

SHOP MANUAL

CASE/INTERNATIONAL

MODELS 5120, 5130 & 5140

IDENTIFICATION

Tractor model number and identification serial number are located on a plate on lower left side of instrument panel cover on tractors equipped with a cab or lower left front side of operator's platform on tractors equipped with a ROPS frame. Engine serial number is located on a plate on left side of timing gear housing. Transmission serial number is located on a plate on right side of transmission housing. On models equipped with mechanical front-wheel-drive axle, the axle serial number is located on a plate on right rear side of front axle housing.

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CONDENSED SERVICE DATA

	5120	Models 5130	5140
GENERAL			
Engine Make	Own		
Number of Cylinders	4	6	6
Bore.	102 mm (4.02 in.)	102 mm (4.02 in.)	102 mm (4.02 in.)
Stroke	120 mm (4.72 in.)	120 mm (4.72 in.)	120 mm (4.72 in.)
Displacement	3.92 L (239 cu. in.)	5.88 L (359 cu. in.)	5.88 L (359 cu. in.)
Compression Ratio.	16.5:1	17:1	17.5:1
Electrical System	12 volts, negative ground		
Speed Selection	16 forward, 12 reverse		
TUNE-UP			
Firing Order	1-3-4-2	1-5-3-6-2-4	1-5-3-6-2-4
Rocker Arm-to-Valve Clearance (Cold)—			
Intake.	0.25 mm (0.010 in.)		
Exhaust	0.50 mm (0.020 in.)		
Injection Timing.	Paragraph 61	Paragraph 60	Paragraph 61
Injector Opening Pressure.	24,500-25,305 kPa (3553-3670 psi)		
Engine Low Idle.	900 rpm		
Engine High Idle (No-Load)	2400 rpm		

CONDENSED SERVICE DATA (CONT.)

	5120	Models 5130	5140
TUNE-UP (Cont.)			
Engine Rated Speed (Loaded).....	2200 rpm		
SIZES AND CLEARANCES			
Crankshaft Main Journal Diameter.....	82.987-83.013 mm (3.2672-3.2682 in.)		
Main Bearing Diametral Clearance.....	0.041-0.119 mm (0.0016-0.0046 in.)		
Crankshaft End Play.....	0.137-0.264 mm (0.005-0.010 in.)		
Crankshaft Crankpin Diameter.....	68.987-69.013 mm (2.706-2.717 in.)		
Rod Bearing Diametral Clearance.....	0.038-0.116 mm (0.0015-0.0045 in.)		
Connecting Rod Side Clearance.....	0.1-0.3 mm (0.004-0.012 in.)		
Camshaft Journal Diameter.....	53.987-54.013 mm (2.125-2.126 in.)		
Camshaft Diametral Clearance.....	0.076-0.15 mm (0.003-0.006 in.)		
Camshaft End Play.....	0.13-0.47 mm (0.005-0.018 in.)		
Cylinder Bore.....	102.00-102.04 mm (4.016-4.017 in.)		
Piston Skirt Diameter.....	101.873-101.887 mm (4.010-4.011 in.)		
Piston Pin Diameter.....	39.997-40.003 mm (1.5747-1.5749 in.)		
Piston Pin Clearance in Piston.....	0.003-0.015 mm (0.0001-0.0006 in.)		
Piston Pin Clearance in Rod.....	0.051-0.076 mm (0.002-0.003 in.)		
Valve Stem Diameter— Intake and Exhaust.....	7.960-7.980 mm (0.313-0.314 in.)		
Valve Face Angle— Intake.....	29°		
Exhaust.....	44°		
Valve Seat Angle— Intake.....	30°		
Exhaust.....	45°		
CAPACITIES			
Cooling System—			
With Cab.....	17.6 L (18.6 U.S. Qt.)	20.8 L (22 U.S. Qt.)	20.8 L (22 U.S. Qt.)
Without Cab.....	15.7 L (16.6 U.S. Qt.)	18.9 L (20 U.S. Qt.)	18.9 L (20 U.S. Qt.)
Crankcase—			
With Filter.....	10.4 L (10.9 U.S. Qt.)	15 L (15.8 U.S. Qt.)	15 L (15.8 U.S. Qt.)

