

AWD SYSTEM 3-4

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1. AWD System

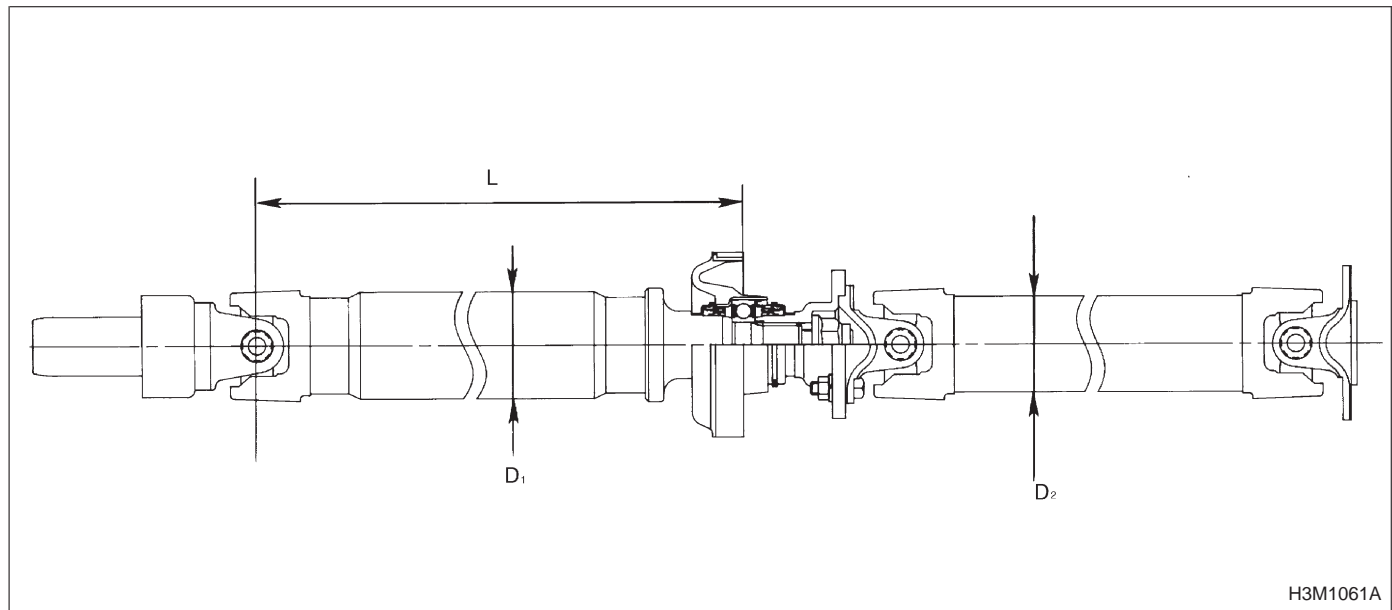
A: SPECIFICATIONS

1. REAR FINAL REDUCTION GEAR RATIO

Type of gear	Hypoid		
	MT	AT	
	1800 cc	1800 cc	2200 cc
Gear ratio (Number of gear teeth)	3.900 (39/10)	4.111 (37/9)	4.111 (37/9)
Oil capacity	0.8 ℓ (0.8 US qt, 0.7 Imp qt)		
Rear differential gear oil	GL-5		

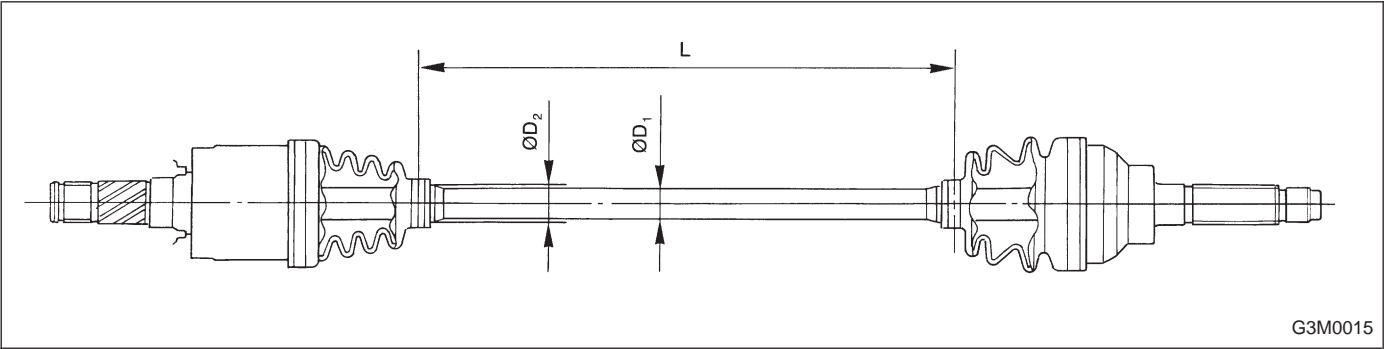
2. PROPELLER SHAFT

Front propeller shaft Joint-to-joint length: L mm (in)	AT	489 (19.25)
	MT	548 (21.57)
Outside dia. of tube mm (in)	D ₁	63.5 (2.500)
	D ₂	57.0 (2.244)



3. DRIVE SHAFT

Type of drive shaft	Outside dia. of shaft		Distance between boots: L mm (in)
	D ₁	D ₂	
79AC	20.1 (0.791)	23.0 (0.906)	334 (13.15)



B: SERVICE DATA**1. REAR DIFFERENTIAL (1800 cc MODEL)**

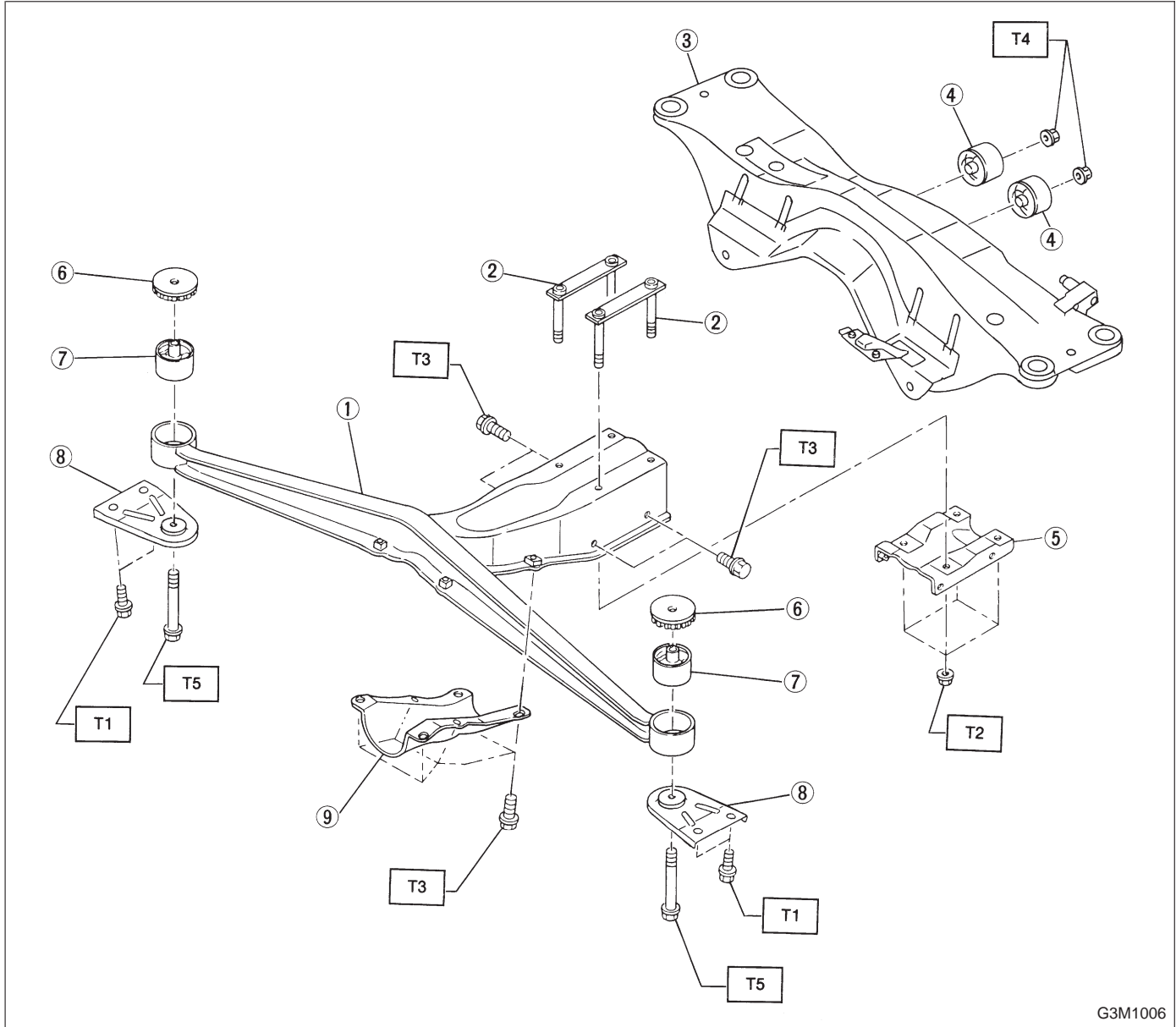
● Front and rear bearing preload at companion flange bolt hole	New bearing	12.7 — 32.4 N (1.3 — 3.3 kg, 2.9 — 7.3 lb)
● Preload adjusting washer length	Part No.	Length mm (in)
	38336AA000	1.500 (0.0591)
	38336AA120	1.513 (0.0596)
	38336AA010	1.525 (0.0600)
	38336AA130	1.538 (0.0606)
	38336AA020	1.550 (0.0610)
	38336AA140	1.563 (0.0615)
	38336AA030	1.575 (0.0620)
	38336AA150	1.588 (0.0625)
	38336AA040	1.600 (0.0630)
	38336AA160	1.613 (0.0635)
	38336AA050	1.625 (0.0640)
	38336AA170	1.638 (0.0645)
	38336AA060	1.650 (0.0650)
	38336AA180	1.663 (0.0655)
	38336AA070	1.675 (0.0659)
	38336AA190	1.688 (0.0665)
	38336AA080	1.700 (0.0669)
	38336AA200	1.713 (0.0674)
	38336AA090	1.725 (0.0679)
	38336AA210	1.738 (0.0684)
	38336AA100	1.750 (0.0689)
	38336AA220	1.763 (0.0694)
	38336AA110	1.775 (0.0699)
● Preload adjusting spacer length	32288AA040	52.3 (2.059)
	32288AA050	52.5 (2.067)
	31454AA100	52.6 (2.071)
	32288AA060	52.7 (2.075)
	31454AA110	52.8 (2.079)
	32288AA070	52.9 (2.083)
	31454AA120	53.0 (2.087)
	32288AA080	53.1 (2.091)
	32288AA090	53.3 (2.098)
● Pinion height adjusting shim thickness	32295AA200	0.150 (0.0059)
	32295AA210	0.175 (0.0069)
	32295AA220	0.200 (0.0079)
	32295AA230	0.225 (0.0089)
	32295AA240	0.250 (0.0098)
	32295AA250	0.275 (0.0108)
● Side gear backlash	0.05 — 0.15 mm (0.0020 — 0.0059 in)	
● Side gear thrust washer thickness	Part No.	Thickness mm (in)
	803135011	0.925 — 0.950 (0.0364 — 0.0374)
	803135012	0.950 — 0.975 (0.0374 — 0.0384)
	803135013	0.975 — 1.000 (0.0384 — 0.0394)
	803135014	1.000 — 1.025 (0.0394 — 0.0404)
	803135015	1.025 — 1.050 (0.0404 — 0.0413)
● Crown gear to drive pinion backlash	Limit	0.10 — 0.15 (0.0039 — 0.0059)
● Crown gear runout on its back surface		0.05 (0.0020)
● Oil capacity		0.8 ℓ (0.8 US qt, 0.7 Imp qt)

2. REAR DIFFERENTIAL (2200 cc MODEL)

Front and rear bearing preload at companion flange bolt hole	New bearing	19.6 — 28.4 N (2.0 — 2.9 kg, 4.4 — 6.4 lb)
	Used bearing	8.34 — 16.67 N (0.85 — 1.70 kg, 1.87 — 3.75 lb)
Preload adjusting washer length	Part No.	Length
	383705200	2.59 mm (0.1020 in)
	383715200	2.57 mm (0.1012 in)
	383725200	2.55 mm (0.1004 in)
	383735200	2.53 mm (0.0996 in)
	383745200	2.51 mm (0.0988 in)
	383755200	2.49 mm (0.0980 in)
	383765200	2.47 mm (0.0972 in)
	383775200	2.45 mm (0.0965 in)
	383785200	2.43 mm (0.0957 in)
	383795200	2.41 mm (0.0949 in)
	383805200	2.39 mm (0.0941 in)
	383815200	2.37 mm (0.0933 in)
	383825200	2.35 mm (0.0925 in)
	383835200	2.33 mm (0.0917 in)
	383845200	2.31 mm (0.0909 in)
Preload adjusting spacer length	Part No.	Length
	383695201	56.2 mm (2.213 in)
	383695202	56.4 mm (2.220 in)
	383695203	56.6 mm (2.228 in)
	383695204	56.8 mm (2.236 in)
	383695205	57.0 mm (2.244 in)
	383695206	57.2 mm (2.252 in)

Pinion height adjusting shim thickness	Part No.	Thickness
	383495200	3.09 mm (0.1217 in)
	383505200	3.12 mm (0.1228 in)
	383515200	3.15 mm (0.1240 in)
	383525200	3.18 mm (0.1252 in)
	383535200	3.21 mm (0.1264 in)
	383545200	3.24 mm (0.1276 in)
	383555200	3.27 mm (0.1287 in)
	383565200	3.30 mm (0.1299 in)
	383575200	3.33 mm (0.1311 in)
	383585200	3.36 mm (0.1323 in)
	383595200	3.39 mm (0.1335 in)
	383605200	3.42 mm (0.1346 in)
	383615200	3.45 mm (0.1358 in)
	383625200	3.48 mm (0.1370 in)
	383635200	3.51 mm (0.1382 in)
	383645200	3.54 mm (0.1394 in)
	383655200	3.57 mm (0.1406 in)
	383665200	3.60 mm (0.1417 in)
	383675200	3.63 mm (0.1429 in)
	383685200	3.66 mm (0.1441 in)
Side bearing standard width	—	20.00 mm (0.7874 in)
Side bearing retainer shim thickness	Part No.	Thickness
	383475201	0.20 mm (0.0079 in)
	383475202	0.25 mm (0.0098 in)
	383475203	0.30 mm (0.0118 in)
	383475204	0.40 mm (0.0157 in)
	383475205	0.50 mm (0.0197 in)
Crown gear to drive pinion backlash	Limit	0.10 — 0.20 mm (0.0039 — 0.0079 in)
Crown gear runout on its back surface		0.05 mm (0.0020 in)
Oil capacity		0.8 ℓ (0.8 US qt, 0.7 Imp qt)

1. Rear Differential Mounting System



- ① Differential front member
- ② Plate
- ③ Crossmember
- ④ Rear bushing
- ⑤ Differential mount lower bracket
- ⑥ Stopper
- ⑦ Front bushing
- ⑧ Differential mount bracket
- ⑨ Differential mount front cover

Tightening torque: N·m (kg-m, ft-lb)

T1: 32±8 (3.3±0.8, 23.9±5.8)

T2: 64±8 (6.5±0.8, 47.0±5.8)

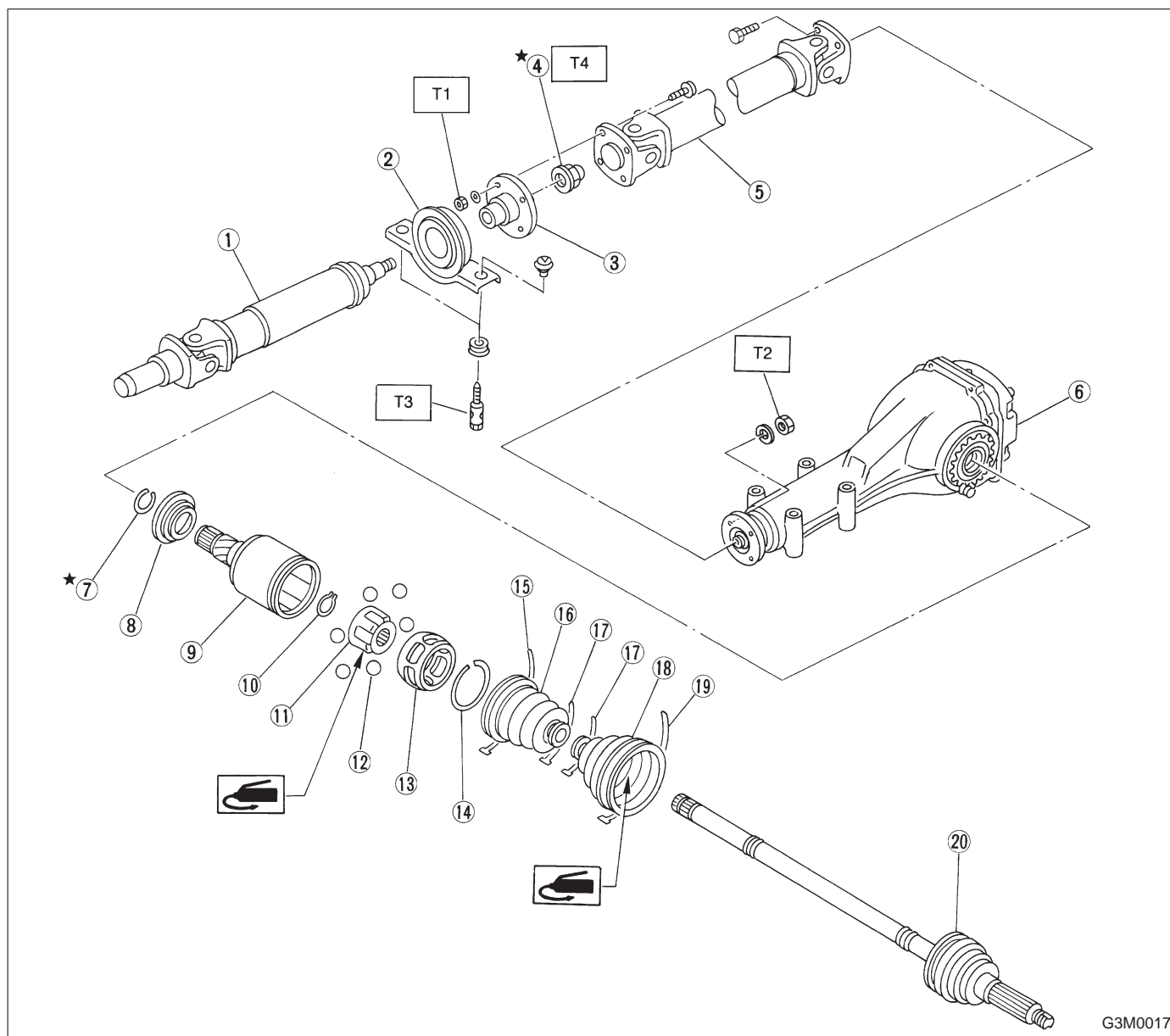
T3: 69±10 (7.0±1.0, 51±7)

T4: 69±8 (7.0±0.8, 50.6±5.8)

T5: 98±10 (10.0±1.0, 72±7)

2. Propeller Shaft

1. 1800 cc MODEL

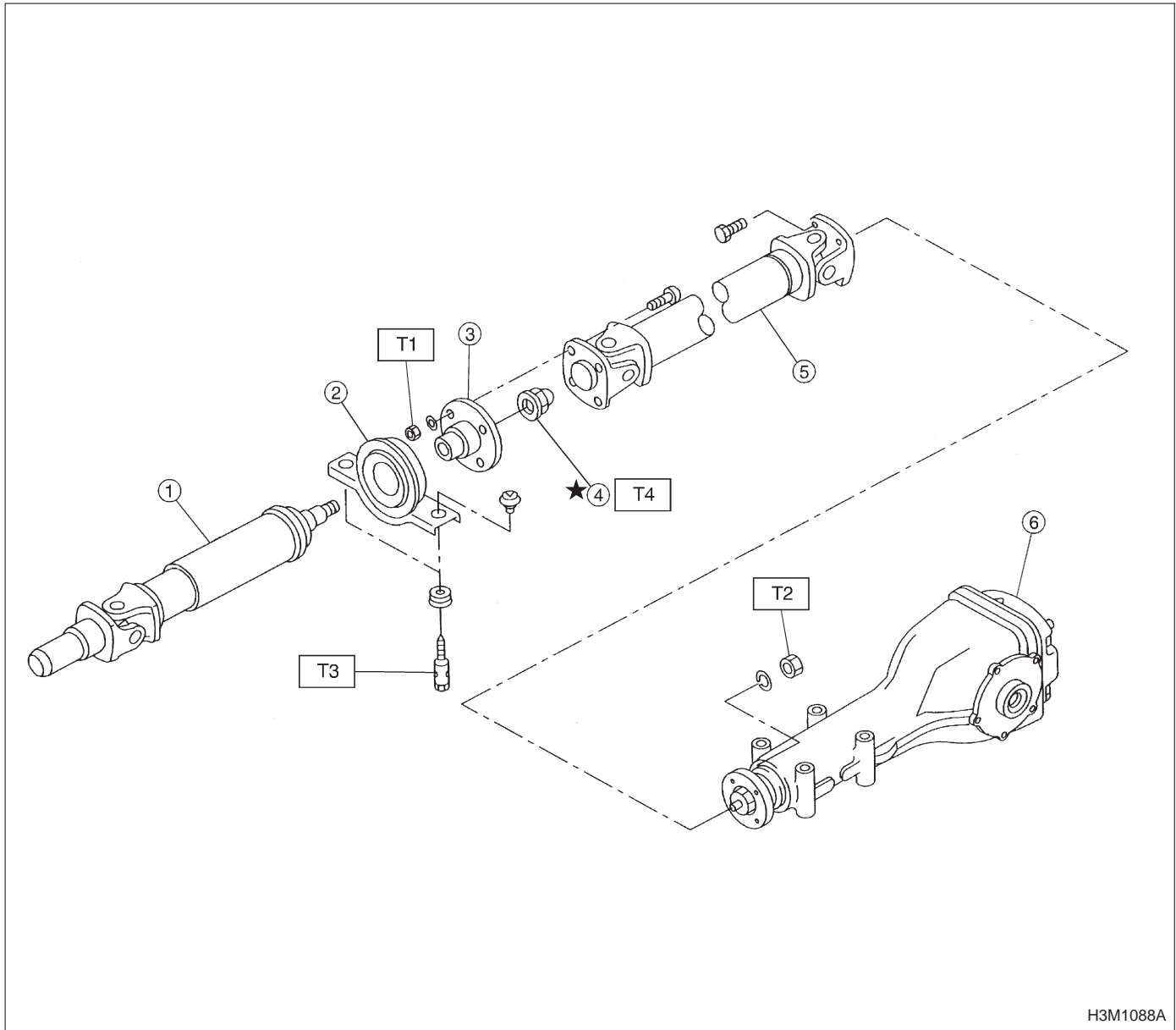


- ① Front propeller shaft
- ② Center bearing
- ③ Companion flange
- ④ Stake nut
- ⑤ Rear propeller shaft
- ⑥ Rear differential
- ⑦ Circlip
- ⑧ Baffle plate (DOJ)
- ⑨ Outer race (DOJ)
- ⑩ Snap ring
- ⑪ Inner race (DOJ)
- ⑫ Ball
- ⑬ Cage
- ⑭ Circlip

- ⑮ Boot band (DOJ)
- ⑯ Boot (DOJ)
- ⑰ Boot band
- ⑱ Boot (BJ)
- ⑲ Boot band (BJ)
- ⑳ BJ ASSY

Tightening torque: N·m (kg-m, ft-lb)
T1: 27.9±4.4 (2.85±0.45, 20.6±3.3)
T2: 31±8 (3.2±0.8, 23.1±5.8)
T3: 52±5 (5.3±0.5, 38.3±3.6)
T4: 270±25 (27.5±2.5, 199±18)

2. 2200 cc MODEL

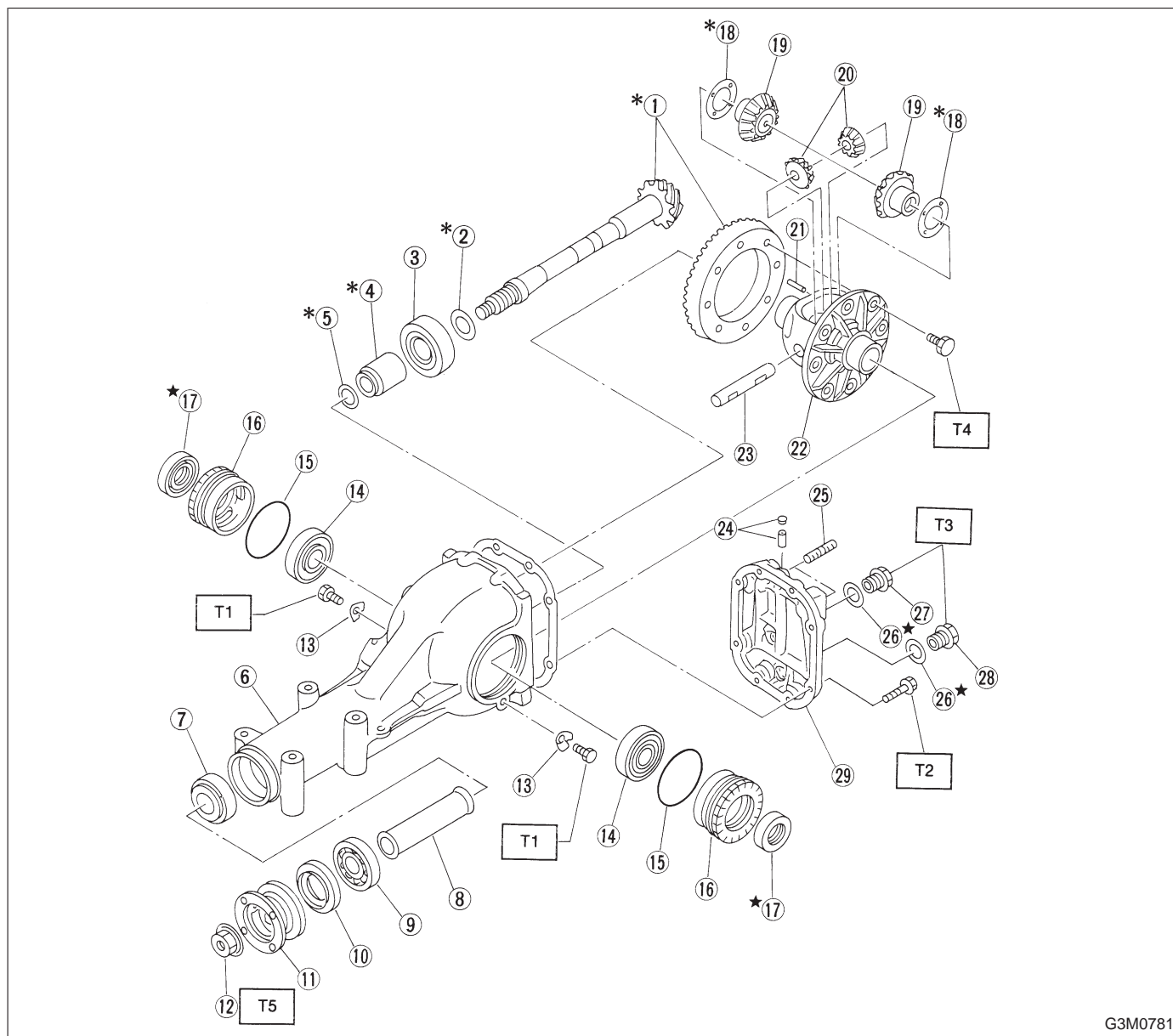


- ① Front propeller shaft
- ② Center bearing
- ③ Companion flange
- ④ Stake nut
- ⑤ Rear propeller shaft
- ⑥ Rear differential

Tightening torque: N·m (kg·m, ft·lb)
T1: 27.9±4.4 (2.85±0.45, 20.6±3.3)
T2: 31±8 (3.2±0.8, 23.1±5.8)
T3: 52±5 (5.3±0.5, 38.3±3.6)
T4: 270±25 (27.5±2.5, 199±18)

3. Rear Differential Assembly

1. 1800 cc MODEL



G3M0781

- ① Pinion crown gear set
- ② Pinion height adjusting shim
- ③ Rear bearing
- ④ Bearing preload adjusting spacer
- ⑤ Bearing preload adjusting washer
- ⑥ Differential carrier
- ⑦ Front bearing
- ⑧ Collar
- ⑨ Pilot bearing
- ⑩ Front oil seal
- ⑪ Companion flange
- ⑫ Self-locking nut
- ⑬ Lock plate
- ⑭ Side bearing
- ⑮ O-ring
- ⑯ Axle shaft holder
- ⑰ Side oil seal
- ⑱ Side gear thrust washer

