

4B-4 REAR AXLE

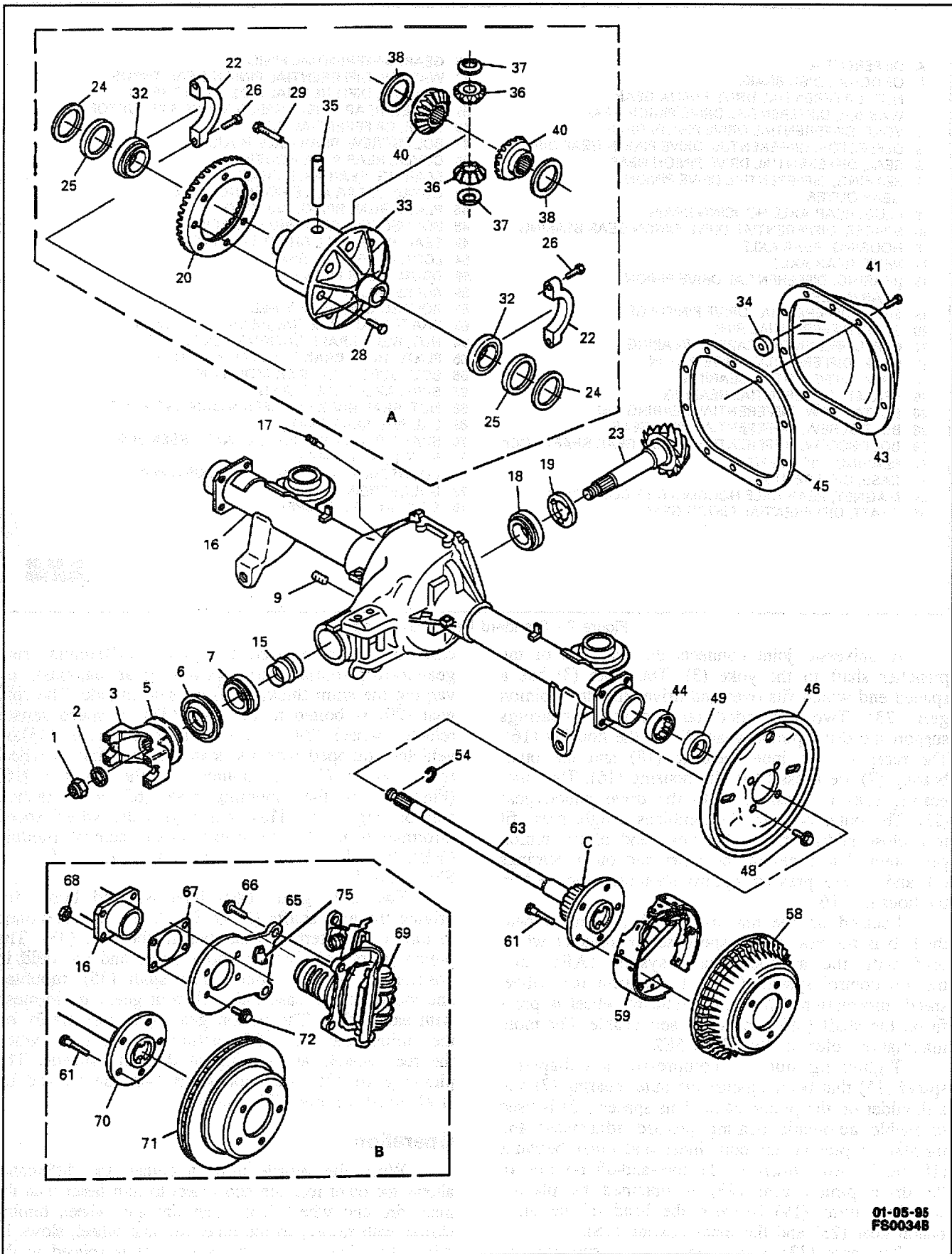


Figure 3 - Rear Axle Equipped With Traction Control (Acceleration Slip Regulation)

