Genuine High Strength Thread Locking Sealant or equivalent. Refer to GI-22, "Recommended Chemical Products and Sealants".

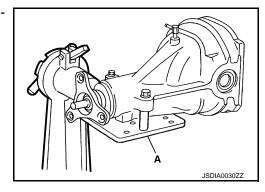
Refer to GI-4, "Components" for symbols not described on the above.

Disassembly INFOID:000000011253594

- 1. Drain gear oil, if necessary.
- 2. Remove rear cover mounting bolts.
- 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.



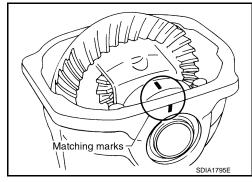
Using two 45 mm (1.77 in) spacers, mount carrier on the attachment (A) [SST: KV38100800 (J-25604-01)].



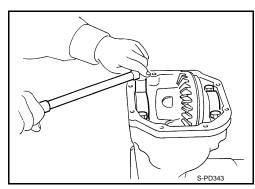
5. For proper reinstallation, paint matching marks on one side of the bearing cap.

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.



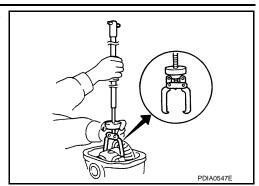
6. Remove bearing caps.



< UNIT DISASSEMBLY AND ASSEMBLY >

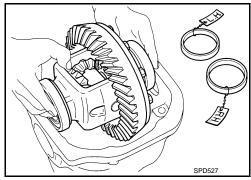
[REAR FINAL DRIVE: R200]

Lift differential case assembly out with a sliding hammer (commercial service tool).



 Keep side bearing outer races together with inner race. Never mix them up.

Also, keep side bearing adjusting washers together with bear-

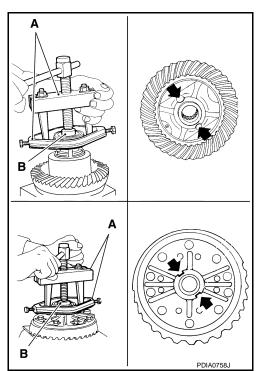


Remove side bearing inner race with puller (A) and base (B). To prevent damage to bearing, engage puller jaws in groove **(←)**.

> 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.

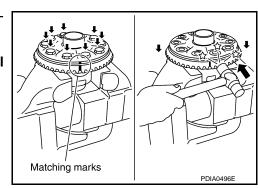


9. For proper reinstallation, paint matching marks on one differential case assembly.

CAUTION:

For matching marks, use paint. Never damage differential case and drive gear.

10. Remove drive gear from differential case assembly.



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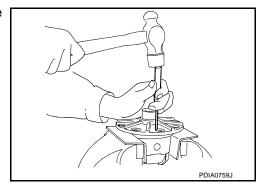
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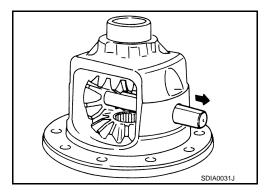
< UNIT DISASSEMBLY AND ASSEMBLY >

[REAR FINAL DRIVE: R200]

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



12. Remove pinion mate shaft.

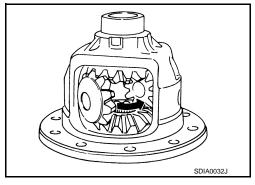


- 13. Turn pinion mate gear, then remove pinion mate gear, pinion mate thrust washer, side gear and side gear thrust washer from differential case.
- 14. Remove circular clip from side gear.

CAUTION:

Never damage side gear.

15. Perform inspection after disassembly. Refer to <u>DLN-190, "Inspection"</u>.



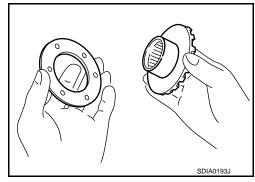
Assembly

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.



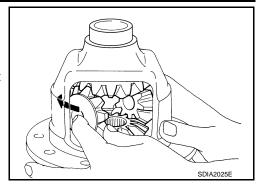
< UNIT DISASSEMBLY AND ASSEMBLY >

[REAR FINAL DRIVE: R200]

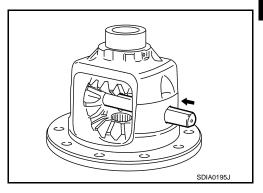
3. Install side gears and thrust washers into differential case. **CAUTION:**

Make sure that the circular clip is installed to side gears.

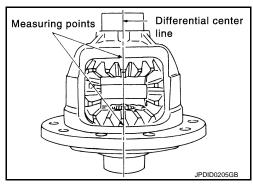
4. Align 2 pinion mate gears in diagonally opposite positions, then rotate and install them into differential case after installing thrust washer to pinion mate gear.



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.



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< UNIT DISASSEMBLY AND ASSEMBLY >

[REAR FINAL DRIVE: R200]

Feeler gauges with the same thickness

Feeler gauges with the same thickness

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.

Side gear back clearance : Refer to <u>DLN-200, "Differential Side Gear Clearential Side G</u>

ance".

CAUTION:

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

• If the back clearance is outside the specification, use a thicker/ thinner side gear thrust washer to adjust. For selecting thrust washer, refer to the latest parts information.

is large: er.

When the back clearance Use a thinner thrust washis small: er.

CALITION

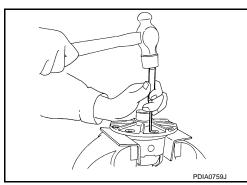
CAUTION:

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.



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8. Apply thread locking sealant into the thread hole of drive gear. Use Genuine High Strength Thread Locking Sealant or equivalent. Refer to GI-22, "Recommended Chemical Products and Sealants".

CAUTION:

Clean and degrees drive gear back and threaded holes sufficiently.

9. Install the drive gear to differential case.

CAUTION:

Align the matching mark of differential case and drive gear.

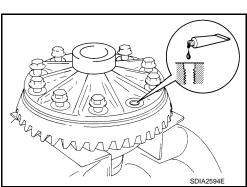
10. Tighten the mounting bolts with the following procedure. CAUTION:

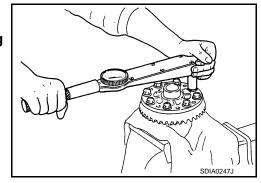
Apply anti-corrosion oil to the thread and seat of mounting bolts.

a. Tighten the bolts in a crisscross fashion to the specified torque.

Drive gear mounting : 78.5 N•m (8.0 kg-m, 58 ft-lb) bolts tightening torque

b. Tighten the bolts additionally to the specified angle.





[REAR FINAL DRIVE: R200]

Drive gear mounting bolts tightening angle

: 31 to 36 degree

CAUTION:

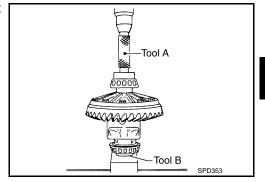
Check the tightening angle using the angle wrench [SST: KV10112100 (BT-8653-A)]. Never make judgment by visual inspection.

11. Press side bearing inner races to differential case, using the drift (A) and the base (B).

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

CAUTION:

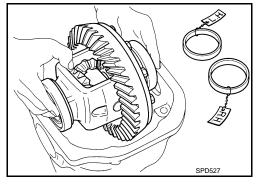
Never reuse side bearing inner race.

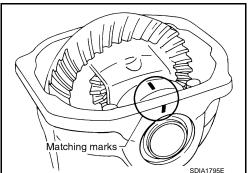


 Set bearing outer races to differential case assembly, and install it with removed side bearing adjusting washer or same thickness washer into gear carrier.

CAUTION:

- Apply differential gear oil to the side bearings.
- Install side bearing and side bearing adjusting washer in correct location. (drive gear tooth side or drive gear back side)
- Measure side bearing preload. If necessary, select the appropriate side bearing adjusting washers. Refer to <u>DLN-186</u>. "Adjustment".
- 14. Align matching marks on bearing cap with that on gear carrier.
- 15. Install bearing caps and tighten bearing cap mounting bolts.



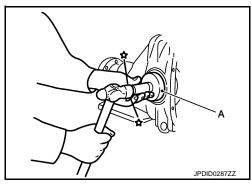


16. Using the drift (A) [SST: ST35271000 (J-26091)], drive side oil seals until it becomes flush with the case end.

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 <u>DLN-186</u>, "Adjustment".

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



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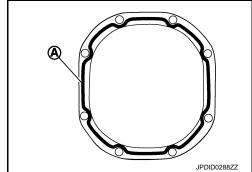
< UNIT DISASSEMBLY AND ASSEMBLY >

- 18. Apply sealant (A) to mating surface of rear cover.
 - Use Genuine Silicone RTV or equivalent. Refer to GI-22, <u>"Recommended Chemical Products and Sealants"</u>.

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.



[REAR FINAL DRIVE: R200]

Adjustment

TOTAL PRELOAD TORQUE

Before inspection and adjustment, drain gear oil.

- Secure final drive assembly onto an attachment [SST: KV38100800 (J-25604-01)].
- 2. Rotate drive pinion back and forth 2 to 3 times to check for unusual noise and rotation malfunction.
- 3. Rotate drive pinion at least 20 times to check for smooth operation of the bearing.
- 4. Measure total preload with the preload gauge (A) [SST: ST3127S000 (J-25765-A)].

Total preload torque : Re

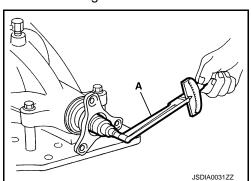
: Refer to <u>DLN-200, "Pre-load Torque".</u>

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. For selecting adjusting washer, refer to the latest parts in-

formation.

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. For selecting adjusting washer, refer to the latest parts in-

formation.

SIDE BEARING PRELOAD

Before inspection and adjustment, drain gear oil.

Remove rear cover. Refer to <u>DLN-180</u>, "<u>Disassembly</u>".

