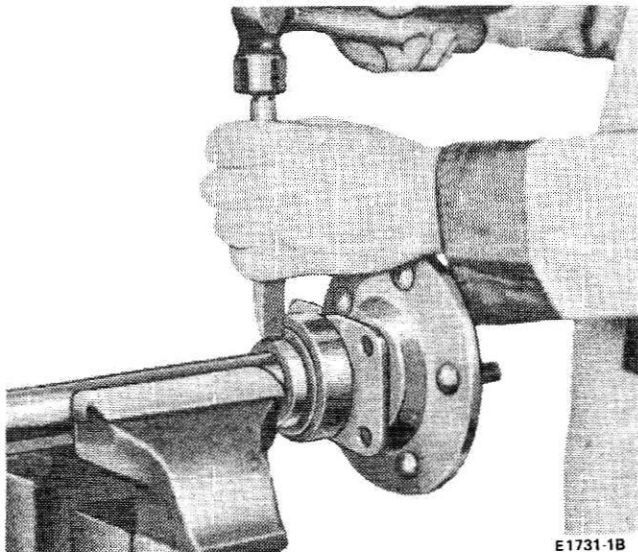
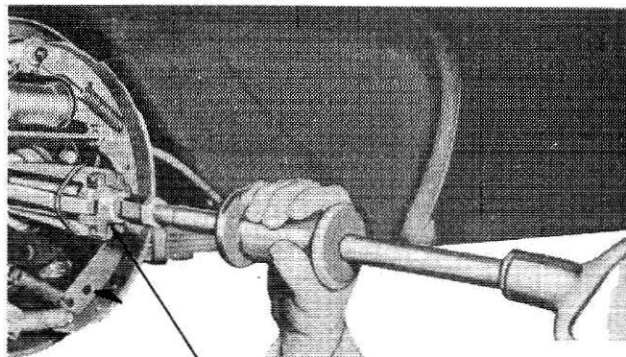




E1731-1B

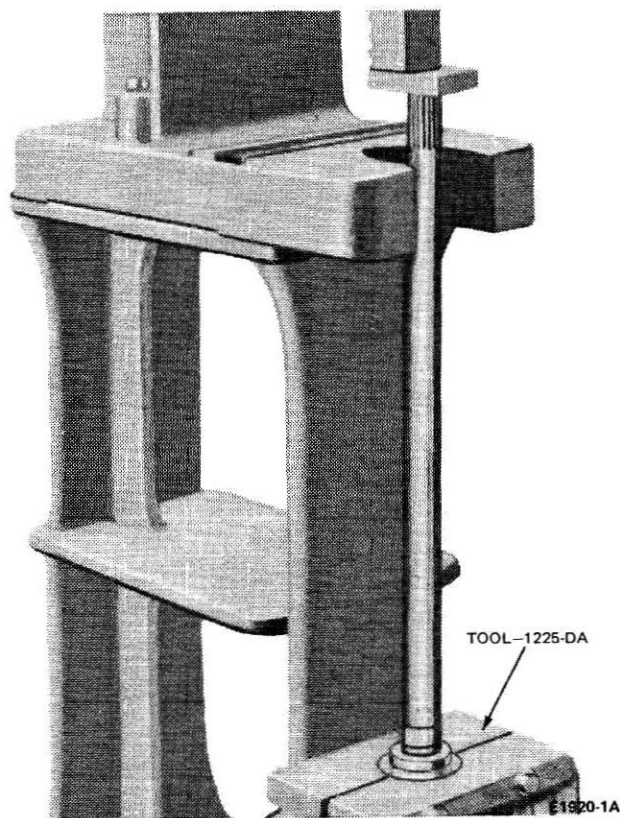
FIG. 4 Removing Rear Wheel Bearing Retainer Ring



TOOL 1175-AC

E1359-1C

FIG. 6 Removing Rear Wheel Bearing Oil Seal



TOOL-1225-DA

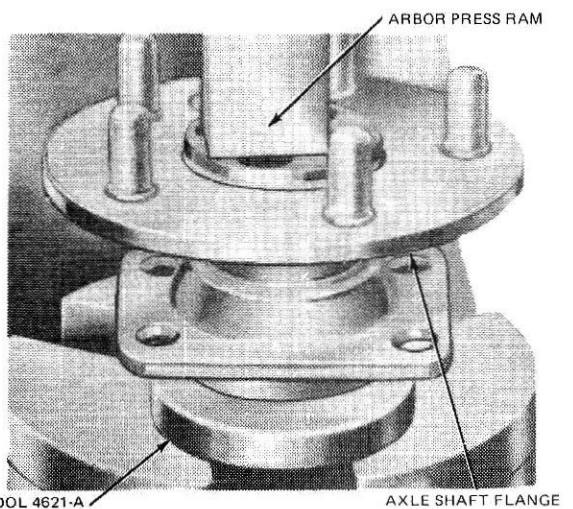
E1920-1A

FIG. 5 Removing Wheel Bearing

TAPERED BEARING AND SEAL

Removal

1. Drill a 1/4-inch hole in the outside diameter of the inner retainer to a depth approximately three-quarters of the thickness of the retainer ring. Do not drill all the way through the retainer ring because the drill could damage the axle shaft (Fig. 10).
2. After drilling the retainer ring use a chisel positioned across the drilled hole and strike sharply

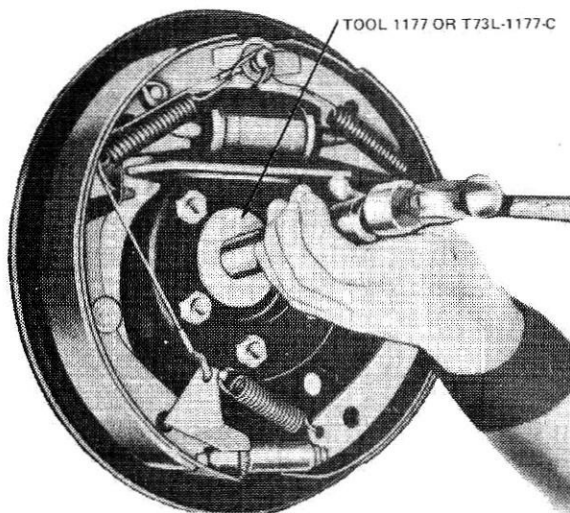


TOOL 4621-A

ARBOR PRESS RAM

E1921-1B

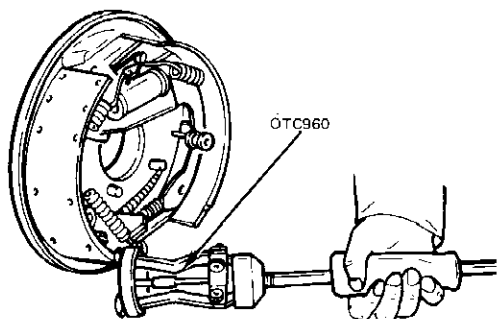
FIG. 7 Installing Wheel Bearing



TOOL 1177 OR T73L-1177-C

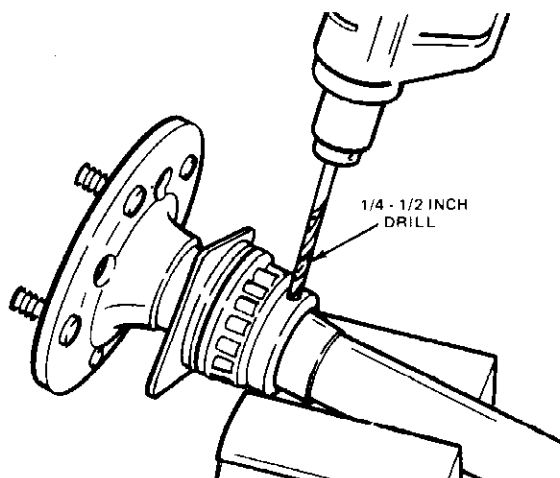
E1361-1D

FIG. 8 Installing Rear Wheel Bearing Oil Seal—(Ball Bearing)



E2417-B

FIG. 9 Removing Tapered Bearing Cup



E2418-1A

FIG. 10 Drilling Retainer Ring

to break the retainer ring (Fig. 11). **Retainers are not re-usable after having once been installed and must be scrapped after removal.** Remove the retainer.

