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SECTION

FRONT FINAL DRIVE

FFD

E

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# PRECAUTIONS

## PRECAUTIONS

PFP:00001

### Precautions Necessary for Steering Wheel Rotation after Battery Disconnect

NDS000EK

#### NOTE:

- Before removing and installing any control units, first turn the push-button ignition switch to the LOCK position, then disconnect both battery cables.
- After finishing work, confirm that all control unit connectors are connected properly, then re-connect both battery cables.
- Always use CONSULT-II to perform self-diagnosis as a part of each function inspection after finishing work. If a DTC is detected, perform trouble diagnosis according to self-diagnosis results.

This vehicle is equipped with a push-button ignition switch and a steering lock unit.

If the battery is disconnected or discharged, the steering wheel will lock and cannot be turned.

If turning the steering wheel is required with the battery disconnected or discharged, follow the procedure below before starting the repair operation.

#### OPERATION PROCEDURE

1. Connect both battery cables.

##### NOTE:

Supply power using jumper cables if battery is discharged.

2. Carry the Intelligent Key or insert it to the key slot and turn the push-button ignition switch to ACC position. (At this time, the steering lock will be released.)
3. Disconnect both battery cables. The steering lock will remain released with both battery cables disconnected and the steering wheel can be turned.
4. Perform the necessary repair operation.
5. When the repair work is completed, re-connect both battery cables. With the brake pedal released, turn the push-button ignition switch from ACC position to ON position, then to LOCK position. (The steering wheel will lock when the push-button ignition switch is turned to LOCK position.)
6. Perform self-diagnosis check of all control units using CONSULT-II.

#### Service Notice or Precautions

NDS000EL

- Check for the correct installation status prior to removal or disassembly. If matching marks are required, be certain they do not interfere with the function of the parts when applied.
- Overhaul should be done in a clean work area, it is preferable to work in dustproof area.
- Before disassembly, using steam or white gasoline, completely remove sand and mud from the exterior of the unit, preventing them from entering into the unit during disassembly or assembly.
- Check appearance of the disassembled parts for damage, deformation, and unusual wear. Replace them with a new ones if necessary.
- Gaskets, seals and O-rings should be replaced any time when the unit is disassembled.
- In principle, tighten bolts or nuts gradually in several steps working diagonally from inside to outside. If tightening sequence is specified, observe it.
- Clean and flush the parts sufficiently and blow-dry them.
- Be careful not to damage sliding surfaces and mating surfaces.
- When applying sealant, remove the old sealant from the mounting surface; then remove any moisture, oil, and foreign materials from the application and mounting surfaces.
- Always use shop paper for cleaning the inside of components.
- Avoid using cotton gloves or shop rags to prevent entering of lint.
- During assembly, observe the specified tightening torque, and apply new gear oil, petroleum jelly, or multi-purpose grease as specified for each vehicle, if necessary.

# PREPARATION

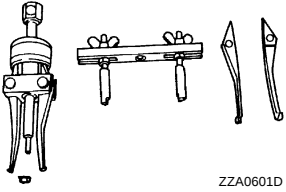
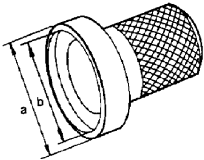
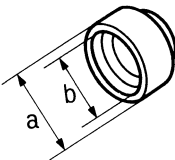
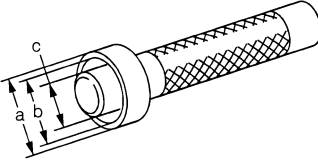
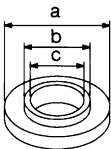
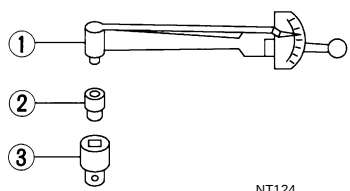
## PREPARATION

PFP:00002

### Special Service Tools

NDS000EM

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

| Tool number<br>(Kent-Moore No.)<br>Tool name                                                                                                                                                    |                                                                                                 | Description                                                                                                                                                           |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| KV381054S0<br>(J-34286)<br>Puller                                                                                                                                                               | <br>ZZA0601D   | <ul style="list-style-type: none"> <li>● Removing front oil seal</li> <li>● Removing side oil seal(right side)</li> <li>● Removing side bearing outer race</li> </ul> |
| ST33400001<br>(J-26082)<br>Drift<br>a: 60 mm (2.36 in) dia.<br>b: 47 mm (1.85 in) dia.                                                                                                          | <br>ZZA0702D   | <ul style="list-style-type: none"> <li>● Installing front oil seal</li> <li>● Installing side oil seal (right side)</li> </ul>                                        |
| KV38102510<br>( — )<br>Drift<br>a: 71 mm (2.80 in) dia.<br>b: 65 mm (2.56 in) dia.                                                                                                              | <br>ZZA0838D  | Installing front oil seal                                                                                                                                             |
| KV38102100<br>(J-25803-01)<br>Drift<br>a: 44 mm (1.73 in) dia.<br>b: 36 mm (1.42 in) dia.<br>c: 24.5 mm (0.965 in) dia.                                                                         | <br>ZZA1046D | Installing side oil seal (left side)                                                                                                                                  |
| ST30032000<br>(J-26010-01)<br>Drift<br>a: 80 mm (3.15 in) dia.<br>b: 38 mm (1.50 in) dia.<br>c: 31 mm (1.22 in) dia.                                                                            | <br>S-NT107  | <ul style="list-style-type: none"> <li>● Installing pinion rear bearing inner race</li> <li>● Installing side shaft</li> </ul>                                        |
| ST3127S000<br>(J-25765-A)<br>Preload gauge<br>1: GG91030000<br>(J-25765)<br>Torque wrench<br>2: HT62940000<br>( — )<br>Socket adapter (1/2")<br>3: HT62900000<br>( — )<br>Socket adapter (3/8") | <br>NT124    | Measuring pinion bearing preload and total preload                                                                                                                    |

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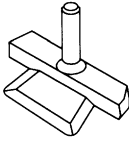
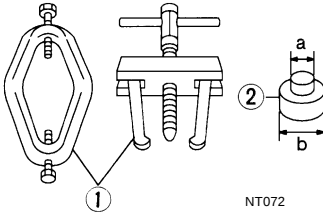
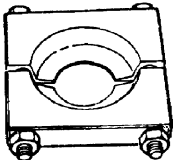
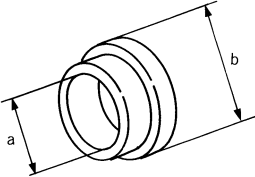
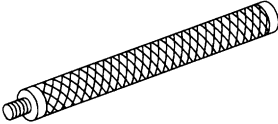
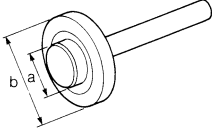
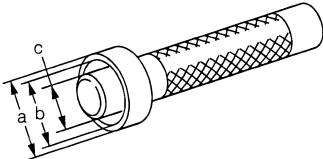
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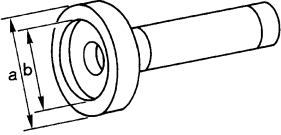
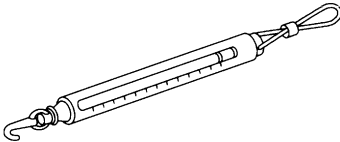
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# PREPARATION

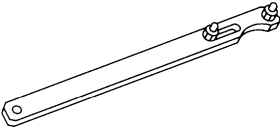
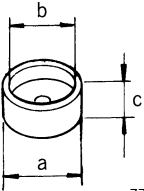
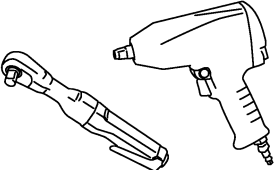
| Tool number<br>(Kent-Moore No.)<br>Tool name                                                                                                                                                                 |                                                                                                 | Description                                              |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------|----------------------------------------------------------|
| KV10111100<br>(J-37228)<br>Seal cutter                                                                                                                                                                       | <br>S-NT046    | Removing carrier cover                                   |
| ST3306S001<br>(J-22888-D)<br>Differential side bearing puller set<br>1: ST33051001<br>(J-22888-20)<br>Puller<br>2: ST33061000<br>(J-8107-2)<br>Base<br>a: 28.5 mm (1.122 in) dia.<br>b: 38 mm (1.50 in) dia. | <br>NT072      | Removing and installing side bearing inner race          |
| ST30031000<br>(J-22912-01)<br>Replacer                                                                                                                                                                       | <br>ZZA0700D  | Removing pinion rear bearing inner race                  |
| KV31103000<br>(J-38982)<br>Drift<br>a: 49 mm (1.93 in) dia.<br>b: 70 mm (2.76 in) dia.                                                                                                                       | <br>ZZA1113D | Installing side bearing outer race                       |
| ST30611000<br>(J-25742-1)<br>Drift bar                                                                                                                                                                       | <br>S-NT090  | Installing side bearing outer race (Use with KV31103000) |
| ST37820000<br>( — )<br>Drift<br>a: 39 mm (1.54 in) dia.<br>b: 72 mm (2.83 in) dia.                                                                                                                           | <br>ZZA0836D | Installing pinion front and rear bearing outer race      |
| ST33230000<br>(J-25805-01)<br>Drift<br>a: 51 mm (2.01 in) dia.<br>b: 41 mm (1.61 in) dia.<br>c: 28.5 mm (1.122 in) dia.                                                                                      | <br>ZZA1046D | Installing side bearing inner race                       |

# PREPARATION

| Tool number<br>(Kent-Moore No.)<br>Tool name                                                  | Description                    | A   |
|-----------------------------------------------------------------------------------------------|--------------------------------|-----|
| KV38100200<br>( — )<br>Drift<br>a: 65 mm (2.56 in) dia.<br>b: 49 mm (1.93 in) dia.            | Installing side shaft oil seal | B   |
| <br>ZZA1143D |                                | C   |
| (J-8129)<br>Spring gauge                                                                      | Measuring turning torque       | FFD |
| <br>NT127    |                                | E   |

## Commercial Service Tools

NDS000EN

| Tool name                                                                                        | Description                                   | F |
|--------------------------------------------------------------------------------------------------|-----------------------------------------------|---|
| Flange wrench                                                                                    | Removing and installing drive pinion lock nut | G |
| <br>NT035      |                                               | H |
| Spacer<br>a: 60 mm (2.36 in) dia.<br>b: 36 mm (1.42 in) dia.<br>c: 30 mm (1.18 in)               | Installing pinion front bearing inner race    | I |
| <br>ZZA1133D  |                                               | J |
| Power tool                                                                                       | Loosening bolts and nuts                      | K |
| <br>PBIC0190E |                                               | L |
|                                                                                                  |                                               | M |

# NOISE, VIBRATION AND HARSHNESS (NVH) TROUBLESHOOTING

## NOISE, VIBRATION AND HARSHNESS (NVH) TROUBLESHOOTING

PFP:00003

### NVH Troubleshooting Chart

NDS000EO

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

|                                    |       |                                                                    |   |   |   |   |   |   |   |   |   |   |   |   |
|------------------------------------|-------|--------------------------------------------------------------------|---|---|---|---|---|---|---|---|---|---|---|---|
| Reference page                     |       | Refer to <a href="#">FFD-24, "INSPECTION AFTER DISASSEMBLY"</a> .  |   |   |   |   |   |   |   |   |   |   |   |   |
|                                    |       | Refer to <a href="#">FFD-17, "Tooth Contact"</a> .                 |   |   |   |   |   |   |   |   |   |   |   |   |
|                                    |       | Refer to <a href="#">FFD-24, "INSPECTION AFTER DISASSEMBLY"</a> .  |   |   |   |   |   |   |   |   |   |   |   |   |
|                                    |       | Refer to <a href="#">FFD-19, "Backlash"</a> .                      |   |   |   |   |   |   |   |   |   |   |   |   |
|                                    |       | Refer to <a href="#">FFD-19, "Companion Flange Runout"</a> .       |   |   |   |   |   |   |   |   |   |   |   |   |
|                                    |       | Refer to <a href="#">FFD-8, "Checking Differential Gear Oil"</a> . |   |   |   |   |   |   |   |   |   |   |   |   |
|                                    |       | NVH in PR section.                                                 |   |   |   |   |   |   |   |   |   |   |   |   |
|                                    |       | NVH in FAX, RAX, FSU and RSU sections.                             |   |   |   |   |   |   |   |   |   |   |   |   |
|                                    |       | NVH in WT section.                                                 |   |   |   |   |   |   |   |   |   |   |   |   |
|                                    |       | NVH in WT section.                                                 |   |   |   |   |   |   |   |   |   |   |   |   |
|                                    |       | NVH in FAX and RAX section.                                        |   |   |   |   |   |   |   |   |   |   |   |   |
|                                    |       | NVH in BR section.                                                 |   |   |   |   |   |   |   |   |   |   |   |   |
|                                    |       | NVH in PS section.                                                 |   |   |   |   |   |   |   |   |   |   |   |   |
| Possible cause and SUSPECTED PARTS |       | Gear tooth rough                                                   |   |   |   |   |   |   |   |   |   |   |   |   |
|                                    |       | Gear contact improper                                              |   |   |   |   |   |   |   |   |   |   |   |   |
|                                    |       | Tooth surfaces worn                                                |   |   |   |   |   |   |   |   |   |   |   |   |
|                                    |       | Backlash incorrect                                                 |   |   |   |   |   |   |   |   |   |   |   |   |
|                                    |       | Companion flange excessive runout                                  |   |   |   |   |   |   |   |   |   |   |   |   |
|                                    |       | Gear oil improper                                                  |   |   |   |   |   |   |   |   |   |   |   |   |
|                                    |       | PROPELLER SHAFT                                                    |   |   |   |   |   |   |   |   |   |   |   |   |
|                                    |       | AXLE AND SUSPENSION                                                |   |   |   |   |   |   |   |   |   |   |   |   |
|                                    |       | TIRES                                                              |   |   |   |   |   |   |   |   |   |   |   |   |
|                                    |       | ROAD WHEEL                                                         |   |   |   |   |   |   |   |   |   |   |   |   |
|                                    |       | DRIVE SHAFT                                                        |   |   |   |   |   |   |   |   |   |   |   |   |
|                                    |       | BRAKES                                                             |   |   |   |   |   |   |   |   |   |   |   |   |
|                                    |       | STEERING                                                           |   |   |   |   |   |   |   |   |   |   |   |   |
| Symptom                            | Noise | x                                                                  | x | x | x | x | x | x | x | x | x | x | x | x |

x: Applicable

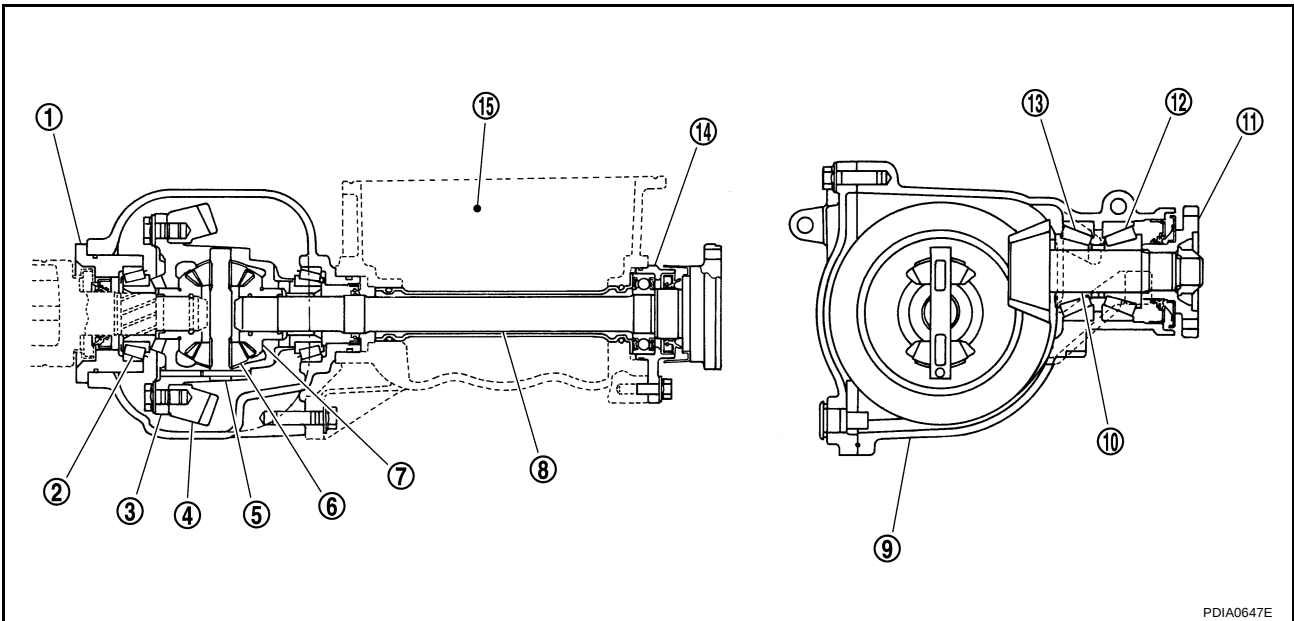
## DESCRIPTION

### DESCRIPTION

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### Cross-Sectional View

NDS000EP



- |                         |                             |                          |
|-------------------------|-----------------------------|--------------------------|
| 1. Side retainer        | 2. Side bearing             | 3. Differential case     |
| 4. Drive gear           | 5. Pinion mate shaft        | 6. Pinion mate gear      |
| 7. Side gear            | 8. Side shaft               | 9. Gear carrier          |
| 10. Drive pinion        | 11. Companion flange        | 12. Pinion front bearing |
| 13. Pinion rear bearing | 14. Extension tube retainer | 15. Engine assembly      |