< UNIT DISASSEMBLY AND ASSEMBLY >

[REAR FINAL DRIVE: R200]

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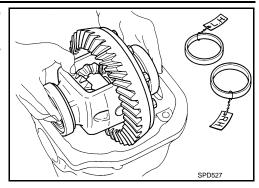
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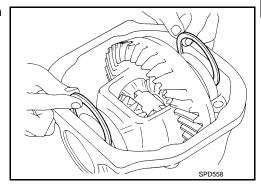
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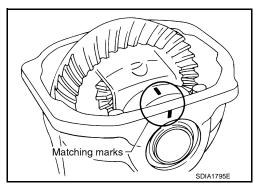
- Make sure all parts are clean. Also, make sure the bearings are well lubricated with gear oil.
- Place the differential case, with side bearings and bearing races installed, into gear carrier.



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



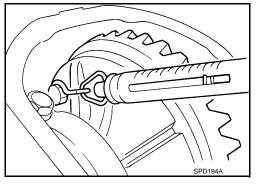
- 5. Install bearing caps in their correct locations and tighten bearing cap mounting bolts.
- 6. Turn the carrier several times to seat the bearings.



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

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. For selecting adjusting washer, refer to the latest parts information.

If the turning torque is less than the specified range: If the turning torque is

Use a thinner adjusting washer.

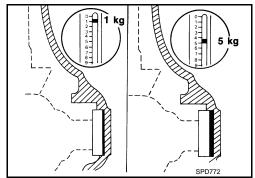
washer.

Use a thicker adjusting

greater than the specification:

Revision: 2014 November

CAUTION:



DLN-187 2015 Q70

< UNIT DISASSEMBLY AND ASSEMBLY >

[REAR FINAL DRIVE: R200]

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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-180, "Disassembly".
- 2. Fit a dial indicator to the drive gear back face.
- 3. Rotate the drive gear to measure runout.

Drive gear runout

: Refer to <u>DLN-200, "Drive</u> 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.

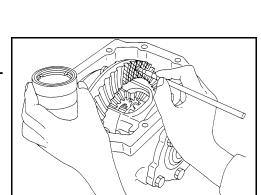
TOOTH CONTACT

Before inspection and adjustment, drain gear oil.

- 1. Remove rear cover. Refer to DLN-180, "Disassembly".
- 2. Apply red lead to drive gear.

CAUTION:

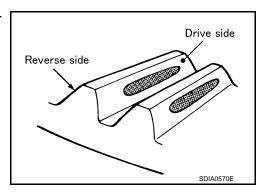
Apply red lead to both the faces of 3 to 4 gears at 4 locations evenly spaced on drive gear.



3. Rotate drive gear back and forth several times, check drive pinion gear to drive gear tooth contact.

CAUTION:

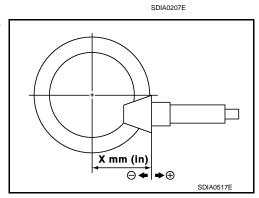
Check tooth contact on drive side and reverse side.



[REAR FINAL DRIVE: R200]

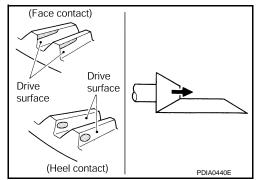
Tooth co	ntact condition	Pinion heig		Adjustment	Possible cause
Drive side	Back side	washer sele	[mm (in)]	(Yes/No)	1 ossible cause
Heel side Toe sid	e Toe side Heel side		+0.09 (+0.0035)	Yes	Occurrence of noise and scoring sound in all speed ranges.
		Thicker	+0.06 (+0.0024)	ies	Occurrence of noise when accelerating.
			+0.03 (+0.0012)		
			0	No	_
73388			-0.03 (-0.0012)		
****		Thinner	-0.06 (-0.0024)	Vee	Occurrence of noise at constant speed and decreasing speed.
			-0.09 (-0.0035)	Yes	Occurrence of noise and scoring sound in all speed ranges.

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.

For selecting adjusting washer, refer to the latest parts information.



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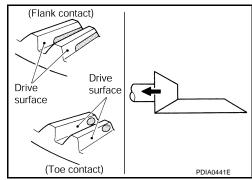
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< UNIT DISASSEMBLY AND ASSEMBLY >

[REAR FINAL DRIVE: R200]

 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.

For selecting adjusting washer, refer to the latest parts information.



BACKLASH

Before inspection and adjustment, drain gear oil.

- 1. Remove rear cover. Refer to DLN-180, "Disassembly".
- Fit a dial indicator to the drive gear face to measure the backlash.

Backlash : Refer to DLN-200, "Backlash".

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



Make drive gear back side adjusting washer thicker, and drive gear tooth side adjusting washer thinner by the same amount. For selecting adjusting washer, refer to the latest parts information.

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. For selecting adjusting washer, refer to the latest parts information.

CAUTION:

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

Inspection INFOID:0000000011253597

INSPECTION AFTER DISASSEMBLY

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.



< UNIT DISASSEMBLY AND ASSEMBLY >

[REAR FINAL DRIVE: R200]

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.

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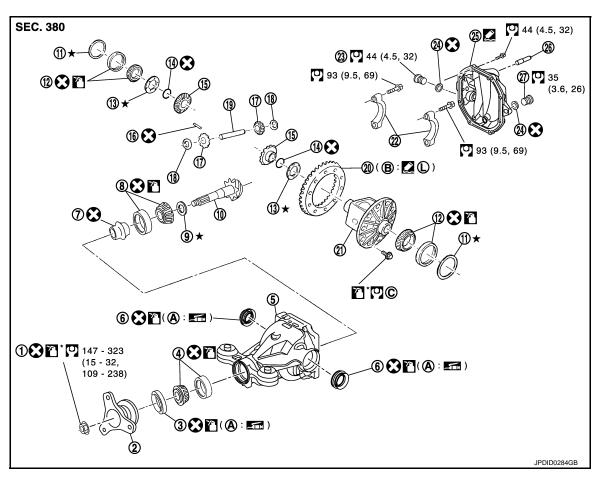
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[REAR FINAL DRIVE: R200]

DRIVE PINION

Exploded View



- Drive pinion lock nut
- 4. Pinion front bearing
- 7. Collapsible spacer
- 10. Drive pinion
- 13. Side gear thrust washer
- 16. Lock pin
- 19. Pinion mate shaft
- 22. Bearing cap
- 25. Rear cover
- A. Oil seal lip

- 2. Companion flange
- 5. Gear carrier
- 8. Pinion rear bearing
- 11. Side bearing adjusting washer
- 14. Circular clip
- 17. Pinion mate gear
- 20. Drive gear
- 23. Filler plug
- 26. Stud bolt
- B. Screw hole

- 3. Front oil seal
- 6. Side oil seal
- Pinion height adjusting washer
- 12. Side bearing
- 15. Side gear
- 18. Pinion mate thrust washer
- 21. Differential case
- 24. Gasket
- 27. Drain plug
- Comply with the assembly procedure when tightening. Refer to <u>DLN-182</u>, "Assembly".

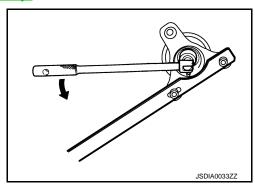
- : Apply gear oil.
- *: Apply anti-corrosion oil.
- 2: Apply Genuine Silicone RTV or equivalent. Refer to GI-22, "Recommended Chemical Products and Sealants".
- Apply Genuine High Strength Thread Locking Sealant or equivalent. Refer to GI-22, "Recommended Chemical Products and Sealants".

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

[REAR FINAL DRIVE: R200]

Disassembly INFOID:00000000112535599

- 1. Remove differential case assembly. Refer to DLN-180, "Disassembly".
- Remove drive pinion lock nut with 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:

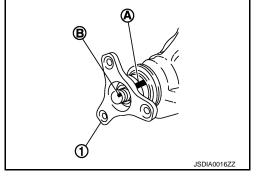
For matching mark, use paint. Never damage companion flange and drive pinion.

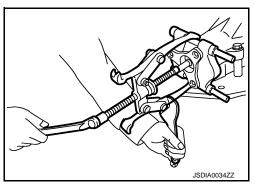
NOTE:

The matching mark on the final drive companion flange indicates the maximum vertical runout position.

When replacing companion flange, matching mark is not necessary.

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

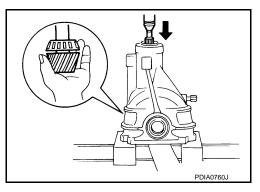




Press drive pinion assembly out of gear carrier.CAUTION:

Never drop drive pinion assembly.

- 6. Remove front oil seal.
- 7. Remove pinion front bearing inner race.
- 8. Remove collapsible spacer.



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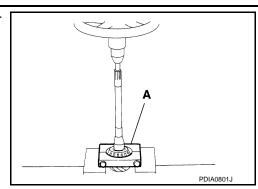
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< UNIT DISASSEMBLY AND ASSEMBLY >

[REAR FINAL DRIVE: R200]

9. Remove pinion rear bearing inner race and pinion height adjusting washer with the replacer (A) (commercial service tool).

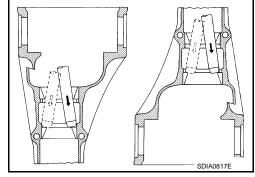


- 10. Remove pinion height adjusting washer.
- 11. Tap pinion front/rear bearing outer races uniformly using a brass rod or equivalent to remove them.

CAUTION:

Never damage gear carrier.

12. Perform inspection after disassembly. Refer to DLN-198, "Inspection".



Assembly

 Install front bearing outer race (1) and rear bearing outer race (2) using drifts (A, B and D) and drift bar (C).

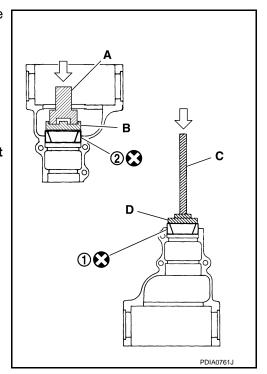
A : Drift [SST: ST30720000 (J-25405)]
B : Drift [SST: KV40105230 (—)]

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.



< UNIT DISASSEMBLY AND ASSEMBLY >

Temporarily install pinion height adjusting washer (1).

When hypoid gear set has been replaced

 Select pinion height adjusting washer. Refer to <u>DLN-198.</u> "Adjustment".

When hypoid gear set has been reused

 Temporarily install the removed pinion height adjusting washer or same thickness washer to drive pinion.

CAUTION:

Pay attention to the direction of pinion height adjusting washer. (Assemble as shown in the figure.)