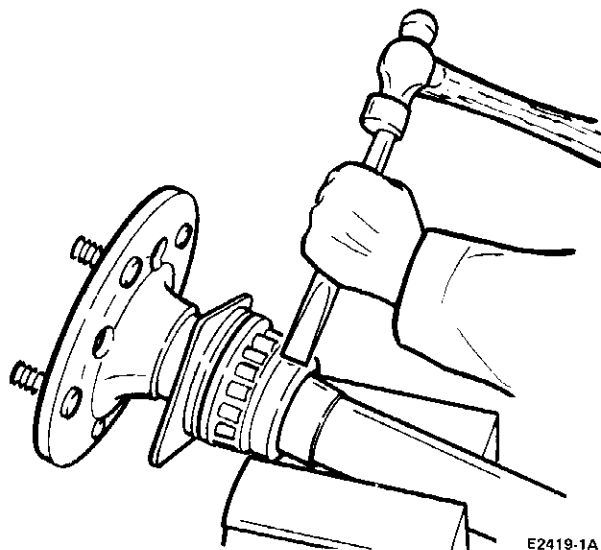
Although the retainer must be scrapped, the tapered bearing can be reused provided the proper tooling (see Step 4) is used. If the tooling is not used, the bearing must be scrapped.

3. Remove the outer race from the housing bore, (Fig. 9) and place it on the axle shaft assembly.
4. Place the axle shaft in the tool (T75L-1165-A, B, C) as shown in Fig. 12.
5. Assemble the two halves of the Remover Collet and tighten the bolts.
6. Press the bearing assembly off the shaft. **Never use heat as this would damage the axle shaft.**
7. If the vehicle is equipped with disc brakes, assemble Tool T75L-1165-B, T75L-1165-C and T76P-1165-E to the disc brake adapter as shown in Fig. 13.

8. Press the bearing assembly off the shaft using the procedure shown in Fig. 13.

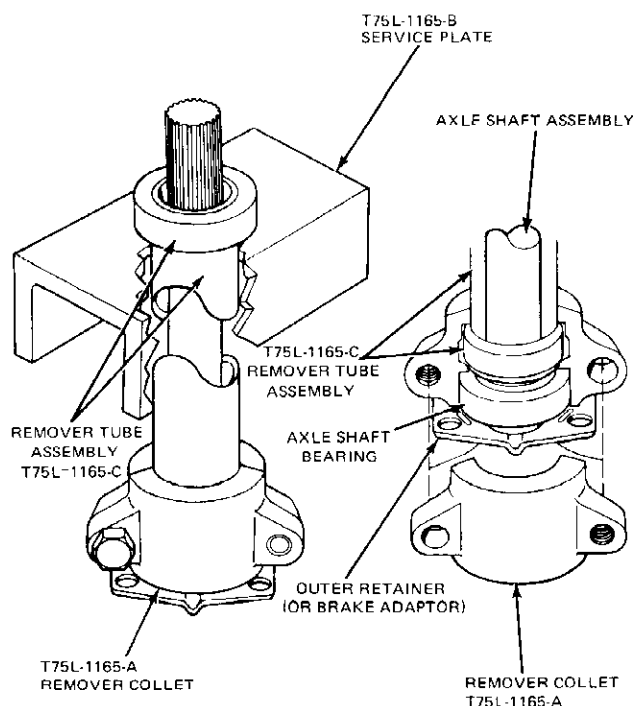
Installation

1. For a vehicle equipped with drum brakes, install the outer retainer plate (if it had been removed) making sure it is not put on backwards. For a vehicle equipped with rear disc brakes install the disc brake adapter (if it had been removed) which takes the place of the retainer plate used with drum brakes.