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## DIFFERENTIAL GEAR OIL

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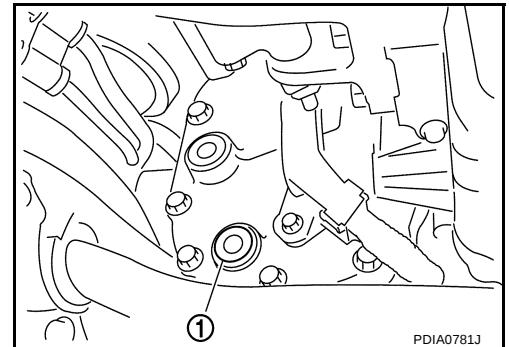
### Changing Differential Gear Oil DRAINING

NDS000EQ

1. Stop engine.
2. Remove drain plug (1) and drain gear oil.
3. Set a gasket on drain plug (1) and install it to final drive assembly and tighten to the specified torque. Refer to [FFD-15, "COMPONENTS"](#).

**CAUTION:**

**Do not reuse gasket.**



### FILLING

1. Remove filler plug (1). Fill with new gear oil until oil level reaches the specified level near filler plug mounting hole.

**Oil grade and Viscosity:**

Refer to [MA-12, "Fluids and Lubricants"](#).

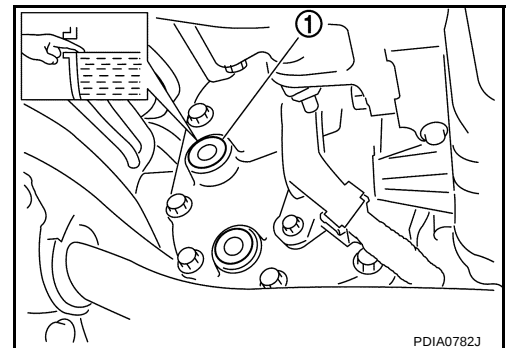
**Oil capacity:**

**Approx. 0.65 ℓ (1-3/8 US pt, 1-1/8 Imp pt)**

2. After refilling oil, check oil level. Set a gasket to filler plug (1), then install it to final drive assembly. Refer to [FFD-15, "COMPONENTS"](#).

**CAUTION:**

**Do not reuse gasket.**



### Checking Differential Gear Oil OIL LEAKAGE AND OIL LEVEL

NDS000ER

- Make sure that oil is not leaking from final drive assembly or around it.
- Remove filler plug (1) and check oil level from filler plug mounting hole as shown in the figure.

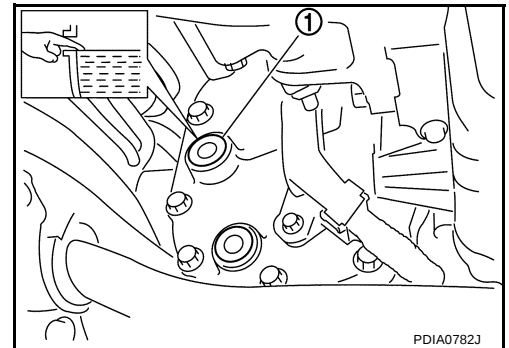
**CAUTION:**

**Do not start engine while checking oil level.**

- Set a gasket on filler plug (1) and install it on final drive assembly. Refer to [FFD-15, "COMPONENTS"](#).

**CAUTION:**

**Do not reuse gasket.**



## FRONT OIL SEAL

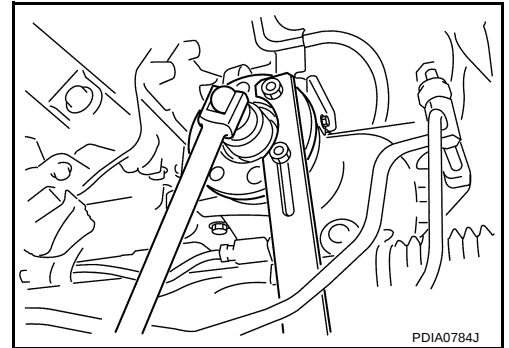
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NDS000ES

### Removal and Installation

#### REMOVAL

1. Drain gear oil. Refer to [FFD-8, "DRAINING"](#) .
2. Remove front propeller shaft. Refer to [PR-5, "Removal and Installation"](#) .
3. Remove front drive shaft both. Refer to [FAX-11, "Removal and Installation"](#) .
4. Remove side shaft assembly.
5. Remove drive pinion lock nut using a flange wrench.



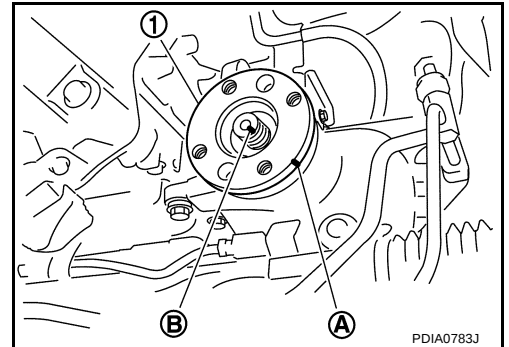
6. Put matching mark (B) on the end of the drive pinion. The matching mark (B) should be in line with the matching mark (A) on companion flange (1).

#### CAUTION:

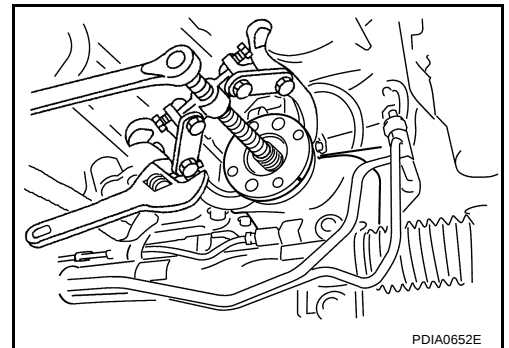
**For matching mark, use paint. Do not damage companion flange and drive pinion.**

#### NOTE:

The matching mark (A) on the final drive companion flange (1) indicates the maximum vertical runout position.



7. Remove companion flange using a puller.

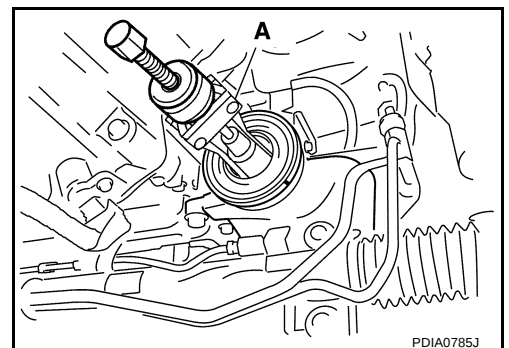


8. Remove front oil seal using the puller.

**Tool number A: KV381054S0 (J-34286)**

#### CAUTION:

**Be careful not to damage gear carrier.**



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# FRONT OIL SEAL

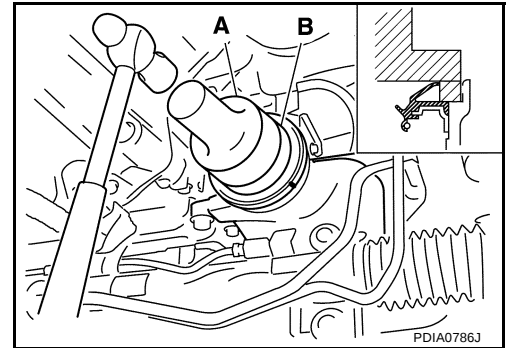
## INSTALLATION

1. Apply multi-purpose grease to front oil seal lips.
2. Using the drifts, install front oil seal as shown in figure.

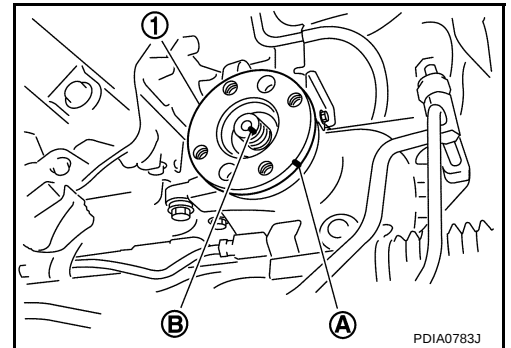
**Tool number**     **A: ST33400001 (J-26082)**  
                             **B: KV38102510 ( — )**

### CAUTION:

- Do not reuse oil seal.
- When installing, do not incline oil seal.



3. Align the matching mark (B) of drive pinion with the matching mark (A) of companion flange, and then install the companion flange (1).



4. Apply anti-corrosion oil to the thread and seat of new drive pinion lock nut, and temporarily tighten drive pinion lock nut to drive pinion.

### CAUTION:

**Do not reuse drive pinion lock nut.**

5. Tighten to drive pinion lock nut, while adjust total preload torque.

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

**Drive pinion lock nut tightening torque:**

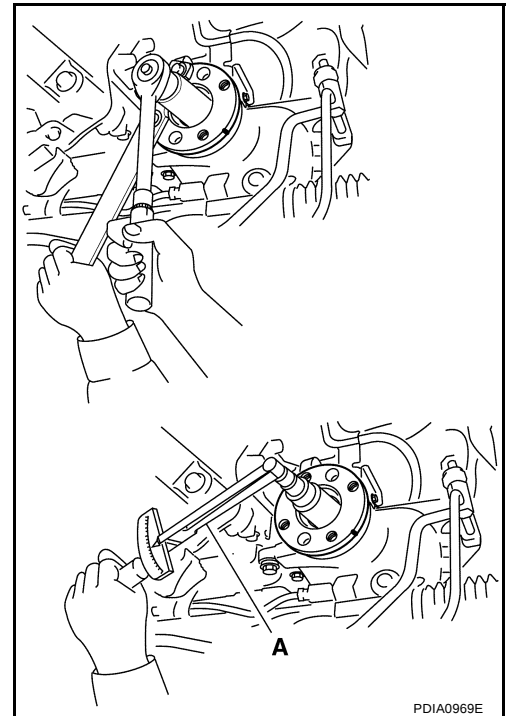
**127.4 - 245.0 N·m (13.0 - 25.0 kg-m, 94 - 181 ft-lb)**

**Total preload torque:**

**1.56 - 2.65 N·m (0.16 - 0.27 kg-m, 14 - 23 in-lb)**

### CAUTION:

- Adjust to the lower limit of the drive pinion lock nut tightening torque first.
- After adjustment, rotate drive pinion back and forth 2 to 3 times to check for unusual noise, rotation malfunction, and other malfunctions.
- If measured value is out of the specification, remove final drive assembly and disassemble drive pinion parts to check and adjust each part. Refer to [FFD-13, "Removal and Installation"](#) and [FFD-15, "Disassembly and Assembly"](#).



6. Install front propeller shaft. Refer to [PR-5, "Removal and Installation"](#).
7. Install side shaft assembly.
8. Install front drive shaft both. Refer to [FAX-11, "Removal and Installation"](#).
9. Refill gear oil to the final drive and check oil level. Refer to [FFD-8, "FILLING"](#).
10. Check the final drive for oil leakage. Refer to [FFD-8, "OIL LEAKAGE AND OIL LEVEL"](#).

# SIDE OIL SEAL

## SIDE OIL SEAL

PFP:33142

### Removal and Installation

NDS000ET

#### NOTE:

Left side oil seal is attached to engine assembly. Replace it after removing front final drive assembly from vehicle.

#### REMOVAL

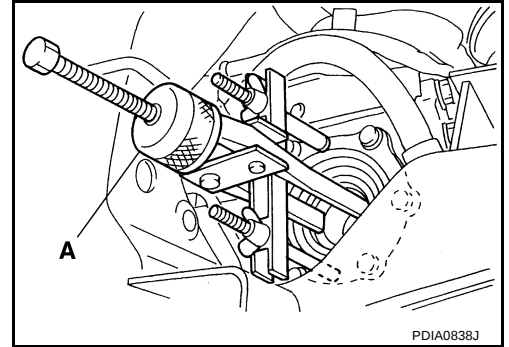
##### Right Side:

1. Remove the front drive shaft. Refer to [FAX-11, "Removal and Installation"](#).
2. Remove the side oil seal using a puller.

**Tool number**      **A: KV381054S0 (J-34286)**

#### CAUTION:

Be careful not to damage gear carrier.



##### Left Side:

1. Remove the front final drive assembly from vehicle with power tool. Refer to [FFD-13, "Removal and Installation"](#).
2. Remove the side oil seal using a flat-bladed screwdriver.

#### CAUTION:

Be careful not to damage gear carrier.

#### INSTALLATION

##### Right Side:

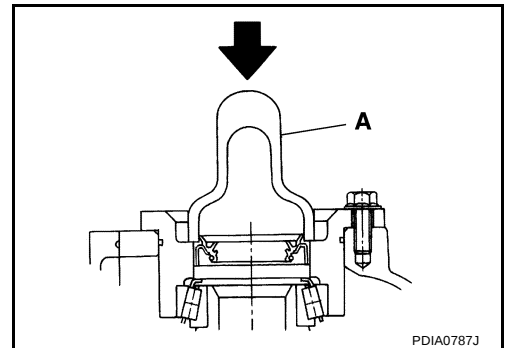
1. Apply multi-purpose grease to sealing lips of side oil seal.
2. Using the drift, press-fit side oil seal so that its surface comes face to face with the end surface of the side retainer.

**Tool number**      **A: ST33400001 (J-26082)**

#### CAUTION:

- Do not reuse oil seal.
- When installing, do not incline oil seal.

