

# SECTION RFD

## REAR FINAL DRIVE

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# PREPARATION

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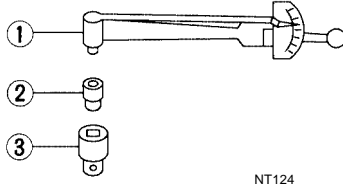
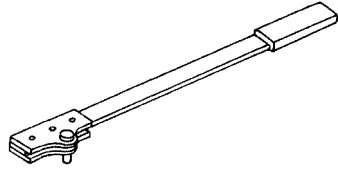
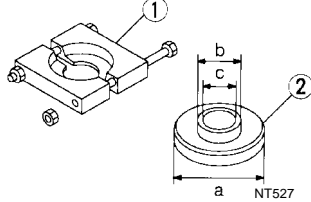
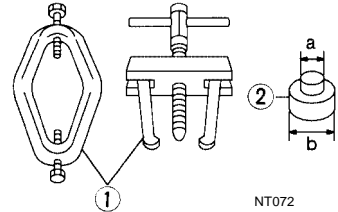
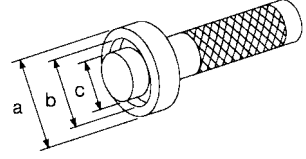
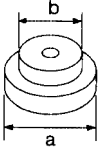
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## PREPARATION

### Special Service Tools

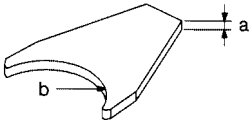
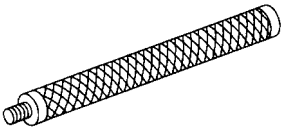
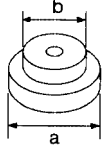
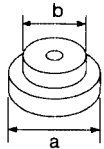
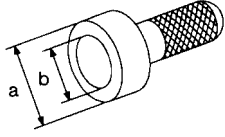

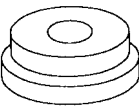
The actual shapes of Kent-Moore tools may differ from those of special service tools illustrated here.

Tool number (Kent-Moore No.) Tool name	Description
ST3127S000 (See J25765-A) Preload gauge 1 GG91030000 (J-25765) Torque wrench 2 HT62940000 ( — ) Socket adapter 3 HT62900000 ( — ) Socket adapter	Measuring pinion bearing preload and total preload 
KV38108300 (J-44195) Companion flange wrench	Removing and installing propeller shaft lock nut and drive pinion lock nut 
ST3090S000 ( — ) Drive pinion rear inner race puller set 1 ST30031000 (J-22912-01) Puller 2 ST30901000 (J-26010-01) Base	Removing and installing drive pinion rear inner cone <b>a: 79 mm (3.11 in) dia.</b> <b>b: 45 mm (1.77 in) dia.</b> <b>c: 35 mm (1.38 in) dia.</b> 
ST3306S001 Differential side bearing puller set 1 ST33051001 (J-22888-20) Body 2 ST33061000 (J8107-2) Adapter	Removing and installing differential side bearing inner cone <b>a: 28.5 mm (1.122 in) dia.</b> <b>b: 38 mm (1.50 in) dia.</b> 
ST33230000 (J-25805-01) Differential side bearing drift	Installing side bearing inner cone <b>a: 51 mm (2.01 in) dia.</b> <b>b: 41 mm (1.61 in) dia.</b> <b>c: 28.5 mm (1.122 in) dia.</b> 
ST33081000 ( — ) Side bearing puller adapter	Installing side bearing inner cone and removing and installing differential case couple bolts <b>a: 43 mm (1.69 in) dia.</b> <b>b: 33.5 mm (1.319 in) dia.</b> 

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# PREPARATION

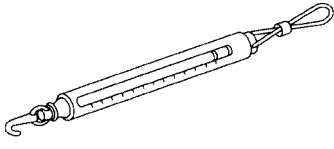
**[C200]**

Tool number (Kent-Moore No.) Tool name		Description
KV38100600 (J-25267) Side bearing spacer drift		Installing side bearing spacer <b>a: 8 mm (0.31 in)</b> <b>b: R42.5 mm (1.673 in)</b>
ST30611000 (J-25742-1) Drift		Installing pinion rear bearing outer race
ST30621000 (J-25742-5) Drift		Installing pinion rear bearing outer race <b>a: 79 mm (3.11 in) dia.</b> <b>b: 59 mm (2.32 in) dia.</b>
ST30613000 (J-25742-3) Drift		Installing pinion front bearing outer race <b>a: 72 mm (2.83 in) dia.</b> <b>b: 48 mm (1.89 in) dia.</b>
KV38100500 (J-25273) Gear carrier front oil seal drift		Installing front oil seal <b>a: 85 mm (3.35 in) dia.</b> <b>b: 60 mm (2.36 in) dia.</b>
(J-34309) Differential shim selector		Adjusting bearing pre-load and gear height
(J-25269-4) Side bearing discs (2 Req'd)		Selecting pinion height adjusting washer

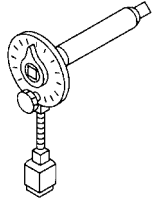
# PREPARATION

**[C200]**

Tool number (Kent-Moore No.) Tool name	Description	
(J-8129) Spring gauge	Measuring carrier turning torque	A B C
KV10112100 (BT-8653-A) Angle wrench	Tightening side bearing cap bolts	<b>RFD</b> E F G H I J K L M



NT127



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# NOISE, VIBRATION, AND HARSHNESS (NVH) TROUBLESHOOTING

[C200]

## NOISE, VIBRATION, AND HARSHNESS (NVH) TROUBLESHOOTING

PFP:00003

### NVH Troubleshooting Chart

EDS0007L

Use the chart below to help you find the cause of the symptom. If necessary, repair or replace these parts.

Symptom	DIFFERENTIAL	Noise	Possible cause and SUSPECTED PARTS	Reference page
×			Rough gear tooth	<a href="#">RFD-19</a>
×			Improper gear contact	<a href="#">RFD-24</a>
×			Tooth surface worn	<a href="#">RFD-19</a>
×			Incorrect backlash	<a href="#">RFD-14</a>
×			Companion flange excessive runout	—
×			Improper gear oil	<a href="#">MA-39</a>
×			PROPELLER SHAFT	<a href="#">PR-3</a>
×			AXLE AND SUSPENSION	<a href="#">FAX-4, RAX-5, FSU-4, RSU-4</a>
×			TIRES	<a href="#">WT-3</a>
×			ROAD WHEEL	<a href="#">WT-3</a>
×			DRIVESHAFT	<a href="#">FAX-4</a>
×			BRAKES	<a href="#">BR-5</a>
×			STEERING	<a href="#">PS-5</a>

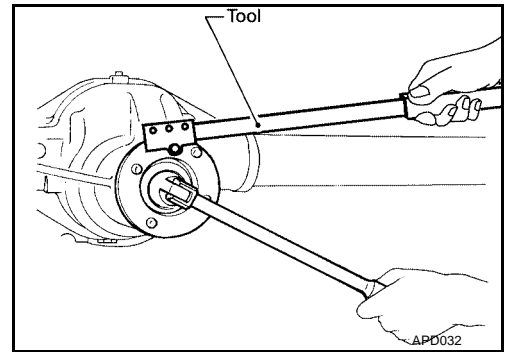
×: Applicable

## FRONT OIL SEAL

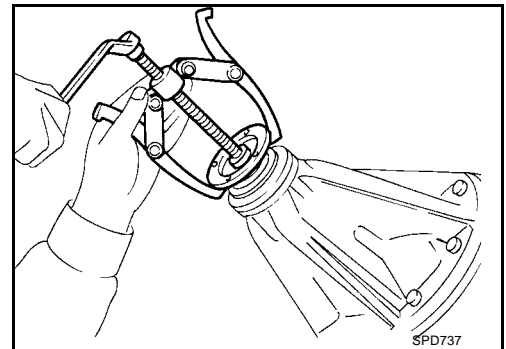
### Removal and Installation

1. Remove propeller shaft. Refer to [PR-8, "Removal and Installation"](#) .
2. Loosen drive pinion nut while holding companion flange using Tool.

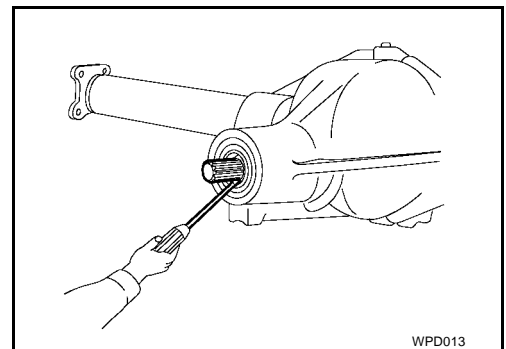
**Tool number : KV38108300 (J-44195)**



3. Remove companion flange using a suitable tool.
4. Remove ABS sensor and rear wheel sensor rotor.



5. Remove front oil seal.



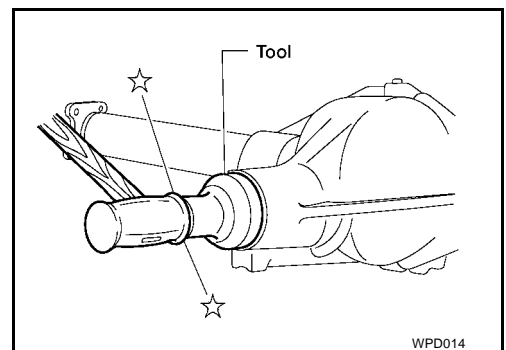
6. Apply multi-purpose grease to cavity at sealing lips of oil seal. Press front oil seal into carrier using Tool.

**Tool number : KV38100500 (J25273)**

7. Install ABS sensor and rear wheel sensor rotor.

**ABS sensor : 18 - 24 N·m (1.8 - 2.4 kg·m,  
bolts : 13 - 17 lb·ft)**

8. Install companion flange.



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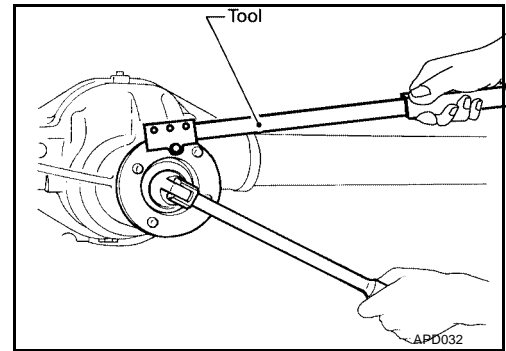
## FRONT OIL SEAL

[C200]

9. Hold the companion flange using Tool and tighten drive pinion nut.

**Tool number** : KV38108300 (J-44195)

**Drive pinion nut** : 127 - 294 N·m (13 - 30 kg·m,  
94 - 217 ft·lb)



10. Install rear propeller shaft. Refer to [PR-8, "Removal and Installation"](#).



# REAR COVER GASKET

[C200]

## REAR COVER GASKET

PF3:38320

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### Removal and Installation

1. Drain gear oil. Refer to [MA-39, "Changing Differential Gear Oil"](#) .
2. Remove rear cover and rear cover gasket.
3. Install new rear cover gasket and rear cover.
4. Tighten rear cover bolts.

**Rear cover bolts : 44 - 54 N-m (4.5 - 5.5 kg-m,  
33 - 39 ft-lb)**

5. Fill final drive with recommended gear oil. Refer to [MA-12, "RECOMMENDED FLUIDS AND LUBRICANTS"](#) .

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## REAR FINAL DRIVE ASSEMBLY

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### Removal and Installation REMOVAL

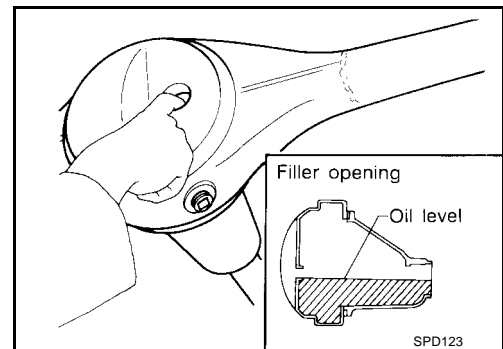
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**CAUTION:**

- Be careful not to damage spline, sleeve yoke and front oil seal when removing propeller shaft.
  - Before removing the final drive assembly or rear axle assembly, disconnect the ABS sensor harness connector from the assembly and move it away from the final drive/rear axle assembly area. Failure to do so may result in the sensor wires being damaged and the sensor becoming inoperative.
1. Remove propeller shaft. Refer to [PR-8, "Removal and Installation"](#) .
    - Plug front end of transfer.
  2. Remove axle shaft. Refer to [RAX-8, "Removal"](#) .

### INSTALLATION

- Installation is in the reverse order of removal.
- Fill final drive with recommended gear oil to the specified level shown. Refer to [MA-38, "Checking Differential Gear Oil"](#) .



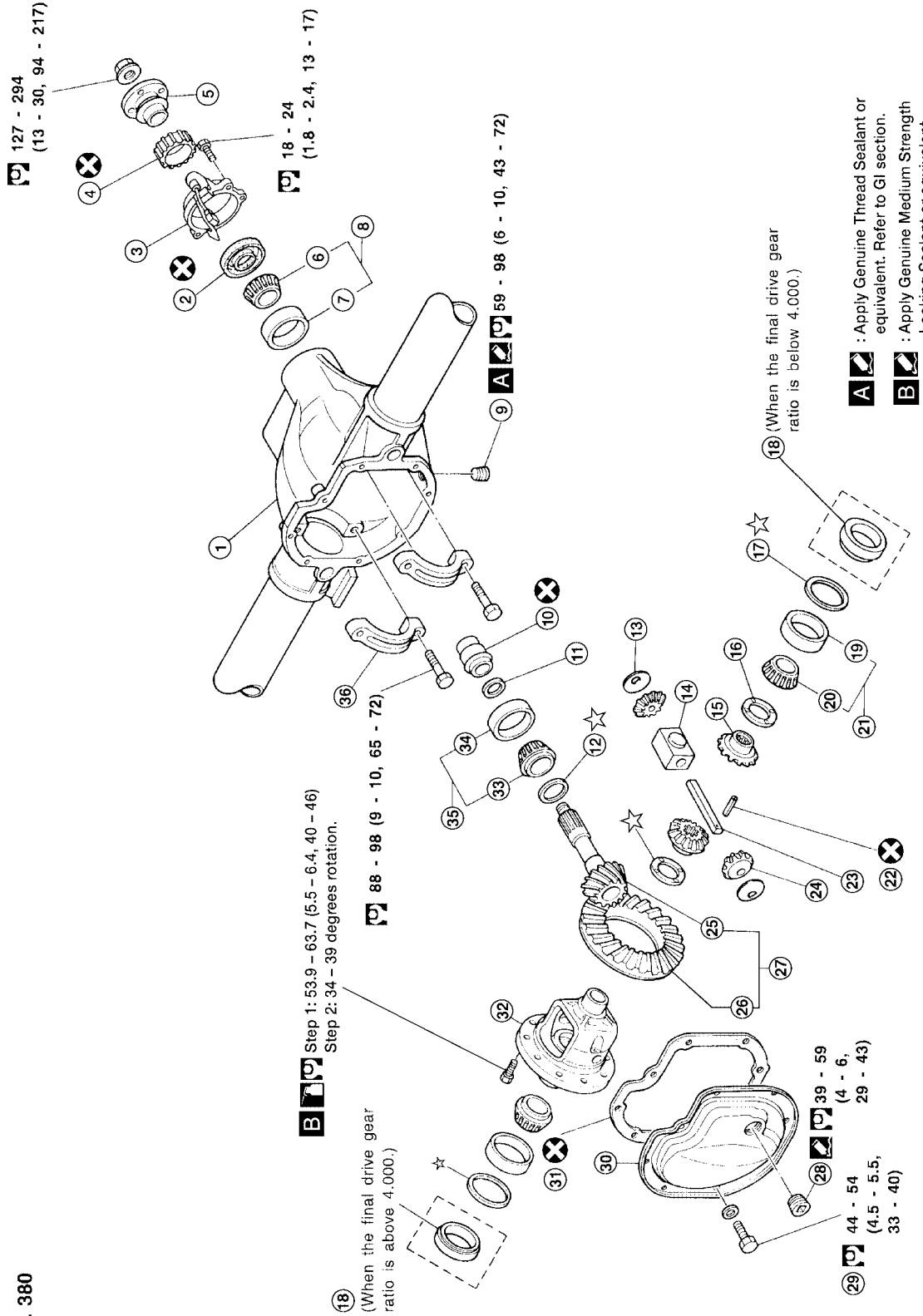
# REAR FINAL DRIVE ASSEMBLY

[C200]

## Components

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- A** : Apply Genuine Thread Sealant or equivalent. Refer to GI section.
- B** : Apply Genuine Medium Strength Locking Sealant or equivalent. Refer to GI section.

- N·m** (kg·m, ft·lb)
- Always replace after disassembly.
- ☆ : Adjustment is required.

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## REAR FINAL DRIVE ASSEMBLY

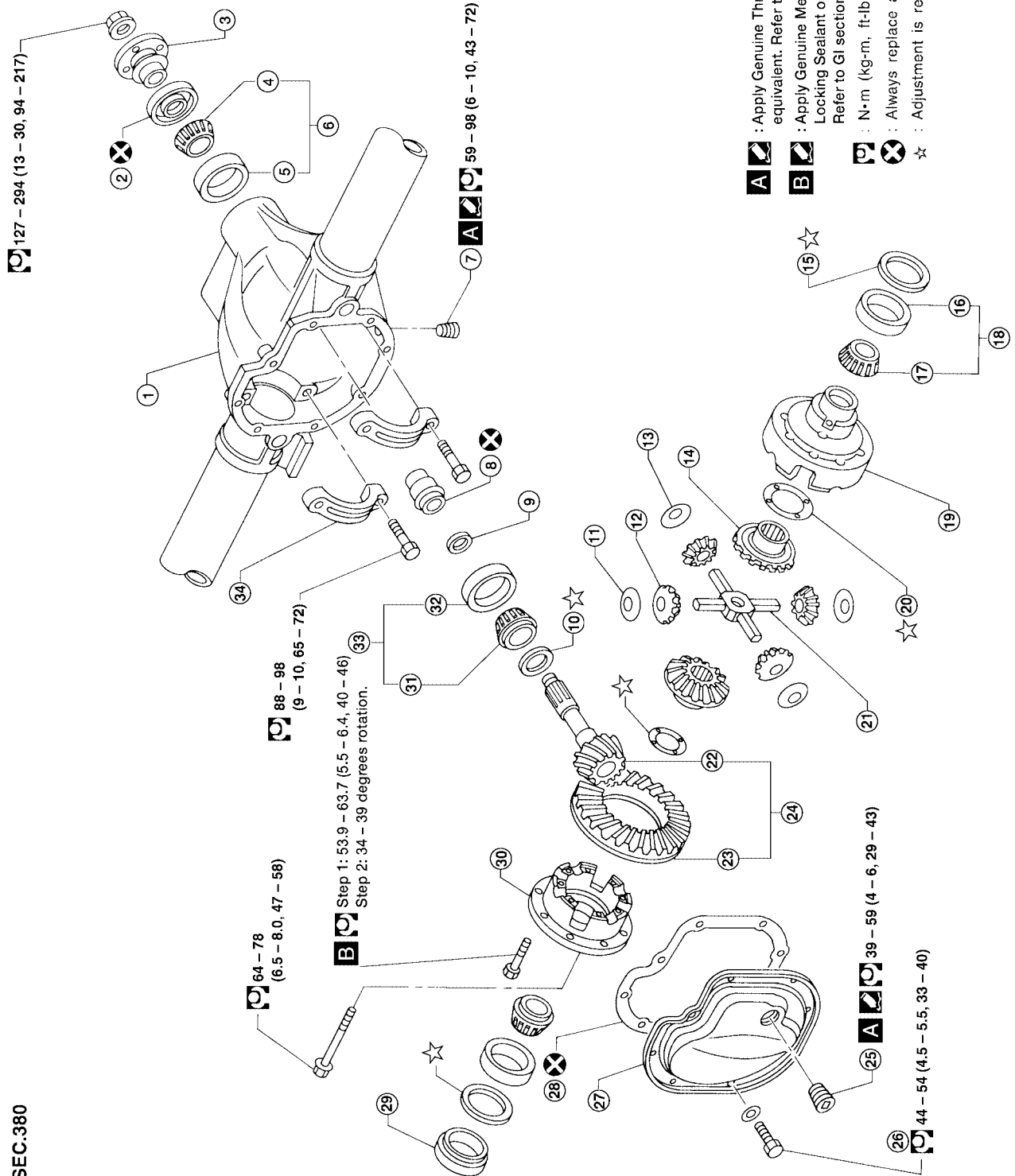
[C200]

- 
- |                               |                                 |                                    |
|-------------------------------|---------------------------------|------------------------------------|
| 1. Axle case                  | 2. Front oil seal               | 3. ABS sensor unit                 |
| 4. Rear wheel sensor rotor    | 5. Companion flange             | 6. Inner cone                      |
| 7. Outer race                 | 8. Drive pinion front bearing   | 9. Drain plug                      |
| 10. Collapsible spacer        | 11. Washer                      | 12. Pinion height adjusting washer |
| 13. Pinion mate thrust washer | 14. Thrust block                | 15. Side gear                      |
| 16. Side gear thrust washer   | 17. Side bearing adjusting shim | 18. Side bearing spacer            |
| 19. Outer race                | 20. Inner cone                  | 21. Side bearing                   |
| 22. Lock pin                  | 23. Pinion mate shaft           | 24. Pinion mate gear               |
| 25. Drive pinion              | 26. Ring gear                   | 27. Hypoid gear set                |
| 28. Filler plug               | 29. Carrier cover bolt          | 30. Carrier cover                  |
| 31. Carrier cover gasket      | 32. Differential case           | 33. Inner cone                     |
| 34. Outer race                | 35. Drive pinion rear bearing   | 36. Side bearing cap               |

# REAR FINAL DRIVE ASSEMBLY

[C200]

SEC.380



- |               |                   |                               |
|---------------|-------------------|-------------------------------|
| 1. Axle case  | 2. Front oil seal | 3. Companion flange           |
| 4. Inner cone | 5. Outer race     | 6. Drive pinion front bearing |

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# REAR FINAL DRIVE ASSEMBLY

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|------------------------------------|-------------------------------|---------------------------------|
| 7. Drain plug                      | 8. Collapsible spacer         | 9. Washer                       |
| 10. Pinion height adjusting washer | 11. Pinion mate thrust washer | 12. Pinion mate gear            |
| 13. Pinion mate thrust washer      | 14. Side gear                 | 15. Side bearing adjusting shim |
| 16. Outer race                     | 17. Inner cone                | 18. Side bearing                |
| 19. Differential case A            | 20. Side gear thrust washer   | 21. Pinion mate shaft           |
| 22. Drive pinion                   | 23. Ring gear                 | 24. Hypoid gear set             |
| 25. Filler plug                    | 26. Carrier cover bolt        | 27. Carrier cover               |
| 28. Carrier cover gasket           | 29. Side bearing spacer       | 30. Differential case B         |
| 31. Inner cone                     | 32. Outer race                | 33. Drive pinion rear bearing   |
| 34. Side bearing cap               |                               |                                 |

## Pre-Inspection

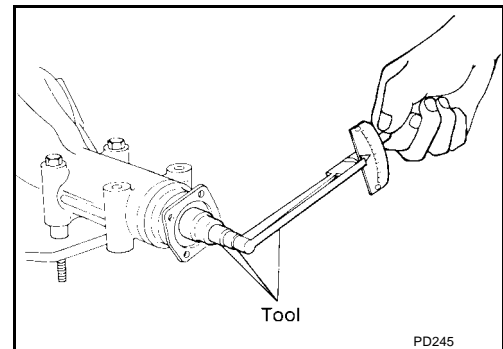
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Before disassembling final drive, perform the following inspections.

