

CHRYSLER CORP. 8³/₈" & 9¹/₄" RING GEAR (Cont.)

PINION FLANGE & SEAL

Removal — 1) Raise vehicle, mark propeller shaft universal joint, drive pinion flange and pinion stem for reassembly. Disconnect propeller shaft and tie out of way.

2) Remove rear wheels and brake drums to prevent false preload reading. Using an INCH Lb. torque wrench, measure and record pinion bearing preload. Remove drive pinion nut and pull off flange using a suitable puller. Pry out oil seal, taking care not to damage machined surface.

Installation — 1) Install new pinion oil seal squarely into bore in housing until seal flange seats against housing flange face. **NOTE** — *Outside diameter of seal is precoated with a special sealer, so no sealing compound is required.* Position pinion flange on pinion stem, making sure marks are aligned, then install pinion washer (convex side out) and nut. Tighten nut to specifications and rotate pinion through several revolutions to be sure bearing rollers are properly seated.

2) Measure pinion bearing preload. Continue tightening pinion nut until preload is same as that noted before disassembly. Under no circumstances should preload be more than 10 INCH lbs. over original setting. **CAUTION** — *Under no circumstances should pinion nut be backed off to lessen preload. If desired preload is exceeded, a new collapsible spacer MUST be installed, and nut retightened until proper preload is obtained.*

AXLE ASSEMBLY

Removal & Installation — 1) Raise vehicle and block brake pedal in "Up" position. Remove wheels, tires and brake drums. Disconnect brake lines at wheel cylinders and cap to prevent fluid loss. Disconnect parking brake cables.

2) Mark propeller shaft universal joint, drive pinion flange and pinion stem for reassembly. Disconnect propeller shaft and tie out of way. Remove shock absorbers, rear spring "U" bolts and remove rear axle assembly. To install, reverse removal procedure.

OVERHAUL

DISASSEMBLY

NOTE — *It is not necessary to remove complete rear axle assembly to overhaul differential.*

1) Remove wheels and brake drums. Mark propeller shaft and universal joint for reassembly, remove propeller shaft and tie out of way. Drain lubricant and remove housing cover. Measure and record axle shaft end play.

2) Insert feeler gauge between each end of axle shaft and pinion shaft. Record maximum thickness that can be inserted in each side. If end play is less than .005", measure side gear clearance.

3) Using 2 feeler gauges of equal thickness, insert one above and one below side gear hub next to thrust surface. If clearance is more than .012", replace side gear. Remove axle shafts as previously described.

4) Measure and record differential side play, ring gear runout and pinion bearing preload. Mark differential gear and case

at point of maximum runout. There should be no side play and ring gear runout should not exceed .005".

5) If ring gear runout exceeded .005", differential case flange runout must be checked. Using tool (C-4164 or equivalent) tighten adjusters until all case side play is eliminated.

6) Mount dial indicator to housing and place indicator stem on ring gear flange of differential case. Rotate case several times, checking reading on dial indicator. If reading varies more than .003", replace differential case.

7) Remove drive pinion flange and seal as previously described. Mark side bearing caps and axle housing for reassembly. Remove adjuster locks, loosen but do not remove bearing caps. Insert tool (C-4164 or equivalent) through axle tube and loosen hex adjuster on each side.

8) Remove bearing caps, adjusters and differential case assembly, keeping bearing cups and adjusters with respective bearing cones. Using soft drift punch and hammer, drive pinion shaft out of housing.

NOTE — *Bearing cones, cups, collapsible spacer and shim(s) MUST be replaced after driving out pinion.*

9) Drive bearing cups out of housing using a hammer and soft drift punch, remove shim(s) from behind rear cup and record thickness. Remove bearing cones from pinion shaft using suitable puller (C-293-P and C-293-42 or equivalent).

10) Mount differential case assembly in a soft jawed vise. Remove and discard ring gear bolts (left-hand thread). Using a soft faced hammer, drive ring gear off differential case.