E2419-1A

FIG. 11 Removing Rear Wheel Bearing Retainer Ring



E2584-1A

FIG. 12 Removing Bearing Cone Assembly

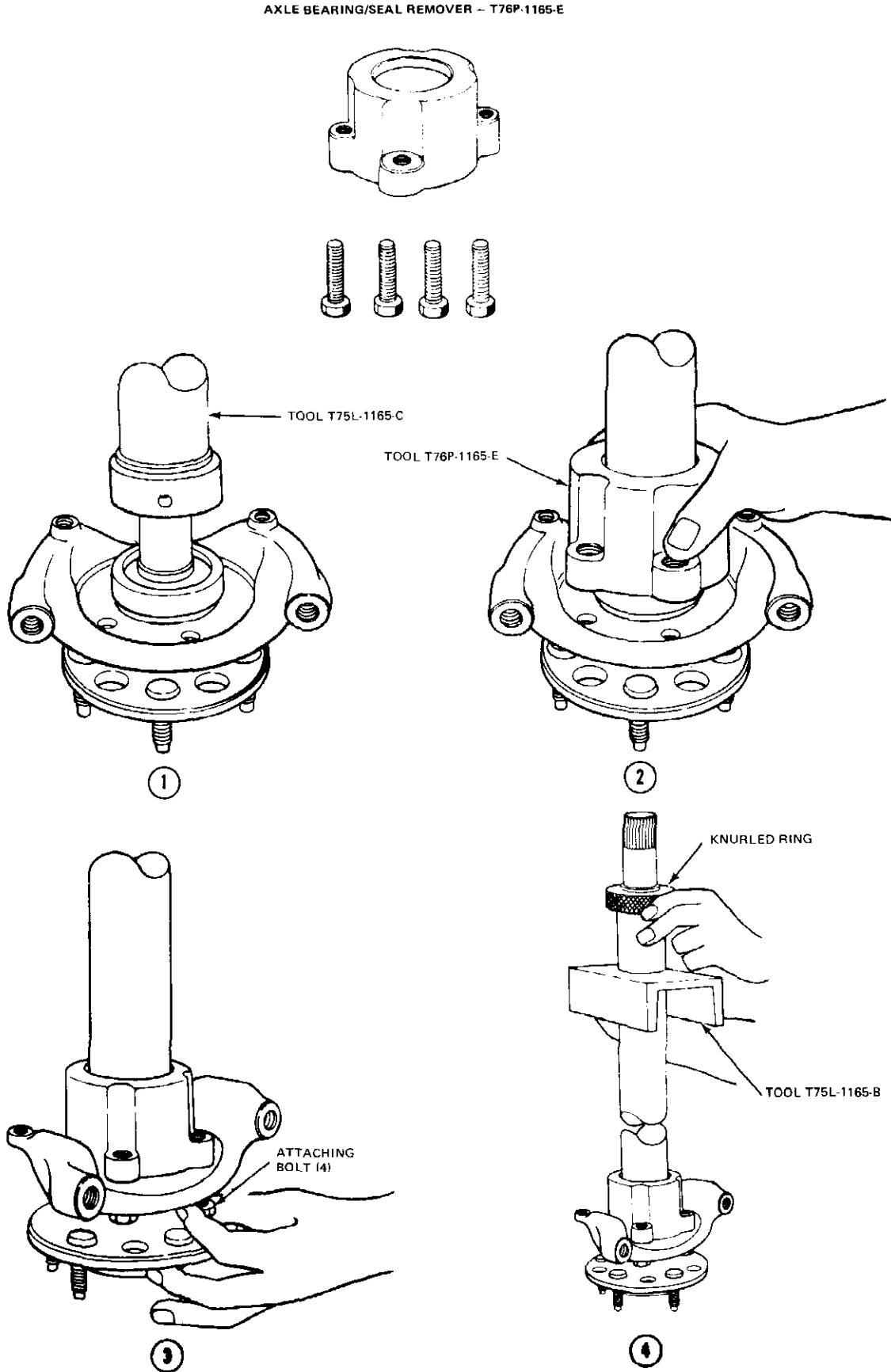


FIG. 13 Removing Bearing Cone Assembly—Disc Brakes

2. Place the lubricated seal and bearing on the axle shaft making sure the cup rib ring is facing the axle flange. It should be noted that the lubricated seal of the bearing assembly used on drum brake vehicles is of a different length than that used on rear disc brake equipped vehicles. **They are not interchangeable.** To prevent seal failure, examine the outer rim of the seal. Those for use with drum brakes have a gray metal appearance. Those for use with disc rear brakes have a black oxide appearance.
3. Press the tapered bearing and seal assembly onto the axle shaft. Apply sufficient pressure to seat the bearing against the axle shaft shoulder. Do not attempt to press on the bearing retainer at the same time.
4. Position a **new** bearing retainer on the shaft, then press it into position firmly against the bearing. Fig. 14 illustrates the shaft after the bearing has been pressed on, and with the bearing retainer in position ready to be pressed on.
5. Before sliding the shaft assembly into the axle housing, position the bearing cup on the bearing and apply lubricant to the outer diameter of the cup and the seal.

DRIVE PINION OIL SEAL REPLACEMENT COLLAPSIBLE SPACER

Synthetic seals must not be cleaned, soaked or washed in cleaning solvent. The drive pinion oil seal can be replaced without removing the differential carrier assembly from the axle housing.

1. Raise the vehicle and install safety stands. Remove both rear wheels and brake drums.
2. Make scribe marks on the drive shaft end yoke and the axle U-joint flange to insure proper position of the drive shaft at assembly. Disconnect the drive shaft from the axle U-joint flange. **Be careful to avoid dropping the loose universal joint bearing cups. Hold the cups on the spider with tape. Mark the cups so that they will be in their original position in relation to the flange when they are assembled. Remove the drive shaft from the transmission extension housing. Install an oil seal replacer tool in the transmission extension housing to prevent transmission fluid leakage. Refer to the Transmission Group 17 for the appropriate tool.**
3. Install an in-lb torque wrench on the pinion nut. Record the torque required to maintain rotation of the pinion shaft through several revolutions.
4. Scribe the pinion shaft and the U-joint flange inner surface for assembly realignment. While holding the flange with the tool shown in Figs. 25, 26, or 27, remove the integral pinion nut and washer.
5. Clean the pinion bearing retainer around the oil seal. Place a drain pan under the seal, or raise the front of the vehicle higher than the rear.
6. Using the tool shown in Fig. 28, remove the U-joint flange.

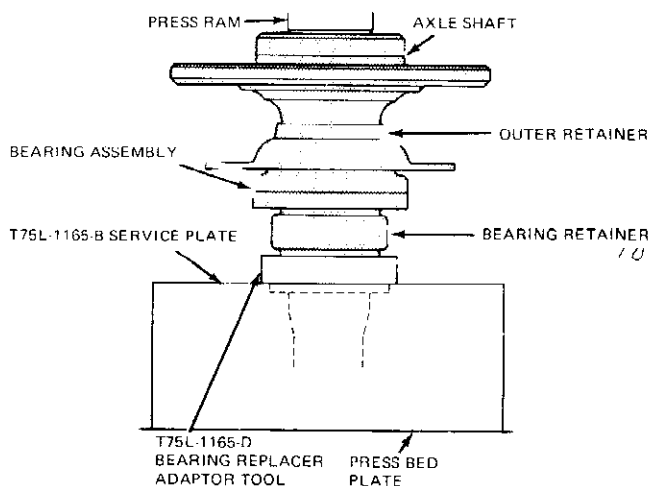


FIG. 14 Installing Seal and Bearing

7. Using the tool shown in Fig. 29, remove the drive pinion oil seal.
8. Clean the oil seal seat.
9. Install the new seal in the retainer, using the applicable tool shown in Fig. 46.
10. Check splines on the pinion shaft to be sure they are free of burrs. If burrs are evident, remove them by using a fine crocus cloth, working in a rotational motion. Wipe the pinion shaft clean.
11. Apply a small amount of lubricant to U-joint splines. Align scribe marks on U-joint flange and pinion shaft.
12. Install the U-joint flange using the tool shown in Fig. 47.
13. Install a new integral nut and washer on the pinion shaft. (Apply a small amount of lubricant on the washer side of the nut.)
14. Hold the flange with the tool shown in Figs. 25, 26, or 27, while tightening the nut.
15. Tighten the pinion shaft nut, rotating the pinion occasionally to insure proper bearing seating, and take frequent preload readings.
16. If the recorded preload is less than specification, as outlined at the end of this Part, tighten to specification. If the preload is higher than specification, tighten to original reading. Under no circumstances should the pinion nut be backed off to lessen preload. If this is done, a new pinion bearing spacer must be installed. In addition, the U-joint flange must never be hammered on, or pneumatic tools used.
17. Remove the oil seal replacer tool from the transmission extension housing. Install the front end of the drive shaft on the transmission output shaft.
18. Connect the rear end of the drive shaft to the axle U-joint flange, aligning the scribe marks made on the drive shaft end yoke and the axle U-joint flange.
19. Check the lubricant level. **Make sure the axle is in running position.** Add whatever amount of

specified lubricant is required to reach the lower edge of the filler plug hole.

ORIGINAL U-JOINT FLANGE (IN-VEHICLE REPLACEMENT)

Use procedure as outlined under Drive Pinion Oil Seal Replacement. **Synthetic seals must not be cleaned, soaked or washed in cleaning solvent.**

DRIVE SHAFT PINION ANGLE ADJUSTMENT

Refer to Group 14 for this procedure.

