

F. Disassembly and Reassembly of Slip Coupling

Disassembly:

132. Remove the right axle tube together with the rear axle shaft (see Paras. 36 — 42).
133. Hold steady the left rear axle shaft and the flange of the pinion shaft to allow the clamping screw (13) to be loosened.
134. Then remove the clamping screw (13), which fixes the slip coupling to the right rear tube and take out the slip coupling with the compensating washer (Fig. 35 — 4/46 and Fig. 35 — 4/53).

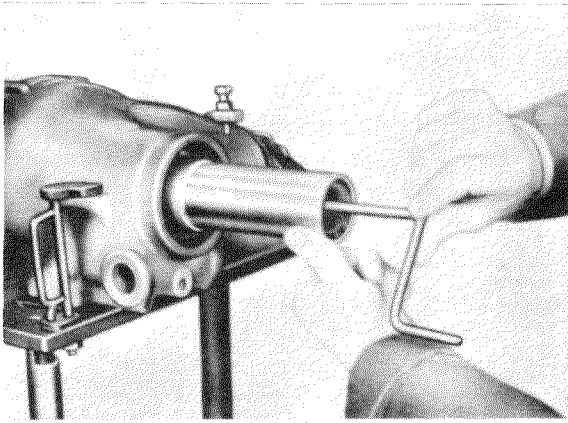


Fig. 35 — 4/53

135. Take the outer circlip (4) and the washer (6) off the outer yoke and carefully pull out the sliding sleeve (1). When this is done, pay attention to the cylindrical rollers (132 in number) (Fig. 35 — 4/54). If necessary, take off the inner circlip and the washer (6).

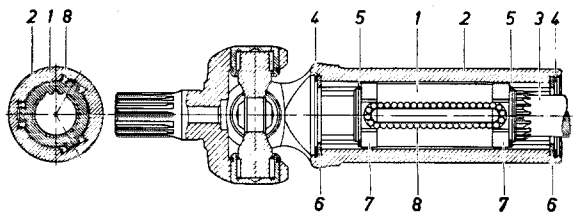


Fig. 35 — 4/54

- | | |
|-------------------|-----------------------|
| 1 Sliding sleeve | 5 Circlip |
| 2 Outer yoke | 6 Washer |
| 3 Rear axle shaft | 7 Guide ring |
| 4 Circlip | 8 Cylindrical rollers |

136. Take off the cylindrical rollers (8). Then take off the circlips (5) and pull off the two guide rings (7) by hand (see Fig. 35 — 4/54 and 35 — 4/57).

137. Take the snap rings off the joint spider (Fig. 35 — 4/55).

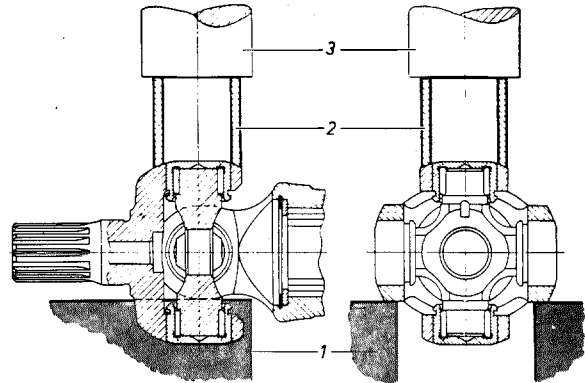


Fig. 35 — 4/55

- | |
|----------|
| 1 Cradle |
| 2 Sleeve |
| 3 Press |

138. Use a suitable sleeve (2) to press the yoke downward to the point where the needle bearing bushings can be taken off (Fig. 35 — 4/55 and Fig. 35 — 4/56).

Note: Make sure that the work is properly set up on a cradle in order to avoid any damage to the yokes.

(Pay attention to the needles; there are 100 needles in a complete set.)

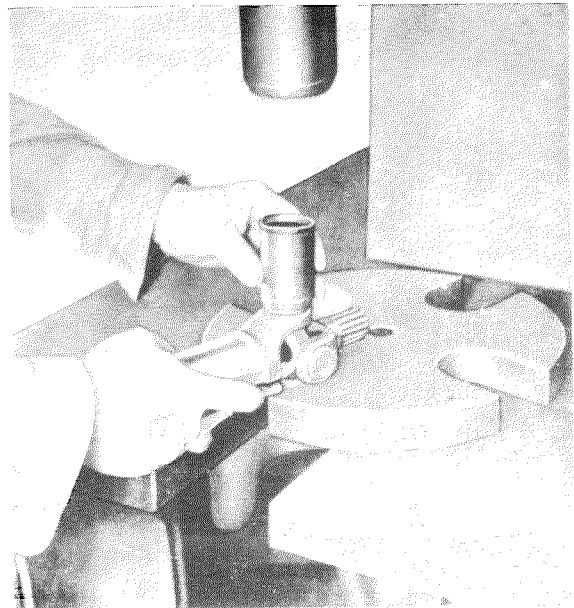


Fig. 35 — 4/56

139. Check the slip coupling, yoke, joint spider, and the needle bearing bushings (see Job No. 35 — 5, Section G).

Reassembly:

140. Place the guide rings (7) on the sliding sleeve (1) and lock by means of the circlips (5) (see Fig. 35 — 4/54).

Caution: Put in the circlips in such a way that the two eyes are opposite a splineway (see arrow in Fig. 35 — 4/57) since otherwise the sliding sleeve cannot be introduced into the yoke.

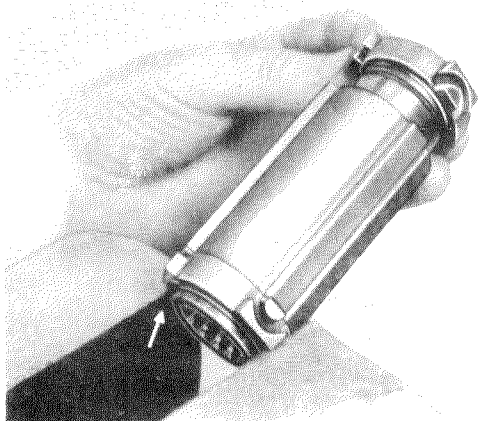


Fig. 35 — 4/57

141. Coat the cylindrical rollers (132 in number, 44 rollers per splineway) with vaseline, place them in position on the sliding sleeve and cover them with Installing Plates 180 589 03 63 (Fig. 35 — 4/58 and Fig. 35 — 4/59).

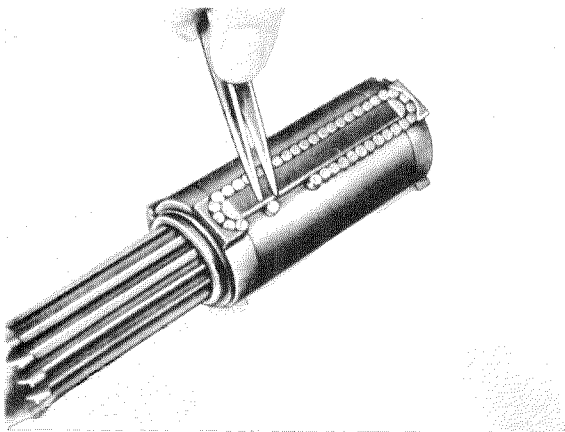


Fig. 35 — 4/58

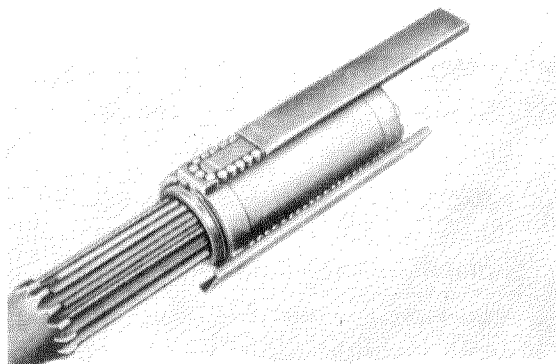


Fig. 35 — 4/59

142. Put the circlip (4) and the washer (5) in the yoke end side of the outer yoke (2) (see Fig. 35 — 4/54).
143. Slide the sliding sleeve into the yoke (Fig. 35 — 4/60); the beveled face of the installing plates must point to the yoke.

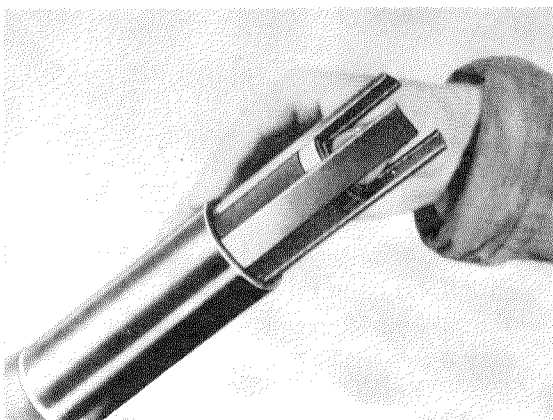


Fig. 35 — 4/60

144. Insert the outer washer (6) and the circlip (4) (see Fig. 35 — 4/54).
145. Coat the needle bearing bushings (2) with vaseline and then insert the needles (3) (there are a 100 in a complete set, 25 per needle bearing bushing) in the needle bearing bushings. Do not use too much grease (see Fig. 35 — 4/62).