CONDENSED SERVICE DATA (CONT.)

	5120	Models 5130	5140
CAPACITIES (Cont.)			
Without Filter.....	9.5 L (10 U.S. Qt.)	14.3 L (15.1 U.S. Qt.)	14.3 L (15.1 U.S. Qt.)
Transmission/Hydraulic System.....		76 L (20 U.S. Gal.)	
Front Drive Axle—			
Differential		6.5 L (6.8 U.S. Qt.)	
Planetaries.....		0.9 L (0.95 U.S. Qt.)	
Fuel Tank (Std.).....	135 L (35.6 U.S. Gal.)	130 L (34.3 U.S. Gal.)	130 L (34.3 U.S. Gal.)
Fuel Tank (Opt.).....		170 L (45 U.S. Gal.)	

DUAL DIMENSIONS

This service manual provides specifications in both the Metric (SI) and U.S. Customary systems of measurement. The first specification is given in the measuring system perceived by us to be the preferred system when servicing a particular component; the second specification (given in parentheses) is the converted measurement. For instance, a specification of "0.28 mm (0.011 inch)" would indicate that we feel the preferred measurement, in this instance, is the metric system of measurement and the U.S. system equivalent of 0.28 mm is 0.011 inch.

FRONT AXLE (TWO-WHEEL DRIVE)

FRONT WHEEL BEARINGS

All Models

1. Refer to Fig. 1 for typical wheel hub and bearing assembly.

The tapered inner and outer roller bearings (4 and 10) are not interchangeable. Clean and inspect bearing cups and cones and renew as necessary.

Install inner bearing cone (4) on steering knuckle spindle. Install bearing cups (5 and 9) in hub. Install oil seal (3) and clamping ring (2) in inner bore of hub. Pack bearing cones and fill hub with No. 2 lithium base grease. Install hub on steering knuckle, then install outer bearing cone (10), washer (11) and nut (12).

To adjust the bearings, tighten nut to a torque of 100 N·m (74 ft.-lbs.) while rotating the hub. Then, back nut off until next cotter pin slot is aligned. Install cotter pin. Install and tighten dust cover (13).

Install wheel and tire, and tighten lug nuts (8) to a torque of 300 N·m (220 ft. lbs.).

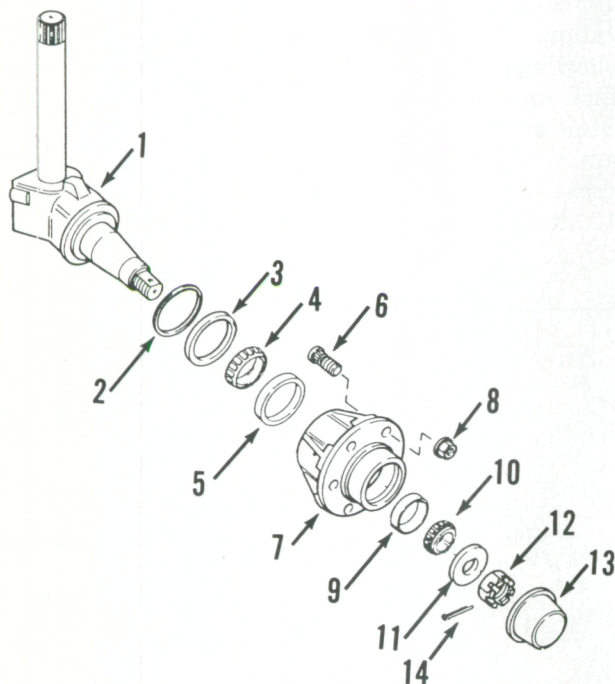


Fig. 1—Exploded view of steering knuckle, front wheel hub and bearings used on all two-wheel-drive tractors.

