

- (9) Connect the vent hose to the tube fitting.
- (10) Align the reference marks and connect the drive shaft to the axle yoke. Tighten the U-joint clamp bolts to 19 N·m (14 ft. lbs.) torque.
- (11) Check differential lubricant and add if necessary.
- (12) Install the wheel and tire.
- (13) Bleed the brakes.
- (14) Remove the supports and lower the vehicle.
- (15) Tighten the spring front pivot bolt/nut to 142 N·m (105 ft. lbs.) torque. Tighten the spring shackle bolt/nut to 135 N·m (100 ft. lbs.) torque.
- (16) Tighten the track bar bolt at the axle bracket to 142 N·m (105 ft. lbs.) torque.

LUBRICANT CHANGE

The gear lubricant will drain quicker if the vehicle has been recently driven.

- (1) Raise and support the vehicle.
- (2) Remove the lubricant fill hole plug from the differential housing cover.
- (3) Remove the differential housing cover and drain the lubricant from the housing.
- (4) Clean the housing cavity with a flushing oil, light engine oil or lint free cloth. **Do not use water, steam, kerosene or gasoline for cleaning.**
- (5) Remove the sealant from the housing and cover surfaces.
- (6) Apply a bead of MOPAR® Silicone Rubber Sealant to the housing cover (Fig. 1). **Allow the sealant to cure for a few minutes.**

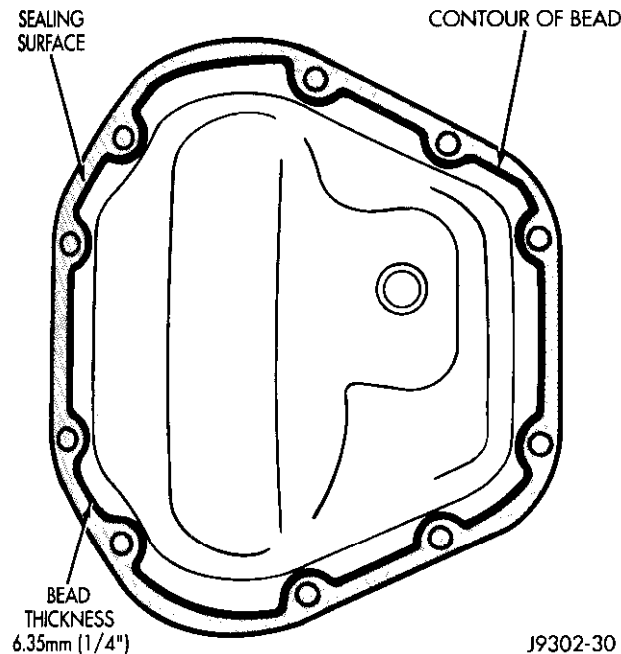


Fig. 1 Typical Housing Cover With Sealant

Install the housing cover within 5 minutes after applying the sealant. If not installed the sealant must be removed and another bead applied.

- (7) Install the cover and any identification tag. Tighten the cover bolts to 41 N·m (30 ft. lbs.) torque.
- (8) Refill the differential with MOPAR® Hypoid Gear Lubricant 13 mm (1/2 in.) below the fill plug hole.

CAUTION: Do not over fill differential. Overfilling can result in lubricant foaming and overheating.

Trac-Lok Differentials; A container of Trac-Lok Lubricant (friction modifier) should be added after repair service or a lubricant change.

- (9) Install the fill hole plug and lower the vehicle.
- LIMITED SLIP DIFFERENTIAL vehicles should be road tested by making 10 to 12 slow figure-eight turns. This maneuver will pump the lubricant through the clutch discs to eliminate a possible chatter noise complaint.

PINION SHAFT SEAL REPLACEMENT

REMOVAL

- (1) Raise and support the vehicle.
- (2) Remove wheel and tire assemblies.
- (3) Mark the drive shaft yoke and pinion yoke for installation alignment reference.
- (4) Remove the drive shaft from the yoke.
- (5) Rotate the pinion gear three or four times. **Make sure brakes are not dragging during this procedure.**
- (6) Measure the amount of torque (in Newton-meters or inch-pounds) necessary to rotate the pinion gear with a torque wrench. Note the torque for installation reference. **It must be known to properly adjust the pinion gear bearing preload torque after seal installation.**
- (7) Remove the pinion yoke nut and washer. Use Remover C-452 and Wrench C-3281 to remove the pinion yoke (Fig. 2).
- (8) Mark the positions of the yoke and pinion gear for installation alignment reference.