### TOTAL PRELOAD

1. Turn drive pinion in both directions several times to set bearing rollers.
2. Check total preload with Tool number ST3127S000 (J25765-A).

**Total preload : 1.4 - 2.9 N-m (15 - 29 kg-cm,  
13 - 25 in-lb)**



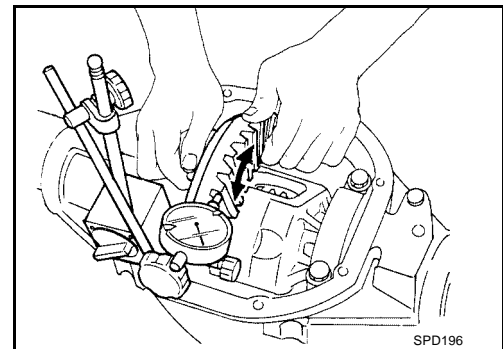
### RING GEAR-TO-DRIVE PINION BACKLASH

Check backlash of ring gear with a dial indicator at several points.

**Ring gear-to-drive pinion backlash**

**Gear ratio 4.636 : 0.10 - 0.15 mm (0.0041 - 0.0059 in)**

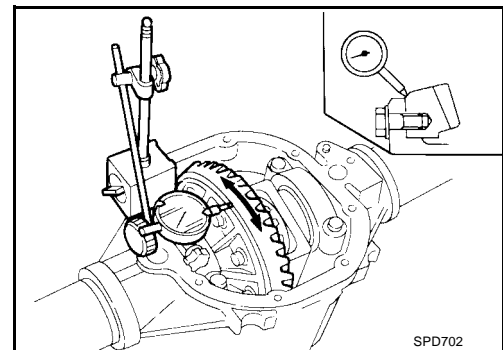
**Gear ratio 3.900, 4.625 : 0.13 - 0.18 mm (0.0051 - 0.0071 in)**



### RING GEAR RUNOUT

Check runout of ring gear with a dial indicator.

**Runout limit : 0.08 mm (0.0031 in)**



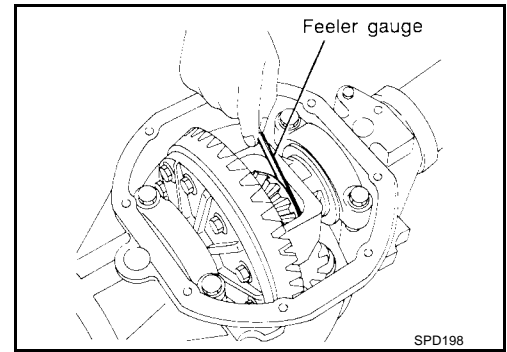
### TOOTH CONTACT

Check tooth contact. Refer to [RFD-14, "TOOTH CONTACT"](#).

## SIDE GEAR-TO-PINION MATE GEAR BACKLASH

Measure clearance between side gear thrust washer and differential case with a feeler gauge.

**Clearance between side gear thrust washer and differential case : 0.10 - 0.20 mm (0.0039 - 0.0079 in)**

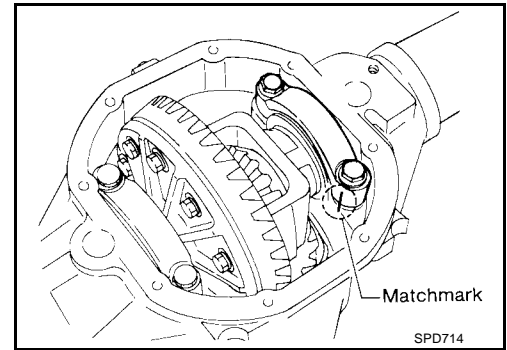


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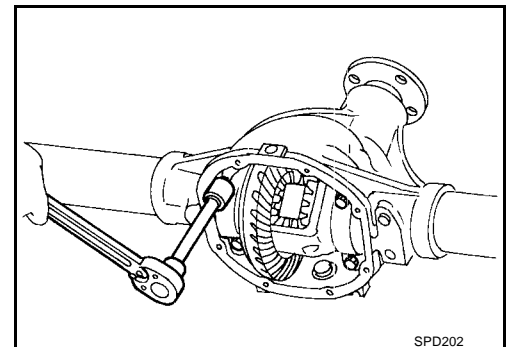
## Disassembly and Assembly REMOVAL OF DIFFERENTIAL CASE

1. Remove rear cover and rear cover gasket.
2. Put match marks on one side of side bearing cap with paint or punch to ensure that it is replaced in proper position during reassembly.

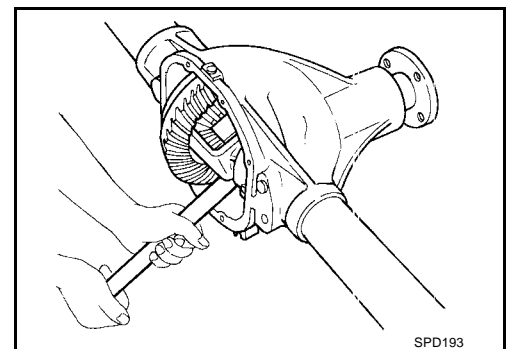
- **Bearing caps are line-bored during manufacture and should be put back in their original places.**



3. Remove side bearing caps.



4. Remove differential case assembly with pry bar.



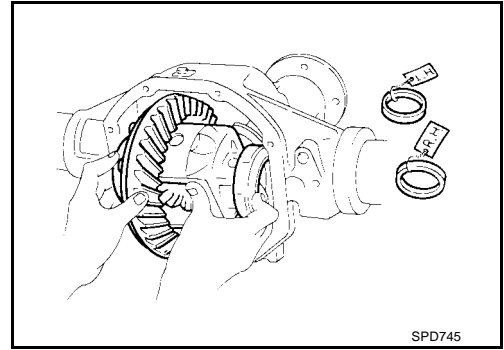
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# REAR FINAL DRIVE ASSEMBLY

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**NOTE:**

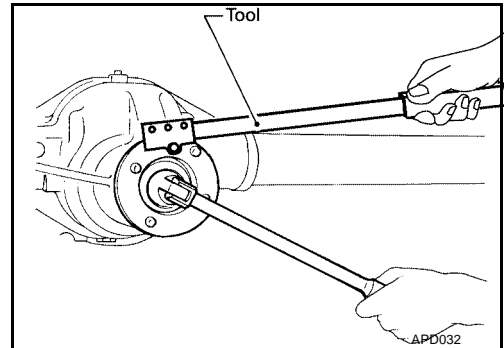
Keep the side bearing outer races together with their respective inner cones — do not mix them up.



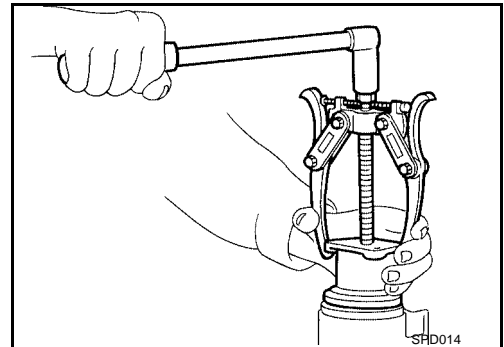
**REMOVAL OF DRIVE PINION ASSEMBLY**

1. Remove pinion nut while holding the companion flange using Tool.

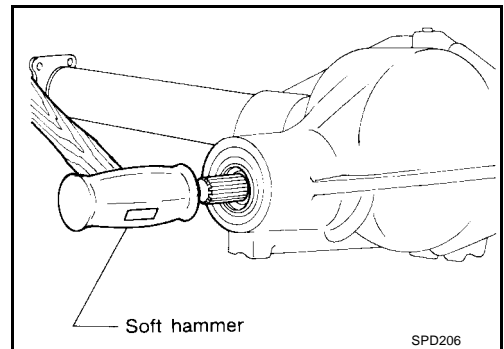
**Tool number : KV38108300 (J44195)**



2. Remove companion flange with puller.
3. Remove ABS sensor and sensor rotor.



4. Remove drive pinion with soft hammer.
5. Remove front oil seal and pinion front bearing inner cone.

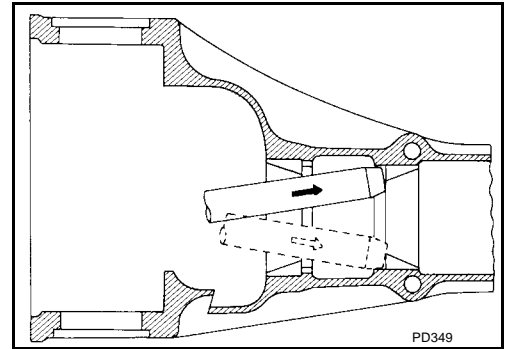




# REAR FINAL DRIVE ASSEMBLY

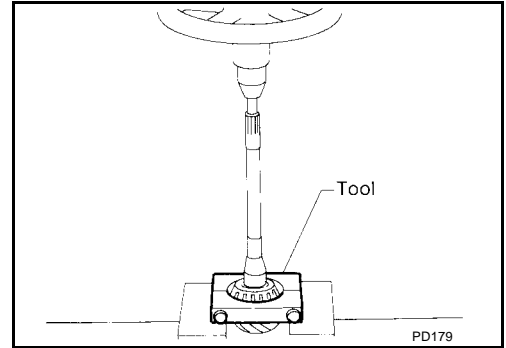
[C200]

6. Remove pinion bearing outer races with a brass drift.



7. Remove pinion rear bearing inner cone and pinion height adjusting washer.

**Tool number : ST30031000 (J22912-01)**



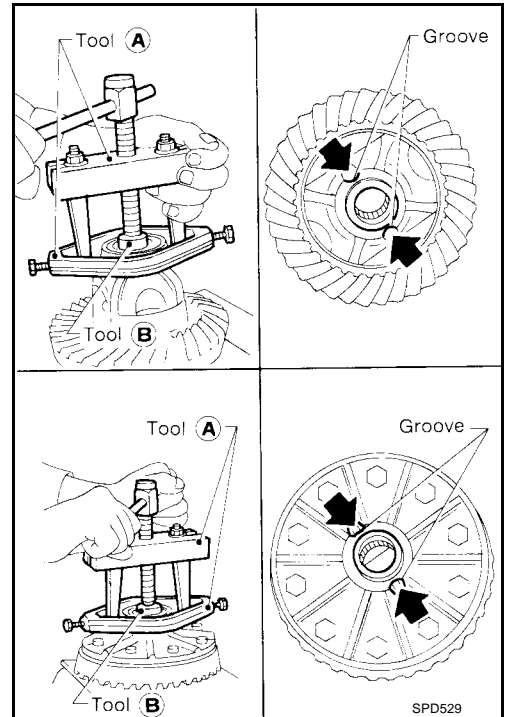
## DISASSEMBLY OF DIFFERENTIAL CASE

1. Remove side gears, pinion mate gears and thrust washers into differential case
2. Remove side bearing inner cones using Tool.

- To prevent damage to bearing, engage puller jaws in grooves.

**Tool number A : ST33051001 (J22888-20)**

**Tool number B : ST33061000 (J8107-2)**



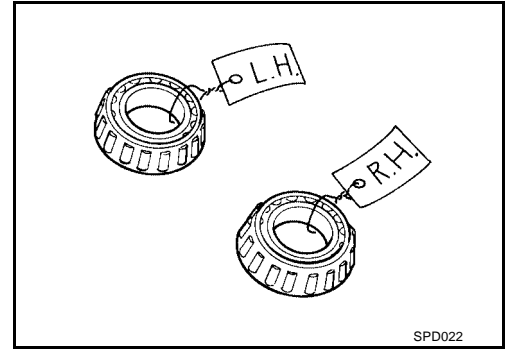
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# REAR FINAL DRIVE ASSEMBLY

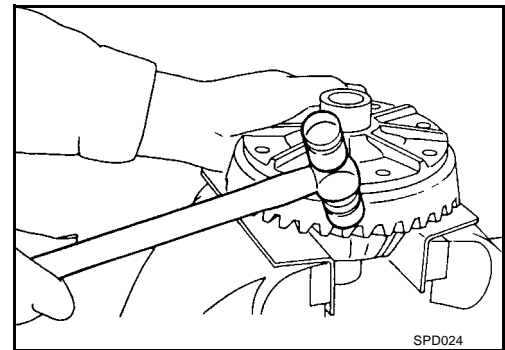
[C200]

**NOTE:**

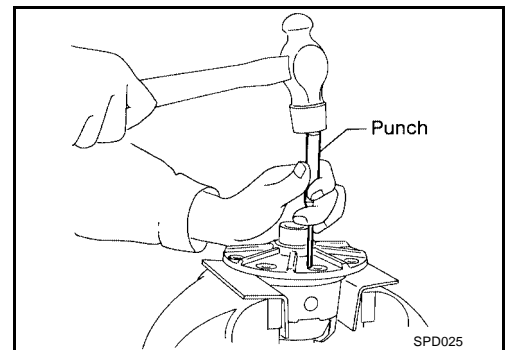
Be careful not to confuse the right-hand and left-hand parts.



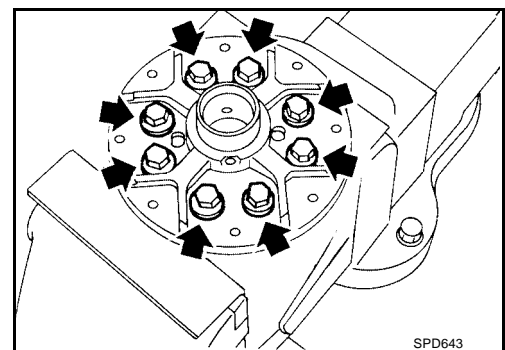
3. Loosen ring gear bolts in a crisscross fashion.
4. Tap ring gear off the differential case with a soft hammer.
  - Tap evenly all around to keep ring gear from binding.



5. Punch off pinion mate shaft lock pin from differential case.
  - Lock pin is caulked at pinhole mouth on differential case.



6. Disassemble the LH and RH differential case (4WD models).



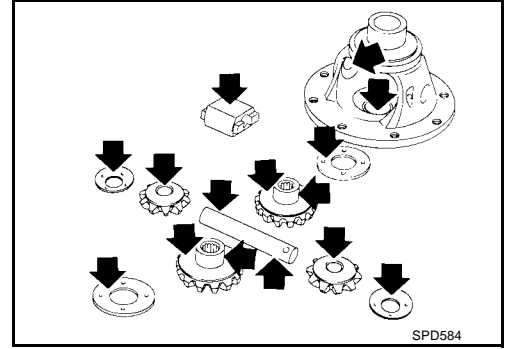
## INSPECTION

### Ring Gear and Drive Pinion

Check gear teeth for scoring, cracking or chipping. If any damaged part is evident, replace ring gear and drive pinion as a set (hypoid gear set).

## Differential Case Assembly

Check mating surfaces of differential case, side gears, pinion mate gears, pinion mate shaft, thrust block and thrust washers.

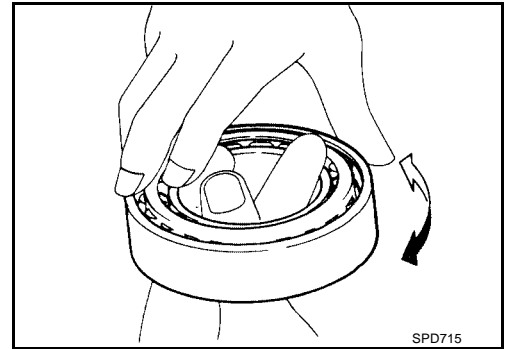


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## Bearing

1. Thoroughly clean bearing.
2. Check bearings for wear, scratches, pitting or flaking. Check tapered roller bearing for smooth rotation. If damaged, replace outer race and inner race as a set.

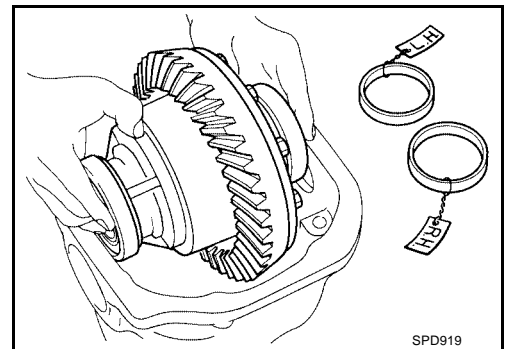


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## SIDE BEARING PRELOAD

A selection of side bearing adjusting shims is required for successful completion of this procedure.

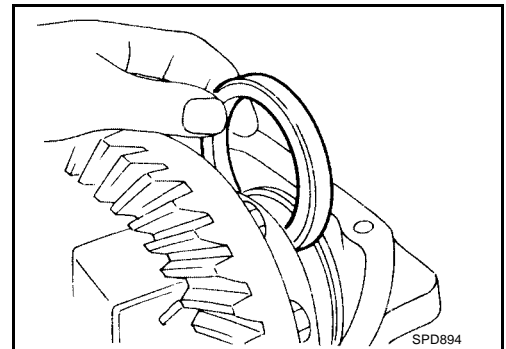
1. Make sure all parts are clean. Also make sure the bearings are well lubricated with light oil or "DEXRON™" automatic transmission fluid.
2. Place the differential carrier, with side bearings and bearing races installed, into the final drive housing.



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3. Put the side bearing adjusting shim in place.

**CAUTION:**  
Side bearing adjusting shim is placed on either the right or left depending upon final drive gear ratio. Be sure to place it on the correct side.



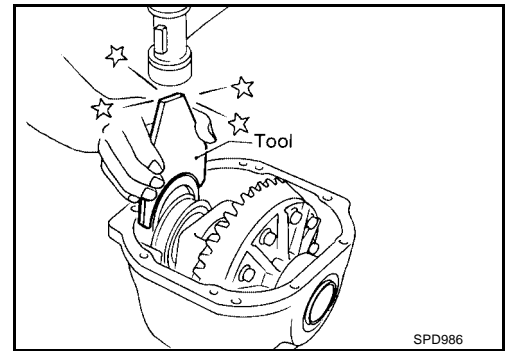
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# REAR FINAL DRIVE ASSEMBLY

[C200]

4. Use Tool to place original carrier side bearing adjusting shims on the carrier end, opposite the ring gear.

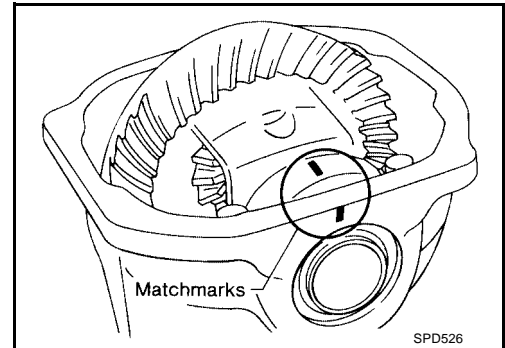
**Tool number : KV38100600 (J25267)**



5. Install the side bearing caps in their correct locations using the match marks made during removal, and tighten the bearing cap bolts to specification.

**Bearing cap bolts : 88 - 98 N·m (9.0 - 10.0 kg·m, 65 - 72 ft·lb)**

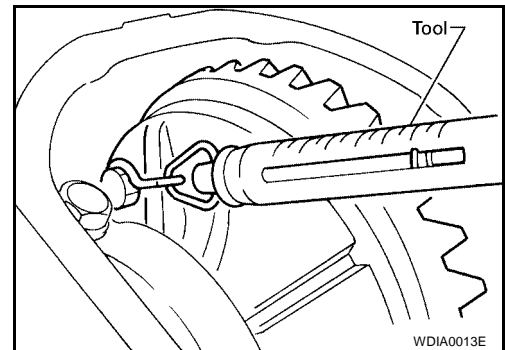
6. Turn the carrier several times to seat the bearings.



7. Measure the turning resistance of the differential carrier assembly at the ring gear retaining bolts with Tool.

**Tool number : J8129**

**Differential carrier assembly turning resistance : 34.3 - 39.2 N (3.5 - 4.0 kg, 7.7 - 8.8 lb)**

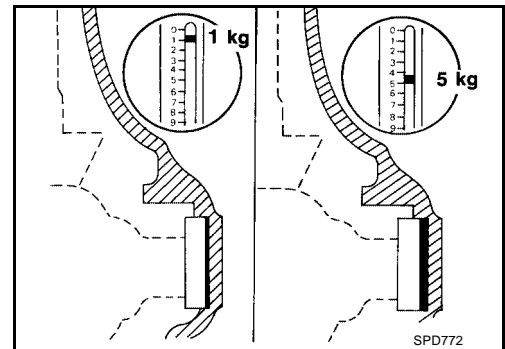


8. If the turning resistance is not within the specification, correct as follows:

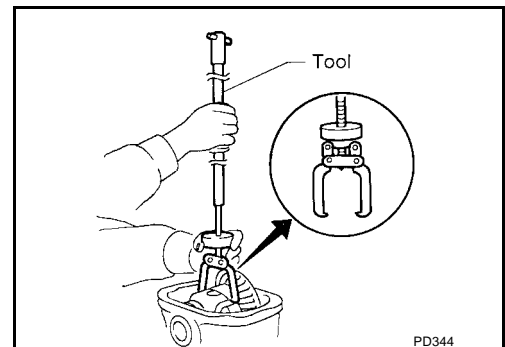
- If the turning resistance is less than the specified range, install thicker side bearing adjusting shims.
- If the turning resistance is greater than the specification, install thinner side bearing adjusting shims.

