



Technical Service Information

THM 3T40 (125C) FINAL DRIVE WEAR

COMPLAINT: On 1989 models only, a garage shift clunk when selecting any gear from park or neutral, and/or, noise when turning especially in tight turns. In severe cases it will “Resemble” limited slip differential that needs additive, and sometimes breaks the transaxle case in the final drive area.

CAUSE: The cause may be a worn or gaulded differential pinion shaft that supports the two pinions in the final drive (See Figure 1). The black coating flakes off of the pinion shaft because of improper hardening at the manufacturer.

CORRECTION: Inspect the differential pinion shaft for wear in the pinion gear area (See Figure 1). If the pinion shaft is worn (Black Coating Cone), replace the pinion shaft and both pinion gears. The pinion shaft and pinion gears in the 1989 models are different dimensions than the previous models and will not interchange. If the pinions are seized to the pinion shaft, then the entire final drive assembly should be replaced. Make certain that you select the same final drive ratio.

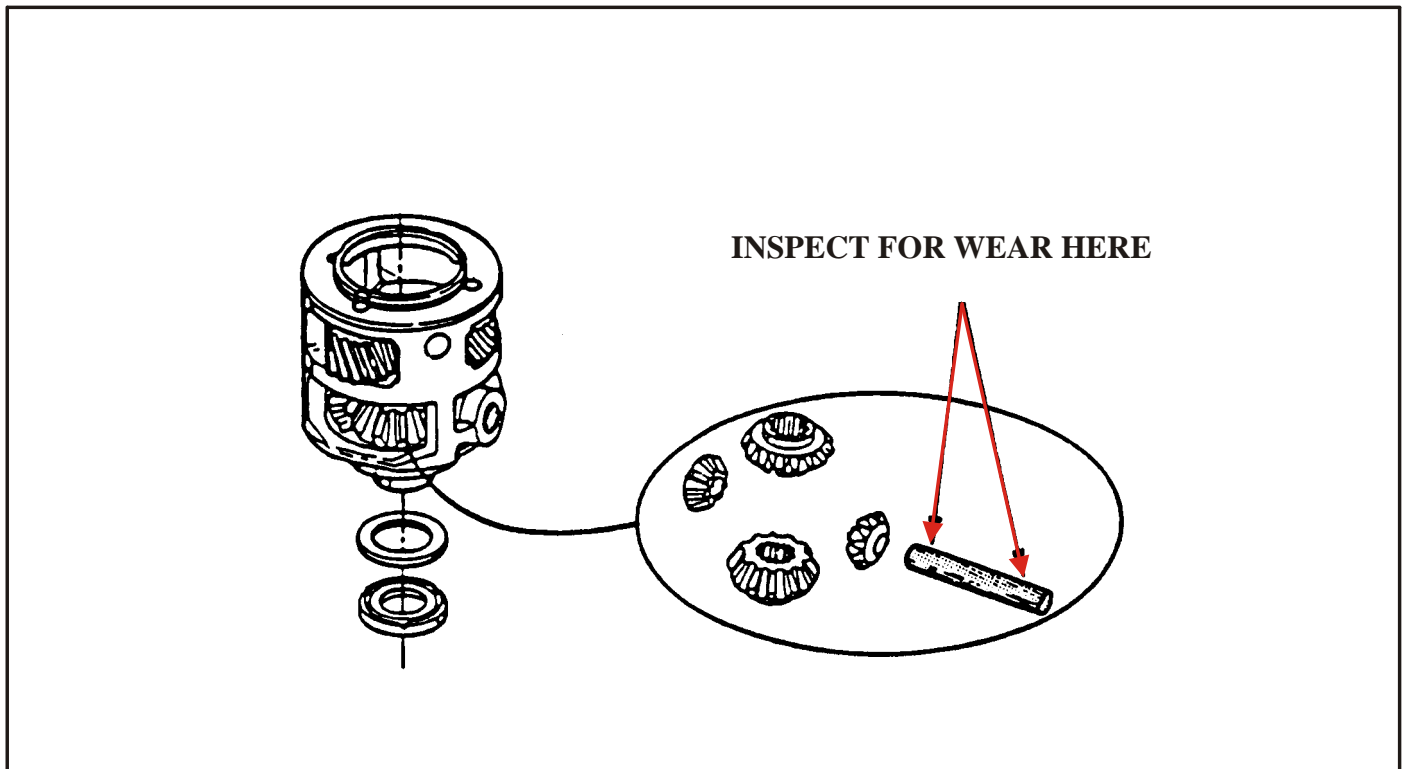


Figure 1