- | | |
|---------------------|------------------|
| 1. Steering knuckle | 8. Lug nut |
| 2. Clamping ring | 9. Bearing cup |
| 3. Oil seal | 10. Bearing cone |
| 4. Bearing cone | 11. Washer |
| 5. Bearing cup | 12. Nut |
| 6. Lug bolt | 13. Dust cap |
| 7. Hub | 14. Cotter pin |

STEERING KNUCKLES

All models

2. REMOVE AND REINSTALL. To remove either steering knuckle, raise front of tractor and place a stand under axle extension. Remove wheel and tire assembly. Disconnect tie rod ball joint from steering arm (8—Fig. 2) and steering cylinder ball joint (13) from right steering arm. Support hub and steering knuckle and remove steering arm clamping bolt. Lift off steering arm and shims (9). Lower steering knuckle from axle extension (12).

Remove felt seal (10) and upper bushing (11) from axle extension. Remove lower bushing (17) and thrust bearing (18) from steering knuckle. Split bushings (11 and 17) are not a tight fit in axle extensions. If necessary, remove hub and wheel bearings as outlined in paragraph 1.

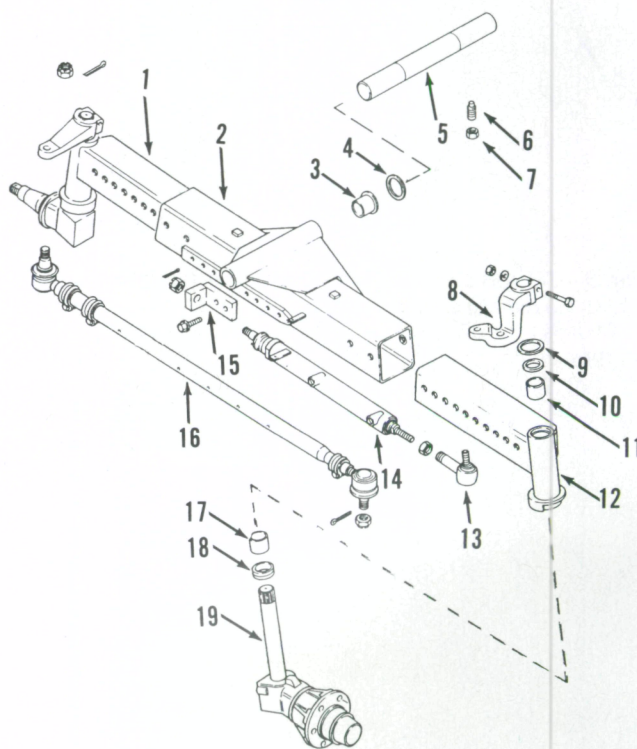


Fig. 2—Partially exploded view of front axle assembly used on all two-wheel-drive tractors.

- | | |
|--------------------------------|-----------------------------|
| 1. Axle extension assy. (L.H.) | 11. Bushing |
| 2. Axle main member | 12. Axle extension (R.H.) |
| 3. Pivot bushing (2) | 13. Ball joint |
| 4. Shim | 14. Steering cylinder |
| 5. Pivot pin | 15. Bracket |
| 6. Allen set screw | 16. Tie rod assy. |
| 7. Locknut | 17. Bushing |
| 8. Steering arm (R.H.) | 18. Thrust bearing |
| 9. Shim | 19. Steering knuckle (R.H.) |
| 10. Felt seal | |

Clean and inspect all parts and renew as required. Reinstall by reversing the removal procedure. Add or remove shims (9) to obtain 0.1 mm (0.004 in.) end play for the steering knuckle. Tighten steering arm clamping bolt to a torque of 280 N·m (206 ft.-lbs.).

TIE ROD AND TOE-IN

All Models

3. Disassembly of the tie rod is obvious after an examination of the unit and reference to Fig. 3.

Front wheel toe-in should be 2-4 mm (0.080-0.160 in.). To check toe-in, measure the distance between the front wheel rims at the front and at the rear of the wheel rims at hub height. The measurement at

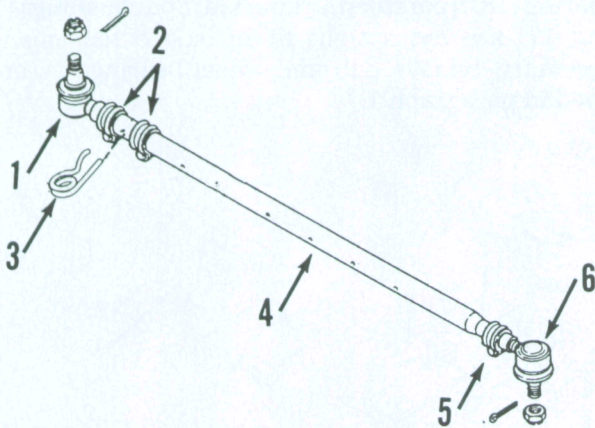


Fig. 3—Tie rod used on all two-wheel-drive tractors.