**Side bearing adjustment : Refer to RFD-31, "SIDE BEARING ADJUSTMENT" .**

9. Record the total amount of shim thickness required for the correct carrier side bearing preload.

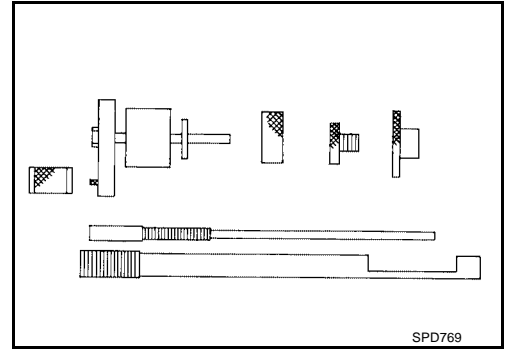


10. Remove the carrier from the final drive housing. Save the selected adjusting shims for later use during the assembly of the final drive unit.



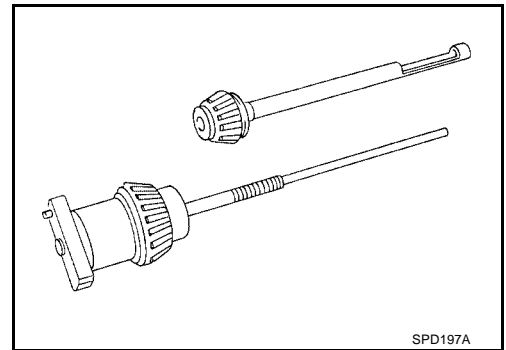
## PINION GEAR HEIGHT

1. Make sure all parts are clean and that the bearings are well lubricated.

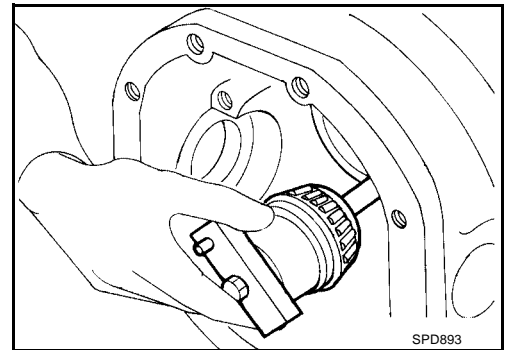


2. Assemble the pinion gear bearings into the pinion preload shim selector Tool, J34309.

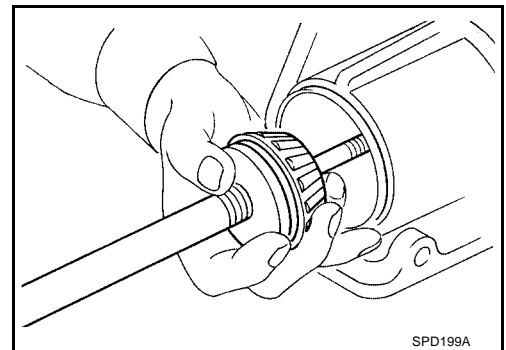
- **Front pinion bearing** — make sure the J34309-3 front pinion bearing seat is secured tightly against the J34309-2 gauge anvil. Then turn the front pinion bearing pilot, J34309-5, to secure the bearing in its proper position.
- **Rear pinion bearing** — the rear pinion bearing pilot, J34309-8, is used to center the rear pinion bearing only. The rear pinion bearing locking seat, J34309-4, is used to lock the bearing to the assembly.



3. Install the pinion rear bearing inner cone into the final drive housing. Then place the pinion preload shim selector Tool, J34309-1, on gauge screw assembly.



4. Assemble the front pinion bearing inner cone and the J34309-2 gauge anvil. Assemble them together with the J34309-1 gauge screw in the final drive housing. Make sure that the pinion height gauge plate, J34309-16, will turn a full 360 degrees. Tighten the two sections together by hand.

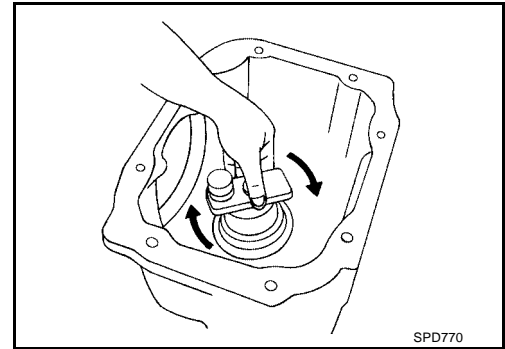


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# REAR FINAL DRIVE ASSEMBLY

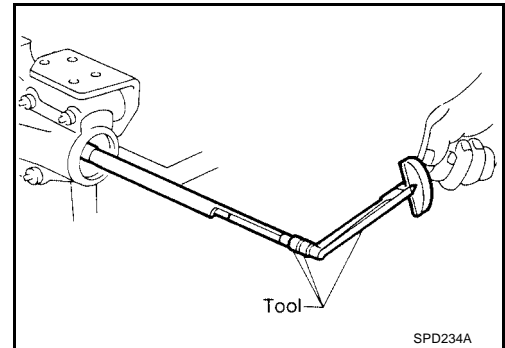
[C200]

5. Turn the assembly several times to seat the bearings.



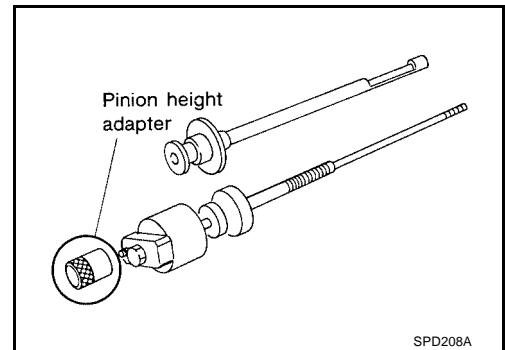
6. Measure the turning torque at the end of the J34309-2 gauge anvil using Tool.

**Tool number** : ST3127S000 (J25765-A)  
**Drive pinion preload** : 1.0 - 1.3 N·m (10 - 13 kg·cm,  
without front oil seal 8.7 - 11.3 in·lb)



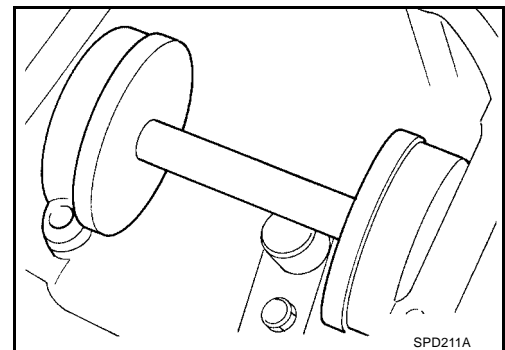
7. Place the J34309-11 pinion height adapter onto the gauge plate and tighten it by hand.

**CAUTION:**  
Make sure all machined surfaces are clean.



## Pinion Height Adjusting Washer Selection

1. Now, position the side bearing discs, J25269-4, and arbor firmly into the side bearing bores.



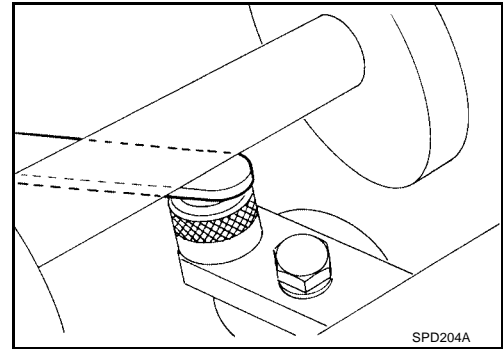
2. Install the side bearing caps and tighten the side bearing cap bolts to proper torque.

**Side bearing cap bolts** : 93 - 103 N·m (9.5 - 10.5 kg·m,  
69 - 76 ft·lb)

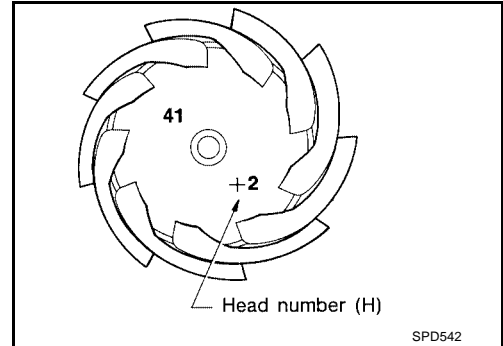
# REAR FINAL DRIVE ASSEMBLY

[C200]

- Select the correct standard pinion height adjusting washer thickness. Select by using a standard gauge of 3 mm (0.12 in) and J34309-101 feeler gauge. Measure the distance between the J34309-11 pinion height adapter including the standard gauge and the arbor.
- Write down the exact measurement (the value of feeler gauge).



- Correct the pinion height adjusting washer size by referring to the “pinion head number”.
  - There are two numbers painted on the pinion gear. The first one refers to the pinion and ring gear as a matched set. This number should be the same as the number on the ring gear. The second number is the “pinion head height number”. It refers to the ideal pinion height from standard for quietest operation.
  - Use the following chart to determine the correct pinion height adjusting washer:

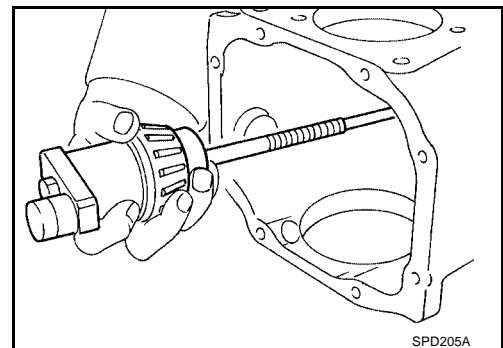


Pinion head height number	Add or remove from the standard pinion height adjusting washer thickness measurement
-6	Add 0.06 mm (0.0024 in)
-5	Add 0.05 mm (0.0020 in)
-4	Add 0.04 mm (0.0016 in)
-3	Add 0.03 mm (0.0012 in)
-2	Add 0.02 mm (0.0008 in)
-1	Add 0.01 mm (0.0004 in)
0	Use the selected washer thickness
+1	Subtract 0.01 mm (0.0004 in)
+2	Subtract 0.02 mm (0.0008 in)
+3	Subtract 0.03 mm (0.0012 in)
+4	Subtract 0.04 mm (0.0016 in)
+5	Subtract 0.05 mm (0.0020 in)
+6	Subtract 0.06 mm (0.0024 in)

- Select the correct pinion height adjusting washer.

**Pinion height adjusting washer** : **RFD-31, "DRIVE PINION HEIGHT ADJUSTMENT"** .

- Remove the J34309 pinion preload shim selector Tool from the final drive housing. Then disassemble to retrieve the pinion bearings.



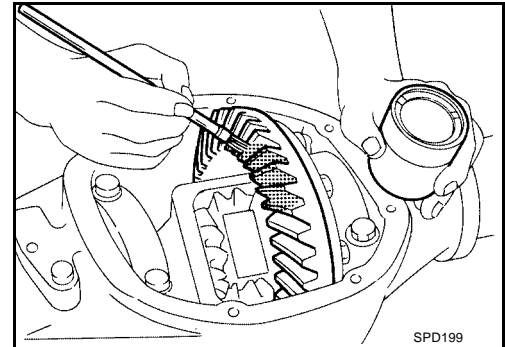
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## TOOTH CONTACT

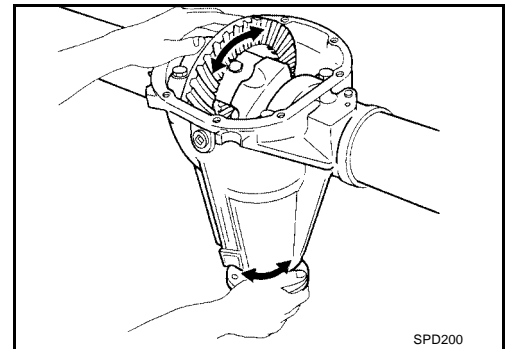
Checking gear tooth contact pattern is necessary to verify correct relationship between ring gear and drive pinion.

Hypoid gear set which is not positioned properly may be noisy, or have short life or both. With the checking of gear tooth contact pattern, the most desirable contact for low noise level and long life can be assured.

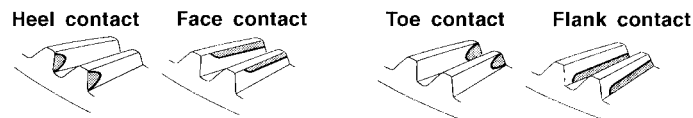
1. Thoroughly clean ring gear and drive pinion teeth.
2. Sparingly apply a mixture of powdered ferric oxide and oil or equivalent to 3 or 4 teeth of ring gear drive side.



3. Hold companion flange steady and rotate the ring gear in both directions.

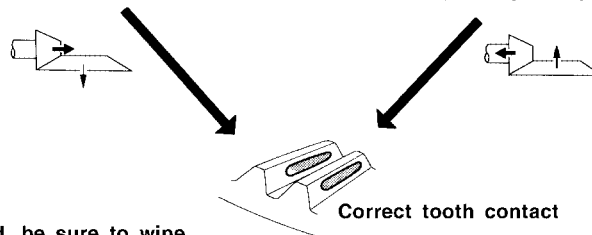


Usually the pattern will be correct if shims are correctly calculated and the backlash is correct. However, in rare cases, trial and error processes may be employed to obtain a correct pattern. The tooth pattern is the best indication of how well a differential has been set up.



To correct, increase thickness of pinion height adjusting washer in order to bring drive pinion close to ring gear.

To correct, reduce thickness of pinion height adjusting washer in order to make drive pinion go away from ring gear.



When adjustment is completed, be sure to wipe off completely the ferric oxide and oil or their equivalent.

SPD007-B



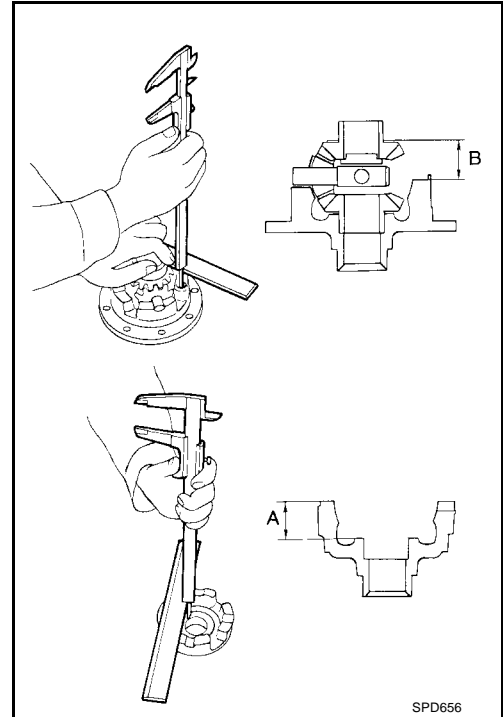
## ASSEMBLY OF DIFFERENTIAL CASE

1. Measure clearance between side gear thrust washer and differential case (4WD models).

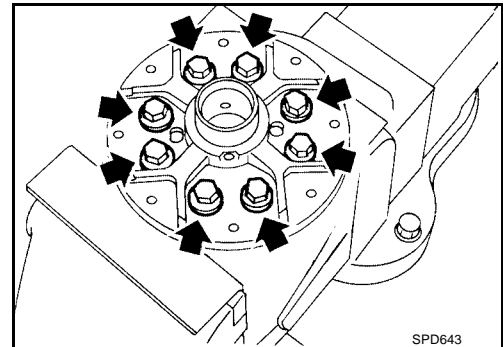
**Clearance between side gear thrust washer and differential case (A – B) : 0.10 - 0.20 mm (0.0039 - 0.0079 in)**

The clearance can be adjusted with side gear thrust washer. Refer to [RFD-30, "SIDE GEAR ADJUSTMENT"](#).

2. Install side gears, pinion mate gears and thrust washers into differential case
3. Apply gear oil to gear tooth surfaces and thrust surfaces and check to see that they turn properly.



4. Install differential case LH and RH (4WD models).



5. Place differential case on ring gear.
6. Apply Genuine Medium Strength Locking Sealant or equivalent to ring gear bolts, and install them.

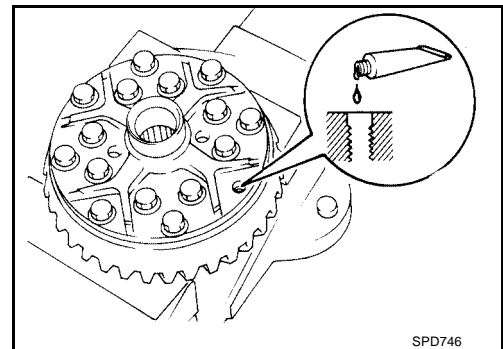
- Refer to [MA-12, "RECOMMENDED FLUIDS AND LUBRICANTS"](#).
- **Tighten bolts in a crisscross pattern.**

**Tool number KV10112100 (BT8653-A)**

**Ring gear bolts**

**Step 1 : 53.9 - 63.7 N-m (5.5 - 6.4 kg-m, 40 - 46 ft-lb)**

**Step 2 : 34° - 39° rotation**



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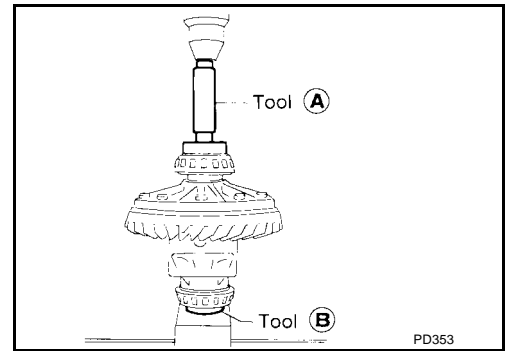
# REAR FINAL DRIVE ASSEMBLY

[C200]

7. Press-fit side bearing inner cones on differential case with Tool.

**Tool number A** : ST33230000 (J25805-01)

**Tool number B** : ST33061000 (J8107-2)



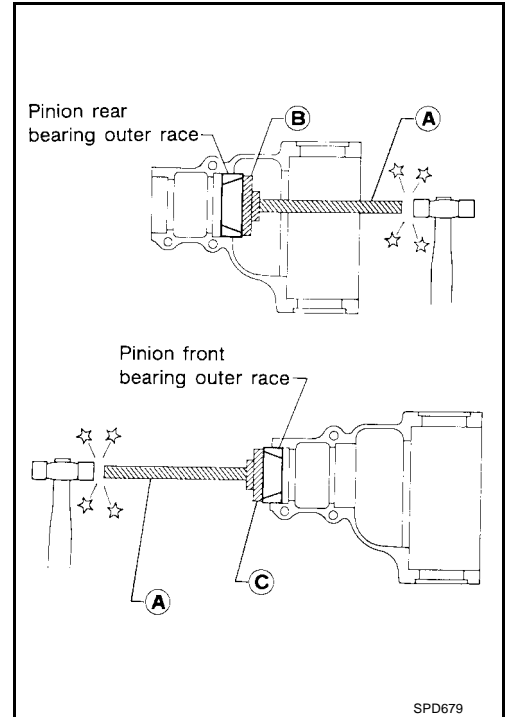
## INSTALLATION OF DRIVE PINION ASSEMBLY

1. Press-fit front and rear bearing outer races with Tools.

**Tool number A** : ST30611000 (J25742-1)

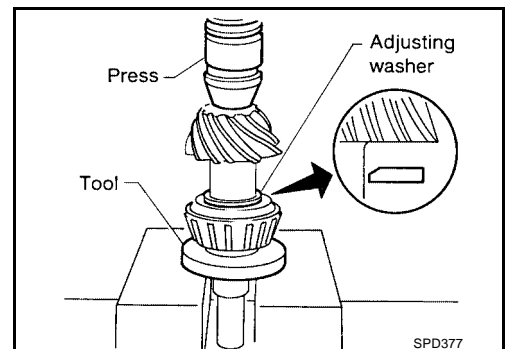
**Tool number B** : ST30621000 (J25742-5)

**Tool number C** : ST30613000 (J25742-3)

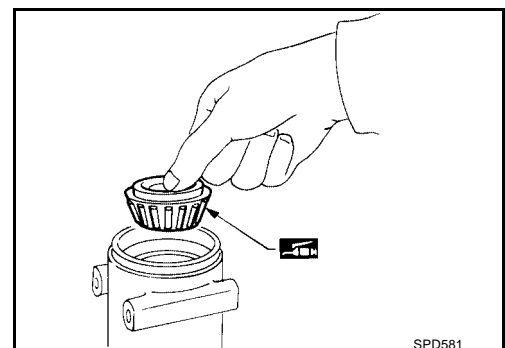


2. Select pinion height adjusting washer. Refer to [RFD-31, "DRIVE PINION HEIGHT ADJUSTMENT"](#) .
3. Install pinion height adjusting washer in drive pinion, and press-fit rear bearing inner cone in it, with press and Tool.