3. Install pinion rear bearing inner race (1) to drive pinion with the drift (A) [SST: ST30901000 (J-26010-01)]. **CAUTION:**

Never reuse pinion rear bearing inner race.

- 4. Check and adjust the tooth contact and back lash of drive gear and drive pinion following the procedure below.
- Assemble drive pinion into gear carrier.

CAUTION:

- Do not install collapsible spacer at this time.
- Apply gear oil to pinion rear bearing.
- b. Assemble pinion front bearing inner race to drive pinion assembly.

CAUTION:

- Never reuse pinion front bearing inner race.
- Apply gear oil to pinion front bearing.
- c. Using suitable spacer (A) (commercial service tool), press the pinion front bearing inner race to drive pinion as far as drive pinion nut can be tightened.

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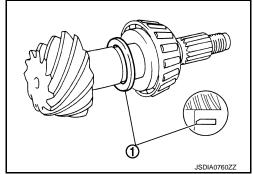
Install companion flange.

CAUTION:

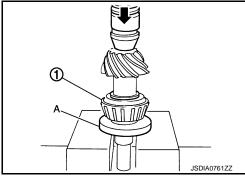
Do not install front oil seal at this time.

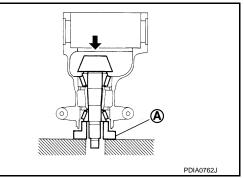
NOTE:

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).



[REAR FINAL DRIVE: R200]





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< UNIT DISASSEMBLY AND ASSEMBLY >

e. Temporarily tighten removed drive pinion nut to drive pinion, using flange wrench (commercial service tool).

A : Preload gauge [SST: ST3127S000 (J-25765-A)]

NOTE:

Use removed drive pinion nut only for the preload measurement.

- f. Rotate drive pinion more than 20 times to adjust bearing.
- g. Tighten to drive pinion lock nut using flange wrench (commercial service tool), while adjusting pinion bearing preload torque using preload gauge [SST: ST3127S000 (J-25765-A)].

Pinion bearing preload : 1.0 - 1.3 N·m (0.11 – 0.13 (without oil seal) kg-m, 9 – 11 in-lb)

CAUTION:

Drive pinion nut is tightened with no collapsible spacer. Be careful not to overtighten it. While measuring the preload, tighten drive pinion nut in 5° to 10° increments.

h. Assemble removed drive side bearing adjusting washer or same thickness of it and install differential case assembly. Refer to DLN-182, "Assembly".

CAUTION:

- Apply differential gear oil to the side bearings.
- Install side bearing and side bearing adjusting washer in correct location. (drive gear tooth side or drive gear back side)
- i. Install bearing caps.
- j. Check and adjust tooth contact and drive gear to drive pinion backlash. Refer to DLN-186, "Adjustment".
- k. Remove bearing caps and differential case assembly.
- Remove companion flange.
- m. Remove drive pinion assembly from gear carrier.

CAUTION:

Never drop the drive pinion assembly.

- n. Remove pinion front bearing inner race.
- 5. Assemble collapsible spacer.

CAUTION:

Never reuse collapsible spacer.

Assemble drive pinion into gear carrier.

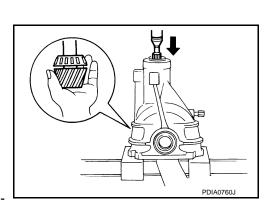
CAUTION:

Apply gear oil to pinion rear bearing.

Assemble pinion front bearing inner race to drive pinion assembly.

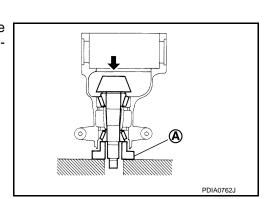
CAUTION:

- Never reuse pinion front bearing inner race.
- Apply gear oil to pinion front bearing.
- Using suitable spacer (A) (commercial service tool), press the pinion front bearing inner race to drive pinion as far as drive pinion nut can be tightened.



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[REAR FINAL DRIVE: R200]

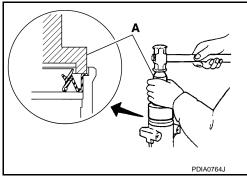


< UNIT DISASSEMBLY AND ASSEMBLY >

Using the drift (A) [SST: ST30720000 (J-25405)], install front oil seal as shown in figure.

CAUTION:

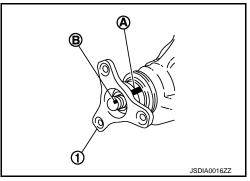
- · Never reuse oil seal.
- When installing, never incline oil seal.
- Apply multi-purpose grease onto oil seal lips, and gear oil onto the circumference of oil seal.



Install companion flange.

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).



11. 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 flange wrench (commercial service tool).

A : Preload gauge [SST: ST3127S000 (J-25765-A)]

CAUTION:

Never reuse drive pinion lock nut.

12. Adjust to the drive pinion lock nut tightening torque and pinion bearing preload torque, using preload gauge [SST: ST3127S000 (J-25765-A)].

> Pinion bearing preload : Refer to DLN-200, "Preload Torque".

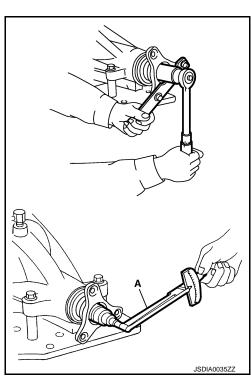
CAUTION:

- 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.
- 13. Install differential case assembly. Refer to DLN-182, "Assembly".

CAUTION:

Do not install rear cover at this time.

- 14. Check and adjust drive gear runout, tooth contact and drive gear to drive pinion backlash, and companion flange runout. Refer to DLN-186, "Adjustment" and DLN-198, "Adjustment". Recheck above items. Readjust the above description, if necessary.
- 15. Check total preload torque. Refer to DLN-186, "Adjustment".
- 16. Install rear cover. Refer to DLN-182, "Assembly".



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[REAR FINAL DRIVE: R200]

Adjustment INFOID:000000011253601

PINION GEAR HEIGHT

If the hypoid gear set has been replaced, select the pinion height adjusting washer.

 Use the formula below to calculate pinion height adjusting washer thickness.

Washer selection equation:

$$T = T0 + (t1 - t2)$$

T: Correct washer thickness

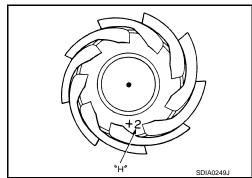
To: Removed washer thickness

t1: Old drive pinion head letter "H × 0.01"

("H": machined tolerance 1/100 mm × 100)

t2: New drive pinion head letter " $H \times 0.01$ "

("H": machined tolerance 1/100 mm × 100)



Example:

$$T = 3.21 + [(2 \times 0.01) - (-1 \times 0.01)] = 3.24$$

To: 3.21 t1: +2 t2: -1

2. Select the proper pinion height adjusting washer. For selecting adjusting washer, refer to the latest parts information.

CAUTION:

If unable to find a washer of desired thickness, use a washer with thickness closest to the calculated value.

Example:

Calculated value... T = 3.22 mm Used washer... T = 3.21 mm

Inspection INFOID:00000000112538602

INSPECTION AFTER DISASSEMBLY

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

< UNIT DISASSEMBLY AND ASSEMBLY >

[REAR FINAL DRIVE: R200]

- 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.

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SERVICE DATA AND SPECIFICATIONS (SDS) [REAR FINAL DRIVE: R200]

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SERVICE DATA AND SPECIFICATIONS (SDS)

General Specifications

INFOID:0000000011253603

		2WD	AWD				
Applied model		VQ37V	'HR				
		A/T					
Final drive model		R200					
Gear ratio		3.357					
Number of teeth (Drive gear/Drive pinion)		47/1	4				
Oil capacity (Approx.)	ℓ (US pt, Imp pt)	1.4 (3, 2	-1/2)				
Number of pinion gears		2					
Drive pinion adjustment spacer type		Collaps	ible				
Orive Gear Runout			INFOID:0000000011253604				
			Unit: mm (in)				

Unit: mm (in)

Item	Limit
Drive gear back face runout	0.05 (0.0020)

Differential Side Gear Clearance

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	Onit. 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:0000000011253606

Unit: N-m (kg-m, in-lb)

Item	Standard					
Pinion bearing (P1)	2.65 - 3.23 (0.27 - 0.32, 24 - 28)					
Side bearing (P2)	0.20 - 0.52 (0.02 - 0.05, 2 - 4)					
Side bearing to pinion bearing (Total preload) (Total preload = P1 + P2)	2.85 - 3.75 (0.29 - 0.38, 26 - 33)					

Backlash

INFOID:0000000011253607

Unit: mm (in)

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

[REAR FINAL DRIVE: R208]

PRECAUTION

PRECAUTIONS

Precautions for Removing Battery Terminal

 When removing the 12V battery terminal, turn OFF the ignition switch and wait at least 30 seconds.

NOTE:

ECU may be active for several tens of seconds after the ignition switch is turned OFF. If the battery terminal is removed before ECU stops, then a DTC detection error or ECU data corruption may occur.

For vehicles with the 2-batteries, be sure to connect the main battery and the sub battery before turning ON the ignition switch.
 NOTE:

If the ignition switch is turned ON with any one of the terminals of main battery and sub battery disconnected, then DTC may be detected.

After installing the 12V battery, always check "Self Diagnosis Result" of all ECUs and erase DTC.
 NOTE:

The removal of 12V battery may cause a DTC detection error.

Service Notice or Precautions for Rear Final Drive

• 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 a 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 multipurpose grease as specified for each vehicle, if necessary.