- | | |
|---------------------------------|----------------------|
| 1. Left tie rod end & inner rod | 4. Outer tube |
| 2. Clamps | 5. Clamp |
| 3. Spring pin | 6. Right tie rod end |

the front must be 2-4 mm (0.080-0.160 in.) less than measurement at the rear.

To adjust toe-in, loosen clamps (2—Fig. 3) and remove spring pin (3). Loosen clamp (5) and rotate outer tube (4) as required. Reinstall spring pin (3) and tighten clamps.

AXLE MAIN MEMBER AND PIVOT PIN

All Models

4. **REMOVE AND REINSTALL.** To remove the axle main member (2—Fig. 2), engage park brake and securely block rear wheels. Remove front weights and bracket, if so equipped. Disconnect steering tube clamp, then disconnect steering tubes from steering cylinder (14). Raise and support front of tractor and place a floor jack under axle main member. Remove steering cylinder and tie rod. Unbolt and remove axle extensions (1 and 12) with steering knuckles, wheel and hub assemblies. Remove protective plug in front of pivot pin (5). Loosen locknut (7) and Allen set screw (6). Using a slide hammer and adapter (CAS-2014), pull pivot pin forward from axle main member and front support. Remove shims (4) from in front and rear of axle main member as pivot pin is removed. Lower axle main member from tractor.

Inspect front and rear pivot bushings (3) and pivot pin (5) for wear and renew as necessary. When reinstalling, reverse the removal procedures, keeping the following points in mind. Place one 0.5 mm (0.020 in.) thick shim at the rear of the axle and install enough shims at front of axle to obtain the required 0.1-0.3 mm (0.004-0.012 in.) end play. Tighten the Allen set screw and locknut (6 and 7) to a torque of 150 N·m (110 ft.-lbs.).

FRONT DRIVE AXLE

All models are available with a front-wheel drive axle. Front drive axle can be engaged or disengaged with tractor on the go. Front drive axle is spring-clutch engaged and hydraulically disengaged. Tractor must be split between speed transmission and range transmission for access to the front-wheel drive clutch. Front drive axle differential unit is equipped with a limited slip differential.

DRIVE AXLE ASSEMBLY

All Models So Equipped

5. REMOVE AND REINSTALL. To remove the front drive axle assembly (7—Fig. 4), apply park brake and block rear wheels securely. If so equipped, remove front weights and weight bracket. Loosen front wheel lug nuts. Unbolt and remove front drive shaft and shield as outlined in paragraph 9. Disconnect steering hoses at cylinder. Cap or plug all openings immediately to prevent entrance of dirt into system. Place a floor jack under front axle and raise front of tractor. Support front of tractor with jack stands under side rails. Remove front wheel and tire assemblies. Remove locknut (4) and Allen set screw (3). Remove protective plug (1), then using a slide hammer and adapter (CAS-2014), pull pivot pin (2) from axle and front support. Remove shims (5) as pin is removed. Lower axle assembly and remove from under tractor.

Bushings (6) can now be removed using a suitable drift punch. Drive new bushings into bore of axle main member until flush to 1.6 mm ($\frac{1}{16}$ in.) below outer surface.

When reassembling, install axle assembly without shims (5). With axle main member pushed rearward against front support, measure distance between front of axle and front support. Subtract 0.1-0.3 mm (0.004-0.012 in.) from this measurement for total shim pack to be installed. Divide this shim pack and install half in front and half at rear of axle main member.