REMOVAL AND INSTALLATION

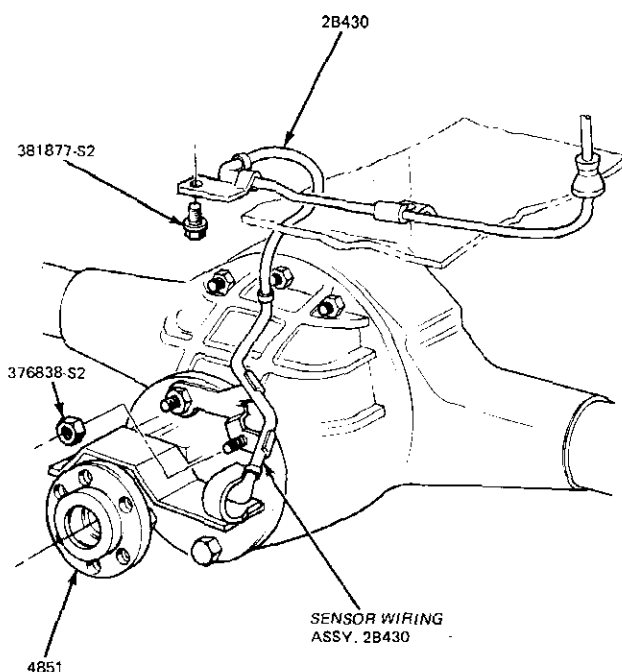
CARRIER ASSEMBLY

Removal

1. Raise the vehicle on a hoist and remove the two rear wheels and tires.
2. Remove the two brake drums (three shakeproof retainers at each drum) from the axle shaft flange studs. If difficulty is experienced in removing the drums, remove the brake adjuster knockout slug or rubber plug (if so equipped) and back off the brake shoes following the procedure under Removal and Installation in Part 12-02 of this Manual. If the vehicle is equipped with rear disc brakes, remove the necessary brake parts; then slide off the brake rotor. Refer to Group 12, Part 20 for brake part removal. When installing the brake parts, **new bolts must be used on the anchor plate.**
3. Working through the hole provided in each axle shaft flange, remove the nuts that secure the rear wheel bearing retainer plate or disc adaptors (when disc brake equipped). Pull each axle shaft assembly out of the axle housing using axle shaft remover, Tool-4235-C (Fig. 3). **Care must be exercised to prevent damage to the oil seal. Any roughing or cutting of the seal element during removal or installation can result in early seal failure.**
4. **Remove the brake backing plate and secure it to the frame rail with wire. Remove and discard the gasket, if so equipped, and remove the seals with Tool 1175AB.**
5. Make scribe marks on the drive shaft end yoke and the axle U-joint flange to insure proper position at assembly. Disconnect the drive shaft at the rear axle U-joint. Hold the cups on the spider with tape. Mark the cups so that they will be in their original position relative to the flange when they are assembled. Remove the drive shaft from the transmission extension housing. Install an oil seal replacer tool in the housing to prevent transmission leakage. Refer to Transmission Group 17 for the appropriate tool.
6. Clean area around carrier to housing surfaces with a wire brush and wipe clean, to prevent dirt entry into the housing. Place a drain pan under the carrier and housing, remove the carrier attaching nuts and washers, and drain the axle. If so equipped, unplug the anti-skid sensor connection (Fig. 15). Remove the carrier assembly from the axle housing.

Installation

Synthetic-type wheel bearing seals must not be cleaned, soaked or washed in cleaning solvent.



E2587 1A

FIG. 15 Anti-Skid Sensor Installation

1. Clean the axle housing and shafts using kerosene and swabs. To avoid contamination of the grease in the sealed ball bearings, do not allow any quantity of solvent directly on the wheel bearings. Clean the mating surfaces of the axle housing and carrier.
2. Position the differential carrier on the studs in the axle housing, using a new gasket between carrier and housing. Install the carrier-to-housing attaching washers and nuts, and torque them to specification. If so equipped, plug in the anti-skid connection (Fig. 15).
3. Remove the oil seal replacer tool from the transmission extension housing. Position the drive shaft so that the front U-joint slip yoke splines to the transmission output shaft.
4. Connect the drive shaft to the axle U-joint flange, aligning the scribe marks made on the drive shaft

end yoke and the axle U-joint flange during the removal procedure. Install the U-bolts and nuts and torque to specifications.

5. Wipe a small amount of an oil resistant sealer on the outer edge of each seal before it is installed. **Do not put any of the sealer on the sealing lip. Install the oil seals in the ends of the rear axle housing with one of the tools shown in Fig. 8. (Use the proper tool so that pressure is applied only to the outer edge of the seal.)**
6. **Install a new gasket, if so equipped, and place the brake backing plate in position.**
7. Install the two axle shaft assemblies in the axle housing. Care must be exercised to prevent damage to the oil seals. The shorter shaft goes into the left side of the housing.

Carefully slide the axle shaft into the housing so that the rough forging of the shaft will not damage the oil seal. Start the axle splines into the differential side gear, and push the shaft in until the bearing bottoms in the housing.

8. Install the bearing retainers on the attaching bolts on the axle housing flanges. Install the nuts on the bolts and torque to specification.
9. If the rear brake shoes were backed off, adjust the brakes as outlined in Part 12-02 and install rubber plugs in the adjuster slots.
10. Install the two rear brake drums and the drum shakeproof retainers.
11. Install the rear wheels and tires.
12. Fill the rear axle with specified lubricant.

AXLE HOUSING (COIL SPRING SUSPENSION)—FORD, MERCURY AND LINCOLN CONTINENTAL

Removal

1. Remove the carrier assembly from the axle housing as outlined in Differential Carrier Removal and Installation.
2. Position safety stands under the frame rear members, and support the axle housing with either a floor jack or hoist.
3. Disengage the brake line from the clips that retain the line to the axle housing.
4. Disconnect the vent tube from the rear axle housing.
5. Disconnect the lower studs of the two rear shock absorbers from the mounting brackets on the axle housing (Fig. 18).
6. Remove the attaching nut and washer, and disconnect the track bar from the mounting stud on the axle housing bracket. The axle housing bracket to which the track bar is attached has two mounting holes. For Ford and Mercury vehicles the track bar should be attached to the upper hole. For Lincoln Continental only, the track bar should be attached to the lower hole (Fig. 16).
7. Lower the axle housing until the coil springs are released. Lift out the coil springs and insulators.
8. Remove the nuts, washers and pivot bolts that connect the suspension lower arms to the axle

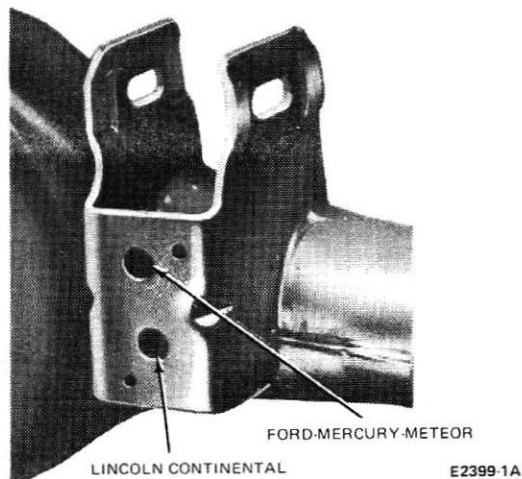


FIG. 16 Axle Housing Bracket

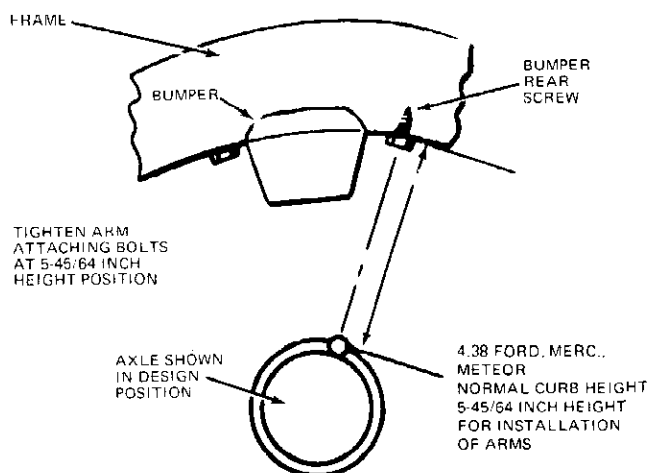
housing. Disconnect both arms from the axle housing.