BATTERY

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[REAR FINAL DRIVE: R208]

PREPARATION

PREPARATION

Special Service Tools

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Tool number (TechMate No.) Tool name		Description
ST3127S000 'J-25765-A) Preload gauge		Measuring pinion bearing preload and total preload
KV381054S0 J-34286) Puller	ZZA0806D	Removing front oil seal
XV40104710 —) Orift a: 57 mm (2.24 in) dia. b: 47 mm (1.85 in) dia.	ZZA0601D	Installing front oil seal Installing side oil seal
CV38109220 —) Drift :: 77.9 mm (3.067 in) dia.	ZZA0832D a JPDID0368ZZ	Removing and Installing rear cover Removing and Installing differential case
(V38109210 —) Base tube a: 77.9 mm (3.067 in) dia. b: 58 mm (2.28 in) dia.	a de b de	Removing and Installing rear cover Removing and Installing differential case
ST33051001 J-22888-20) Puller		Removing side bearing inner race

PREPARATION

[REAR FINAL DRIVE: R208]

PREPARATION >		[REAR FINAL DRIVE: R20
Tool number (TechMate No.) Tool name		Description
(V40104840 —) Adaptor A: 49 mm (1.93 in) dia. B: 42 mm (1.65 in) dia. C: 25 mm (0.98 in)	b c c zzaniasa	Removing and installing side bearing inner race
V10112100 3T-8653-A) .ngle wrench	ZZA0120D	Tightening the drive gear mounting bolt
(V38100200 J-26233) Drift a: 65 mm (2.56 in) dia. b: 49 mm (1.93 in) dia.	a b ZZA1143D	Installing side bearing inner race
(V38100800 J-25604-01) Attachment A: 541 mm (21.30 in) 3: 200 mm (7.87 in)	B SOLLOGO SDIA0267E	Fixing unit assembly
(V381091S0 —) Dummy cover set 1. KV38109110 (—) Dummy cover 2. KV38109120	3 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Checking backlash Checking drive gear runout Checking tooth contact
(—) Dummy cover spacer 3. KV38109140 (—) Color	JSDIA2565ZZ	
ST30720000 J-25405) Drift		Installing pinion rear bearing outer race
2: 77 mm (3.03 in) dia. 5: 55.5 mm (2.185 in) dia.		
	ZZA0811D	

PREPARATION

< PREPARATION >

[REAR FINAL DRIVE: R208]

Tool number (TechMate 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.	a b C PDIA0591E	Installing pinion rear bearing outer race
ST30611000 (J-25742-1) Drift bar	S-NT090	Installing pinion front bearing outer race
ST30621000 (J-25742-5) Drift a: 79 mm (3.11 in) dia. b: 59 mm (2.32 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.	a b c	Installing pinion rear bearing inner race

Commercial Service Tools

INFOID:0000000011253611

Tool name		Description
Flange wrench	√8 3	Removing and installing drive pinion lock nut
	NT035	
Puller		Removing companion flange
	ZZA0119D	

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Tool name		Description	
Replacer	0	Removing pinion rear bearing inner race	
	ZZAO700D		
Spacer	22A0700D	Installing pinion front bearing inner race	
a: 60 mm (2.36 in) dia. b: 36 mm (1.42 in) dia. c: 30 mm (1.18 in)	b		
	a ZZA1133D		
Power tool		Loosening bolts and nuts	
	PBIC0190E		

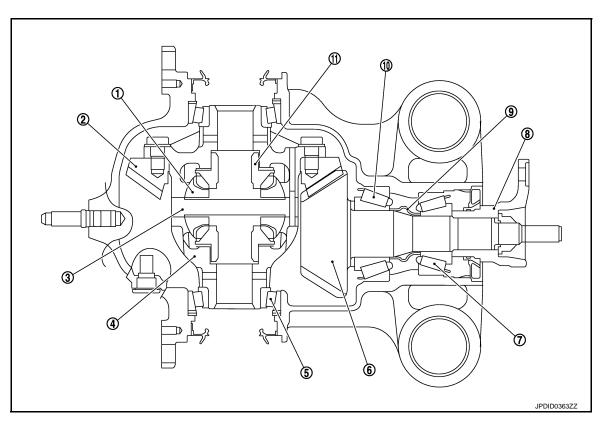
Revision: 2014 November **DLN-205** 2015 Q70

[REAR FINAL DRIVE: R208]

SYSTEM DESCRIPTION

STRUCTURE AND OPERATION

Sectional View



- 1. Pinion mate gear
- 4. Differential case
- 7. Pinion front bearing
- 10. Pinion rear bearing
- 2. Drive gear
- 5. Side bearing
- 8. Companion flange
- 11. Side gear

- Pinion mate shaft
- 6. Drive pinion
- 9. Collapsible spacer

NOISE, VIBRATION AND HARSHNESS (NVH) TROUBLESHOOTING

[REAR FINAL DRIVE: R208]

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< SYMPTOM DIAGNOSIS >

SYMPTOM DIAGNOSIS

NOISE, VIBRATION AND HARSHNESS (NVH) TROUBLESHOOTING

NVH Troubleshooting Chart

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Use the chart below to find the cause	of the symptom. If neces	sary, r	epair o	or repla	ace the	ese pa	rts.							
Reference		DLN-227, "Inspection"	DLN-223, "Adjustment"	DLN-223, "Adjustment"	DLN-223, "Adjustment"	DLN-223, "Adjustment"	DLN-209, "Inspection"	NVH of REAR PROPELLER SHAFT in this 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

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NOISE, VIBRATION AND HARSHNESS (NVH) TROUBLESHOOTING

[REAR FINAL DRIVE: R208]

< SYMPTOM DIAGNOSIS >

Use the chart below to help you find the cause of the symptom. If necessary, repair or replace these parts NVH of FRONT and REAR PROPELLER SHAFT in this section NVH in FAX, RAX, FSU and RSU sections. Reference NVH in FAX and RAX section. DLN-223, "Adjustment" DLN-223, "Adjustment" DLN-223, "Adjustment" DLN-223, "Adjustment" DLN-209, "Inspection" DLN-227, "Inspection" NVH in WT section. NVH in WT section. NVH in BR section. NVH in ST section. Companion flange excessive runout AXLE AND SUSPENSION Gear contact improper PROPELLER SHAFT Tooth surfaces worn Possible cause and SUSPECTED PARTS Backlash incorrect Gear oil improper Gear tooth rough ROAD WHEEL DRIVE SHAFT STEERING BRAKE Symptom Noise ×

^{×:} Applicable

[REAR FINAL DRIVE: R208]

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PERIODIC MAINTENANCE

REAR DIFFERENTIAL GEAR OIL

Inspection INFOID:000000011253614 B

OIL LEAKAGE

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

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• Remove filler plug (1) and check oil level from filler plug mounting hole as shown in the figure.

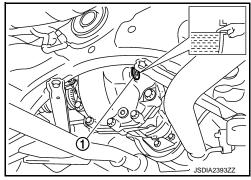
CAUTION:

Never start engine while checking oil level.

Set a gasket on filler plug and install it on final drive assembly.
 Refer to <u>DLN-217</u>, "<u>Exploded View</u>".

CAUTION:

Never reuse gasket.

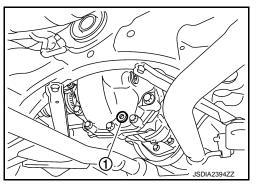


Draining INFOID:0000000011253615

- 1. Stop engine.
- 2. Remove drain plug (1) and drain gear oil.
- Set a gasket on drain plug and install it to final drive assembly and tighten to the specified torque. Refer to <u>DLN-217</u>, "<u>Exploded</u> <u>View</u>".

CAUTION:

Never reuse gasket.



Refilling INFOID:0000000011253616

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-11, "Fluids

and Lubricants".

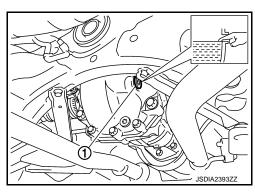
Oil capacity : Refer to <u>DLN-235, "Gen-</u>

eral Specifications".

 After refilling oil, check oil level. Set a gasket to filler plug, then install it to final drive assembly. Refer to <u>DLN-217</u>. "Exploded View".

CAUTION:

Never reuse gasket.



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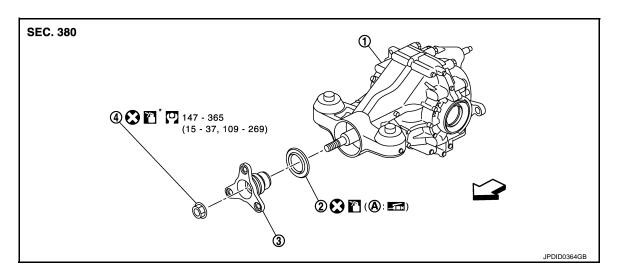
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[REAR FINAL DRIVE: R208]

REMOVAL AND INSTALLATION

FRONT OIL SEAL

Exploded View



- 1. Final drive assembly
- Front oil seal

Companion flange

- Drive pinion lock nut
 Oil seal lip

- : Apply gear oil.
- ★: Apply anti-corrosion oil.

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

Removal and Installation

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-215, "Removal and Installation" and DLN-218, "Disassembly".

NOTE:

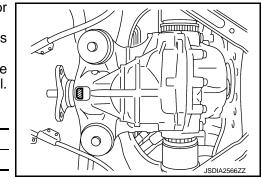
The reuse of collapsible spacer is prohibited in principle. However, it is reusable on a one-time basis only in cases when replacing front oil seal.

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 <u>DLN-218</u>, "<u>Disassembly</u>".

Stamp	collapsible spacer replacement	
No stamp	Not required	



INFOID:0000000011253618

FRONT OIL SEAL

< REMOVAL AND INSTALLATION >

Stamp collapsible spacer replacement

"0" or "0" on the far right of stamp Required

"01" or "1" on the far right of stamp Not required

[REAR FINAL DRIVE: R208]

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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

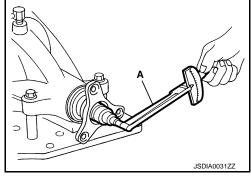
- 1. Make a judgment if a collapsible spacer replacement is required.
- 2. Drain gear oil. Refer to DLN-209, "Draining".
- 3. Remove final drive assembly. Refer to DLN-215. "Removal and Installation".

NOTE:

- It is necessary to separate the rear drive shaft from final drive to measure the total preload.
- It is necessary to remove final drive assembly to separate the rear drive shaft from final drive.
- 4. Measure the total preload with the preload gauge (A) [SST: ST3127S000 (J-25765-A)].

NOTE:

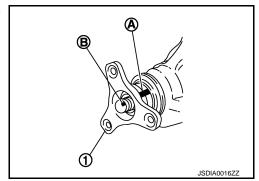
Record the preload measurement.



5. 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.