The balance of installation is the reverse order of removal, keeping the following points in mind. Tighten the Allen set screw and locknut (3 and 4) to a torque of 150 N·m (110 ft.-lbs.). Tighten wheel lug nuts to a torque of 185-220 N·m (137-162 ft.-lbs.). Tighten front weight bracket bolts to a torque of 610-730 N·m (450-540 ft.-lbs.).

Refer to paragraph 9 for installation of front drive shaft and shield.

WHEEL HUB AND PLANETARY

All Models So Equipped

6. R&R AND OVERHAUL. To remove either front wheel hub and planetary, loosen wheel lug nuts, then raise and support axle housing. Remove front wheel assembly. Rotate hub until oil plug (25—Fig. 5) is at bottom position. Remove plug and drain oil. Remove two screws (26) and locate the two special wheel studs (with collar). Install two nuts on each stud and lock them together. Unscrew and remove the special studs. Using large screwdrivers or pry bars, separate planetary carrier (20) from wheel hub (3). Remove three screws (29) and lift off cover (28). Number the carrier, planetary gears (16) and shafts (22) for aid in correct reassembly. Drive out roll pins (21) as shown in Fig. 6. Place outer edge of planetary carrier on blocks, then drive out shafts (22—Fig. 5). Remove and discard "O" rings (24). Remove planetary gears (16), washers (15 and 18) and bearing rollers (17).

Remove snap ring (14), sun gear (13), spacer (12) and thrust washer (11). Remove the eight cap screws (8) from ring gear carrier (6). Use four of the cap screws as jack screws in threaded holes in ring gear carrier and remove ring gear and carrier assembly. Remove retaining rings (5 and 9), then separate ring gear (10) from carrier (6). Remove outer bearing cone (4), wheel hub (3) and inner bearing cone (2). Remove oil seal (1) from hub, then drive bearing cups (2 and 4) from hub if necessary.

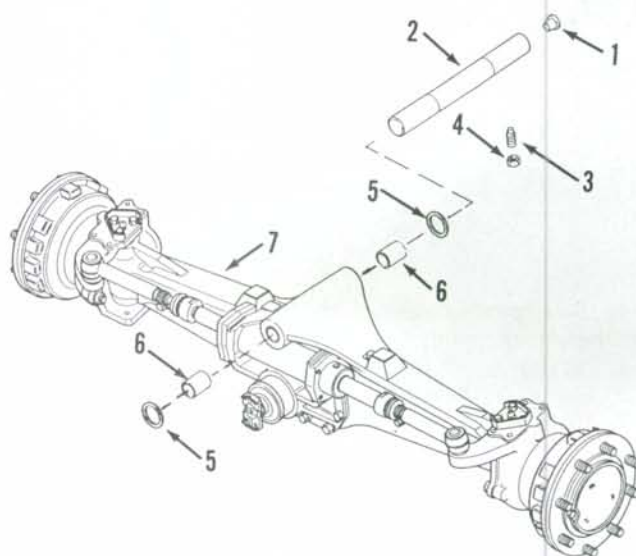


Fig. 4—View of front drive axle assembly removed from tractor.

- 1. Protective plug
- 2. Pivot pin
- 3. Allen set screw
- 4. Locknut

- 5. Shims
- 6. Pivot bushings
- 7. Axle assy.

Clean and inspect all parts and renew any showing excessive wear or other damage. Reinstall by reversing removal procedures keeping the following points in mind: Use new oil seal (1) and "O" rings (24). Tighten ring gear carrier cap screws (8) to a torque of 200 N·m (162 ft.-lbs.). When installing planetary carrier (20) on wheel hub (3), apply Activator (CAS-345153) to face of planetary carrier and Sealant (CAS-345152) to face of hub. Within five minutes after assembly, tighten the two special wheel studs to a torque of 70 N·m (51 ft.-lbs.) and the two counter-sunk screws (26) to a torque of 80 N·m (59 ft.-lbs.). Install cover (28) and tighten the three screws (29) to a torque of 34 N·m (25 ft.-lbs.).

