

REAR AXLE

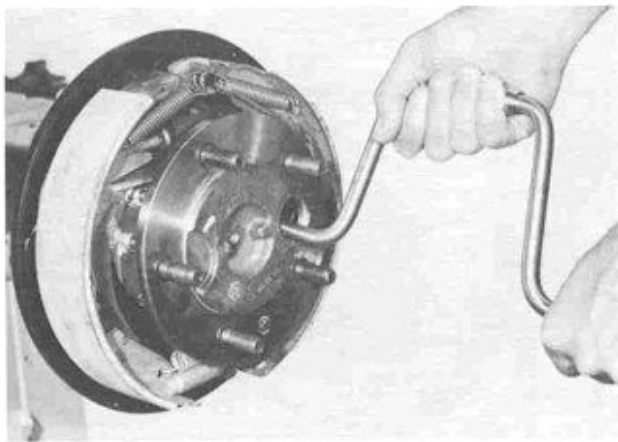


Figure 83

1019-83

Start nuts on backing plate bolts by hand. Use a speed wrench as shown and tighten to approximately 15 Lb. Ft. (20 N·m).

The units should be tightened in a manner that assures that the seal and cup rib ring are drawn evenly against the cup in the housing.

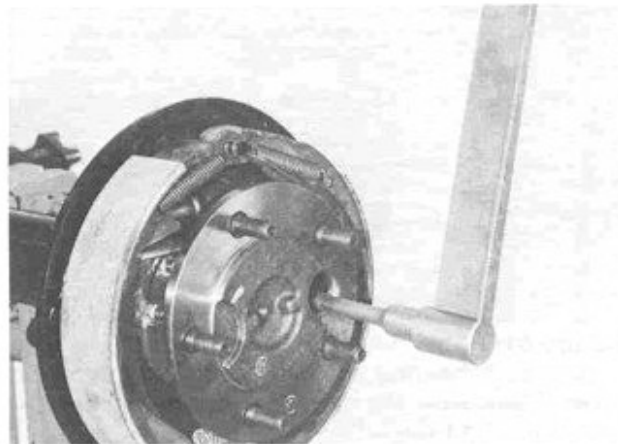


Figure 84

1019-84

Using a torque wrench as shown, torque nuts to 25-35 Lb. Ft. (34-47 N·m). Assemble brake drums, retainer nuts, wheels, etc.

Tool: #524-A Torque Wrench.

UNIT WHEEL BEARING DESIGN LUBRICATED WITH GREASE

NOTE

Unit wheel bearing that are dependent on grease for lubrication, rather than hypoid gear lube from the axle housing, are equipped with an inner axle shaft oil seal as shown in figure 85.

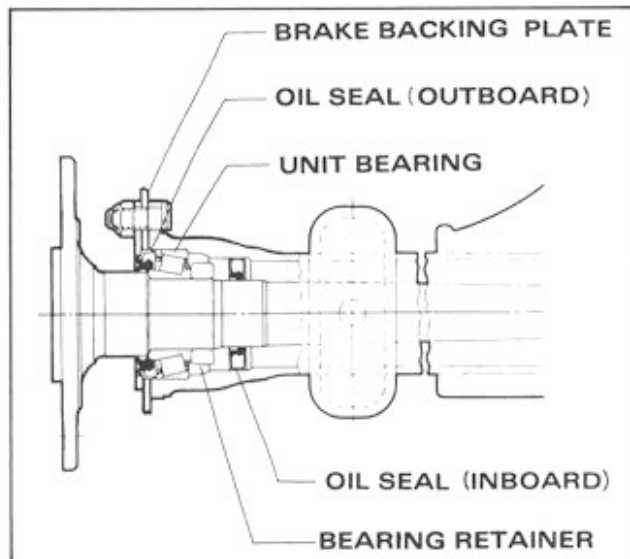


Figure 85 L/D

1019-85

Unit wheel bearing L/D with grease seal.

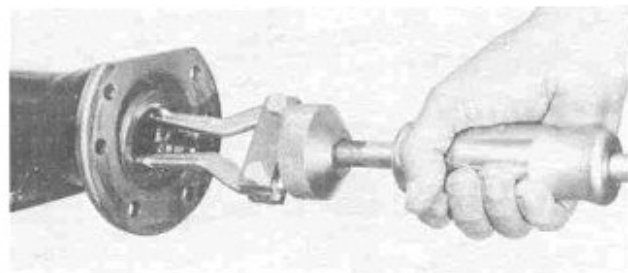


Figure 86

1019-86

Remove inner axle shaft seal using puller as shown.

