

Installation

The installation is accomplished in the reverse order of removal observing the following points:

1. To prevent damaging the axle boots during installation of the rear axle assembly, the axle tubes should not be turned, in their sockets.

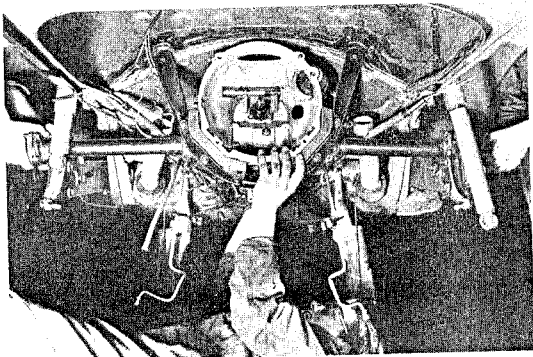


Fig. 29

2. Connect starter and generator cable to starter solenoid. To avoid loosening terminal studs from the insulators, do not tighten terminal nuts more than necessary.
3. The torque rod should be adjusted so that there is no force between the transmission and mount. Adjust if necessary.

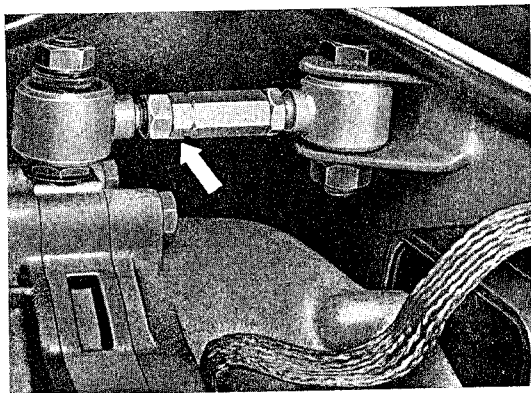


Fig. 30

4. Adjust gear shift linkage as follows: Place shift lever in second gear position. Engage second gear in the gearbox and connect shifting rod to selector shaft without preload. Tighten clamp nuts and test shifting (21 RA).

5. The clutch cable housing should be bowed between the chassis and cable bracket on the transmission (preload approx. 15 to 20 mm, $\frac{5}{8}$ to $\frac{3}{4}$ in.).

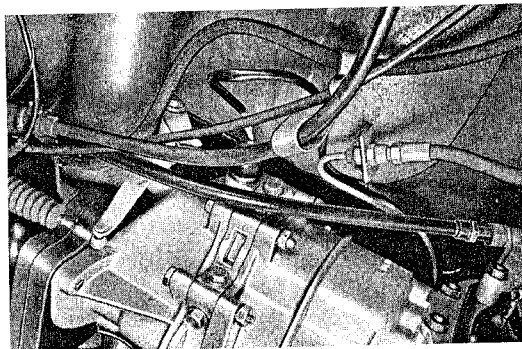


Fig. 31

6. After installing engine adjust clutch play (64 EN).
7. Adjust service and hand brake. Bleed brakes (13 and 16 TI).
8. Tighten rear axle nuts to 55 mkg (400 ft. lb.) torque and insert cotter key.
9. Tighten rear wheel nuts to 13 mkg (95 ft. lb.).
10. Fill transmission with 3.5 l (7.5 pts.) gear oil.
11. After road test, adjust rear axle on optical measuring device (3 WA).

Remarks:

Exchange transmission-rear axle assemblies are supplied without brake backing plates and brake drums.

To prevent damage to the main shaft, a removed transmission should not be placed on its flange.

After the road test make sure that there is no tension on the torque rod. If necessary adjust. This should be done with the rear wheels on the ground.