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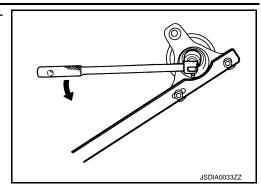
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FRONT OIL SEAL

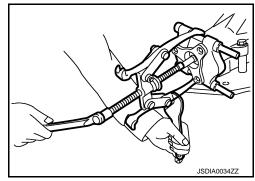
< REMOVAL AND INSTALLATION >

[REAR FINAL DRIVE: R208]

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



- 7. Remove companion flange using pullers (commercial service tool).
- 8. Remove front oil seal using the puller [SST: KV381054S0 (J-34286)].

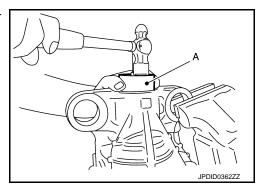


INSTALLATION

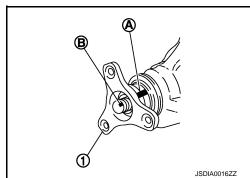
- 1. Apply multi-purpose grease to front oil seal lips.
- Install front oil seal using the drift (A) [SST: KV40104710 (
)] as shown in figure.

CAUTION:

- Never reuse oil seal.
- · Never incline oil seal when installing.



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



FRONT OIL SEAL

< REMOVAL AND INSTALLATION >

 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).

A : Preload gauge [SST: ST3127S000 (J-25765-A)]

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 [SST: ST3127S000 (J-25765-A)].

Total preload torque

: A value that add 0.1 – 0.4 N·m (0.01 – 0.04 kg-m, 0.1 – 0.3 in-lb) to the measured value before removing.

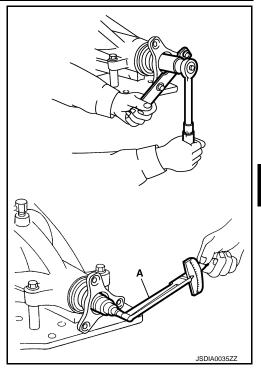
CAUTION:

- 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.
- 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.

- 7. Install final drive assembly. Refer to DLN-215, "Removal and Installation".
- Refill gear oil to the final drive and check oil level. Refer to <u>DLN-209, "Refilling"</u>.
- Check the final drive for oil leakage. Refer to <u>DLN-209, "Inspection"</u>.



[REAR FINAL DRIVE: R208]

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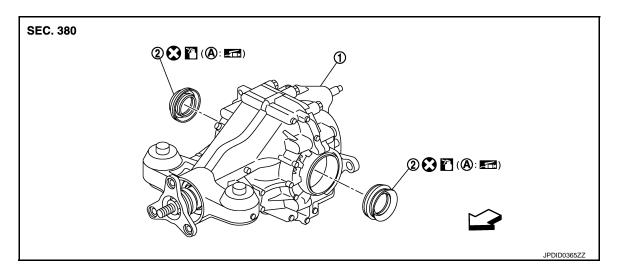
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[REAR FINAL DRIVE: R208]

SIDE OIL SEAL

Exploded View



- 1. Final drive assembly
- 2. Side oil seal

A. Oil seal lip

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 □: Vehicle front

Apply gear oil.

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

Removal and Installation

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REMOVAL

Remove final drive assembly. Refer to <u>DLN-215</u>, "<u>Removal and Installation</u>".

It is necessary to remove final drive assembly to remove the rear drive shaft.

2. Remove side oil seal, using a suitable tool.

CAUTION:

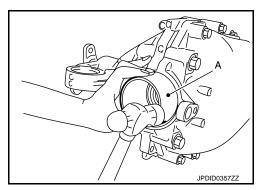
Never damage gear carrier.

INSTALLATION

- 1. Apply multi-purpose grease to side oil seal lips.
- 2. Install side oil seal until it becomes flush with the case end, using the drift (A) [SST: KV40104710 ()].

CAUTION:

- · Never reuse oil seal.
- · When installing, never incline oil seal.
- 3. Install final drive assembly. Refer to <u>DLN-215</u>, "Removal and <u>Installation"</u>.
- 4. When oil leaks while removing, check oil level after the installation. Refer to DLN-209, "Inspection".



[REAR FINAL DRIVE: R208]

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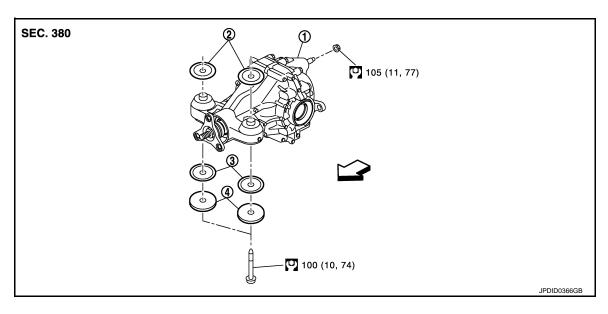
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UNIT REMOVAL AND INSTALLATION

REAR FINAL DRIVE ASSEMBLY

Exploded View



- Rear final drive assembly
- Upper stopper

3. Lower stopper

4. Washer

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 : Vehicle front

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

Removal and Installation

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REMOVAL

- 1. Remove center muffler with a power tool. Refer to EX-7, "VK56VD: Removal and Installation".
- 2. Remove stabilizer bar with a power tool. Refer to RSU-20, "Removal and Installation". (with stabilizer bar)
- 3. Remove rear propeller shaft from the final drive. Refer to <u>DLN-104, "Removal and Installation"</u> (2WD), <u>DLN-113, "Removal and Installation"</u> (AWD).
- 4. Remove rear suspension member stay. Refer to RSU-21, "Removal and Installation".
- 5. Separate drive shaft from final drive. Refer to RAX-13, "Removal and Installation".
- 6. Remove breather hose from the final drive.
- Set a suitable jack to rear final drive assembly. CAUTION:

Never place a jack on the rear cover (aluminum case).

- 8. Remove rear wheel sensor. Refer to BRC-145, "REAR WHEEL SENSOR: Removal and Installation".
- 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 suitable jack while removing it.

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INSTALLATION

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

• If install the drive shaft to final drive, remove wheel hub rock nut. Refer to RAX-13, "Removal and Installation".

Revision: 2014 November **DLN-215** 2015 Q70

REAR FINAL DRIVE ASSEMBLY

< UNIT REMOVAL AND INSTALLATION >

[REAR FINAL DRIVE: R208]

• Check that 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 : 20 mm (0.79 in)

side

CAUTION:

- Never reuse hose clamp.
- Install the hose clamp at the final drive side, with the tab facing upward.
- If remove breather connector, install breather hose (1) as shown in the figure.

: Vehicle front

Suspension member side

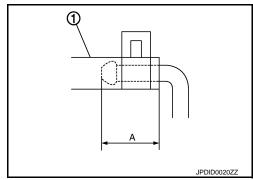
- Insert the plug (2) to the (A) position in suspension member (4).
- Insert the tube end to center hole of the plug.
- Insert the projection to (B) position in suspension member.
- Be sure to fix the breather hose by the trim clip (3).

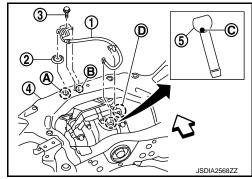
Final drive side

- Install metal connector (5) to rear cover with paint mark (C) facing vehicle rear.
- Be sure to fix the breather hose in (D) position by the clip.

Never reuse the plug, trim clip, metal connector and clip.

• When oil leaks while removing final drive assembly, check oil level after the installation. Refer to DLN-209, <a href=""Inspection".





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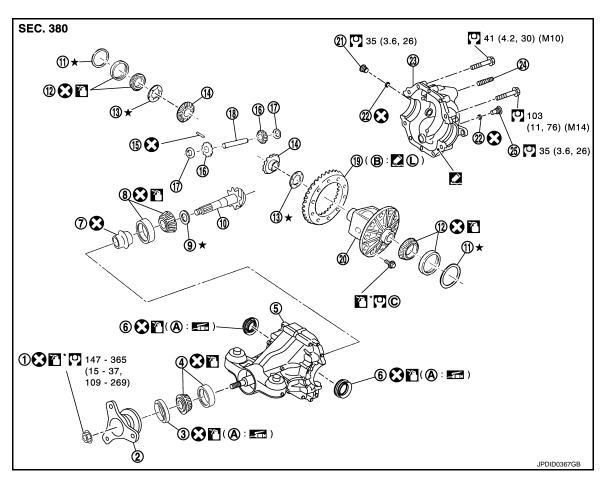
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UNIT DISASSEMBLY AND ASSEMBLY

DIFFERENTIAL ASSEMBLY

Exploded View



- 1. Drive pinion lock nut
- 4. Pinion front bearing
- 7. Collapsible spacer
- 10. Drive pinion
- 13. Side gear thrust washer
- 16. Pinion mate gear
- 19. Drive gear
- 22. Gasket
- 25. Drain plug
- A. Oil seal lip

- 2. Companion flange
- 5. Gear carrier
- 8. Pinion rear bearing
- 11. Side bearing adjusting washer
- 14. Side gear
- 17. Pinion mate thrust washer
- 20. Differential case
- 23. Rear cover
- B. Screw hole

- 3. Front oil seal
- 6. Side oil seal
- 9. Pinion height adjusting washer
- 12. Side bearing
- 15. Lock pin
- 18. Pinion mate shaft
- 21. Filler plug
- 24. Stud bolt
- Comply with the assembly procedure when tightening. Refer to <u>DLN-220</u>. "Assembly".

: Apply gear oil.

*: Apply anti-corrosion oil.

Apply Genuine Silicone RTV or equivalent. Refer to GI-22, "Recommended Chemical Products and Sealants".

Apply Genuine High Strength Thread Locking Sealant or equivalent. Refer to GI-22, "Recommended Chemical Products and Sealants".

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

Revision: 2014 November **DLN-217** 2015 Q70

Disassembly

- 1. Drain gear oil, if necessary.
- 2. Remove the side oil seal, using oil seal remover.

CAUTION:

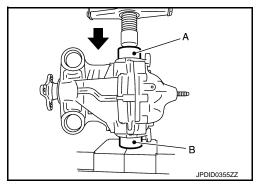
Never damage gear carrier and rear cover.