Tool: #D-131 Slide Hammer.

Discard seal and replace with new one at time of assembly.

NOTE

Avoid contacting seals with cleaning solvent in cleaning operation.

CLEANING, INSPECTING, AND RELUBRICATING UNIT BEARINGS

Clean bearing cup with any of the standard metal cleaning solvents. Inspect cup for any possible wear, nicks, etc.

The cone assembly can be cleaned in place on the shaft. Use a standard metal cleaning solvent and a stiff bristle brush to loosen the old grease. To ensure removal of the old grease and any contamination that might be present, use compressed air. Air should be directed at the cone assembly so that it goes through the bearing from one end of the rollers to the other. It is important not to "Spin

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Dry'' the bearing with compressed air. Spinning the dry bearing may score the raceways and rollers due to the lack of lubricant.

Use a standard metal cleaning solvent to clean out the bearing and oil seal bore in the housing. Wipe this area clean, making sure it is free from any old grease or other contamination that might be present.

After the bearing has been inspected and approved for continued service, it must be lubricated prior to installation.

The grease should be a good quality number 2 E.P. (Extreme Pressure) lithium soap, wheel bearing grease.

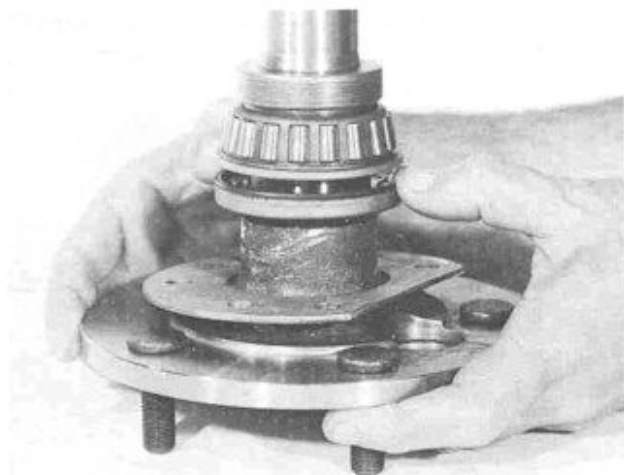


Figure 87 1019-87
Push seal and retainer away from the bearing to allow a cavity between the seal and bearing.

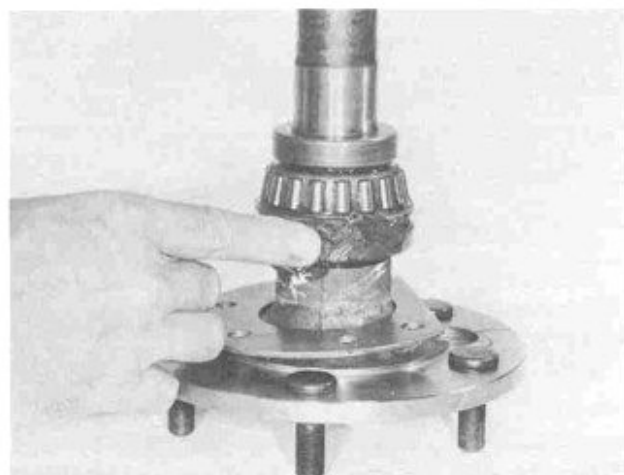


Figure 88 1019-88
Fill the area or cavity between the seal and bearing with the recommended grease.

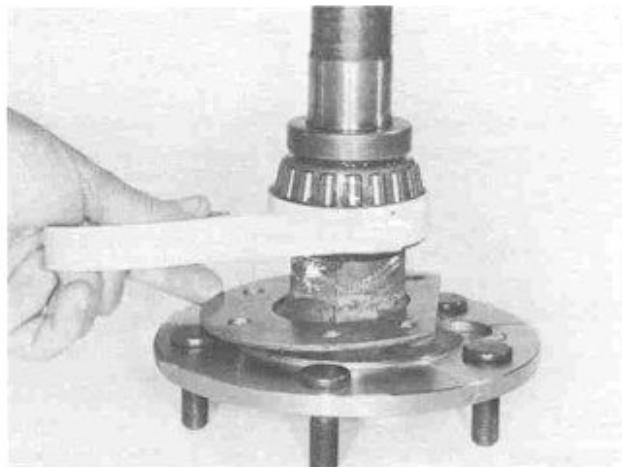


Figure 89 1019-89
After the cavity is full of grease, wrap tape completely around the rib ring and seal as shown to enclose the cavity.

