

FORD MOTOR CO. SEPARATE HOUSING

Ford Motor Co.

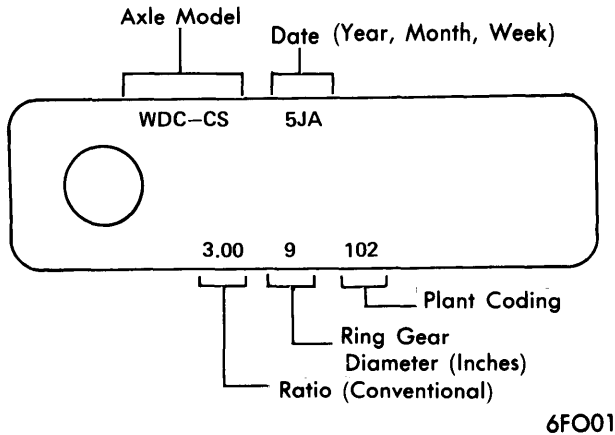
NOTE — Some models use other units. See Ford Motor Co. Integral Housing (Standard Type) or (WER Type) in this section.

DESCRIPTION

Banjo type housing, semi-floating hypoid gear type, with centerline of pinion set below centerline of ring gear. Drive pinion and bearings are mounted in a pinion retainer, bolted to carrier. Removeable carrier is bolted to axle housing.

AXLE RATIO & IDENTIFICATION

Metal tag stamped with model designation and gear ratio is secured to one of carrier-to-housing bolts.



REAR AXLE IDENTIFICATION TAG

Axle Ratio Identification Conventional Differential

| Application & Axle Ratio | Code | Ring Gear Diameter (Inches) |
|--|--|-----------------------------|
| Comet, Granada, Maverick, Monarch, Mustang, Pinto, Bobcat | | |
| 3.00-1 | WDW-U1, WDY-S | 8 |
| 3.40-1 | WGF-S, WGF-T | 8 |
| 3.55-1 | WDY-N | 8 |
| Cougar, Montego, Torino | | |
| 2.75-1 | WEB-BC, WEB-BD | 9 |
| 3.00-1 | WEB-AD5 | 9 |
| Ford, Mercury | | |
| 2.75-1 | WDC-DW, WDC-FD, WDC-DY, WDC-DZ | 9 |
| 3.00-1 | WDC-DU4 | 9 |
| 3.25-1 | WDC-FB | 9 |
| Lincoln Continental, Continental Mark IV, Thunderbird | | |
| 2.75-1 | WGB-G5, WGB-K5, WGB-V WGC-A5, WGC-C5, WGC-G | 9 |
| 3.00-1 | WGB-T, WGB-U, WGC-H, WGC-B5, WGB-W, WGC-D5 | 9 |

Traction-Lok Differential

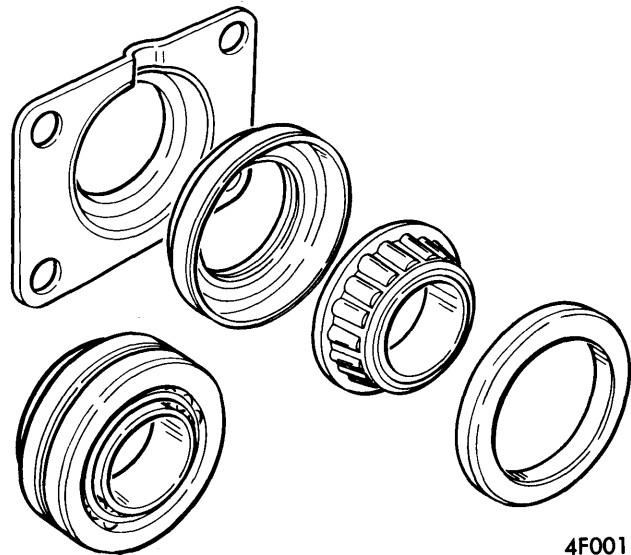
| Application & Axle Ratio | Code | Ring Gear Diameter (Inches) |
|--|--|-----------------------------|
| Comet, Granada, Maverick, Monarch, Mustang, Pinto, Bobcat | | |
| 3.00-1 | WFK-J, WFD-R | 8 |
| 3.40-1 | WFK-M, WFK-P, WFK-S, | 8 |
| 3.55-1 | WFK-G, WFK-N | 8 |
| Ford, Mercury | | |
| 2.75-1 | WFG-AS, WFG-BD, WFG-EC, WFG-AU, WFG-AN, WFG-AR | 9 |
| 3.00-1 | WFG-AL1 | 9 |
| 3.25-1 | WFG-BA | 9 |
| Lincoln Continental, Continental Mark IV, Thunderbird | | |
| 2.75-1 | WV-A5, WFD-D5, WFD-N, WFD-A5, WFD-H | 9 |
| 3.00-1 | WV-L, WFD-M, WFD-P, WFD-B5 WFD-F, WFD-F5, WFD-G | 9 |