3. Install the front drive shaft. Refer to [FAX-11, "Removal and Installation"](#).
4. When oil leaks while removing, check oil level after the installation. Refer to [FFD-8, "Checking Differential Gear Oil"](#).



##### Left Side:

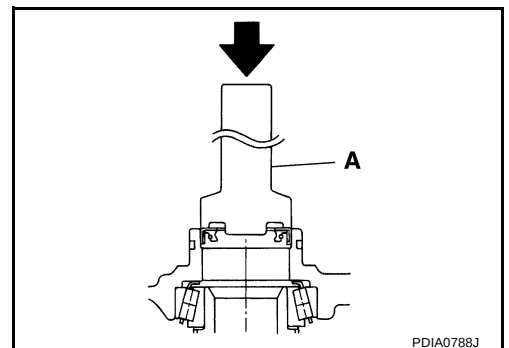
1. Apply multi-purpose grease to sealing lips of side oil seal.
2. Using the drift, press-fit side oil seal so that its surface comes face to face with the end surface of the gear carrier.

**Tool number**      **A: KV38102100 (J-25803-01)**

#### CAUTION:

- Do not reuse oil seal.
- When installing, do not incline oil seal.

3. Install the front final drive assembly on vehicle. Refer to [FFD-13, "Removal and Installation"](#).
4. Install the front drive shaft. Refer to [FAX-11, "Removal and Installation"](#).



## SIDE OIL SEAL

- 
5. When oil leaks while removing, check oil level after the installation. Refer to [FFD-8, "Checking Differential Gear Oil"](#).

# FRONT FINAL DRIVE ASSEMBLY

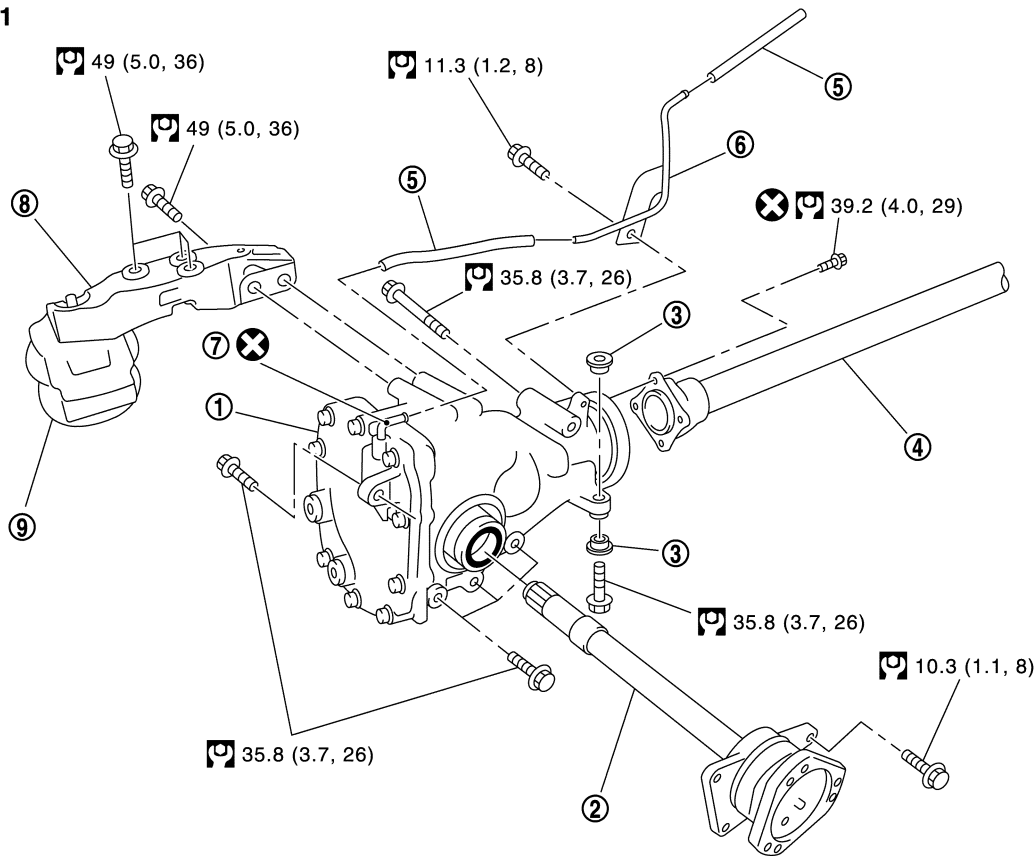
## FRONT FINAL DRIVE ASSEMBLY

PFP:38500

### Removal and Installation COMPONENTS

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SEC. 381



- |                               |                                         |                                   |
|-------------------------------|-----------------------------------------|-----------------------------------|
| 1. Front final drive assembly | 2. Side shaft                           | 3. Bushing                        |
| 4. Front propeller shaft      | 5. Breather hose                        | 6. Breather tube                  |
| 7. Breather connector         | 8. Engine mounting bracket (RH) (Lower) | 9. Engine mounting insulator (RH) |

Refer to [GI-11, "Components"](#), for the symbols in the figure.

### REMOVAL

1. Remove front drive shaft both. Refer to [FAX-11, "Removal and Installation"](#).
2. Remove front crossbar with power tool.
3. Separate steering outer socket and steering knuckle. Refer to [PS-18, "POWER STEERING GEAR"](#).
4. Remove side shaft.
5. Remove three way catalyst (right bank) with power tool. Refer to [EX-3, "EXHAUST SYSTEM"](#).
6. Remove front propeller shaft. Refer to [PR-5, "Removal and Installation"](#).
7. Separate EPS solenoid valve connector.
8. Separate power steering hydraulic line.
9. Remove stabilizer assembly with power tool. Refer to [FSU-35, "Removal and Installation"](#).
10. Separate steering lower joint and steering gear assembly. Refer to [PS-18, "POWER STEERING GEAR"](#).
11. Set a suitable jack to engine.
12. Remove front suspension member with power tool. Refer to [FSU-26, "Removal and Installation"](#).
13. Remove breather hose and tube.
14. Remove engine mounting bracket (RH) (Lower) and engine mounting insulator (RH) with power tool. Refer to [EM-118, "Removal and Installation \(AWD Models\)"](#).
15. Remove front final drive assembly with power tool.

# FRONT FINAL DRIVE ASSEMBLY

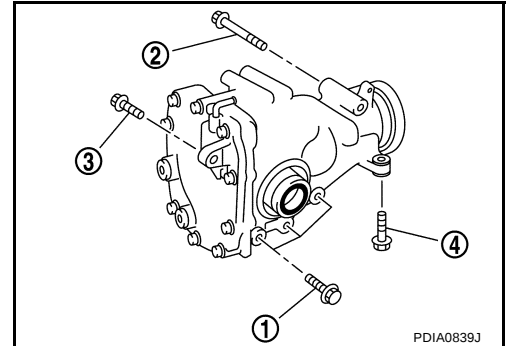
## INSTALLATION

Note the following, and installation is in the reverse order of removal.

- Refer to [FFD-13, "COMPONENTS"](#) about each tightening torque.
- When installing the side shaft, apply multi-purpose grease to contact surface of side shaft and side shaft oil seal.
- Tighten mounting bolts in the order as described below when installing front final drive assembly: side of gear carrier (1), upper side of gear carrier (2), part of carrier cover (3), lower part of gear carrier (4).

### CAUTION:

**Align the mating faces of gear carrier and oil pan for installation.**

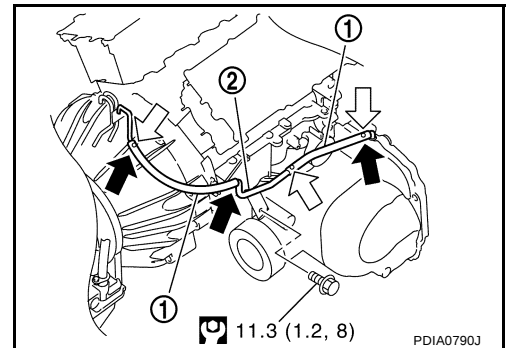


- When installing breather hoses (1) and tube (2), refer to the figure.

### CAUTION:

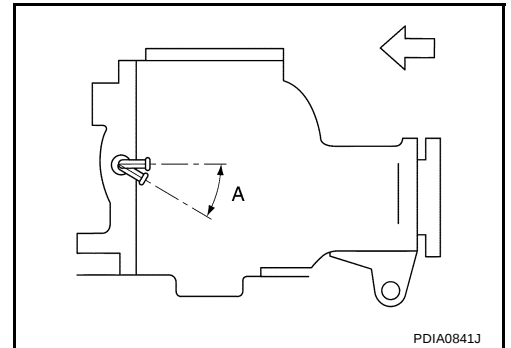
**Make sure there are no pinched or restricted areas on the breather hose caused by bending or winding when installing it.**

- Make sure the paint mark facing up (↔).
- Securely install the hose until it seats the rounded portion of the tube (↔).

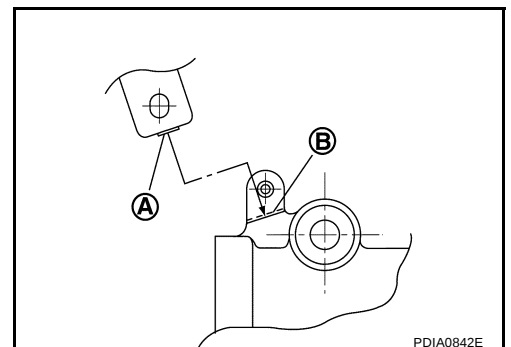


- Install breather connector as shown in the figure.

**Angle "A": 0 - 30°**



- Seat the breather tube bracket end (A) to the machined face (B) of gear carrier boss.
- When oil leaks while removing final drive assembly, check oil level after the installation. Refer to [FFD-8, "Checking Differential Gear Oil"](#).



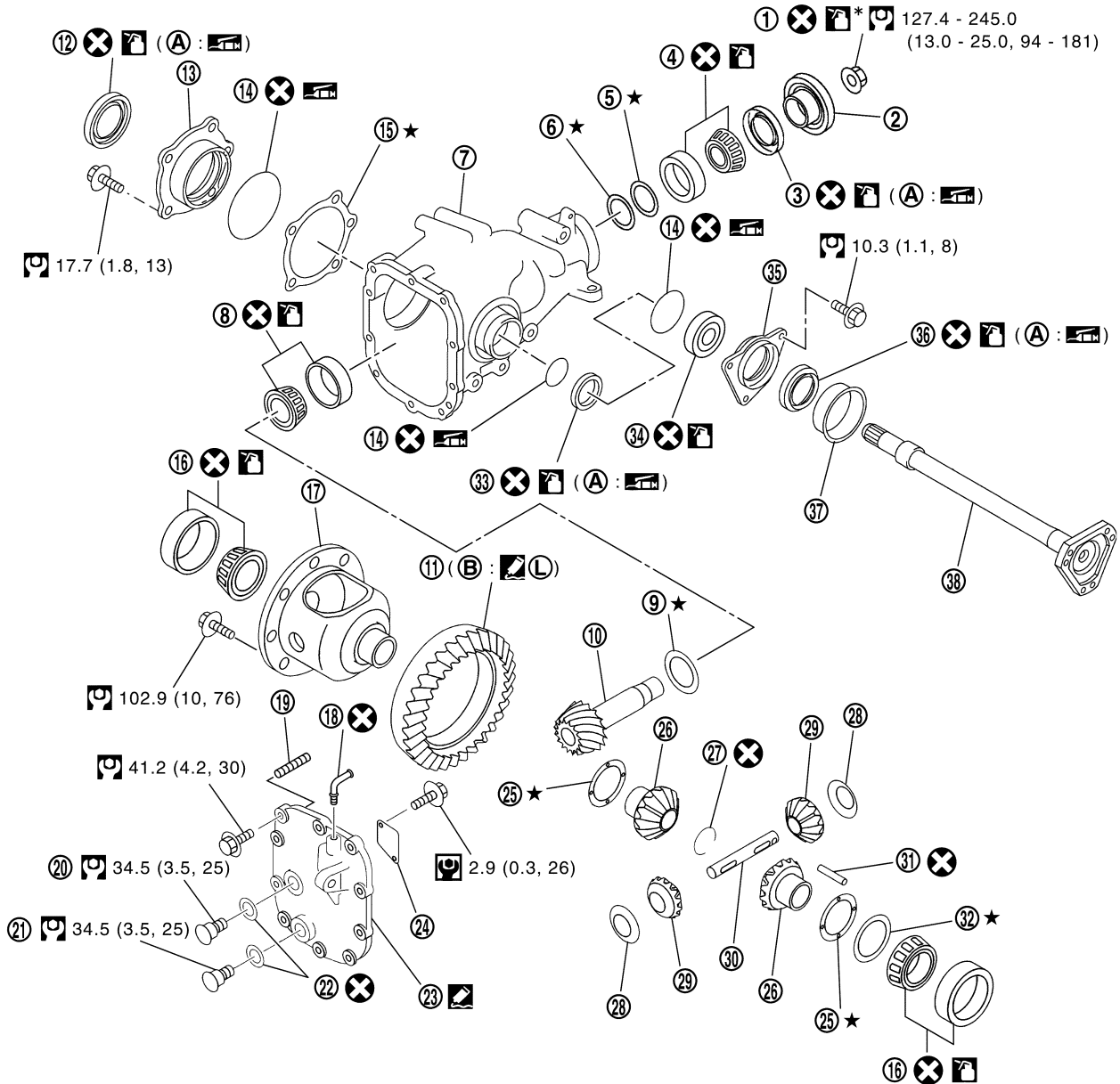
# FRONT FINAL DRIVE ASSEMBLY

## Disassembly and Assembly COMPONENTS

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### SEC. 381



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- |                               |                                          |                                   |
|-------------------------------|------------------------------------------|-----------------------------------|
| 1. Drive pinion lock nut      | 2. Companion flange                      | 3. Front oil seal                 |
| 4. Pinion front bearing       | 5. Drive pinion bearing adjusting washer | 6. Drive pinion adjusting washer  |
| 7. Gear carrier               | 8. Pinion rear bearing                   | 9. Pinion height adjusting washer |
| 10. Drive pinion              | 11. Drive gear                           | 12. Side oil seal (right side)    |
| 13. Side retainer             | 14. O-ring                               | 15. Side bearing adjusting shim   |
| 16. Side bearing              | 17. Differential case                    | 18. Breather connector            |
| 19. Dowel pin                 | 20. Filler plug                          | 21. Drain plug                    |
| 22. Gasket                    | 23. Carrier cover                        | 24. Gear oil defence              |
| 25. Side gear thrust washer   | 26. Side gear                            | 27. Circular clip                 |
| 28. Pinion mate thrust washer | 29. Pinion mate gear                     | 30. Pinion mate shaft             |
| 31. Lock pin                  | 32. Side bearing adjusting washer        | 33. Side oil seal (left side)     |

# FRONT FINAL DRIVE ASSEMBLY

34. Side shaft bearing

35. Extension tube retainer

36. Side shaft oil seal

37. Dust sealed

38. Side shaft

A: Oil seal lip

B: Screw hole

Refer to [GI-11, "Components"](#) and the followings for the symbols in the figure.



Apply gear oil.



Apply anti-corrosion oil.



Apply Genuine Silicone RTV or equivalent. Refer to [GI-48, "Recommended Chemical Products and Sealants"](#).



Apply Genuine Medium Strength Thread Locking Sealant or equivalent. Refer to [GI-48, "Recommended Chemical Products and Sealants"](#).