**Tool number** : ST30901000 (J26010-01)



4. Place pinion front bearing inner cone in gear carrier.

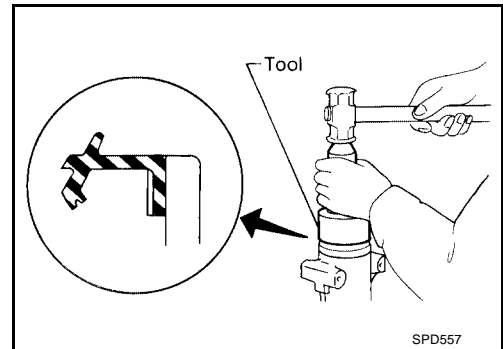


# REAR FINAL DRIVE ASSEMBLY

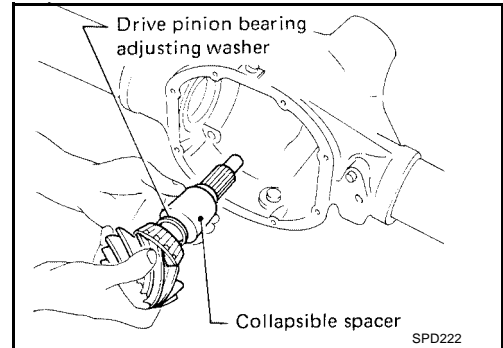
[C200]

5. Apply multi-purpose grease to cavity at sealing lips of oil seal. Install front oil seal.

**Tool number : KV38100500 (J25273)**



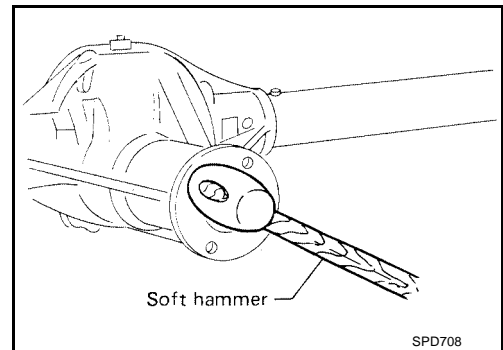
6. Place drive pinion bearing spacer, drive pinion bearing adjusting washer and drive pinion in gear carrier.



7. Install ABS sensor and sensor rotor.

**ABS sensor bolt : 18 - 24 N·m (1.8 - 2.4 kg·m, 13 - 17 ft·lb)**

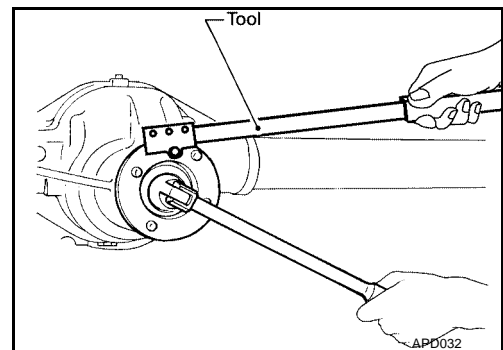
8. Insert companion flange onto drive pinion by tapping the companion flange with a soft hammer until fully seated.



9. Hold companion flange using Tool and tighten the pinion nut. **The threaded portion of drive pinion and pinion nut should be free from oil or grease.**

**Tool number : KV38108300 (J44195)**

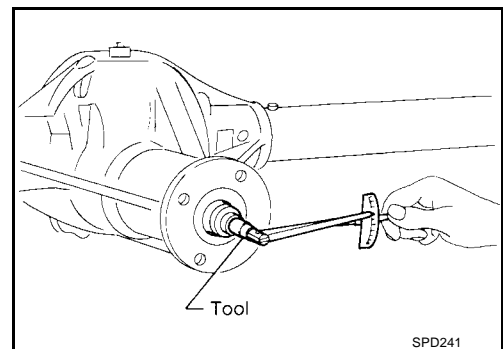
**Pinion nut : 127 - 294 N·m (13 - 30 kg·m, 94 - 217 ft·lb)**



10. Tighten the pinion nut by very small degrees until the specified preload is achieved. When checking the preload, turn the drive pinion in both directions several times to set the bearing rollers.

**Tool number : ST3127S000 (J25765-A)**

**Pinion bearing preload : 1.1 - 1.4 N·m (12 - 14 kg·cm, 10 - 12 in·lb)**



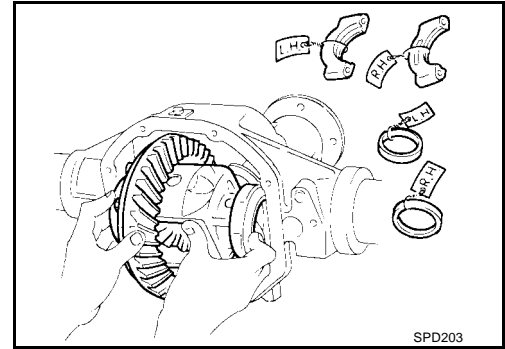
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## INSTALLATION OF DIFFERENTIAL CASE

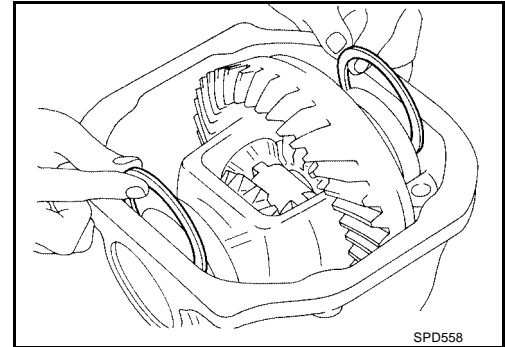
This procedure will have to be repeated if:

- Maximum preload is achieved before the minimum pinion nut torque is reached.
- Minimum preload is not achieved before maximum pinion nut torque is reached.

1. Select side bearing adjusting shim. Refer to [RFD-19, "SIDE BEARING PRELOAD"](#).
2. Install differential case assembly with side bearing outer races into gear carrier.

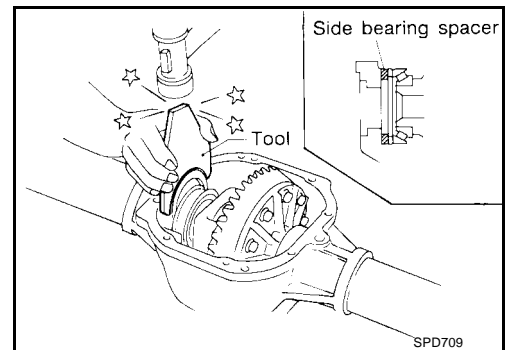


3. Insert left and right side bearing adjusting shims in place between side bearing outer races and differential carrier assembly.



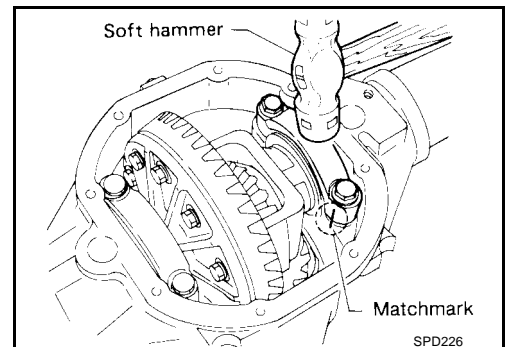
4. Drive in side bearing spacer with Tool.

**Tool number : KV38100600 (J25267)**



5. Align match mark on bearing cap with that on differential gear carrier and install side bearing cap on gear carrier with soft hammer.

**Side bearing cap bolts : 93 - 103 N·m (9.5 - 10.5 kg-m, 69 - 76 ft-lb)**



# REAR FINAL DRIVE ASSEMBLY

[C200]

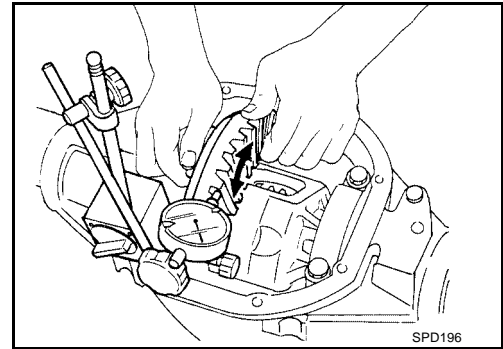
6. Measure ring gear-to-drive pinion backlash with a dial indicator.

**Ring gear-to-drive pinion backlash**

**Gear ratio 3.900, 4.625 : 0.13 - 0.18 mm (0.0051 - 0.0071 in)**

**Gear ratio 4.636 : 0.10 - 0.15 mm (0.0041 - 0.0059 in)**

- If backlash is too small, decrease thickness of right shim and increase thickness of left shim by the same amount.
- If backlash is too great, reverse the above procedure.
- **Never change the total amount of shims as it will change the bearing preload.**



7. Check total preload with Tool.

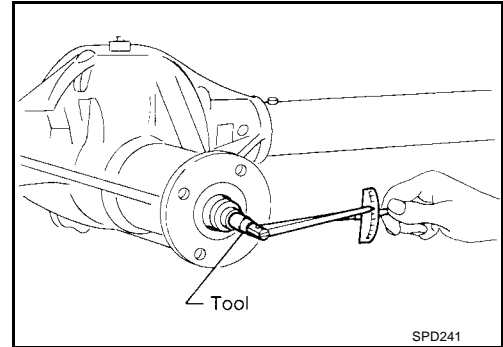
- **When checking preload, turn drive pinion in both directions several times to seat bearing rollers correctly.**

**Total preload : 1.4 - 2.9 N-m (15 - 29 kg-cm, 13 - 25 in-lb)**

**Tool number : ST3127S000 (J25765-A)**

- If preload is too great, remove the same amount of shim from each side.
- If preload is too small, add the same amount of shim to each side.
- **Never add or remove a different number of shims for each side as it will change ring gear-to-drive pinion backlash.**

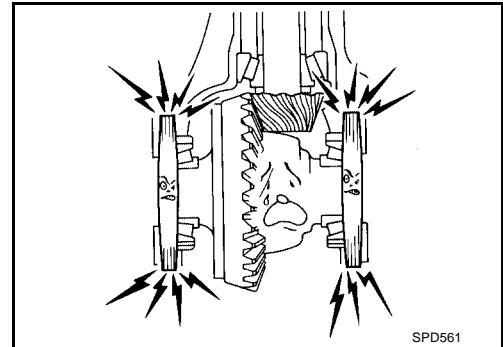
8. Recheck ring gear-to-drive pinion backlash because increase or decrease in thickness of shims will cause change of ring gear-to-pinion backlash.



9. Check runout of ring gear with a dial indicator.

**Ring gear runout limit : 0.08 mm (0.0031 in)**

- If backlash varies excessively in different places, the variance may have resulted from foreign matter caught between the ring gear and the differential case.
- If the backlash varies greatly when the runout of the ring gear is within a specified range, the hypoid gear set or differential case should be replaced.

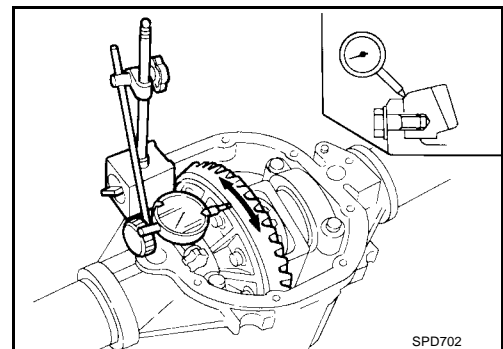


10. Check tooth contact. Refer to [RFD-24, "TOOTH CONTACT"](#) .

11. Install new rear cover gasket and rear cover.

12. Tighten rear cover bolts.

**Rear cover bolts : 44 - 54 N-m (4.5 - 5.5 kg-m, 33 - 40 ft-lb)**



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# SERVICE DATA AND SPECIFICATIONS (SDS)

[C200]

## SERVICE DATA AND SPECIFICATIONS (SDS)

PFP:00030

### C200

EDS000TS

#### GENERAL SPECIFICATIONS

##### 2WD Models

Engine	KA24DE	VG33E
Vehicle grade	XE	XE, SE
Rear final drive	M/T	
	C200	
	2 Pinion	
Gear ratio	4.875	4.636
Number of teeth (Ring gear drive pinion)	39/10	51/11
Oil capacity (Approx.) ℓ (US pt., Imp pt)	1.3 (2 3/4, 2 1/4)	

##### 4WD Model

Engine	VG33E	
Vehicle Grade	XE	
Transmission	Standard	Optional
Rear final drive	Standard	
	C200	
	4-Pinion	LSD
Gear ratio	4.636	
Number of teeth (Ring gear/drive pinion)	51/11	
Oil capacity (Approx.) ℓ (US pt, Imp pt)	1.3 (2-3/4, 2-1/4)	

#### RING GEAR RUNOUT

Ring gear runout limit mm (in)	0.08 (0.0031)
--------------------------------	---------------

#### SIDE GEAR ADJUSTMENT

Side gear backlash (Clearance between side gear thrust washer and differential case) mm (in)	0.10 - 0.20 (0.0039 - 0.0079)
----------------------------------------------------------------------------------------------	-------------------------------

##### Available side gear thrust washers (2wd)

Thickness mm (in)	Part number*
0.75 (0.0295)	38424-N3110
0.78 (0.0307)	38424-N3111
0.81 (0.0319)	38424-N3112
0.84 (0.0331)	38424-N3113
0.87 (0.0343)	38424-N3114
0.90 (0.0354)	38424-N3115
0.93 (0.0366)	38424-N3116

##### Available side gear thrust washers (4wd)

Thickness mm (in)	Part number*
0.75 (0.0295)	38424-0C000
0.78 (0.0307)	38424-0C001
0.81 (0.0319)	38424-0C002
0.84 (0.0331)	38424-0C003
0.87 (0.0343)	38424-0C004
0.90 (0.0354)	38424-0C005
0.93 (0.0366)	38424-0C006

\*Always check with the Parts Department for the latest parts information.

# SERVICE DATA AND SPECIFICATIONS (SDS)

[C200]

## SIDE BEARING ADJUSTMENT

Differential carrier assembly turning resistance		N (kg, lb)	34.3 - 39.2 (3.5 - 4.0, 7.7 - 8.8)
Available side bearing adjusting shims	Thickness mm (in)		Part number*
	2.00 (0.0787)		38453-N3100
	2.05 (0.0807)		38453-N3101
	2.10 (0.0827)		38453-N3102
	2.15 (0.0846)		38453-N3103
	2.20 (0.0866)		38453-N3104
	2.25 (0.0886)		38453-N3105
	2.30 (0.0906)		38453-N3106
	2.35 (0.0925)		38453-N3107
	2.40 (0.0945)		38453-N3108
	2.45 (0.0965)		38453-N3109
	2.50 (0.0984)		38453-N3110
	2.55 (0.1004)		38453-N3111
2.60 (0.1024)		38453-N3112	

\*Always check with the Parts Department for the latest parts information.

## TOTAL PRELOAD ADJUSTMENT

Total preload	N-m (kg-cm, in-lb)	1.4 - 2.9 (15 - 29, 13 - 25)
Ring gear-to-drive pinion backlash	mm (in)	Gear ratio 3.900, 4.625 0.13 - 0.18 (0.0051 - 0.0071)
		Gear ratio 4.636 0.10 - 0.15 (0.0041 - 0.0059)

## DRIVE PINION HEIGHT ADJUSTMENT

Available drive pinion height adjusting washers	Thickness mm (in)		Part number*
	3.09 (0.1217)		38154-P6017
	3.12 (0.1228)		38154-P6018
	3.15 (0.1240)		38154-P6019
	3.18 (0.1252)		38154-P6020
	3.21 (0.1264)		38154-P6021
	3.24 (0.1276)		38154-P6022
	3.27 (0.1287)		38154-P6023
	3.30 (0.1299)		38154-P6024
	3.33 (0.1311)		38154-P6025
	3.36 (0.1323)		38154-P6026
	3.39 (0.1335)		38154-P6027
	3.42 (0.1346)		38154-P6028
	3.45 (0.1358)		38154-P6029
	3.48 (0.1370)		38154-P6030
	3.51 (0.1382)		38154-P6031
	3.54 (0.1394)		38154-P6032
3.57 (0.1406)		38154-P6033	
3.60 (0.1417)		38154-P6034	
3.63 (0.1429)		38154-P6035	
3.66 (0.1441)		38154-P6036	

\*Always check with the Parts Department for the latest parts information.

## DRIVE PINION PRELOAD ADJUSTMENT

Drive pinion bearing preload adjusting method	Collapsible spacer
Drive pinion preload with front oil seal	N-m (kg-cm, in-lb) 1.1 - 1.4 (12 - 14, 10 - 12)
Drive pinion preload without front oil seal	N-m (kg-cm, in-lb) 1.0 - 1.3 (11 - 13, 9 - 11)

# PREPARATION

[H233B]

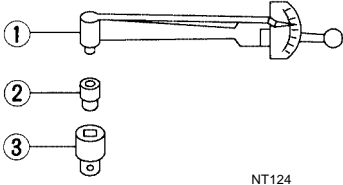
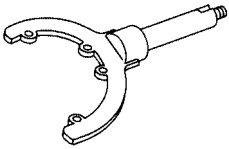
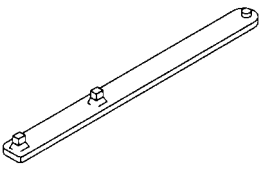
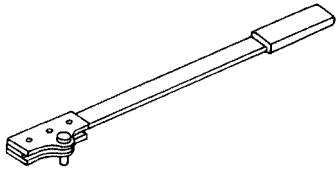
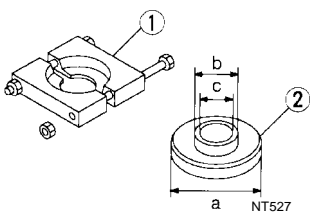
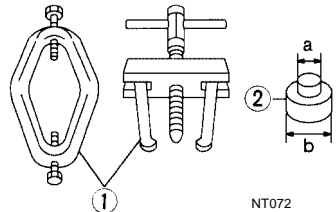
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## PREPARATION

### Special Service Tools

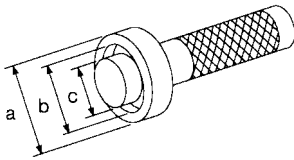
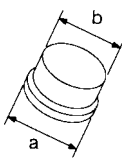
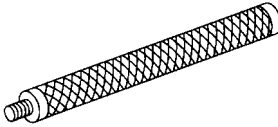
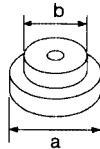
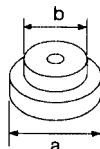
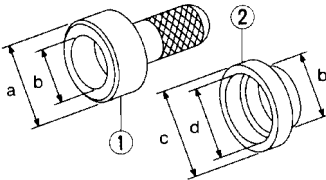

The actual shapes of Kent-Moore tools may differ from those of special service tools illustrated here.

Tool number (Kent-Moore No.) Tool name		Description
ST3127S000 (J-25765-A) Preload gauge 1 GG91030000 (J-25765) Torque wrench 2 HT62940000 ( — ) Socket adapter 3 HT62900000 ( — ) Socket adapter	 <p style="text-align: center;">NT124</p>	Measuring pinion bearing preload and total preload
ST06340000 (J-24310, J-34310) Differential attachment	 <p style="text-align: center;">NT140</p>	Mounting final drive
ST32580000 (J-34312) Differential side bearing adjusting nut wrench	 <p style="text-align: center;">NT141</p>	Adjusting side bearing preload and backlash (ring gear-drive pinion)
KV38108300 (J-44195) Companion flange wrench	 <p style="text-align: center;">NT771</p>	Removing and installing propeller shaft lock nut, and drive pinion lock nut
ST3090S000 ( — ) Drive pinion rear inner race puller set 1 ST30031000 (J-22912-01) Puller 2 ST30901000 (J-26010-01) Base	 <p style="text-align: center;">NT527</p>	Removing and installing drive pinion rear inner cone <b>a: 79 mm (3.11 in) dia.</b> <b>b: 45 mm (1.77 in) dia.</b> <b>c: 35 mm (1.38 in) dia.</b>
ST3306S001 Differential side bearing puller set 1 ST33051001 (J-22888-20) Body 2 ST33061000 (J-8107-2) Adapter	 <p style="text-align: center;">NT072</p>	Removing and installing differential side bearing inner cone <b>a: 28.5 mm (1.122 in) dia.</b> <b>b: 38 mm (1.50 in) dia.</b>



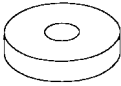
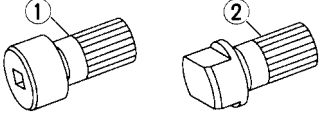
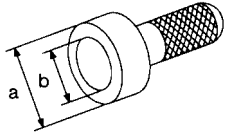
# PREPARATION

[H233B]

Tool number (Kent-Moore No.) Tool name	Description	
ST33190000 (J-25523) Differential side bearing drift	 <p>NT085</p>	A B C
ST33081000 ( — ) Side bearing puller adapter	 <p>NT431</p>	RFD E
ST30611000 (J-25742-1) Drift	 <p>NT090</p>	F G H
ST30621000 (J-25742-5) Drift	 <p>NT073</p>	I J
ST30613000 (J-25742-3) Drift	 <p>NT073</p>	K L
KV381025S0 ( — ) Oil seal fitting tool 1 ST30720000 (J-25405) Drift bar 2 KV38102510 ( — ) Drift	 <p>NT525</p>	M
(J-34309) Differential shim selector	 <p>NT134</p>	

# PREPARATION

[H233B]

Tool number (Kent-Moore No.) Tool name		Description
(J25269-18) Side bearing discs (2 Req'd)		Selecting pinion height adjusting washer
KV381052S0 ( — ) Rear axle shaft dummy 1 KV38105210 ( — ) Torque wrench side 2 KV38105220 ( — ) Vise side		Checking differential torque on limited slip differential
KV38100500 (J-25273) Gear carrier front oil seal drift		Installing front oil seal <b>a: 85 mm (3.35 in) dia.</b> <b>b: 60 mm (2.36 in) dia.</b>

# NOISE, VIBRATION, AND HARSHNESS (NVH) TROUBLESHOOTING

[H233B]

## NOISE, VIBRATION, AND HARSHNESS (NVH) TROUBLESHOOTING

PF0:00003

### NVH Troubleshooting Chart

EDS000TU

Use the chart below to help you find the cause of the symptom. If necessary, repair or replace these parts.