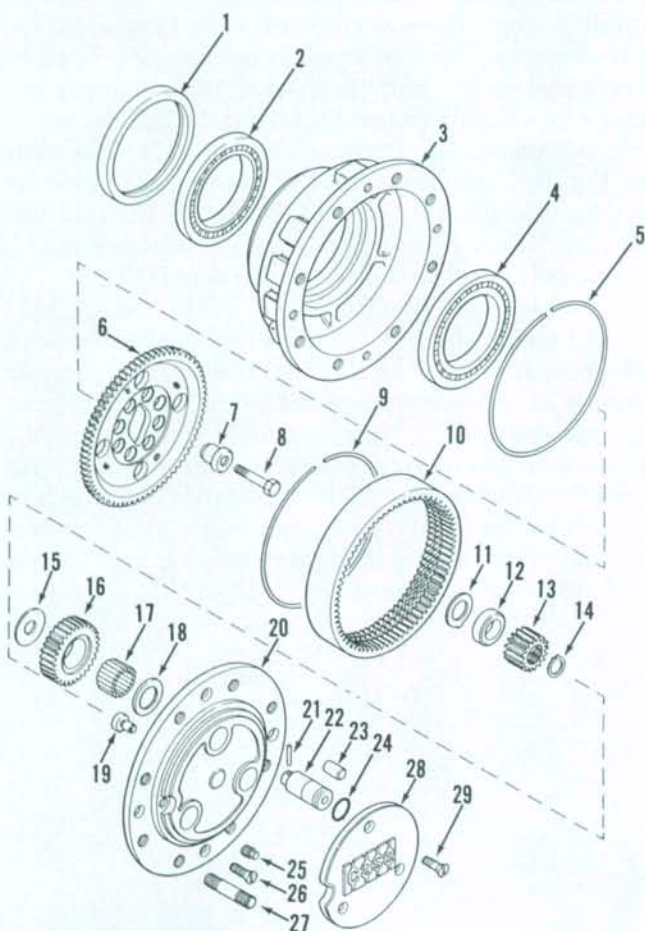


Fig. 5—Exploded view of front drive axle wheel hub and planetary assembly.

- | | |
|-----------------------|-------------------------|
| 1. Oil seal | 16. Planetary gear (3) |
| 2. Bearing cup & cone | 17. Bearing rollers |
| 3. Wheel hub | 18. Washer |
| 4. Bearing cup & cone | 19. Thrust plug |
| 5. Retaining ring | 20. Planet gear carrier |
| 6. Ring gear carrier | 21. Roll pin |
| 7. Bushing | 22. Shaft (3) |
| 8. Cap screw | 23. Dowel pin |
| 9. Retaining ring | 24. "O" ring |
| 10. Ring gear | 25. Oil plug |
| 11. Thrust washer | 26. Screw |
| 12. Spacer | 27. Wheel stud |
| 13. Sun gear | 28. Cover |
| 14. Snap ring | 29. Screw |
| 15. Washer | |

Rotate hub until the word CASE is horizontal, then fill the unit to level plug opening with SAE 85W-140 gear lubricant. Capacity is approximately 1.0 liter (1.06 U.S. qt.). Install plug (25). Install wheel and tighten lug nuts to 300 N·m (220 ft.-lbs.) torque.

Repeat operation on opposite wheel hub and planetary if necessary.

PIVOT HOUSING AND AXLE SHAFT

All Models So Equipped

7. REMOVE AND REINSTALL. To remove the pivot housing (6—Fig. 7), first remove the wheel hub and planetary as outlined in paragraph 6. Disconnect tie rod end from steering arm. Remove cap screws (1), then remove pivot pins (3) with shims (4) and bearing cones (5). Lift off pivot housing (6). Remove oil seal (11) and, if necessary, remove bushing (12) from pivot housing. Remove oil seals (8) and bearing cups (9). Use a suitable puller to remove bearing cones (5) from pivot pins.

Withdraw axle shaft assembly (7). Remove oil seal (5—Fig. 8) and, if necessary, remove bushing (6).

Clean and inspect all parts and renew any showing excessive wear or other damage. "U" joint cross and bearings (7) are available only as a unit. Renewal of "U" joints is obvious after examination of the assembly and reference to Fig. 8.