## ASSEMBLY INSPECTION AND ADJUSTMENT

- Before inspection and adjustment, drain gear oil.

### Total Preload Torque

- Rotate drive pinion back and forth 2 to 3 times to check for unusual noise and rotation malfunction.
- Rotate drive pinion at least 20 times to check for smooth operation of the bearing.
- Measure total preload with preload gauge.

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

**Total preload torque:**

**1.56 - 2.65 N·m (0.16 - 0.27 kg·m, 14 - 23 in·lb)**

#### NOTE:

**Total preload torque = Pinion bearing preload torque + Side bearing preload torque**

- If measured value is out of the specification, disassemble it to check and adjust each part. Adjust the pinion bearing preload and side bearing preload. Adjust the pinion bearing preload first, then adjust the side bearing preload.

#### When the preload torque is large

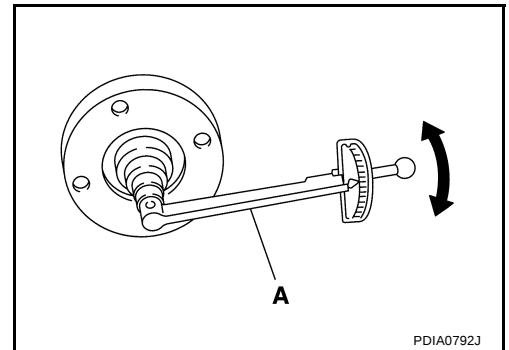
**On pinion bearings:**      **Decrease the drive pinion bearing adjusting washer and drive pinion adjusting washer thickness. Refer to [FFD-36, "Drive Pinion Bearing Adjusting Washer"](#) and [FFD-36, "Drive Pinion Adjusting Washer"](#).**

**On side bearings:**      **Increase the side bearing adjusting shim thickness. Refer to [FFD-36, "Side Bearing Adjusting Shim"](#).**

#### When the preload torque is small

**On pinion bearings:**      **Increase the drive pinion bearing adjusting washer and drive pinion adjusting washer thickness. Refer to [FFD-36, "Drive Pinion Bearing Adjusting Washer"](#) and [FFD-36, "Drive Pinion Adjusting Washer"](#).**

**On side bearings:**      **Decrease the side bearing adjusting shim thickness. Refer to [FFD-36, "Side Bearing Adjusting Shim"](#).**



# FRONT FINAL DRIVE ASSEMBLY

## Drive Gear Runout

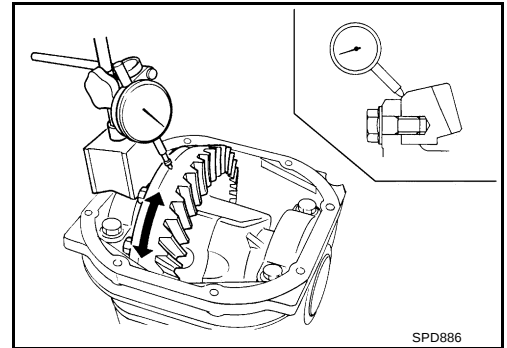
1. Remove carrier cover. Refer to [FFD-20, "Differential Assembly"](#).
2. Fit a dial indicator to the drive gear back face.
3. Rotate the drive gear to measure runout.

**Runout limit: 0.05 mm (0.0020 in)**

- If the runout is outside of the repair limit, check drive gear assembly condition; foreign material may be caught between drive gear and differential case, or differential case or drive gear may be deformed, etc.

### **CAUTION:**

**Replace drive gear and drive pinion gear as a set.**

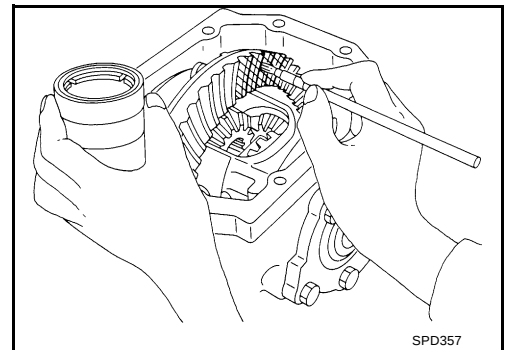


## Tooth Contact

1. Remove carrier cover. Refer to [FFD-20, "Differential Assembly"](#).
2. Apply red lead to drive gear.

### **CAUTION:**

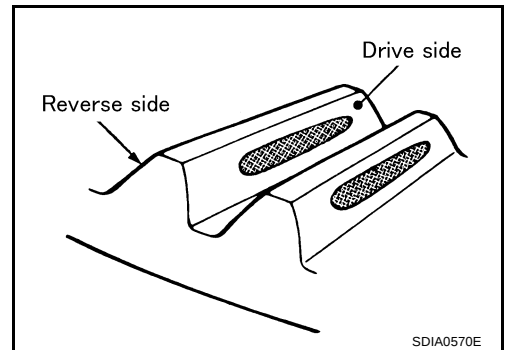
**Apply red lead to both the faces of 3 to 4 gears at 4 locations evenly spaced on drive gear.**



3. Rotate drive gear back and forth several times, check drive pinion gear to drive gear tooth contact.

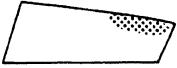
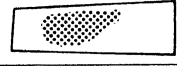
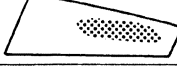
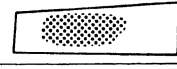
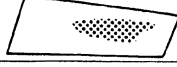
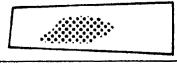
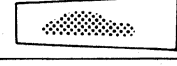
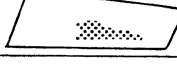
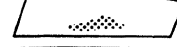
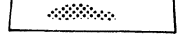
### **CAUTION:**

**Check tooth contact on drive side and reverse side.**



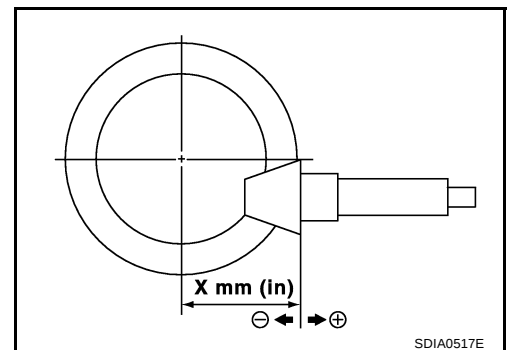
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# FRONT FINAL DRIVE ASSEMBLY

| Tooth contact pattern                                                               |          |                                                                                     |           | Pinion height adjusting washer<br>selection value [mm (in)] | Adjustment requirement<br>(Yes/No) |
|-------------------------------------------------------------------------------------|----------|-------------------------------------------------------------------------------------|-----------|-------------------------------------------------------------|------------------------------------|
| Back side                                                                           |          | Drive side                                                                          |           |                                                             |                                    |
| Heel side                                                                           | Toe side | Toe side                                                                            | Heel side |                                                             |                                    |
|    |          |    |           | +0.15<br>(+0.0059)                                          | Yes                                |
|    |          |    |           | +0.12<br>(+0.0047)                                          |                                    |
|    |          |    |           | +0.09<br>(+0.0035)                                          |                                    |
|    |          |    |           | +0.06<br>(+0.0024)                                          | No                                 |
|    |          |    |           | +0.03<br>(+0.0012)                                          |                                    |
|    |          |    |           | 0                                                           |                                    |
|  |          |  |           | -0.03<br>(-0.0012)                                          |                                    |
|  |          |  |           | -0.06<br>(-0.0024)                                          |                                    |
|  |          |  |           | -0.09<br>(-0.0035)                                          | Yes                                |
|  |          |  |           | -0.12<br>(-0.0047)                                          |                                    |
|  |          |  |           | -0.15<br>(-0.0059)                                          |                                    |

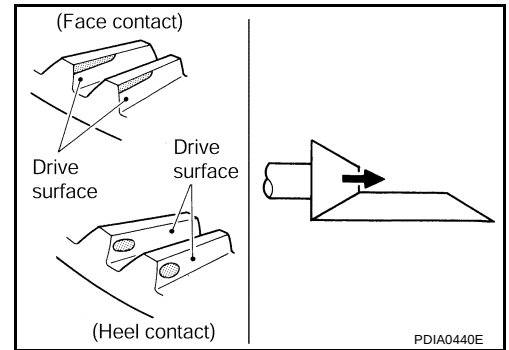
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4. If tooth contact is improperly adjusted, follow the procedure below to adjust the pinion height (dimension X).

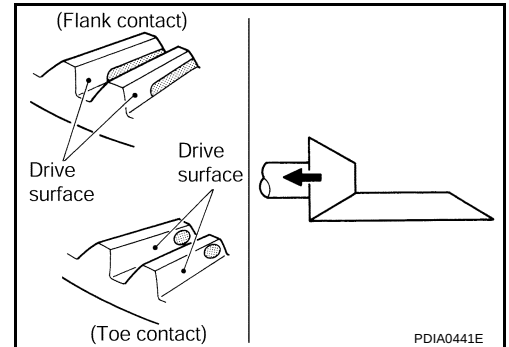


## FRONT FINAL DRIVE ASSEMBLY

- If the tooth contact is near the face (face contact), or near the heel (heel contact), thicken pinion height adjusting washers to move drive pinion closer to drive gear.  
Refer to [FFD-36, "Pinion Height Adjusting Washer"](#) .



- If the tooth contact is near the flank (flank contact), or near the toe (toe contact), thin pinion height adjusting washers to move drive pinion farther from drive gear.  
Refer to [FFD-36, "Pinion Height Adjusting Washer"](#) .



### Backlash

1. Remove carrier cover. Refer to [FFD-20, "Differential Assembly"](#) .
2. Fit a dial indicator to the drive gear face to measure the backlash.

**Backlash:**      **0.10 - 0.15 mm (0.0039 - 0.0059 in)**

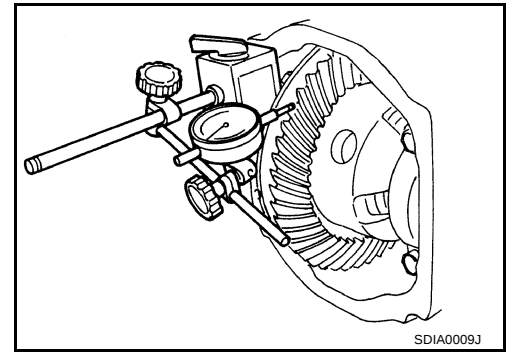
- If the backlash is outside of the specified value, change the thickness of side bearing adjusting washer.

**When the backlash is large:**

**Decrease side bearing adjusting washer thickness.**  
**Refer to [FFD-36, "Side Bearing Adjusting Washer"](#) .**

**When the backlash is small:**

**Increase side bearing adjusting washer thickness.**  
**Refer to [FFD-36, "Side Bearing Adjusting Washer"](#) .**



### Companion Flange Runout

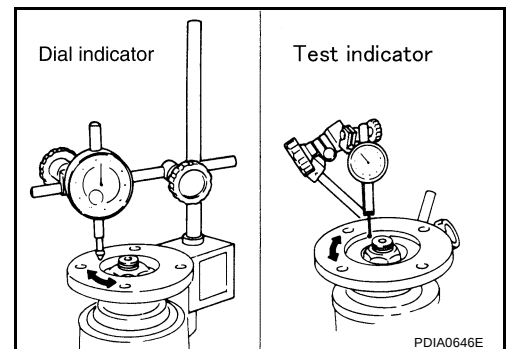
1. Fit a dial indicator onto the companion flange face (inner side of the propeller shaft mounting bolt holes).
2. Rotate companion flange to check for runout.

**Runout limit:**    **0.18 mm (0.0070 in)**

3. Fit a test indicator to the inner side of companion flange (socket diameter).
4. Rotate companion flange to check for runout.

**Runout limit:**    **0.13 mm (0.0051 in)**

5. If the runout value is outside the runout limit, follow the procedure below to adjust.
  - a. Check for runout while changing the phase between companion flange and drive pinion by 90° step, and search for the position where the runout is the minimum.
  - b. If the runout value is still outside of the limit after the phase has been changed, possible cause will be an assembly malfunction of drive pinion and pinion bearing and malfunction of pinion bearing. Check for these items and repair if necessary.



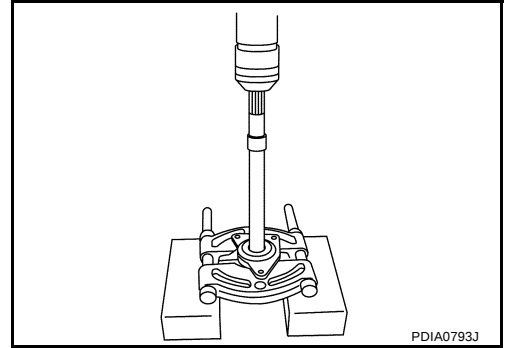
## FRONT FINAL DRIVE ASSEMBLY

- c. If the runout value is still outside of the limit after the check and repair, replace companion flange.

### DISASSEMBLY

#### Side Shaft Assembly

1. Hold extension tube retainer with puller, then press out side shaft using a press.

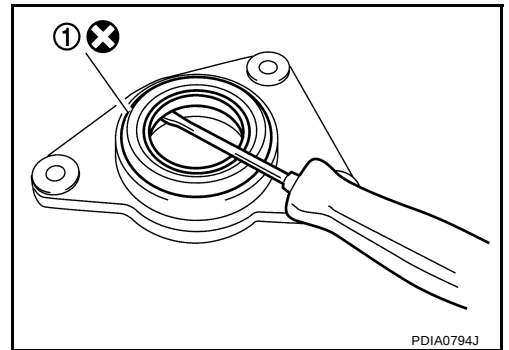


2. Remove side shaft oil seal (1) from extension tube retainer with a flat-blade screwdriver.

**CAUTION:**

**Be careful not to damage extension tube retainer.**

3. Remove side shaft bearing from extension tube retainer.  
4. Remove O-ring from extension tube retainer.  
5. Remove dust sealed from side shaft.



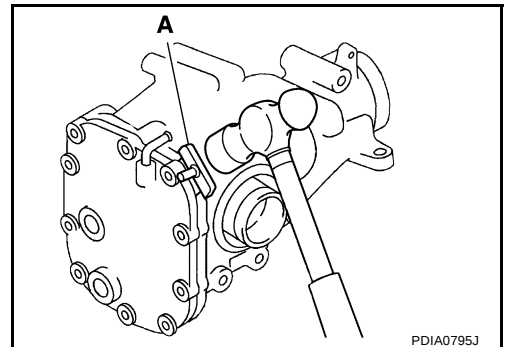
#### Differential Assembly

1. Drain gear oil, if necessary.  
2. Remove carrier cover mounting bolts.  
3. Remove carrier cover to insert the seal cutter between gear carrier and carrier cover.

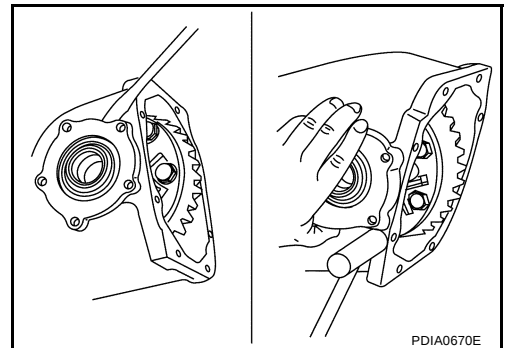
**Tool number A: KV10111100 (J-37228)**

**CAUTION:**

- Be careful not to damage the mating surface.
- Do not insert flat-bladed screwdriver, this way damage the mating surface.