9. Disconnect the upper suspension arm from the axle housing by removing the pivot bolt, nut, lock washer and the two eccentric washers (Fig. 18).
10. Lower the axle housing and remove it from under the vehicle.

Installation

1. Transfer the track bar mounting stud from the old to the new housing. If the axle housing is new, install a new vent. The hose attaching portion must face toward the front of the vehicle.
2. Wipe a small amount of an oil-resistant sealer on the outer edge of each wheel seal before it is installed. **Do not put any of the sealer on the sealing lip. Install the oil seals in the ends of the axle housing with one of the tools shown in Fig. 8 (except tapered roller bearing equipped).**
3. Position the replacement axle housing under the vehicle, and raise the axle with a hoist or floor jack. Connect the suspension lower arms to their mounting brackets on the axle housing with pivot bolts and nuts. **Do not tighten the bolts and nuts at this point.**
4. Position the rear coil springs and insulators in the pockets provided.
5. Position the suspension upper arm in its mounting bracket on the axle housing, and install the adjusting bolt, eccentric washers, lock washer and nut. **Leave the bolt and nut loose at this point.**
6. Connect the track bar to the mounting stud, install the washer and attaching nut, and torque to specification. (Refer to Step 6 under Removal, to assure correct assembly.)
7. Connect the lower studs of the two rear shock absorbers to the mounting brackets on the axle housing. Install the attaching nuts, and torque to specification.
8. Position the brake lines to the axle housing, and secure with the retaining clips.
9. Connect the vent tube to the vent on the housing. **If axle housing is new, install a new vent.**

10. Clean the mating surfaces of the axle housing and differential carrier. Position the carrier on the mounting studs on the housing, using a new gasket between carrier and housing. Install the copper washers and the carrier-to-housing attaching nuts, and torque to specification.
11. Make sure that both the front and rear pivot bolts of the upper and the two lower arms are loose, and then raise the axle assembly to controlled curb height (Fig. 17). Hold the axle at controlled curb height by placing blocks or pieces of steel pipe between the axle housing and the bumper rear screw on the side rail.
12. With the axle at controlled curb height, torque the suspension upper and lower arm front pivot bolts and nuts to specification. Torque the lower arm-to-axle housing pivot bolts and nuts to specification.
13. Remove the oil seal replacer tool from the transmission extension housing. Position the drive shaft so that the front U-joint slip yoke splines to the transmission output shaft.
14. Connect the drive shaft to the U-joint flange, aligning the scribe marks made on the drive shaft end yoke and the axle U-joint flange during the removal procedure. Install the U-bolts and nuts and torque to specification.
15. Position gaskets and brake backing plates to the axle housing and slide the mounting bolts into place.
16. Carefully slide the two axle shaft assemblies in the axle housing. The shorter shaft goes into the left side of the housing. Use care in sliding the axle shafts into the housing so that the rough forging of the shaft will not damage the oil seal. Start the axle splines into the differential side gear, and push the shaft in until the rear wheel bearing bottoms in the housing.
17. Install the rear wheel bearing retainers on the attaching bolts on the axle housing flanges. Install the nuts on the bolts and torque to specification.



E1600-1E

FIG. 17 Axle Normal Curb Height and Controlled Height for Arm Installation

18. If the rear brake shoes were backed off, adjust the brakes as outlined in Part 12-02 and install rubber plugs in the adjuster slots.
19. Install the two rear brake drums and the drum-attaching shakeproof retainers.
20. Install the rear wheels and tires.
21. Fill the rear axle to the bottom of the filler plug hole located in either the carrier casting or housing cover with specified lubricant. Be sure that the axle is in operating position.
22. Road test the vehicle to be sure that pinion and driveshaft angles are correct. Any shudder during heavy acceleration, or deceleration may require a pinion and driveshaft angle re-adjustment as detailed in Driveshaft and Pinion Angle Adjustment, Part 14-32.

AXLE HOUSING (COIL SPRING SUSPENSION)—LTD II, COUGAR, THUNDERBIRD AND CONTINENTAL MARK V

Removal

1. If equipped with anti-skid system, disconnect the sensor wire, and the bracket attaching the sensor wiring assembly to the carrier. Remove the wiring assembly from the axle (Fig. 15).
2. Remove the carrier assembly from the axle housing as outlined under Carrier Assembly, Removal and Installation (be sure to mark the drive shaft and companion flange for correct re-assembly).
3. Disconnect the rear stabilizer bar on models so equipped.
4. Remove the lower retaining nuts from the shock absorbers and position them aside (Fig. 19).
5. Loosen the brake lines by prying up on the retaining clips from the axle housing and remove the brake line junction block retaining screw.
6. Position support stands under the rear frame.
7. Position a transmission jack under the axle housing to prevent tilting when removing the upper and lower control arms.
8. Disconnect the lower control arms from the axle housing and position them downward.
9. Disconnect the upper control arms from the axle housing and position them upward.
10. Disconnect the air vent line.
11. Lower the axle slightly, remove the coil springs and insulators and wire up the backing plates using care not to strain the brake lines.
12. Lower the axle housing to the floor, and remove the jack.

Installation

1. Raise the axle housing. Position the transmission jack.
2. Attach the lower arms to the axle. Do not tighten the bolts and nuts yet.
3. Lower the transmission jack and install the coil springs and insulators. Raise the jack and connect the upper arm to the axle.

