

(9) Remove jack stands. Raise or lower hoist until vehicle is in a level position.

(10) On 7-1/4 inch axles remove fill plug and fill rear axle with 2.5 pints (1.2 liters) 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.

(11) On 8-1/4 inch axles remove fill plug and fill rear axle with 4.4 pints (2.08 liters) 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.

## REAR AXLE ASSEMBLY

It is not necessary to remove the complete axle assembly for any normal repairs. However, if the housing is damaged, the axle assembly may be removed and installed using the following procedure.

### Removal

(1) Raise vehicle to a comfortable working height that will permit floor stands to be installed at front of rear springs.

(2) Block brake pedal in the "up" position using a wooden block.

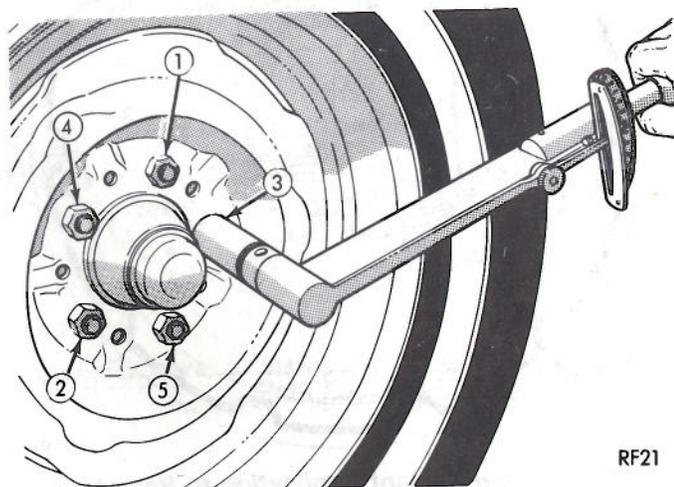
(3) Drain lubricant from differential housing.

(4) Loosen and remove rear wheels. Do not remove drum retaining spring clips or brake drums.

(5) Disconnect hydraulic brake lines at wheel cylinders and cap fittings to prevent loss of brake fluid.

(6) Disconnect parking brake cables.

To maintain proper drive line balance when reassembling, make scribe marks on the propeller shaft universal joint and the pinion flange before removal.



RF21

Fig. 8—Proper Wheel Nut Tightening Sequence (Typical)

(7) Disconnect propeller shaft at differential pinion flange and secure in a near horizontal position to prevent damage to front universal joint.

(8) Remove shock absorbers from spring plate studs and loosen rear spring "U" bolt nuts and remove "U" bolts.

(9) Remove axle assembly from vehicle.

(10) Using a suitable cleaning solvent wash and clean the outer surface of axle assembly and blow dry with compressed air.

### Installation

(1) With body supported at front of rear springs, position rear axle assembly spring pads over the spring center bolts.

(2) Install spring "U" bolts and tighten nuts to 45 ft. lbs. (61 N·m) and install shock absorbers on spring plate studs.

(3) Connect parking brake cables.

(4) Connect hydraulic brake lines at wheel cylinders, adjust brakes and bleed brakes.

(5) Install rear universal joint of propeller shaft in same position as removed (match scribe marks on propeller shaft universal joint and pinion flange). Tighten universal joint clamps to 170 in. lbs. (19 N·m).

(6) Install brake drum and wheel and tire assembly, and tighten wheel nuts in the proper sequence (Fig. 8). Tighten wheel nuts to 85 ft. lbs. (115 N·m).

(7) Fill differential as specified with MOPAR Hypoid Lubricant Part Number 4318058 or equivalent. Install filler plug.

## DIFFERENTIAL RECONDITIONING

It is not necessary to remove the complete axle assembly to recondition the differential.

**CAUTION:** Under no circumstances should rear axle bearing cones, cups, bores or journals be subjected to heating with a torch, beating with a hammer or any other abnormal abuse, as permanent damage may result. Proper removers and installers are available and their use is highly recommended.

### Removal and Disassembly

(1) Block brake pedal in the up position using a wooden block.

(2) Raise vehicle on hoist. Support body at front of rear springs and lower rear hoist.

(3) Remove rear wheels and brake drums.

(4) To maintain proper drive line balance when reassembling, make scribe marks on the propeller shaft universal joint and the pinion flange before removal. Disconnect propeller shaft at differential yoke and secure in a near horizontal position to prevent damage to front universal joint.