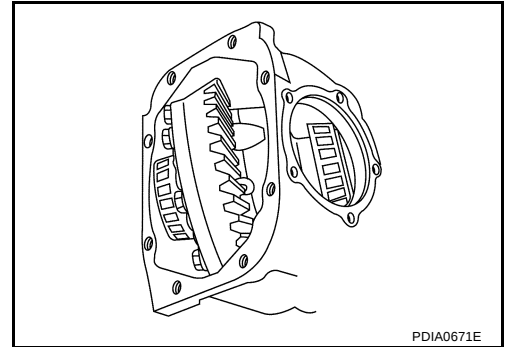


4. Remove side retainer.  
5. Remove side bearing adjusting shim.  
6. Remove O-ring from side retainer.



## FRONT FINAL DRIVE ASSEMBLY

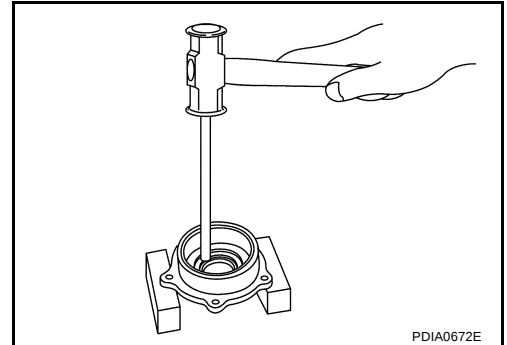
7. Remove differential case assembly from gear carrier.



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8. Remove side oil seal (right side) from side retainer.



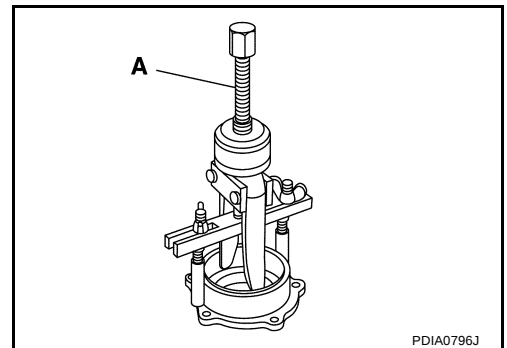
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9. Remove side bearing outer race with puller.

**Tool number**      **A: KV381054S0 (J-34286)**

10. Remove O-ring from gear carrier.

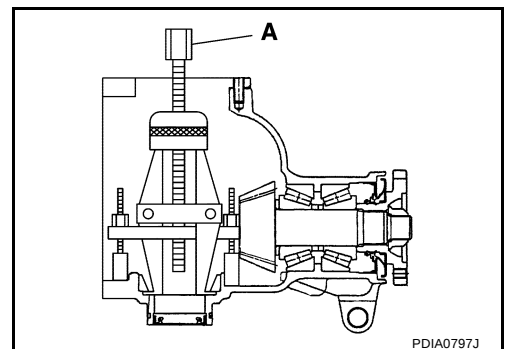
11. Remove side oil seal (left side) from gear carrier.



H  
I  
J

12. Remove side bearing outer race with puller.

**Tool number**      **A: KV381054S0 (J-34286)**



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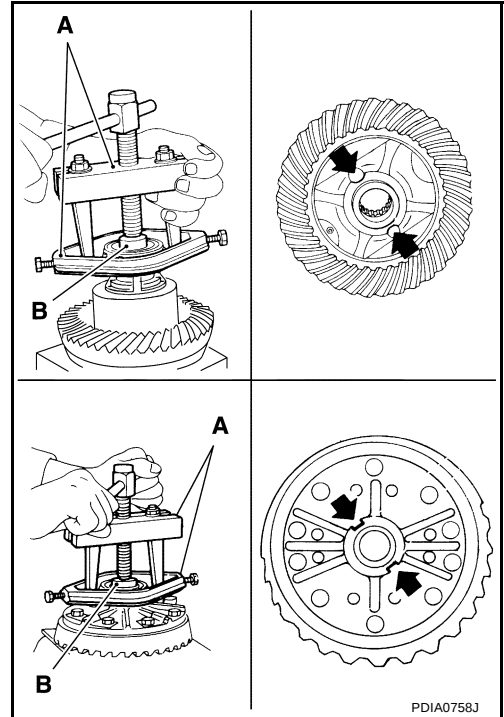
## FRONT FINAL DRIVE ASSEMBLY

13. Remove side bearing inner race.  
To prevent damage to bearing, engage puller jaws in groove (←).

**Tool number**      **A: ST33051001 (J-22888-20)**  
                             **B: ST33061000 (J-8107-2)**

**CAUTION:**

- To prevent damage to the side bearing and drive gear, place copper plates between these parts and vise.
- It is not necessary to remove side bearing inner race except it is replaced.



14. For proper reinstallation, paint matching marks on one differential case assembly.

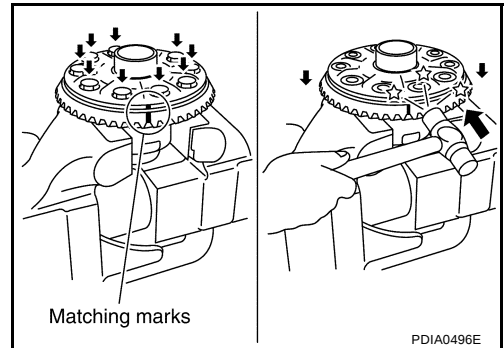
**CAUTION:**

**For matching marks, use paint. Do not damage differential case and drive gear.**

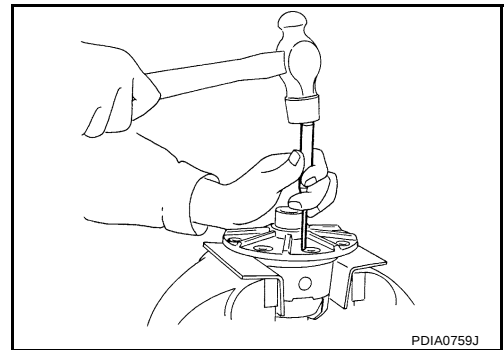
15. Remove drive gear mounting bolts.  
16. Tap drive gear off differential case assembly with a soft hammer.

**CAUTION:**

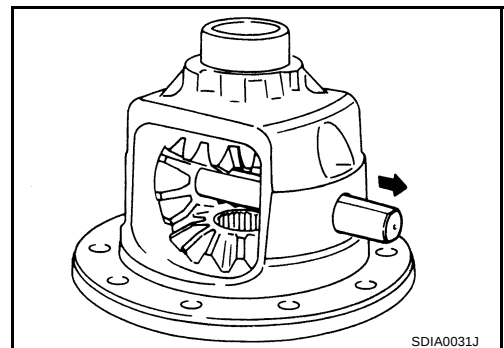
**Tap evenly all around to keep drive gear from bending.**



17. Remove lock pin of pinion mate shaft with a punch from drive gear side.

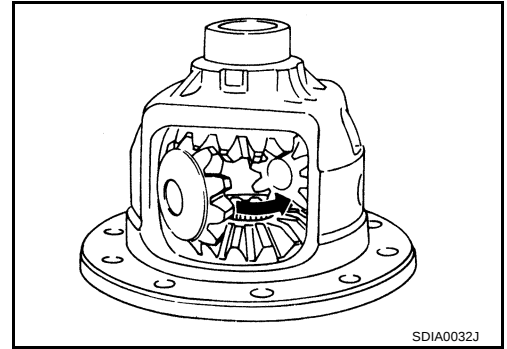


18. Remove pinion mate shaft.



## FRONT FINAL DRIVE ASSEMBLY

19. Turn pinion mate gear, then remove pinion mate gears, pinion mate thrust washers, side gears and side gear thrust washers from differential case.

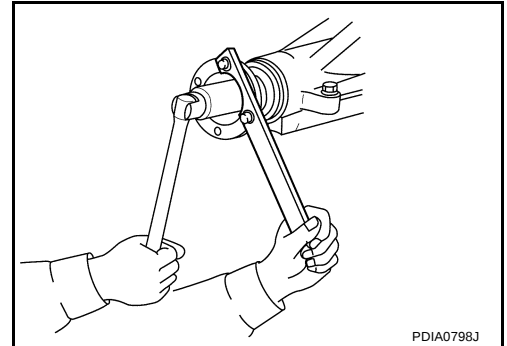


A  
B  
C

FFD

### Drive Pinion Assembly

1. Remove differential assembly. Refer to [FFD-20, "Differential Assembly"](#).
2. Remove drive pinion lock nut with a flange wrench.



E  
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3. Put matching mark (B) on the end of drive pinion. The matching mark should be in line with the matching mark (A) on companion flange (1).

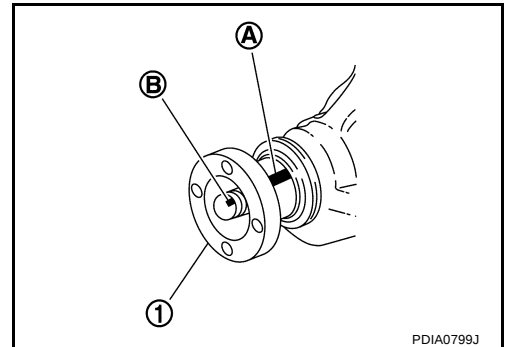
#### **CAUTION:**

**For matching mark, use paint. Do not damage companion flange and drive pinion.**

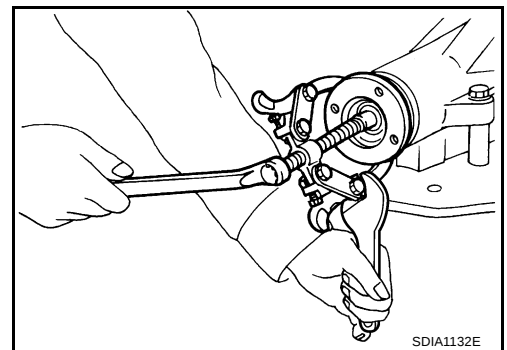
#### **NOTE:**

The matching mark (A) on the final drive companion flange (1) indicates the maximum vertical runout position. When replacing companion flange, matching mark is not necessary.

4. Remove companion flange using the suitable puller.



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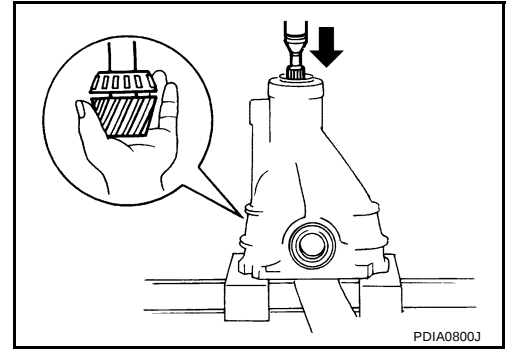
## FRONT FINAL DRIVE ASSEMBLY

5. Press drive pinion assembly out of gear carrier.

**CAUTION:**

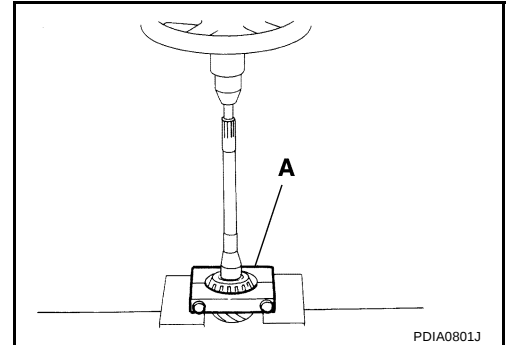
**Do not drop drive pinion assembly.**

6. Remove front oil seal.  
7. Remove pinion front bearing inner race.  
8. Remove drive pinion bearing adjusting washer and drive pinion adjusting washer.



9. Remove pinion rear bearing inner race and pinion height adjusting washer with replacer.

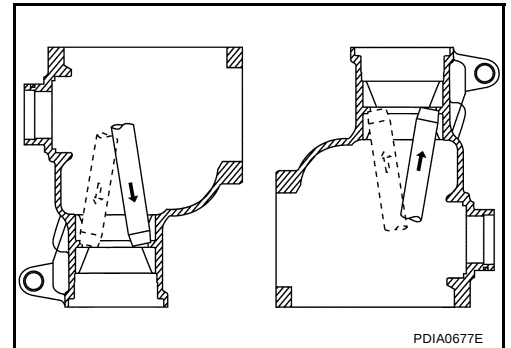
**Tool number A: ST30031000 (J-22912-01)**



10. Tap pinion front/rear bearing outer races uniformly a brass rod or equivalent to removed.

**CAUTION:**

**Be careful not to damage gear carrier.**



### INSPECTION AFTER DISASSEMBLY

Clean up the disassembled parts. Then, inspect if the parts are worn or damaged. If so, follow the measures below.

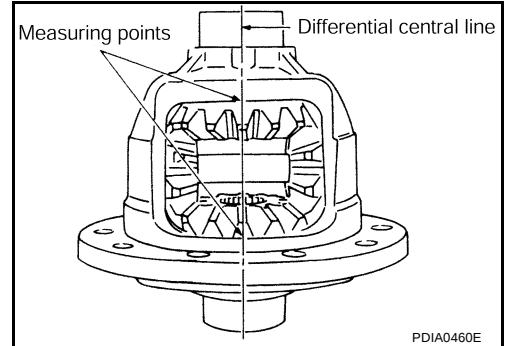
| Content                                               | Conditions and Measures                                                                                                                                                                                                                                                                                                |
|-------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Hypoid gear                                           | <ul style="list-style-type: none"> <li>● If the gear teeth do not mesh or line-up correctly, determine the cause and adjust or replace as necessary.</li> <li>● If the gears are worn, cracked, damaged, pitted or chipped (by friction) noticeably, replace with new drive gear and drive pinion as a set.</li> </ul> |
| Bearing                                               | <ul style="list-style-type: none"> <li>● If any chipped (by friction), pitted, worn, rusted or scratched mark, or unusual noise from the bearing is observed, replace as a bearing assembly (as a new set).</li> </ul>                                                                                                 |
| Side gear and Pinion mate gear                        | <ul style="list-style-type: none"> <li>● If any cracks or damage on the surface of the tooth is found, replace.</li> <li>● If any worn or chipped mark on the contact sides of the thrust washer is found, replace.</li> </ul>                                                                                         |
| Side gear thrust washer and pinion mate thrust washer | <ul style="list-style-type: none"> <li>● If it is chipped (by friction), damaged, or unusually worn, replace.</li> </ul>                                                                                                                                                                                               |
| Oil seal                                              | <ul style="list-style-type: none"> <li>● Whenever disassembled, replace.</li> <li>● If wear, deterioration of adherence (sealing force lips), or damage is detected on the lips, replace them.</li> </ul>                                                                                                              |
| Differential case                                     | <ul style="list-style-type: none"> <li>● If any wear or crack on the contact sides of the differential case is found, replace.</li> </ul>                                                                                                                                                                              |
| Companion flange                                      | <ul style="list-style-type: none"> <li>● If any chipped mark (about 0.1 mm, 0.004 in) or other damage on the contact sides of the lips of the companion flange is found, replace.</li> </ul>                                                                                                                           |

# FRONT FINAL DRIVE ASSEMBLY

## ADJUSTMENT AND SELECTION OF ADJUSTING WASHERS (SHIMS)

### Differential Side Gear Clearance

- Assemble the differential parts if they are disassembled. Refer to [FFD-30, "Differential Assembly"](#).
- Place differential case straight up so that side gear to be measured comes upward.



- Using feeler gauge, measure the clearance between side gear back and differential case at 3 different points, while rotating side gear. Average the 3 readings, and then measure the clearance of the other side as well.