When reassembling, use all new oil seals. Install seal (5—Fig. 8) in axle housing (2), then carefully install axle shaft assembly (7—Fig. 7). Install oil seal (11) in pivot housing (6). Install bearing cups (9) and oil seals (8) in axle housing (10). Carefully install pivot housing over outer axle shaft and axle housing. Install lower pivot pin (3) with bearing cone (5), but without shims (4). Tighten lower cap screws (1) to a torque of 83 N·m (60 ft.-lbs.). Install upper pivot pin (3) with bearing cone (5), but without shims (4). Use a jack under lower pivot pin to hold pivot housing upward. While holding down on pivot pin, use a feeler

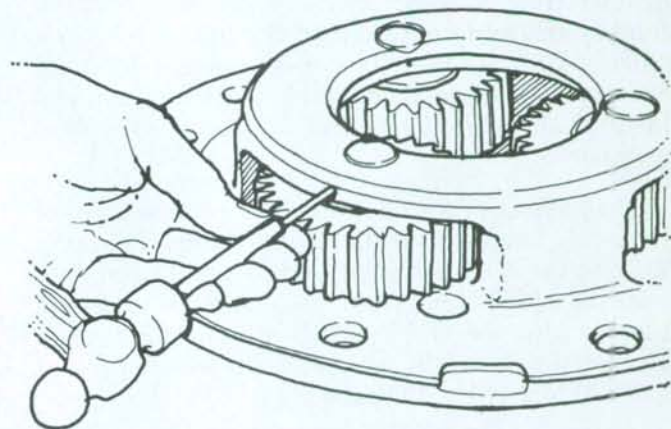


Fig. 6—When disassembling planetary, drive out shaft roll pins as shown.

gauge to measure distance between pivot housing and flange of pivot pin. Select a shim pack 0.1-0.2 mm (0.004-0.008 in.) less than the measurement. Divide the selected shim pack equally and install half on top pivot pin and half on bottom pivot pin. Shims are available in thicknesses of 0.10, 0.19 and 0.35 mm (0.004, 0.007 and 0.014 in.). Tighten top and bottom cap screws (1) to a torque of 137 N·m (100 ft.-lbs.).

The balance of reassembly is the reverse order of disassembly. Lubricate pivot pin bearings with CASE 251 H EP or multipurpose lithium grease. Connect tie rod end to steering arm and tighten nut to a torque of 230 N·m (170 ft.-lbs.).

DIFFERENTIAL AND BEVEL GEARS

All Models So Equipped

8. R&R AND OVERHAUL. To remove the differential assembly, first remove drain plug and drain oil from axle housing. Remove front drive axle assembly as outlined in paragraph 5 and place assembly on axle stands. Disconnect tie rods from steering arms. Remove pivot pins (2—Fig. 9), then lift off wheel hub,

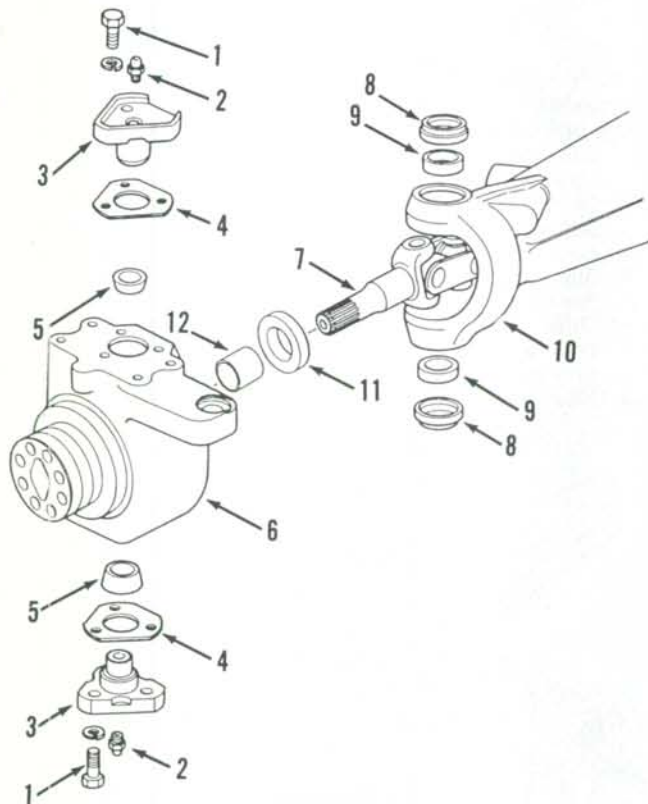


Fig. 7—Exploded view of pivot housing and components used on front drive axle.