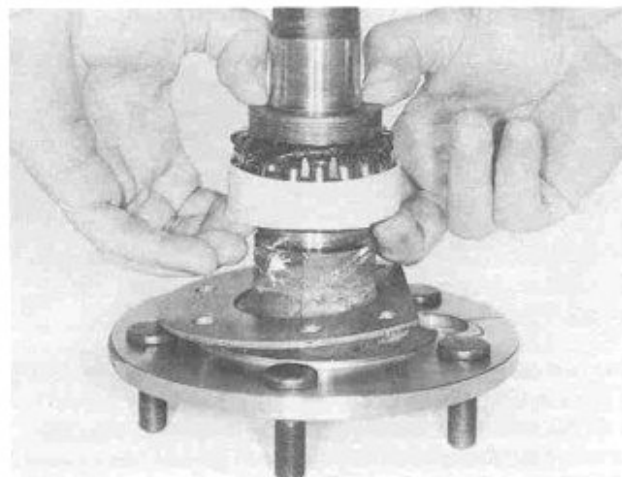


Figure 90 1019-90
With tape still wrapped around the ring, push seal up until it contacts the rib ring. This will force the grease up through the rollers.

NOTE

If grease is not apparent on small end of rollers, repeat these steps until grease appears.

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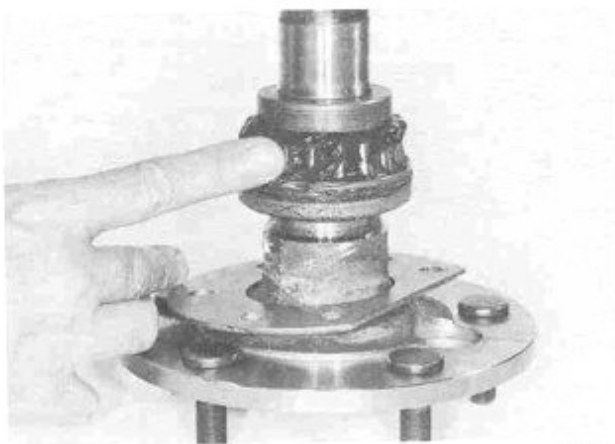


Figure 91 1019-91
Remove tape and wipe excess grease on roller bodies.



Figure 94 1019-94
Assemble bearing cup into bearing bore of the tube. Make sure the cup backface is against the bearing seat of the tube.

ASSEMBLY

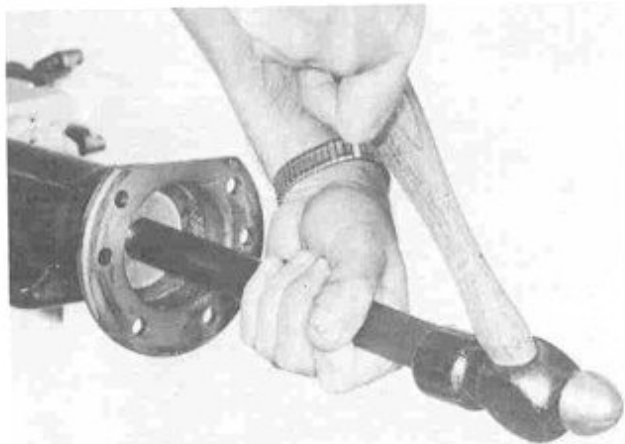


Figure 92 1019-92
Assemble new grease seal into housing.
Tools: #C-4026A Seal Installer, #C-4171 Handle.
After seal has been assembled, grease lip of seal.