REMOVAL & INSTALLATION

AXLE SHAFTS & BEARINGS

Ball Bearing Axles — 1) Remove wheel and tire assembly, then remove brake drum. Work through hole in axle shaft to remove wheel bearing retaining nuts. Pull axle shaft with suitable adapter and slide hammer. Remove backing plate and secure it to frame.

2) Nick bearing with a chisel to loosen it for removal from shaft. (On Ford, Mercury, and Meteor drill a 1/4" hole not more than 3/16" deep in retainer before using chisel). Remove bearing using suitable press. Install bearing and retainer using same tools used for removal. **CAUTION** — Bearing must seat firmly on axle shaft retainer. Do not press bearing and retainer on shaft at same time. Remove seal with suitable tool which will grip inside of seal. Apply oil resistant sealer to outside of new seal, then install seal using suitable tool.



TAPERED ROLLER BEARING ASSEMBLY

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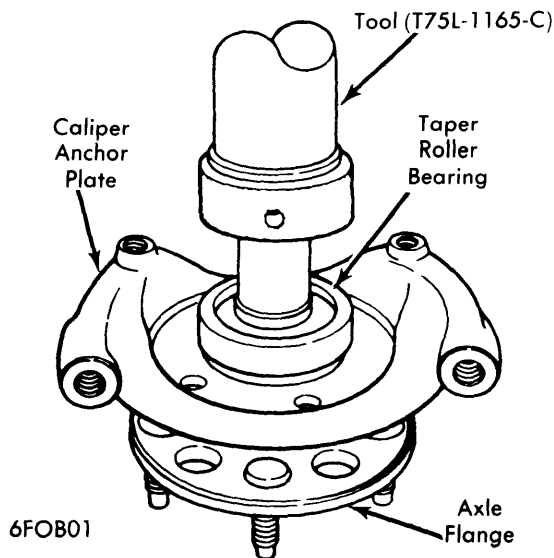
Tapered Roller Bearing Axles (Drum Brakes) – 1 Remove brake drum, after removing necessary brake components. Working through hole in axle shaft flange, remove axle shaft retainer nuts. Using a slide hammer type puller, remove axle shaft and then bearing race from axle housing.

2) Drill a $\frac{1}{4}$ " hole in outside diameter of inner retainer, approximately three-quarters of thickness of ring. Place chisel across drilled hole and strike sharply to break ring. Using a press and suitable adapters, remove bearing from shaft. Install outer retainer plate (if removed) on axle shaft. Place lubricated seal and bearing on axle shaft, making sure bearing race rib is facing axle flange. Press tapered bearing onto axle shaft and then install axle shaft.

NOTE – Roller bearing removal on disc brake rear axle may use the same procedure as used for drum brake rear axle if suitable tools (T75L-1165-C, T76P-1165-E & T75L-1165-B) are not available.

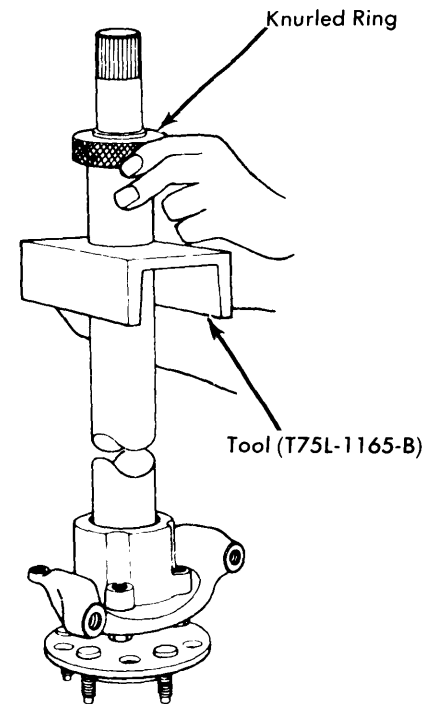
Tapered Roller Bearing Axles (Disc Brakes) – 1 Remove disc brake rotor, after removing necessary brake components. Working through hole in axle shaft flange, remove axle shaft retainer nuts. Using a slide hammer type puller, remove axle shaft and then bearing race from axle housing.