- 3. Remove rear cover mounting bolts.
- Set drift (A) and base tube (B) to the right and left side bearing adjusting washers individually. Press differential case assembly with side bearing to remove gear carrier assembly and rear cover assembly.

```
A : Drift [SST: KV38109220 ( — )]
B : Base tube [SST: KV38109210 ( — )]
```

CAUTION:

The pressure shall be as low as possible to remove gear carrier assembly and rear cover assembly. The maximum pressure shall be 10 kN (1 ton, 1.1 US ton, 1.0 Imp ton).



Differential case assembly, side bearings, and adjusting washers are compressed and integrated in gear carrier and rear cover.

5. Remove side bearing adjusting washers and side bearing outer races.

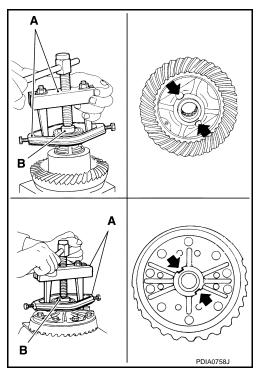
CAUTION:

Mark the side bearing adjusting washers so that the original mounting positions (right/left) can be identified later.

6. Remove side bearing inner races, using puller (A) and the adaptor (B).

```
A : Puller [SST: ST33051001 (J-22888-20)]
B : Adaptor [SST: KV40104840 ( — )]
```

- To prevent damage to the side bearing and drive gear, place copper plates between these parts and vise.
- To prevent damage to bearing, engage puller jaws in groove (←).
- It is not necessary to remove side bearing inner race except when it is replaced.



< UNIT DISASSEMBLY AND ASSEMBLY >

[REAR FINAL DRIVE: R208]

7. For proper reinstallation, paint matching marks on one differential case assembly.

CAUTION:

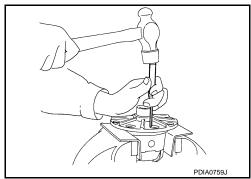
For matching marks, use paint. Never damage differential case and drive gear.

- 8. Remove drive gear mounting bolts.
- 9. Tap drive gear off differential case assembly with a soft hammer. **CAUTION:**

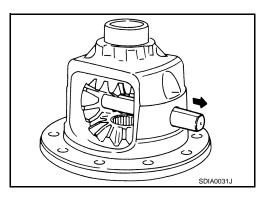
Tap evenly all around to keep drive gear from bending.

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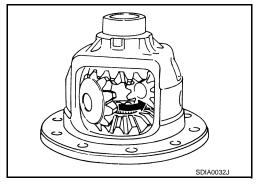
10. Remove lock pin of pinion mate shaft with a punch from drive gear side.



11. Remove pinion mate shaft.



- 12. Turn pinion mate gear, then remove pinion mate gear, pinion mate thrust washer, side gear and side gear thrust washer from differential case.
- 13. Perform inspection after disassembly. Refer to <u>DLN-227</u>, "Inspection".



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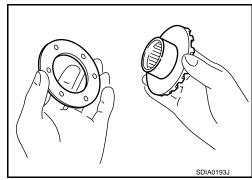
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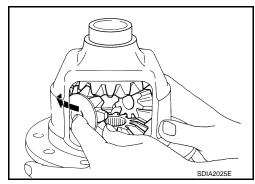
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Assembly

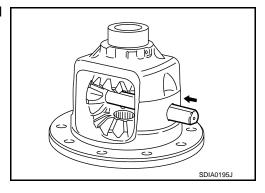
1. Install side gear thrust washers with the same thickness as the ones installed prior to disassembly or reinstall the old ones on the side gears.



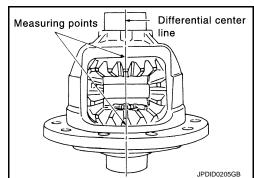
- 2. Install side gears and thrust washers into differential case.
- 3. Align 2 pinion mate gears in diagonally opposite positions, then rotate and install them into differential case after installing thrust washer to pinion mate gear.



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



- 5. Measure side gear end play. If necessary, select the appropriate side gear thrust washers.
- Place differential case straight up so that side gear to be measured comes upward.



< UNIT DISASSEMBLY AND ASSEMBLY >

[REAR FINAL DRIVE: R208]

Feeler gauges with the same thickness

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.

Side gear back clearance : Refer to <u>DLN-235, "Differ-ential Side Gear Clear-</u>

ance".

CAUTION:

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

 If the back clearance is outside the specification, use a thicker/ thinner side gear thrust washer to adjust. For selecting thrust washer, refer to the latest parts information.

When the back clearance Use a thicker thrust washis large: er.

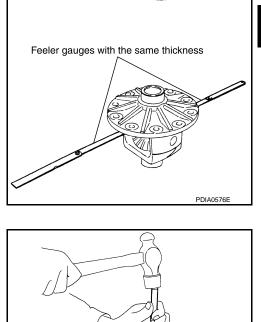
When the back clearance Use a thinner thrust washis small: er.

CAUTION:

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

6. Drive a lock pin into pinion mate shaft, using a punch. **CAUTION:**

Never reuse lock pin.



Apply thread locking sealant into the thread hole of drive gear.
 Use Genuine High Strength Thread Locking Sealant or equivalent. Refer to GI-22, "Recommended Chemical Products and Sealants".

CAUTION:

Clean and degrees drive gear back and threaded holes sufficiently.

8. Install the drive gear to differential case.

CAUTION:

Align the matching mark of differential case and drive gear.

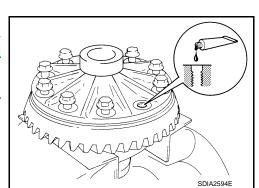
Tighten the mounting bolts with the following procedure.CAUTION:

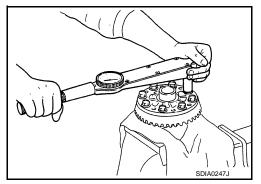
Apply anti-corrosion oil to the thread and seat of mounting bolts.

a. Tighten the bolts in a crisscross fashion to the specified torque.

Drive gear mounting : 78.5 N•m (8.0 kg-m, 58 ft-lb) bolts tightening torque

b. Tighten the bolts additionally to the specified angle.





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Revision: 2014 November **DLN-221** 2015 Q70

Drive gear mounting : 3 bolts tightening angle

: 31 to 36 degree

CAUTION:

Check the tightening angle using the angle wrench [SST: KV10112100 (BT-8653-A)]. Never make judgment by visual inspection.

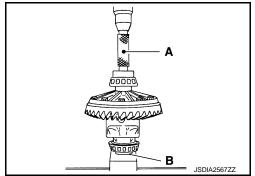
10. Press side bearing inner races to differential case, using the drift (A) and the adaptor (B).

```
A : Drift [SST: KV38100200 (J-26233)]

B : Adaptor [SST: KV40104840 ( — )
```

CAUTION:

Never reuse side bearing inner race.

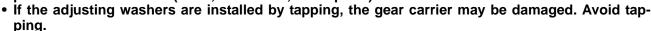


11. Set the drifts (A) and base tube (B) to the right and left side bearing adjusting washers individually. Compress differential case assembly and side bearing to install gear carrier assembly to differential case assembly.

```
A : Drift [SST: KV38109220 ( — )]
B : Base tube [SST: KV38109210 ( — )]
```

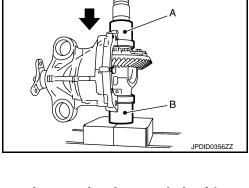
CAUTION:

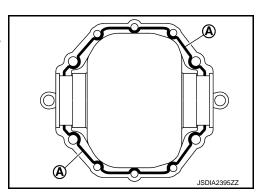
- The drift shall be placed on the center of the adjusting washers.
- The pressure shall be as low as possible to install differential assembly into gear carrier assembly. The maximum pressure shall be 10 kN (1 ton, 1.1 US ton, 1.0 lmp ton).



- 12. Install dummy cover set [SST: KV381091S0 ()], check and adjust drive gear runout, tooth contact, backlash, and total preload torque. Refer to DLN-223, "Adjustment".
- 13. Remove dummy cover set.
- Apply liquid gasket (A) to mating surface of rear cover.
 Use Genuine Silicone RTV or equivalent. Refer to GI-22, "Recommended Chemical Products and Sealants".

- Remove old gasket adhering to the mounting surfaces.
 Also remove any moisture, oil, or foreign material adhering to the mounting surfaces.
- The width of sealant bead is approximately 3 mm (0.12 in).
 Apply sealant evenly.





< UNIT DISASSEMBLY AND ASSEMBLY >

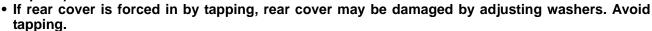
[REAR FINAL DRIVE: R208]

15. Set the drift (A) and base tube (B) to the right and left side bearing adjusting washers individually. Compress differential case assembly and side bearing to install rear cover.

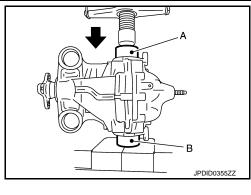
A : Drift [SST: KV38109220 (—)]
B : Base tube [SST: KV38109210 (—)]

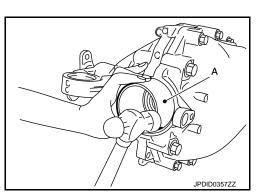
CAUTION:

- The drift shall be placed on the center of the adjusting washers.
- The pressure shall be as low as possible to install the rear cover. The maximum pressure shall be 10 kN (1 ton, 1.0 lmp ton).



- 16. Tighten rear cover mounting bolts to the specified torque.
- 17. Using the drift (A) [SST: KV40104710 ()], drive side oil seals until it becomes flush with the carrier end. **CAUTION:**
 - · Never reuse oil seals.
 - When installing, do not incline oil seals.
 - Apply multi-purpose grease onto oil seal lips, and gear oil onto the circumference of oil seal.
- 18. Check total preload torque. Refer to DLN-223, "Adjustment".





Adjustment INFOID:0000000011253626

TOTAL PRELOAD TORQUE

Before inspection and adjustment, drain gear oil.

- Secure final drive assembly onto an attachment [SST: KV38100800 (J-25604-01)].
- 2. Rotate drive pinion back and forth 2 to 3 times to check for unusual noise and rotation malfunction.
- Rotate drive pinion at least 20 times to check for smooth operation of the bearing.