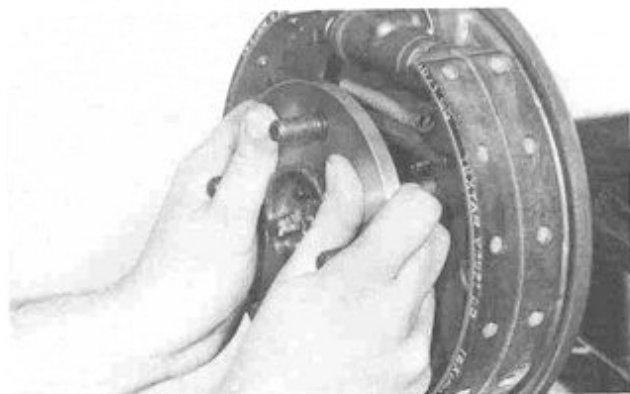


Figure 95 1019-95
Assemble axle shaft into housing. Care should be taken not to damage the seal lip and bearing rollers.
Line up the holes of the retainer plate with the bolts; push axle shaft into the housing as far as possible.

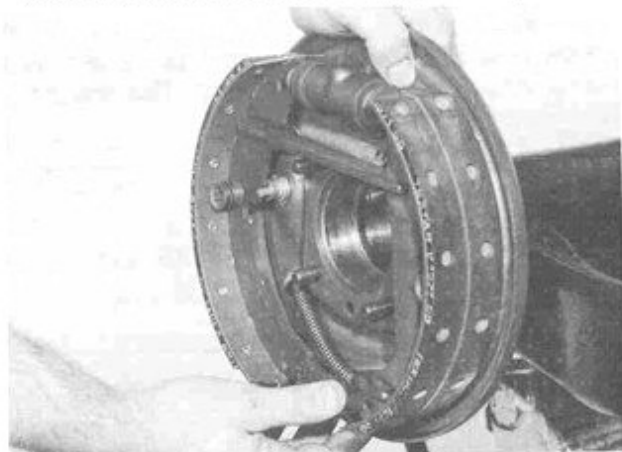


Figure 93 1019-93
Assemble backing plate bolts and backing plate assembly.

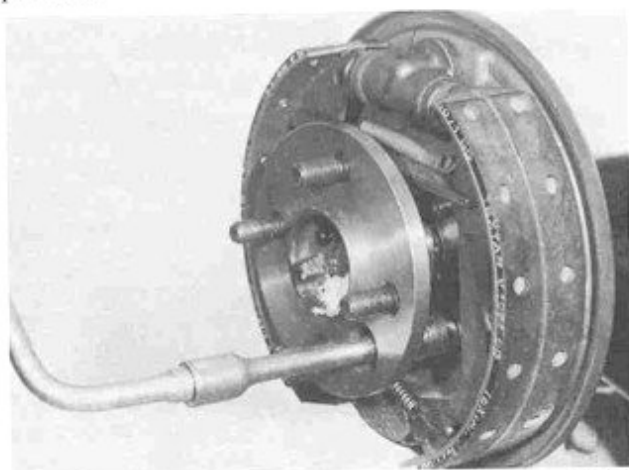


Figure 96 1019-96
Start nuts on backing plate by hand. Use a speed wrench as shown and tighten to snug fit.

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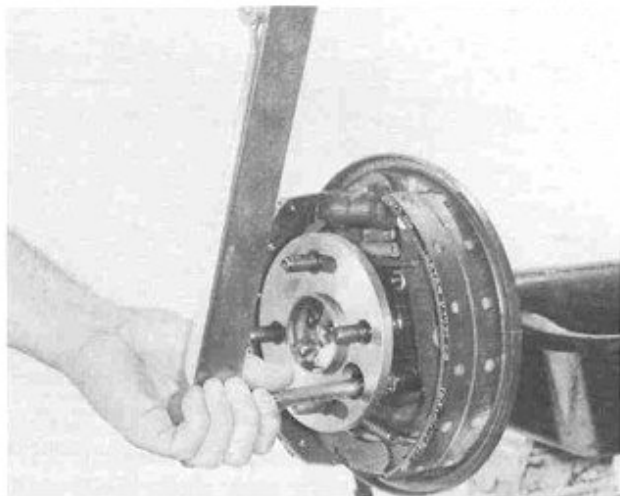


Figure 97

1019-97

Use a torque wrench and torque nuts to 25-35 Lb. Ft. (34-47 N·m).