NOTE — *DO NOT remove ring gear from differential case unless either case or gear set is replaced.*

CLEANING & INSPECTION

- Clean all components in suitable cleaning solvent. Inspect all machined surfaces for smoothness or raised edges, polish or flatten as required.
- Inspect all bearings and cups for wear and/or pitting and replace as a set. Inspect all gear teeth for wear and/or chipping and replace as a matched set only. Inspect all splined components for wear or damage and replace as required.

REASSEMBLY & ADJUSTMENT

Case Assembly — 1) Install thrust washers on differential side gears and position gears in differential case. Place thrust washers on differential pinion gears and position gears in case such that they are 180° apart when they are in mesh with side gears.

2) Rotate side gears until holes in pinion gears are in alignment with pinion shaft holes in case. Install differential pinion shaft, making sure hole in shaft is aligned with lock screw hole in case.

NOTE — *Use care not to damage pinion thrust washers.*

CHRYSLER CORP. 8 3/8" & 9 1/4" RING GEAR (Cont.)

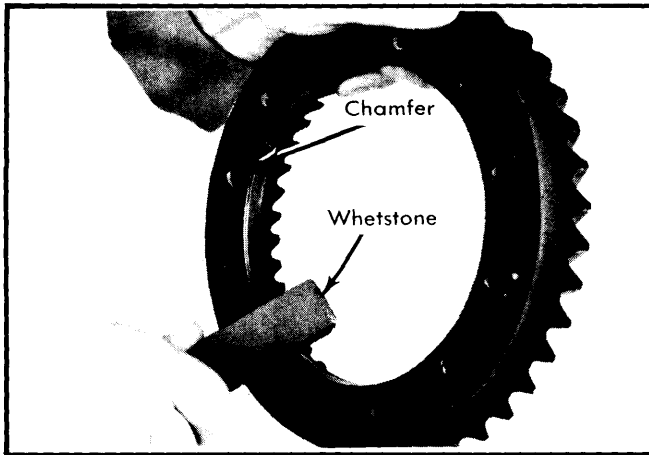


Fig. 2 Relieving Ring Gear Chamfer

3) Make sure contact surface of ring gear and case flange is clean and free of all nicks and burrs. Using a fine whetstone, relieve the sharp edge of the chamfer on inside diameter of ring gear. See Fig. 2.

NOTE — Relieving chamfer insures that no burrs will become imbedded between case flange and ring gear causing ring gear distortion.

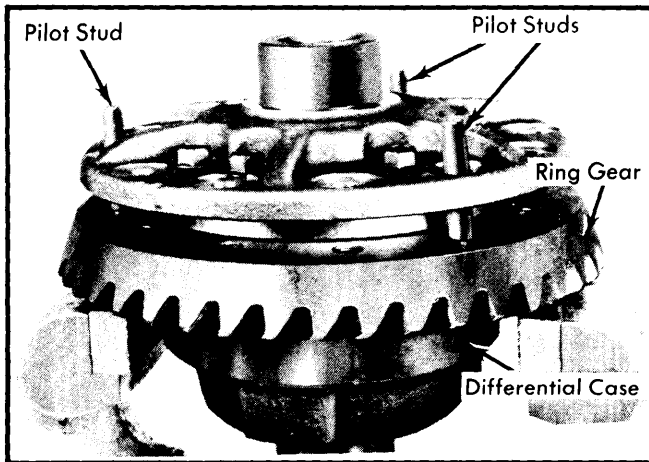


Fig. 3 Installing Ring Gear on Differential

4) Heat ring gear using heat lamp, hot oil or water; not to exceed 300°F. Do not use torch to heat ring gear. Install 3 equally spaced pilot studs on ring gear, place heated ring gear on jaws of vise and install case using new left-hand threaded bolts. See Fig. 3.

5) Tighten ring gear-to-case bolts alternately and evenly to specifications. Install side bearings on case using suitable tool (C-4340 & C-4171; 8 3/8" ring gear. C-4213 & C-4171; 9 1/4" ring gear). Lubricate assembly with hypoid gear lubricant.

Drive Pinion Depth — 1) Install both drive pinion bearing cups into axle housing bores. Assemble pinion locating spacer (SP-60-30) over body of main stem (SP-5385) followed by rear pinion bearing cone. Insert assembly into axle carrier from rear.