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A DIFFERENTIAL	35 SHAFT, DIFFERENTIAL PINION GEAR
B OPTIONAL DISC BRAKE	36 GEAR, DIFFERENTIAL PINION
C WHEEL, REAR WHEEL SPEED SENSOR RELUCTOR	37 WASHER, DIFFERENTIAL PINION GEAR THRUST
1 NUT, DIFFERENTIAL DRIVE PINION GEAR	38 WASHER, DIFFERENTIAL SIDE GEAR THRUST
2 WASHER, DIFFERENTIAL DRIVE PINION GEAR	40 GEAR, DIFFERENTIAL SIDE
3 YOKE, DIFFERENTIAL DRIVE PINION GEAR	41 BOLT/SCREW, REAR AXLE HOUSING
5 DEFLECTOR, DIFFERENTIAL DRIVE PINION GEAR DIRT	43 COVER, REAR AXLE HOUSING
6 SEAL, DIFFERENTIAL DRIVE PINION GEAR	44 BEARING, REAR AXLE SHAFT
7 BEARING, DIFFERENTIAL DRIVE PINION GEAR OUTER	45 GASKET, REAR AXLE HOUSING COVER
9 PLUG, REAR AXLE HOUSING DRAIN	46 PLATE, REAR BRAKE BACKING
15 SPACER, DIFFERENTIAL DRIVE PINION GEAR BEARING	48 BOLT/SCREW, REAR BRAKE BACKING
16 HOUSING, REAR AXLE	49 SEAL, REAR AXLE SHAFT BEARING
17 VENT, REAR AXLE	54 LOCK, REAR AXLE SHAFT
18 BEARING, DIFFERENTIAL DRIVE PINION GEAR INNER	58 DRUM, REAR BRAKE
19 SHIM, DIFFERENTIAL DRIVE PINION GEAR	59 BRAKE, REAR
20 GEAR, DIFFERENTIAL RING	61 BOLT/SCREW, REAR WHEEL
22 CAP, DIFFERENTIAL CARRIER BEARING	63 SHAFT REAR AXLE (DRUM BRAKE ASSEMBLIES)
23 GEAR, DIFFERENTIAL DRIVE PINION	64 NUT, REAR BRAKE BACKING PLATE
24 SHIM, DIFFERENTIAL BEARING	65 PLATE, REAR BRAKE CALIPER MOUNTING
25 SPACER, DIFFERENTIAL BEARING	66 BOLT/SCREW, CALIPER MOUNTING
26 BOLT/SCREW, DIFFERENTIAL BEARING CAP	67 SHIM, AXLE TUBE FLANGE
28 BOLT/SCREW, DIFFERENTIAL RING GEAR	68 NUT, REAR BRAKE CALIPER MOUNTING PLATE
29 BOLT/SCREW, DIFFERENTIAL PINION GEAR SHAFT LOCK	69 CALIPER, REAR BRAKE
32 BEARING, DIFFERENTIAL	70 SHAFT, REAR AXLE (DISC BRAKE ASSEMBLIES)
33 CASE, DIFFERENTIAL	71 ROTOR, REAR BRAKE
34 MAGNET, REAR AXLE HOUSING CHIP COLLECTING	72 BOLT/SCREW, REAR BRAKE BACKING PLATE
	75 SENSOR, WHEEL SPEED

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Figure 4 - Rear Axle Equipped With Traction Control (Acceleration Slip Regulation) - Legend

LIMITED SLIP REAR AXLE

Limited slip rear axles have several definite operating characteristics. An understanding of these characteristics is necessary to aid in diagnosis.

The energizing force comes from the thrust side of the gears. Consequently, a free spinning tire and wheel may not have enough resistance to driving torque to apply the clutch packs or cones. If this occurs, applying the parking brake a few notches will provide enough resistance to energize the cones.

Energizing the cones is independent of acceleration; therefore, a very slow application of the throttle on starting is recommended to provide maximum traction by preventing "break away" of either rear tire and wheel.

All rear axle parts of vehicles with the limited slip rear axle are interchangeable with those equipped with the standard rear axle, except for the differential case. It is similar in all respects to the standard differential case, with the addition of cone clutches splined to each side gear. The Auburn limited slip differential case is non-serviceable and must be replaced.

REAR AXLE IDENTIFICATION

Figure 5

The rear axle identification code and manufacturer's code must be known before attempting to adjust or repair axle shafts or the differential. Rear axle ratio, differential type, manufacturer, and build

date information is stamped on the right axle tube on the forward side or on a metal tag on the housing cover (43) The service parts identification label also has RPO codes for the rear axle printed on it.

MAINTENANCE AND LUBRICATION

Figures 1 through 4

NOTICE: Refer to "Notice" on page 4B-1.

To check or add lubricant. Refer to "Rear Axle Lubricant Fill and Check" in this section.

Limited slip differentials should have lubricant drained and refilled at the first 12 500 km (7,500 miles).

If the vehicle is used to pull a trailer, change lubricant every 12 500 km (7,500 miles) in either type differential.

DIAGNOSIS

Many noises reported as coming from the rear axle actually originate from other sources such as tires and wheels, road surfaces, wheel bearings, engine, transmission, muffler or body. A thorough and careful check should be made to determine the source of the noise before taking apart the rear axle. Noise which originates in other places cannot be corrected by adjustment or replacement of parts in the rear axle. Rear axle differential gears, like any other mechanical devices, are not absolutely quiet and should be