

confirm any suspected leakage. When this check is made with the car in a level position, supported by the suspension, on an Axle or Wheel Type Hoist or on the ground, the fluid level should be between the bottom of the filler plug opening and a point 1/4 inch (6/4 mm) below the filler plug opening.

When the fluid level check is made with the vehicle on a frame contact type hoist, with the axle hanging free, the fluid level should not be lower than the bottom of the filler plug opening. Confirmed leakage should be repaired as soon as possible!

Should the rear axle become submerged in water, the lubricant must be changed immediately to avoid the possibility of early axle failure resulting from contamination of the lubricant by water drawn into the vent hole.

REMOVAL AND REPLACEMENT OF DRIVE PINION FLANGE AND OIL SEAL IN VEHICLE

The following procedure for the removal and replacement of the drive pinion flange and pinion oil seal must be followed to assure that the proper bearing preload is maintained in the axle assembly. If this procedure is not followed it could result in a premature failure of the axle.

(1) Raise vehicle on hoist and make scribe marks on propeller shaft, shaft universal joint, drive pinion flange and end of pinion stem.

(2) Disconnect propeller shaft at pinion flange and secure in an upright position to prevent damage to front universal joint.

(3) Remove the rear wheels and brake drums to prevent any drag or a possible false preload reading could occur.

(4) Using inch-pound torque wrench C-685-A measure pinion bearing preload by rotating pinion with handle of wrench floating, read the torque while wrench is moving through several complete revolutions and record. This operation is very important because preload must be carefully reset when reassembling.

(5) With Tool C-3281 hold companion flange and remove drive pinion nut and Belleville washer.

(6) Install companion flange remover Tool C-452 and remove flange. Lower rear of vehicle to prevent lubrication leakage.

(7) Using a screwdriver and hammer, remove the pinion oil seal from the carrier and clean the oil seal seat.

(8) Check splines on pinion shaft stem to be sure they are free of burrs or are not worn badly. If burrs are evident remove them using crocus cloth by working in a rotational motion. Wipe the pinion stem clean.

so "C" locks seat in counterbore of differential side gear.

(7) Install differential pinion shaft through case and pinions, aligning hole in shaft with lock screw hole. Install lock screw and tighten to 100 in. lbs. (11 N-m).

(8) Scrape any gasket material from housing cover and thoroughly clean surface with mineral spirits or equivalent and dry completely. Apply a 1/16 inch to 3/32 inch bead of MOPAR Silicone Rubber Sealant, Part No. 4318025 or equivalent (Fig. 7) along the bolt circle of the cover.

Allow sealant to cure while cleaning carrier gasket flange with mineral spirits or equivalent. Dry surface completely. Install cover on axle and torque cover screws to 250 in. lbs. (28 N-m). Beneath one of the cover screws, install the ratio identification tag.

If for any reason cover is not installed within 20 minutes after applying sealant, old sealant should be removed and new bead installed.

(9) Install brake drums and wheel and tire assemblies. Tighten wheel nuts to 85 ft. lbs. (115 N-m) in proper sequence (Fig. 8). Remove block from brake pedal.

(10) Raise rear hoist and remove stands. Raise or lower hoist so vehicle is in a level position.

(11) On 7-1/4 inch axles remove fill plug and fill rear axle with 2.5 pints (1.18 litres) of rear axle lubricant or until lubricant is between the bottom of the filler plug opening and a point 1/4 inch (6.4 mm) below the filler plug opening. Replace fill plug.

On 8-1/4 inch axles remove fill plug and fill rear axle with 4.4 pints (2.08 litres) or until lubricant is between the bottom of the filler plug opening and a point 1/4 inch (6.4 mm) below the filler plug opening. Replace fill plug.

(12) Lower vehicle and test operation of brake and axle assembly.

LUBRICATION

Multi-Purpose Gear Lubricant, as defined by MIL-L-2105-B (API GL-5) should be used in all rear axles with conventional differentials; MOPAR Hypoid Lubricant, Part No. 4318058 is an oil of this type and is recommended or equivalent.

Fluid Level Check

For normal passenger car service, period fluid level checks are not required. At each engine oil change however, the exterior surface of the axle assembly should be inspected for evidence of gear oil leakage. Perform a fluid level check to