

Press the inner race of the input shaft needle bearing (39) into place over the tolerance ring (40) using the special hand press. (Tool No. RG368.)

TO DISMANTLE HYPOID ASSEMBLY

(See Fig. 35)

The two holes in the inner race **MUST** be towards the clutch end of the shaft.

Remove the hypoid assembly from the gearbox as previously described.

Slide a new retaining circlip and the splined muff (37, Fig. 2) onto the clutch shaft.

Slide the sleeve assemblies off the differential shafts (11/24, Fig. 35).

Screw the clutch shaft (33) fully home into the input shaft and turn back one full spline.

Using circlip pliers, remove the circlips (16), if fitted, from the differential shafts (13), and discard. Withdraw the shafts.

Line up the splines on the shafts and push the muff into position. (See Fig. 15.)

Remove crown wheel bolts and washers (21). (Discard the washers.)

Slide the circlip into the retaining groove making sure it is fully home.

Check that the end of the clutch shaft has a free up and down movement of at least 10 in. (2.7 mm). *This is essential.*

Drive the crown wheel (19) off the differential casing (20) using a suitable punch through the bolt holes.

Fit the hypoid assembly and adjust for backlash and pre-load as described in later paragraphs.

Tap out the pin (18) securing the differential cross pin (17) as shown in Fig. 36.

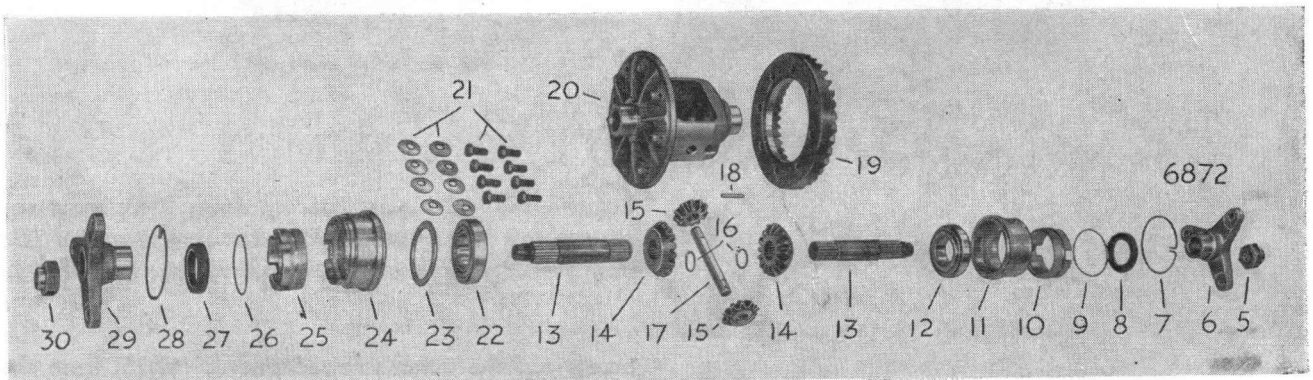


Fig. 35. Hypoid assembly