Reference page	Possible cause and SUSPECTED PARTS	
<a href="#">RFD-47, RFD-48</a>	Rough gear tooth	×
<a href="#">RFD-54</a>	Improper gear contact	×
<a href="#">RFD-47, RFD-48</a>	Tooth surface worn	×
<a href="#">RFD-40</a>	Incorrect backlash	×
---	Companion flange excessive runout	×
<a href="#">MA-39</a>	Improper gear oil	×
<a href="#">PR-3</a>	PROPELLER SHAFT	×
<a href="#">FAX-4, RAX-5, FSU-4, RSU-4</a>	AXLE AND SUSPENSION	×
<a href="#">WT-3</a>	TIRES	×
<a href="#">WT-3</a>	ROAD WHEEL	×
<a href="#">FAX-4</a>	DRIVESHAFT	×
<a href="#">BR-5</a>	BRAKES	×
<a href="#">PS-5</a>	STEERING	×

Symptom	DIFFERENTIAL	Noise
	×	×

x: Applicable

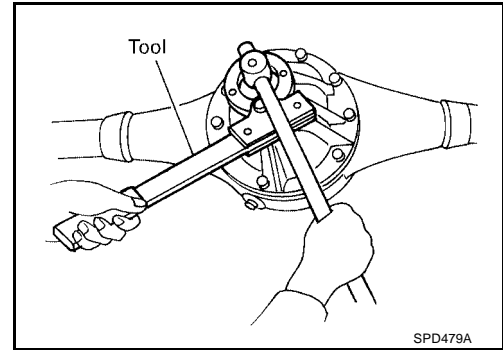
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## FRONT OIL SEAL

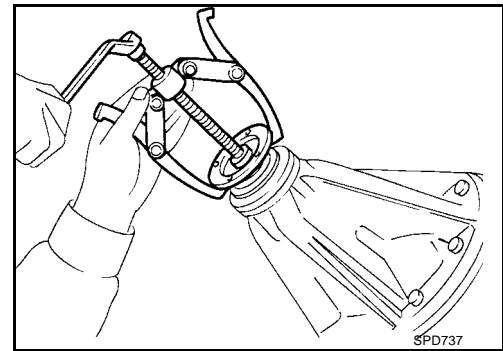
### Removal and Installation

1. Remove rear propeller shaft. Refer to [PR-8, "Removal and Installation"](#).
2. Hold companion flange using Tool and loosen drive pinion nut.

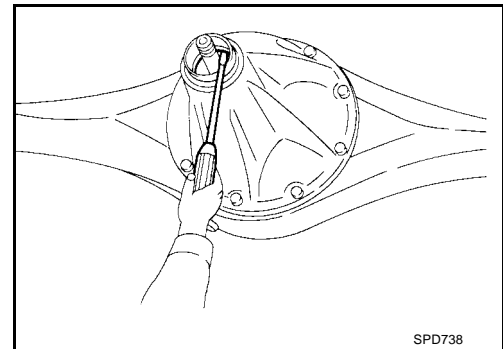
**Tool number : KV38108300 (J-44195)**



3. Remove companion flange.
4. Remove ABS sensor and sensor rotor (2WD models).



5. Remove front oil seal.



6. Apply multi-purpose grease to cavity at sealing lips of oil seal. Press front oil seal into carrier using Tool.

**Tool number : KV38100500 (J25273)**

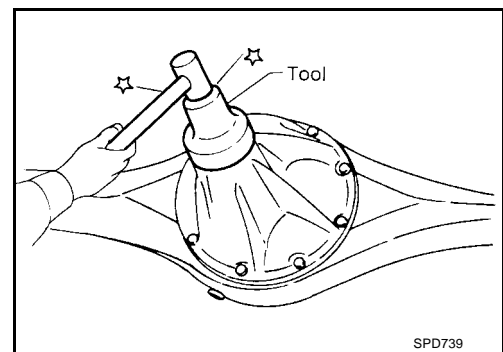
7. Install ABS sensor and sensor rotor (2WD models).

**NOTE:**

Always install a new sensor rotor.

**ABS sensor bolt : 8 - 11 N·m (0.8 - 1.1 kg-m, 5.8 - 8.0 ft-lb)**

8. Install companion flange and drive pinion nut.



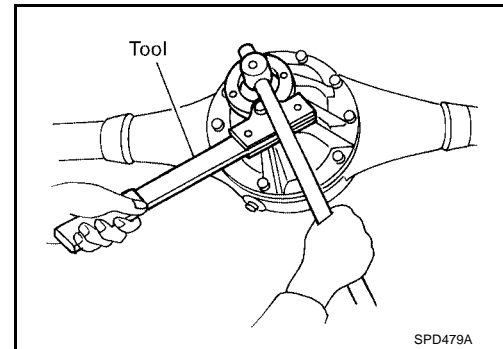
## FRONT OIL SEAL

[H233B]

9. Hold companion flange using Tool and tighten drive pinion nut.

**Tool number : KV38108300 (J-44195)**

**Drive pinion nut : 127 - 294 N·m (13.0 - 30.0 kg-m,  
94 - 217 lb-ft)**



10. Install rear propeller shaft. Refer to [PR-8, "Removal and Installation"](#).

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## REAR FINAL DRIVE ASSEMBLY

PFP:38300

### Removal and Installation REMOVAL

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**CAUTION:**

Be careful not to damage spline, sleeve yoke and front oil seal when removing propeller shaft. Before removing the final drive assembly or rear axle assembly, disconnect the ABS sensor harness connector from the assembly and move it away from the final drive/rear axle assembly area. Failure to do so may result in the sensor wires being damaged and the sensor becoming inoperative.

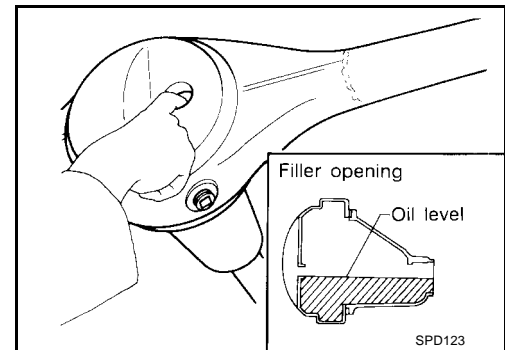
1. Remove the rear propeller shaft. Refer to [PR-8, "Removal and Installation"](#) .
  - Plug front end of transfer.
2. Remove the axle shaft. Refer to [RAX-8, "Removal"](#) .
3. Remove the rear final drive nuts.

### INSTALLATION

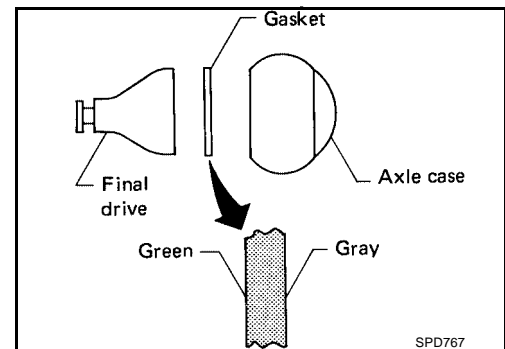
Installation is in the reverse order of removal.

**Rear final drive mounting nuts** : Refer to [RFD-39, "Components"](#) .

- Fill the final drive with the recommended gear oil. Refer to [MA-12, "RECOMMENDED FLUIDS AND LUBRICANTS"](#) .



- Install the gasket in the specified direction as shown.

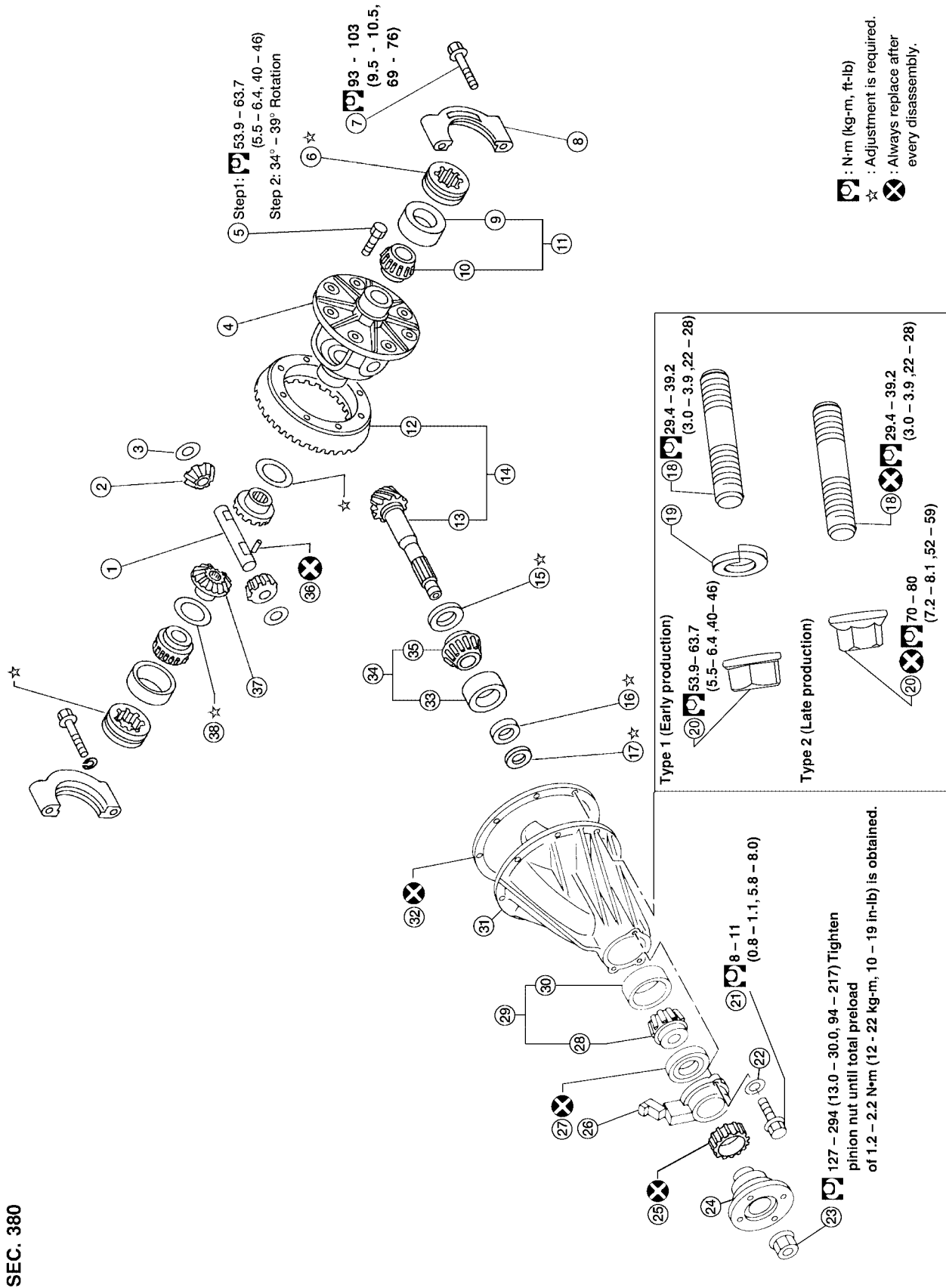


# REAR FINAL DRIVE ASSEMBLY

[H233B]

## Components

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# REAR FINAL DRIVE ASSEMBLY

[H233B]

- |                                           |                                                |                                                 |
|-------------------------------------------|------------------------------------------------|-------------------------------------------------|
| 1. Pinion mate shaft                      | 2. Pinion mate gear                            | 3. Pinion mate thrust washer                    |
| 4. Differential case                      | 5. Ring gear bolt                              | 6. Side bearing adjuster                        |
| 7. Side bearing cap bolt                  | 8. Side bearing cap                            | 9. Outer race                                   |
| 10. Inner cone                            | 11. Side bearing                               | 12. Ring gear                                   |
| 13. Drive pinion                          | 14. Hypoid gear set                            | 15. Drive pinion height adjusting washer        |
| 16. Drive pinion bearing adjusting spacer | 17. Drive pinion bearing adjusting shim        | 18. Rear final drive mounting stud <sup>1</sup> |
| 19. Split washer (Type 1 only)            | 20. Rear final drive mounting nut <sup>1</sup> | 21. ABS sensor mounting bolt                    |
| 22. Washer                                | 23. Pinion nut                                 | 24. Companion flange                            |
| 25. Rear wheel sensor rotor (2WD models)  | 26. ABS sensor unit (2WD models)               | 27. Front oil seal                              |
| 28. Inner cone                            | 29. Pinion front bearing                       | 30. Outer race                                  |
| 31. Gear carrier                          | 32. Gasket                                     | 33. Outer race                                  |
| 34. Drive pinion rear bearing             | 35. Inner cone                                 | 36. Lock pin                                    |
| 37. Side gear                             | 38. Side gear thrust washer                    |                                                 |

1. Type 2 (late production) rear final drive nuts and studs have special locking threads and are not reusable. Always replace Type 2 nuts and studs for assembly.

## Pre-Inspection

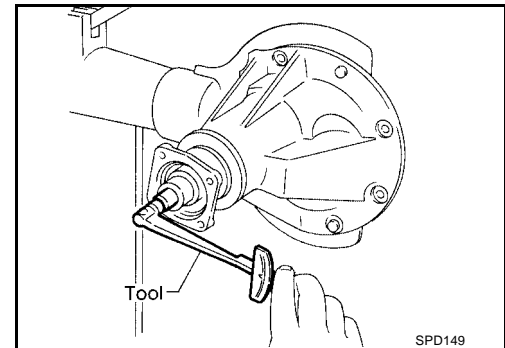
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Before disassembling the final drive, perform the following inspections.

### TOTAL PRELOAD

1. Turn the drive pinion in both directions several times to seat the bearing rollers correctly.
2. Check the total preload with Tool.

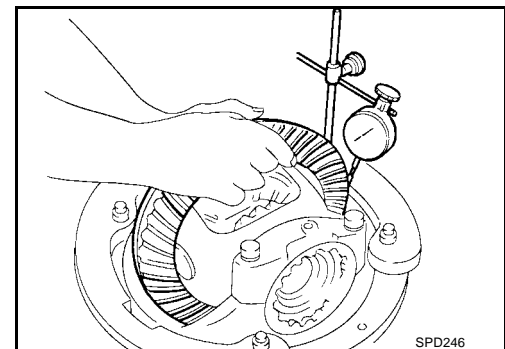
**Tool number** : ST3127S000 (J-25765-A)  
**Total preload** : 1.7 - 2.5 N·m (17 - 25 kg-cm,  
15 - 22 in-lb)



### RING GEAR TO DRIVE PINION BACKLASH

- Check backlash of ring gear with a dial indicator at several points.

**Ring gear-to-drive pinion backlash** : 0.13 - 0.18 mm  
(0.0051 - 0.0071 in)





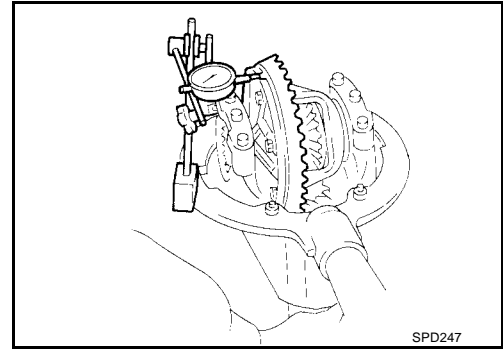
# REAR FINAL DRIVE ASSEMBLY

[H233B]

## RING GEAR RUNOUT

- Check runout of ring gear with a dial indicator.

**Runout limit : 0.08 mm (0.0031 in)**



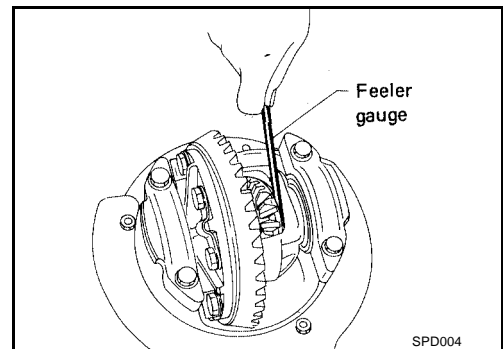
## TOOTH CONTACT

- Check tooth contact. Refer to [RFD-54, "TOOTH CONTACT"](#).

## SIDE GEAR TO PINION MATE GEAR BACKLASH

- Measure clearance between side gear thrust washer and differential case with a feeler gauge.

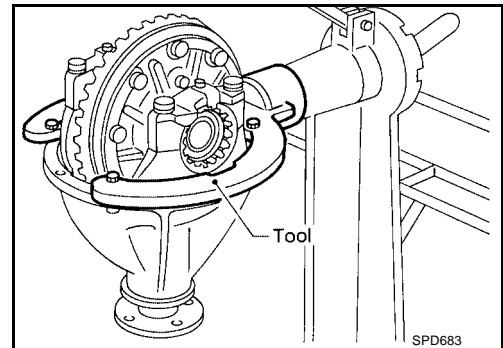
**Clearance between side gear thrust washer and differential case : 0.10 - 0.20 mm (0.0039 - 0.0079 in)**



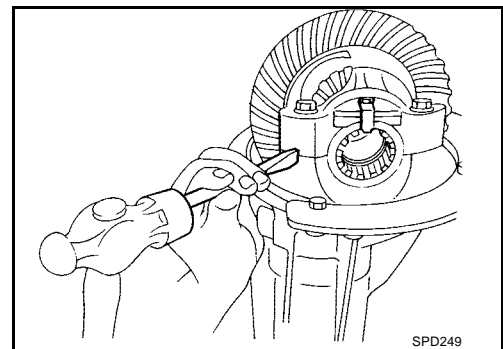
## Disassembly and Assembly REMOVAL OF DIFFERENTIAL CASE ASSEMBLY

1. Mount final drive assembly on Tool.

**Tool number : ST06340000 (J-24310, J-34310)**



2. Put match marks on one side of side bearing cap with paint or punch to ensure that it is replaced in proper position during reassembly.



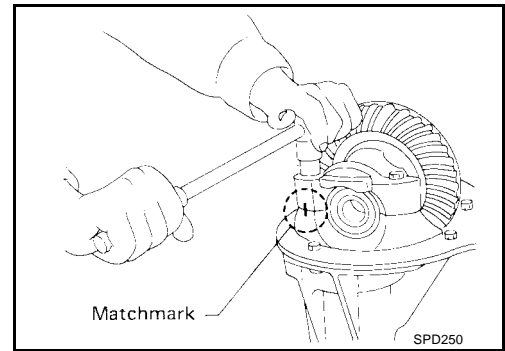
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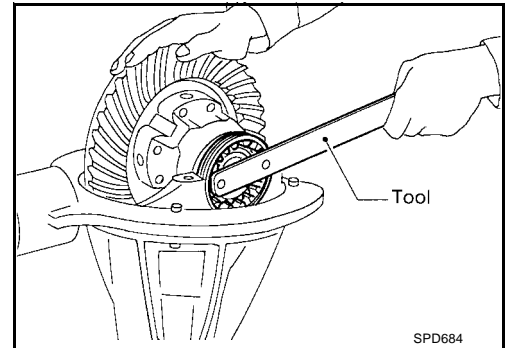
# REAR FINAL DRIVE ASSEMBLY

[H233B]

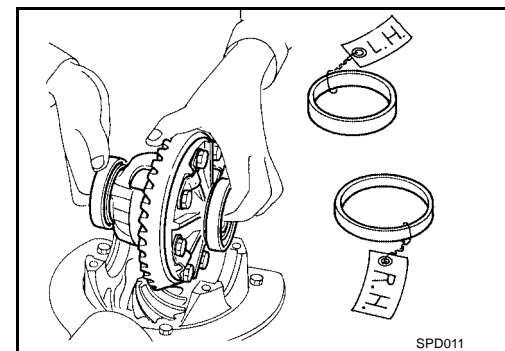
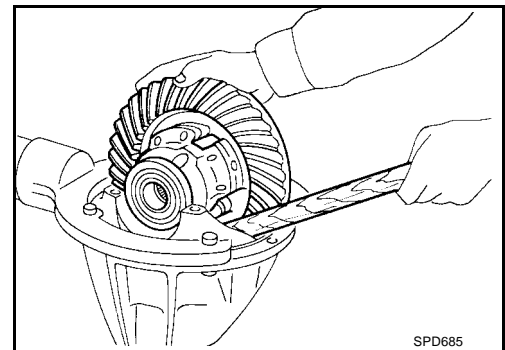
3. Remove side lock fingers and side bearing caps.
  - **Bearing caps are line-bored during manufacture and should be put back in their original places.**



4. Remove side bearing adjuster using Tool.  
**Tool number : ST32580000 (J-34312)**



5. Remove differential case assembly with a pry bar.
  - **Keep the side bearing outer races together with their respective inner cones — do not mix them up.**



# REAR FINAL DRIVE ASSEMBLY

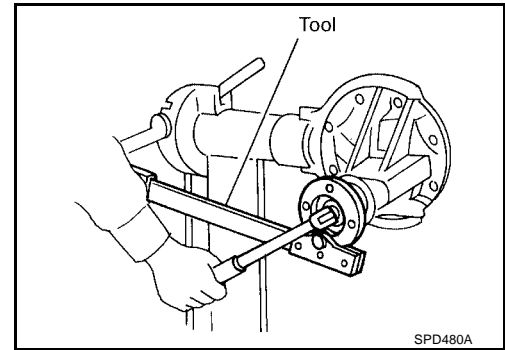
[H233B]

## REMOVAL OF DRIVE PINION ASSEMBLY

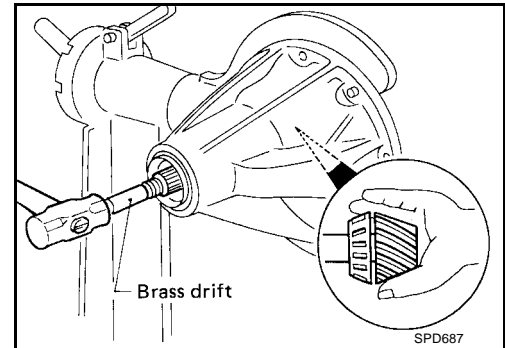
1. Hold companion flange using Tool and remove drive pinion nut.

**Tool number : KV38108300 (J-44195)**

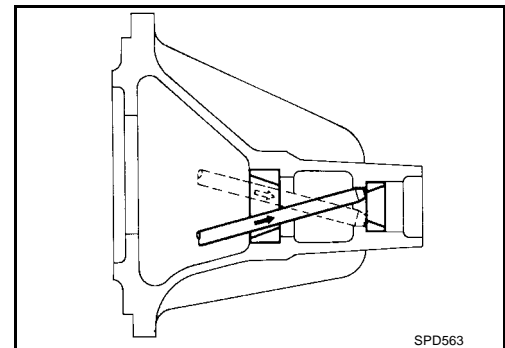
2. Remove companion flange with puller.
3. Remove ABS sensor unit and sensor rotor (2WD models).



4. Take out drive pinion together with pinion rear bearing inner cone, drive pinion bearing spacer and pinion bearing adjusting shim.

