REAR AXLE

Passenger Car Straddle Mounted Pinion

The straddle mounted pinion was adopted passenger car production during 1932. and 1937 Lincoln-Zephyrs likewise used type of rear axle.

Numerous ratios have been used or supplied optional equipment as shown in the specification of this book.

In all rear axles it is of utmost importance suitable pullers, drivers and gauges be in the assembly and disassembly of these axles.

mary of Troubles

Too much back lash between gears causes breakage, too little causes objectionable noises. Same generally applies to between the bearings and their cups.

Oil leakage at the rear wheels usually can buted to too high an oil level in the rear **The level of the lubricant should be ed and the surplus, if any, removed regular lubrication.**

Axle shaft breakage at the taper end is caused by: loose fit of hub on shaft oseness should be occasionally taken up, ularly after a new hub or axle shaft has stalled); badly worn or unlubricated roller bearing; excessive overloading.

Broken teeth in the drive gear and pinion ed by excessive back lash probably due rted differential housing or badly worn ial housing bearing.

teeth in the gears of the differential ally caused by excessive back lash, ferential case bolts and excessive wear.

Lack of lubrication is the most common axle failure and every effort should forth to impress upon owners the im- of lubricating rear wheel bearings, ing, flushing and refilling of the differential housing twice yearly or every 5000 miles as well as replenishing the lubricant when needed as indicated by the inspection given at each regular lubrication.

PROPELLER SHAFT

During 1937 production a solid type forward bearing sleeve was adopted for part production on both Ford and Lincoln-Zephyr propeller shafts.

These bearing sleeves are used in conjunction with a different roller bearing as indicated in Fig. 1.

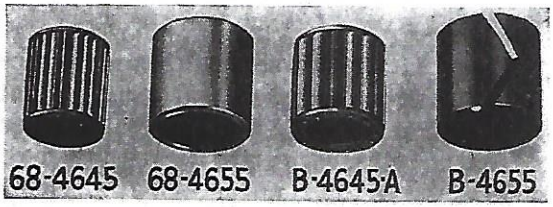


Fig. 1

Do not use the 68 type bearing with the "B" type sleeve.

During 1937 a change in the Lincoln-Zephyr torque tube was made requiring the use of the B-4645-A bearing and the HB-4655-B sleeve. These torque tubes are identified by the lubrication fitting as shown in Fig. 2.

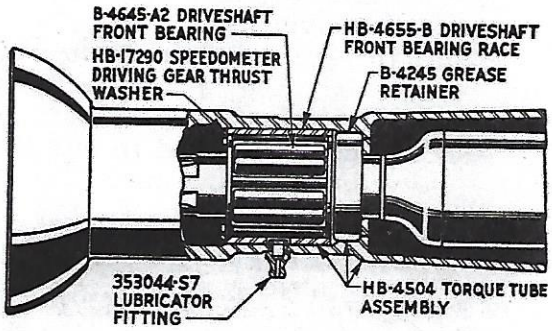


Fig. 2

EQUIPMENT USED

-386—Propeller Shaft Center Brg. Puller-Placer	$7.40
-385—Propeller Shaft Solid Sleeve Puller	2.50
-386—Propeller Shaft Solid Sleeve Replacer	1.50
-309—Propeller Shaft Roller Bearing Sleeve Puller	2.80
—Propeller Shaft Roller Bearing Grease Retainer	1.80

ABOVE APPLIES TO MODELS:
All Ford V-8 since 1932
Lincoln-Zephyr prior to 1938

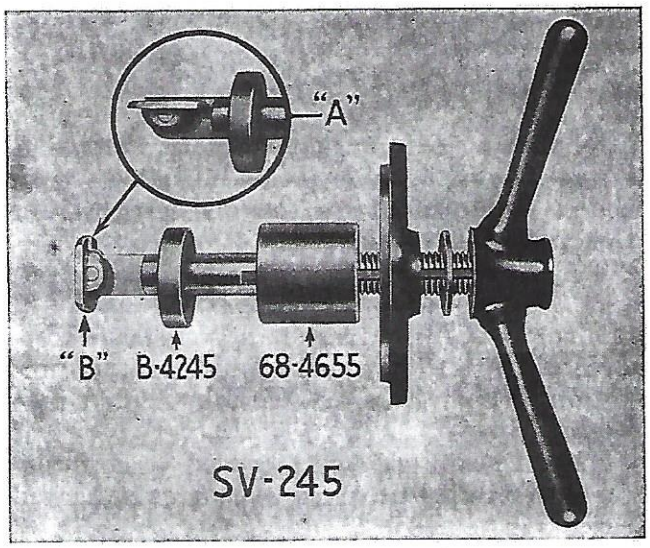


Fig. 3

Part production for several years has been with a solid propeller shaft rather than tubular. On solid propeller shaft axles it is necessary to remove the forward bearing sleeve in order to remove the center bearing with the SV-186 tool.