4. Measure total preload with the preload gauge (A) [SST: ST3127S000 (J-25765-A)].

Total proload torque : Pefer to DI N-235 "Pro-

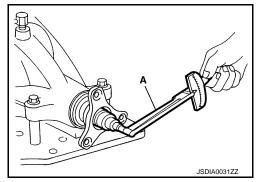
Total preload torque : Refer to <u>DLN-235, "Preload Torque".</u>

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

DLN-223

each side. For selecting adjusting washer, refer to the latest parts in-

formation.

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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. For selecting adjusting washer, refer to the latest parts in-

formation.

DRIVE GEAR RUNOUT

- Remove rear cover. Refer to <u>DLN-218</u>, "<u>Disassembly</u>".
- Following the procedure below, install a dummy cover set [SST: KV381091S0 ()] to gear carrier.
- a. Using rear cover mounting bolt, temporarily install color [SST: KV38109140 ()] and dummy cover [SST: KV38109110 ()] to gear carrier.
- b. Position colors and dummy cover spacers [SST: KV38109120 ()] to dummy cover.
- c. Using dummy cover mounting bolt (rear cover mounting bolt), tighten bolts to the specified torque with colors. Refer to DLN-217, "Exploded View".
- Tighten dummy cover spacer mounting bolts evenly to the specified torque.

Tightening torque : 5.9 N·m (0.6 kg-m)

- 3. Fit a dial indicator to the drive gear back face.
- 4. Rotate the drive gear to measure runout.

Drive gear back : Refer to <u>DLN-235, "Drive Gear</u> face runout <u>Runout"</u>.

 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.

CĂUTION:

Replace drive gear and drive pinion as a set.

TOOTH CONTACT

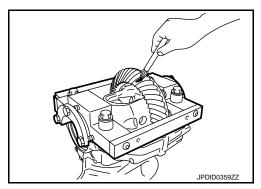
- Remove rear cover. Refer to <u>DLN-218</u>, "<u>Disassembly</u>".
- 2. Following the procedure below, install a dummy cover set [SST: KV381091S0 ()] to gear carrier.
- a. Using rear cover mounting bolt, temporarily install color [SST: KV38109140 ($\,$ $\,$)] and dummy cover [SST: KV38109110 ($\,$)] to gear carrier.
- b. Position colors and dummy cover spacers [SST: KV38109120 ()] to dummy cover.
- c. Using dummy cover mounting bolt (rear cover mounting bolt), tighten bolts to the specified torque with colors. Refer to <u>DLN-217</u>, "<u>Exploded View</u>".
- d. Tighten dummy cover spacer mounting bolts evenly to the specified torque.

Tightening torque : 5.9 N-m (0.6 kg-m)

3. 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.



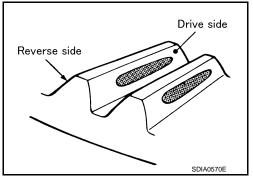
< UNIT DISASSEMBLY AND ASSEMBLY >

[REAR FINAL DRIVE: R208]

 Rotate drive gear back and forth several times, check drive pinion gear to drive gear tooth contact.

CAUTION:

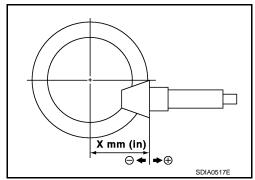
Check tooth contact on drive side and reverse side.



Tooth Contact Judgment Guide

Tooth contact condition		Pinion heigi washer sele		Adjustment	Possible cause
Drive side	Back side	wasner seie	[mm (in)]	(Yes/No)	Possible cause
Heel side Toe s	le Toe side Heel s	side	+0.09 (+0.0035)	Yes	Occurrence of noise and scoring sound in all speed ranges.
		Thicker	+0.06 (+0.0024)	165	Occurrence of noise when accelerating.
			+0.03 (+0.0012)		
			0	No	-
			-0.03 (-0.0012)		
****		Thinner	Thinner -0.06 (-0.0024) -0.09 (-0.0035)	Vaa	Occurrence of noise at constant speed and decreasing speed.
				Yes	Occurrence of noise and scoring sound in all speed ranges.

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



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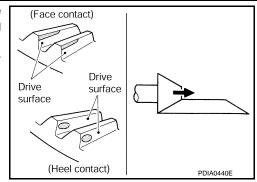
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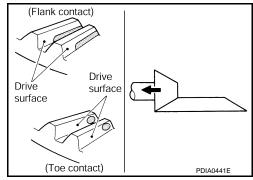
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 If the tooth contact is near the face (face contact), or near the heel (heel contact), thicken drive pinion height adjusting washer to move drive pinion closer to drive gear.
 For selecting adjusting washer, refer to the latest parts information.



 If the tooth contact is near the flank (flank contact), or near the toe (toe contact), thin drive pinion height adjusting washer to move drive pinion farther from drive gear.
 For selecting adjusting washer, refer to the latest parts information.



BACKLASH

- Remove rear cover. Refer to <u>DLN-218</u>, "<u>Disassembly</u>".
- Following the procedure below, install a dummy cover set [SST: KV381091S0 ()] to gear carrier.
- a. Using rear cover mounting bolt, temporarily install color [SST: KV38109140 ()] and dummy cover [SST: KV38109110 ()] to gear carrier.
- b. Position colors and dummy cover spacers [SST: KV38109120 ()] to dummy cover.
- Using dummy cover mounting bolt (rear cover mounting bolt), tighten bolts to the specified torque with colors. Refer to <u>DLN-217</u>, "<u>Exploded View</u>".
- d. Tighten dummy cover spacer mounting bolts evenly to the specified torque.

Tightening torque : 5.9 N·m (0.6 kg-m)

Fit a dial indicator to the drive gear face to measure the backlash.

Backlash : Refer to <u>DLN-235, "Backlash"</u>.

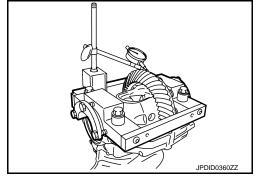
 If the backlash is outside of the specified value, change the thickness of side bearing adjusting washers.

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. For selecting adjusting washer, refer to the latest parts information.

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. For selecting adjusting washer, refer to the latest parts information.



< UNIT DISASSEMBLY AND ASSEMBLY >

[REAR FINAL DRIVE: R208]

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

Inspection INFOID:0000000011253627

INSPECTION AFTER DISASSEMBLY

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.

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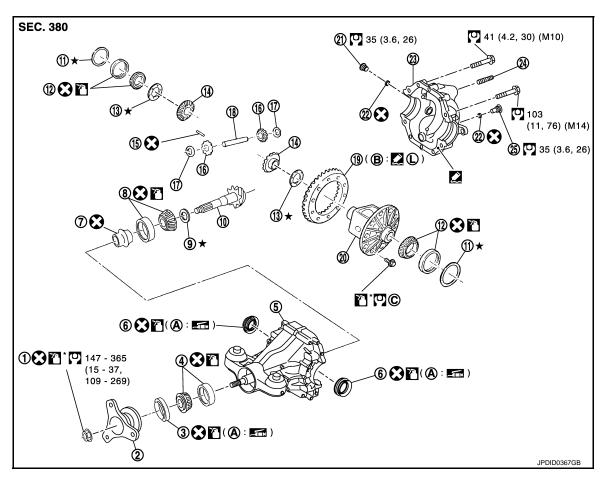
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DRIVE PINION

Exploded View



- Drive pinion lock nut
- 4. Pinion front bearing
- 7. Collapsible spacer
- 10. Drive pinion
- 13. Side gear thrust washer
- 16. Pinion mate gear
- 19. Drive gear
- 22. Gasket
- 25. Drain plug
- A. Oil seal lip

- 2. Companion flange
- Gear carrier
- 8. Pinion rear bearing
- 11. Side bearing adjusting washer
- 14. Side gear
- 17. Pinion mate thrust washer
- 20. Differential case
- 23. Rear cover
- B. Screw hole

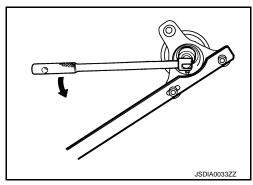
- 3. Front oil seal
- 6. Side oil seal
- 9. Pinion height adjusting washer
- 12. Side bearing
- 15. Lock pin
- 18. Pinion mate shaft
- 21. Filler plug
- 24. Stud bolt
- C. Comply with the assembly procedure when tightening. Refer to <u>DLN-220</u>, "Assembly".

- : Apply gear oil.
- *: Apply anti-corrosion oil.
- Apply Genuine Silicone RTV or equivalent. Refer to GI-22, "Recommended Chemical Products and Sealants".
- Apply Genuine High Strength Thread Locking Sealant or equivalent. Refer to GI-22, "Recommended Chemical Products and Sealants".

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

Disassembly INFOID:000000011253629

- 1. Remove differential case assembly. Refer to DLN-218, "Disassembly".
- 2. Remove drive pinion lock nut with 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:

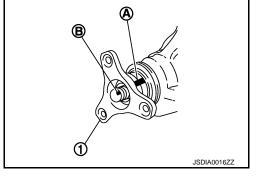
For matching mark, use paint. Never damage companion flange and drive pinion.

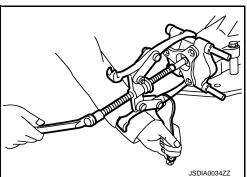
NOTE:

The matching mark on the final drive companion flange indicates the maximum vertical runout position.

When replacing companion flange, matching mark is not necessary.

Remove companion flange using the suitable pullers (commercial service tool).

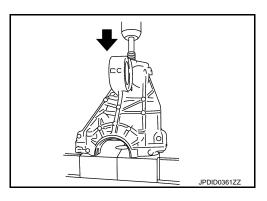




Press drive pinion assembly out of gear carrier. CAUTION:

Never drop drive pinion assembly.

- 6. Remove front oil seal.
- 7. Remove pinion front bearing inner race.
- 8. Remove collapsible spacer.



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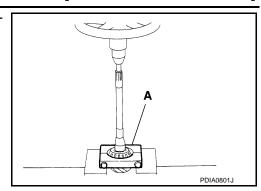
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< UNIT DISASSEMBLY AND ASSEMBLY >

[REAR FINAL DRIVE: R208]

9. Remove pinion rear bearing inner race and pinion height adjusting washer with the replacer (A) (commercial service tool).