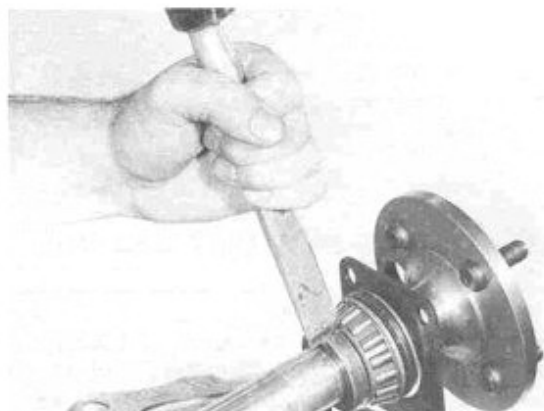


Figure 99

1019-99

After drilling the ring, use a chisel positioned across the hole and strike sharply to break the ring. Discard and replace with a new one at time of assembly.

REMOVAL OF UNIT BEARING FROM AXLE SHAFT

NOTE

To disassemble axle shaft from housing, follow the procedures illustrated in figures 75 thru 79.

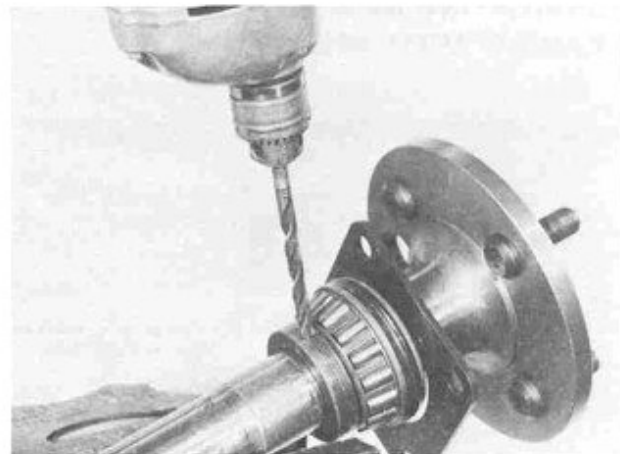


Figure 98

1019-98

Place axle shaft in a vise. Drill a 1/4" (6.35 mm) hole in the outside of the retainer ring to a depth approximately three fourths the thickness of the ring. Do not drill all the way through the ring; the drill could damage the axle shaft.

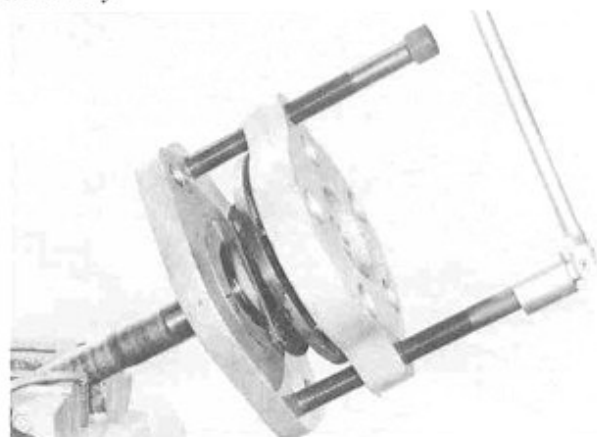


Figure 100

1019-100

Push retainer plate and seal towards flange of axle shaft. Install the flange plate to the flange of the axle shaft. Install bolts into flange plate. Slide forcing plate over the axle shaft. Install the adapters so they seat under the cup rib ring.

Gradually tighten the bolts until they are located in the dimples on the backside of the forcing plate.

Tools: #SP-5443-A Flange Plate, #SP-5017 Adapter Ring, #SP-5542-D Adapters, #SP-5026 Bolts.

Tighten bolts of tool alternately until bearing cone is removed from axle shaft. Be careful not to mark the machined surfaces of the axle shaft.

CAUTION

Do not heat or cut the bearing cone assembly with a torch to remove. Damage to the axle shaft will result.

Remove seal and retainer plate. Discard seal. Replace with new one at time of assembly.

Inspect retainer plate for possible distortion.

If any portion of the retainer plate is damaged, it should be replaced. Inspect machined surfaces of the axle shaft, such as the seal and bearing diameters. Clean axle shaft, remove all nicks or burrs.