**Side gear back clearance specification:**

**0.2 mm (0.008 in) or less.**

**(Each gear should rotate smoothly without excessive resistance during differential motion.)**

#### CAUTION:

To prevent side gear from tilting, insert feeler gauges with the same thickness from both sides.

- If the back clearance is outside the specification, use a thicker/thinner side gear thrust washer to adjust. Refer to [FFD-35, "Side Gear Thrust Washer"](#).

**When the back clearance is large:**

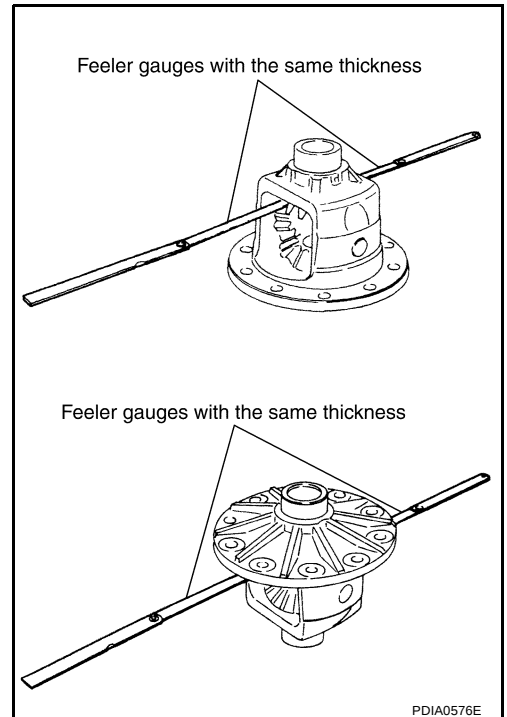
**Use a thicker thrust washer.**

**When the back clearance is small:**

**Use a thinner thrust washer.**

#### CAUTION:

Select a side gear thrust washer for right and left individually.



### Side Bearing Preload

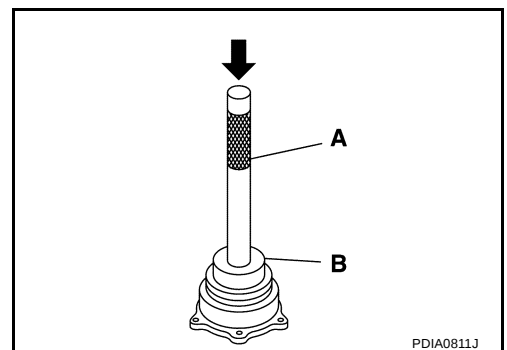
- Make sure all parts are clean. Also, make sure the bearings are well lubricated with gear oil.
- Press-fit side bearing outer race into side retainer with tool.

**Tool number A: ST30611000 (J-25742-1)**

**B: KV31103000 (J-38982)**

#### CAUTION:

- At first, using a hammer, tap bearing outer race until it becomes flat to side retainer.
- Do not reuse side bearing outer race.



## FRONT FINAL DRIVE ASSEMBLY

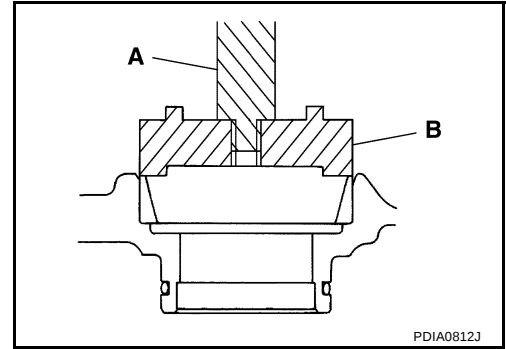
3. Press-fit side bearing outer race into gear carrier with tool.

**Tool number**     **A:** ST30611000 (J-25742-1)

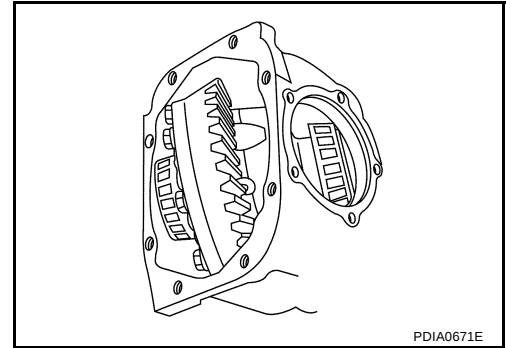
**B:** KV31103000 (J-38982)

**CAUTION:**

- At first, using a hammer, tap bearing outer race until it becomes flat to gear carrier.
- Do not reuse side bearing outer race.



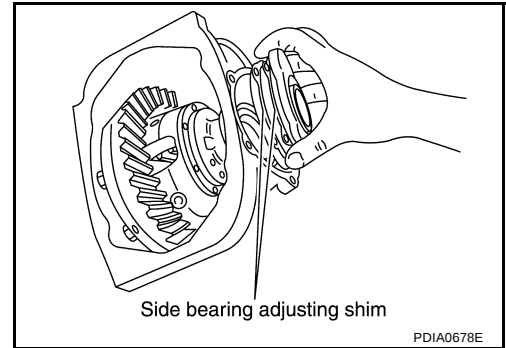
4. Place the differential case assembly into gear carrier.



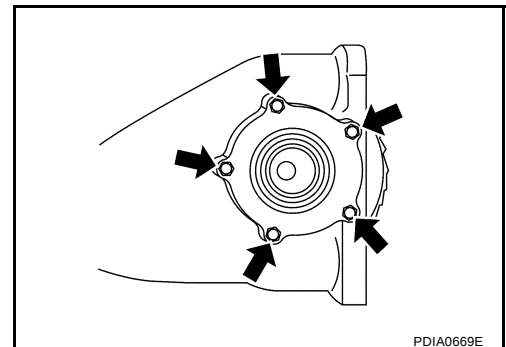
5. Install side bearing adjusting shim before disassembling or shim which thickness is the same as the one before disassembling.
6. Install side retainer assembly to gear carrier.

**CAUTION:**

**Do not install O-ring.**



7. Install side retainer mounting bolts to the specified torque. Refer to [FFD-15, "COMPONENTS"](#).

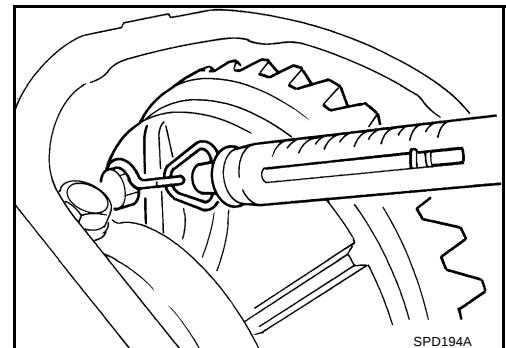


8. Measure the turning torque of the gear carrier at the drive gear mounting bolts with a spring gauge.

**Tool number**     :     —     (J-8129)

**Specification:**

**34.2 - 39.2 N (3.5 - 4.0 kg, 7.7 - 8.8 lb) of pulling force at the drive gear bolt**



## FRONT FINAL DRIVE ASSEMBLY

9. If the turning torque is outside the specification, use a thicker/thinner side bearing adjusting shim to adjust. Refer to [FFD-36, "Side Bearing Adjusting Shim"](#).

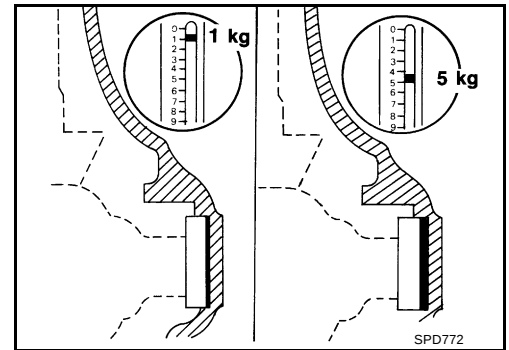
**If the turning torque is less than the specified range:**

**Decrease the side bearing adjusting shim thickness.**

**If the turning torque is greater than the specification:**

**Increase the side bearing adjusting shim thickness.**

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



A  
B  
C

FFD

### Pinion Gear Height

If the hypoid gear set has been replaced, select the pinion height adjusting washer.

1. Use the formula below to calculate pinion height adjusting washer thickness.

**Washer selection equation:**

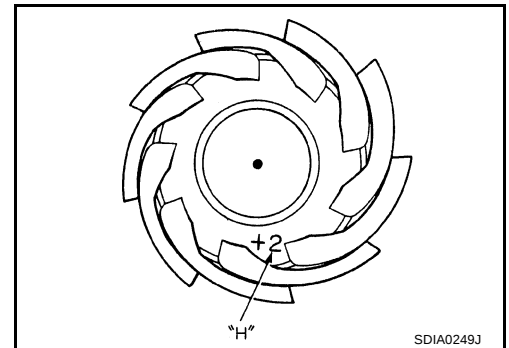
$$T = T_0 + (t_1 - t_2)$$

**T:** Correct washer thickness

**T<sub>0</sub>:** Removed washer thickness

**t<sub>1</sub>:** Old drive pinion head letter "H × 0.01"  
("H": machined tolerance 1/100 mm × 100)

**t<sub>2</sub>:** New drive pinion head letter "H × 0.01"  
("H": machined tolerance 1/100 mm × 100)



E  
F  
G  
H

**Example:**

$$T = 3.21 + [(2 \times 0.01) - (-1 \times 0.01)] = 3.24$$

**T<sub>0</sub>:** 3.21

**t<sub>1</sub>:** +2

**t<sub>2</sub>:** -1

2. Select the proper pinion height adjusting washer. Refer to [FFD-36, "Pinion Height Adjusting Washer"](#). If impossible find the desired thickness of washer, use washer with thickness closest to the calculated value.

**Example:**

**Calculated value... T = 3.22 mm**

**Used washer... T = 3.21 mm**

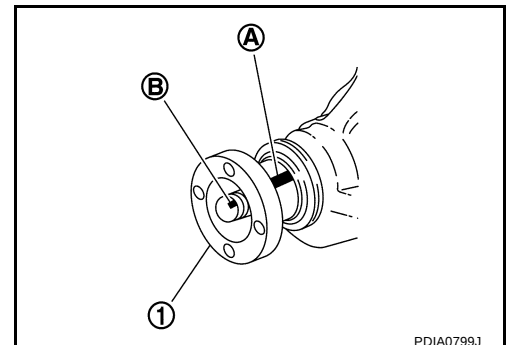
I  
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### Pinion Bearing Preload

- Assemble the drive pinion parts if they are disassembled. Refer to [FFD-28, "Drive Pinion Assembly"](#).
- Make sure all parts are clean. Also, make sure the bearings are well lubricated with gear oil.
- Install companion flange (1).

#### NOTE:

When reusing drive pinion, align the matching mark (B) of drive pinion with the matching mark (A) of companion flange, and then install companion flange (1).



## FRONT FINAL DRIVE ASSEMBLY

- Temporarily tighten removed drive pinion lock nut to drive pinion.

**NOTE:**

Use removed drive pinion lock nut only for the preload measurement.

- Rotate drive pinion at least 20 times to check for smooth operation of the bearing.
- Tighten to drive pinion lock nut, while adjust pinion bearing preload torque.

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

**Drive pinion lock nut tightening torque:**

**127.4 - 245.0 N·m (13.0 - 25.0 kg-m, 94 - 181 ft-lb)**

**Pinion bearing preload:**

**0.78 - 1.57 N·m (0.08 - 0.16 kg-m, 7 - 13 in-lb)**

**CAUTION:**

- Adjust to the lower limit of the drive pinion lock nut tightening torque first.
- After adjustment, rotate drive pinion back and forth 2 to 3 times to check for unusual noise, rotation malfunction, and other malfunctions.

- If the pinion bearing preload torque is outside the specification, use a thicker/thinner drive pinion bearing adjusting washer and drive pinion adjusting washer to adjust. Refer to [FFD-36, "Drive Pinion Bearing Adjusting Washer"](#) and [FFD-36, "Drive Pinion Adjusting Washer"](#).

**When the preload torque is large:**

**Decrease the drive pinion bearing adjusting washer and drive pinion adjusting washer thickness.**

**When the preload is small:**

**Increase the drive pinion bearing adjusting washer and drive pinion adjusting washer thickness.**

- Remove companion flange, after adjustment.

### ASSEMBLY

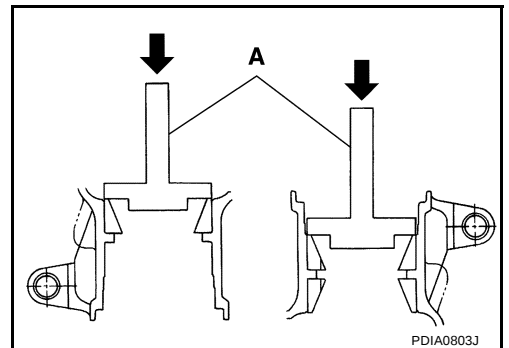
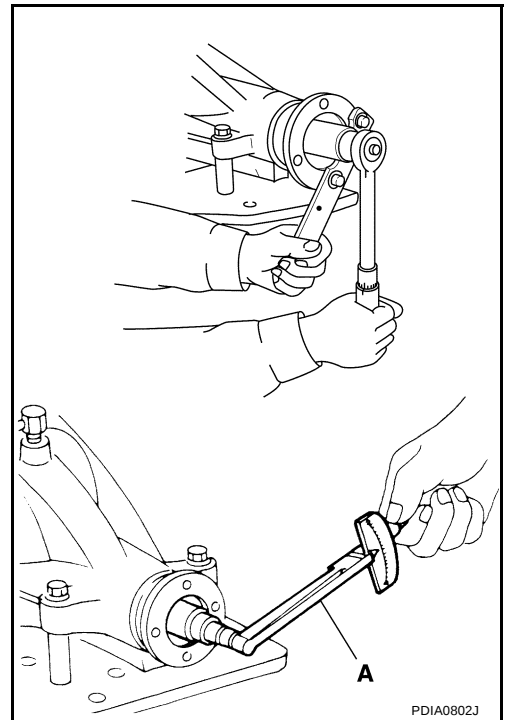
#### Drive Pinion Assembly

- Install pinion front and rear bearing outer races using drifts.

**Tool number**     **A: ST37820000 ( — )**

**CAUTION:**

- At first, using a hammer, tap bearing outer race until it becomes flat to gear carrier.
- Do not reuse pinion front and rear bearing outer race.



## FRONT FINAL DRIVE ASSEMBLY

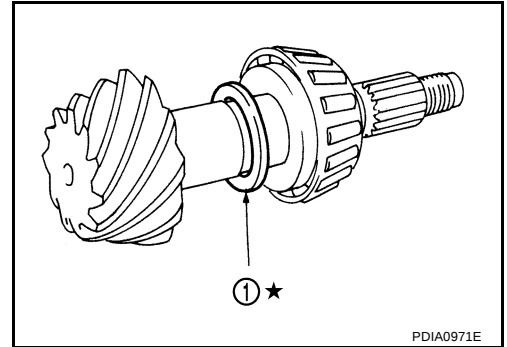
2. Temporarily install pinion height adjusting washer (1).

**When hypoid gear set has been replaced**

- Select pinion height adjusting washer. Refer to [FFD-27, "Pinion Gear Height"](#).

**When hypoid gear set has been reused**

- Temporarily install the removed pinion height adjusting washer or same thickness washer to drive pinion.