- ⑲ Side gear
- ⑳ Pinion mate gear
- ㉑ Pinion shaft lock pin
- ㉒ Differential case
- ㉓ Pinion mate shaft
- ㉔ Air breather cap
- ㉕ Stud bolt
- ㉖ Gasket
- ㉗ Oil filler plug
- ㉘ Oil drain plug
- ㉙ Rear cover

Tightening torque: N·m (kg-m, ft-lb)

T1: 25±3 (2.5±0.3, 18.1±2.2)

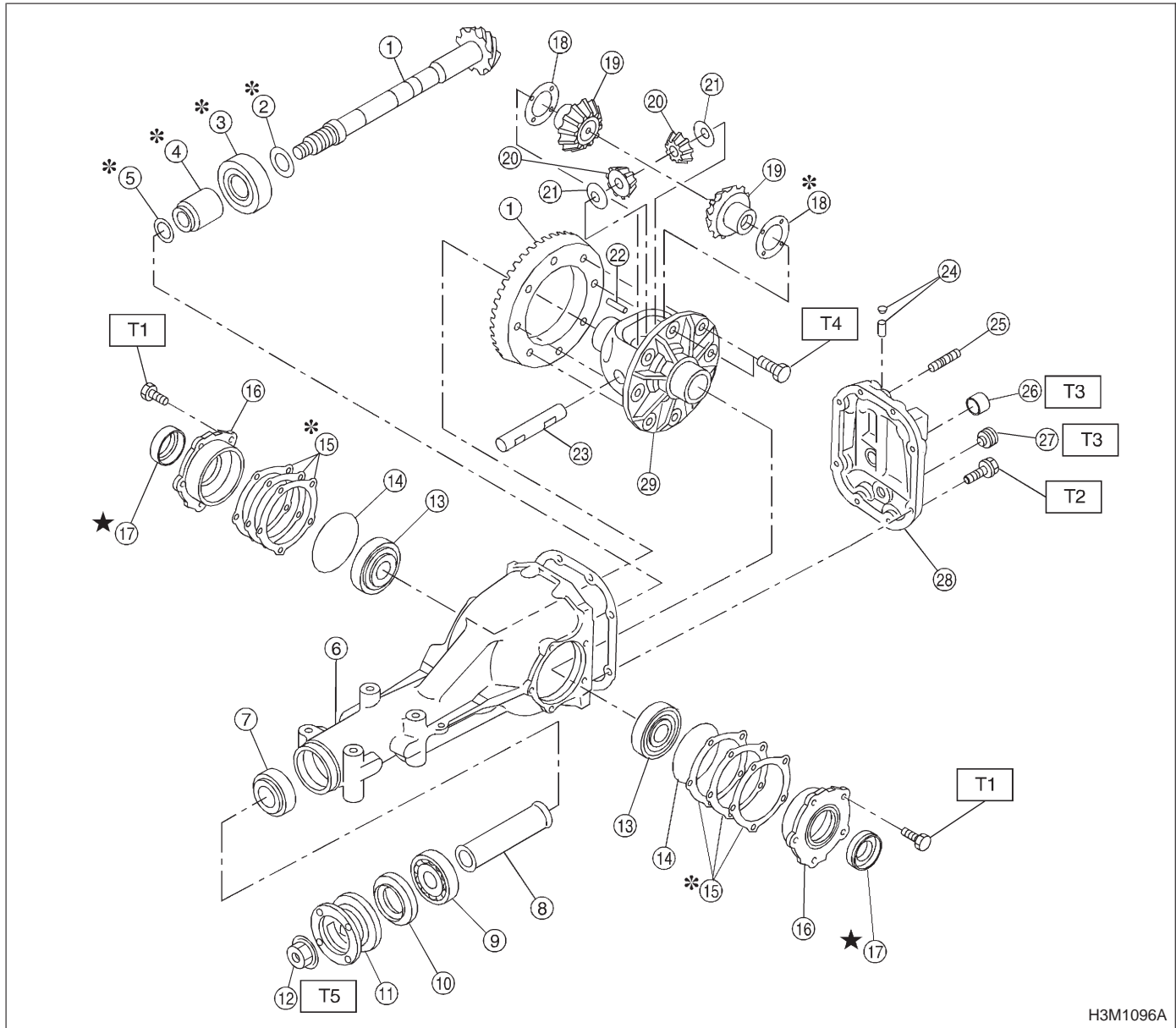
T2: 25±2 (2.5±0.2, 18.1±1.4)

T3: 34±4 (3.5±0.4, 25.3±2.9)

T4: 62±5 (6.3±0.5, 45.6±3.6)

T5: 188±26 (19.2±2.7, 139±20)

2. 2200 cc MODEL



H3M1096A

- | | |
|------------------------------------|------------------------------|
| ① Pinion crown gear set | ⑮ Side bearing retainer shim |
| ② Pinion height adjusting washer | ⑯ Side bearing retainer |
| ③ Rear bearing | ⑰ Side oil seal |
| ④ Bearing preload adjusting spacer | ⑱ Side gear thrust washer |
| ⑤ Bearing preload adjusting washer | ⑲ Side gear |
| ⑥ Differential carrier | ⑳ Pinion mate gear |
| ⑦ Front bearing | ㉑ Pinion mate gear washer |
| ⑧ Spacer | ㉒ Pinion shaft lock pin |
| ⑨ Pilot bearing | ㉓ Pinion mate shaft |
| ⑩ Front oil seal | ㉔ Air breather cap |
| ⑪ Companion flange | ㉕ Stud bolt |
| ⑫ Self-locking nut | ㉖ Oil filler plug |
| ⑬ Side bearing | ㉗ Oil drain plug |
| ⑭ O-ring | ㉘ Rear cover |

- ㉙ Differential case

Tightening torque: N·m (kg-m, ft-lb)

T1: 10.3±1.5
(1.05±0.15, 7.6±1.1)

T2: 29.4±4.9
(3.00±0.50, 21.7±3.6)

T3: 44.1±3.9
(4.50±0.40, 32.5±2.9)

T4: 103.0±9.8
(10.50±1.00, 75.9±7.2)

T5: 181.4±14.7
(18.50±1.50, 133.8±10.8)

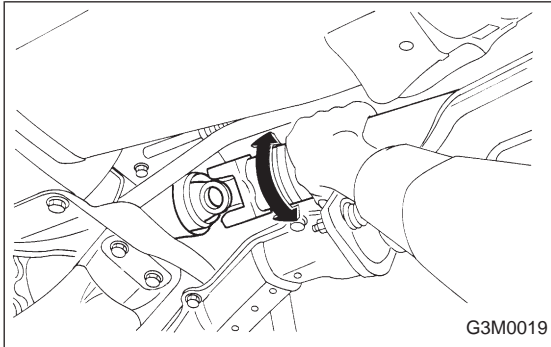
1. Propeller Shaft

A: ON-CAR SERVICE

Check the following points with propeller shaft installed in vehicle.

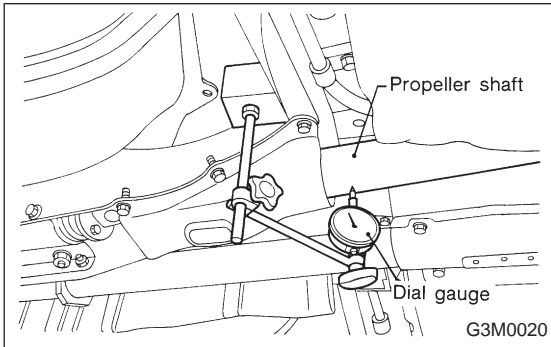
1) Joints and connections

Check for any looseness of yoke flange connecting bolts and center bearing retaining bolts.



2) Splines and bearing locations

Turn propeller shaft by hand to see if abnormal free play exists at splines. Also move yokes to see if abnormal free play exists at spiders and bearings.



3) Runout of propeller shaft

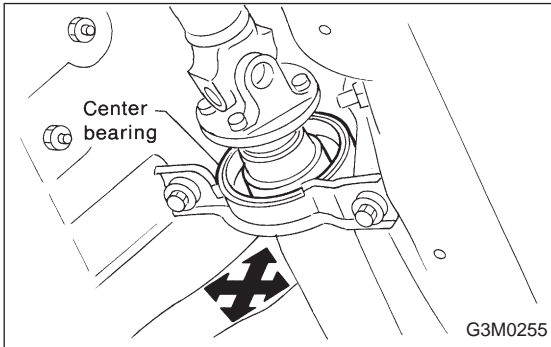
Turn rear wheels by hand to check for “runout” of propeller shaft.

Runout:

Limit 0.6 mm (0.024 in)

NOTE:

Measure runout with a dial gauge at the center of front and rear propeller shaft tubes.



4) Center bearing free play

While holding propeller shaft near center bearing with your hand, move it up and down, and left and right to check for any abnormal bearing free play.

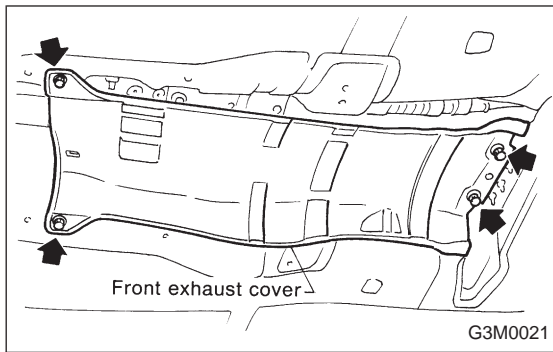
B: REMOVAL

NOTE:

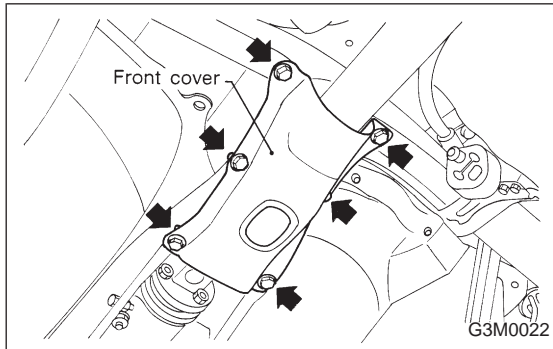
Before removing propeller shaft, wrap metal parts with a cloth or rubber material.

- 1) Disconnect ground cable from battery.
- 2) Move selector lever or gear shift lever to “N”.
- 3) Release the parking brake.
- 4) Jack up vehicle and support it with sturdy racks.
- 5) Remove rear exhaust pipe and muffler.

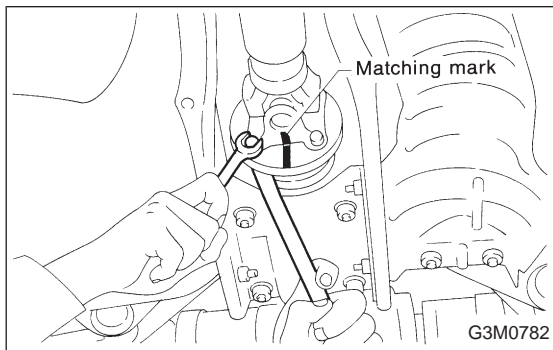
<Ref. to 2-9 [W2A0], [W3A0].>



6) Remove front exhaust cover.



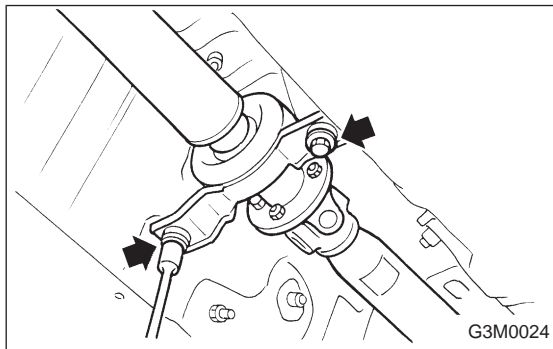
7) Remove differential mount front cover.



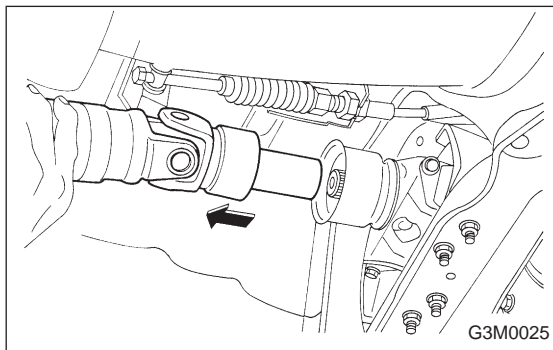
8) Remove the four bolts which hold propeller shaft to rear differential.

NOTE:

- Put matching marks on affected parts before removal.
- Remove all but one bolt.



9) Remove the two bolts which hold center bearing to car body.



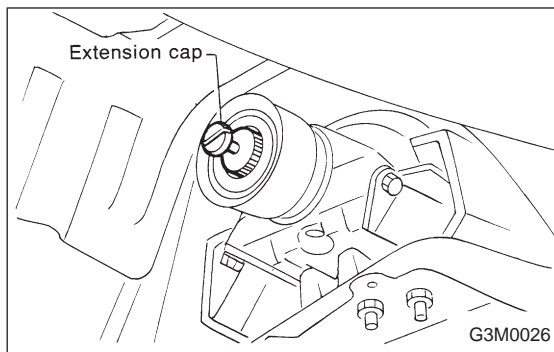
10) Remove propeller shaft from transmission.

CAUTION:

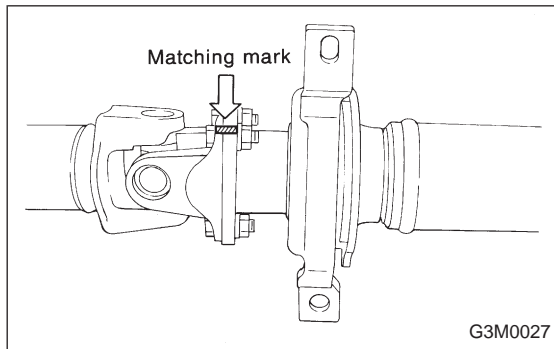
Be sure not to damage oil seals and the frictional surface of sleeve yoke.

NOTE:

- Be sure to use an empty oil can to catch oil flowing out when removing propeller shaft.
- Be sure to plug the opening in transmission after removal of propeller shaft.



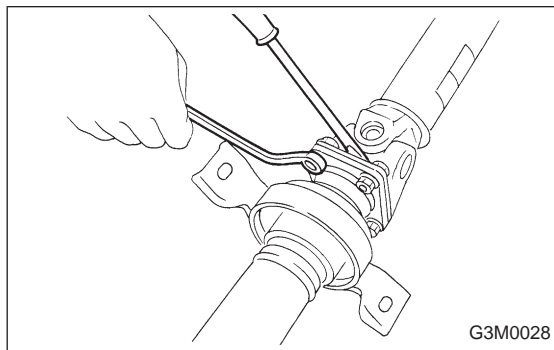
11) Install the extension cap to transmission.



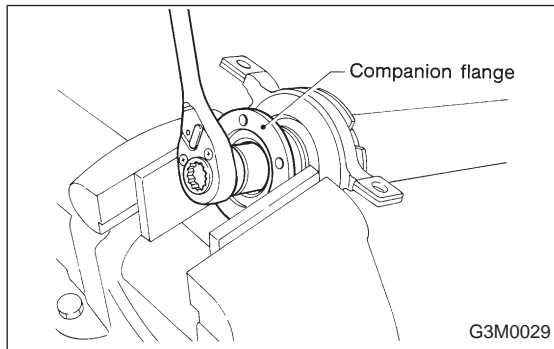
C: DISASSEMBLY

Before removing center bearing, check its condition. If it does not operate smoothly or if there is any free play or leakage, remove as follows:

1) Put matching marks on affected parts.



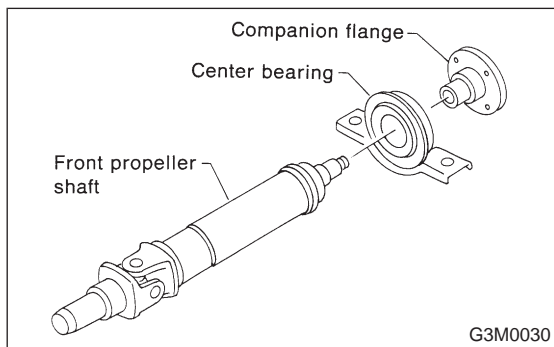
2) Remove bolts which hold front propeller shaft to rear propeller shaft.



3) Place companion flange in a vise and remove stake nut.

CAUTION:

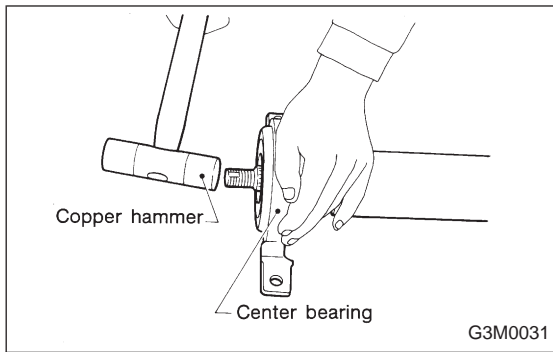
Be sure not to hold propeller shaft pipe portion in the vise.



4) Drive out companion flange with a puller or press.

NOTE:

Before disassembling, put matching mark on affected parts.



5) Lightly tap the head of front propeller shaft with a copper hammer until center bearing is removed.

CAUTION:

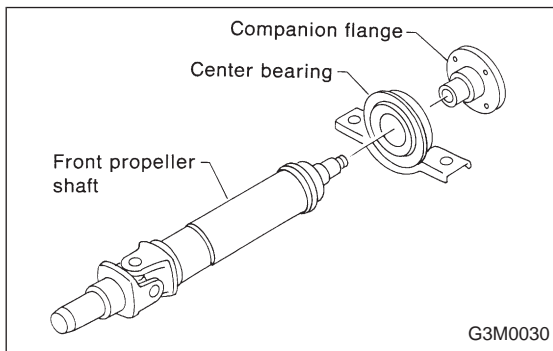
Be careful not to damage the thread portion.

D: INSPECTION

NOTE:

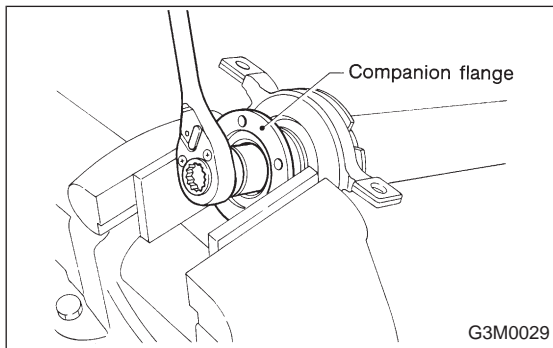
Do not disassemble propeller shaft. Check the following and replace if necessary.

- 1) Tube surfaces for dents or cracks
- 2) Splines for deformation or abnormal wear
- 3) Joints for non-smooth operation or abnormal noise
- 4) Center bearing for free play, noise or non-smooth operation
- 5) Oil seals for abnormal wear or damage
- 6) Center bearing for breakage



E: ASSEMBLY

- 1) Install center bearing onto front propeller shaft.
- 2) Align marks and install companion flange.



- 3) Tighten stake nut until center bearing is set in position.

CAUTION:

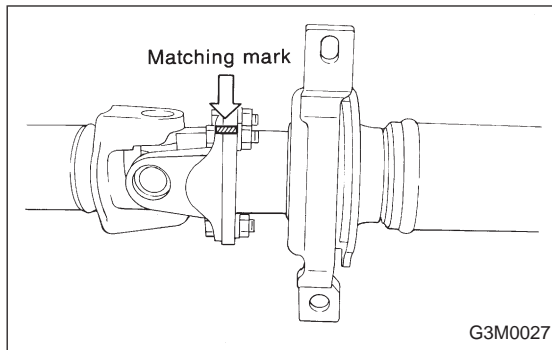
Be sure to install new stake nut.

Tightening torque:

$270 \pm 25 \text{ N} \cdot \text{m}$ ($27.5 \pm 2.5 \text{ kg} \cdot \text{m}$, $199 \pm 18 \text{ ft} \cdot \text{lb}$)

NOTE:

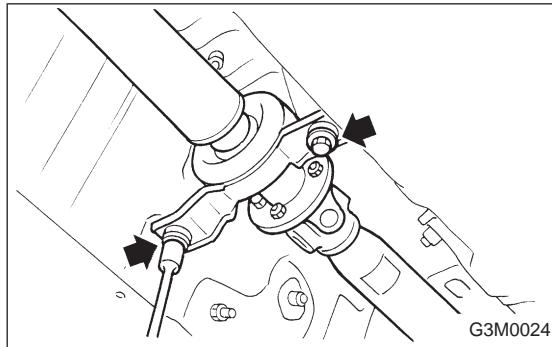
Stake the nut after tightening.



4) Align matching marks and connect front and rear propeller shafts.

Tightening torque:

$27.9 \pm 4.4 \text{ N}\cdot\text{m}$ ($2.85 \pm 0.45 \text{ kg}\cdot\text{m}$, $20.6 \pm 3.3 \text{ ft}\cdot\text{lb}$)

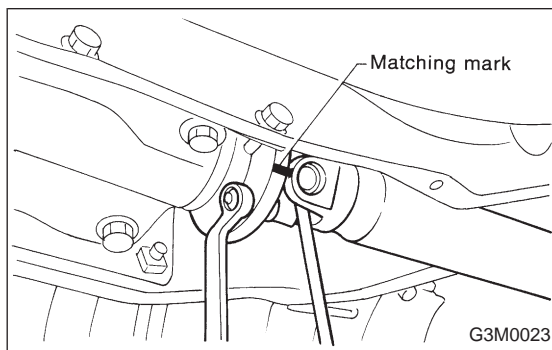


F: INSTALLATION

1) Insert sleeve yoke into transmission and attach center bearing to car body.

Tightening torque:

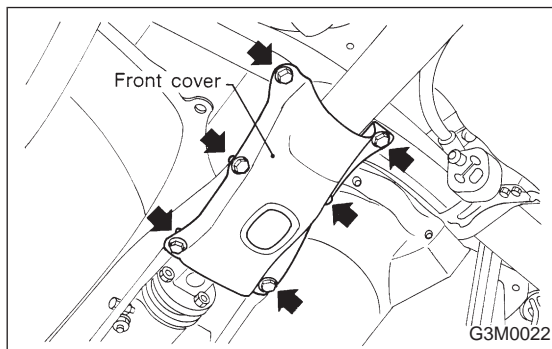
$52 \pm 5 \text{ N}\cdot\text{m}$ ($5.3 \pm 0.5 \text{ kg}\cdot\text{m}$, $38.3 \pm 3.6 \text{ ft}\cdot\text{lb}$)



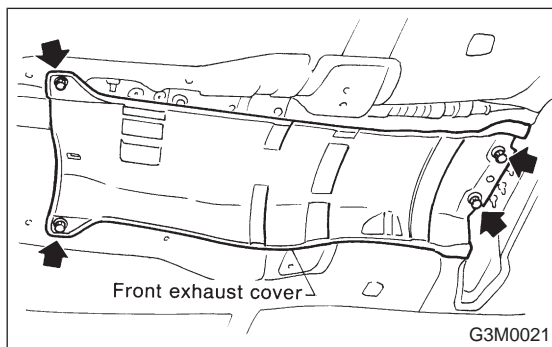
2) Align matching marks and connect flange yoke and rear differential.

Tightening torque:

$31 \pm 8 \text{ N}\cdot\text{m}$ ($3.2 \pm 0.8 \text{ kg}\cdot\text{m}$, $23.1 \pm 5.8 \text{ ft}\cdot\text{lb}$)



3) Install differential mount front cover.



4) Install front exhaust cover.

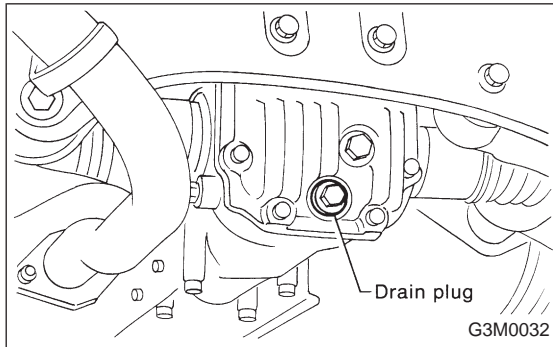
5) Install rear exhaust pipe and muffler.

2. Rear Differential

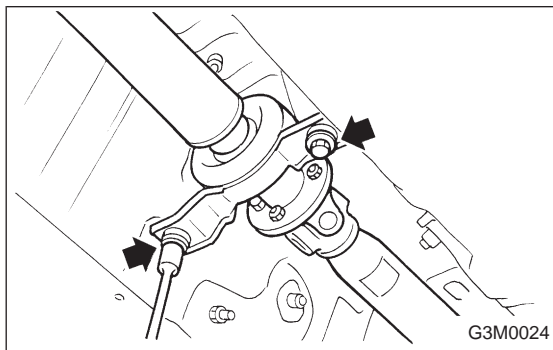
A: ON-CAR SERVICE

1. FRONT OIL SEAL (1800 cc MODEL)

- 1) Disconnect ground cable from battery.
- 2) Move selector lever or gear shift lever to "N".
- 3) Release the parking brake.



- 4) Remove oil drain plug, and drain gear oil.

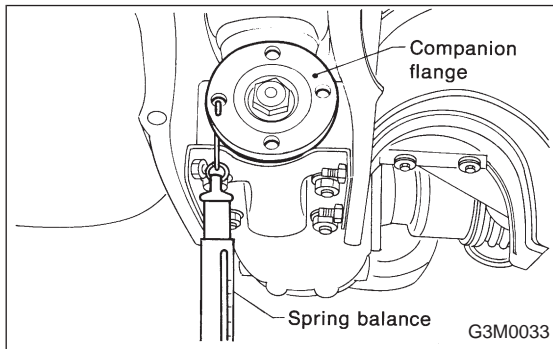


- 5) Jack-up rear wheels and support the vehicle body with sturdy racks.

- 6) Remove propeller shaft from body. <Ref. to 3-4 [W1B0].>

CAUTION:

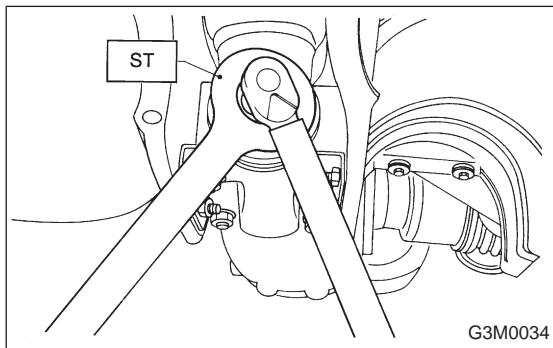
Wrap metal parts with a cloth or rubber material to prevent damage from adjacent metal parts.



- 7) Measure turning resistance of companion flange.

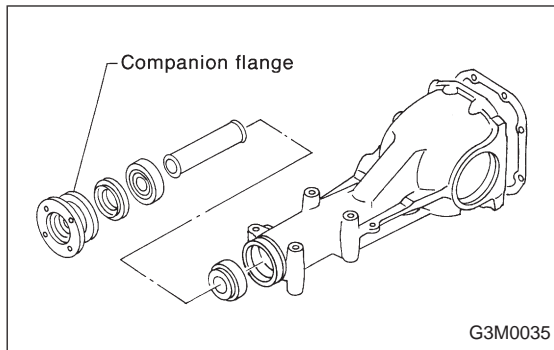
NOTE:

- Before measuring, remove the DOJ. <Ref. to 3-4 [W2A2].>
- Measure turning resistance after making sure that the companion flange turns smoothly.

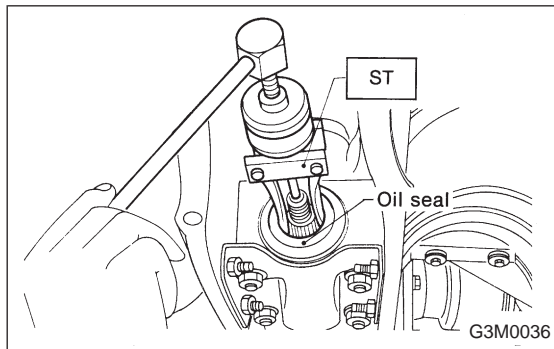


- 8) Remove self-locking nut while holding companion flange with ST.