Fig. 3 shows the SV-245 puller for removing the solid sleeve. Insert **"A"** shows the position of the toggle on the puller, as it is inserted through both the sleeve and the drive shaft grease retainer.

Letter **"B"** shows the toggle after it has dropped in place and is ready to pull the sleeve and retainer. The grease retainer must be discarded and replaced with a new part, as it will be damaged in removing.

To replace the grease retainer, the A-310 replacer should be used so as to prevent damaging when installing.

Fig. 4 shows the driver used to install the solid type sleeve in the torque tube.

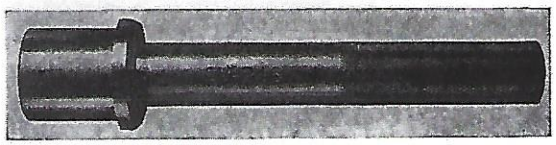


Fig. 4

ABOVE APPLIES TO MODELS:
All Ford V-8 since 1932
Lincoln-Zephyr prior to 1938

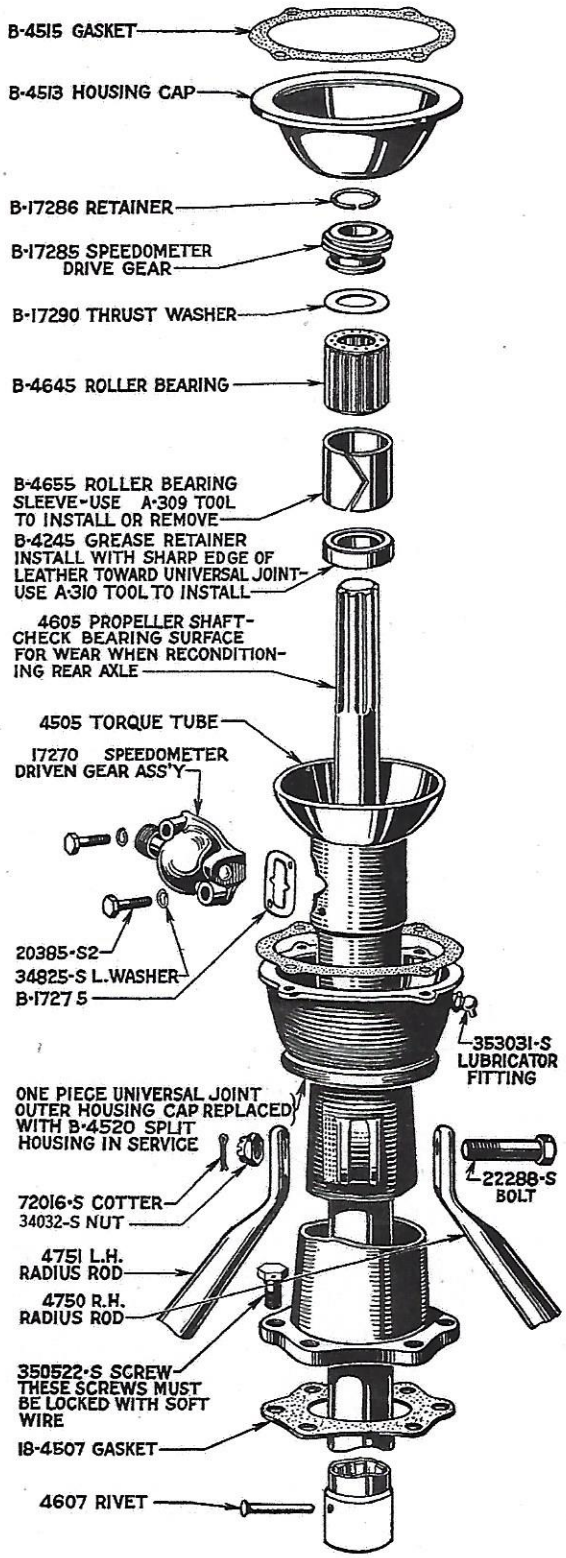


Fig. 5