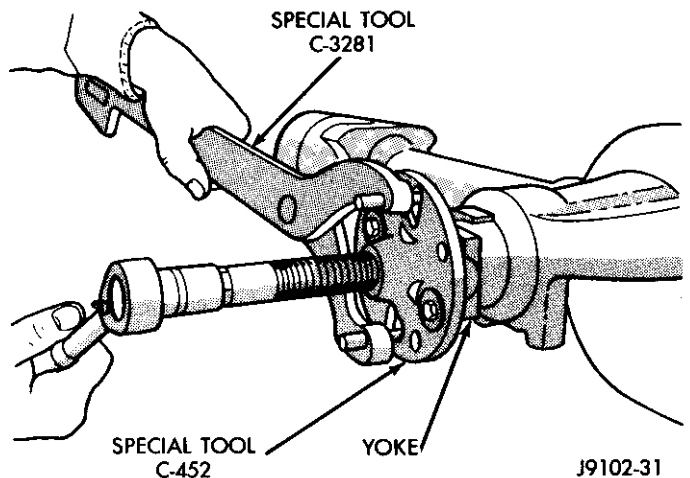
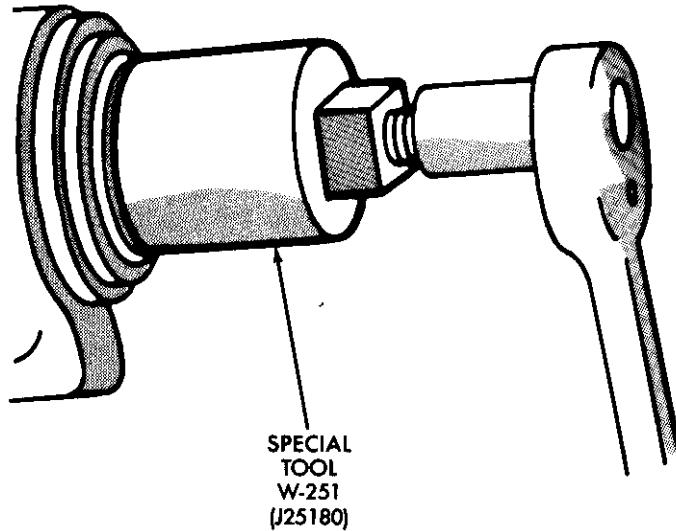


Fig. 2 Pinion Yoke Removal

(9) Use Remover W-251 to remove the pinion gear seal (Fig. 3).

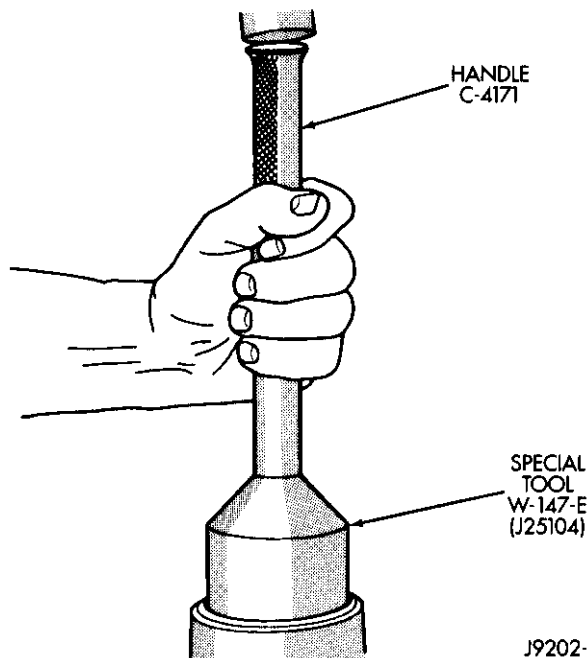


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Fig. 3 Seal Removal

INSTALLATION

(1) Apply a light coating of gear lubricant on the lip of pinion seal. Install seal with Installer W-147-E and Handle C-4171 (Fig. 4).



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Fig. 4 Pinion Seal Installation

(2) Align the installation reference marks and install yoke on the pinion gear with Installer W-162-D.

(3) Install a new nut on the pinion gear. **Tighten the nut only enough to remove the shaft end play.**

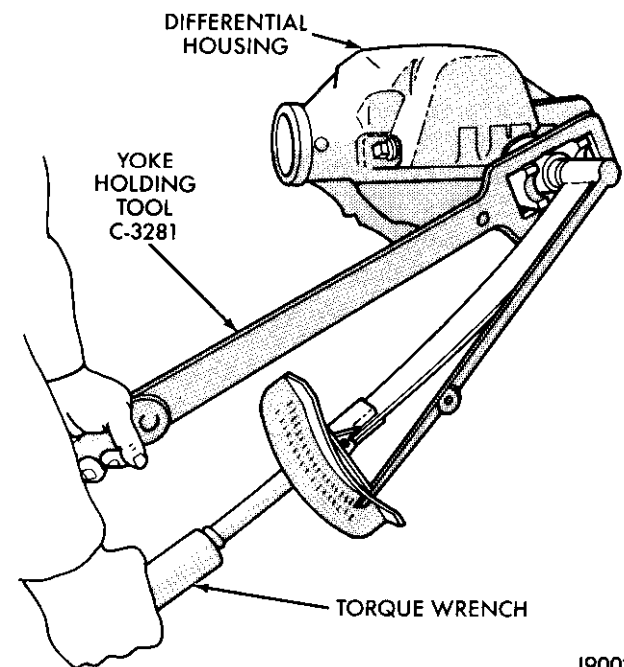
CAUTION: Exercise care during the bearing preload torque adjustment. Do not over-tighten, or loosen and then re-tighten the nut. Do not exceed the bearing preload torque. The collapsible preload spacer on the shaft will have to be replaced. The bearing preload torque will be re-adjusted afterward.

(4) Install a socket and inch-pound torque wrench on the pinion nut.

(5) Rotate the shaft with the torque wrench and note the torque.

The required preload torque is equal to the amount recorded during removal plus an additional 0.56 N·m (5 in. lbs.).

(6) Use Flange Wrench C-3281 to retain the yoke and shaft (Fig. 5). Tighten the shaft nut in very small increments.



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Fig. 5 Tightening Pinion Shaft Nut

(7) Continue tightening the shaft nut in small increments until the correct bearing preload torque is attained.

(8) Align the installation reference marks and attach the drive shaft to the yoke.

(9) Add API grade GL 5 hypoid gear lubricant to the differential housing, if necessary.

(10) Install wheel and tire assemblies.

(11) Lower the vehicle.

AXLE SHAFT

REMOVAL

(1) Raise and support the vehicle.

(2) Remove the wheel and tire.

(3) Remove the brake drum.