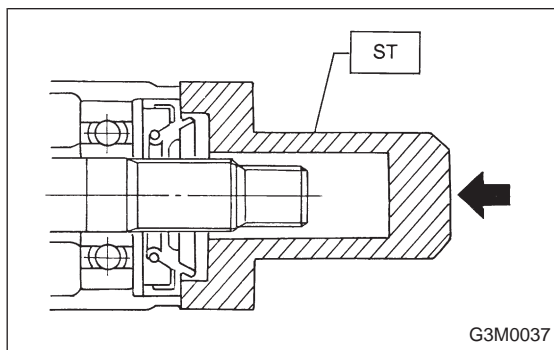
ST 498427200 FLANGE WRENCH



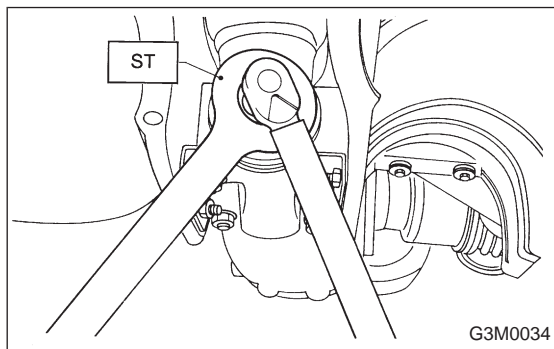
9) Extract companion flange with a puller.



10) Remove oil seal using ST.
ST 398527700 PULLER ASSY



11) Fit a new oil seal using ST.
ST 498447120 OIL SEAL INSTALLER



12) Install companion flange.
13) Tighten self-locking nut within the specified torque range so that the turning resistance of companion flange becomes the same as that before replacing oil seal.

ST 498427200 FLANGE WRENCH

CAUTION:

Use a new self-locking nut.

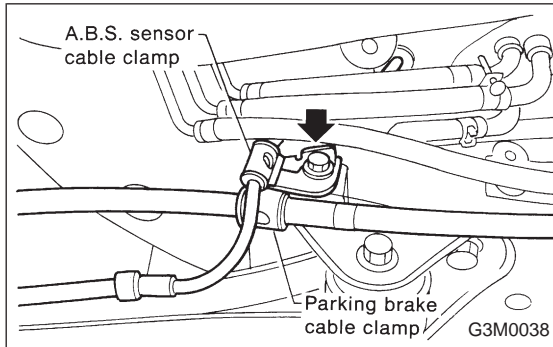
Tightening torque:

$188 \pm 26 \text{ N} \cdot \text{m}$ ($19.2 \pm 2.7 \text{ kg} \cdot \text{m}$, $139 \pm 20 \text{ ft} \cdot \text{lb}$)

14) Reassembling procedure hereafter is the reverse of the disassembling.

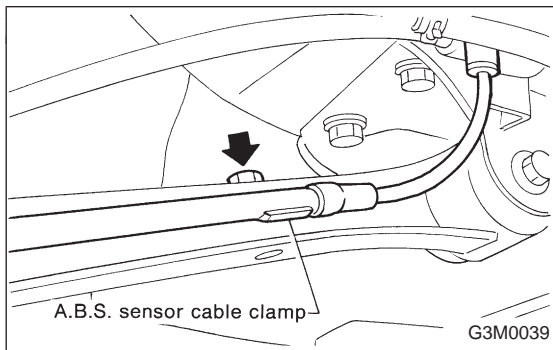
2. SIDE OIL SEAL (1800 cc MODEL)

- 1) Disconnect ground cable from battery.
 - 2) Move selector lever or gear shift lever to "N".
 - 3) Release the parking brake.
 - 4) Loosen both wheel nuts.
 - 5) Jack up the vehicle and support it with rigid racks.
 - 6) Remove wheels.
 - 7) Remove rear exhaust pipe and muffler.
- <Ref. to 2-9 [W2A0], [W3A0].>

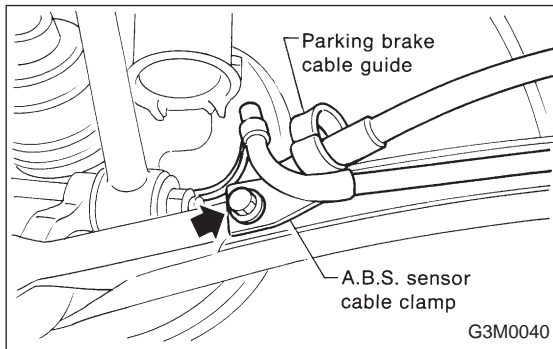


- 8) Remove the DOJ of rear drive shaft from rear differential.

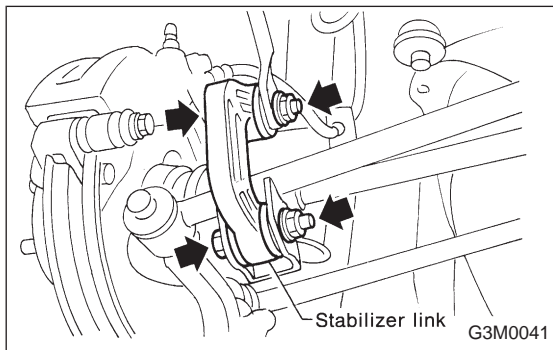
- (1) Remove the A.B.S. sensor cable clamp and parking brake cable clamp from bracket.



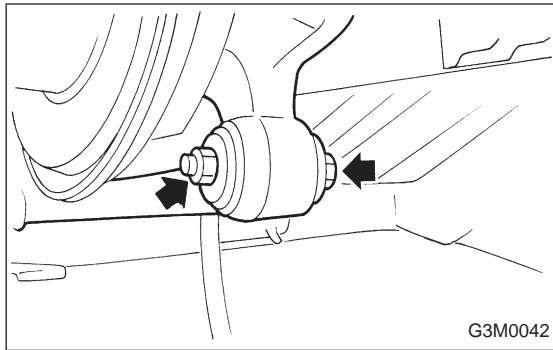
- (2) Remove the A.B.S. sensor cable clamp from the trailing link.



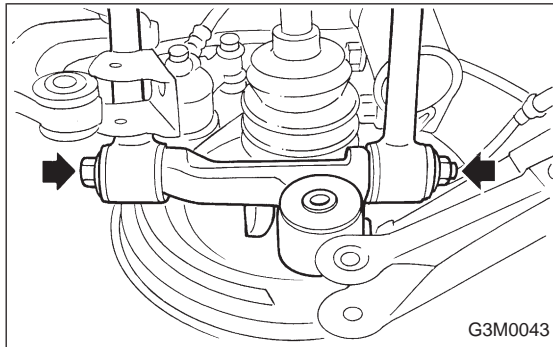
- (3) Remove the A.B.S. sensor cable clamp and parking brake cable guide from the trailing link.



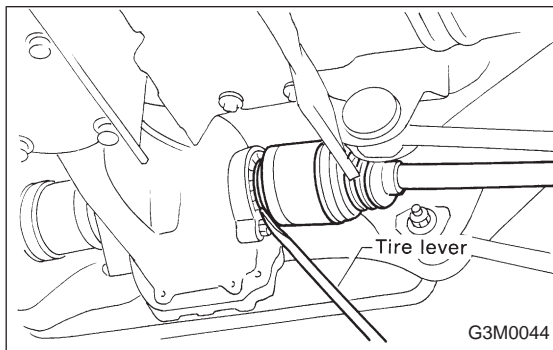
- (4) Remove the rear stabilizer link.



(5) Remove the bolts which secure the trailing link to the rear housing.



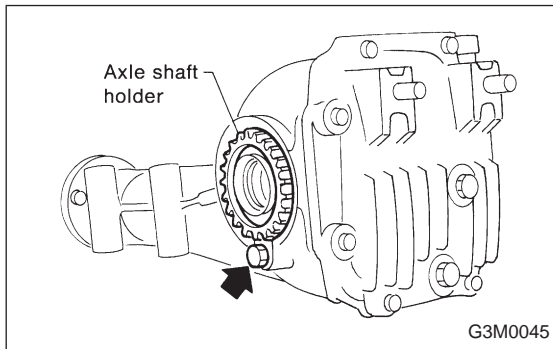
(6) Remove the bolts which secure the front and rear lateral link to the rear housing.



(7) Remove the DOJ from the rear differential with tire lever.

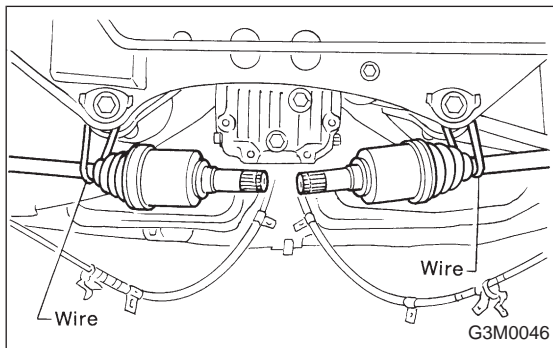
NOTE:

The side spline shaft circlip comes out together with the shaft.

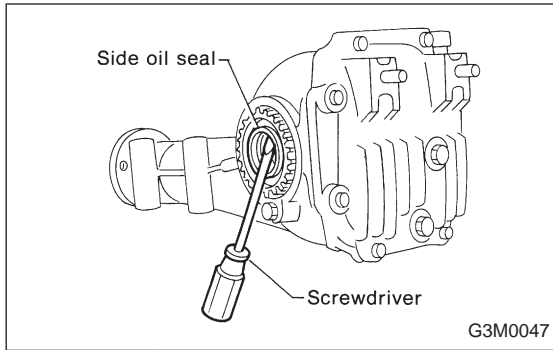


CAUTION:

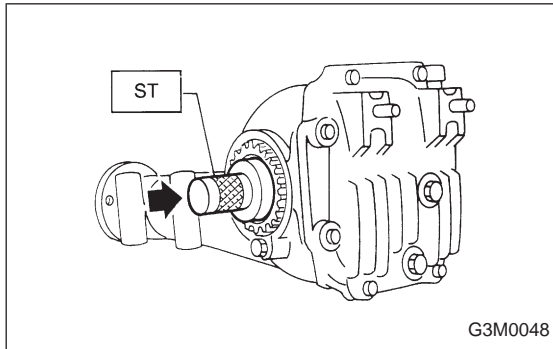
When removing the DOJ from the rear differential, fit tire lever to the bolt as shown in figure so as not to damage the axle shaft holder.



9) Secure rear drive shaft to rear crossmember using wire.



10) Remove oil seal with screwdriver.

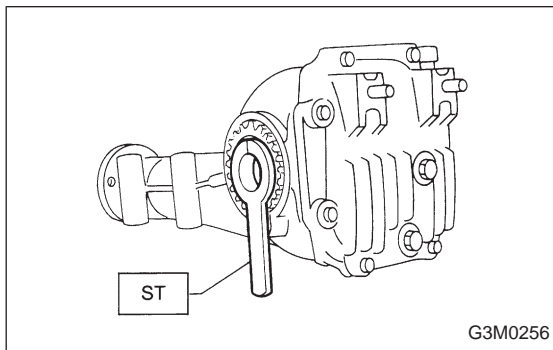


11) Drive in a new side oil seal with ST.

CAUTION:

Apply chassis grease between the oil seal lips.

ST 498447100 OIL SEAL INSTALLER



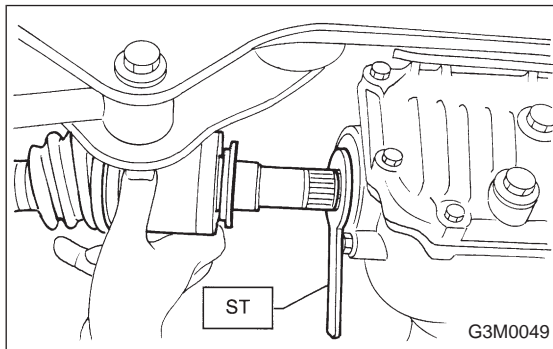
12) Insert the DOJ into rear differential.

CAUTION:

Before inserting, replace the circlip at the end of the spline shaft with a new one.

(1) Install ST to rear differential.

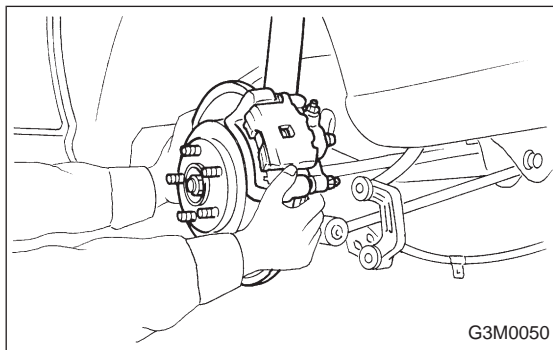
ST 28099PA090 SIDE OIL SEAL PROTECTOR



(2) Insert the spline shaft until the spline portion is inside the side oil seal.

(3) Remove ST.

ST 28099PA090 SIDE OIL SEAL PROTECTOR



(4) Completely insert DOJ into rear differential by pressing rear housing.

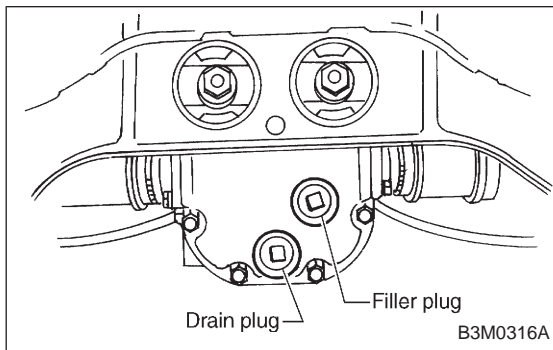
NOTE:

Make sure that oil seal lip is not folded over inward.

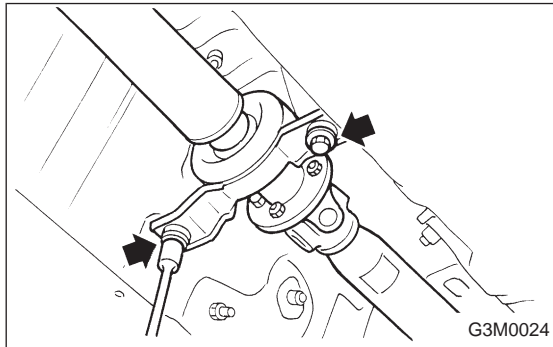
13) Hereafter, re-assemble in reverse order of disassembly.

3. FRONT OIL SEAL (2200 cc MODEL)

- 1) Disconnect ground cable from battery.
- 2) Move selector lever or gear shift lever to "N".
- 3) Release the parking brake.



4) Remove oil drain plug, and drain gear oil.

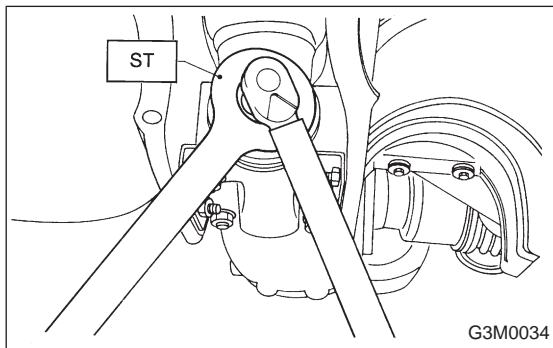


5) Jack-up rear wheels and support the vehicle body with sturdy racks.

6) Remove propeller shaft from body. <Ref. to 3-4 [W1B0].>

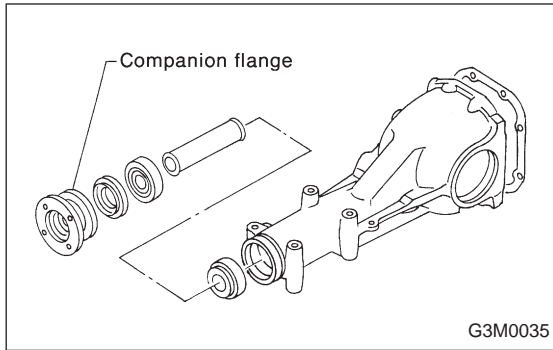
CAUTION:

Wrap metal parts with a cloth or rubber material to prevent damage from adjacent metal parts.

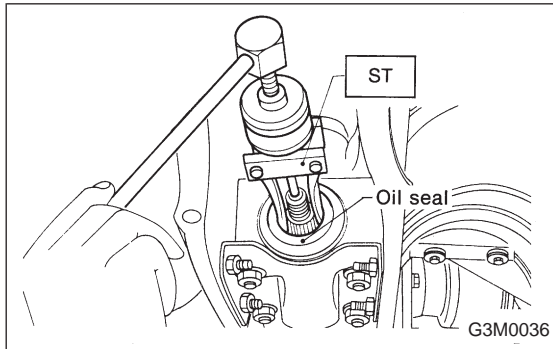


7) Remove self-locking nut while holding companion flange with ST.

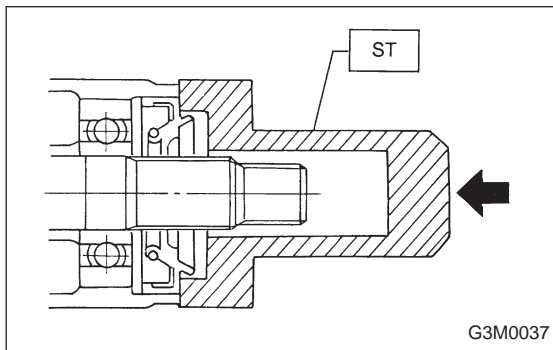
ST 498427200 FLANGE WRENCH



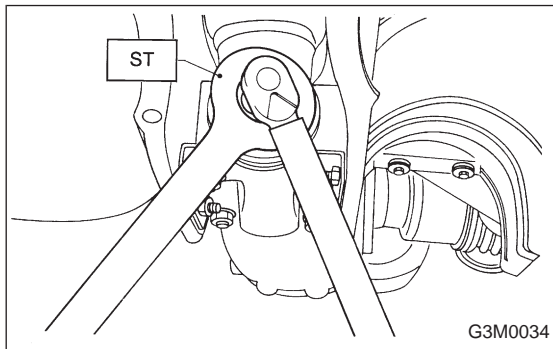
8) Extract companion flange with a puller.



9) Remove oil seal using ST.
ST 499705401 PULLER ASSY



10) Fit a new oil seal using ST.
ST 498447120 OIL SEAL INSTALLER



11) Install companion flange.
12) Tighten self-locking nut within the specified torque range so that the turning resistance of companion flange becomes the same as that before replacing oil seal.

ST 498427200 FLANGE WRENCH

CAUTION:

Use a new self-locking nut.

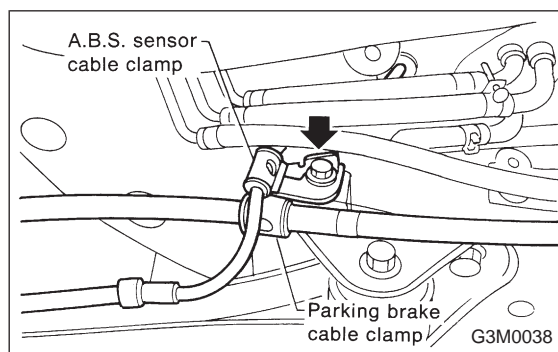
Tightening torque:

$181.4 \pm 14.7 \text{ N}\cdot\text{m}$ ($18.50 \pm 1.50 \text{ kg}\cdot\text{m}$, $133.8 \pm 10.8 \text{ ft}\cdot\text{lb}$)

13) Reassembling procedure hereafter is the reverse of the disassembling.

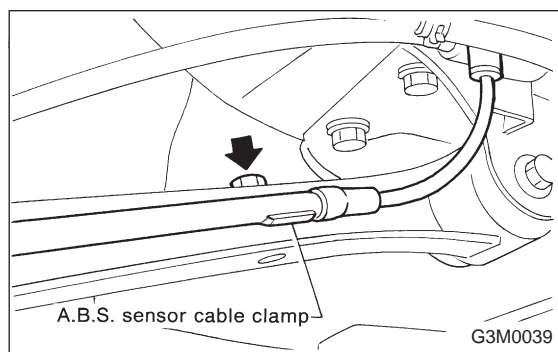
4. SIDE OIL SEAL (2200 cc MODEL)

- 1) Disconnect ground cable from battery.
 - 2) Move selector lever or gear shift lever to "N".
 - 3) Release the parking brake.
 - 4) Loosen both wheel nuts.
 - 5) Jack-up the vehicle and support it with rigid racks.
 - 6) Remove wheels.
 - 7) Remove rear exhaust pipe and muffler.
- <Ref. to 2-9 [W2A0], [W3A0].>

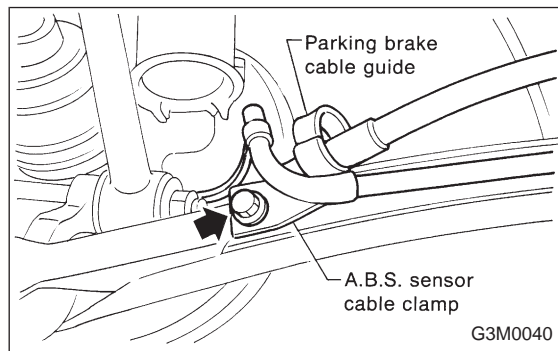


- 8) Remove the DOJ of rear drive shaft from rear differential.

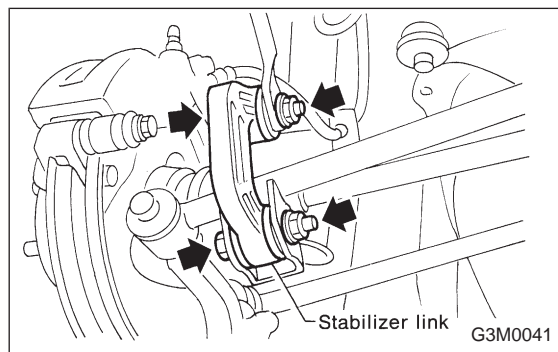
- (1) Remove the A.B.S. sensor cable clamp and parking brake cable clamp from bracket.



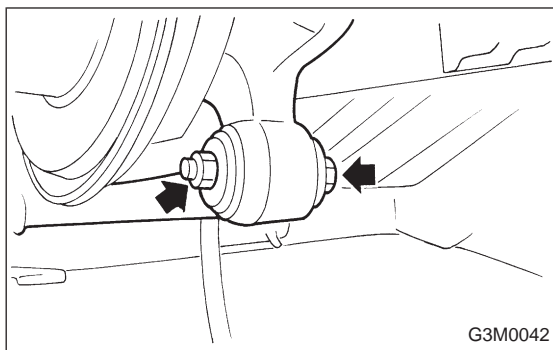
- (2) Remove the A.B.S. sensor cable clamp from the trailing link.



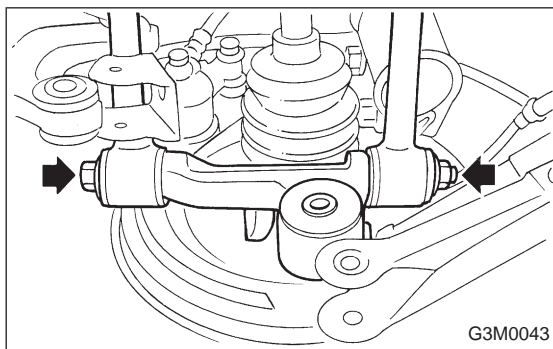
- (3) Remove the A.B.S. sensor cable clamp and parking brake cable guide from the trailing link.



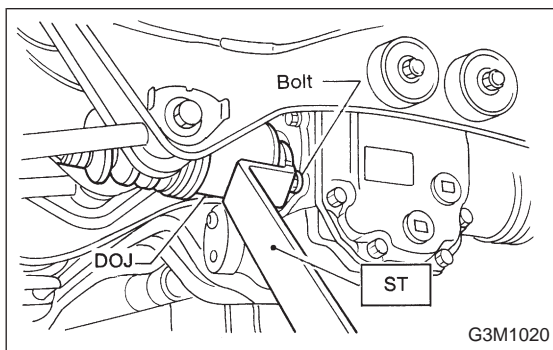
- (4) Remove the rear stabilizer link.



(5) Remove the bolts which secure the trailing link to the rear housing.

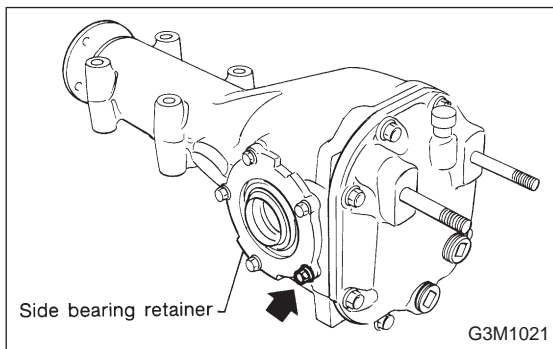


(6) Remove the bolts which secure the front and rear lateral link to the rear housing.

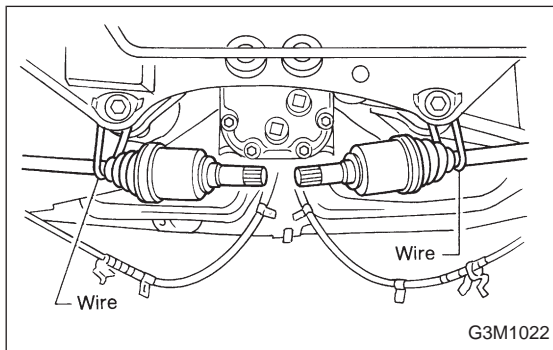


(7) Remove the DOJ from the rear differential by using ST.

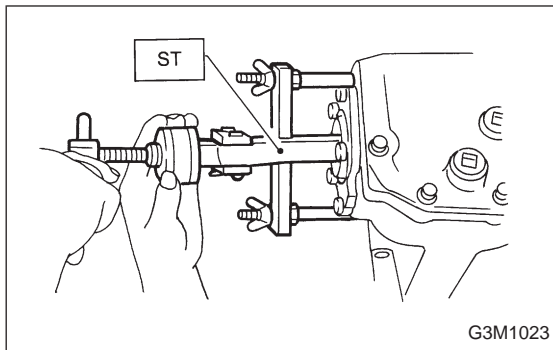
ST 208099PA100 DRIVE SHAFT REMOVER



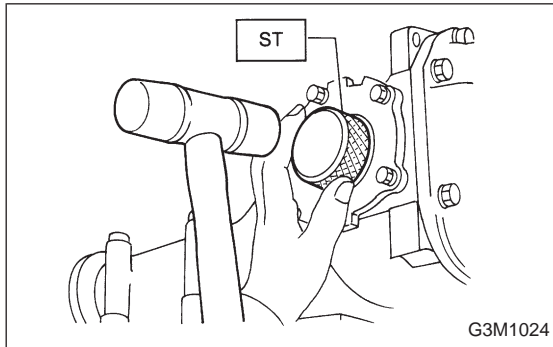
CAUTION:
When removing the DOJ from the rear differential, fit tire lever to the bolt as shown in figure so as not to damage the side bearing retainer.



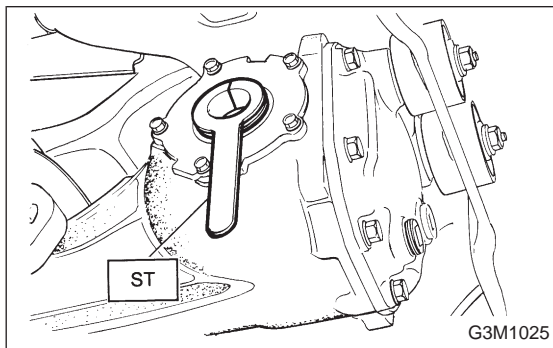
9) Secure rear drive shaft to rear crossmember using wire.



