

Gear ratio identification numbers will be stamped on a metal tag and attached by means of the rear axle housing-to-carrier bolt.

Some 8-3/4" large stem differential and carrier assemblies have incorporated a collapsible spacer which bears against the inner races of the front and rear bearing. This collapsible spacer is used to establish preload on the pinion bearings.

Adjustment of pinion depth of mesh is obtained by placing a machined shim between the pinion head and the rear bearing cone.

The differential bearings are larger on both the conventional and Sure-Grip Differentials and are not interchangeable with previous years bearings.

A new Sure-Grip Differential is available as optional equipment in both the 7-1/4" and 8-3/4" rear axle assembly. The Sure-Grip Differential is of a two piece construction similar to the old type and is completely interchangeable with the previous type and will be serviced as a complete assembly only. Refer to the "Sure Grip Differential" Section of the Axle Group for the servicing procedure.

SHOULD THE REAR AXLE BECOME SUBMERGED IN WATER, THE LUBRICANT MUST BE CHANGED IMMEDIATELY TO AVOID THE POSSIBILITY OF EARLY AXLE FAILURE RESULTING FROM CONTAMINATION OF THE LUBRICANT BY WATER DRAWN INTO THE VENT.

SERVICE PROCEDURES

AXLE SHAFTS AND BEARINGS

CAUTION: It is absolutely necessary that anytime an axle assembly is serviced, and the axle shafts are loosened and removed, the axle shaft gaskets and inner axle shaft oil seals must be replaced.

Removal

(1) With wheels removed, remove clips holding brake drum on axle shaft studs and remove brake drum.

(2) Using access hole in axle shaft flange, remove retainer nuts, the right shaft with threaded adjuster in

retainer plate will have a lock under one of the studs that should be removed at this time.

(3) Remove parking brake strut.

(4) Attach axle shaft remover Tool C-3971 (Fig. 3) to axle shaft flange and remove axle shaft. Remove brake assembly and gaskets.

(5) Remove axle shaft oil seal from axle housing using Tool C-637 (Fig. 4).

(6) Wipe axle housing seal bore clean and install a new axle shaft oil seal using Tool C-839 (Fig. 5).

Disassembly

CAUTION: To prevent the possibility of damaging

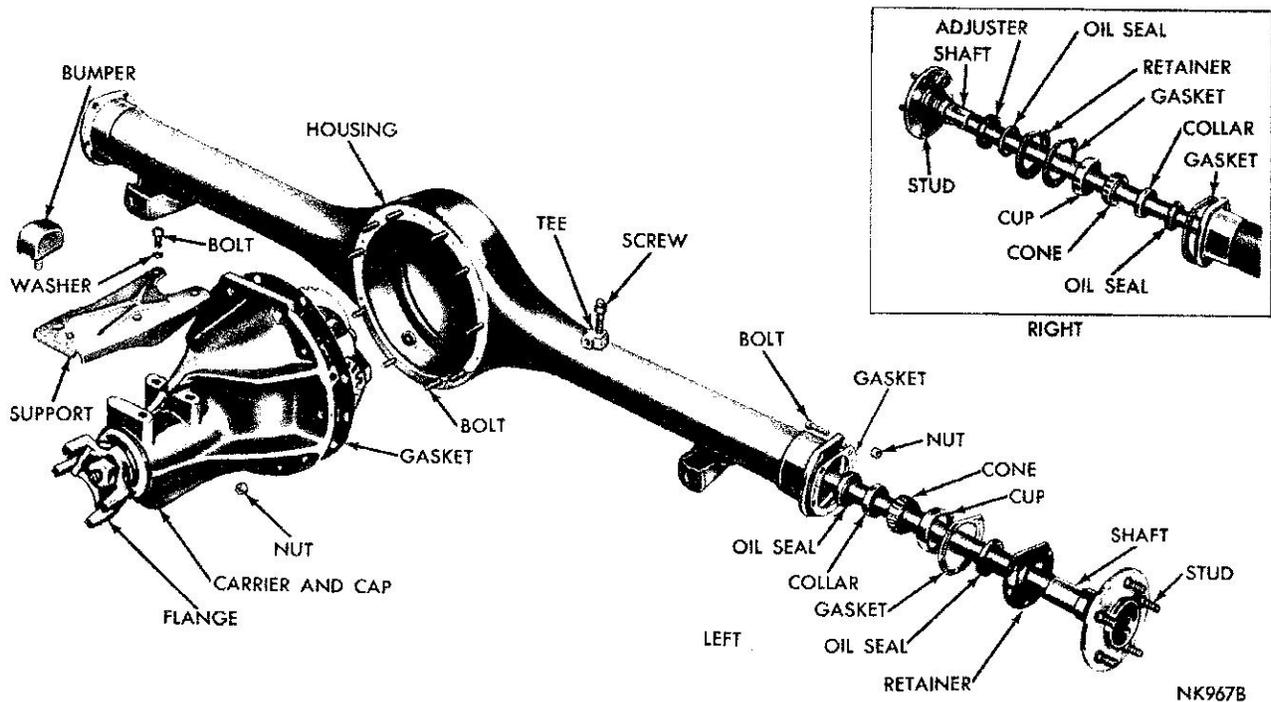


Fig. 1—8-3/4" Rear Axle Assembly

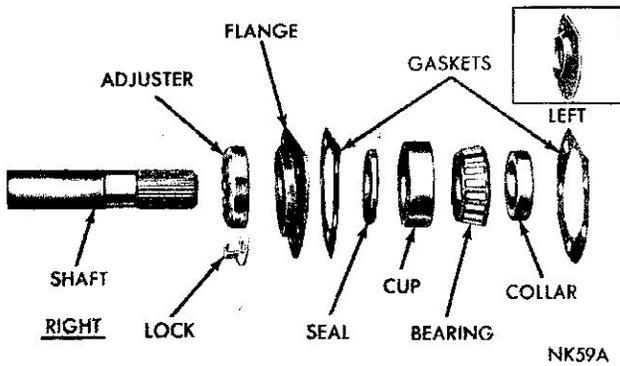


Fig. 2—Axle Shaft Disassembled

axle shaft seal surface, slide protective sleeve SP-5041 over the seal surface next to bearing collar.