2) Place outer bearing race back on axle shaft assembly. Remove bearing retainer from axle shaft. Install tube (T75L-1165-C) over axle shaft. Slide remover tool (T76P-1165-E) over tube and install bolts to attach caliper anchor plate.



AXLE BEARING REMOVAL

3) Install service plate (T75L-1165-B) over tube (T75L-1165-C) and screw knurled ring onto tube to retain service plate. Using an arbor press, press axle shaft from removal assembly. To install, reverse removal procedure. **NOTE –** On Mercury and Continental, insure adapters are installed on correct side as identified by "RH" or "LH" stamping. On all other models, adapters are interchangeable.



AXLE BEARING SERVICE TOOL INSTALLATION

PINION FLANGE & OIL SEAL

With Collapsible Spacer – Disconnect propeller shaft, then mark pinion nut, pinion shaft and companion flange for reassembly reference. Using an INCH lb. torque wrench on pinion nut, record torque required to rotate pinion shaft through several revolutions. Using suitable tools, remove pinion nut, washer, flange and oil seal. Install new oil seal, then apply lubricant to flange splines. Install flange, washer and new nut. Tighten pinion nut until original preload is obtained. **NOTE –** Rotate pinion shaft occasionally to insure seated bearings. If recorded preload is less than desired preload (see specifications), continue tightening nut until desired preload is obtained. **CAUTION –** Do not back off pinion nut to lessen preload. If this is done, a new spacer must be installed.

With Solid Spacer – Disconnect propeller shaft, then mark end of pinion shaft and companion flange for reassembly reference. Remove pinion nut, washer, flange, and seal using suitable tools. Install new seal, flange, washer and new pinion nut. Tighten pinion nut, rotating pinion shaft occasionally, until proper torque is obtained (see specifications).

