TO RE-ASSEMBLE HYPOID ASSEMBLY

Insert the differential gears (14/15) into the differential casing (20) as shown in Fig. 37.

Push the cross pin (17) into the differential casing through the pinion gears, keeping the locking pin hole in line with the hole in the casing.

In all cases where the differential gears and cross pin (17 Fig. 35) have been removed from the differential casing, all of the items included in the latest type kit should be used

Drive in a new locking pin (18) using a pin punch.

Heat the crown wheel in an oven (or immersion in boiling water for approx, 15 mins.) to a temperature of 70°C (158°F).

Using four spare gearbox studs as guides, fit the crown wheel to the casing. (See Fig. 40.)

Fig. 40. *Fit crown wheel to case*

The crown wheel bolts are locked by special domed eccentric washers (21). (See Fig. 41.)

If any bolts require replacement, the set of eight should be changed, using only bolts identified with an "X" or "75" marked on the head.

It is important that new washers are fitted correctly into the recesses in the casing with the dome upwards and the long side outwards.

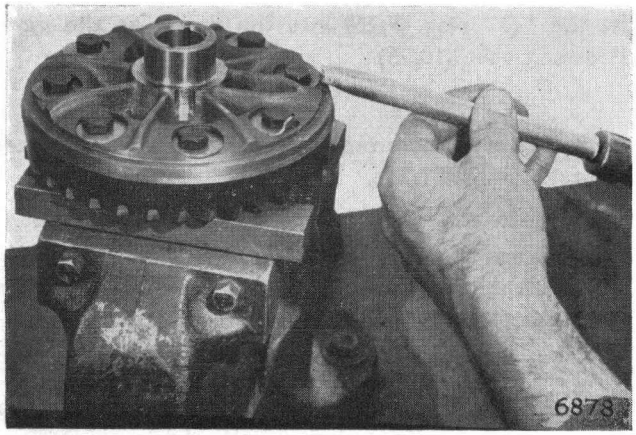

Fig. 41. *Locking crown wheel bolts*

Tighten the bolts to the torque figure given in General Data and tab the washers as shown in Fig. 41.

Check crown wheel with clock gauge. Maximum run out ·001 in. (·0254 mm).

If new bearings are to be fitted they should be pressed on using Tool No. RG363 shown in Fig. 42.

Push the differential shafts (13) into the bevel wheels (14).

Fit the abutment ring (23) and outer race to the large (crown wheel side) outer screwed sleeve (24).

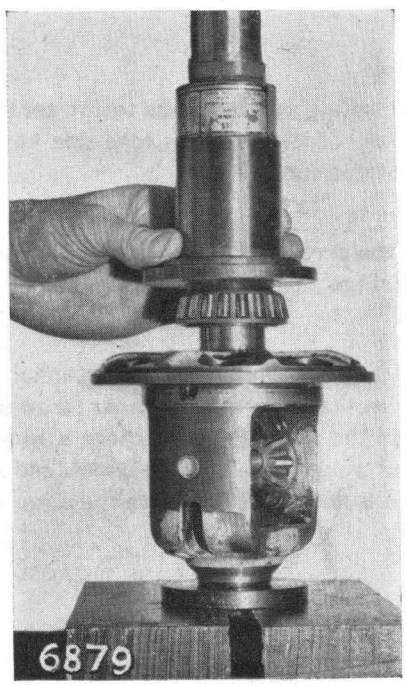

Fig. 42. *Fitting diff. bearings*