

CARRIER SECTION

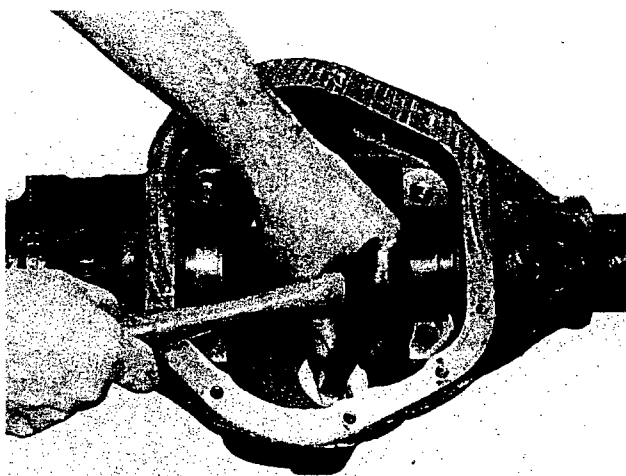


Figure 141

1009-141

Turn nose of carrier down. Remove outer pinion bearing cup as shown. Locate driver on back edge of cup; drive cup out of carrier. **Caution: Do not nick carrier bore.**

Tools—#D-147 Remover, #C-4171 Handle.

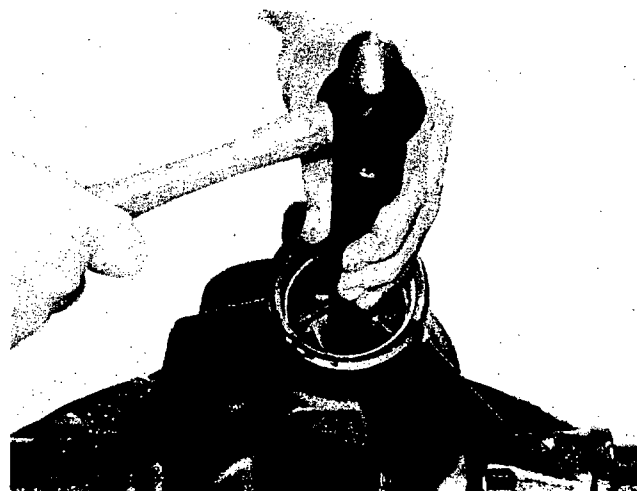


Figure 143

1009-143

Remove the inner bearing cup with tools as shown.

Tools—#D-148 Remover, #C-4171 Handle.

NOTE

Shims are located between the bearing cup and carrier bore, and, as illustrated in Figure 142, may also include an oil baffle. If shims and baffle are bent or nicked, they should be replaced at time of assembly. Wire the stacks together and measure each. If stack has to be replaced, replace with the same thickness.

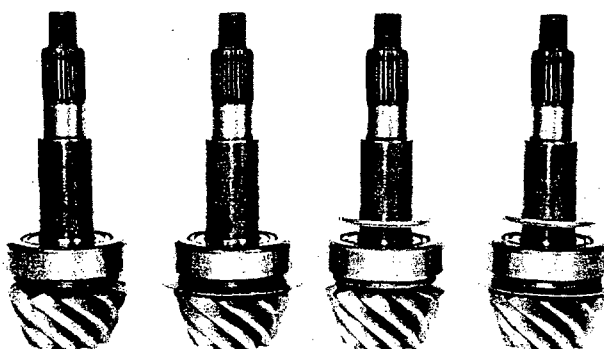


Figure 142

1009-142

NOTE

The front and rear axle carrier section may vary in pinion bore depth due to the possibility of the need for either a baffle or slinger or both.

The baffle serves the same purpose of assisting the lube to flow up through the oil channels to lubricate the pinion bearings. If used, they are part of the pinion setting adjustment. In Figure 1009-142 we show the four different options.

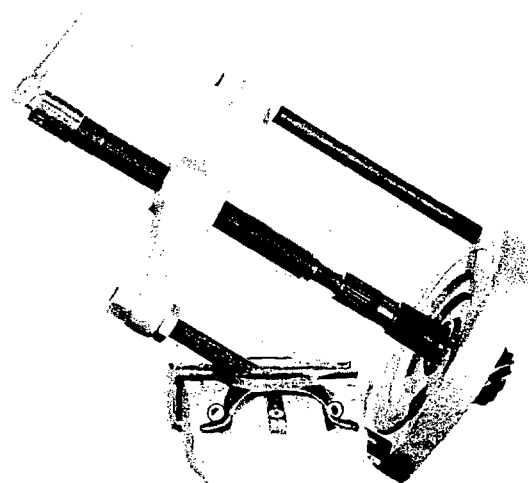


Figure 144

1009-144

Remove inner pinion bearing cone with tools as shown.

Tools—#DD-914-P Press, #DD-914-9 Adapter Ring, #C-293-39 Adapter Set.

NOTE

Both baffle and slinger are part of the pinion adjustment shims and are to be kept intact for assembly.