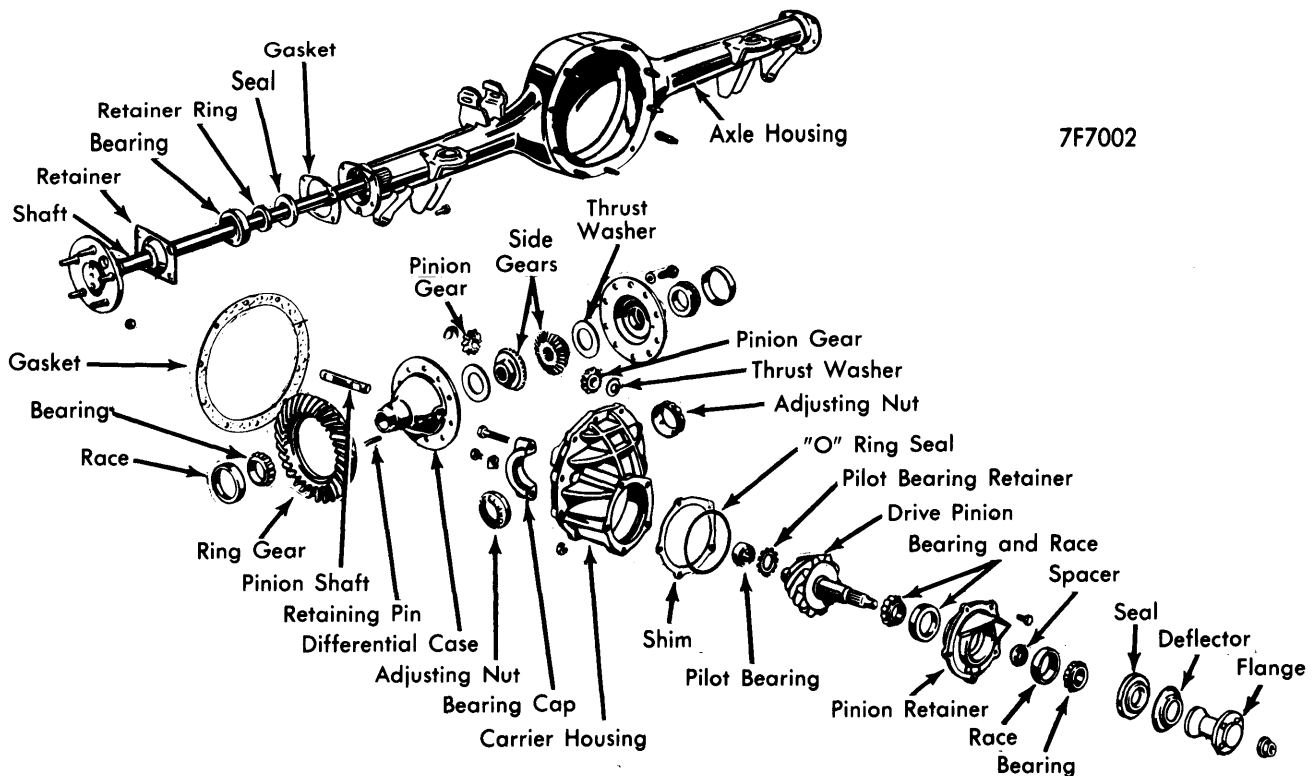
DIFFERENTIAL CARRIER

Remove propeller shaft and axle shafts. Place a drain pan under axle to catch lubricant, remove carrier attaching bolts, then remove carrier. To install, reverse removal procedure and tighten carrier attaching bolts.

OVERHAUL

NOTE – Special tool sets are available for servicing rear axle assemblies. Be sure to use suitable tools which will properly remove and install axle parts without distortion or damage.

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FORD MOTOR CO. SEPARATE HOUSING AXLE ASSEMBLY

DISASSEMBLY

1) Mark differential bearing caps for reassembly reference, then remove caps, adjusting nut locks, and adjusting nuts. Remove differential assembly from carrier, then remove side bearings from case if required using suitable puller. Remove ring gear attaching bolts and tap ring gear from case. Separate case, then drive out pinion shaft retaining pin. Drive out pinion shaft with a brass drift, then remove side gears, pinions and thrust washers.

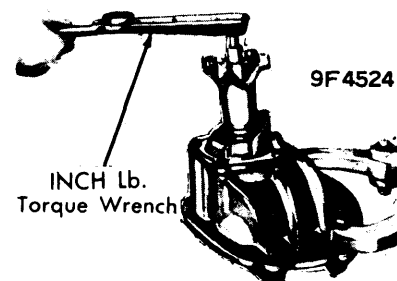
2) Remove pinion nut, companion flange and seal, then remove pinion retainer from housing. Measure and record shim thickness with a micrometer for reassembly reference. Using a suitable press, press pinion shaft out of front and rear bearing cones. **NOTE** - Replace pinion bearing cups only if worn or damaged.

REASSEMBLY

Pinion Reassembly (With Collapsible Spacer) - 1) Install rear bearing on pinion shaft, then place new collapsible spacer on shaft. Place bearing retainer on shaft, then install front bearing and press into position. **CAUTION** - Do not crush spacer. Lubricate "O" ring, then install into groove in pinion retainer. Place proper shim on carrier housing and install pinion and retainer assembly, taking care not to pinch "O" ring. Install pinion attaching bolts.

2) Place slinger over pinion shaft and against front bearing. Install new oil seal, flange, washer and new pinion nut. Using suitable tools, tighten pinion nut to 175 ft. lbs. Using an INCH lb. torque wrench, note torque required to rotate pinion through several revolutions. If less than desired (see specifications), continue tightening nut and checking preload until proper preload is obtained. **CAUTION** - Do not over-

tighten nut. If excessive preload is obtained, replace collapsible spacer. Do not back off nut to lessen preload. If torque on pinion nut is less than 175 ft. lbs. after bearing preload is established, a new collapsible spacer must be installed.



CHECKING PINION BEARING PRELOAD

Pinion Reassembly (With Solid Spacer) - 1) Install drive pinion rear bearing on pinion shaft, then select a new solid spacer and slide it over shaft against rear bearing. **NOTE** - Bearing preload can be accurately measured only when pinion nut has been tightened to 180-220 ft. lbs. If too small a spacer is installed, this torque will damage bearings. For this reason, largest spacer should be tried first. Position bearing retainer and cup assembly on pinion shaft, then install front bearing and press into position.

