

FORD TRUCK TYPES

up left hand nut until backlash between gears is .006-.020" (measured at gear teeth). Paint gears to check mesh, adjust ring gear position for correct lengthwise contact, adjust pinion position for correct contact on tooth (contact depth on face of tooth). After correct gear mesh and backlash secured, adjust differential bearings (above).

FORD FULL-FLOATING TRUCK TYPE TORQUE TUBE DRIVE

Used On:

ALL '60', '85', '95' TRUCKS (1934 to 1939)

TYPE:—Spiral bevel, full-floating type with torque tube drive is used on these models. Pinion integral with shaft and straddle mounted on taper roller bearings (front), plain roller bearing (rear). Front bearings mounted in sleeve in pinion housing (sleeve flange clamped between flanges on torque tube and pinion housing which is integral with right section of axle housing). Pinion shaft splined in rear end of tubular propeller shaft. Differential assembly mounted on taper roller bearings seated directly in recesses in axle halves.

SERVICING:—Gear Adjustment. Backlash should be .008-.020" (1934-36), .004-.016" (1937-38-39).

Axle Shaft (Full Floating Type):—Can be removed without disturbing wheel or bearing adjustment. To remove, take off hub cap, remove nuts on 8 studs, turn in the two bolts located between studs to break axle shaft flange free from hub, then back off these bolts, strike axle flange sharp blow to loosen centering cones on three studs, pull axle shaft out, being careful not to lose the split centering cones on three studs. To install axle shaft, back off loosening bolts, install cones on three studs, tighten nuts on these studs first to center axle shaft, then tighten all stud nuts evenly and securely. Tighten loosening bolts just enough to prevent their loosening.

Wheel Bearing Adjustment:—With axle shaft out, remove outer locknut, nut retainer, and grease retainer. Turn inner nut up tight, then back off $\frac{1}{8}$ turn, install nut retainer and grease retainer, tighten outer locknut securely, replace axle shaft.

Propeller Shaft Front Bearing:—In forward end of torque tube behind speedometer drive gear. Consists of two plain roller bearings side by side on shaft within split sleeve in torque tube. Use tool BB-309 to remove or install bearing sleeve, BB-140 to install new grease retainer in tube behind bearing sleeve.

OVERHAUL:—Disassembly. Propeller shaft removed from torque tube in same manner as passenger car model (see preceding article). Pinion bearing sleeve or cup clamped between torque tube flange and axle housing flange, use AAT13 tool to remove and install assembly after torque tube removed. Use BB-143 tool to remove bearing cups, BB-144 to install. Use tool BB-142 to remove and install pinion bearing roller and cone.

Pinion Bearing Assembly & Adjustment:—Tighten pinion nut (on pinion shaft in front of forward bearing) until force required to turn shaft is 12-16 in. lbs. Use ABV-129 gauge to check setting (gauge reads in. lbs. directly which is force in lbs. times distance out from center of shaft at which force is applied in inches). Tighten locknut securely and see that lockwasher ears turned over against both nuts.

Pinion Setting:—Not adjustable. Replace worn parts.
Differential Bearing Adjustment:—Not adjustable.