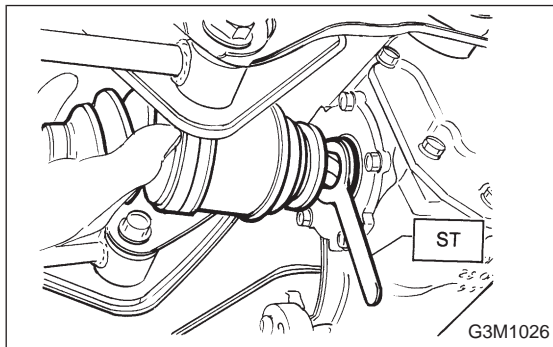
- 10) Remove side oil seal with ST.
ST 398527700 PULLER ASSY



- 11) Drive in a new side oil seal with ST.
CAUTION:
Apply chassis grease between the oil seal lips.
ST 398437700 DRIFT

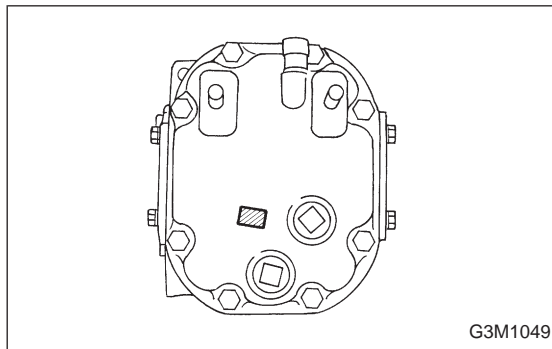
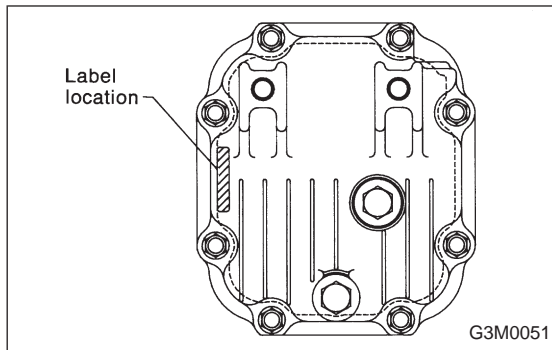


- 12) Insert the DOJ into rear differential.
(1) Install ST to rear differential.
ST 28099PA090 SIDE OIL SEAL PROTECTOR



- (2) Insert the spline shaft until the spline portion is inside the side oil seal.
(3) Remove ST.
ST 28099PA090 SIDE OIL SEAL PROTECTOR

- 13) Hereafter, re-assemble in reverse order of disassembly.



B: IDENTIFICATION

When replacing a rear differential assembly, select the correct one according to the following table.

CAUTION:

Using the different rear differential assembly causes the drive line and tires to “drag” or emit abnormal noise when AWD is selected.

Gear ratio		Part number	Label stuck on rear differential
1800 cc MT	3.900	38300AA060	<div>VA1RBF-XF</div> <div>H3M1057</div>
1800 cc AT	4.111	38300AA000	<div>VA1REE-XA</div> <div>G3M0052</div>
2200 cc AT	4.111	27011AA340	<div>T 2</div> <div>B3M0127</div>

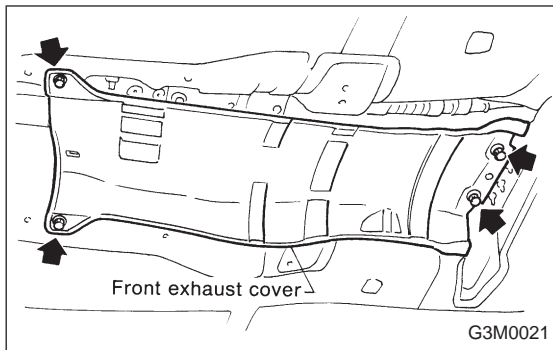
C: REMOVAL

1. 1800 cc MODEL

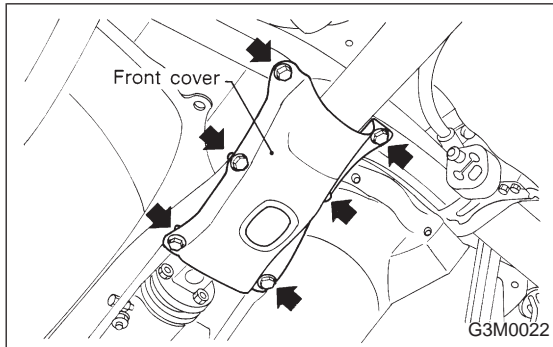
- 1) Disconnect ground cable from battery.
- 2) Move selector lever or gear shift lever to “N”.
- 3) Release the parking brake.
- 4) Loosen wheel nuts.
- 5) Jack-up vehicle and support it with sturdy racks.
- 6) Remove wheels.
- 7) Remove rear exhaust pipe and muffler.

<Ref. to 2-9 [W2A0], [W3A0].>

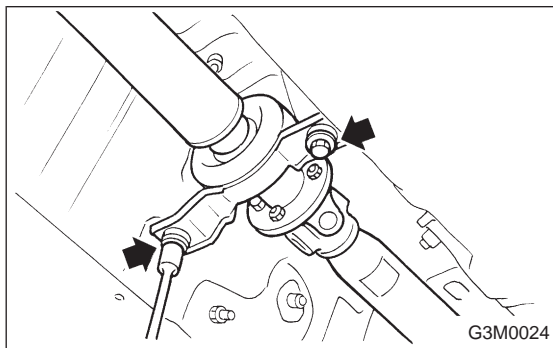
2. Rear Differential



8) Remove front exhaust cover.



9) Remove front cover of rear differential mount.



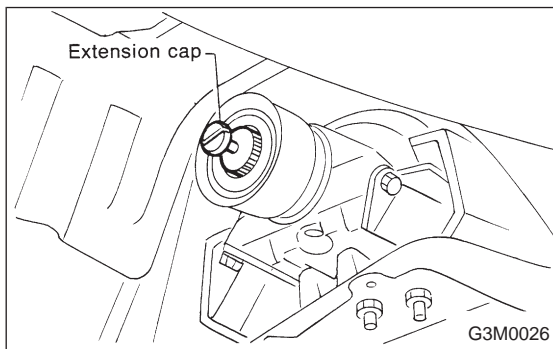
10) Remove propeller shaft.

CAUTION:

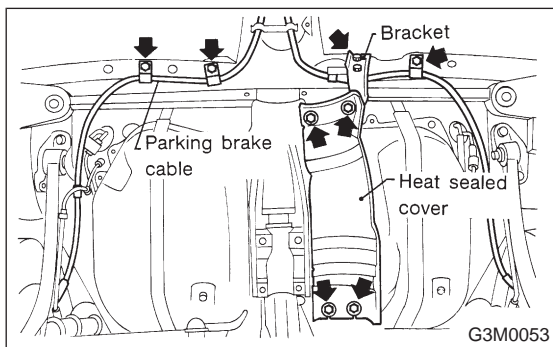
When removing propeller shaft, pay attention not to damage the sliding surfaces of rear drive shaft (extension) spline, oil seal and sleeve yoke.

NOTE:

Prepare an oil can and cap since the transmission oil flows out from the extension at removing propeller shaft.

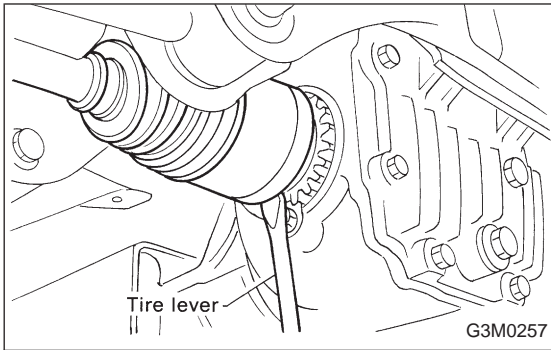
**NOTE:**

Insert the cap into the extension to prevent transmission oil from flowing out immediately after removing the propeller shaft.

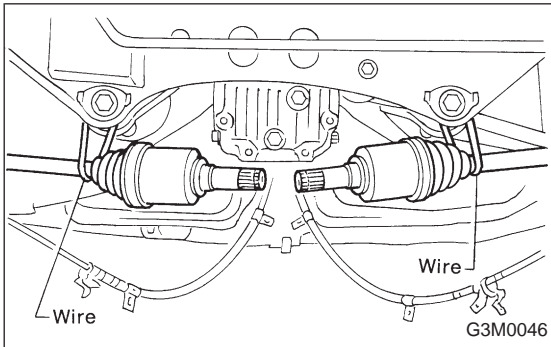


11) Remove heat sealed cover.

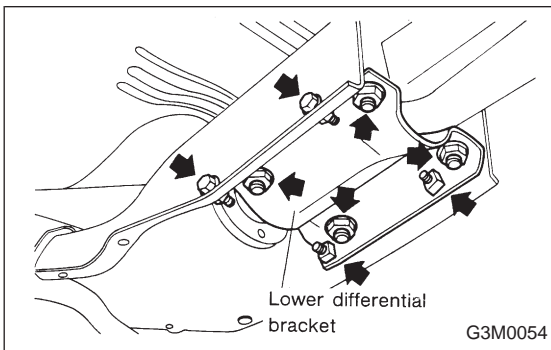
12) Remove clamps and bracket of parking brake cable.



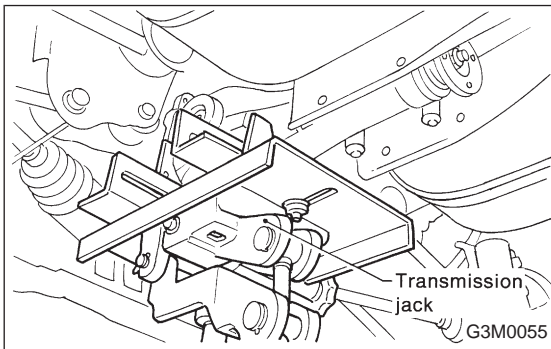
13) Remove DOJ of rear drive shaft from rear differential.
<Ref. to 3-4 [W2A2].>



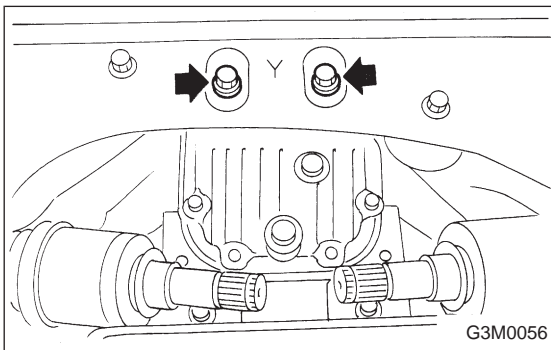
14) Secure rear drive shaft to rear crossmember using wire.



15) Remove lower differential bracket.

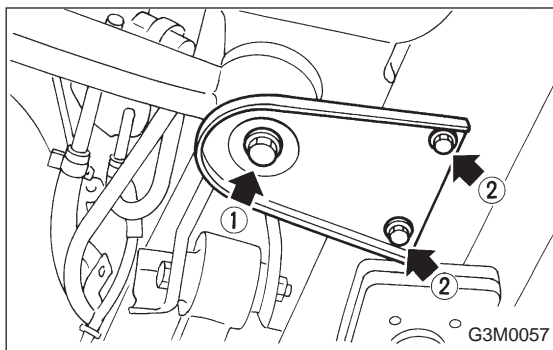


16) Support rear differential with transmission jack.



17) Remove self-locking nuts connecting rear differential to rear crossmember.

2. Rear Differential

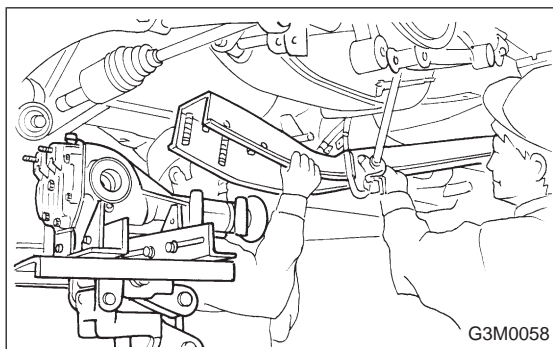


18) Remove bolts which secure rear differential front member to body.

Loosen bolt ① first, then removal bolts ②.

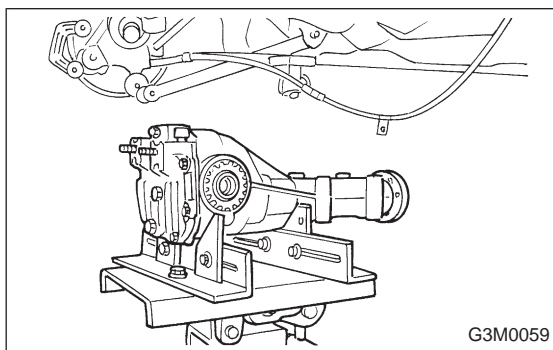
NOTE:

Support front member with the use of a helper to prevent it from dropping.



19) While slowly lowering transmission jack, move rear differential forward and remove bolts from rear crossmember.

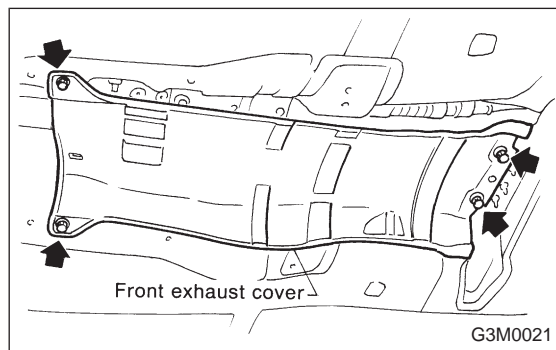
20) Remove front member from body.



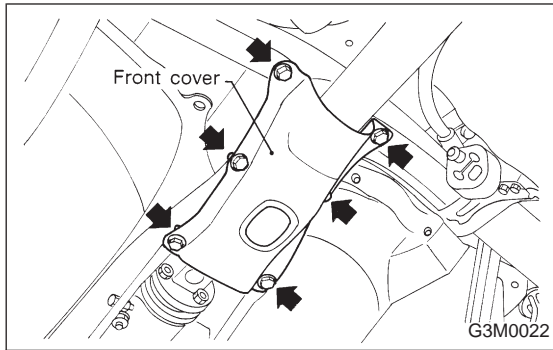
21) Remove rear differential from body.

2. 2200 cc MODEL

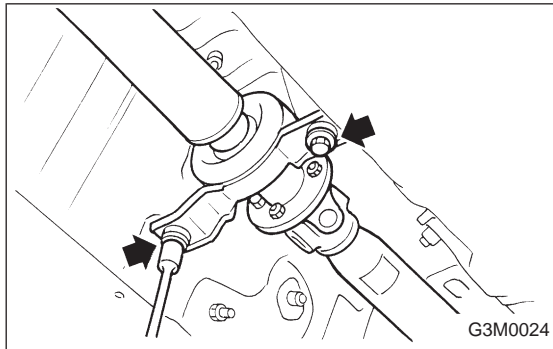
- 1) Disconnect ground cable from battery.
 - 2) Move selector lever or gear shift lever to "N".
 - 3) Release the parking brake.
 - 4) Loosen wheel nuts.
 - 5) Jack-up vehicle and support it with sturdy racks.
 - 6) Remove wheels.
 - 7) Remove rear exhaust pipe and muffler.
- <Ref. to 2-9 [W2A0], [W3A0].>



8) Remove front exhaust cover.



9) Remove front cover of rear differential mount.



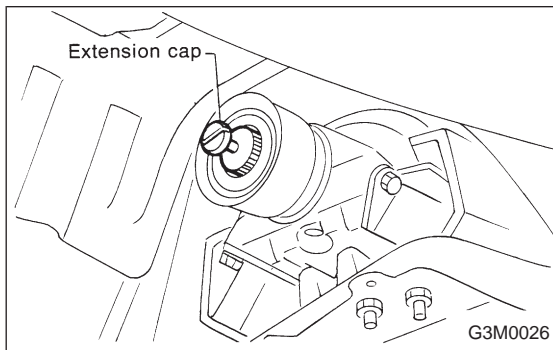
10) Remove propeller shaft.

CAUTION:

When removing propeller shaft, pay attention not to damage the sliding surfaces of rear drive shaft (extension) spline, oil seal and sleeve yoke.

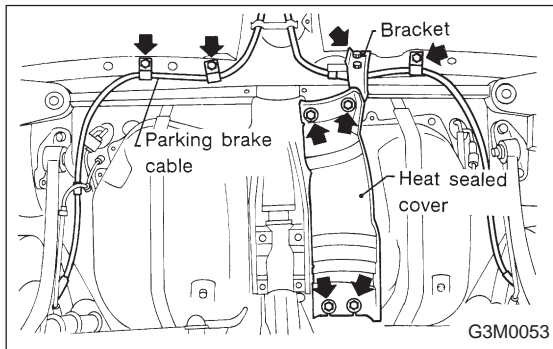
NOTE:

Prepare an oil can and cap since the transmission oil flows out from the extension at removing propeller shaft.



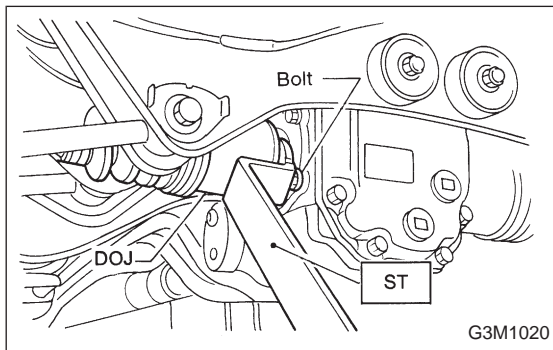
NOTE:

Insert the extension cap into the extension to prevent transmission oil from flowing out immediately after removing the propeller shaft.



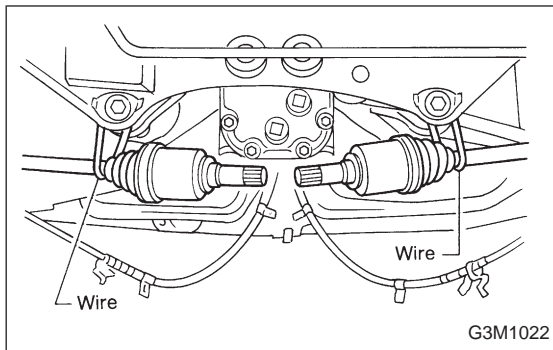
11) Remove heat sealed cover.

12) Remove clamps and bracket of parking brake cable.

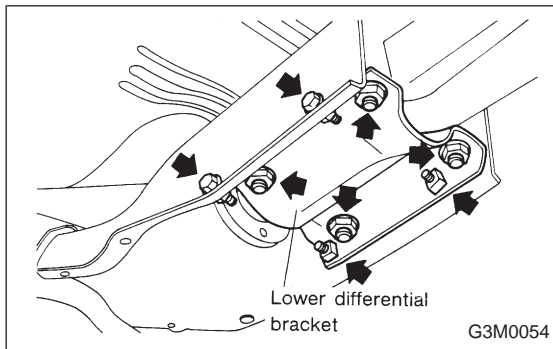


13) Remove DOJ of rear drive shaft from rear differential using ST. <Ref. to 3-4 [W2A4].>

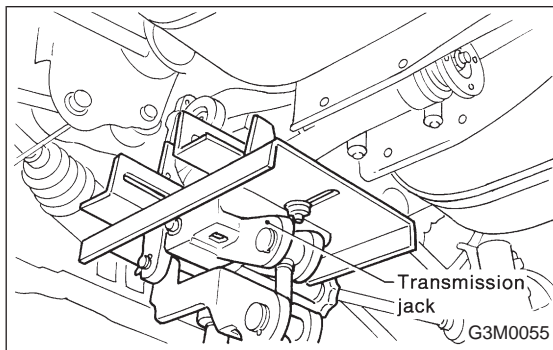
ST 28099PA100 DRIVE SHAFT REMOVER



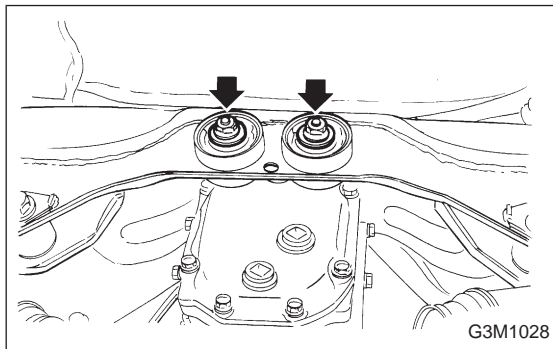
14) Secure rear drive shaft to rear crossmember using wire.



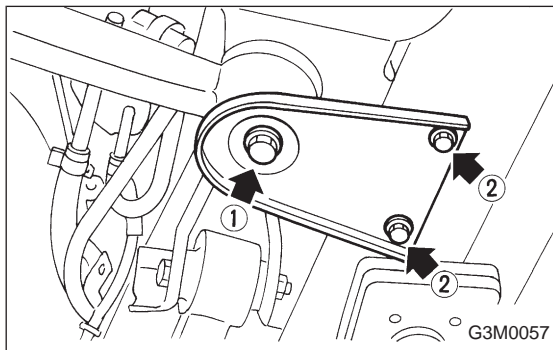
15) Remove lower differential bracket.



16) Support rear differential with transmission jack.



17) Remove self-locking nuts connecting rear differential to rear crossmember.



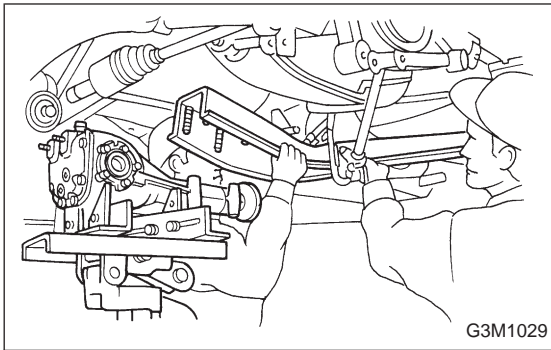
18) Remove bolts which secure rear differential front member to body.

Loosen bolt ① first, then remove bolts ②.

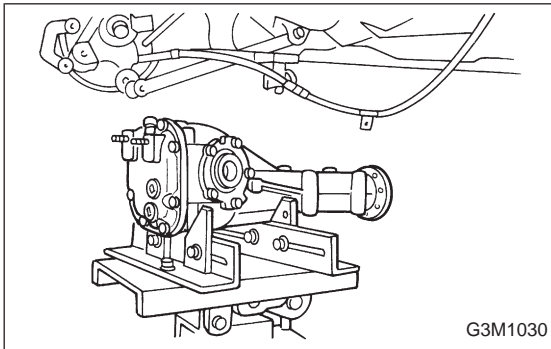
NOTE:

Support front member with the use of a helper to prevent it from dropping.

19) Remove bolt ①.



20) While slowly lowering transmission jack, move rear differential forward and remove front member and rear differential from body.



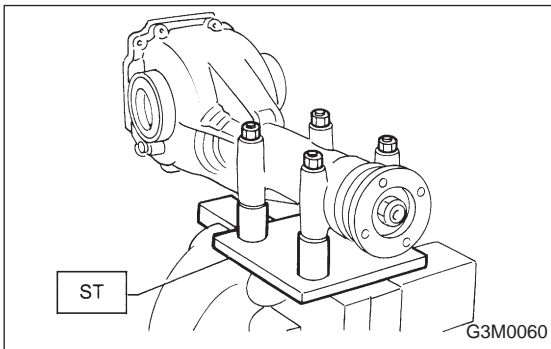
21) Remove rear differential from front member.

D: DISASSEMBLY

1. 1800 cc MODEL

To detect real cause of trouble, inspect the following items before disassembling. <Ref. to 3-4 [W2F1].>

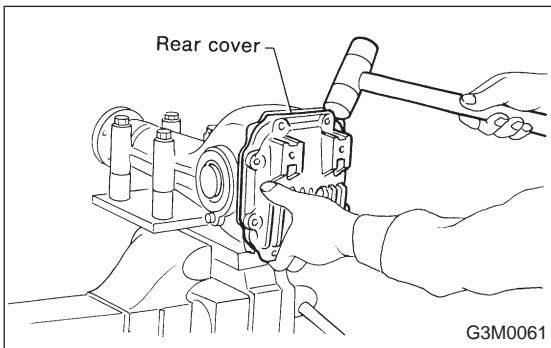
- Tooth contact of crown gear and pinion, and backlash
- Runout of crown gear at its back surface
- Turning resistance of drive pinion



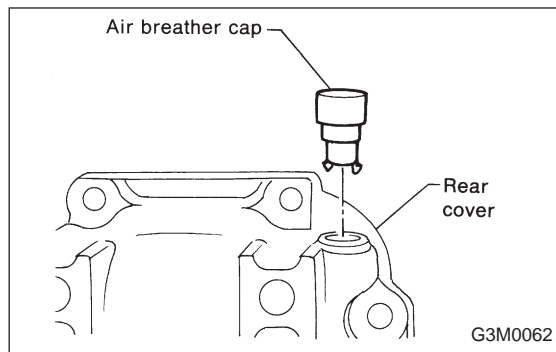
1) Set ST on vise and install the differential assembly to ST.

ST 398217700 ATTACHMENT

2) Drain gear oil by removing plug.



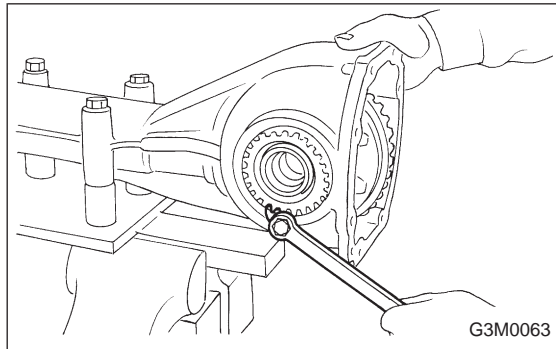
3) Remove rear cover by loosening retaining bolts.



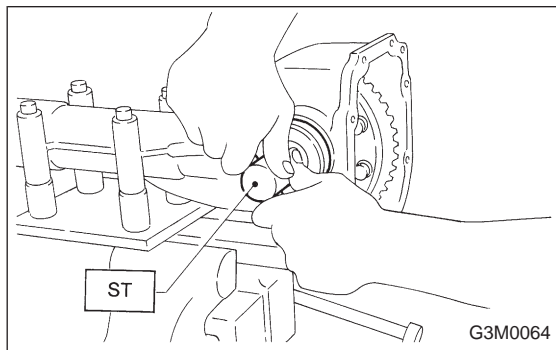
4) Replace air breather cap.

NOTE:

Do not attempt to replace the air breather cap unless necessary.

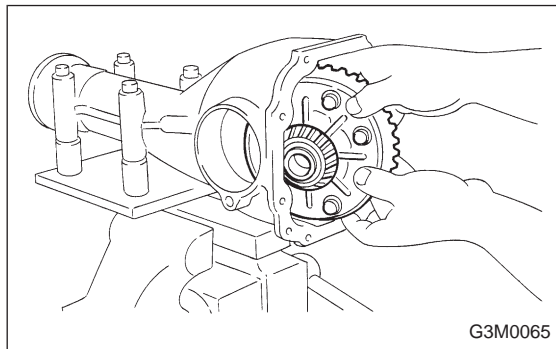


5) Remove right and left lock plates.



6) Remove right and left holders with ST.

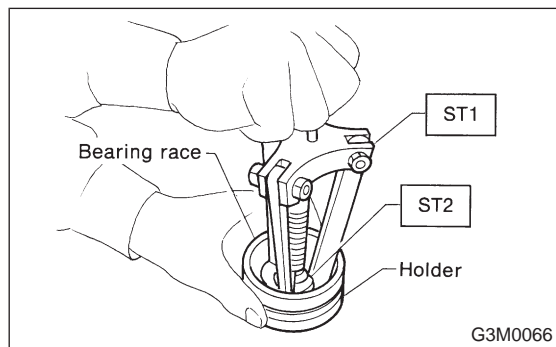
ST 399780111 WRENCH



7) Pull out differential assembly from differential carrier.

CAUTION:

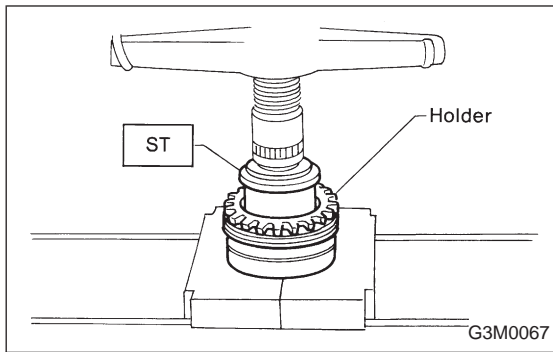
Be careful not to hit the teeth against the case.



8) Remove bearing race from right and left holders with ST1 and ST2.

ST1 499705401 BEARING OUTER RACE PULLER ASSY

ST2 499705404 OUTER RACE PULLER SEAT

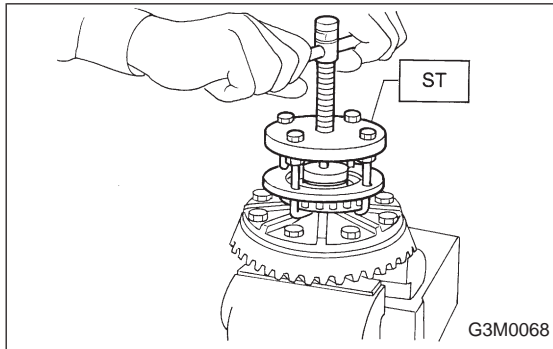


9) Remove oil seal from right and left holders with ST.

CAUTION:

Perform this operation only when changing oil seal.

ST 899580100 INSTALLER



10) Extract bearing cone with ST.