NOTE — Tool numbers used apply to 8 3/8" ring gear axles. For equivalent tool numbers for 9 1/4" ring gear axles, see Equivalent Tool Numbers Chart.

2) On 8 3/8" assembly, hold spacer and main stem assembly in position and install front pinion bearing over spacer (SP-5382) and position over main stem of tool. On 9 1/4" assembly, position spacer and main stem assembly in housing, then install front pinion bearing cone and washer (SP-6022). Procedure from this point is same for both assemblies except for tool numbers (see note in preceding step). Position suitable compression sleeve (SP-3194B), centralizing washer (SP-534), and main screw nut (SP-3193) on main stem. Hold compression sleeve with tool (C-3281) and tighten nut. Allow tool to rotate while nut is being tightened to prevent damaging bearings and cups.

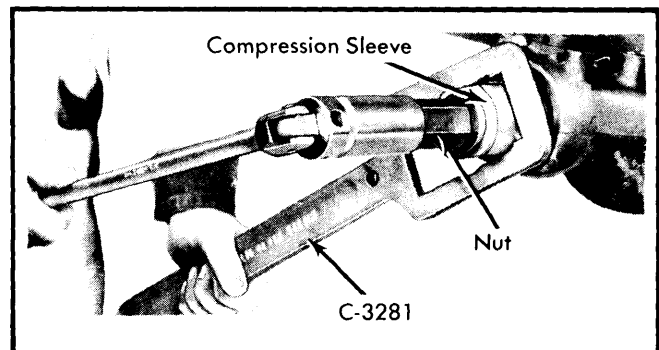


Fig. 4 Seating Pinion Bearing Cups

3) Loosen tool nut, then retighten to obtain pinion bearing preload of 10-30 INCH lbs. (15-25 INCH lbs. with 9 1/4" assembly). Rotate tool after tightening to properly seat pinion bearings. Install suitable gauge block (SP-5383) on main tool and tighten screw.

4) Position cross bore arbor (SP-6029) in housing side bearing seats and center arbor in bore. Position bearing caps on carrier pedestals and insert .002" spacer between arbor and each cap. Install cap bolts and tighten to 10 ft. lbs.

5) Use feeler gauge to determine proper thickness of shims that will fit snugly between arbor and gauge block. This fit must be snug but not excessively tight.

6) To select correct shim pack, read markings on end of pinion head. When marking is minus, add that amount of thickness to feeler gauge thickness to obtain thickness of correct shim pack. When marking is plus, subtract that amount of thickness. Remove all tools and REAR pinion bearing cup from housing.

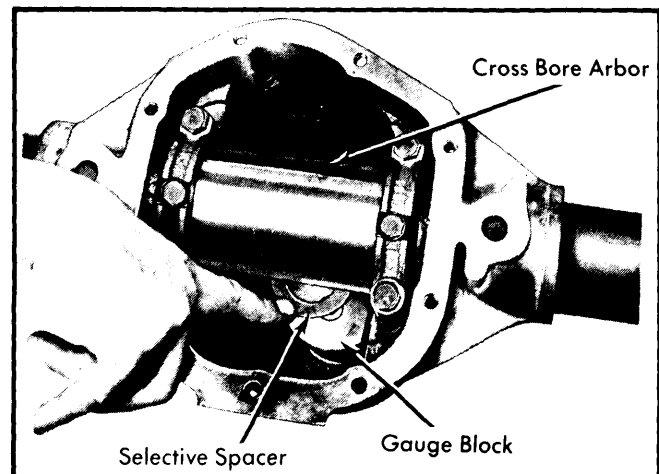


Fig. 5 Determining Correct Shim Pack Thickness

CHRYSLER CORP. 8 3/8" & 9 1/4" RING GEAR (Cont.)