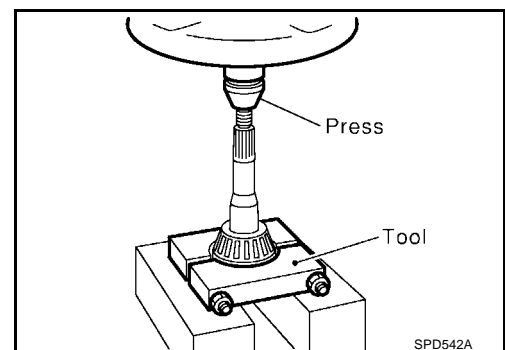


5. Remove front oil seal and pinion front bearing inner cone.
6. Remove pinion bearing outer races with a brass drift.



7. Remove pinion rear bearing inner cone and drive pinion adjusting washer.

**Tool number : ST30031000 (J22912-01)**



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# REAR FINAL DRIVE ASSEMBLY

[H233B]

## DISASSEMBLY OF DIFFERENTIAL CASE (NON LSD)

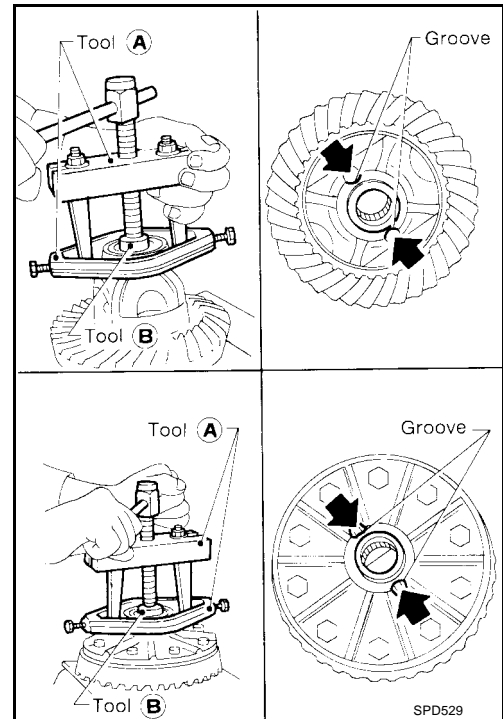
1. Remove lock pin and remove the side gears, pinion mate gears and pinion mate shaft.
2. Remove side bearing inner cones.

**Tool number A: ST33051001 (J-22888-20)**

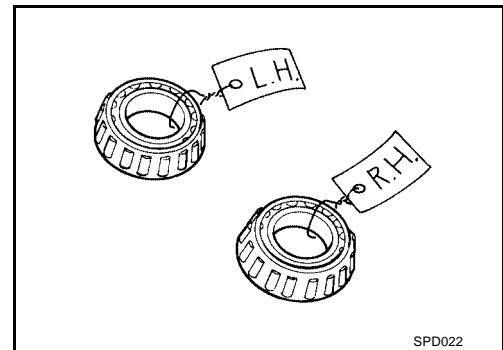
**Tool number B: ST33061000 (J-8107-2)**

**CAUTION:**

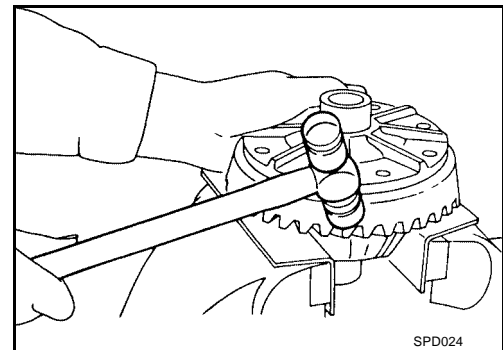
To prevent damage to bearing, engage puller jaws in groove.



- Be careful not to confuse the left-hand and right-hand parts.
- Keep bearing and bearing race for each side together.



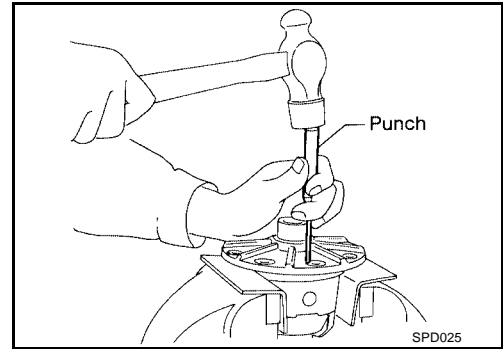
3. Loosen ring gear bolts in a crisscross pattern.
4. Tap ring gear off differential case with a soft hammer.
  - Tap evenly all around to keep ring gear from binding.



# REAR FINAL DRIVE ASSEMBLY

[H233B]

5. Drive out pinion mate shaft lock pin, with punch from ring gear side.
  - Lock pin is caulked at pinhole mouth on differential case.



## DISASSEMBLY OF DIFFERENTIAL CASE (WITH LSD)

### Checking Differential Torque

**CAUTION:**

Do not run engine when only one wheel (rear) is off the ground.

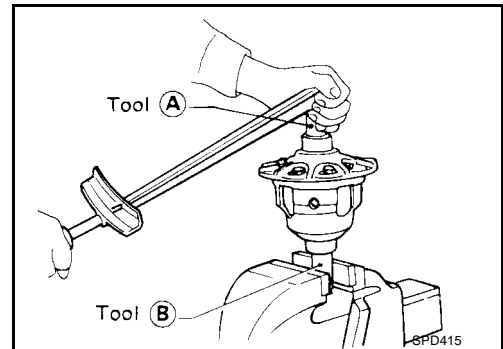
- Measure differential torque with Tool.

**Differential torque** : 40 - 58 N·m (4 - 6 kg·m, 29 - 43 ft·lb)

**Tool number** A: KV38105210 ( — )

**Tool number** B: KV38105220 ( — )

- If it is not within the specifications, inspect components of limited slip differential.



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# REAR FINAL DRIVE ASSEMBLY

[H233B]

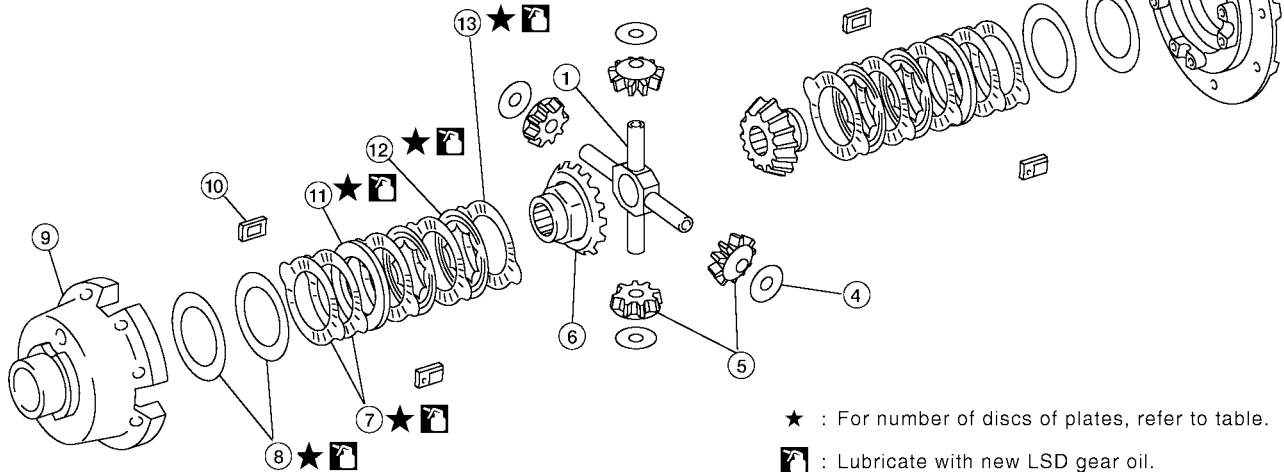
## Disassembly

### SEC. 380

No. of discs and plates (One side)

Model	H233B
Friction disc	2
Friction plate	5
Spring plate	2
Spacer	1

③ 64 - 74 (6.5 - 7.5, 47 - 54)



★ : For number of discs of plates, refer to table.

: Lubricate with new LSD gear oil.

: N·m (kg-m, ft-lb)

WDIA0017E

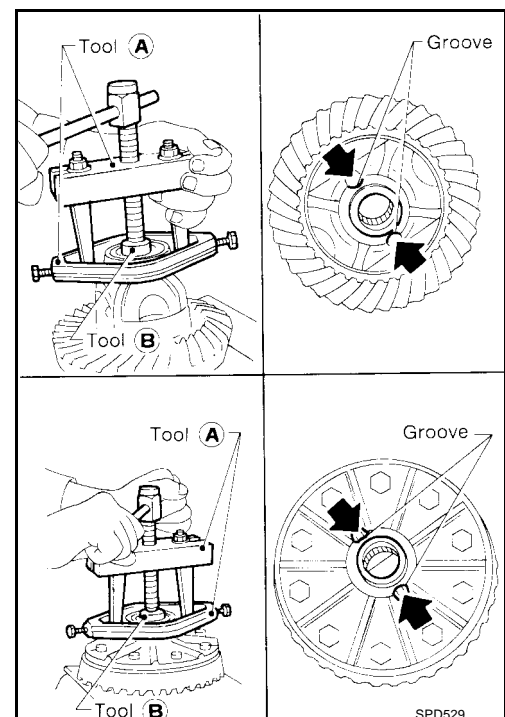
- |                              |                        |                                  |
|------------------------------|------------------------|----------------------------------|
| 1. Pinion mate shaft         | 2. Differential case B | 3. Differential case couple bolt |
| 4. Pinion mate thrust washer | 5. Pinion mate gear    | 6. Side gear                     |
| 7. Friction plate            | 8. Spring plate        | 9. Differential case A           |
| 10. Friction plate guide     | 11. Spacer             | 12. Friction disc                |
| 13. Friction plate           | 14.                    |                                  |

### 1. Remove side bearing inner cones.

- To prevent damage to bearing, engage puller jaws in groove.

**Tool number A: ST33051001 (J-22888-20)**

**Tool number B: ST33061000 (J-8107-2)**

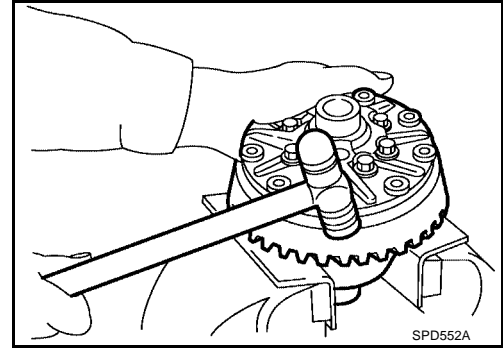


SPD529

# REAR FINAL DRIVE ASSEMBLY

[H233B]

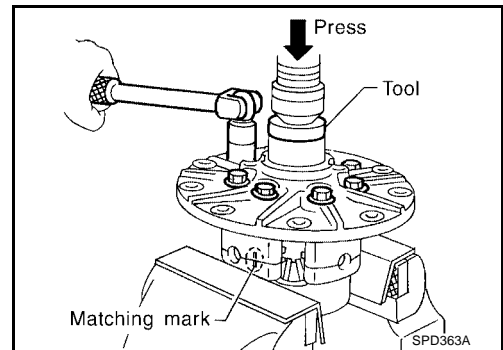
2. Loosen ring gear bolts in a crisscross pattern.
3. Tap ring gear off gear case with a soft hammer.
  - Tap evenly all around to keep ring gear from binding.



4. Remove differential case couple bolts with a press.

**Tool number : ST33081000 ( — )**

5. Separate differential case A and B.
6. Remove component parts (discs and plates, etc.).
  - Put match marks on component parts so that they can be reinstalled in their original positions from which they were removed.



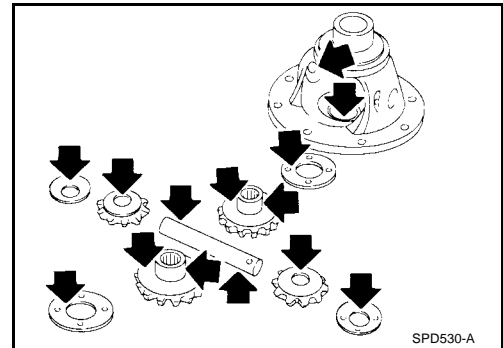
## INSPECTION

### Ring Gear and Drive Pinion

Check gear teeth for scoring, cracking or chipping.  
If any damaged part is evident, replace ring gear and drive pinion as a set (hypoid gear set).

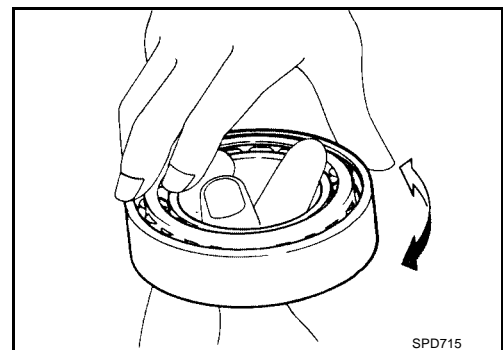
### Differential Case Assembly (Non LSD)

Check mating surfaces of differential case, side gears, pinion mate gears, pinion mate shaft, and thrust washers.



### Bearing

1. Thoroughly clean bearing.
2. Check bearings for wear, scratches, pitting or flaking.  
Check tapered roller bearing for smooth rotation. If damaged, replace outer race and inner cone as a set.



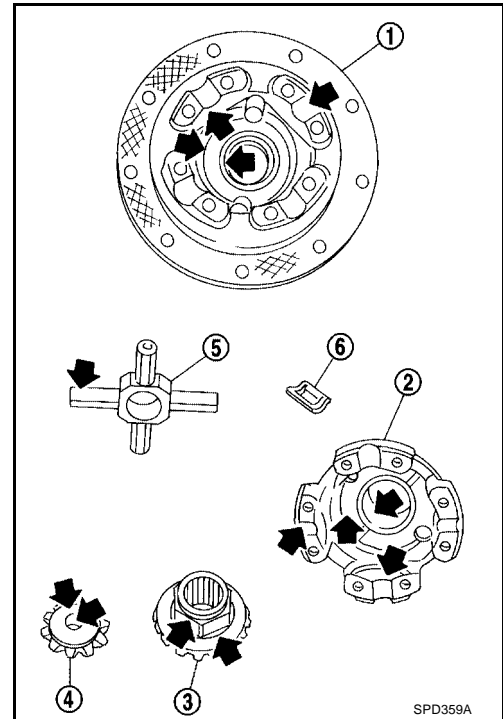
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# REAR FINAL DRIVE ASSEMBLY

[H233B]

## Contact Surfaces (With LSD)

1. Clean the disassembled parts in suitable solvent and blow dry with compressed air.
2. If following surfaces are found with burrs or scratches, smooth with oil stone.
  - 1 Differential case B
  - 2 Differential case A
  - 3 Side gear
  - 4 Pinion mate gear
  - 5 Pinion mate shaft
  - 6 Friction plate guide

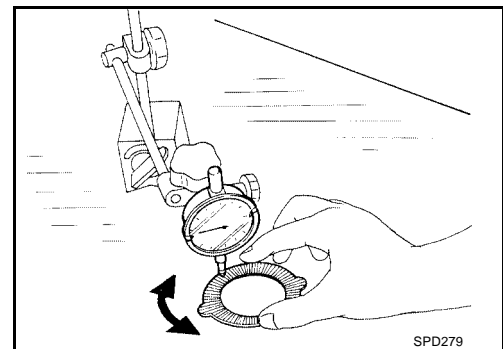


## Disc and Plate (With LSD)

1. Clean the discs and plates in suitable solvent and blow dry with compressed air.
2. Inspect discs and plates for wear, nicks and burrs.
3. Check friction discs or plates for warping.

**Maximum allowable warping : 0.08 mm (0.0031 in)**

- If it exceeds limits, replace with a new plate to eliminate possibility of clutch slippage or sticking.





# REAR FINAL DRIVE ASSEMBLY

[H233B]

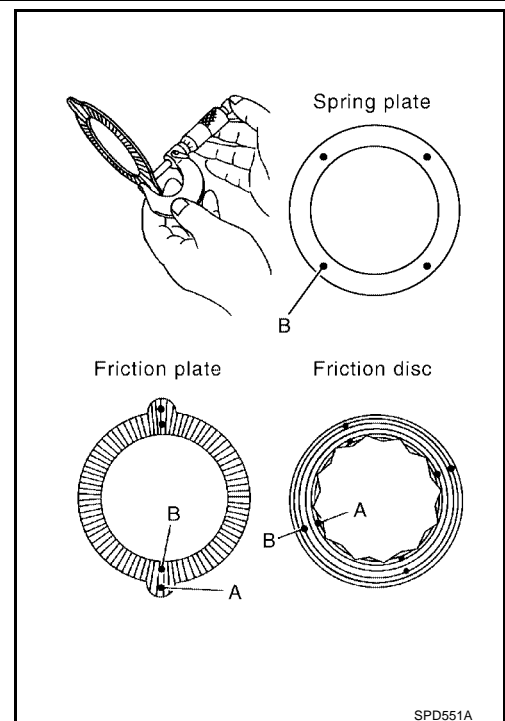
4. Measure frictional surfaces and projected portions of friction disc, friction plate, spring plate, and determine each part's differences to see if the specified wear limit has been exceeded.

- Measuring points:
  - A: Projected portion
  - B: Frictional surface

**Wear limit**

**A – B = Wear limit mm (in) : 0.1 mm (0.004 in) or less**

- If any part has worn beyond the wear limit, and deformed or fatigued, replace it with a new one that is the same thickness as the projected portion.



**ADJUSTMENT OF DIFFERENTIAL CASE (WITH LSD)**

1. End play of friction disc and friction plate can be calculated by using following equation and should be adjusted within following range.
  - Adjustment can be made by selecting friction disc or friction plate having three different thicknesses.

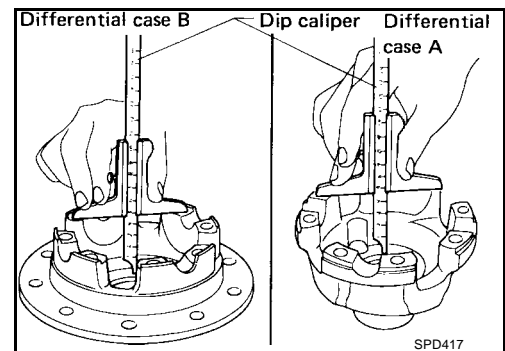
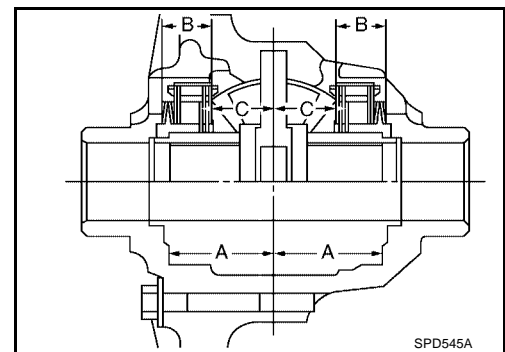
**E = A – (B + C)  
(one side)**

**End play E : 0.05 - 0.15 mm (0.0020 - 0.0059 in)**

- A: Length of differential case contact surface to differential case inner bottom.
- B: Total thickness of friction discs, friction plates, spring plate and spacer in differential case on one side.
- C: Length of differential case contact surface to back side of side gear.

2. Measure values of the length of differential case contact surface to differential case inner bottom.

**Standard length A : 49.50 - 49.55 mm  
(1.9488 - 1.9508 in)**



# REAR FINAL DRIVE ASSEMBLY

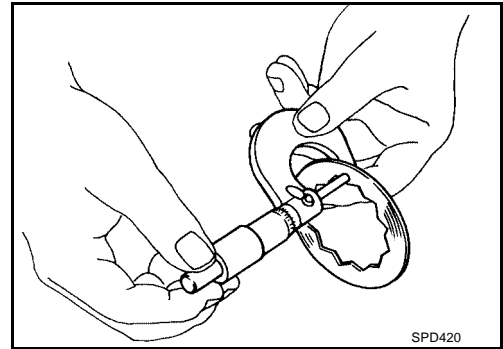
[H233B]

3. Measure thickness of each disc and plate. Number of discs and plates (One side), Friction disc 5, Friction plate 6 and Spring plate 2.

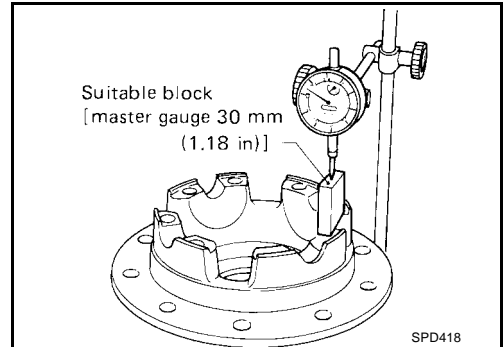
**Total thickness "B" : 18.57 - 20.43 mm (0.7311 - 0.8043 in)**

**No. of discs and plates (One side)**

**Friction disc : 2**  
**Friction plates : 5**  
**Spring plates : 2**  
**Spacer : 1**



4. Measure values of the length of differential case contact surface to back side of side gear.
- Attach a dial indicator to the base plate.
  - Place differential case B on the base plate, and install a master gauge on case B.
    - Then adjust the dial indicator scale to zero with its tip on the master gauge.



- Install pinion mate gears, side gears and pinion mate shaft in differential case B.
- Set dial indicator tip on the rear of side gear, and read the indication.

Example:

$$E = A - D = A - (B + C) = 0.05 \text{ to } 0.15 \text{ mm}$$

$$A = 49.52 \text{ mm}$$

$$B = 19.45 \text{ mm}$$

$$C = 29.7 \text{ mm}$$

$$D = B + C$$

$$49.15 (D) = 19.45 (B) + 29.7 (C)$$

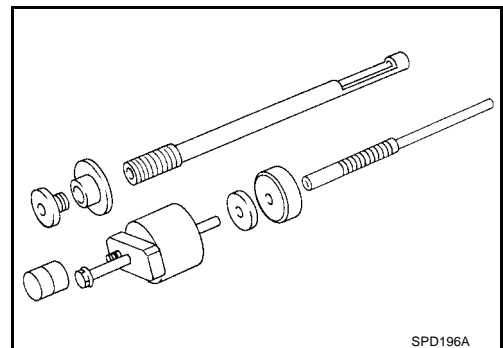
$$E = A - D$$

$$0.37 (E) = 49.52 (A) - 49.15 (D)$$

From the above equation, end play of 0.37 mm exceeds the specified range of 0.05 to 0.15 mm. Select suitable discs and plates to adjust correctly.