- | | |
|------------------|---------------------|
| 1. Cap screws | 7. Axle shaft assy. |
| 2. Lube fittings | 8. Oil seals |
| 3. Pivot pins | 9. Bearing cups |
| 4. Shims | 10. Axle housing |
| 5. Bearing cones | 11. Oil seal |
| 6. Pivot housing | 12. Bushing |

planetary, pivot housing and axle shaft assembly (3). Repeat operation on opposite side. Remove tie rods (4 and 9) from steering cylinder (7). Unbolt bracket (8), then unbolt and remove steering cylinder. Remove retaining bolts and lift out pinion housing and differential assembly (5).

Refer to Fig. 10 and unbolt and remove locks (2). Loosen cap screws (1) and back off adjusting rings (4 and 6). Remove cap screws (1), bearing caps (3) and adjusting rings. Lift out ring gear and differential assembly (5) and lay aside for later disassembly.

Remove snap ring (21), front yoke (20), "O" ring (19), washer (18) and oil seal (17). Using special socket wrench (CAS-1885), remove nut (16) and tab washer (15). Use a soft hammer and drive pinion shaft (7) from housing (11). Remove bearing cone (14) and spacer (12), then press bearing cone (9) from

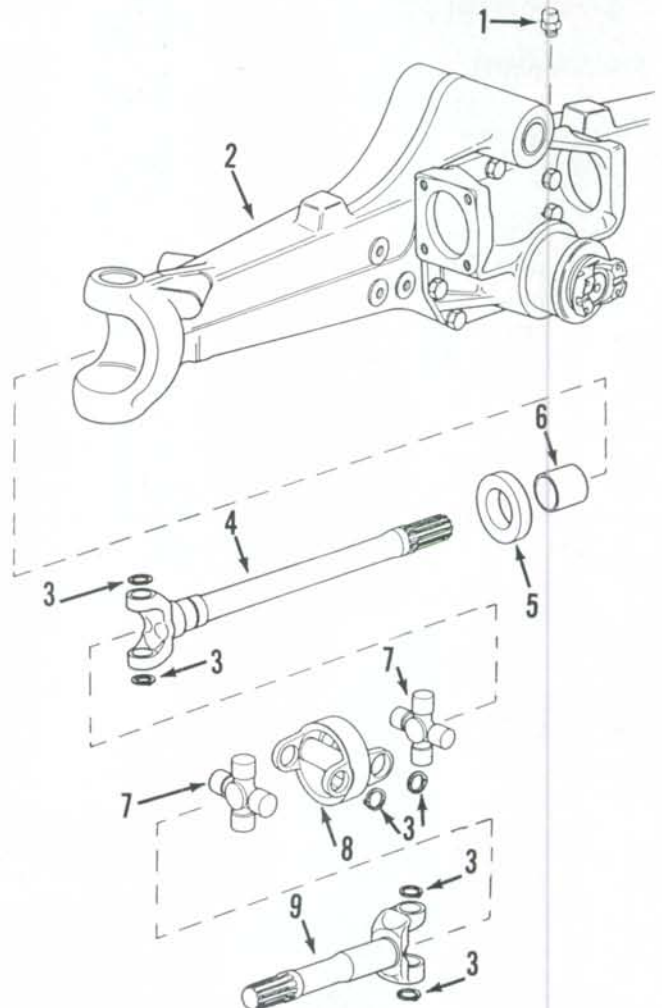


Fig. 8—Exploded view of axle shaft assembly.

- | | |
|-----------------------|-------------------------------|
| 1. Breather | 6. Bushing |
| 2. Axle housing | 7. "U" joint cross & bearings |
| 3. Snap rings | 8. Center yoke |
| 4. Axle shaft (inner) | 9. Axle shaft (outer) |
| 5. Oil seal | |

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