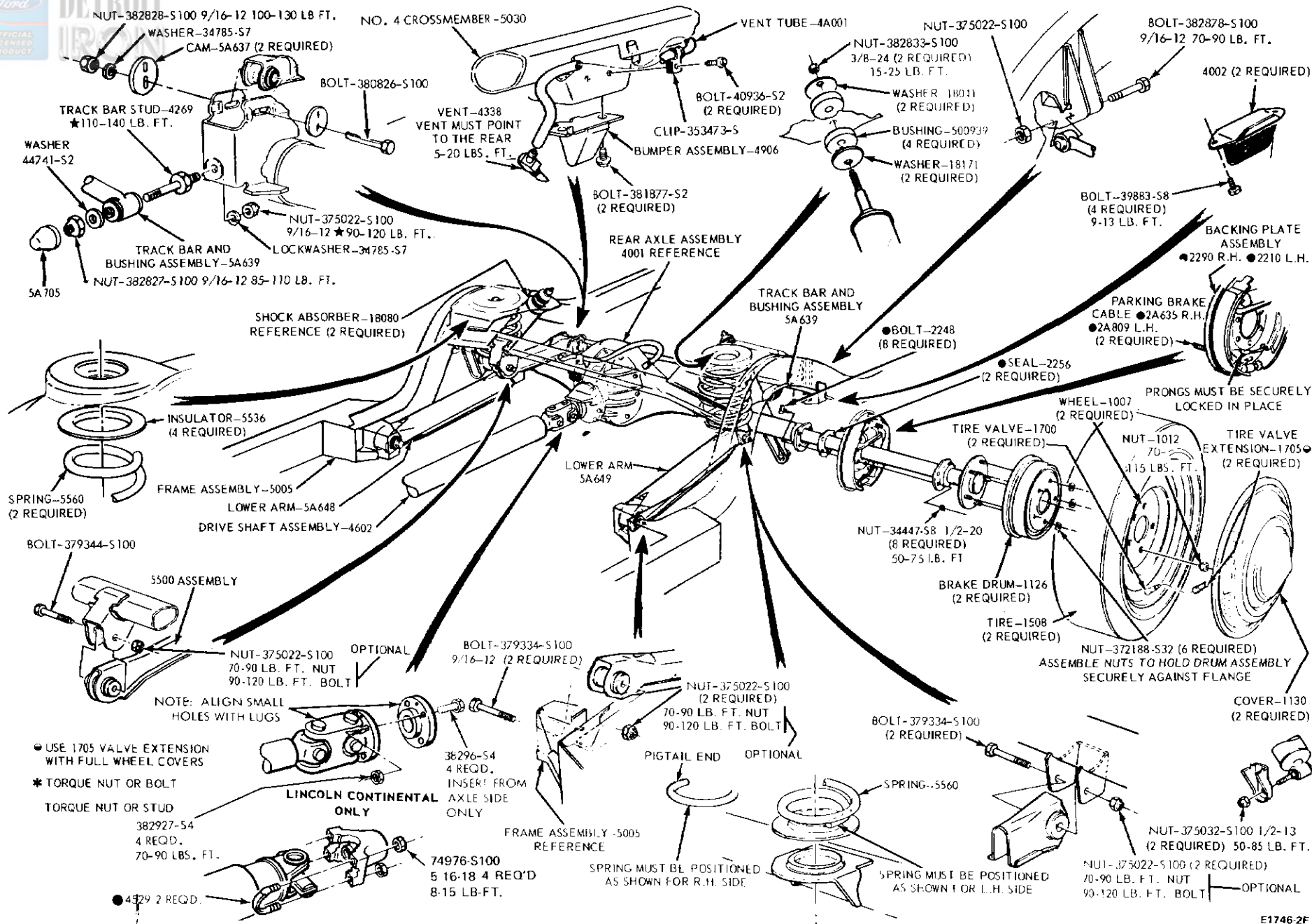
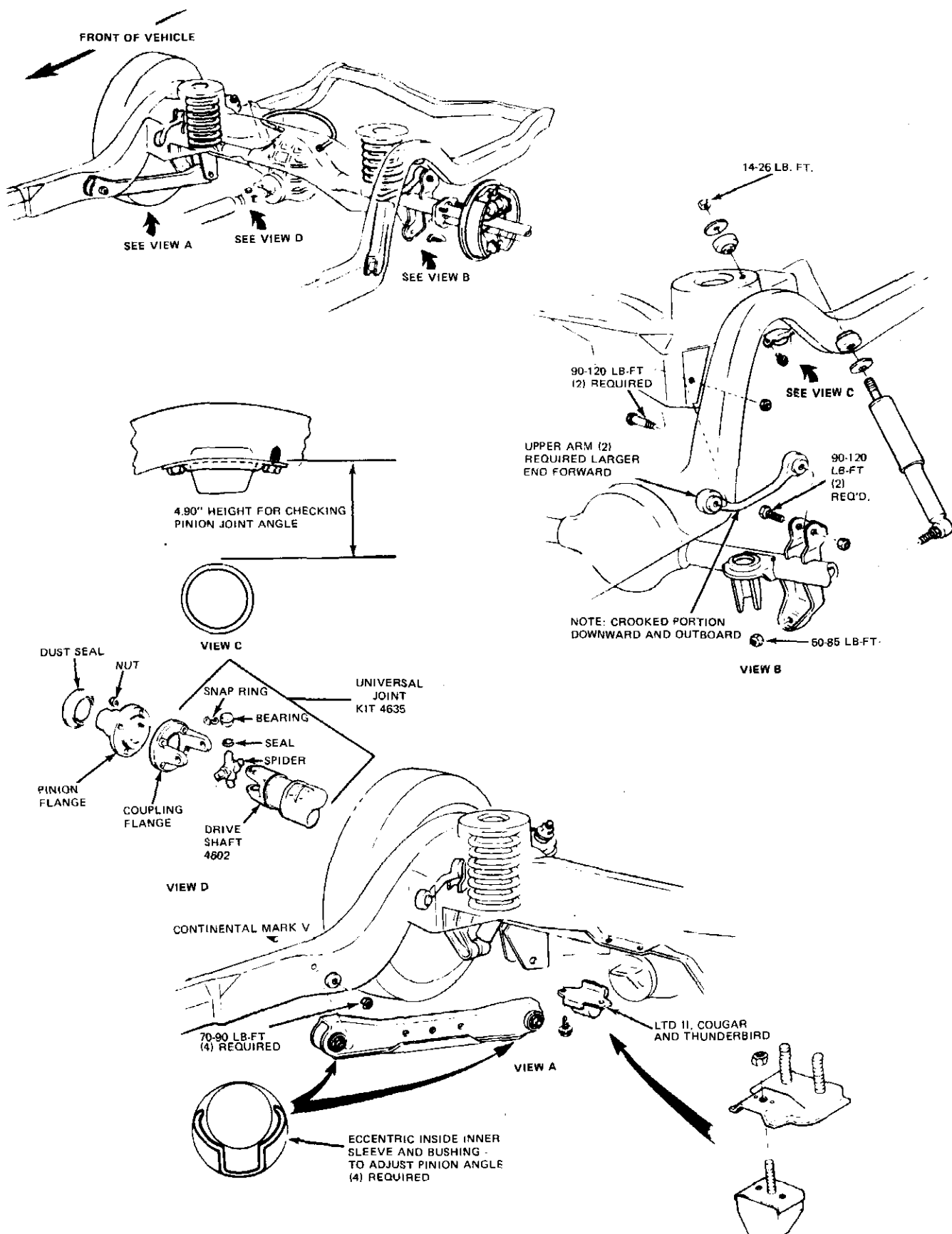


Fig. 18 Rear Axle Installation Coil Spring Suspension (Ford, Mercury and Lincoln Continental)



E2326-2B

FIG. 19 Rear Axle Installation Coil Spring Suspension (LTD II, Cougar, Thunderbird and Continental Mark V)

4. Position the backing plates to the axle housing bolts.
5. Position the brake lines. Bend down retaining clip as required.
6. Position the brake line junction to the axle housing and install the retaining bolt.
7. Position the vent tube to the vent fitting and attach the clamp.
8. Position the shock absorbers to the lower axle brackets, install and torque the retaining nuts to specification.
9. Connect the rear stabilizer bar on models so equipped.
10. Install the carrier assembly and torque the nuts to specification. If equipped with anti-skid system, position and install the sensor wiring and bracket (Fig. 15). Connect the sensor wire. With the axle at controlled curb height (Fig. 17), torque the upper and lower arm retaining nuts to specification. Install the new seals, axle shafts, brake drums and wheels as outlined in Removal and Installation—Carrier Assembly, in this Part.
11. After installing the drive shaft, check the pinion angle. If adjustment is required, refer to Part 14-32.
12. Road test the vehicle.

