

# GENERAL DIAGNOSTIC TABLE

## DIFFERENTIALS

### 8. General Diagnostic Table

#### A: INSPECTION

Symptom or trouble	Possible cause	Remedy
<b>1. Oil leakage</b>	(1) Worn, scratched, or incorrectly seated front or side oil seal. Scored, battered or excessively worn sliding surface of companion flange.  (2) Clogged or damaged air breather.  (3) Loose bolts on differential spindle or side retainer or incorrectly fitted O-ring.  (4) Loose rear cover attaching bolts or damaged gasket.  (5) Loose oil filler or drain plug.  (6) Wear, damage or incorrectly fitting for spindle, side retainer and oil seal.	Repair or replace.  Clean, repair or replace.  Tighten bolts to specified torque. Replace O-ring.  Tighten bolts to specified torque. Replace gasket and apply liquid packing.  Retighten and apply liquid packing.  Repair or replace.
<b>2. Seizure</b>  NOTE: 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.  (2) Excessive preload for side, rear or front bearing.  (3) Insufficient or improper oil used.	Readjust or replace.  Readjust or replace.  Replace seized part and fill with specified oil to specified level.
<b>3. Damage</b>  NOTE: 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.  (2) Insufficient or excessive preload for side, rear or front bearing.  (3) Excessive backlash for differential gear.  (4) Loose bolts and nuts such as crown gear bolt.  (5) Damage due to overloading.	Replace.  Readjust or replace.  Replace gear or thrust washer.  Retighten.  Replace.
<b>4. Noises when starting or shifting gears</b>  NOTE: 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.  (2) Excessive backlash for differential gear.  (3) Insufficient preload for front or rear bearing.  (4) Loose drive pinion nut.  (5) Loose bolts and nuts such as side bearing retainer attaching bolt.	Readjust.  Replace gear or thrust washer.  Readjust.  Tighten to specified torque.  Tighten to specified torque.
<b>5. Noises when cornering</b>	(1) Damaged differential gear.  (2) Excessive wear or damage of thrust washer.  (3) Broken pinion mate shaft.  (4) Seized or damaged side bearing.	Replace.  Replace.  Replace.  Replace.

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<b>6. Gear noises</b>  NOTE: 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. (2) Improper backlash for hypoid gear. (3) Scored or chipped teeth of hypoid gear. (4) Seized hypoid gear. (5) Improper preload for front or rear bearings. (6) Seized, scored or chipped front or rear bearing. (7) Seized, scored or chipped side bearing. (8) Vibrating differential carrier.	Readjust or replace hypoid gear set. Readjust. Replace hypoid gear set. Replace hypoid gear set. Readjust. Replace. Replace. Replace.

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