Application	8 3/8"	9 1/4"
Spacer	SP-6030	SP-6017
Main Stem	SP-5385	SP-526
Spacer	SP-5382	SP-1730
Washer	SP-6022	SP-6022
Comp. Sleeve	SP-3194B	SP-535A
Cent. Washer	SP-534	SP-534
Nut	SP-3193	SP-533
Holding Tool	C-3281	C-3281
Gauge Block	SP-5383	SP-6020
Cross Bore Arbor	SP-6029	SP-6018
Bearing Installer	DD-955	DD-955

Pinion Bearing Preload – 1) Place selected shim in pinion shaft bore and reinstall rear pinion bearing cup. Lubricate rear pinion bearing and press into position on drive pinion stem.

2) Insert drive pinion assembly through axle housing, then install collapsible spacer and front pinion bearing onto stem of gear. Install pinion flange and nut and tighten nut until front bearing is seated.

NOTE – Use care NOT to collapse spacer. If spacer is collapsed, new spacer MUST be installed.

3) With front bearing fully seated, remove pinion flange and install new pinion oil seal into housing so flange of seal is fully seated against housing flange face.

4) Install pinion flange, Belleville washer (convex side out) and nut on pinion stem. While rotating pinion assembly (to insure proper bearing seating), tighten pinion flange nut until all end play is removed.

5) Tighten pinion nut to specified torque and measure pinion bearing preload by rotating pinion through several revolutions with an INCH lb. torque wrench. Continue tightening pinion flange nut in small increments until correct bearing preload is obtained.

CAUTION – Do not back off nut to lessen bearing preload. If desired preload is exceeded, a new collapsible spacer MUST be installed and nut retightened until proper preload is obtained.

Backlash & Side Bearing Preload – 1) Two precautions must be observed when checking and adjusting ring gear backlash and differential bearing preload. a) Permissible backlash variation is .003". For example if backlash at minimum point is .006" and backlash at maximum point is .009", variation is correct. It is important to index gears so that same teeth are meshed during all backlash measurements. b) It is also important to maintain specified adjuster torque to obtain accurate differential bearing preload.

2) Using suitable tool (C-4164) turn each adjuster until bearing freeplay is eliminated with approximately .010" backlash. Seat differential roller bearings.

NOTE – Differential bearings do not always move with adjusters. To ensure accurate adjustment, bearings MUST be seated by oscillating drive pinion 1/2 turn in each direction 5-10 times each time adjusters are moved.

3) Install dial indicator on cover flange. Position indicator stem against drive side of ring gear. Check backlash every 90° to find point of minimum backlash. Mark each position so backlash readings will be taken with same teeth meshed. Rotate ring gear to point of minimum backlash.

4) Loosen right adjuster and tighten left adjuster until backlash is .003-.004" with each adjuster tightened to 10 ft. lbs. Seat bearings as previously described. Tighten bearing cap bolts to 100 ft. lbs. Using adjuster tool (C-4164), tighten right adjuster to 70 ft. lbs. Seat bearings and continue to tighten right adjuster until torque remains constant at 70 ft. lbs.

5) Check backlash again with indicator. If backlash is not between .006-.008", increase torque on right adjuster and seat bearings. Continue this operation until backlash is .006-.008". Tighten left adjuster to 70 ft. lbs. and seat bearings. With adjustments completed, install adjuster locks. Make sure lock teeth are engaged in adjuster threads. Tighten lock screws to 90 INCH lbs.

Final Inspection & Assembly – With pinion bearing preload and ring gear backlash properly adjusted, make a tooth pattern contact check. When pattern is satisfactory, install axle shafts, brake drums, wheels and tires, axle housing cover and refill with hypoid gear lubricant.

AXLE ASSEMBLY SPECIFICATIONS

Application	Specifications
Ring Gear Backlash	.006-.008"
Pinion Bearing Preload	
New Bearings	20-35 INCH Lbs.
Used Rear, New Front Bearing	10 INCH Lbs.
Maximum Ring Gear Runout	.005"

TIGHTENING SPECIFICATIONS

Application	Ft. Lbs.
Ring Gear-to-Diff. Case Bolts⓪	70
Drive Pinion Nut (Minimum)	210
Axle Housing Cover Bolts	15-25
Side Bearing Cap Bolts	100
Bearing Adjuster Lock Bolts	8

⓪ – Left-hand threaded bolts.