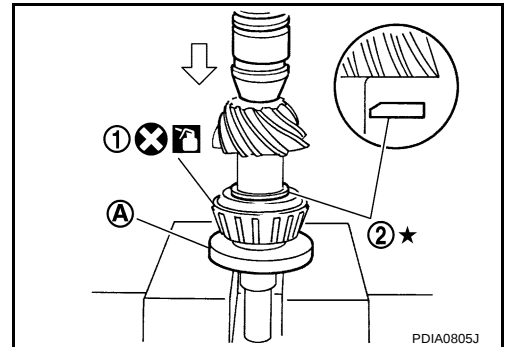


3. Install selected pinion height adjusting washer (2) to drive pinion. Press pinion rear bearing inner race (1) to it, using drift.

**Tool number**     **A: ST30032000 (J-26010-01)**

**CAUTION:**

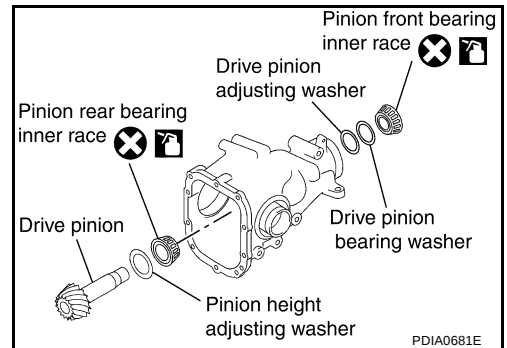
- Pay attention to the direction of pinion height adjusting washer. (Assemble as shown in the figure.)
- Do not reuse pinion rear bearing inner race.



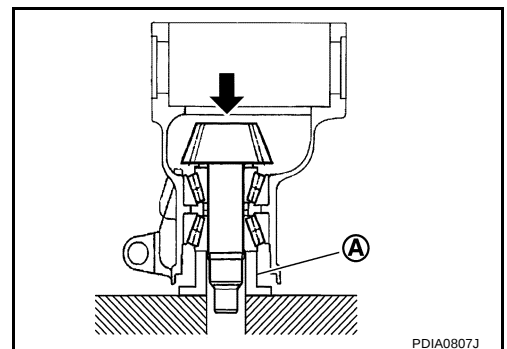
4. Temporarily assemble removed drive pinion adjusting washer and drive pinion bearing adjusting washer or same thickness them to drive pinion.
5. Apply gear oil to pinion rear bearing, and assemble drive pinion into gear carrier.
6. Apply gear oil to pinion front bearing, and assemble pinion front bearing inner race to drive pinion assembly.

**CAUTION:**

**Do not reuse pinion front bearing inner race.**



7. Using suitable spacer (A), press the pinion front bearing inner race to drive pinion as far as drive pinion nut can be tightened.
8. Adjust pinion bearing preload. If necessary, select the appropriate drive pinion adjusting washer and drive pinion bearing adjusting washer. Refer to [FFD-27, "Pinion Bearing Preload"](#).



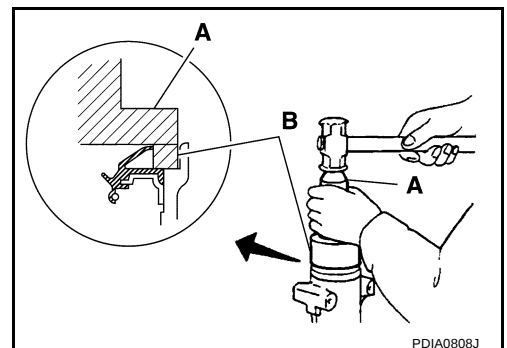
9. Using the drifts, install front oil seal as shown in figure.

**Tool number**     **A: ST33400001 (J-26082)**

**B: KV38102510 ( — )**

**CAUTION:**

- Do not reuse oil seal.
- When installing, do not incline oil seal.
- Apply multi-purpose grease onto oil seal lips, and gear oil onto the circumference of oil seal.

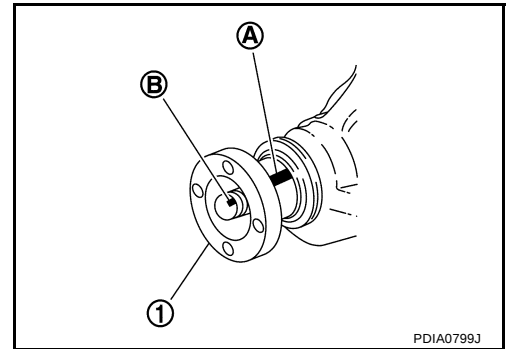


## FRONT FINAL DRIVE ASSEMBLY

10. Install companion flange (1).

**NOTE:**

When reusing drive pinion, align the matching mark (B) of drive pinion with the matching mark (A) of companion flange, and then install companion flange (1).



11. Apply anti-corrosion oil to the thread and seat of new drive pinion lock nut, and temporarily tighten drive pinion lock nut to drive pinion.

**CAUTION:**

**Do not reuse drive pinion lock nut.**

12. Tighten to drive pinion lock nut, while adjust pinion bearing preload torque.

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

**Drive pinion lock nut tightening torque:**

**127.4 - 245.0 N·m (13.0 - 25.0 kg-m, 94 - 181 ft-lb)**

**Pinion bearing preload:**

**0.78 - 1.57 N·m (0.08 - 0.16 kg-m, 7 - 13 in-lb)**

**CAUTION:**

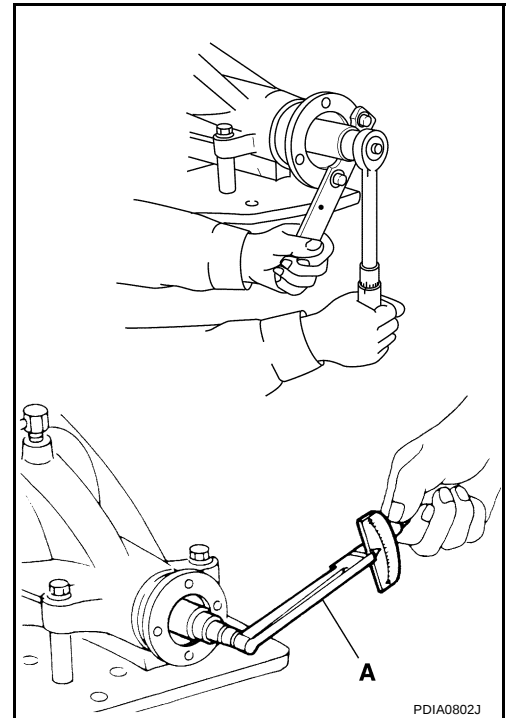
- Adjust to the lower limit of the drive pinion lock nut tightening torque first.
- After adjustment, rotate drive pinion back and forth 2 to 3 times to check for unusual noise, rotation malfunction, and other malfunctions.

13. Install differential case assembly. Refer to [FFD-30, "Differential Assembly"](#).

**CAUTION:**

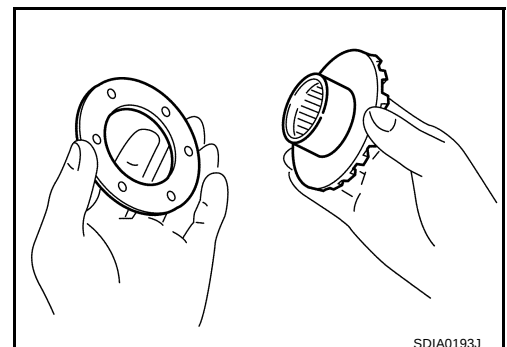
**Do not install carrier cover yet.**

14. Check and adjust drive gear runout, tooth contact, drive gear to drive pinion backlash, and companion flange runout. Refer to [FFD-17, "Drive Gear Runout"](#), [FFD-17, "Tooth Contact"](#), [FFD-19, "Backlash"](#), [FFD-19, "Companion Flange Runout"](#).  
Recheck above items. Readjust the above description, if necessary.
15. Check total preload torque. Refer to [FFD-16, "Total Preload Torque"](#).
16. Install carrier cover. Refer to [FFD-30, "Differential Assembly"](#).



### Differential Assembly

1. Install side gear thrust washers with the same thickness as the ones installed prior to disassembly or reinstall the old ones on the side gears.



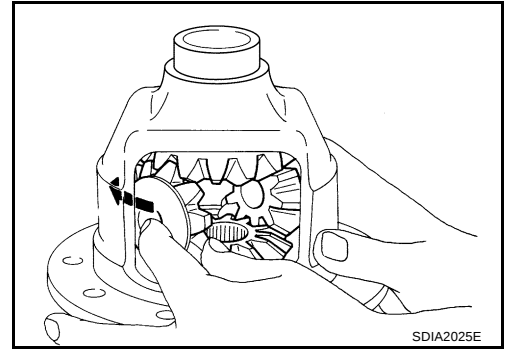
## FRONT FINAL DRIVE ASSEMBLY

2. Install side gears and thrust washers into differential case.

**CAUTION:**

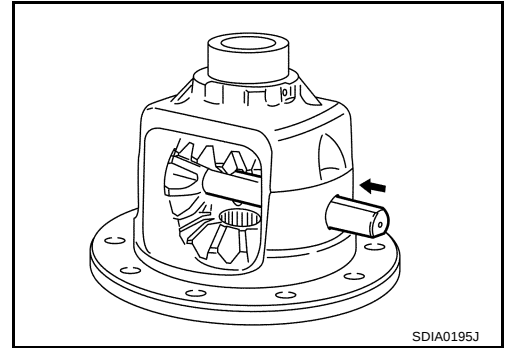
- Do not reuse circular clip.
- Make sure that the circular clip is installed to side gear (side retainer side).

3. Align 2 pinion mate gears in diagonally opposite positions, then rotate and install them into differential case after installing thrust washer to pinion mate gear.



4. Align the lock pin holes on differential case with shaft, and install pinion mate shaft.

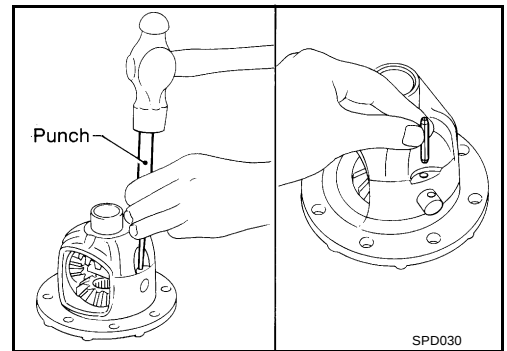
5. Measure side gear end play. If necessary, select the appropriate side gear thrust washers. Refer to [FFD-25, "Differential Side Gear Clearance"](#).



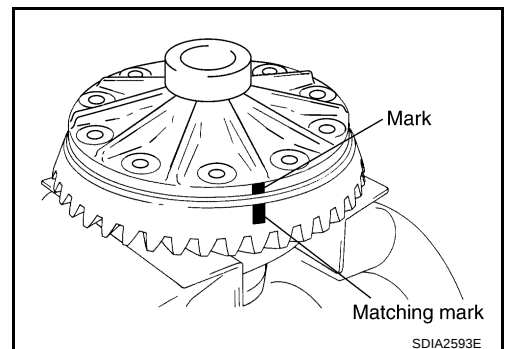
6. Drive a lock pin into pinion mate shaft, using a punch. Make sure lock pin is flush with differential case.

**CAUTION:**

**Do not reuse lock pin.**



7. Align the matching mark of drive gear with the mark of differential case, then place drive gear.

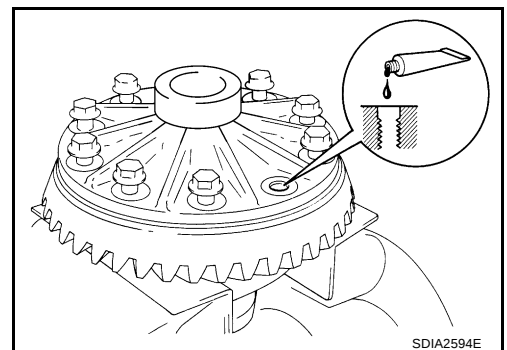


8. Apply thread locking sealant into the thread hole of drive gear.

- Use Genuine Medium Strength Thread Locking Sealant or equivalent. Refer to [GI-48, "Recommended Chemical Products and Sealants"](#).

**CAUTION:**

**Drive gear back and threaded holes shall be cleaned and degreased sufficiently.**



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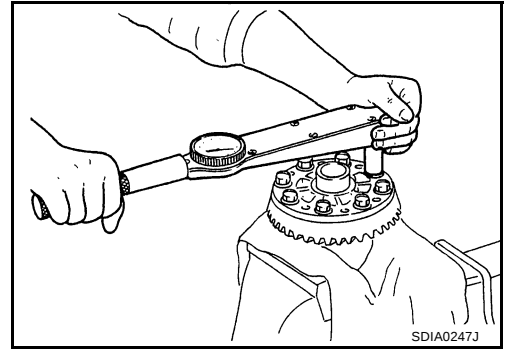
M

## FRONT FINAL DRIVE ASSEMBLY

9. Install drive gear on the mounting bolts, and then tighten to the specified torque. Refer to [FFD-15, "COMPONENTS"](#).

**CAUTION:**

Tighten bolts in a crisscross fashion.



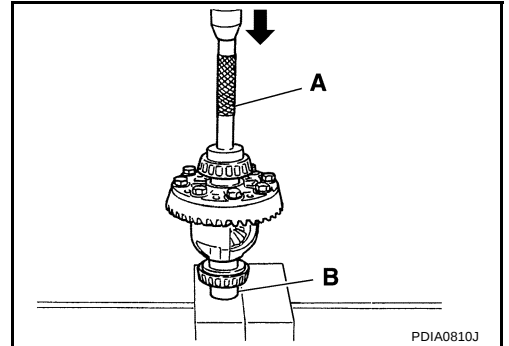
10. Press side bearing inner races to differential case, using the drift and the base.

**Tool number**     **A:** ST33230000 (J-25805-01)

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

**CAUTION:**

Do not reuse side bearing inner race.



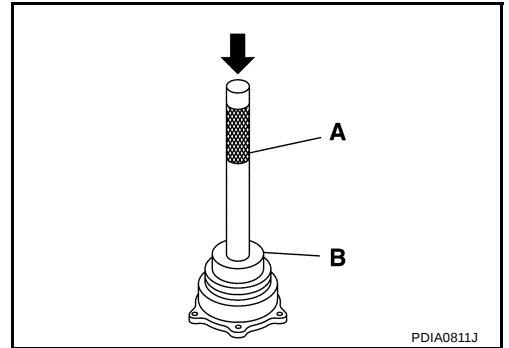
11. Press-fit side bearing outer race into side retainer with the drift and the drift bar.

**Tool number**     **A:** ST30611000 (J-25742-1)

**B:** KV31103000 (J-38982)

**CAUTION:**

- At first, using a hammer, tap bearing outer race until it becomes flat to side retainer.
- Do not reuse side bearing outer race.



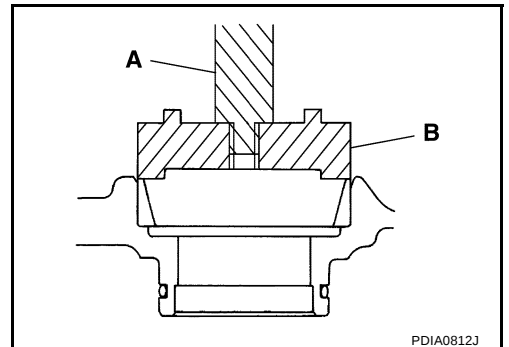
12. Press-fit side bearing outer race into gear carrier with the drift and the drift bar.