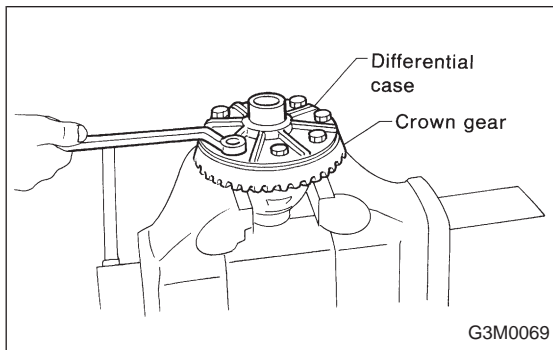
CAUTION:

Do not attempt to disassemble the parts unless necessary.

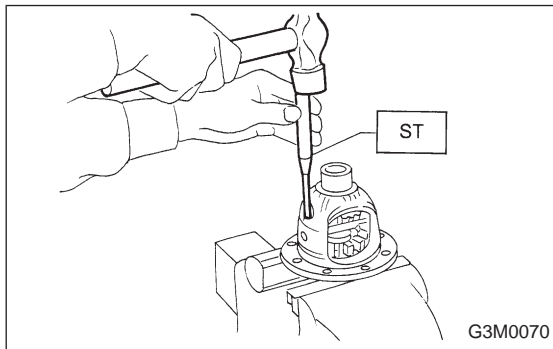
NOTE:

- Set Puller so that its claws catch the edge of the bearing cone.
- Never mix up the right and left hand bearing cups and cones.

ST 899524100 PULLER SET



11) Remove crown gear by loosening crown gear bolts.

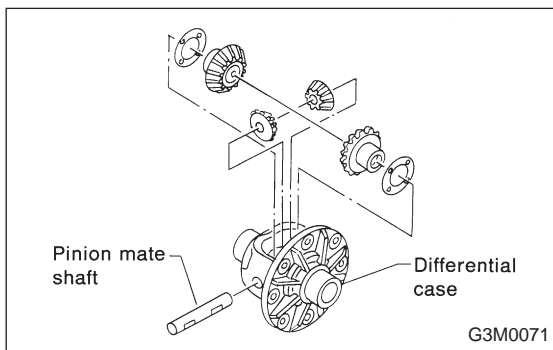


12) Drive out pinion shaft lock pin from crown gear side.

NOTE:

The lock pin is staked at the pin hole end on the differential carrier; do not drive it out forcibly before unstaking it.

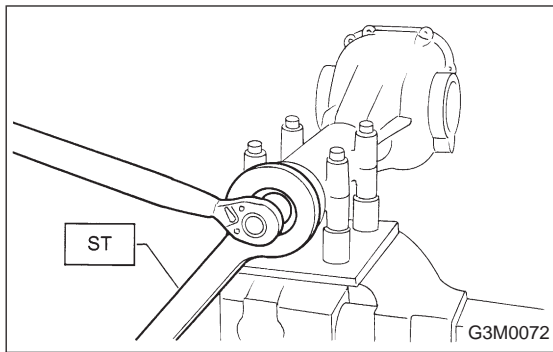
ST 899904100 STRAIGHT PIN REMOVER



13) Draw out pinion mate shaft and remove pinion mate gears, side gears and thrust washers.

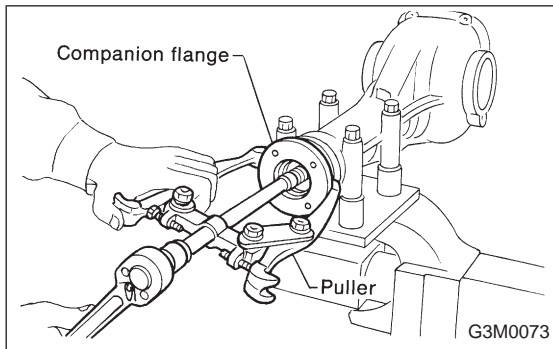
NOTE:

The gears as well as thrust washers should be marked or kept separated left and right, and front and rear.

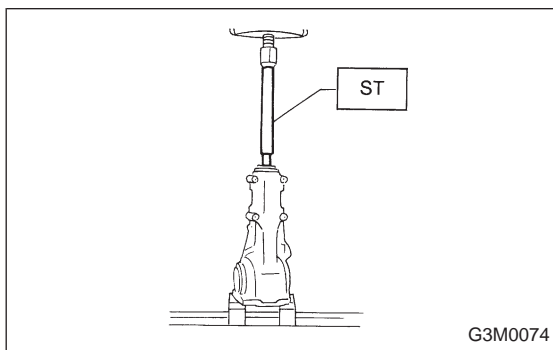


14) Hold companion flange with ST and remove drive pinion nut.

ST 498427200 FLANGE WRENCH



15) Extract the companion flange with a puller.

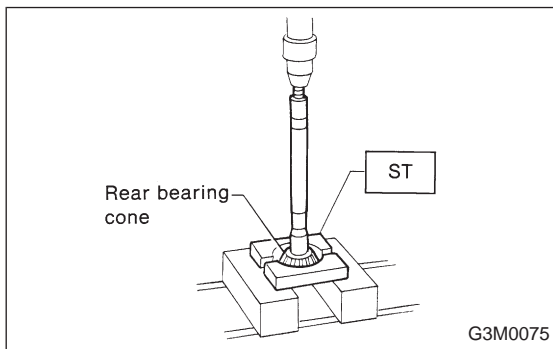


16) Press the end of drive pinion shaft and extract it together with rear bearing cone, preload adjusting spacer and washer.

NOTE:

Hold the drive pinion so as not to drop it.

ST 398467700 DRIFT

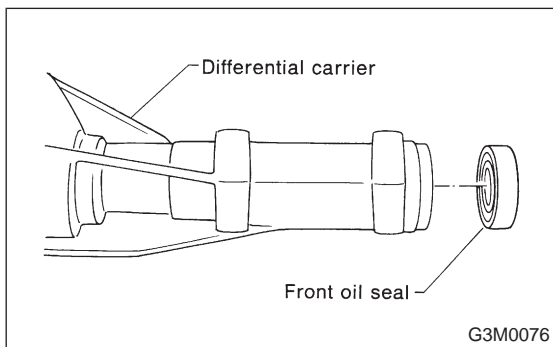


17) Remove rear bearing cone from drive pinion by supporting cone with ST.

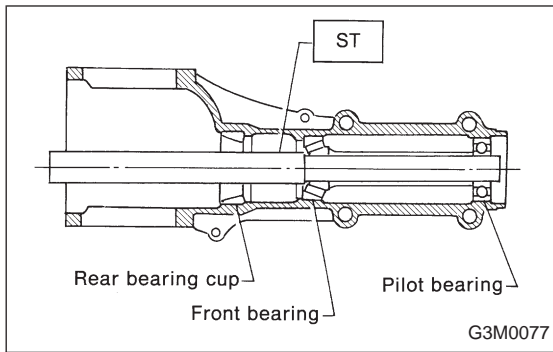
NOTE:

Place the replacer so that its center-recessed side faces the pinion gear.

ST 498515500 REPLACER

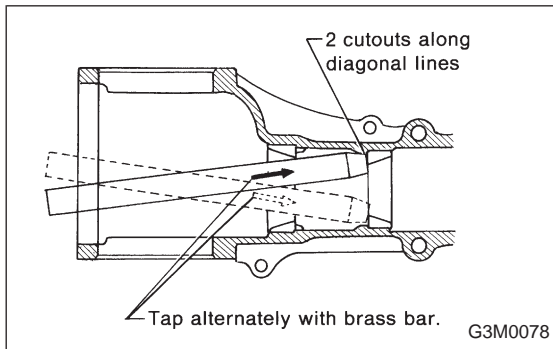


18) Remove front oil seal from differential carrier.



19) Remove pilot bearing together with front bearing cone using ST.

ST 398467700 DRIFT

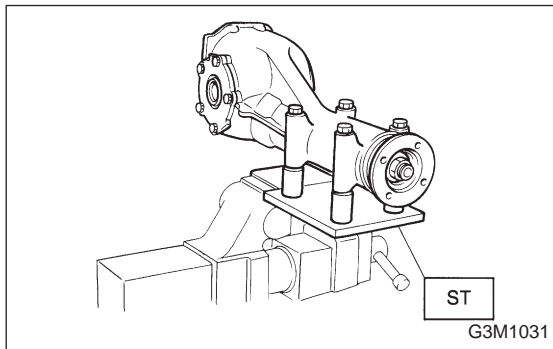


20) When replacing bearings, tap front bearing cup and rear bearing cup in this order out of case by using a brass bar.

2. 2200 cc MODEL

To detect real cause of trouble, inspect the following items before disassembling. <Ref. to 3-4 [W2F2].>

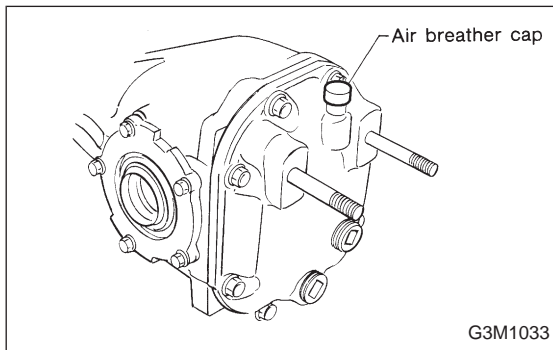
- Tooth contact of crown gear and pinion, and backlash
- Runout of crown gear at its back surface
- Turning resistance of drive pinion



1) Set ST on vise and install the differential assembly to ST.

ST 398217700 ATTACHMENT

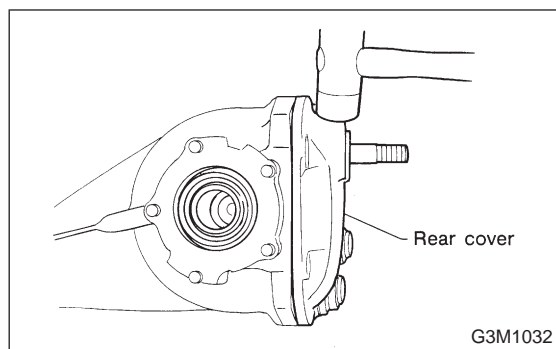
2) Drain gear oil by removing plug.



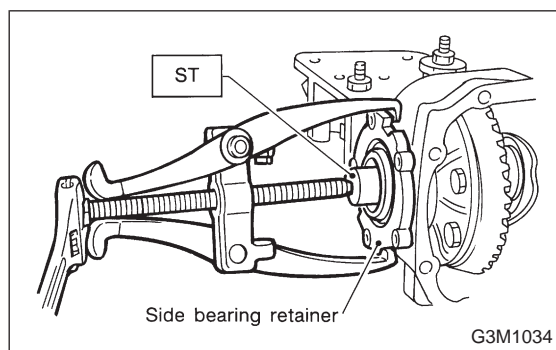
3) Remove the air breather cap.

NOTE:

Do not attempt to replace the air breather cap unless necessary.



4) Remove rear cover by loosening retaining bolts.

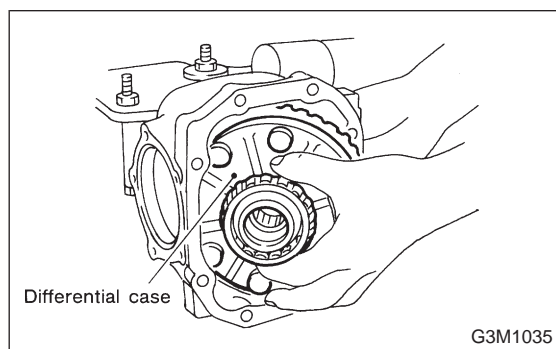


5) Make right and left side bearing retainers in order to identify them at reassembly. Remove side bearing retainer attaching bolts, set ST to differential case, and extract right and left side bearing retainers with a puller.

ST 398457700 ATTACHMENT

CAUTION:

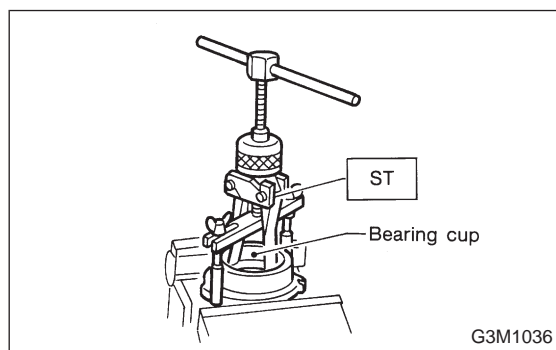
Each shim, which is installed to adjust the side bearing preload, should be kept together with its mating retainer.



6) Pull out differential case assembly from differential carrier.

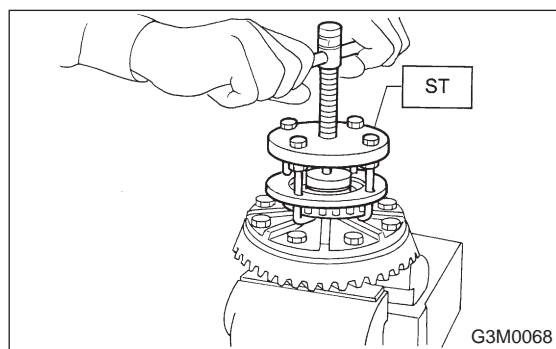
CAUTION:

Be careful not to hit the teeth against the case.



7) When replacing side bearing, pull bearing cup from side bearing retainer using ST.

ST 398527700 PULLER ASSY



8) Extract bearing cone with ST.

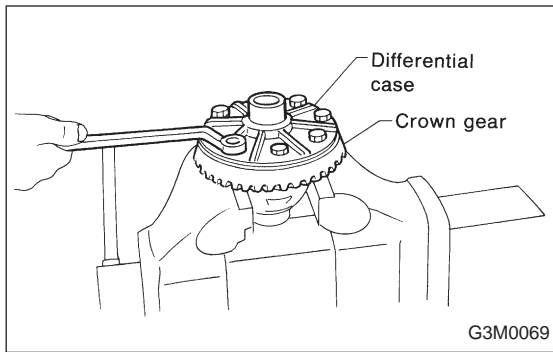
CAUTION:

Do not attempt to disassemble the parts unless necessary.

NOTE:

- Set puller so that its claw catch the edge of the bearing cone.
- Never mix up the right and left hand bearing cups and cones.

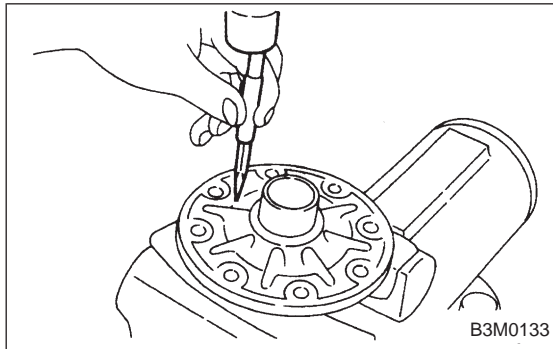
ST 399527700 PULLER SET



9) Remove crown gear by loosening crown gear bolts.

CAUTION:

Further disassembling is not allowed.

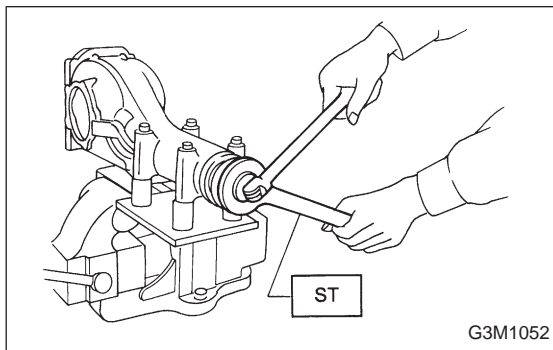


10) Drive out pinion shaft lock pin from crown gear side.

NOTE:

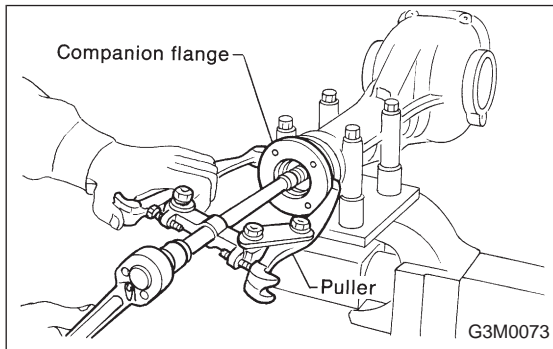
The lock pin is staked at the pin hole end on the differential carrier; do not drive it out forcibly before unstaking it.

ST 899904100 STRAIGHT PIN REMOVER

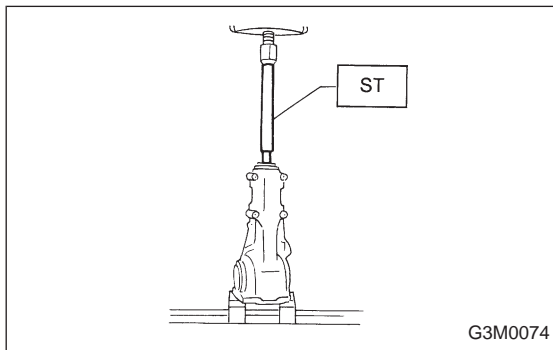


11) Hold companion flange with ST and remove drive pinion nut.

ST 498427200 FLANGE WRENCH



12) Extract the companion flange with a puller.

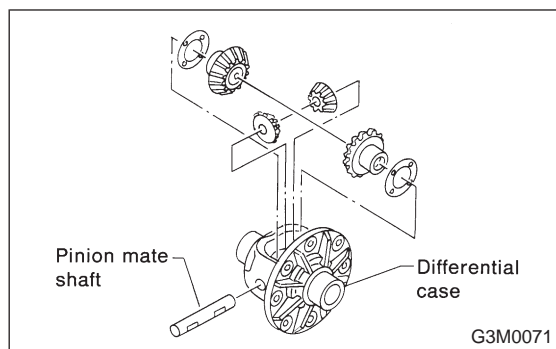


13) Press the end of drive pinion shaft and extract it together with rear bearing cone, preload adjusting spacer and washer.

NOTE:

Hold the drive pinion so as not to drop it.

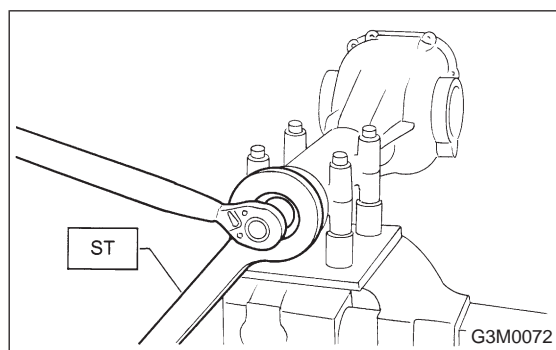
ST 398467700 DRIFT



14) Draw out pinion mate shaft and remove pinion mate gears, side gears and thrust washers.

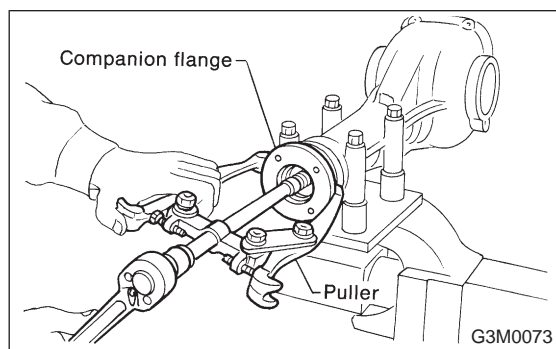
NOTE:

The gears as well as thrust washers should be marked or kept separated left and right, and front and rear.

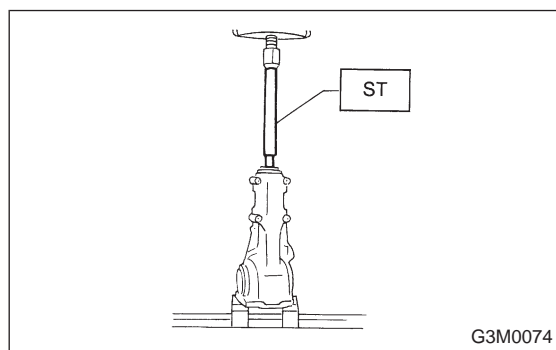


15) Hold companion flange with ST and remove drive pinion nut.

ST 498427200 FLANGE WRENCH



16) Extract the companion flange with a puller.

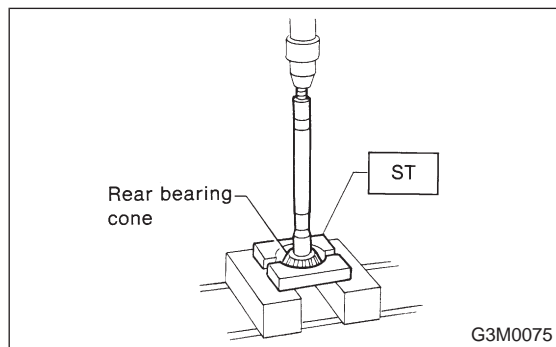


17) Press the end of drive pinion shaft and extract it together with rear bearing cone, preload adjusting spacer and washer.

NOTE:

Hold the drive pinion so as not to drop it.

ST 398467700 DRIFT

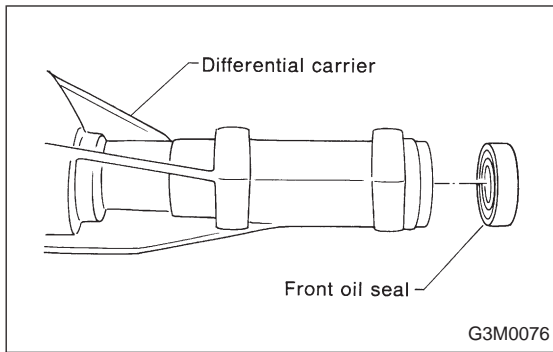


18) Remove rear bearing cone from drive pinion by supporting cone with ST.

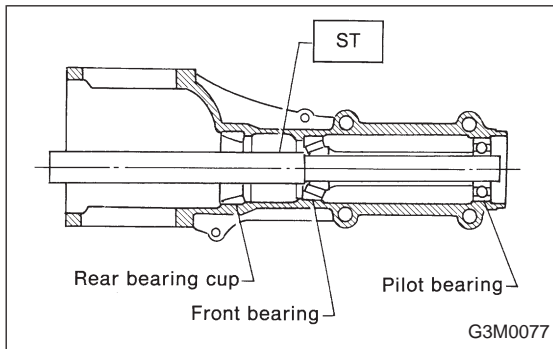
NOTE:

Place the replacer so that its center-recessed side faces the pinion gear.

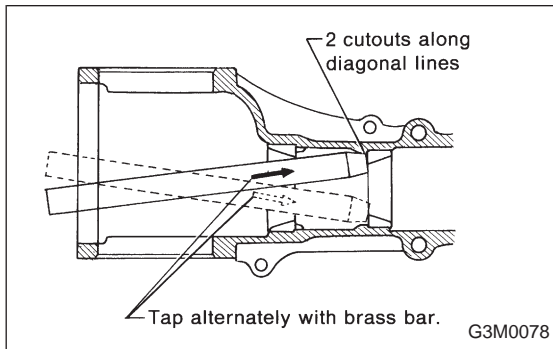
ST 498515500 REPLACER



- 19) Remove front oil seal from differential carrier using ST.
ST 398527700 PULLER ASSY



- 20) Remove pilot bearing cone together with front bearing cone using ST.
ST 398467700 DRIFT



- 21) When replacing bearings, tap front bearing cup and rear bearing cup in this order out of case by using a brass bar.

E: INSPECTION

Wash all the disassembled parts clean, and examine them for wear, damage, or other defects. Repair or replace defective parts as necessary.

1) Crown gear and drive pinion

(1) If abnormal tooth contact is evident, find out the cause and adjust to give correct tooth contact at assembly. Replace the gear if excessively worn or incapable of adjustment.

(2) If crack, score, or seizure is evident, replace as a set. Slight damage of tooth can be corrected by oil stone or the like.

2) Side gear and pinion mate gear

(1) Replace if crack, score, or other defects are evident on tooth surface.

(2) Replace if thrust washer contacting surface is worn or seized. Slight damage of the surface can be corrected by oil stone or the like.

3) Bearing

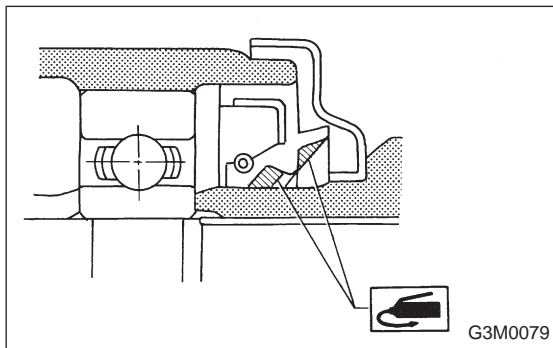
Replace if seizure, peeling, wear, rust, dragging during rotation, abnormal noise or other defect is evident.

- 4) Thrust washers of side gear and pinion mate gear
Replace if seizure, flaw, abnormal wear or other defect is evident.
- 5) Oil seal
Replace if deformed or damaged, and at every disassembling.
- 6) Differential carrier
Replace if the bearing bores are worn or damaged.
- 7) Differential case
Replace if its sliding surfaces are worn or cracked.
- 8) Companion flange
Replace if the oil seal lip contacting surfaces have flaws.

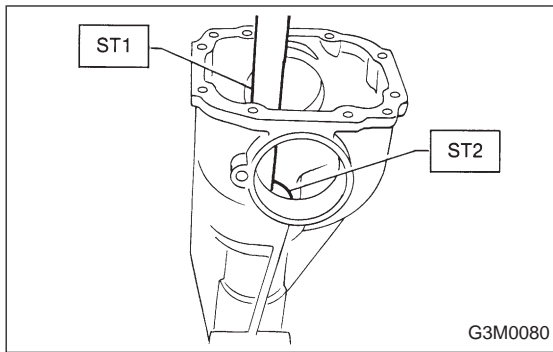
F: ASSEMBLY

1. 1800 cc MODEL

- 1) Precautions for assembling
 - (1) Assemble in the reverse order of disassembling.
 - (2) Check and adjust each part during assembly.
 - (3) Keep the shims and washers in order, so that they are not misinstalled.
 - (4) Thoroughly clean the surfaces on which the shims, washers and bearings are to be installed.
 - (5) Apply gear oil when installing the bearings and thrust washers.
 - (6) Be careful not to mix up the right and left hand cups of the bearings.



- (7) Replace the oil seal with new one at every disassembly. Apply chassis grease between the lips when installing the oil seal.



2) Adjust preload for front and rear bearings.
Adjust the bearing preload with spacer and washer between front and rear bearings. Pinion height adjusting washer are not affected by this adjustment. The adjustment must be carried out without oil seal inserted.

(1) Press rear bearing race into differential carrier with ST1 and ST2.

ST1 398477701 HANDLE

ST2 398477702 DRIFT

(2) Press front bearing race into differential carrier with ST1 and ST2.

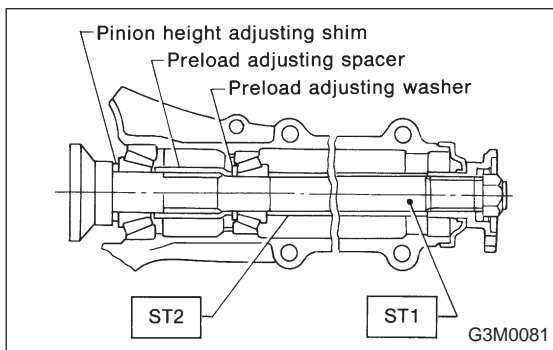
ST1 398477701 HANDLE

ST2 498447110 DRIFT

(3) Insert front bearing cone.

CAUTION:

Use a new front bearing cone.



(4) Insert ST1 into case with pinion height adjusting shim and rear bearing cone fitted onto it.

CAUTION:

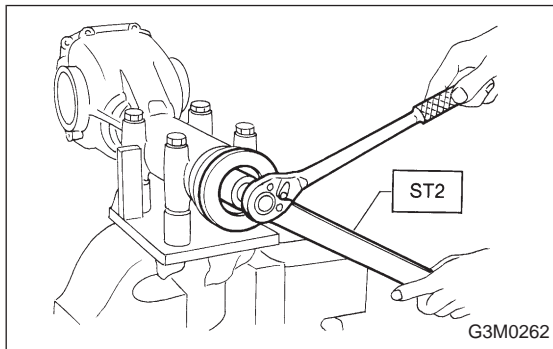
● **Re-use the used washer if not deformed.**

● **Use a new rear bearing cone.**

(5) Then install preload adjusting spacer and washer, front bearing cone, ST2, companion flange, and washer and drive pinion nut.