AXLE HOUSING (LEAF SPRING SUSPENSION)

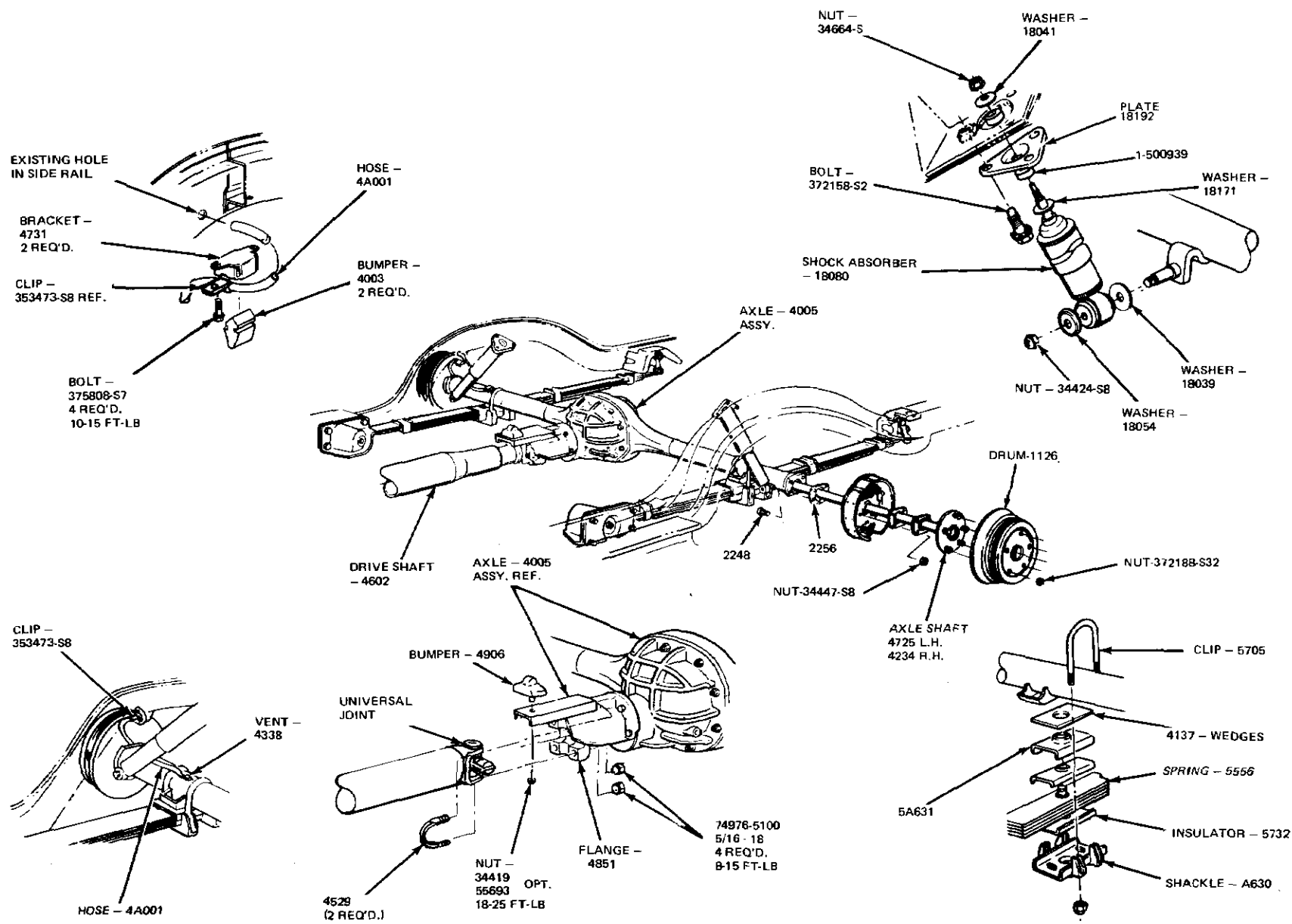
Removal

1. Raise the vehicle and support it with safety stands under the rear frame member. Disconnect the drive shaft at the drive pinion flange.
2. Disconnect the lower end of the shock absorbers.
3. Remove the wheels, brake drums and both axle shafts as outlined in Part 11-11.
4. Remove vent hose front vent tube (Corbin clamp). Then, remove vent tube from brake tube junction and axle housing.
5. Remove the hydraulic brake lines from the axle housing. **Do not open the hydraulic brake system lines. Remove the hydraulic brake line from its retaining clip on the axle housing.**

6. Remove both axle shaft oil seals with the tool shown in Fig. 6.
7. Remove both brake backing plates from the axle housing and suspend them above the housing with mechanic's wire. The hydraulic brake lines and the parking brake cables are still attached to the brake backing plates.
8. Support the rear axle housing on a jack, and then remove the spring clip nuts. Remove the spring clip plates (Fig. 20).
9. Lower the axle housing and remove it from under the vehicle.
10. If the axle housing is being replaced, transfer all the differential and pinion parts to the new housing.

Installation

1. Raise the axle housing into position so that the spring clip plates can be installed. Torque the spring clip nuts to specification. **Install new gaskets on the housing flanges.**
2. Install new axle shaft oil seals with the tool shown in Fig. 8. **Installation without use of the proper tool will distort the seal and cause leakage. Coat the outside edges of the new oil seal with a non-hardening-type sealer such as Permatex No. 2 or its equivalent.**
3. Place the brake backing plates in their normal position on the axle housing.
4. Install the axle shafts, brake drums and wheels as outlined in Part 11-11.
5. Attach the hydraulic brake line fitting to the axle housing, and secure the hydraulic brake line in its retainer on the axle housing.
6. Install vent tube to brake tube junction and install vent hose to vent tube.
7. Raise the axle housing and connect the shock absorbers.
8. Connect the rear end of the drive shaft to the axle U-joint flange, aligning the scribe marks made on the drive shaft end yoke and the axle U-joint flange.
9. Fill the axle with the proper grade and amount of lubricant.
10. Road test the vehicle.



E1510-2D

Fig. 20 Rear Axle Installation — Typical Leaf Spring Suspension

DISASSEMBLY AND ASSEMBLY

DIFFERENTIAL CARRIER

Disassembly

A disassembled view of the rear axle assembly is shown in Fig. 21.

After mounting the carrier in a holding fixture, disassemble the carrier as outlined in the following procedures:

1. Mark one differential bearing cap and the mating bearing support with punch marks, to help position the parts properly during assembly of the carrier. Also, mark one of the bearing adjusting nuts and the carrier with scribe marks, for proper location during assembly.
2. Remove the adjusting nut locks, bearing caps, and adjusting nuts. Then lift the differential case assembly out of the carrier. (Remove the bearing caps by tapping the caps lightly with a soft mallet.)
3. Remove the differential bearings with the tools shown in Fig. 22. On assemblies with an 8-inch ring gear, bearing cups are identified with a black oxide coating. **This does not indicate a burned or failed condition. Closer inspection of the cups is required to determine wear or damage.**
4. Mark the differential case, cover, and ring gear for assembly in the original position.
5. Remove the bolts that attach the ring gear to the differential case and discard them. Press the gear from the case or tap it off with a soft-faced hammer.
6. Separate the two-piece differential case, then, with a drift, drive out the differential pinion shaft lock pin (Fig. 23).
7. Drive out the pinion shaft with a brass drift (Fig. 24).
8. Remove the gears and thrust washers (Fig. 49).