**Tool number**     **A:** ST30611000 (J-25742-1)

**B:** KV31103000 (J-38982)

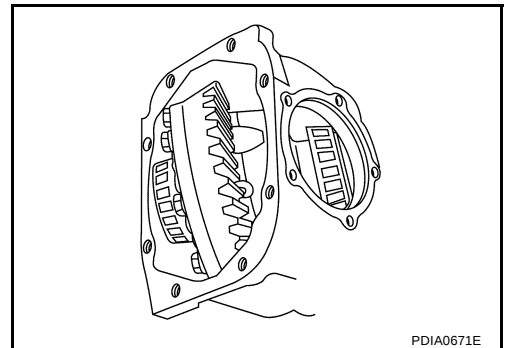
**CAUTION:**

- At first, using a hammer, tap bearing outer race until it becomes flat to gear carrier.
- Do not reuse side bearing outer race.



13. Place the differential case assembly into gear carrier.

14. Measure side bearing preload. If necessary, select the appropriate side bearing adjusting shim. Refer to [FFD-25, "Side Bearing Preload"](#).



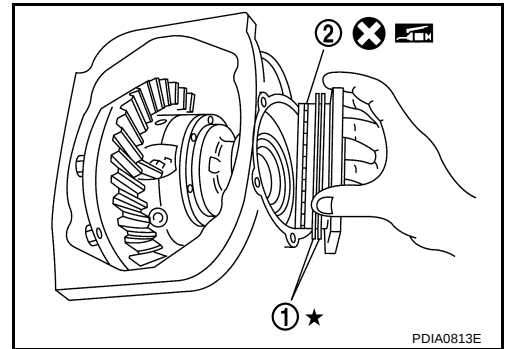
## FRONT FINAL DRIVE ASSEMBLY

15. Install selected side bearing adjusting shim (1).
16. Apply multi-purpose grease to O-ring (2), and install it to side retainer.

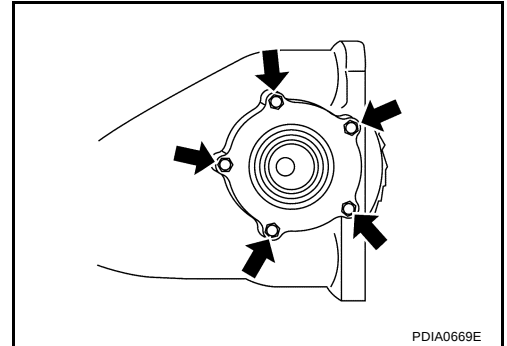
**CAUTION:**

**Do not reuse O-ring.**

17. Install side retainer assembly to gear carrier.



18. Install side retainer mounting bolts to the specified torque. Refer to [FFD-15, "COMPONENTS"](#).

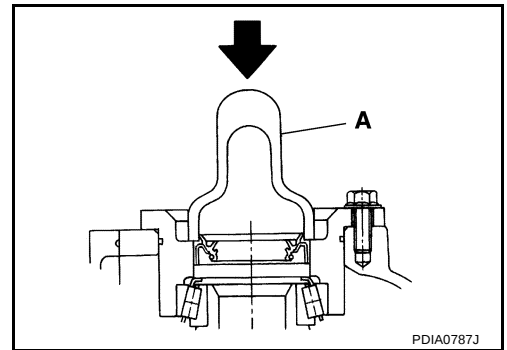


19. Using the drift, press-fit side oil seal so that its surface comes face to face with the end surface of the side retainer.

**Tool number**      **A: ST33400001 (J-26082)**

**CAUTION:**

- Do not reuse oil seal.
- When installing, do not incline oil seal.
- Apply multi-purpose grease onto oil seal lips, and gear oil onto the circumference of oil seal.



20. Using the drift, press-fit side oil seal so that its surface comes face to face with the end surface of gear carrier.

**Tool number**      **A: KV38102100 (J-25803-01)**

**CAUTION:**

- Do not reuse oil seal.
- When installing, do not incline oil seal.
- Apply multi-purpose grease onto oil seal lips, and gear oil onto the circumference of oil seal.

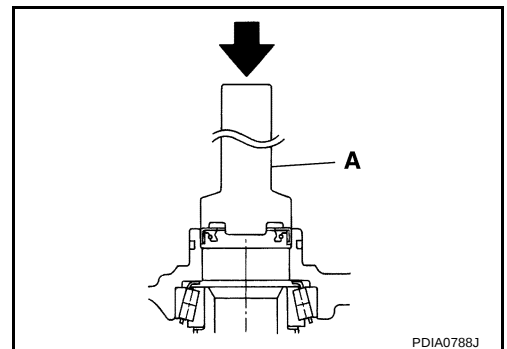
21. Apply multi-purpose grease to O-ring, and install it to gear carrier.

**CAUTION:**

**Do not reuse O-ring.**

22. Check and adjust drive gear runout, tooth contact, drive gear to drive pinion backlash, and total preload torque. Refer to [FFD-17, "Drive Gear Runout"](#), [FFD-17, "Tooth Contact"](#), [FFD-19, "Backlash"](#), [FFD-16, "Total Preload Torque"](#).

Recheck above items. Readjust the above description, if necessary.



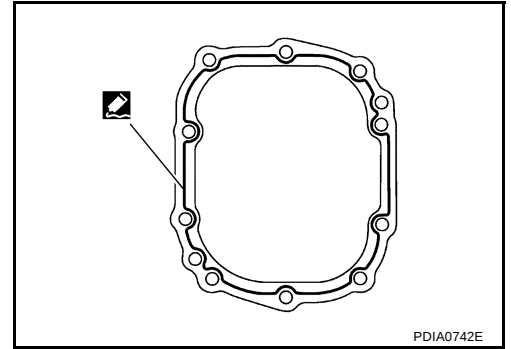
## FRONT FINAL DRIVE ASSEMBLY

23. Apply sealant to mating surface of carrier cover.

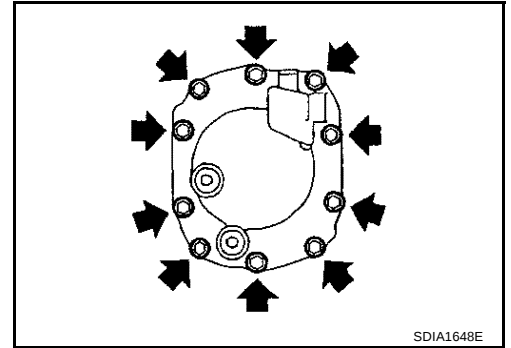
- Use Genuine Silicone RTV or equivalent. Refer to [GI-48, "Recommended Chemical Products and Sealants"](#).

**CAUTION:**

Remove old sealant adhering to mounting surfaces. Also remove any moisture, oil, or foreign material adhering to application and mounting surfaces.



24. Install carrier cover on gear carrier and tighten mounting bolts with the specified torque. Refer to [FFD-15, "COMPONENTS"](#).



### Side Shaft Assembly

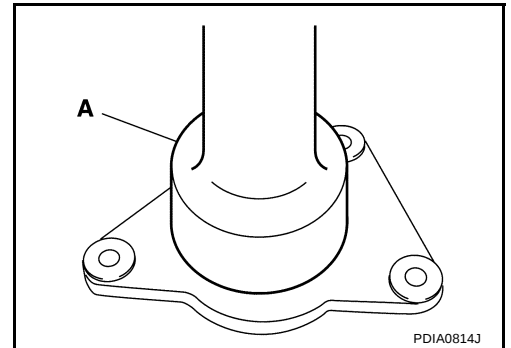
1. Using the drift, install side shaft oil seal.

**Tool number**      **A: KV38100200 ( — )**

**CAUTION:**

- Do not reuse oil seal.
- When installing, do not incline oil seal.
- Apply multi-purpose grease onto oil seal lips, and gear oil onto the circumference of oil seal.

2. Install dust sealed.



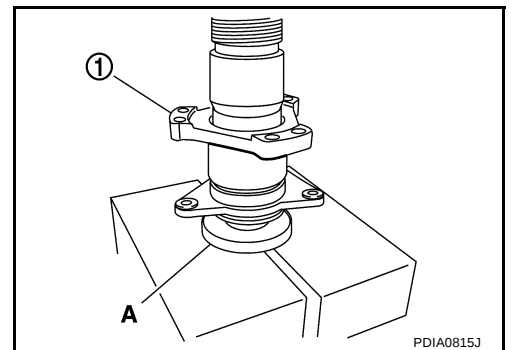
3. Support side shaft bearing with the drift, then press side shaft (1) into the side shaft bearing using a press.

**Tool number**      **A: ST30032000 (J-26010-01)**

4. Apply multi-purpose grease to O-ring, and install it to extension tube retainer.

**CAUTION:**

Do not reuse O-ring.



# SERVICE DATA AND SPECIFICATIONS (SDS)

## SERVICE DATA AND SPECIFICATIONS (SDS)

PFP:00030

### General Specifications

NDS000EW

|                                               |                     |
|-----------------------------------------------|---------------------|
| Applied model                                 | VQ35DE              |
| Final drive model                             | F160A               |
| Gear ratio                                    | 3.692               |
| Number of teeth (Drive gear/Drive pinion)     | 48/13               |
| Oil capacity (Approx.) $\ell$ (US pt, Imp pt) | 0.65 (1-3/8, 1-1/8) |
| Number of pinion gears                        | 2                   |
| Drive pinion adjustment spacer type           | Solid               |

### Inspection and Adjustment DRIVE GEAR RUNOUT

NDS000EX

Unit: mm (in)

| Item                 | Runout limit  |
|----------------------|---------------|
| Drive gear back face | 0.05 (0.0020) |

### DIFFERENTIAL SIDE GEAR CLEARANCE

Unit: mm (in)

| Item                                                                   | Specification                                                                                                      |
|------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------|
| Side gear backlash (Clearance between side gear and differential case) | 0.2 (0.008) or less<br>(Each gear should rotate smoothly without excessive resistance during differential motion.) |

### PRELOAD TORQUE

Unit: N·m (kg-m, in-lb)

| Item                                                                         | Specification                      |
|------------------------------------------------------------------------------|------------------------------------|
| Pinion bearing (P1 )                                                         | 0.78 - 1.57 (0.08 - 0.16, 7 - 13)  |
| Side bearing (P2 )                                                           | 0.78 - 1.08 (0.08 - 0.11, 7 - 9)   |
| Side bearing to pinion bearing (Total preload)<br>(Total preload = P1 + P2 ) | 1.56 - 2.65 (0.16 - 0.27, 14 - 23) |

### BACKLASH

Unit: mm (in)

| Item                            | Specification                 |
|---------------------------------|-------------------------------|
| Drive gear to drive pinion gear | 0.10 - 0.15 (0.0039 - 0.0059) |

### COMPANION FLANGE RUNOUT

Unit: mm (in)

| Item                               | Runout limit  |
|------------------------------------|---------------|
| Companion flange face              | 0.18 (0.0070) |
| Inner side of the companion flange | 0.13 (0.0051) |

### SELECTIVE PARTS

#### Side Gear Thrust Washer

Unit: mm (in)

| Thickness     | Part number* | Thickness     | Part number* |
|---------------|--------------|---------------|--------------|
| 0.68 (0.0268) | 38424 W1010  | 0.86 (0.0339) | 38424 W1016  |
| 0.71 (0.0280) | 38424 W1011  | 0.89 (0.0350) | 38424 W1017  |
| 0.74 (0.0291) | 38424 W1012  | 0.92 (0.0362) | 38424 W1018  |
| 0.77 (0.0303) | 38424 W1013  | 0.95 (0.0374) | 38424 W1019  |
| 0.80 (0.0315) | 38424 W1014  | 0.98 (0.0386) | 38424 W1020  |
| 0.83 (0.0327) | 38424 W1015  | 1.01 (0.0398) | 38424 W1021  |

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

## SERVICE DATA AND SPECIFICATIONS (SDS)

### Pinion Height Adjusting Washer

Unit: mm (in)

| Thickness     | Part number* | Thickness     | Part number* |
|---------------|--------------|---------------|--------------|
| 3.09 (0.1217) | 38154 U1500  | 3.39 (0.1335) | 38154 U1510  |
| 3.12 (0.1228) | 38154 U1501  | 3.42 (0.1346) | 38154 U1511  |
| 3.15 (0.1240) | 38154 U1502  | 3.45 (0.1358) | 38154 U1512  |
| 3.18 (0.1252) | 38154 U1503  | 3.48 (0.1370) | 38154 U1513  |
| 3.21 (0.1264) | 38154 U1504  | 3.51 (0.1382) | 38154 U1514  |
| 3.24 (0.1276) | 38154 U1505  | 3.54 (0.1394) | 38154 U1515  |
| 3.27 (0.1287) | 38154 U1506  | 3.57 (0.1406) | 38154 U1516  |
| 3.30 (0.1299) | 38154 U1507  | 3.60 (0.1429) | 38154 U1517  |
| 3.33 (0.1323) | 38154 U1508  | 3.63 (0.1429) | 38154 U1518  |
| 3.36 (0.1323) | 38154 U1509  | 3.66 (0.1441) | 38154 U1519  |

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

### Drive Pinion Bearing Adjusting Washer

Unit: mm (in)

| Thickness     | Part number* | Thickness     | Part number* |
|---------------|--------------|---------------|--------------|
| 3.81 (0.1500) | 38125 61001  | 3.97 (0.1563) | 38133 61001  |
| 3.83 (0.1508) | 38126 61001  | 3.99 (0.1571) | 38134 61001  |
| 3.85 (0.1516) | 38127 61001  | 4.01 (0.1579) | 38135 61001  |
| 3.87 (0.1524) | 38128 61001  | 4.03 (0.1587) | 38136 61001  |
| 3.89 (0.1531) | 39129 61001  | 4.05 (0.1594) | 38137 61001  |
| 3.91 (0.1539) | 38130 61001  | 4.07 (0.1602) | 38138 61001  |
| 3.93 (0.1547) | 38131 61001  | 4.09 (0.1610) | 38139 61001  |
| 3.95 (0.1555) | 38132 61001  |               |              |

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

### Drive Pinion Adjusting Washer

Unit: mm (in)

| Thickness     | Part number* | Thickness     | Part number* |
|---------------|--------------|---------------|--------------|
| 5.19 (0.2043) | 38151 AR000  | 6.09 (0.2398) | 38151 AR003  |
| 5.49 (0.2161) | 38151 AR001  | 6.39 (0.2516) | 38151 AR004  |
| 5.79 (0.2280) | 38151 AR002  |               |              |

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

### Side Bearing Adjusting Shim

Unit: mm (in)

| Thickness     | Part number* | Thickness     | Part number* |
|---------------|--------------|---------------|--------------|
| 0.20 (0.0079) | 38453 AR000  | 0.40 (0.0157) | 38453 AR003  |
| 0.25 (0.0098) | 38453 AR001  | 0.50 (0.0197) | 38453 AR004  |
| 0.30 (0.0118) | 38453 AR002  |               |              |

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

### Side Bearing Adjusting Washer

Unit: mm (in)

| Thickness     | Part number* | Thickness     | Part number* |
|---------------|--------------|---------------|--------------|
| 0.10 (0.0040) | 38453 AR010  | 0.25 (0.0098) | 38453 AR015  |
| 0.12 (0.0047) | 38453 AR011  | 0.30 (0.0118) | 38453 AR016  |
| 0.15 (0.0059) | 38453 AR012  | 0.40 (0.0157) | 38453 AR017  |
| 0.17 (0.0067) | 38453 AR013  | 0.50 (0.0197) | 38453 AR018  |
| 0.20 (0.0079) | 38453 AR014  |               |              |

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