CAUTION: Under no circumstances should axle shaft collars or bearings be removed using a torch. The use of a torch in the removal of the axle shaft collars or bearings is an unsafe practice, because heat is fed into the axle shaft bearing journal and, thereby weakens this area.

(1) Position axle shaft bearing retaining collar on a heavy vise or anvil and using a chisel, cut deep grooves into retaining collar at 90° intervals (Fig. 6). This will enlarge bore of collar and permit it to be driven off of axle shaft.

(2) Remove bearing roller retainer flange by cutting off lower edge with a chisel (Fig. 7).

(3) Grind a section off flange of inner bearing cone (Fig. 8) and remove bearing rollers (Fig. 9).

(4) Pull bearing roller retainer down as far as possible and cut with a pair of side cutters and remove (Fig. 10).

(5) Remove roller bearing cup and protective sleeve SP-5041 from axle shaft.

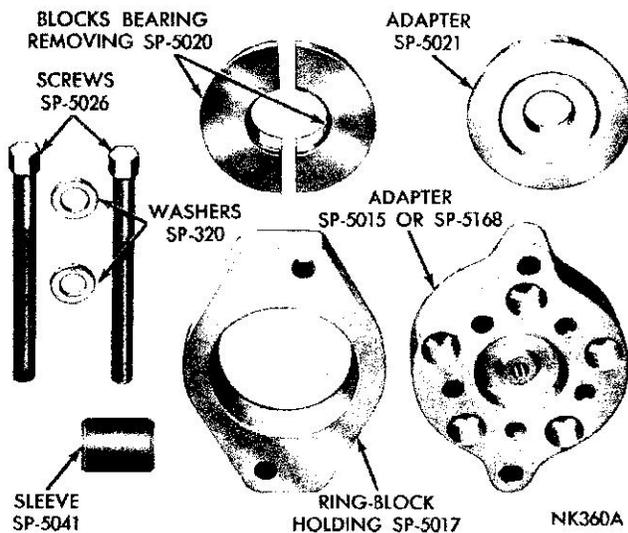


Fig. 3—Tool Set C-3971

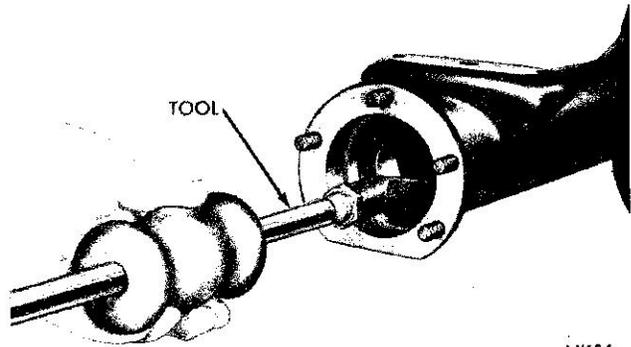


Fig. 4—Removing Axle Shaft Oil Seal

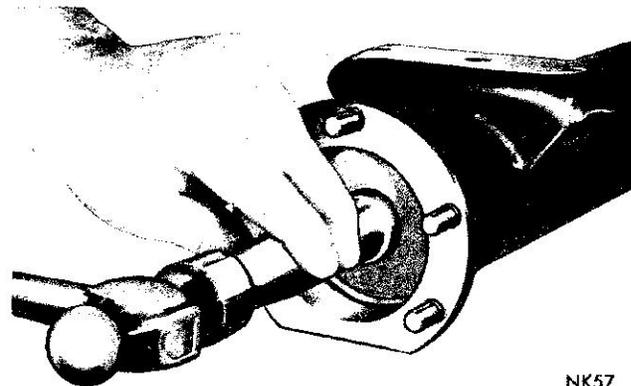


Fig. 5—Installing Axle Shaft Oil Seal

CAUTION: Sleeve SP-5041 should not be used as a protector for the seal journal when pressing off the bearing cone, as it was not designed for this purpose.

(6) To avoid scuffing seal journal when bearing cone is being removed, it should be protected by single wrap of .002 thickness shimstock held in place by a rubber band (Fig. 11).

(7) Remove the bearing cone using Tool C-3971

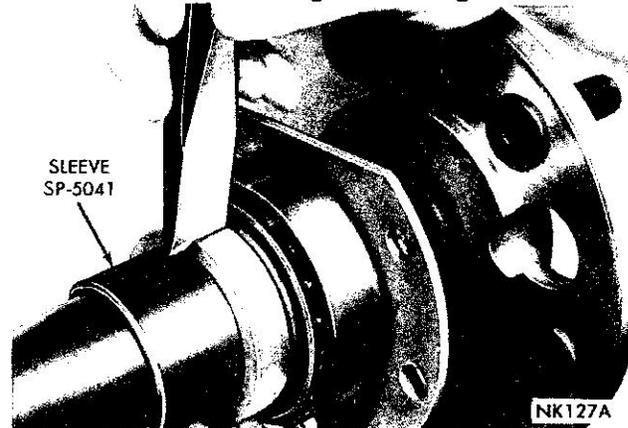


Fig. 6—Notching Bearing Retainer Collar