DRIVE PINION AND BEARING RETAINER

Removal and Disassembly

1. Position the carrier assembly and remove the pinion shaft nut (Figs. 25, 26 and 27).
2. Remove the U-joint flange from the pinion shaft (Fig. 28).
3. Remove the pinion seal (Fig. 29).
4. Remove the pinion, bearing, and retainer assembly from the carrier housing. With a micrometer, measure the original shim thickness, and record it. If a new gear set is installed, a new shim must also be installed. The original shim thickness is one of the factors necessary in determining the new shim thickness. **Extreme care must be taken not to damage the mounting surfaces of the retainer and carrier.**
5. Place a protective sleeve (hose) on the pinion pilot bearing surface. Press the pinion shaft out of the pinion front bearing cone with the tool shown in Fig. 30.
6. Press the pinion shaft out of the pinion rear bearing cone and roller (Fig. 31).

PILOT BEARING

1. Remove the pilot bearing as shown in Fig. 32. Drive out the pilot bearing and the bearing retainer together. Alternately, use puller T58L-101-A and slide hammer T50T-100-A.

PINION BEARING CUPS

Do not remove the pinion bearing cups from the retainer unless the cups are worn or damaged. The flange and pilot of the retainer are machined during manufacture, by locating on these cups after they are installed in their bores. If cups are worn or damaged, remove them as shown in Figs. 33, 34 and 35. Install cups as shown in Figs. 36 and 37.

After the new cups are installed, make sure they are seated in the retainer by trying to insert a 0.0015-inch feeler gauge between the cup and the bottom of the bore.

Whenever the cups are replaced, the cone and roller assemblies should also be replaced.

DRIVE PINION AND RING GEAR SET

When replacing a ring gear and pinion, note that the original factory-installed shim is of the correct thickness to adjust for individual variations in both the carrier housing dimension and in the original gear set dimension. Therefore, to select the correct shim thickness for a new gear set, follow these steps:

1. Use a micrometer to measure the thickness of the original shim removed from the axle. Use the same thickness when installing the replacement carrier assembly or drive pinion. If further shim change is necessary, it will be indicated in the tooth pattern check.
2. If the original shim is lost, substitute a nominal shim for the original, and use the tooth pattern check to determine if further shim changes are required. Nominal shim thicknesses are indicated in Specifications.

A new ring gear and pinion should always be installed in an axle as a matched set (never separately). **Be sure the same identifying (matching) number appears on the bolt hole face of the ring gear and on the head of the drive pinion (Fig. 38).**

3. After determining the correct shim thickness as explained in the foregoing steps, install the new pinion and ring gear as outlined under Assembly.

DRIVE PINION AND GEAR SET (ALTERNATE PROCEDURE USING TOOL T75P-4020-A)

NOTE: A tooth pattern check using the gear marking compound supplied with the ring and pinion gear kit is not required when this tool is used.

1. Refer to the chart shown in Fig. 39 and select the proper rear pinion bearing Aligning Adapter and Gauge Disc, corresponding to the axle size (8 or 9 inch ring gear). Slide these adapters over the screw or threaded shaft shown in Fig. 39. Install the Gauge Block on the threaded shaft and tighten securely as shown in Step 1 on the illustration.
2. Place this assembly, along with a new pinion bearing, into the pinion bearing retainer assembly.

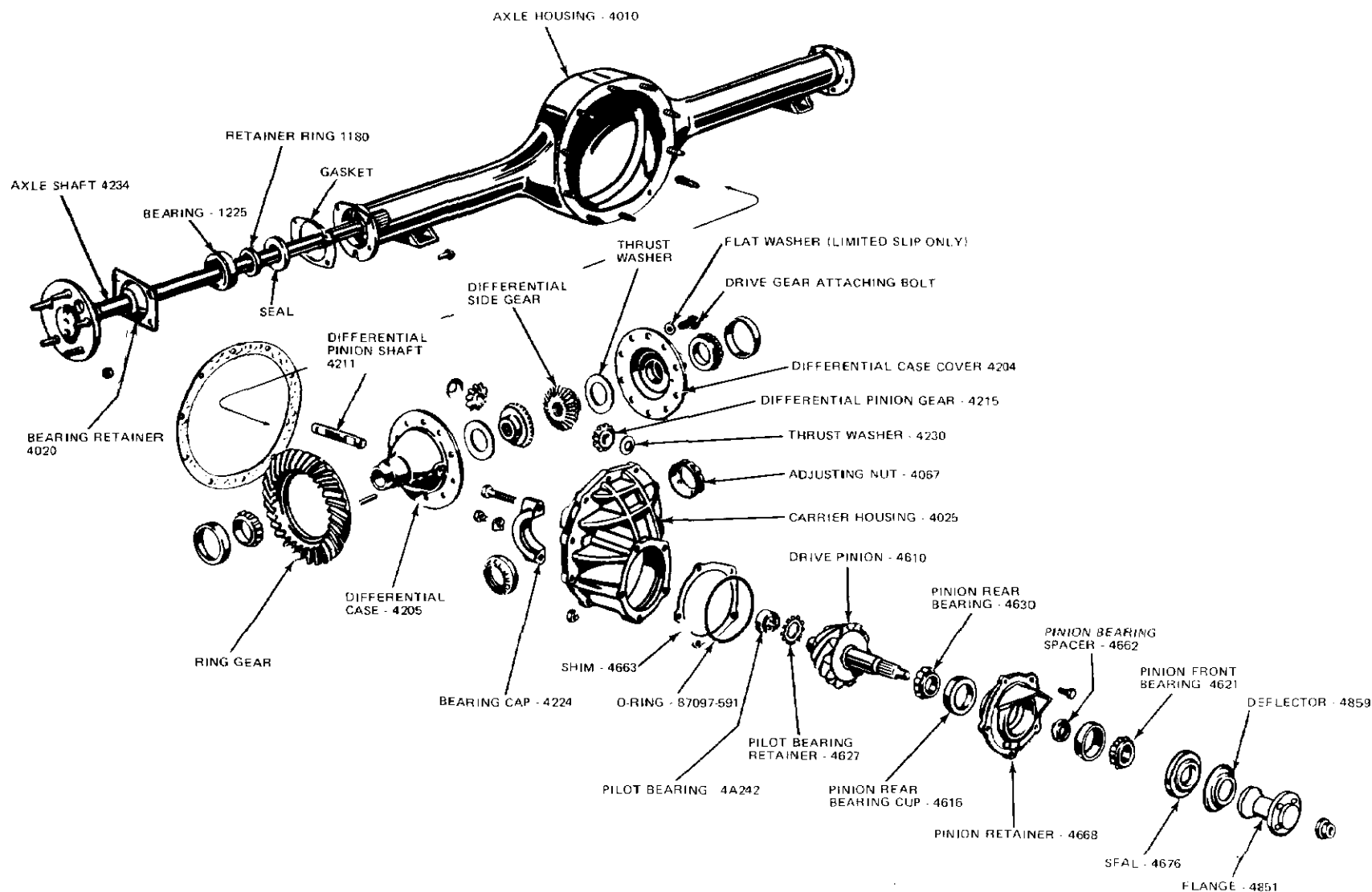


Fig. 21 Rear Axle Disassembled — Typical Removable Carrier With Conventional Differential