ST1 498447140 DUMMY SHAFT

ST2 32285AA000 DUMMY COLLAR



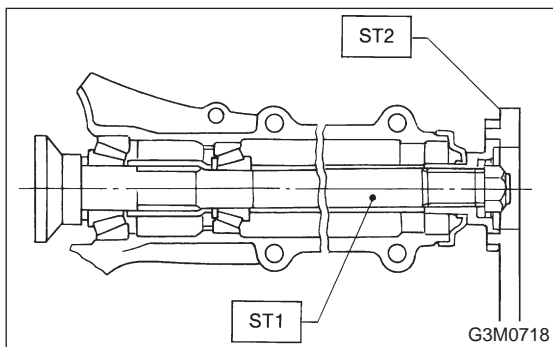
(6) Turn ST1 with hand to make it seated, and tighten drive pinion nut while measuring the preload with spring balance. Select preload adjusting washer and spacer so that the specified preload is obtained when nut is tightened to the specified torque with ST2.

CAUTION:

Use a new lock nut.

NOTE:

● Be careful not to give excessive preload.



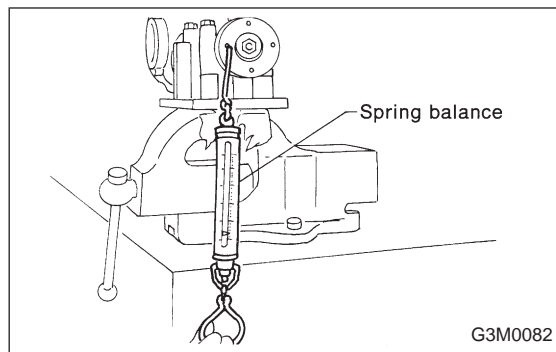
● When tightening the drive pinion nut, lock ST1 with ST2 as illustrated here.

ST1 498447140 DUMMY SHAFT

ST2 398427700 FLANGE WRENCH

Tightening Torque:

181.4±14.7 N·m (18.50±1.50 kg-m, 133.8±10.8 ft-lb)

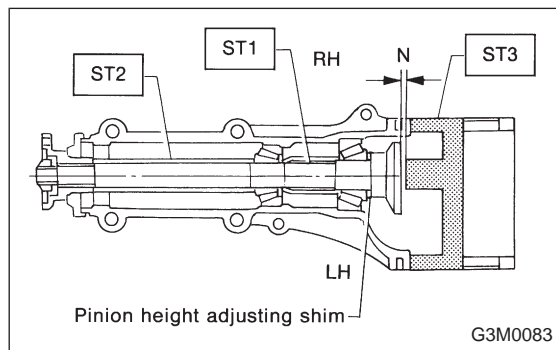


Front and rear bearing preload

For new bearing:

12.7 — 32.4 N (1.3 — 3.3 kg, 2.9 — 7.3 lb)
at companion flange bolt hole

	Part No.	Length mm (in)
	38336AA000 38336AA120 38336AA010 38336AA130 38336AA020 38336AA140 38336AA030 38336AA150 38336AA040 38336AA160 38336AA050 38336AA170 38336AA060 38336AA180 38336AA070 38336AA190 38336AA080 38336AA200 38336AA090 38336AA210 38336AA100 38336AA220 38336AA110	1.500 (0.0591) 1.513 (0.0596) 1.525 (0.0600) 1.538 (0.0606) 1.550 (0.0610) 1.563 (0.0615) 1.575 (0.0620) 1.588 (0.0625) 1.600 (0.0630) 1.613 (0.0635) 1.625 (0.0640) 1.638 (0.0645) 1.650 (0.0650) 1.663 (0.0655) 1.675 (0.0659) 1.688 (0.0665) 1.700 (0.0669) 1.713 (0.0674) 1.725 (0.0679) 1.738 (0.0684) 1.750 (0.0689) 1.763 (0.0694) 1.775 (0.0699)
● Preload adjusting washer length		
● Preload adjusting spacer length	32288AA040 32288AA050 31454AA100 32288AA060 31454AA110 32288AA070 31454AA120 32288AA080 32288AA090	52.3 (2.059) 52.5 (2.067) 52.6 (2.071) 52.7 (2.075) 52.8 (2.079) 52.9 (2.083) 53.0 (2.087) 53.1 (2.091) 53.3 (2.098)



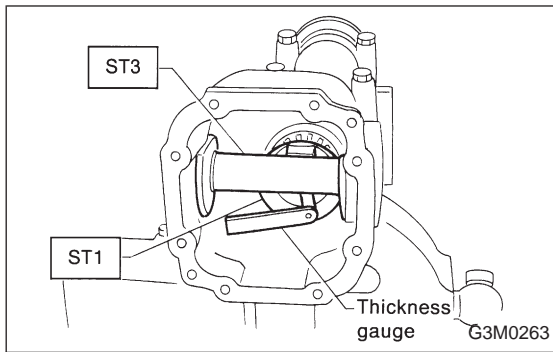
3) Adjusting drive pinion height

Adjust drive pinion height with shim installed between rear bearing cone and the back of pinion gear.

- (1) Install ST1, ST2 and ST3, as shown in the figure, and apply the specified preload on the bearings. <Ref. to 2).> Adjusting preload for front and rear bearings.

NOTE:

At this time, install a pinion height adjusting shim which is temporarily selected or the same as that used before.



(2) Measure the clearance N between the end of ST3 and the end surface of ST1 by using a thickness gauge.

NOTE:

Make sure there is no clearance between the case and ST3.

ST1 498447140 DUMMY SHAFT

ST2 32285AA000 DUMMY COLLAR

ST3 498505501 DIFFERENTIAL CARRIER GAUGE

(3) Obtain the thickness of pinion height adjusting washer to be inserted from the following formula, and replace the temporarily installed shim with this one.

NOTE:

Use 1 to 3 shims as required for adjustment.

$$T = T_o + N - 0.35 \text{ (mm)}$$

where

T = Thickness of pinion height adjusting shim (mm)

T_o = Thickness of shim temporarily inserted (mm)

N = Reading of thickness gauge (mm)

(Example of calculation)

$$T_o = 0.15 \text{ mm}$$

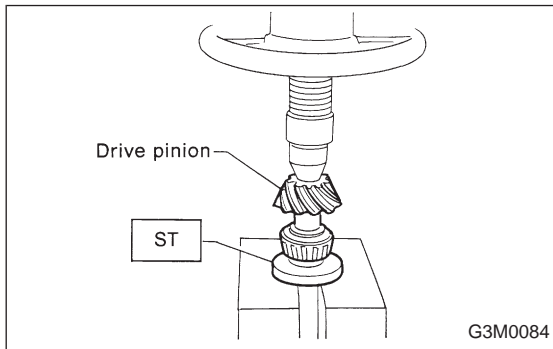
$$N = 0.4 \text{ mm}$$

$$T = 0.15 + 0.4 - 0.35 = 0.2 \text{ mm}$$

Result: Thickness = 0.2 mm

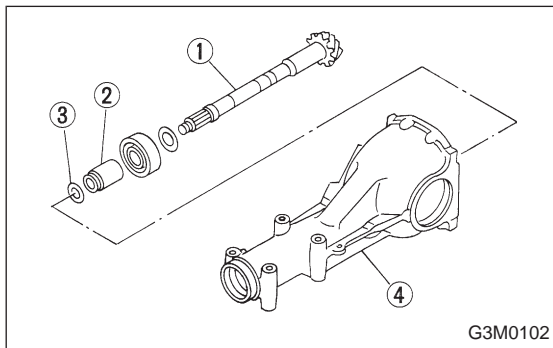
Therefore use the 32295AA220.

	Part No.	Length mm (in)
	32295AA200	0.150 (0.0059)
● Pinion height adjusting shim thickness	32295AA210	0.175 (0.0069)
	32295AA220	0.200 (0.0079)
	32295AA230	0.225 (0.0089)
	32295AA240	0.250 (0.0098)
	32295AA250	0.275 (0.0108)

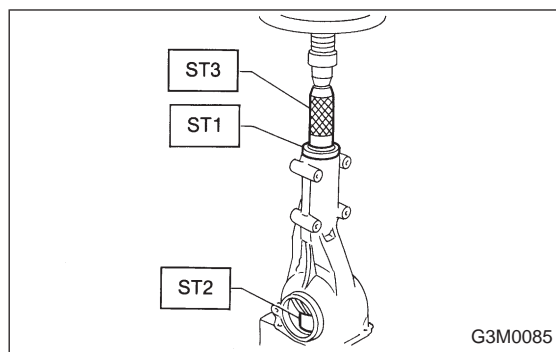


4) Install the selected pinion height adjusting shim on drive pinion, and press the rear bearing cone into position with ST.

ST 498175500 INSTALLER



5) Insert drive pinion ① into differential carrier ④, install the previously selected bearing preload adjusting spacer ② and washer ③.

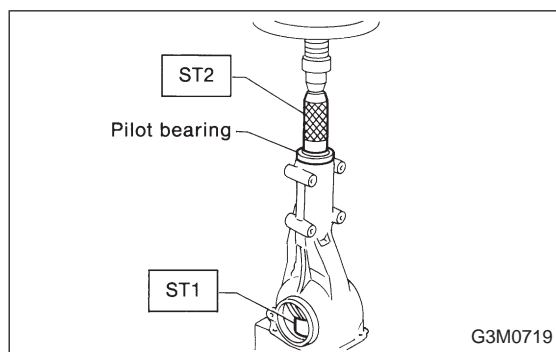


6) Press-fit front bearing cone into case with ST1, ST2 and ST3.

ST1 32285AA000 DUMMY COLLAR

ST2 399780104 WEIGHT

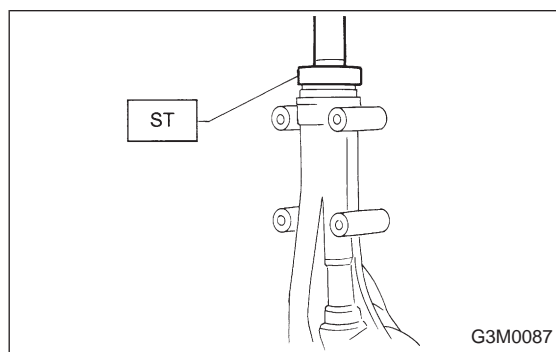
ST3 899580100 INSTALLER



7) Insert spacer, then press-fit pilot bearing with ST1 and ST2.

ST1 399780104 WEIGHT

ST2 899580100 INSTALLER



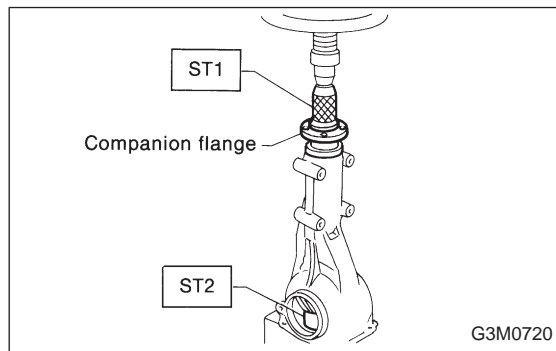
8) Fit a new oil seal with ST.

NOTE:

- Press-fit until end of oil seal is 1 mm (0.04 in) inward from end of carrier.

- Apply grease between the oil seal lips. <Ref. to 1).>

ST 498447120 OIL SEAL INSTALLER



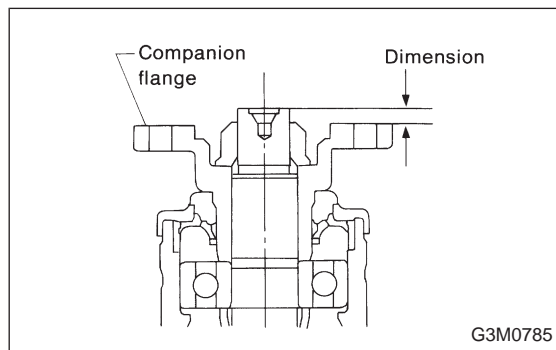
9) Press-fit companion flange with ST1 and ST2 until shaft protrudes 10 to 15 mm (0.39 to 0.59 in) beyond flange.

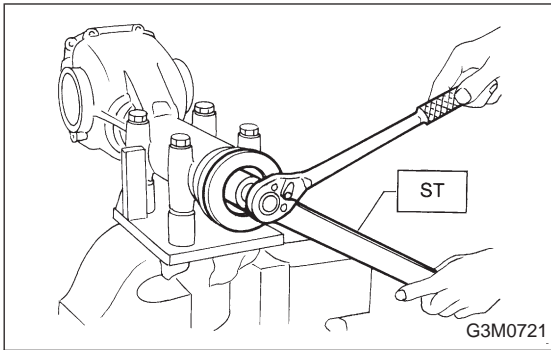
CAUTION:

Be careful not to damage bearing.

ST1 899874100 INSTALLER

ST2 399780104 WEIGHT



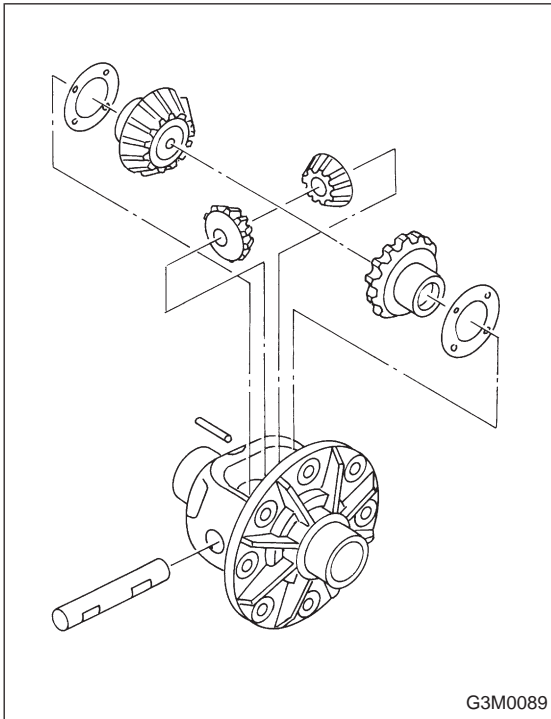


10) Install self-locking nut. Then tighten self-locking nut with ST.

ST 398427700 FLANGE WRENCH

Tightening torque:

181.4±14.7 N·m (18.50±1.50 kg-m, 133.8±10.8 ft-lb)



11) Assembling differential case

Install side gears and pinion mate gears, with their thrust washers and pinion mate shaft, into differential case.

NOTE:

- Apply gear oil on both sides of the washer and on the side gear shaft before installing.
- Insert the pinion mate shaft into the differential case by aligning the lock pin holes.

(1) Measure the clearance between differential case and the back of side gear.

(2) Adjust the clearance as specified by selecting side gear thrust washer.

Side gear backlash:

0.05 — 0.15 mm (0.0020 — 0.0059 in)

	Part No.	Thickness mm (in)
	803135011	0.925 — 0.950 (0.0364 — 0.0374)
● Side gear thrust washer thickness	803135012	0.950 — 0.975 (0.0374 — 0.0384)
	803135013	0.975 — 1.000 (0.0384 — 0.0394)
	803135014	1.000 — 1.025 (0.0394 — 0.0404)
	803135015	1.025 — 1.050 (0.0404 — 0.0413)

(3) Check the condition of rotation after applying oil to the gear tooth surfaces and thrust surfaces.

(4) After driving in pinion shaft lock pin, stake the both sides of the hole to prevent pin from falling off.

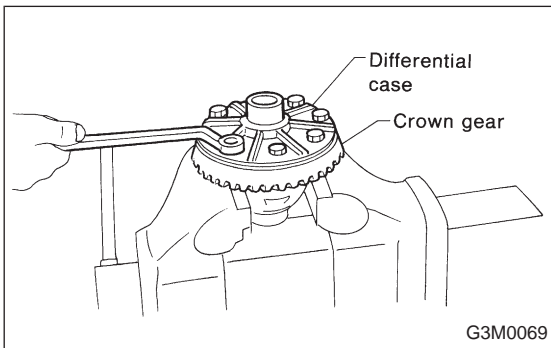
(5) Install crown gear on differential case.

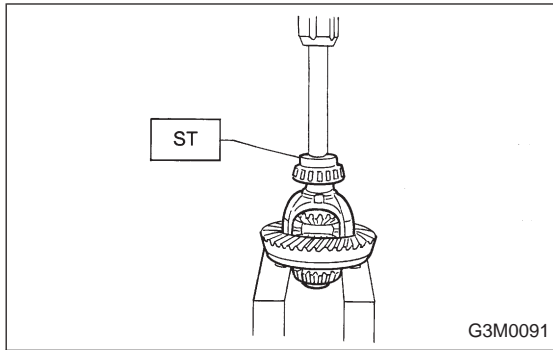
Tightening Torque:

62±5 N·m (6.3±0.5 kg-m, 45.6±3.6 ft-lb)

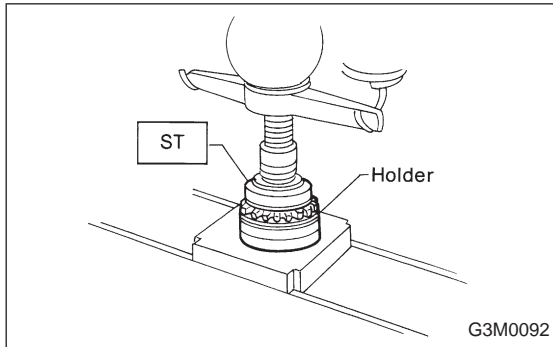
NOTE:

Tighten diagonally while tapping the bolt heads.





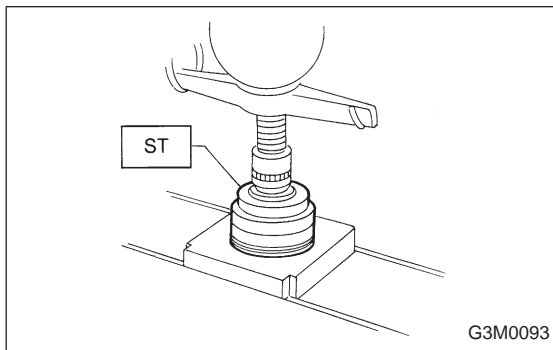
- 12) Press side bearing cone onto differential case with ST.
ST 498485400 DRIFT



- 13) Assemble holders.

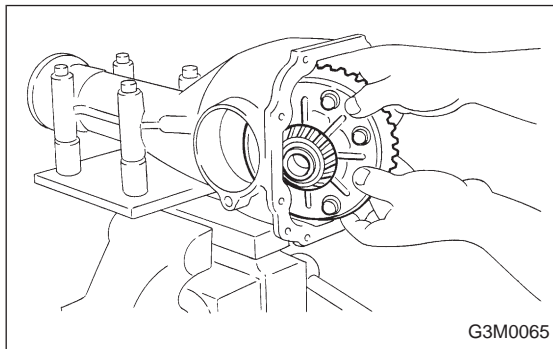
- (1) Install oil seal into right and left holders.

ST 498447100 AXLE SHAFT OIL SEAL INSTALLER

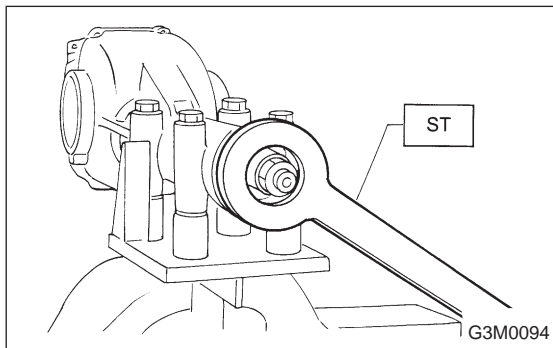


- (2) Install bearing race into right and left holders.

ST 398477702 BEARING OUTER RACE DRIFT



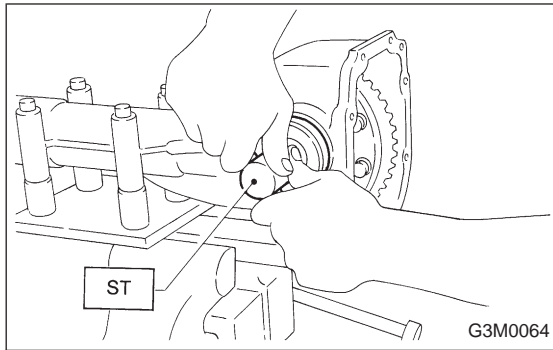
- (3) Install the differential case assembly into differential carrier in the reverse order of disassembly.



- 14) Perform adjustment of backlash of pinion crown gear set and adjustment of preload of differential side bearing.

- (1) Turn drive pinion with ST for better fitting of differential side bearing.

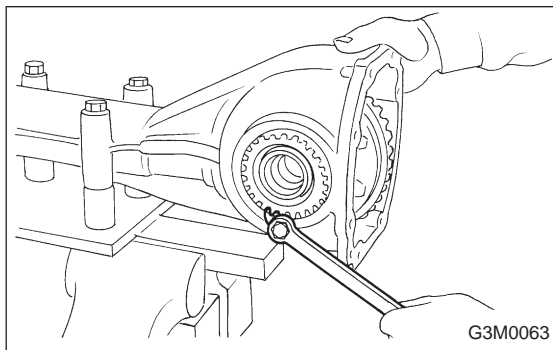
ST 498427200 FLANGE WRENCH



- (2) Screw in side (left-side) holder until light contact is made with ST.
- (3) Screw in left-side holder until light contact is made with ST.

ST 399780111 WRENCH

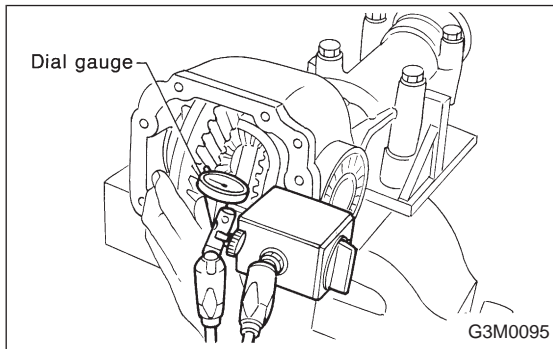
- (4) Back off side (left-side) holder approximately 1 1/2 teeth of holder, and tighten left-side holder by approximately 2 teeth (approximately 1 1/2 + 1/2 teeth).
[Back off amount of side (left-side) holder + 1/2 tooth].
This + 1/2 tooth gives preload.



- (5) Temporarily tighten lock plate.

NOTE:

Turn over lock plate to displace holder 1/2 tooth.



- (6) Measure the crown gear-to-drive pinion backlash.

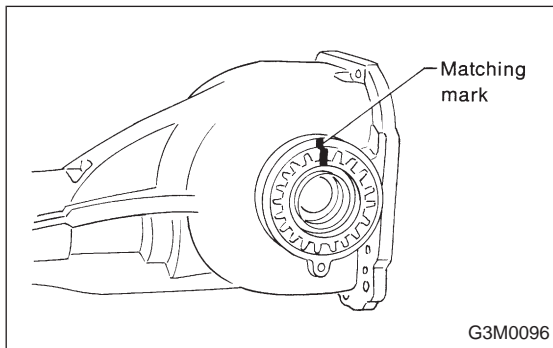
Set magnet base on differential carrier. Align contact point of dial gauge with tooth face of crown gear, and move crown gear while holding drive pinion still. Read value indicated on dial gauge.

Backlash:

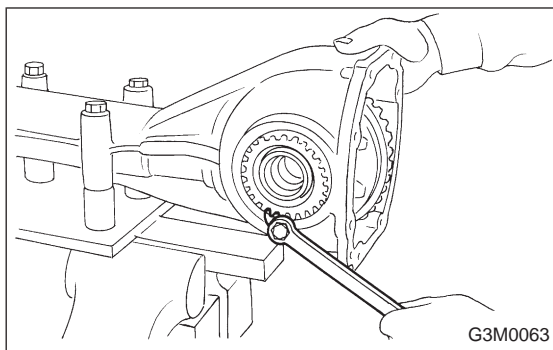
0.10 — 0.15 mm (0.0039 — 0.0059 in)

NOTE:

If measured backlash is not within specified range, repeat steps (1) thru (6).



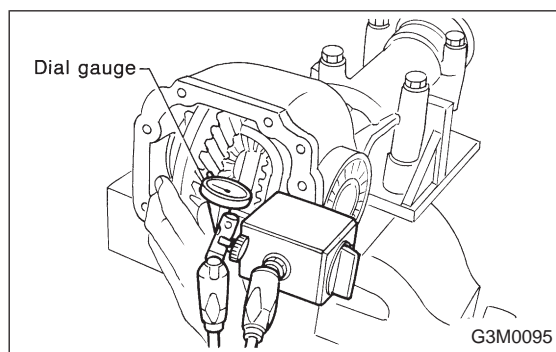
- 15) Draw a matching mark on both differential carrier and holder. Remove holder one side at a time. Replace in the original position after inserting an O-ring and applying grease to threaded portion.



16) Tighten bolt of lock plate to specified torque.

Tightening torque:

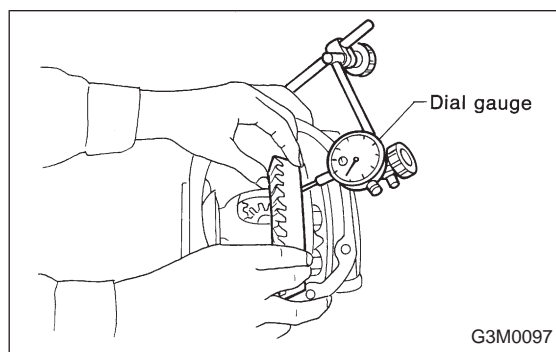
$25 \pm 3 \text{ N}\cdot\text{m}$ ($2.5 \pm 0.3 \text{ kg}\cdot\text{m}$, $18.1 \pm 2.2 \text{ ft}\cdot\text{lb}$)



17) Re-check crown gear-to-pinion backlash.

Backlash:

$0.10 - 0.15 \text{ mm}$ ($0.0039 - 0.0059 \text{ in}$)



18) Check the crown gear runout on its back surface, and make sure pinion and crown gear rotate smoothly.

Limit of runout:

0.05 mm (0.0020 in)

19) Checking and adjusting tooth contact of crown gear.

(1) Apply an even coat of red lead on both sides of three or four teeth on the crown gear. Check the contact pattern after rotating crown gear several revolutions back and forth until a definite contact pattern appears on the crown gear.

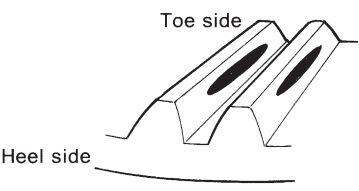

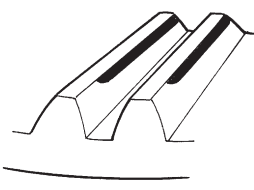
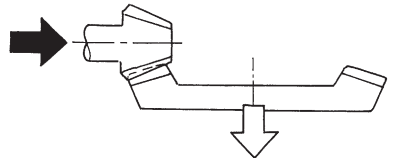
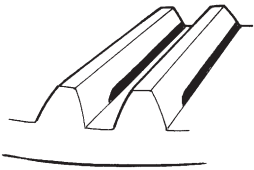
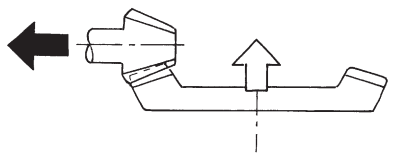
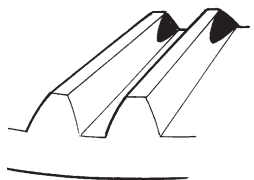
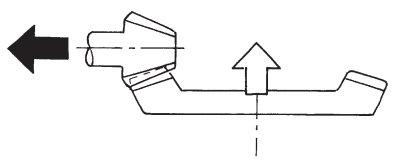
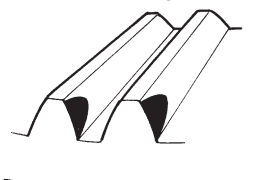
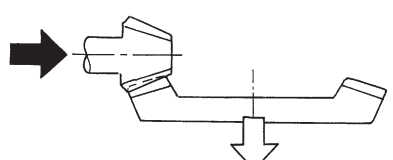
(2) When the contact pattern is incorrect, readjust according to the instructions given in "Tooth contact pattern".

NOTE:

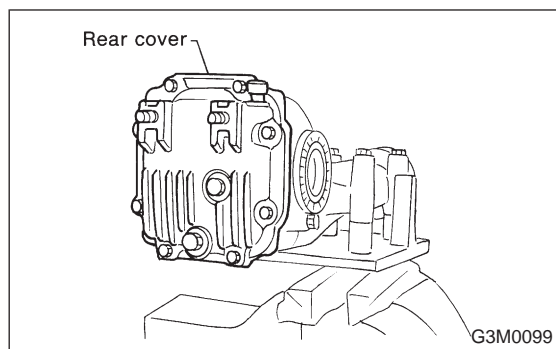
Be sure to wipe off red lead completely after adjustment is completed.

