

REAR AXLES

Pinion Setting:—Correct distance from rear face of pinion to center-line of ring gear marked on each pinion. Adjusted by adding or removing shims located between front bearing sleeve flange and carrier flange. When reassembling pinion, install same shim thickness at this point as previously to maintain pinion setting.

Differential Bearing Adjustment:—Ball bearings used. No adjustment required.

FORD (PASSENGER CAR) LINCOLN ZEPHYR & MERCURY

FORD MODELS

V8 '60', PASS. CAR & COMM'L. (1937-38-39-40)

V8 '85' & '90', PASS. & COMM'L. (1934 to 1942)

4 CYL. COMM'L. MODELS (1941-42)

6 CYL. PASS. CAR & COMM'L. (1941-42)

LINCOLN-ZEPHYR MODELS

MODEL 901H (1936), HB (1937)

MERCURY MODELS

V8 '95' & '100', ALL MODELS (1939 to 1942)

LINCOLN-ZEPHYR NOTE:—Axle on 1936-37 models similar in design to Ford type and serviced in same manner.

1938 & Later Models:—Rear Axle is Hypoid type. See separate article on Lincoln-Zephyr Hypoid type Rear Axle for complete data on these models.

TYPE:—Spiral bevel, $\frac{3}{4}$ floating with torque tube drive. Pinion mounted on double roller bearing (straddle mounted with additional roller bearing behind pinion after November, 1932). Pinion shaft integral with propeller shaft (first type stub mounted pinion), splined and pinned to tubular propeller shaft (straddle mounted pinion, pinion integral with shaft on this type). Differential assembly mounted on roller bearings directly in axle housing (right and left hand housings bolted directly to pinion housing).

SERVICING:—Gear Adjustment. Backlash should be .006-.010" (Ford 1934-36), .012" maximum (Ford 1937 on), .010" max. (Lincoln-Zephyr & Mercury). Controlled by gasket thickness between pinion housing (axle center section) and right and left axle housings. See Differential Bearing Adjustment below.

Axle Replacement. Axle shafts must be removed from inner end after axle dismantled and differential case bolts removed (side gears integral with shafts). When installing axles see that free travel or play at wheel keyway does not exceed .010" or endplay exceed .015". If play excessive, check differential gears for wear (pinion clearance .005" maximum).

Propeller Shaft Forward Bearing:—In forward end of torque tube behind speedometer drive gear. Two types used (use B-4645-A roller assembly with split sleeve, 68-4645 with small rollers with solid sleeve). Use special puller SV-245 to remove solid sleeve from torque tube. Install new grease retainer (use tool A-310) with sharp edge of leather toward universal joint (old grease retainer will be damaged by sleeve removal).

Propeller Shaft Center Bearing:—In torque tube at center. On types with solid propeller shaft, front bearing sleeve must be removed before center bearing can be removed with SV-186 tool (see above).

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