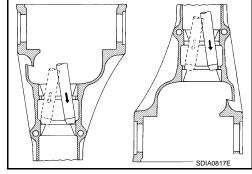


10. Tap pinion front/rear bearing outer races uniformly using a brass rod or equivalent to remove them.

CAUTION:

Never damage gear carrier.

 Perform inspection after disassembly. Refer to <u>DLN-234</u>. "Inspection".



Assembly

 Install front bearing outer race (1) and rear bearing outer race (2) using drifts (A, B and D) and drift bar (C).

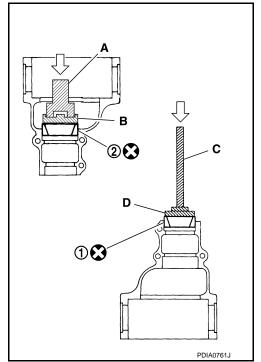
A : Drift [SST: ST30720000 (J-25405)]

B : Drift [SST: KV40105230 ($\,-\,$)]

C : Drift bar [SST: ST30611000 (J-25742-1)]

D : Drift [SST: ST30621000 (J-25742-5)]

- 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.



< UNIT DISASSEMBLY AND ASSEMBLY >

Temporarily install pinion height adjusting washer (1).

When hypoid gear set has been replaced

 Select pinion height adjusting washer. Refer to <u>DLN-234</u>. "Adjustment".

When hypoid gear set has been reused

 Temporarily install the removed pinion height adjusting washer or same thickness washer to drive pinion.

CAUTION:

Pay attention to the direction of pinion height adjusting washer. (Assemble as shown in the figure.)

3. Install pinion rear bearing inner race (1) to drive pinion with the drift (A) [SST: ST30901000 (J-26010-01)].

CAUTION:

Never reuse pinion rear bearing inner race.

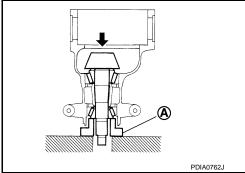
- Check and adjust the tooth contact and back lash of drive gear and drive pinion following the procedure below.
- Assemble drive pinion into gear carrier.

CAUTION:

- Never assemble a collapsible spacer.
- Apply gear oil to pinion rear bearing.
- b. Assemble pinion front bearing inner race to drive pinion assembly.

CAUTION:

- Never reuse pinion front bearing inner race.
- Apply gear oil to pinion front bearing.
- c. Using suitable spacer (A) (commercial service tool), press the pinion front bearing inner race to drive pinion as far as drive pinion nut can be tightened.



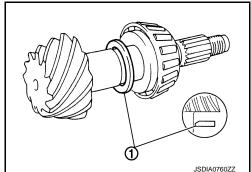
Install companion flange.

CAUTION:

Never assemble front oil seal.

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).



[REAR FINAL DRIVE: R208]

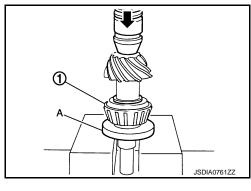
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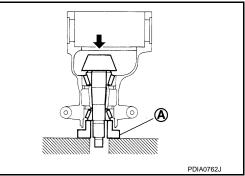
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< UNIT DISASSEMBLY AND ASSEMBLY >

e. Temporarily tighten removed drive pinion nut to drive pinion using flange wrench (commercial service tool).

A : Preload gauge [SST: ST3127S000 (J-25765-A)]

NOTE:

Use removed drive pinion nut only for the preload measurement.

- f. Rotate drive pinion more than 20 times to adjust bearing.
- g. Tighten to drive pinion lock nut using flange wrench (commercial service tool), while adjusting pinion bearing preload torque using preload gauge [SST: ST3127S000 (J-25765-A)].

Pinion bearing preload : $1.0 - 1.3 \text{ N} \cdot \text{m} (0.11 - 0.13 \text{ kg-m}, 9 - 11 \text{ in-lb})$

CAUTION:

Drive pinion lock nut is tightened with no collapsible spacer. Be careful not to overtighten it. While measuring the preload, tighten it by 5° to 10° .

h. Assemble removed drive side bearing adjusting washer or same thickness of it and install differential case assembly. Refer to DLN-220, "Assembly".

CAUTION:

Apply differential gear oil to the side bearings.

- i. Check and adjust tooth contact, drive gear to drive pinion backlash. Refer to DLN-223. "Adjustment".
- j. Remove differential case assembly.
- k. Remove companion flange.
- I. Remove drive pinion assembly from gear carrier.
- m. Remove pinion front bearing inner race.
- 5. Assemble collapsible spacer.

CAUTION:

Never reuse collapsible spacer.

Assemble drive pinion into gear carrier.

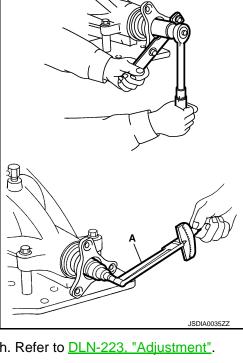
CAUTION:

Apply gear oil to pinion rear bearing.

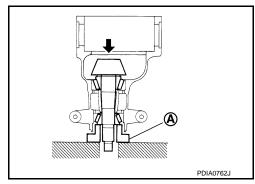
7. Assemble pinion front bearing inner race to drive pinion assembly.

CAUTION:

- Never reuse pinion front bearing inner race.
- Apply gear oil to pinion front bearing.
- 8. Using suitable spacer (A) (commercial service tool), press the pinion front bearing inner race to drive pinion as far as drive pinion nut can be tightened.



[REAR FINAL DRIVE: R208]



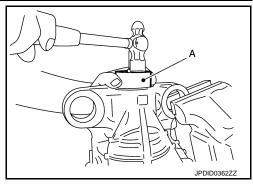
< UNIT DISASSEMBLY AND ASSEMBLY >

[REAR FINAL DRIVE: R208]

 Install front oil seal until it becomes flush with the carrier end, using the drift (A) [SST: KV40104710 (—)] as shown in figure.

CAUTION:

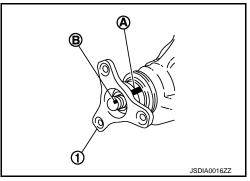
- Never reuse oil seal.
- When installing, never incline oil seal.
- Apply multi-purpose grease onto oil seal lips, and gear oil onto the circumference of oil seal.



10. Install companion flange.

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).



11. 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 flange wrench (commercial service tool).

A : Preload gauge [SST: ST3127S000 (J-25765-A)]

CAUTION:

Never reuse drive pinion lock nut.

 Adjust to the drive pinion lock nut tightening torque and pinion bearing preload torque, using preload gauge [SST: ST3127S000 (J-25765-A)].

Pinion bearing preload : Refer to <u>DLN-235, "Preload Torque"</u>.

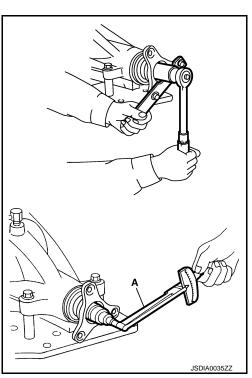
CAUTION:

- 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.
- 13. Install differential case assembly. Refer to DLN-220, "Assembly".

CAUTION:

Never install rear cover at this timing.

- 14. Check and adjust drive gear runout, tooth contact, and drive gear to drive pinion backlash. Refer to DLN-223, "Adjustment".
- 15. Check total preload torque. Refer to DLN-223, "Adjustment".
- 16. Install rear cover. Refer to DLN-220, "Assembly".



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PINION GEAR HEIGHT

Adjustment

If the hypoid gear set has been replaced, select the pinion height adjusting washer.

1. Use the formula below to calculate pinion height adjusting washer thickness.

Washer selection equation:

$$T = T0 + (t_1 - t_2)$$

T: | **Correct washer thickness**

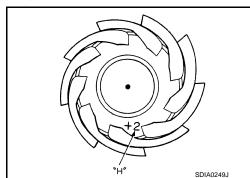
To: Removed washer thickness

t1: Old drive pinion head letter "H × 0.01"

("H": machined tolerance 1/100 mm \times 100)

New drive pinion head letter "H × 0.01" t2:

("H": machined tolerance $1/100 \text{ mm} \times 100$)



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Example:

$$T = 3.21 + [(2 \times 0.01) - (-1 \times 0.01)] = 3.24$$

To: 3.21 +2 t1: -1 t2:

Select the proper pinion height adjusting washer. For selecting adjusting washer, refer to the latest parts information.

CAUTION:

If unable to find a washer of desired thickness, use a washer with thickness closest to the calculated value.

Example:

Calculated value... T = 3.22 mm Used washer... T = 3.21 mm

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INSPECTION AFTER DISASSEMBLY

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).

Oil Seal

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

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)

[REAR FINAL DRIVE: R208]

SERVICE DATA AND SPECIFICATIONS (SDS)

SERVICE DATA AND SPECIFICATIONS (SDS)

General Specifications

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		2WD	AWD	
Applied model		VK56VD		
		A/T		
Final drive model		R208		
Gear ratio		2.611		
Number of teeth (Drive gear/Drive pin	on)	47/18		
Oil capacity (Approx.)	ℓ (US pt, Imp pt)	1.15 (2-3/8	5, 2)	
Number of pinion gears		2		
Drive pinion adjustment spacer type		Collapsible		

Drive Gear Runout

INFOID:0000000011253634

Unit: mm (in)

Item	Limit
Drive gear back face runout	0.05 (0.0020)

Differential Side Gear Clearance

INFOID:0000000011253635

	Unit: mm (in)
Item	Standard
Side gear backlash (Clearance between side gear and differential case)	0.10 (0.004) or less (Each gear should rotate smoothly without excessive resistance during differential motion.)

Preload Torque

INFOID:0000000011253636

Unit: N·m (kg-m, in-lb)

Item	Standard	
Pinion bearing (P1)	1.16 – 1.86 (1.12 – 0.18, 11 – 16)	
Side bearing (P2)	0.58 - 0.81 (0.06 - 0.08, 6 - 7)	
Side bearing to pinion bearing (Total preload) (Total preload = P1 + P2)	1.74 – 2.67 (0.18 – 0.278, 16 – 23)	

Backlash

INFOID:0000000011253637

Unit: mm (in)

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

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