## PINION GEAR HEIGHT

- Make sure all parts are clean and that the bearings are well lubricated.

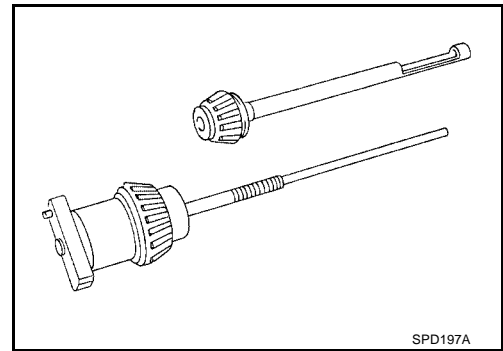


- Assemble the pinion gear bearings into the pinion pre-load shim selector tool, J34309.

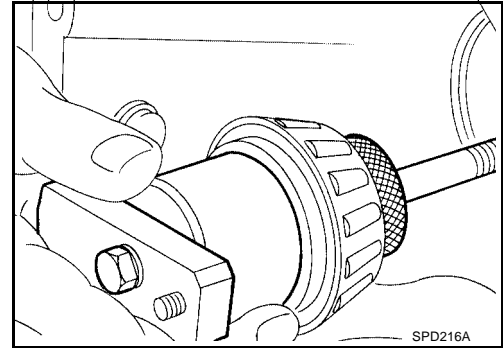
# REAR FINAL DRIVE ASSEMBLY

[H233B]

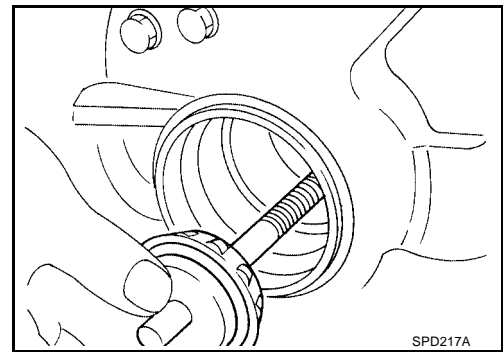
- **Rear Pinion Bearing** — the rear pinion bearing pilot, J34309-8, is used to center the rear pinion bearing only. The rear pinion bearing locking seat, J34309-4, is used to lock the bearing to the assembly.
- **Front Pinion Bearing** — make sure the J34309-3, front pinion bearing seat is secured tightly against the J34309-2 gauge anvil. Then turn the front pinion bearing pilot, J34309-5, to secure the bearing in its proper position.



3. Place the pinion preload shim selector tool gauge screw assembly, J34309-1, with the pinion rear bearing inner cone installed, into the final drive housing.

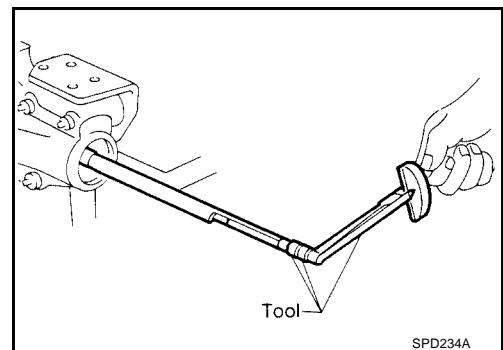


4. Install the J34309-2 gauge anvil with the front pinion bearing into the final drive housing and assemble it to the J34309-1 gauge screw. Make sure that the J34309-16 gauge plate will turn a full 360 degrees, and tighten the two sections by hand to set bearing preload.
5. Turn the assembly several times to seat the bearings.

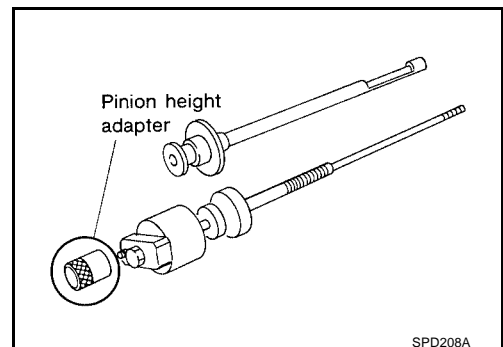


6. Measure the turning torque at the end of the J34309-2 gauge anvil using Tool.

**Tool number** : ST3127S000 (J-25765-A)  
**Pinion bearing preload (Without front oil seal)** : 1.2 - 1.5 N·m (12 - 15 kg·cm, 10 - 13 in·lb)



7. Place the J34309-12 "H233B" pinion height adapter onto the gauge plate and tighten it by hand.



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# REAR FINAL DRIVE ASSEMBLY

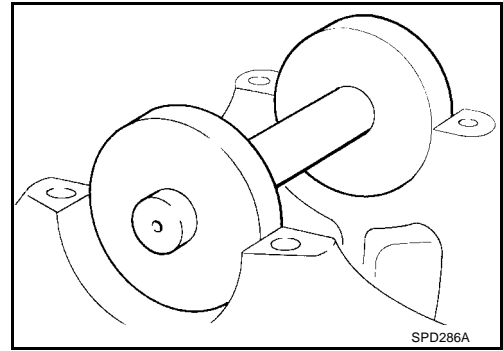
[H233B]

## PINION HEIGHT ADJUSTING WASHER SELECTION

**CAUTION:**

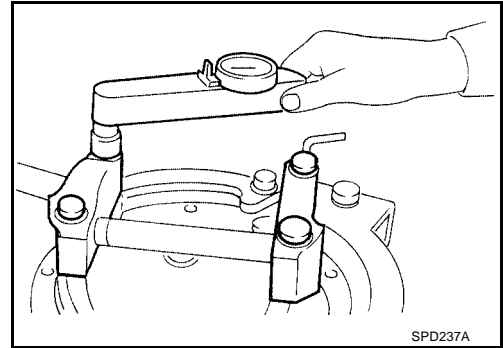
**Make sure all machined surfaces are clean.**

8. Position the J25269-18 side bearing discs and the arbor into the side bearing bores.

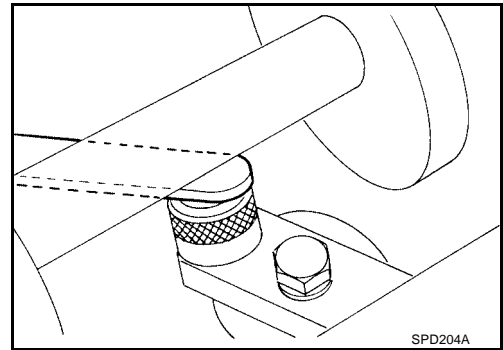


9. Install the bearing caps and tighten the bearing cap bolts.

Side bearing cap bolts : Refer to [RFD-39, "Components"](#) .



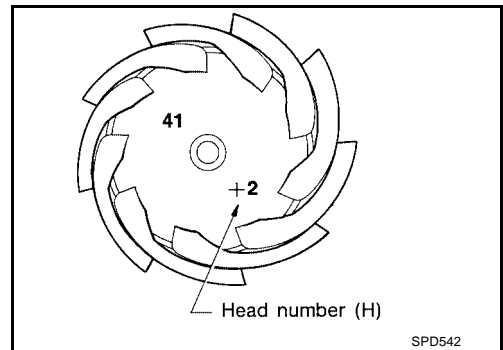
10. Select the correct standard pinion height adjusting washer thickness using a standard gauge of 2.5, 3.0, or 3.5 mm (0.098, 0.118, or 0.138 in) and the J34309-101 feeler gauge. Measure the distance between the J34309-12 "H233B" pinion height adapter and the arbor.



11. Write down the exact total measurement (the value of feeler gauge).

12. Correct the drive pinion height adjusting washer size by referring to the "pinion head height number".

- There are two numbers painted on the drive pinion. The first one refers to the pinion and ring gear as a matched set and should be the same as the number on the ring gear. The second number is the "pinion head height number", and it refers to the ideal pinion height from standard for the quietest operation. Use the following chart to determine the correct drive pinion height adjusting washer. Refer to [RFD-63, "Drive Pinion Height Adjustment"](#) .



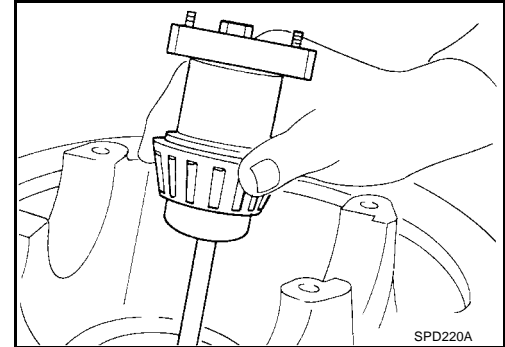
Pinion head height number	Add or remove from the selected standard drive pinion height adjusting washer thickness measurement
-6	Add 0.06 mm (0.0024 in)
-5	Add 0.05 mm (0.0020 in)
-4	Add 0.04 mm (0.0016 in)
-3	Add 0.03 mm (0.0012 in)
-2	Add 0.02 mm (0.0008 in)
-1	Add 0.01 mm (0.0004 in)
0	Use the selected washer thickness
+1	Subtract 0.01 mm (0.0004 in)

# REAR FINAL DRIVE ASSEMBLY

[H233B]

Pinion head height number	Add or remove from the selected standard drive pinion height adjusting washer thickness measurement
+2	Subtract 0.02 mm (0.0008 in)
+3	Subtract 0.03 mm (0.0012 in)
+4	Subtract 0.04 mm (0.0016 in)
+5	Subtract 0.05 mm (0.0020 in)
+6	Subtract 0.06 mm (0.0024 in)

13. Select the correct drive pinion height adjusting washer. Refer to [RFD-63, "Drive Pinion Height Adjustment"](#).
14. Remove the J34309 pinion preload shim selector tool from the final drive housing and disassemble to retrieve the pinion bearings.



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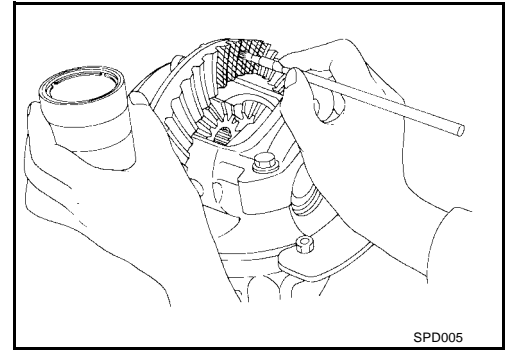
# REAR FINAL DRIVE ASSEMBLY

[H233B]

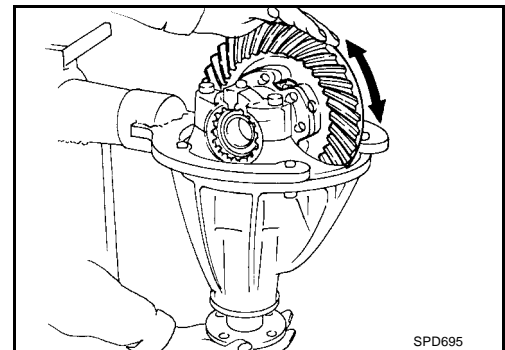
## TOOTH CONTACT

Gear tooth contact pattern check is necessary to verify correct relationship between ring gear and drive pinion. Hypoid gear sets which are not positioned properly in relation to one another may be noisy, or have short life, or both. With a pattern check, the most desirable contact for low noise level and long life can be assured.

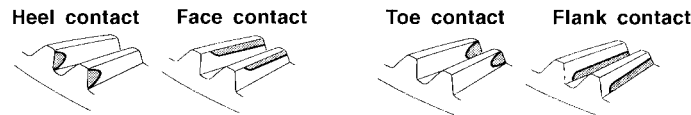
1. Thoroughly clean ring gear and drive pinion teeth.
2. Sparingly apply a mixture of powdered ferric oxide and oil or equivalent to 3 or 4 teeth of ring gear drive side.



3. Hold companion flange steady by hand and rotate the ring gear in both directions.

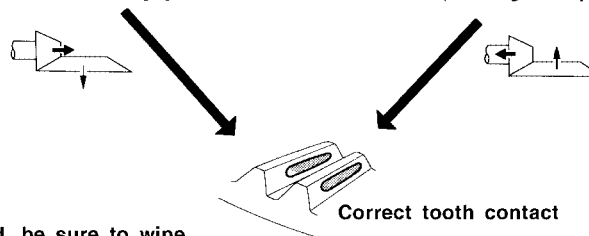


Usually the pattern will be correct if shims are correctly calculated and the backlash is correct. However, in rare cases, trial and error processes may be employed to obtain a correct pattern. The tooth pattern is the best indication of how well a differential has been set up.



To correct, increase thickness of pinion height adjusting washer in order to bring drive pinion close to ring gear.

To correct, reduce thickness of pinion height adjusting washer in order to make drive pinion go away from ring gear.



When adjustment is completed, be sure to wipe off completely the ferric oxide and oil or their equivalent.

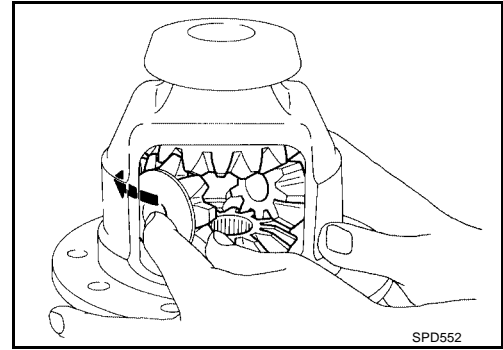
SPD007-B

# REAR FINAL DRIVE ASSEMBLY

[H233B]

## ASSEMBLY OF DIFFERENTIAL CASE (NON LSD)

1. Install side gears, pinion mate gears and thrust washers into differential case.  
The clearance can be adjusted with side gear thrust washer.  
Refer to [RFD-62, "Side Gear Adjustment"](#) .



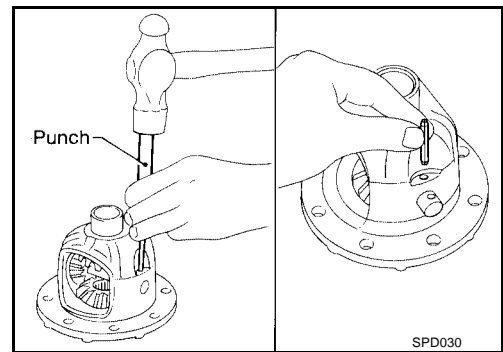
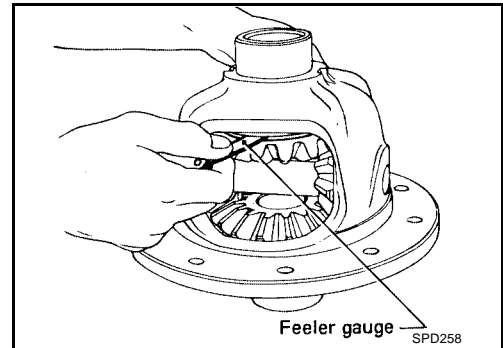
2. Fit pinion mate shaft to differential case so that it meets lock pin-holes.
3. Adjust backlash between side gear and pinion mate gear by selecting side gear thrust washer.

**Backlash between side gear and pinion mate gear (clearance between side gear thrust washer and differential case) : 0.10 – 0.20 mm (0.0039 – 0.0079 in)**

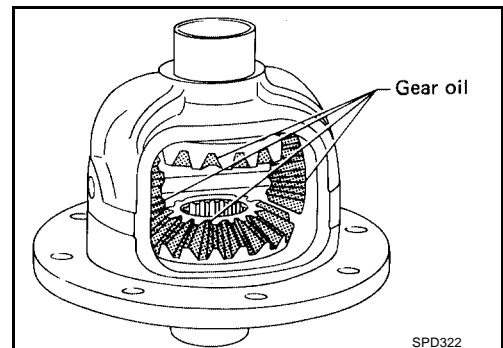
4. Install a new pinion mate shaft lock pin with a punch.

### NOTE:

- Always use a new lock pin.
- Make sure lock pin is flush with case.



5. Apply gear oil to gear tooth surfaces and thrust surfaces and check to see that they turn properly.



6. Install ring gear on differential case and tighten ring gear bolts.
  - Tighten bolts in a crisscross pattern.

**Tool number KV10112100 (BT-8653-A)**

**Ring gear bolts**

**Step 1 : 53.9 - 63.7 N·m (5.5 - 6.4 kg·m, 40 - 46 lb-ft)**

**Step 2 : 34° - 39° degrees rotation**

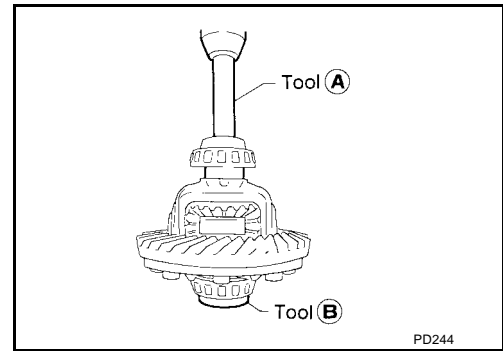
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# REAR FINAL DRIVE ASSEMBLY

[H233B]

7. Press-fit side bearing inner races on differential case with Tool.

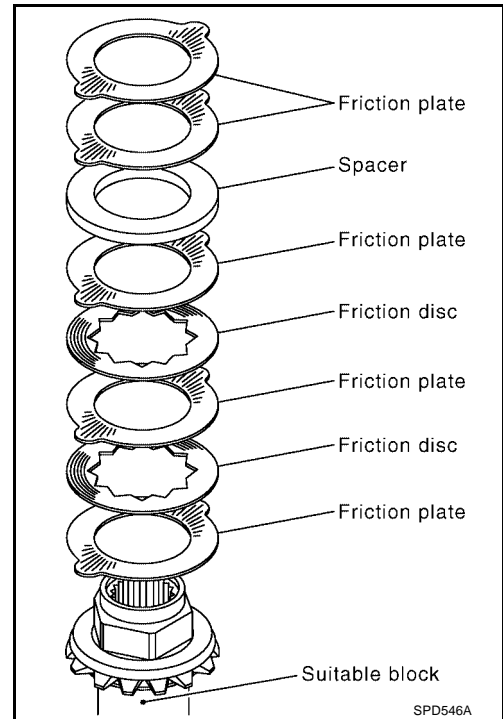
- Tool number      **A: ST33190000 (J-25523)**
- Tool number      **B: ST33081000 ( — )**



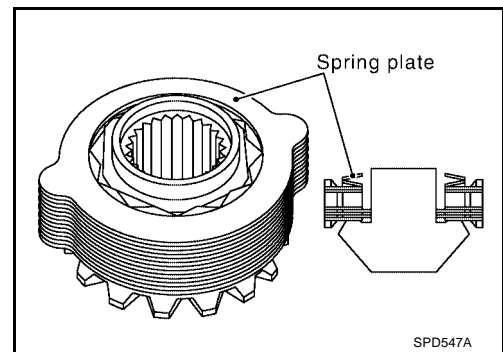
## ASSEMBLY OF DIFFERENTIAL CASE (WITH LSD)

- Prior to assembling discs and plates, properly lubricate them by dipping them in limited slip differential oil. Refer to [MA-12, "RECOMMENDED FLUIDS AND LUBRICANTS"](#).
- 1. Position specified number of friction plates, friction discs and spacer on rear of side gear.
  - Always position a friction plate first on rear of side gear.

<b>No. of discs and plates (One side)</b>	
<b>Friction disc</b>	<b>: 2</b>
<b>Friction plates</b>	<b>: 5</b>
<b>Spacer</b>	<b>: 1</b>



2. Install two spring plates.



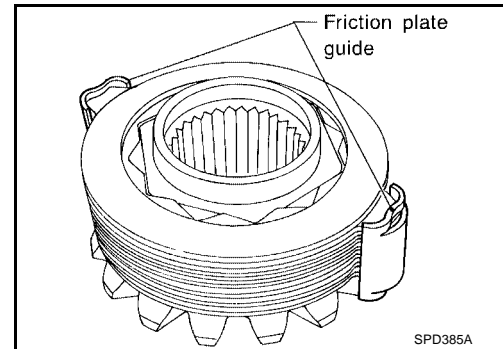


# REAR FINAL DRIVE ASSEMBLY

[H233B]

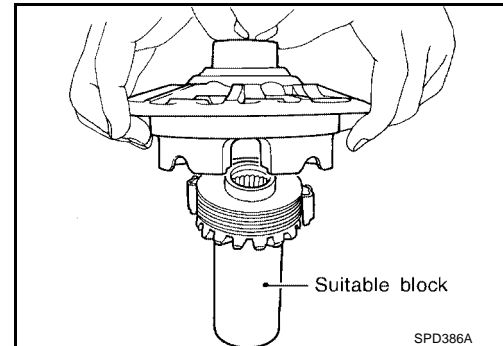
3. Install friction plate guides.

- Correctly align the raised portions of friction plates, and apply LSD gear oil to inner surfaces of friction plate guides to prevent them from falling.



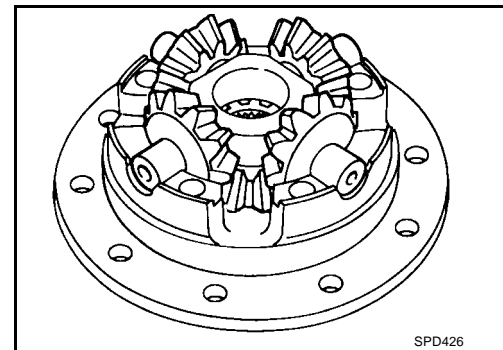
4. Install differential case B over side gear, discs, plates, spacer and friction plate guide assembly.

- Install differential case B while supporting friction plate guides with your middle finger inserted through oil hole in differential case.
- Be careful not to detach spring plate from the hexagonal part of the side gear.