Put in the joint spider and very carefully press the needle bearing bushings into the yoke. Make sure that the work is properly set up (Fig. 35 — 4/61 and Fig. 35 — 4/62).

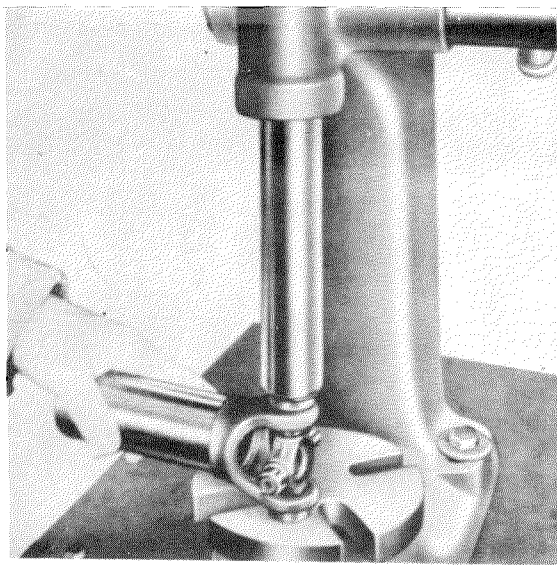


Fig. 35 — 4/61

146. Insert the snap rings (5) (Fig. 35 — 4/62). The snap rings (5) must be so selected that there is no end play.

The snap rings are available in thicknesses of 2.25 mm, 2.35 mm, 2.40 mm, 2.45 mm, and 2.55 mm.

147. Push the compensating washer (11) onto the inner yoke of the slip coupling (see Fig. 35 — 4/46).

Note: For the selection of the compensating washers see Para. 123.

148. Screw the slip coupling by means of the clamping screw to the right differential side gear in the differential (Fig. 35—4/63).

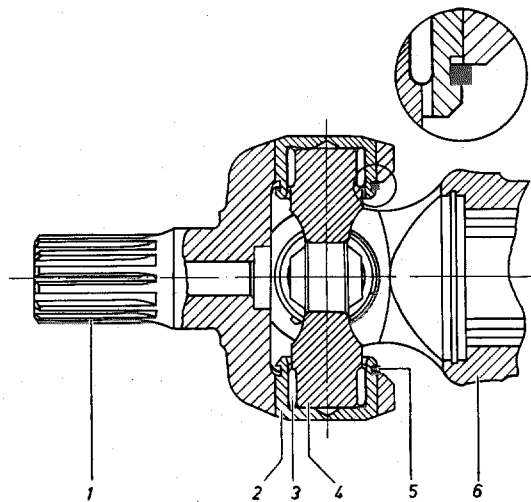


Fig. 35 — 4/62

- | | |
|--------------------------|----------------|
| 1 Inner yoke | 4 Joint spider |
| 2 Needle bearing bushing | 5 Snap ring |
| 3 Needle | 6 Outer yoke |

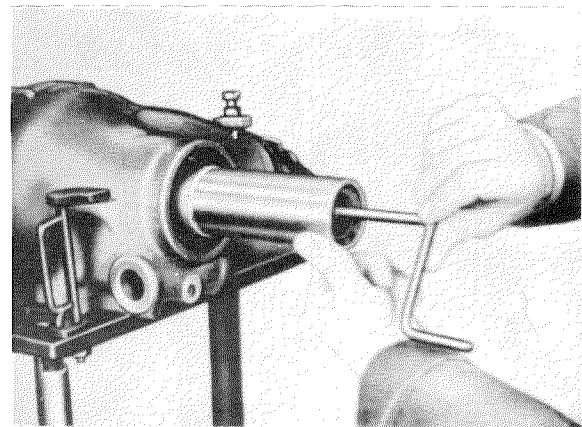


Fig. 35 — 4/63

149. Install the right axle tube together with the rear axle shaft (see Paras. 44—59).

Dished Washers in Differential

The dished washers (6) in the differential (see Fig. 35 — 4/48) are made of polyamide plastic on recent models. When repairs are being carried out on the differential, only this type of polyamide plastic dished washer (Part No. 180 353 00 24) must be installed. When dished washers of this type are used, the thrust washers (3) (see Fig. 35 — 4/48) must be carefully selected so as to ensure that the differential side gears (4) and (5) turn easily, but at the same time are firmly held.