20) If proper tooth contact is not obtained, once again adjust the drive pinion height and the differential side bearing preload (mentioned above) and the hypoid gear backlash.

TOOTH CONTACT PATTERN

Condition	Contact pattern	Adjustment
<p>Correct tooth contact</p> <p>Tooth contact pattern slightly shifted towards toe under no load rotation. (When loaded, contact pattern moves toward heel.)</p>	 <p>G3M0098A</p>	
<p>Face contact</p> <p>Backlash is too large.</p>	<p>This may cause noise and chipping at tooth ends.</p>  <p>G3M0098B</p>	<p>Increase thickness of drive pinion height adjusting washer in order to bring drive pinion closer to crown gear center.</p>  <p>G3M0098F</p>
<p>Flank contact</p> <p>Backlash is too small.</p>	<p>This may cause noise and stepped wear on surfaces.</p>  <p>G3M0098C</p>	<p>Reduce thickness of drive pinion height adjusting washer in order to move drive pinion away from crown gear.</p>  <p>G3M0098G</p>
<p>Toe contact</p>	<p>Contact area is small. This may cause chipping at toe ends.</p>  <p>G3M0098D</p>	<p>Adjust as for flank contact.</p>  <p>G3M0098G</p>
<p>Heel contact</p>	<p>Contact area is small. This may cause chipping at heel ends.</p>  <p>G3M0098E</p>	<p>Adjust as for face contact</p>  <p>G3M0098F</p>

➡ : Adjusting direction of drive pinion
 ⇨ : Adjusting direction of crown gear



21) Install rear cover and tighten bolts to specified torque.

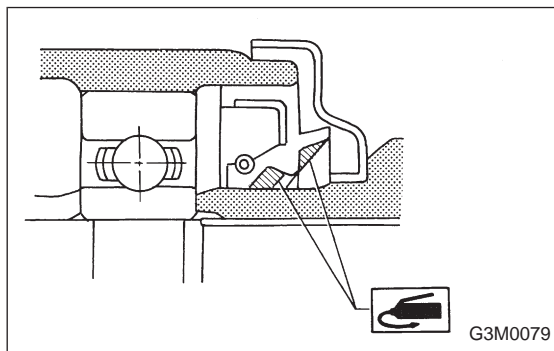
Tightening torque:

$25 \pm 2 \text{ N} \cdot \text{m}$ ($2.5 \pm 0.2 \text{ kg} \cdot \text{m}$, $18.1 \pm 1.4 \text{ ft} \cdot \text{lb}$)

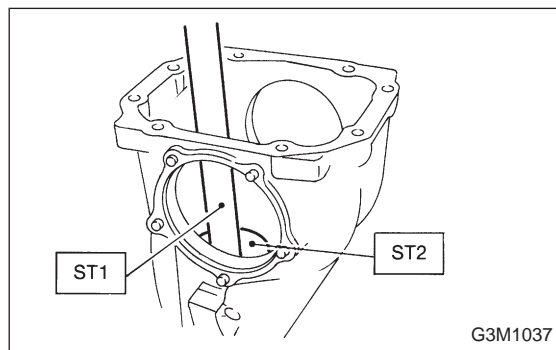
2. 2200 cc MODEL

1) Precautions for assembling

- (1) Assemble in the reverse order of disassembling.
- (2) Check and adjust each part during assembly.
- (3) Keep the shims and washers in order, so that they are not misinstalled.
- (4) Thoroughly clean the surfaces on which the shims, washers and bearings are to be installed.
- (5) Apply gear oil when installing the bearings and thrust washers.
- (6) Be careful not to mix up the right and left hand cups of the bearings.



(7) Replace the oil seal with new one at every disassembly. Apply chassis grease between the lips when installing the oil seal.

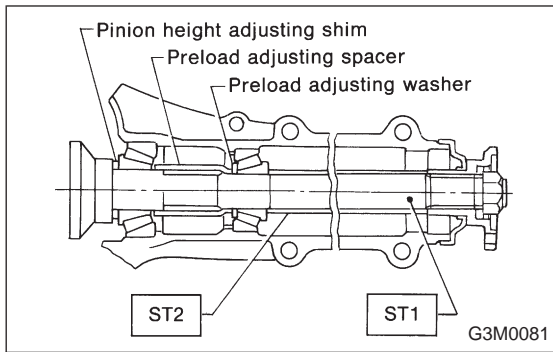


2) Adjusting preload for front and rear bearings

Adjust the bearing preload with spacer and washer between front and rear bearings. Pinion height adjusting washer are not affected by this adjustment. The adjustment must be carried out without oil seal inserted.

- (1) Press rear bearing race into differential carrier with ST1 and ST2.

ST1	398477701	HANDLE
ST2	398477703	DRIFT 2



(2) Insert ST1 into case with pinion height adjusting washer and rear bearing cone fitted onto it.

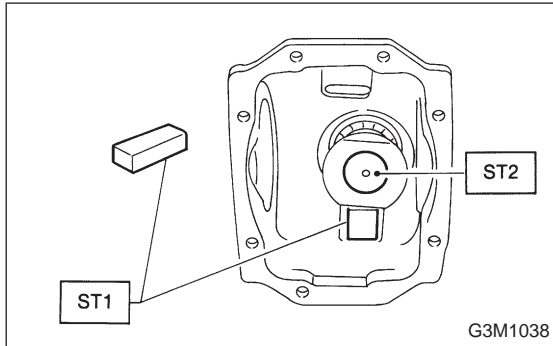
CAUTION:

- Re-use the used washer if not deformed.
- Use a new rear bearing cone.

(3) Then install preload adjusting spacer and washer, front bearing cone, ST2, companion flange, and washer and drive pinion nut.

ST1 398507702 DUMMY SHAFT

ST2 398507703 DUMMY COLLAR



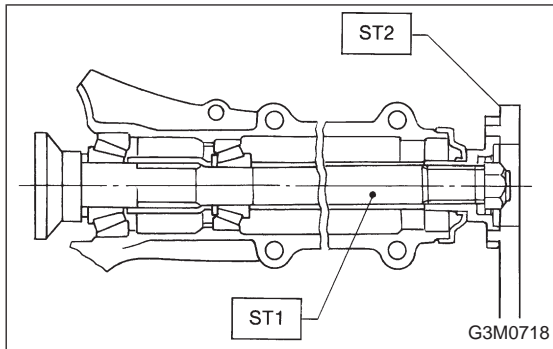
(4) Turn ST1 with hand to make it seated, and tighten drive pinion nut while measuring the preload with spring balance. Select preload adjusting washer and spacer so that the specified preload is obtained when nut is tightened to the specified torque with ST2.

CAUTION:

Use a new lock nut.

NOTE:

- Be careful not to give excessive preload.



- When tightening the drive pinion nut, lock ST1 with ST2 as shown in the figure.

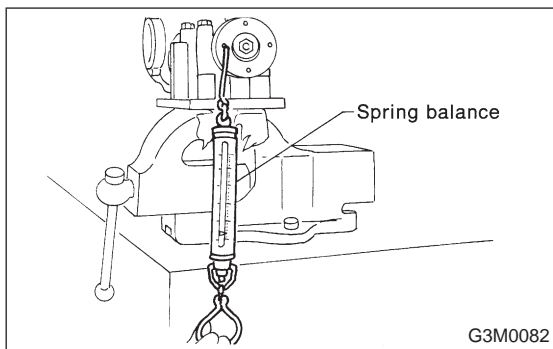
ST1 398507704 BLOCK

ST2 398507702 DUMMY SHAFT

ST3 498427200 FLANGE WRENCH

Tightening torque:

$181.4 \pm 14.7 \text{ N} \cdot \text{m}$ ($18.50 \pm 1.50 \text{ kg} \cdot \text{m}$, $133.8 \pm 10.8 \text{ ft} \cdot \text{lb}$)



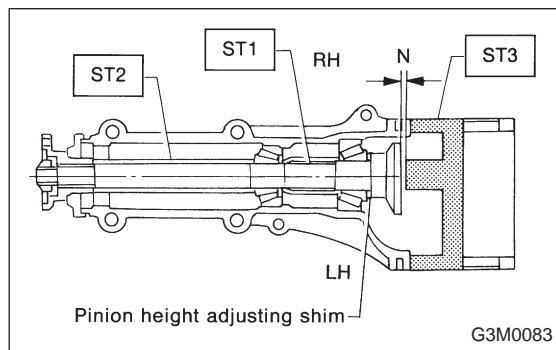
Front and rear bearing preload

For new bearing:

17.7 — 25.5 N (1.8 — 2.6 kg, 4.0 — 5.7 lb)

at companion flange bolt hole

	Part No.	Length mm (in)
● Preload adjusting washer length	383705200	2.59 (0.1020)
	383715200	2.57 (0.1012)
	383725200	2.55 (0.1004)
	383735200	2.53 (0.0996)
	383745200	2.51 (0.0988)
	383755200	2.49 (0.0980)
	383765200	2.47 (0.0972)
	383775200	2.45 (0.0965)
	383785200	2.43 (0.0957)
	383795200	2.41 (0.0949)
	383805200	2.39 (0.0941)
	383815200	2.37 (0.0933)
	383825200	2.35 (0.0925)
	383835200	2.33 (0.0917)
	383845200	2.31 (0.0909)
● Preload adjusting spacer length	383695201	56.2 (2.213)
	383695202	56.4 (2.220)
	383695203	56.6 (2.228)
	383695204	56.8 (2.236)
	383695205	57.0 (2.244)
	383695206	57.2 (2.252)



3) Adjusting drive pinion height

Adjust drive pinion height with shim installed between rear bearing cone and the back of pinion gear.

- (1) Install ST1, ST2 and ST3, as shown in the figure, and apply the specified preload on the bearings. <Ref. to step 2) Adjusting preload for front and rear bearings.>

NOTE:

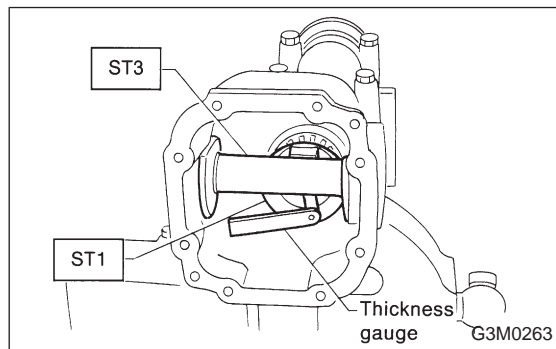
At this time, install a pinion height adjusting shim which is temporarily selected or the same as that used before.

- (2) Measure the clearance N between the end of ST3 and the end surface of ST1 by using a thickness gauge.

NOTE:

Make sure there is no clearance between the case and ST3.

- | | | |
|-----|-----------|----------------------------|
| ST1 | 398507702 | DUMMY SHAFT |
| ST2 | 398507703 | DUMMY COLLAR |
| ST3 | 398507701 | DIFFERENTIAL CARRIER GAUGE |



(3) Obtain the thickness of pinion height adjusting shim to be inserted from the following formula, and replace the temporarily installed shim with this one.

$$T = T_o + N - (H \times 0.01) - 0.20 \text{ (mm)}$$

Where:

T = Thickness of pinion height adjusting shim (mm)

T_o = Thickness of shim temporarily inserted (mm)

N = Reading of thickness gauge (mm)

H = Figure marked on drive pinion head

(Example of calculation)

$$T_o = 2.20 + 1.20 = 3.40 \text{ mm}$$

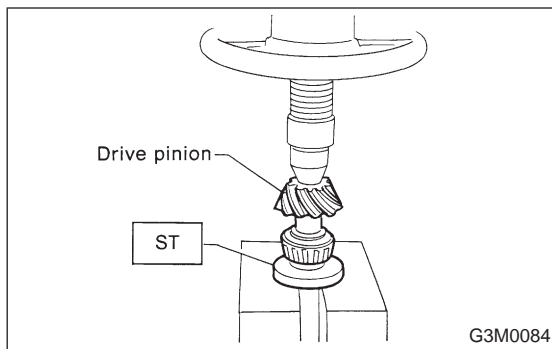
$$N = 0.23 \text{ mm } H = + 1,$$

$$T = 3.40 + 0.23 - 0.01 - 0.20 = 3.42$$

$$\text{Result: Thickness} = 3.42 \text{ mm}$$

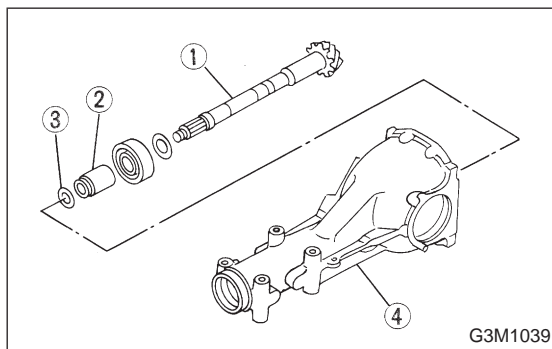
Therefore use the shim 383605200.

	Part No.	Thickness mm (in)
	383495200	3.09 (0.1217)
● Pinion height adjusting shim thickness	383505200	3.12 (0.1228)
	383515200	3.15 (0.1240)
	383525200	3.18 (0.1252)
	383535200	3.21 (0.1264)
	383545200	3.24 (0.1276)
	383555200	3.27 (0.1287)
	383565200	3.30 (0.1299)
	383575200	3.33 (0.1311)
	383585200	3.36 (0.1323)
	383595200	3.39 (0.1335)
	383605200	3.42 (0.1346)
	383615200	3.45 (0.1358)
	383625200	3.48 (0.1370)
	383635200	3.51 (0.1382)
	383645200	3.54 (0.1394)
	383655200	3.57 (0.1406)
	383665200	3.60 (0.1417)
	383675200	3.63 (0.1429)
	383685200	3.66 (0.1441)

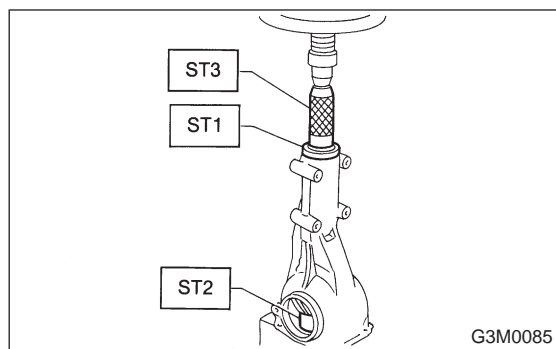


4) Install the selected pinion height adjusting shim on drive pinion, and press the rear bearing cone into position with ST.

ST 398177700 INSTALLER



5) Insert drive pinion ① into differential carrier ④, install the previously selected bearing preload adjusting spacer ② and washer ③.

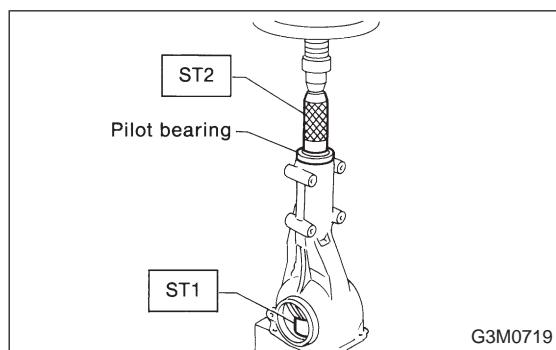


6) Press-fit front bearing cone into case with ST1, ST2 and ST3.

ST1 398507703 DUMMY COLLAR

ST2 399780104 WEIGHT

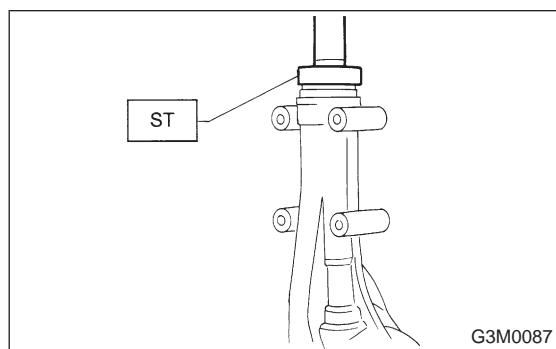
ST3 899580100 INSTALLER



7) Insert spacer, then press-fit pilot bearing with ST1 and ST2.

ST1 399780104 WEIGHT

ST2 899580100 INSTALLER



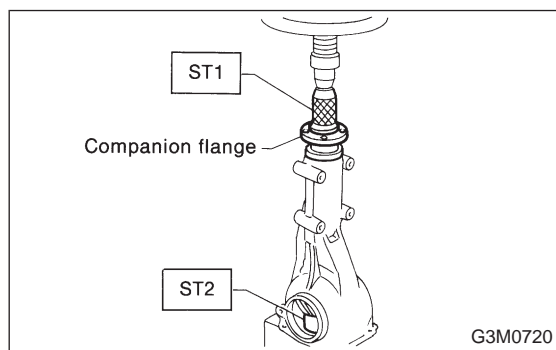
8) Fit a new oil seal with ST.

NOTE:

- Press-fit until end of oil seal is 1 mm (0.04 in) inward from end of carrier.

- Apply grease between the oil seal lips. <Ref. to 1).>

ST 498447120 OIL SEAL INSTALLER



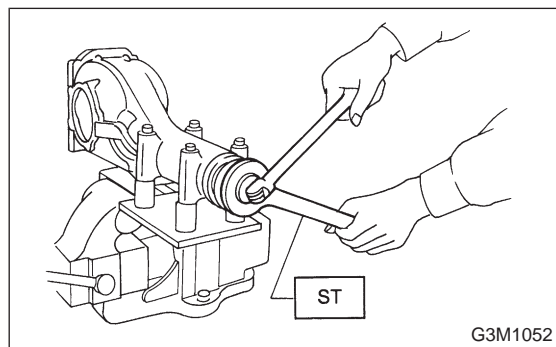
9) Press-fit companion flange with ST1 and ST2.

CAUTION:

Be careful not to damage bearing.

ST1 899874100 INSTALLER

ST2 399780104 WEIGHT

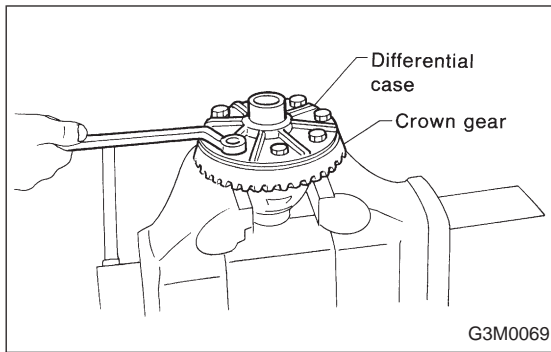


10) Install self-locking nut. Then tighten it with ST.

ST 498427200 FLANGE WRENCH

Tightening torque:

181.4±14.7 N·m (18.50±1.50 kg-m, 133.8±10.8 ft-lb)



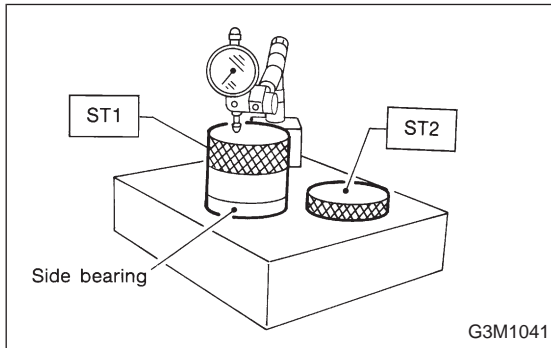
11) Install crown gear on differential case.

Tightening torque:

$103.0 \pm 9.8 \text{ N}\cdot\text{m}$ ($10.5 \pm 1.0 \text{ kg}\cdot\text{m}$, $75.9 \pm 7.2 \text{ ft}\cdot\text{lb}$)

NOTE:

Tighten diagonally while tapping the bolt heads.



12) Before installing side bearing, measure the bearing width by using a dial gauge, ST1 and ST2.

Standard bearing width:

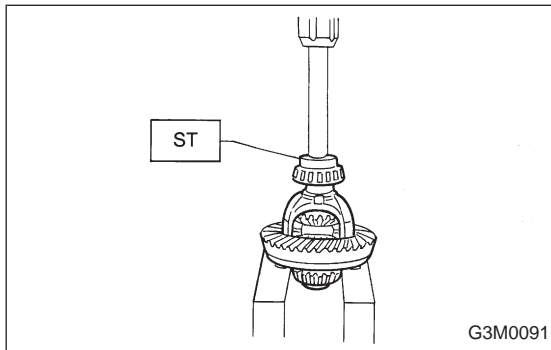
20.00 mm (0.7874 in)

NOTE:

Set the dial gauge needle to zero, using a standard bearing or block of specified height in advance.

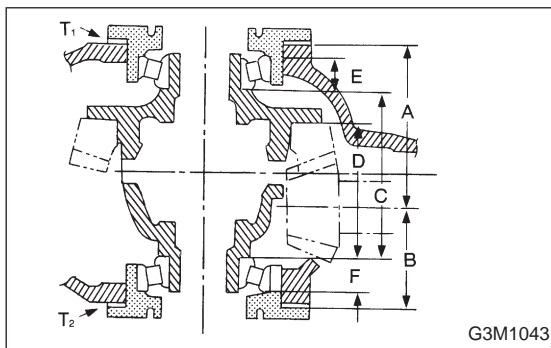
ST1 398227700 WEIGHT

ST2 398237700 GAUGE



13) Press side bearing cone onto differential case with ST1.

ST1 398487700 DRIFT



14) Adjusting side bearing retainer shims

(1) The drive gear backlash and side bearing preload can be determined by the side bearing retainer shim thickness.

(2) When replacing differential case, differential carrier, side bearing and side bearing retainer, obtain the right and left retainer shim thickness from the following formulas.

$$T_1 \text{ (Left)} = (A + C + G_1 - D) \times 0.01 + 0.76 - E \text{ (mm)}$$

$$T_2 \text{ (Right)} = (B + D + G_2) \times 0.01 + 0.76 - F \text{ (mm)}$$

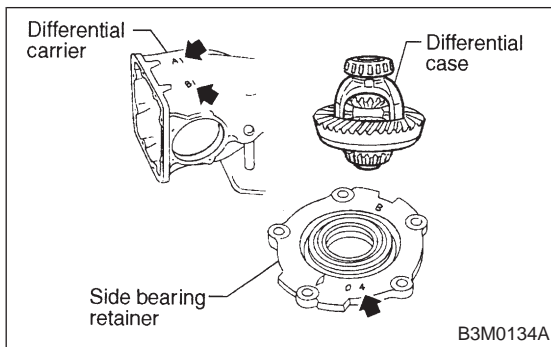
T_1 & T_2 : Thickness of left and right side bearing retainer shim (mm)

A & B : Number marked on differential carrier

C & D : Number marked on differential case

E & F : Difference of width of left and right side bearing from standard width 20.0 mm, expressed in a unit of 0.01 mm. For example, if the bearing measured width is 19.89 mm, value of E or F is as follows.
 $20.00 - 19.89 = 0.11$ (E or F)

G_1 & G_2 : Number marked on side bearing retainer



If a number is not marked, regard it as zero.

NOTE:

Use several shims to obtain the calculated thickness.

	Part No.	Thickness mm (in)
	383475201	0.20 (0.0079)
● Side bearing retainer shim thickness	383475202	0.25 (0.0098)
	383475203	0.30 (0.0118)
	383475204	0.40 (0.0157)
	383475205	0.50 (0.0197)

Example of calculation

Ex. 1

A = 5, B = 5, C = 3, D = 3, G₁ = 4, G₂ = 1,
E = 0.10 mm, F = 0.15 mm

Left side

$$\begin{aligned} T_1 &= (A + C + G_1 - D) \times 0.01 + 0.76 - E \\ &= (5 + 3 + 4 - 3) \times 0.01 + 0.76 - 0.10 \\ &= 0.09 + 0.76 - 0.10 = 0.75 \text{ mm} \end{aligned}$$

The correct shims are as follows:

Thickness	Q'ty	
0.25	x 1	= 0.25
0.50	x 1	= 0.50
<hr/>		
Total shim thickness = 0.75 mm		

Right side

$$\begin{aligned} T_2 &= (B + D + G_2) \times 0.01 + 0.76 - F \\ &= (5 + 3 + 1) \times 0.01 + 0.76 - 0.15 \\ &= 0.09 + 0.76 - 0.15 \\ &= 0.70 \text{ mm} \end{aligned}$$

The correct shims are as follows:

Thickness	Q'ty	
0.20	x 1	= 0.20
0.50	x 1	= 0.50
<hr/>		
Total shim thickness = 0.70 mm		

Ex. 2

A = 2, B = 3, C = 0, D = 3, G₁ = 2, G₂ = 3,
E = 0.22 mm, F = 0.10 mm

Left side

$$\begin{aligned} T_1 &= (A + C + G_1 - D) \times 0.01 + 0.76 - E \\ &= (2 + 0 + 2 - 3) \times 0.01 + 0.76 - 0.22 \\ &= 0.01 + 0.76 - 0.22 \\ &= 0.55 \text{ mm} \end{aligned}$$

The correct shims are as follows:

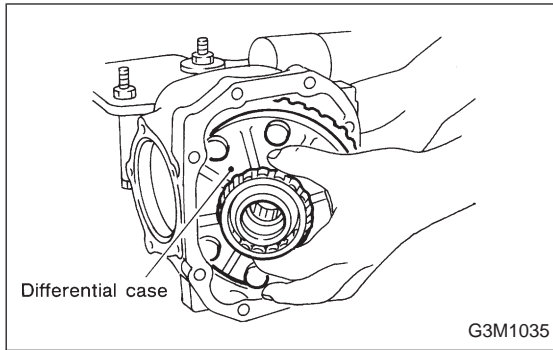
Thickness	Q'ty	
0.25	x 1	= 0.25
0.30	x 1	= 0.30
<hr/>		
Total shim thickness = 0.55 mm		

Right side

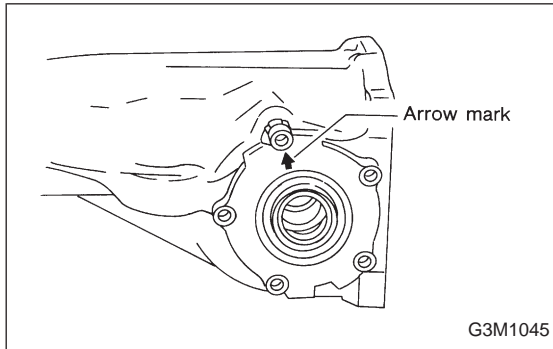
$$\begin{aligned} T_2 &= (B + D + G_2) \times 0.01 + 0.76 - F \\ &= (3 + 3 + 3) \times 0.01 + 0.76 - 0.10 \\ &= 0.09 + 0.76 - 0.10 \\ &= 0.75 \text{ mm} \end{aligned}$$

The correct shims are as follows:

Thickness	Q'ty	
0.25	x 1	= 0.25
0.50	x 1	= 0.50
<hr/>		
Total shim thickness = 0.75 mm		



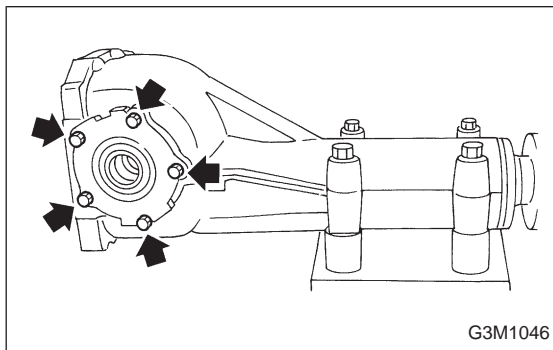
(3) Install the differential case assembly into differential carrier in the reverse order of disassembly.



(4) Fit the selected shims and O-ring on side bearing retainer and install them on differential carrier with the arrow mark on the retainer directed as shown in figure.

CAUTION:

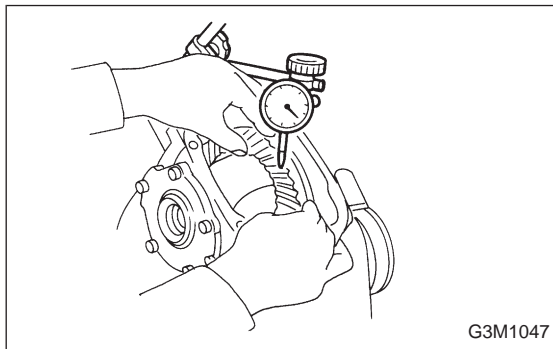
Be careful that side bearing cup is not damaged by bearing roller.



(5) Tighten side bearing retainer bolts.