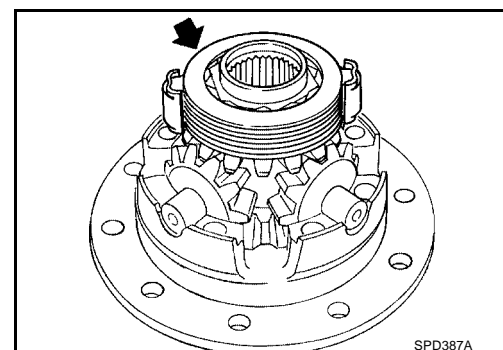
5. Install pinion mate gears and pinion mate thrust washers on pinion mate shaft, then install pinion mate shaft in differential case B.

6. Install side gear to pinion mate gears.



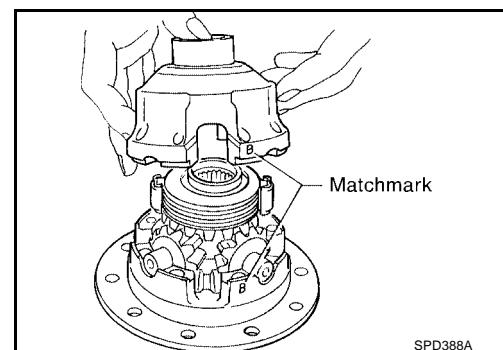
7. Install each disc and plate.

- Use same procedures as outlined in steps 1 through 4 above.



8. Install differential case A.

- Position differential cases A and B by correctly aligning marks stamped on cases.



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# REAR FINAL DRIVE ASSEMBLY

[H233B]

9. Tighten differential case couple bolts.

**Differential case couple bolts** : 64 - 74 N·m (6.5 - 7.5 kg·m, 47 - 54 ft·lb)

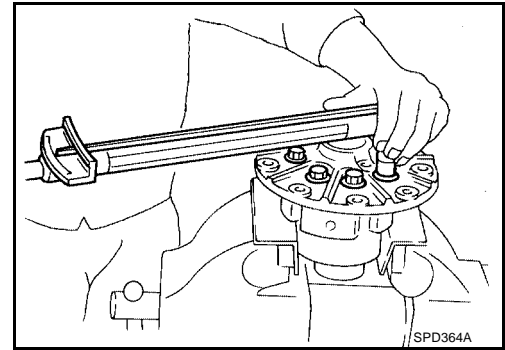
10. Place ring gear on differential case and tighten ring gear bolts.

**Tool number** KV10112100 (BT-8653-A)

**Ring gear bolts**

**Step 1** : 53.9 - 63.7 N·m (5.5 - 6.4 kg·m, 40 - 46 lb·ft)

**Step 2** : 34° - 39° degrees rotation



- Tighten bolts in a crisscross pattern.

11. Install side bearing inner race.

12. Check differential torque. Refer to [RFD-45, "Checking Differential Torque"](#).

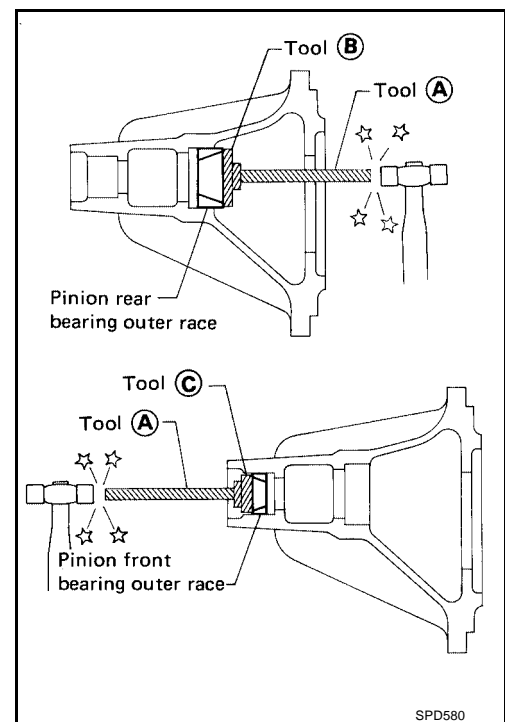
## INSTALLATION OF DRIVE PINION ASSEMBLY

1. Press-fit front and rear bearing outer races with Tools.

**Tool number** A: ST30611000 (J25742-1)

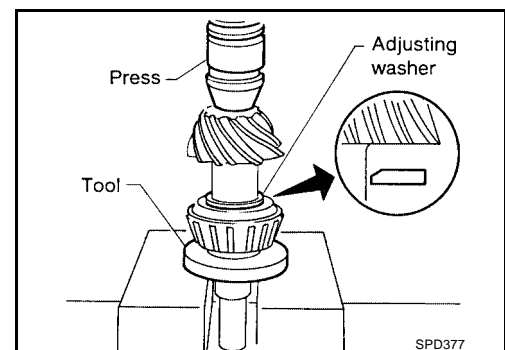
**Tool number** B: ST30621000 (J25742-5)

**Tool number** C: ST30613000 (J25742-3)



2. Select drive pinion height adjusting washer. Refer to [RFD-63, "Drive Pinion Height Adjustment"](#).
3. Install drive pinion adjusting washer in drive pinion, and press-fit pinion rear bearing inner cone in it, with press and Tool.

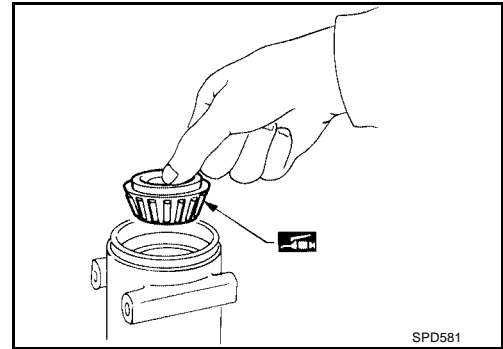
**Tool number** : ST30901000 (J-26010-01)



# REAR FINAL DRIVE ASSEMBLY

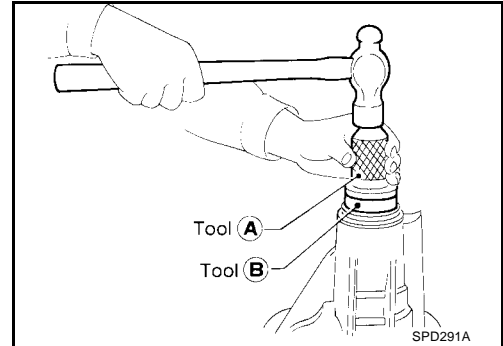
[H233B]

4. Place pinion front bearing inner cone in gear carrier.

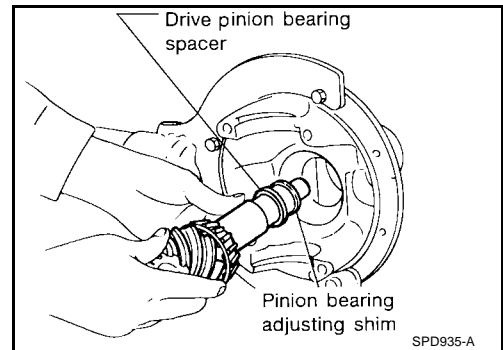


5. Apply multi-purpose grease to cavity at sealing lips of oil seal. Install front oil seal.

**Tool number A** : ST30720000 (J-25405)  
**Tool number B** : KV38102510 ( — )



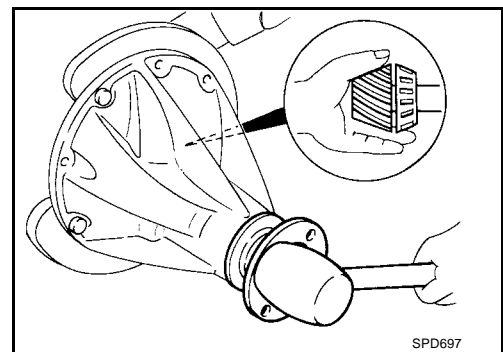
6. Install drive pinion bearing spacer, pinion bearing adjusting shim and drive pinion in gear carrier.



7. Install ABS sensor unit and sensor rotor (2WD models).

**ABS sensor unit bolt** : 8 - 11 N·m (0.8 - 1.1 kg-m, 5.8 - 8.0 ft-lb)

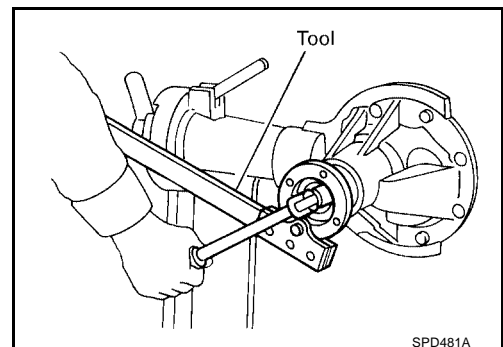
8. Insert companion flange onto drive pinion. Tap the companion flange with a soft hammer until fully seated



9. Tighten pinion nut until total preload is within specification.

- The threaded portion of drive pinion and pinion nut should be free from oil or grease.

**Tool number** : KV38108300 (J-44195)  
**Pinion nut** : 127 - 294 N·m (13.0 - 30.0 kg-m, 94 - 217 ft-lb)  
**Pinion preload** : 1.2 - 2.2 N·m (12 - 22 kg-m, 10 - 19 in-lb)



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# REAR FINAL DRIVE ASSEMBLY

[H233B]

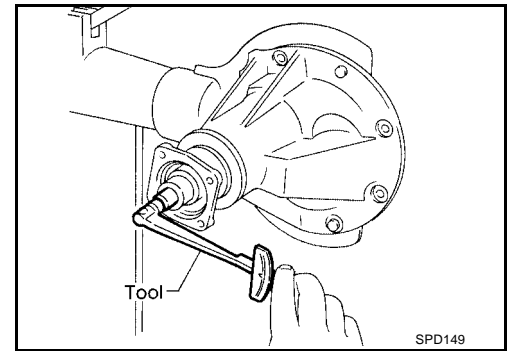
10. Turn drive pinion in both directions several times, and measure pinion bearing preload using Tool.

**Tool number** : ST3127S000 (J-25765-A)  
**Pinion bearing preload (With front oil seal)** : 1.4 - 1.7 N·m (14 - 17 kg-cm, 12 - 15 in-lb)  
**Pinion bearing preload (Without front oil seal)** : 1.2 - 1.5 N·m (12 - 15 kg-cm, 10 - 13 in-lb)

If preload is out of specification, adjust the thickness of spacer and shim combination by replacing shim and spacer with thinner one.

- Start from the combination of thickest spacer and shim.
- Combine each spacer and shim thickness one by one until the correct specification are achieved.

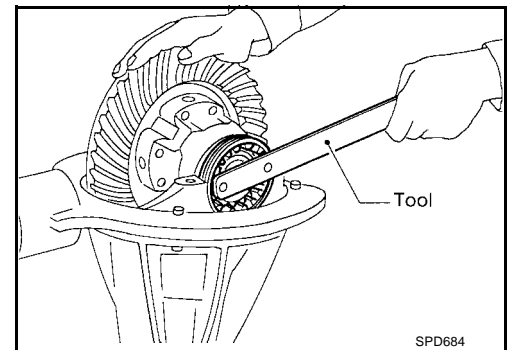
**Drive pinion bearing preload adjusting spacer and shim** : Refer to [RFD-64, "Drive Pinion Preload Adjustment"](#).



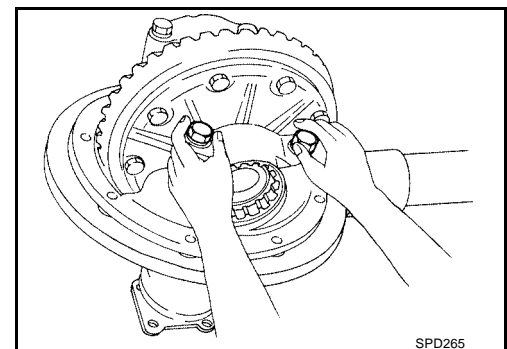
## INSTALLATION OF DIFFERENTIAL CASE

1. Install differential case assembly with side bearing outer races into gear carrier.
2. Position side bearing adjusters on gear carrier with threads properly engaged; using Tool, screw in adjusters lightly at this stage of assembly.

**Tool number** : ST32580000 (J-34312)

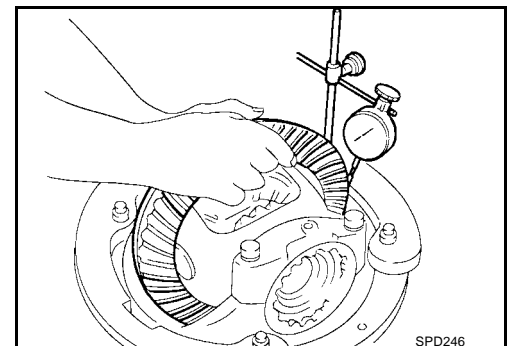


3. Align mark on bearing cap with that on gear carrier and install bearing cap on gear carrier.
  - Do not tighten at this point. This allows further tightening of side bearing adjusters.



4. Tighten both right and left side bearing adjusters alternately and measure ring gear backlash and total preload at the same time. Adjust right and left side bearing adjusters by tightening them alternately so that proper ring gear backlash and total preload can be obtained.

**Ring gear-to-drive pinion backlash** : 0.13 - 0.18 mm (0.0051 - 0.0071 in)



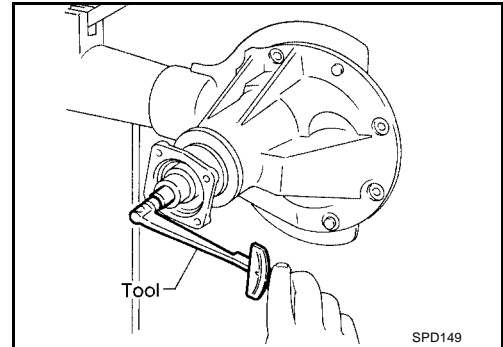
# REAR FINAL DRIVE ASSEMBLY

[H233B]

- When checking preload, turn drive pinion in both directions several times to set bearing rollers using Tool.

**Tool number** : ST3127S000 (J-25765-A)

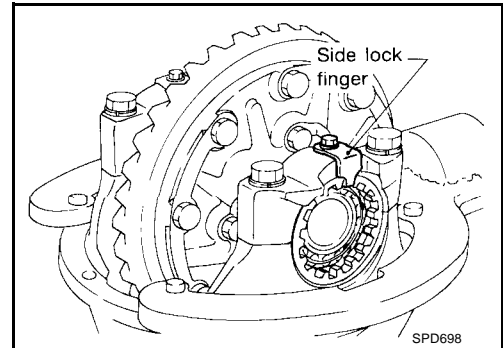
**Total preload** : 1.7 - 2.5 N·m (17 - 25 kg-cm,  
15 - 22 in-lb)



5. Tighten side bearing cap bolts.

**Side bearing cap bolts** : Refer to [RFD-39, "Components"](#) .

6. Install side lock finger in place to prevent rotation during operation.

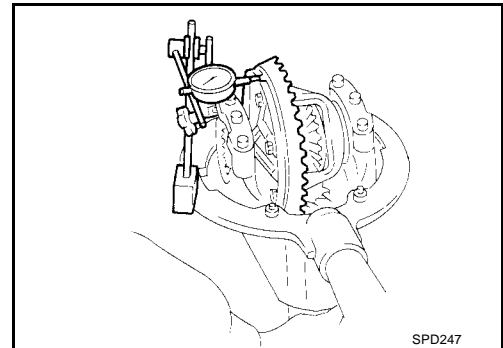


7. Check runout of ring gear with a dial indicator.

**Ring gear runout limit** : 0.08 mm (0.0031 in)

- If backlash varies excessively in different places, the variance may have resulted from foreign matter caught between the ring gear and the differential case.
- If the backlash varies greatly when the runout of the ring gear is within a specified range, the hypoid gear set or differential case should be replaced.

8. Check tooth contact. Refer to [RFD-54, "TOOTH CONTACT"](#) .



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# SERVICE DATA AND SPECIFICATIONS (SDS)

**[H233B]**

## SERVICE DATA AND SPECIFICATIONS (SDS)

PFP:00030

### General Specifications 2WD MODEL

EDS000U0

Engine	VG33E			VG33ER
Vehicle grade	XE		SE	SC
	Standard	Optional*	Standard	Standard
Rear final drive	H233B			
	2-pinion	LSD	LSD	LSD
Gear ratio	4.636	4.900	4.900	4.636
Number of teeth (Ring gear/drive pinion)	51/11	49/10	49/10	51/11
Oil capacity (Approx.) ℓ (US pt, Imp pt)	2.8 (5 7/8, 4 7/8)			

\*: Standard on Canada models.

### 4WD MODEL

Engine	VG33E			VG33ER
Vehicle grade	XE		SE	SC
	Standard	Optional	Standard	Standard
Rear final drive	H233B			
	2-pinion	LSD	LSD	LSD
Gear ratio	4.636	4.900	4.900	4.636
Number of teeth (Ring gear/drive pinion)	51/11	49/10	49/10	51/11
Oil capacity (Approx.) ℓ (US pt, Imp pt)	2.8 (5 7/8, 4 7/8)			

\*: Standard on Canada models.

### Ring Gear Runout

EDS000U1

Ring gear runout limit mm (in)	0.08 (0.0031)
--------------------------------	---------------

### Side Gear Adjustment

EDS000U2

Side gear backlash (Clearance between side gear thrust washer and differential case) mm (in)	0.10 - 0.20 (0.0039 - 0.0079)	
Available side gear thrust washers	Thickness mm (in)	Part number*
	1.75 (0.0689)	38424-T5000
	1.80 (0.0709)	38424-T5001
	1.85 (0.0728)	38424-T5002

\*Always check with the Parts Department for the latest parts information.

### Differential Torque Adjustment (LSD Models)

EDS000U3

Differential torque N-m (kg-m, ft-lb)	40 - 58 (4.0 - 6.0, 29 - 43)
Number of discs and plates	
Friction disc	2
Friction plate	5
Spring plate	2
Spacer	1
Wear limit of plate and disc mm (in)	0.1 (0.004)
Allowable warping of friction disc and plate mm (in)	0.8 (0.0031)
Total thickness mm (in)	18.57 - 20.43 (0.7311 - 0.8043)

# SERVICE DATA AND SPECIFICATIONS (SDS)

[H233B]

Part name	Thickness mm (in))	Part number*
Available discs and plates (one side)	1.4 (0.055)	38433-C6004 (adjusting type)
	1.5 (0.059)	38433-C6002 (standard type)
	1.6 (0.063)	38433-C6003 (adjusting type)
Friction plate	1.4 (0.055)	38432-C6002
	1.5 (0.059)	38432-C6001
	1.6 (0.063)	38432-C6003
Spring plate	1.5 (0.059)	38435-S9200
Spacer	6.0 (0.236)	38454-S9200

\*Always check with the Parts Department for the latest parts information.

## Total Preload Adjustment

EDS000U4

Total preload N·m (kg·cm, in·lb)	1.7 - 2.5 (17 - 25, 15 - 22)
Ring gear to drive pinion backlash mm (in)	0.13 - 0.18 (0.0051 - 0.0071)
Side bearing adjusting method	Side adjuster

## Drive Pinion Height Adjustment

EDS000U5

Thickness mm (in)	Part number*
2.58 (0.1016)	38151-01J00
2.61 (0.1028)	38151-01J01
2.64 (0.1039)	38151-01J02
2.67 (0.1051)	38151-01J03
2.70 (0.1063)	38151-01J04
2.73 (0.1075)	38151-01J05
2.76 (0.1087)	38151-01J06
2.79 (0.1098)	38151-01J07
2.82 (0.1110)	38151-01J08
2.85 (0.1122)	38151-01J09
2.88 (0.1134)	38151-01J10
2.91 (0.1146)	38151-01J11
2.94 (0.1157)	38151-01J12
2.97 (0.1169)	38151-01J13
3.00 (0.1181)	38151-01J14
3.03 (0.1193)	38151-01J15
3.06 (0.1205)	38151-01J16
3.09 (0.1217)	38151-01J17
3.12 (0.1228)	38151-01J18
3.15 (0.1240)	38151-01J19
3.18 (0.1252)	38151-01J60
3.21 (0.1264)	38151-01J61
3.24 (0.1276)	38151-01J62
3.27 (0.1287)	38151-01J63
3.30 (0.1299)	38151-01J64
3.33 (0.1311)	38151-01J65
3.36 (0.1323)	38151-01J66
3.39 (0.1335)	38151-01J67
3.42 (0.1346)	38151-01J68
3.45 (0.1358)	38151-01J69
3.48 (0.1370)	38151-01J70
3.51 (0.1382)	38151-01J71
3.54 (0.1394)	38151-01J72
3.57 (0.1406)	38151-01J73
3.60 (0.1417)	38151-01J74
3.63 (0.1429)	38151-01J75
3.66 (0.1441)	38151-01J76

\*Always check with the Parts Department for the latest parts information.

# SERVICE DATA AND SPECIFICATIONS (SDS)

[H233B]

EDS000U6

## Drive Pinion Preload Adjustment

Drive pinion bearing preload adjusting method		Adjusting shim and spacer
Drive pinion preload without front oil seal N·m (kg-cm, in-lb)		1.2 - 1.5 (12 - 15, 10 - 13)
Drive pinion preload with front oil seal N·m (kg-cm, in-lb)		1.4 - 1.7 (14 - 17, 12 - 15)
Available front drive pinion bearing adjusting shims	Thickness mm (in)	Part number*
	2.31 (0.0909)	38125-82100
	2.33 (0.0917)	38126-82100
	2.35 (0.0925)	38127-82100
	2.37 (0.0933)	38128-82100
	2.39 (0.0941)	38129-82100
	2.41 (0.0949)	38130-82100
	2.43 (0.0957)	38131-82100
	2.45 (0.0965)	38132-82100
	2.47 (0.0972)	38133-82100
	2.49 (0.0980)	38134-82100
	2.51 (0.0988)	38135-82100
	2.53 (0.0996)	38136-82100
	2.55 (0.1004)	38137-82100
2.57 (0.1012)	38138-82100	
2.59 (0.1020)	38139-82100	
Available drive pinion bearing adjusting spacers	Thickness mm (in)	Part number*
	4.50 (0.1772)	38165-76000
	4.75 (0.1870)	38166-76000
	5.00 (0.1969)	38167-76000
	5.25 (0.2067)	38166-01J00
	5.50 (0.2165)	38166-01J10

\*Always check with the Parts Department for the latest parts information.