2) Mount retainer in a suitable holding fixture, then install slinger over shaft against front bearing, flange, washer and nut. Tighten nut to 180-220 ft. lbs. Rotate retainer while

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tightening nut and note beginning of slight drag. If no preload is obtained, install smaller preload spacer and repeat tightening. When bearing preload is obtained while tightening pinion nut, remove ft. lb. torque wrench and install an INCH lb. torque wrench. Torque required to turn shaft should be 12½-32½ INCH lbs. **NOTE** — Both pinion nut torque and pinion bearing preload must be obtained simultaneously. After specifications are obtained, remove old pinion nut, then install new seal and new pinion nut. Recheck preload for 17-32 INCH lbs. (new bearings) or 8-14 INCH lbs. (used bearings).

Differential Reassembly — Lubricate all parts with rear axle lubricant. Place a side gear and thrust washer in differential case bore, then install pinion shaft into case only far enough to retain a thrust washer and pinion gear. Install second pinion gear and thrust washer. Drive pinion shaft into place, making sure pinion shaft lock holes are aligned. Install second side gear and thrust washer into position, then install cover on differential case. Insure free rotation of assembly and install pinion shaft lock pin. Position ring gear on case and tighten ring gear attaching bolts evenly. Replace differential side bearings if removed.

Installation — Wipe a thin coat of lubricant on bearing bores so bearing cups will slide easily. Place cups on differential side bearings, then install differential into carrier. **NOTE** — Be sure to align timing marks on ring gear and pinion, if equipped. Slide assembly along bores until a slight amount of backlash is felt between gears. Install adjusting nuts in bores so that they just contact bearing cups. Install bearing caps and bolts, then tighten bolts alternately, making sure adjusting nuts turn freely. Loosen cap bolts, then tighten to 25 ft. lbs., and make backlash and preload adjustments.

ADJUSTMENT SPECIFICATIONS

| Application | Inches |
|--|-----------|
| Ring Gear Backface Runout | .003 |
| Side Gear Thrust Washer Thickness..... | .030-.032 |
| Pinion Gear Thrust Washer Thickness..... | .030-.032 |
| Differential Bearing Preload | |
| New | .008-.012 |
| Used..... | .005-.008 |
| Nominal Pinion Shim Thickness | |
| 8 Inch Ring Gear..... | .022 |
| 9 Inch Ring Gear..... | .015 |
| Ring Gear-to-Pinion Backlash | .008-.012 |
| Maximum Backlash Variation Between Teeth | .003 |

ADJUSTMENT

Backlash & Side Bearing Preload — 1) **NOTE** — Left adjusting nut is on ring gear side of carrier, right nut is on pinion side. Loosen right nut until it is away from bearing cup. Tighten left nut until ring gear is just forced into pinion with no backlash, then rotate pinion to make sure there is no binding. Recheck right nut at this time to make sure it is still loose. **NOTE** — Tightening left nut moves ring gear into pinion to decrease backlash, tightening right nut moves ring gear away.

2) Install a dial indicator as shown in illustration. Tighten right nut until it first contacts bearing cup, then preload bearings from .008-.012" case spread. Rotate pinion gear several times in each direction to seat bearings. Tighten differential bearing cap bolts.

3) Measure backlash at several teeth around ring gear. If backlash is not within specification, loosen one nut and tighten opposite nut an equal amount, to move ring gear away from or toward pinion gear. **NOTE** — When moving adjusting nuts, final movement should always be in a tightening direction. Recheck differential bearing preload, then make a gear tooth pattern check to insure correct assembly.

TIGHTENING SPECIFICATIONS

| Application | Ft. Lbs. |
|--|-----------------|
| Bearing Cap Bolt..... | 70-85 |
| Bearing Adjusting Lock Nut Bolt..... | 12-25 |
| Carrier-to-Housing Stud Nuts..... | 25-40 |
| Pinion Retainer-to-Carrier Bolts..... | 30-45 |
| Ring Gear Attaching Bolts..... | 70-85 |
| Minimum Torque-to-Tighten Pinion Nut For Pinion Bearing Preload | |
| All with Collapsible Spacer | ①170 |
| 9" Ring Gear with Solid Spacer..... | 180-220 |
| Pinion Bearing Preload | |
| All with Collapsible Spacer...(New)@ | 17-27 INCH Lbs. |
| (Used)@ | 8-14 INCH Lbs. |
| All with Solid Spacer | 13-33 INCH Lbs. |
| ① — If preload exceeds specification before this torque is obtained, install a new spacer. | |
| ② — With oil seal. | |