Tightening torque:

$10.3 \pm 1.5 \text{ N} \cdot \text{m}$ ($1.05 \pm 0.15 \text{ kg} \cdot \text{m}$, $7.6 \pm 1.1 \text{ ft} \cdot \text{lb}$)



(6) Measure the crown gear-to-drive pinion backlash. Set magnet base on differential carrier. Align contact point of dial gauge with tooth face of crown gear, and move crown gear while holding drive pinion still. Read value indicated on dial gauge.

Backlash:

$0.10 - 0.20 \text{ mm}$ ($0.0039 - 0.0079 \text{ in}$)

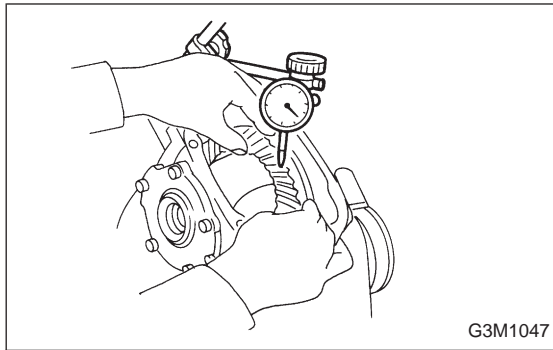
(7) At the same time, measure the turning resistance of drive pinion. Compared with the resistance when differential case is not installed, if the increase of the resistance is not within the specified range, readjust side bearing retainer shims.

Turning resistance increase:

$0.1 - 0.6 \text{ N} \cdot \text{m}$ ($1 - 6 \text{ kg} \cdot \text{cm}$, $0.9 - 5.2 \text{ in} \cdot \text{lb}$)

NOTE:

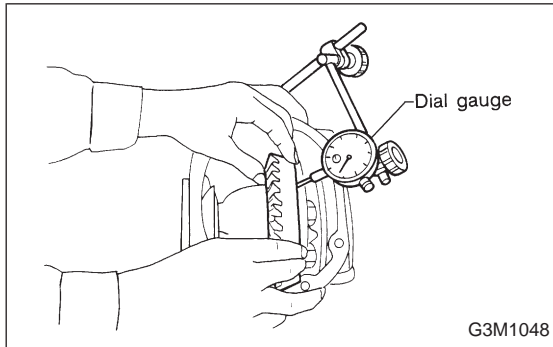
If measured backlash is not within specified range, repeat steps (1) thru (7).



15) Re-check crown gear-to-pinion backlash.

Backlash:

0.10 — 0.20 mm (0.0039 — 0.0079 in)



16) Check the crown gear runout on its back surface, and make sure pinion and crown gear rotate smoothly.

Limit of runout:

0.05 mm (0.0020 in)

17) Checking and adjusting tooth contact of crown gear

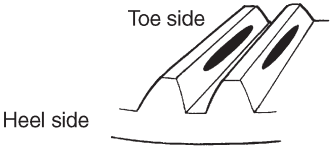


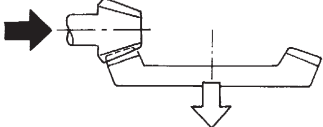
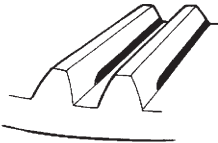
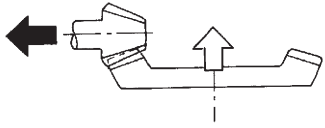
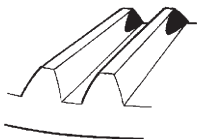
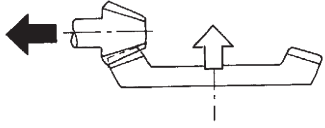

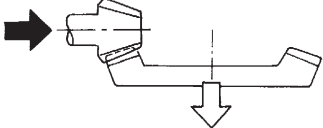
(1) Apply an even coat of red lead on both sides of three or four teeth on the crown gear. Check the contact pattern after rotating crown gear several revolutions back and forth until a definite contact pattern appears on the crown gear.

(2) When the contact pattern is incorrect, readjust according to the instructions given in "TOOTH CONTACT PATTERN".

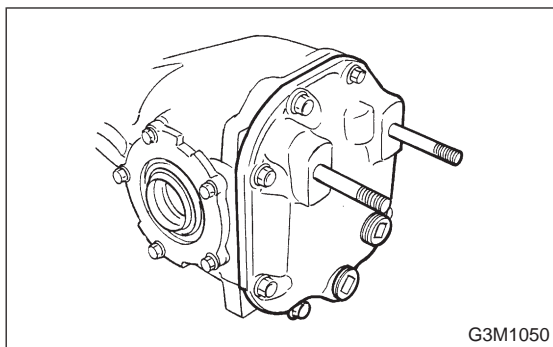
NOTE:

Be sure to wipe off red lead completely after adjustment is completed.

18) If proper tooth contact is not obtained, once again adjust the drive pinion height and the differential side bearing preload (mentioned above) and the hypoid gear backlash. <Ref. to step 2).>

TOOTH CONTACT PATTERN		
Condition	Contact pattern	Adjustment
<p>Correct tooth contact</p> <p>Tooth contact pattern slightly shifted towards toe under no load rotation (When loaded, contact pattern moves toward heel.)</p>	 <p>B3M0317A</p>	
<p>Face contact</p> <p>Backlash is too large.</p>	<p>This may cause noise and chipping at tooth ends.</p>  <p>B3M0319</p>	<p>Increase thickness of drive pinion height adjusting shim in order to bring drive pinion closer to crown gear center.</p>  <p>B3M0323</p>
<p>Flank contact</p> <p>Backlash is too small.</p>	<p>This may cause noise and stepped wear on surfaces.</p>  <p>B3M0320</p>	<p>Reduce thickness of drive pinion height adjusting shim in order to move drive pinion away from crown gear.</p>  <p>B3M0324</p>
<p>Toe contact</p> <p>Contact area is small.</p>	<p>This may cause chipping at toe ends.</p>  <p>B3M0321</p>	<p>Adjust as for flank contact.</p>  <p>B3M0324</p>
<p>Heel contact</p> <p>Contact area is small.</p>	<p>This may cause chipping at heel ends.</p>  <p>B3M0322</p>	<p>Adjust as for face contact.</p>  <p>B3M0323</p>

 : Adjusting direction of drive pinion
 : Adjusting direction of crown gear



19) Install rear cover and tighten bolts to specified torque.

Tightening torque:

$29.4 \pm 4.9 \text{ N} \cdot \text{m}$ ($3.0 \pm 0.5 \text{ kg} \cdot \text{m}$, $21.7 \pm 3.6 \text{ ft} \cdot \text{lb}$)

G: INSTALLATION

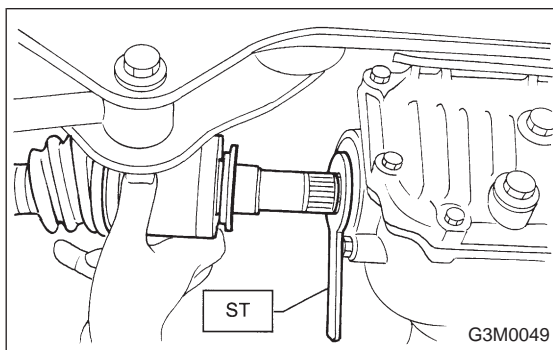
1. 1800 cc MODEL

To install, reverse the removal sequence.

1) Position front member on body by passing it under parking brake cable and securing to rear differential.

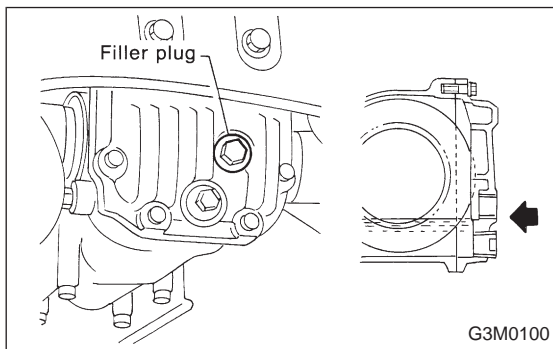
NOTE:

When installing rear differential front member, do not confuse the installation sequence of the upper and lower stoppers.



2) Install DOJ of rear drive shaft into rear differential. <Ref. to 3-4 [W2A2].>

ST 28099PA090 SIDE OIL SEAL PROTECTOR



3) Installing procedure hereafter is in the reverse order of removal.

4) After installation, fill differential carrier with gear oil to the upper plug level.

CAUTION:

Use a new aluminum gasket when installing the plug.

Oil capacity:

0.8 l (0.8 US qt , 0.7 Imp qt)

2. 2200 cc MODEL

To install, reverse the removal sequence.

1) Install the air breather cap tapping with a plastic hammer.

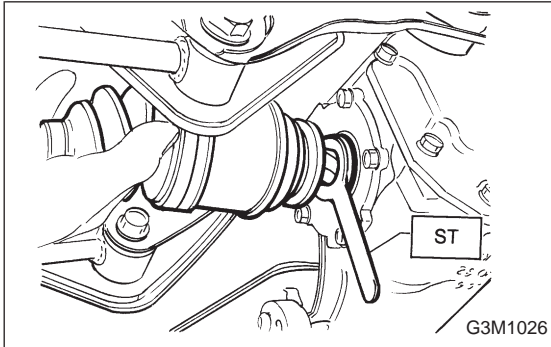
CAUTION:

Be sure to install new air breather cap.

2) Position front member on body by passing it under parking brake cable and securing to rear differential.

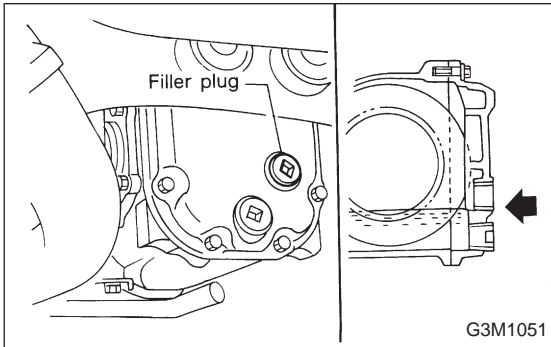
NOTE:

When installing rear differential front member, do not confuse the installation sequence of the upper and lower stoppers.



3) Install DOJ of rear drive shaft into rear differential. <Ref. to 3-4 [W2A4].>

ST 28099PA090 SIDE OIL SEAL PROTECTOR



4) Installing procedure hereafter is in the reverse order of removal.

5) After installation, fill differential carrier with gear oil to the upper plug level.

CAUTION:

Apply fluid packing to plug.

Fluid packing:

THREE BOND 1205 or equivalent

Oil capacity:

0.8 l (0.8 US qt, 0.7 Imp qt)

Tightening torque:

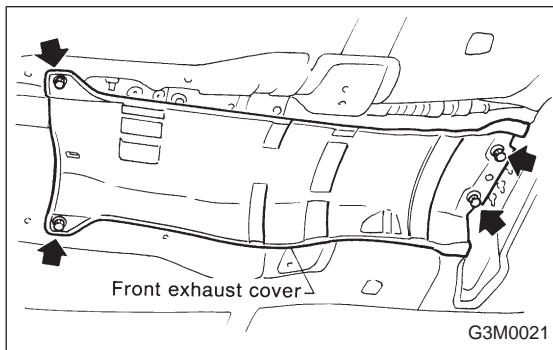
44.1±3.9 N·m (4.5±0.4 kg-m, 32.5±2.9 ft-lb)

3. Rear Differential Front Member

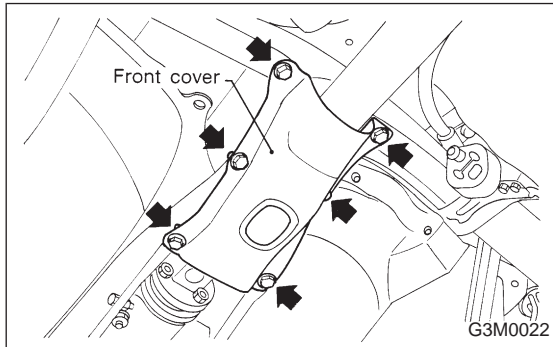
A: REMOVAL

1. 1800 cc MODEL

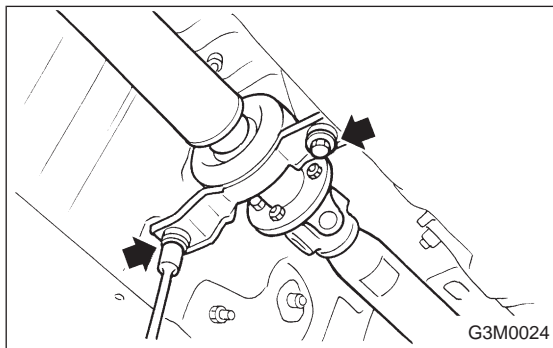
- 1) Disconnect ground cable from battery.
- 2) Move selector lever or gear shift lever to "N".
- 3) Release the parking brake.
- 4) Loosen wheel nuts.
- 5) Jack-up vehicle and support it with sturdy racks.
- 6) Remove wheels.
- 7) Remove rear exhaust pipe and muffler.
<Ref. to 2-9 [W2A0], [W3A0].>



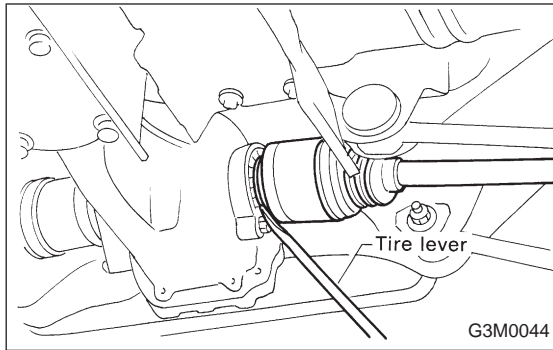
- 8) Remove front exhaust cover.



- 9) Remove front cover of rear differential mount.

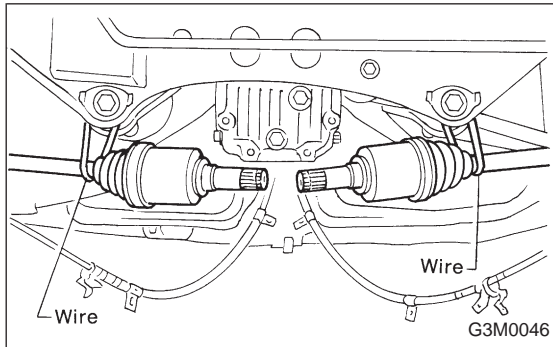


- 10) Remove propeller shaft. <Ref. to 3-4 [W1B0].>

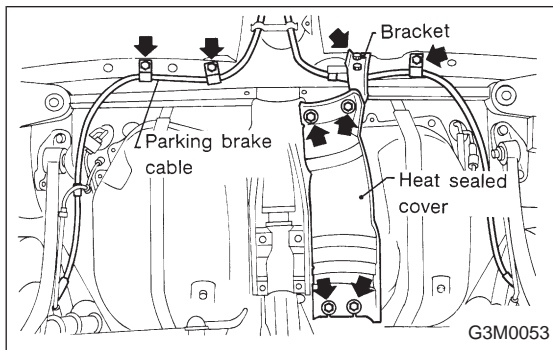


11) Remove rear differential front member.

(1) Remove DOJ of rear drive shaft from rear differential. <Ref. to 3-4 [W2A2].>

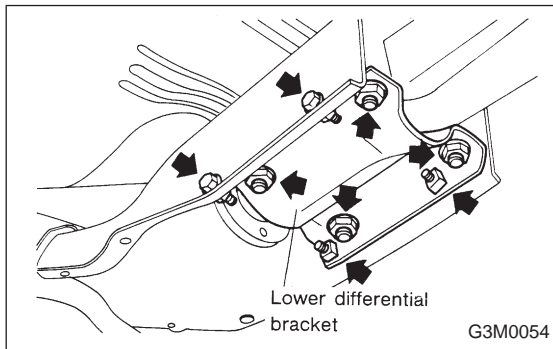


(2) Secure rear drive shaft to rear crossmember using wire.

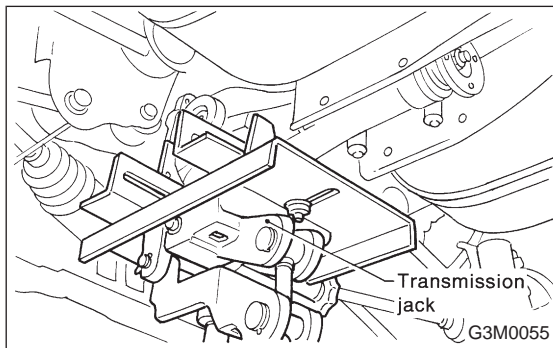


(3) Remove heat sealed cover.

(4) Remove clamps and bracket of parking brake cable.

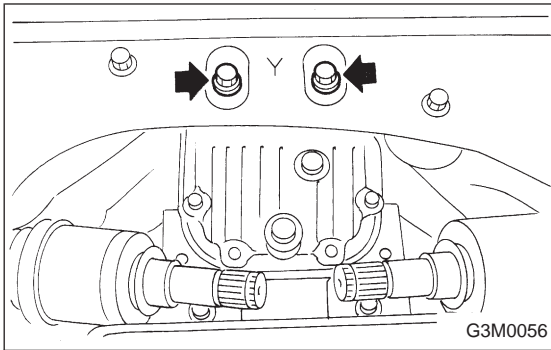


(5) Remove lower differential bracket.

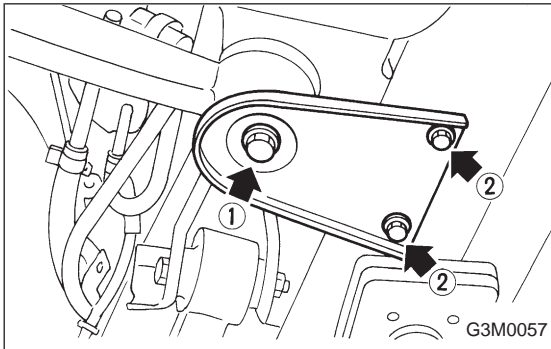


(6) Support rear differential with transmission jack.

3. Rear Differential Front Member



(7) Remove self-locking nuts connecting rear differential to rear crossmember.

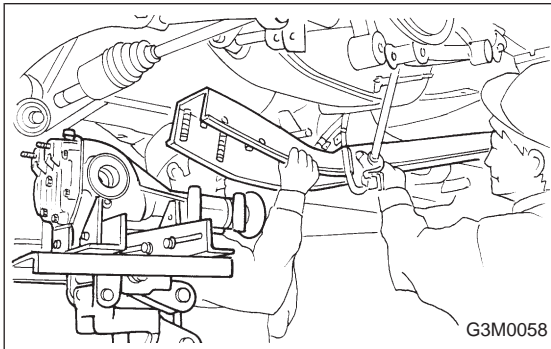


(8) Remove bolts which secure rear differential front member to body.

Loosen bolt ① first, then removal bolts ②.

NOTE:

Support front member with the help of another person to prevent it from dropping.



(9) While slowly lowering transmission jack, move rear differential forward and remove stud bolts from rear crossmember.

(10) Remove front member from body.

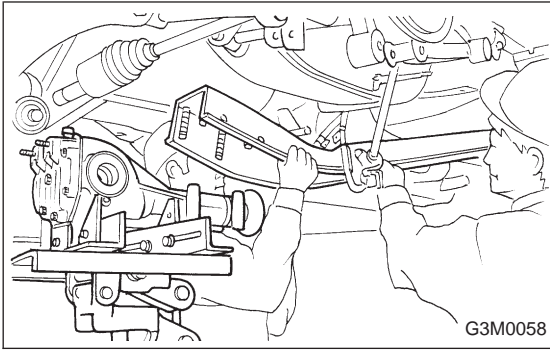
2. 2200 cc MODEL

- 1) Disconnect ground cable from battery.
- 2) Move selector lever or gear shift lever to "N".
- 3) Release the parking brake.
- 4) Loosen wheel nuts.
- 5) Jack-up vehicle and support it with sturdy racks.
- 6) Remove wheels.
- 7) Remove rear exhaust pipe and muffler.
<Ref. to 2-9 [W2A0], [W3A0].>
- 8) Remove rear differential front member.

NOTE:

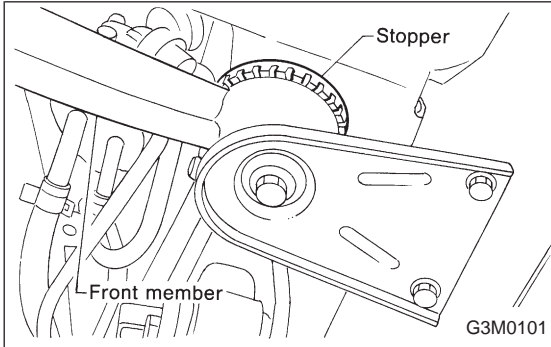
When removing rear differential front member, work the removal procedure as rear differential.

<Ref. to 3-4 [W2C2].>

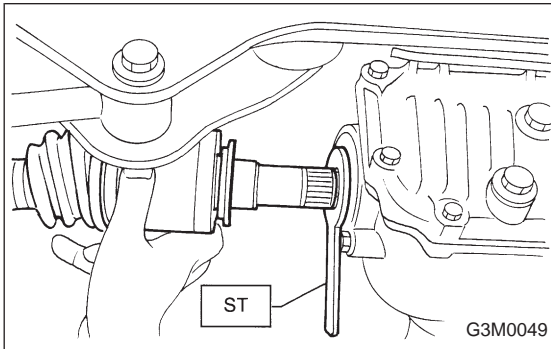
**B: INSTALLATION****1. 1800 cc MODEL**

To install, reverse the removal sequence.

- 1) Position front member on body by passing it under parking brake cable and securing to rear differential.

**NOTE:**

When installing rear differential front member, do not confuse the installation sequence of the stopper.



- 2) Insert DOJ of rear drive shaft into rear differential.

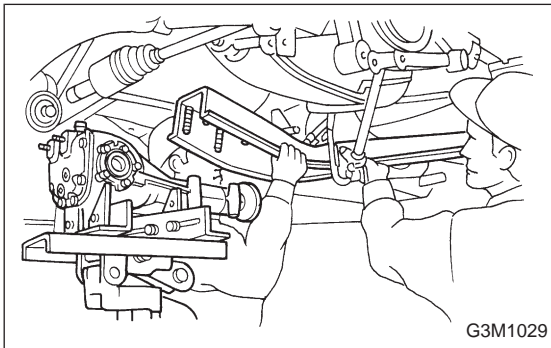
<Ref. to 3-4 [W2A2].>

ST 28099PA090 SIDE OIL SEAL PROTECTOR

CAUTION:

Before inserting, replace the differential side oil seal and the circlip at the end of the spline shaft with a new one.

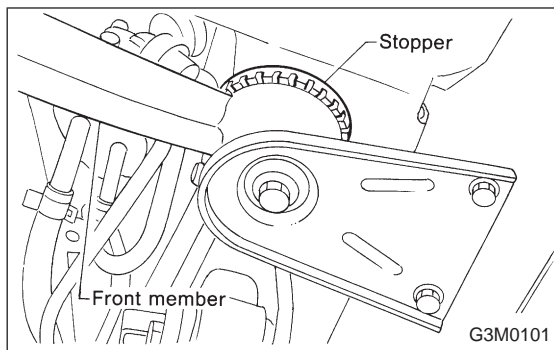
- 3) Installing procedure hereafter is in the reverse order of removal.

**2. 2200 cc MODEL**

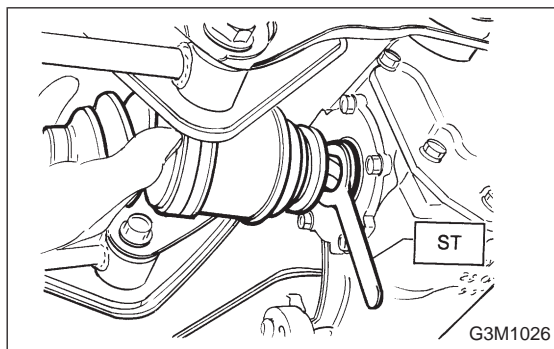
To install, reverse the removal sequence.

- 1) Position front member on body by passing it under parking brake cable and securing to rear differential.

3. Rear Differential Front Member

**NOTE:**

When installing rear differential front member, do not confuse the installation sequence of the stopper.



2) Insert DOJ of rear drive shaft into rear differential.

<Ref. to 3-4 [W2A4].>

ST 28099PA090 SIDE OIL SEAL PROTECTOR

CAUTION:

Before inserting, replace the differential side oil seal with a new one.

3) Installing procedure hereafter is in the reverse order of removal.

1. Rear Differential

Symptom and possible cause	Remedy
1. Oil leakage	
① Worn, scratched, or incorrectly seated front or side oil seal. Scored, battered, or excessively worn sliding surface of companion flange.	Repair or replace.
② Clogged or damaged air breather.	Clean, repair or replace.
③ Loose bolts on differential spindle or side retainer, or incorrectly fitted O-ring.	Tighten bolts to specified torque. Replace O-ring.
④ Loose rear cover attaching bolts or damaged gasket.	Tighten bolts to specified torque. Replace gasket and apply liquid packing.
⑤ Loose oil filler or drain plug.	Retighten and apply liquid packing.
⑥ Wear, damage or incorrectly fitting for spindle, side retainer and oil seal.	Repair or replace.
2. Seizure	
Seized or damaged parts should be replaced, and also other parts should be thoroughly checked for any defect and should be repaired or replaced as required.	
① Insufficient backlash for hypoid gear.	Readjust or replace.
② Excessive preload for side, rear, or front bearing.	Readjust or replace.
③ Insufficient or improper oil used.	Replace seized part and fill with specified oil to specified level.
3. Damage	
Damaged parts should be replaced, and also other parts should be thoroughly checked for any defect and should be repaired or replaced as required.	
① Improper backlash for hypoid gear.	Replace.
② Insufficient or excessive preload for side, rear, or front bearing.	Readjust or replace.
③ Excessive backlash for differential gear.	Replace gear or thrust washer.
④ Loose bolts and nuts such as crown gear bolt.	Retighten.
⑤ Damage due to overloading.	Replace.
4. Noises when starting or shifting gears	
Noises may be caused by differential assembly, universal joint, wheel bearing, etc. Find out what is actually making noise before disassembly.	
① Excessive backlash for hypoid gear.	Readjust.
② Excessive backlash for differential gear.	Replace gear or thrust washer.
③ Insufficient preload for front or rear bearing.	Readjust.
④ Loose drive pinion nut.	Tighten to specified torque.
⑤ Loose bolts and nuts such as side bearing retainer attaching bolt.	Tighten to specified torque.

1. Rear Differential - 2. Propeller Shaft

Symptom and possible cause	Remedy
5. Noises when cornering	
① Damaged differential gear.	Replace.
② Excessive wear or damage of thrust washer.	Replace.
③ Broken pinion mate shaft.	Replace.
④ Seized or damaged side bearing.	Replace.
6. Gear noises	
Since noises from engine, muffler, transmission, propeller shaft, wheel bearings, tires, and body are sometimes mistaken for noises from differential assembly, be careful in checking them. Inspection methods to locate noises include coasting, accelerating, cruising, and jacking-up all four wheels. Perform these inspections according to condition of trouble. When listening to noises, shift gears into four wheel drive and fourth speed position, trying to pick up only differential noise.	
① Improper tooth contact of hypoid gear.	Readjust or replace hypoid gear set.
② Improper backlash for hypoid gear.	Readjust.
③ Scored or chipped teeth of hypoid gear.	Replace hypoid gear set.
④ Seized hypoid gear.	Replace hypoid gear set.
⑤ Improper preload for front or rear bearings.	Readjust.
⑥ Seized, scored, or chipped front or rear bearing.	Replace.
⑦ Seized, scored, or chipped side bearing.	Replace.
⑧ Vibrating differential carrier.	Replace.

2. Propeller Shaft

Symptom and possible cause	Remedy
1. Vibration of propeller shaft	
Vibration is caused by propeller shaft during operation and is transferred to vehicle body. Generally vibration increase in proportion to vehicle speed.	
① Worn or damaged universal joint.	Replace.
② Unbalanced propeller shaft due to bend or dent.	Replace.
③ Loose installation of propeller shaft.	Retighten.
④ Worn or damaged center bearing and damaged center mounting rubber.	Replace.
2. Tapping when starting and noise while cruising, caused by propeller shaft.	
① Worn or damaged universal joint.	Replace.
② Worn spline of sleeve yoke.	Replace.
③ Loose installation of propeller shaft.	Retighten.
④ Loose installation of joint.	Replace.
⑤ Worn or damaged center bearing and damaged center mounting rubber.	Replace.

NOTE:

Vibration while cruising may be caused by an unbalanced tire, improper tire inflation pressure, improper wheel alignment, etc.