

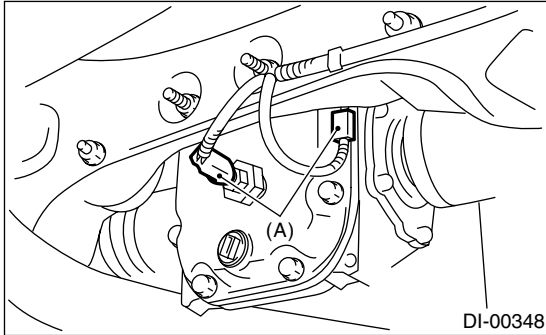
REAR DIFFERENTIAL

DIFFERENTIALS

4. Rear Differential

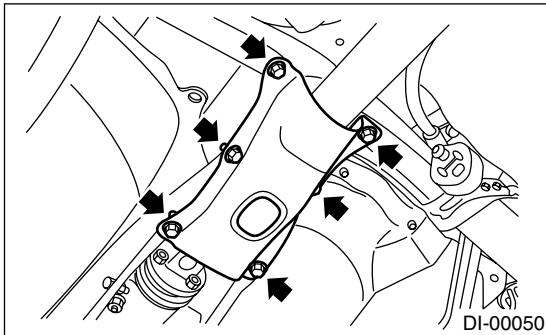
A: REMOVAL

- 1) Set the vehicle on a lift.
- 2) Disconnect the ground cable from battery.
- 3) Move the select lever or gear shift lever to "N".
- 4) Release the parking brake.
- 5) Loosen the wheel nuts.
- 6) Jack-up the vehicle and support it with sturdy racks.
- 7) Remove the wheels.
- 8) Disconnect the connector from oil temperature switch. (STi model)



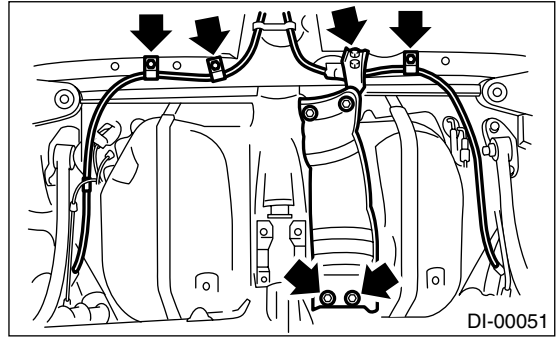
(A) Connector

- 9) Remove the rear exhaust pipe and muffler.
SOHC model
<Ref. to EX(H4SO)-8, REMOVAL, Rear Exhaust Pipe.> and <Ref. to EX(H4SO)-9, REMOVAL, Muffler.>
DOHC Turbo model
<Ref. to EX(H4DOTC)-13, REMOVAL, Rear Exhaust Pipe.> and <Ref. to EX(H4DOTC)-14, REMOVAL, Muffler.>
- 10) Remove the heat shield cover. (If equipped)
- 11) Remove the front cover of rear differential mount.

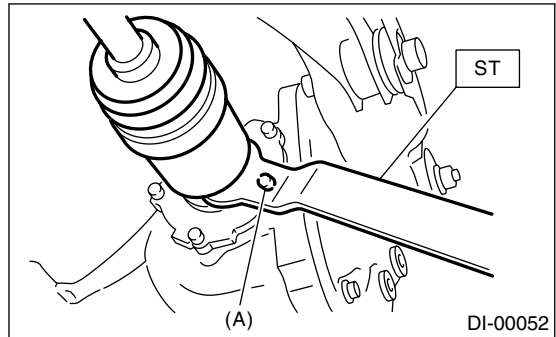


- 12) Remove the propeller shaft. <Ref. to DS-14, REMOVAL, Propeller Shaft.>
- 13) Remove the rear differential protector. (If equipped)

- 14) Remove the clamps and bracket of parking brake cable.

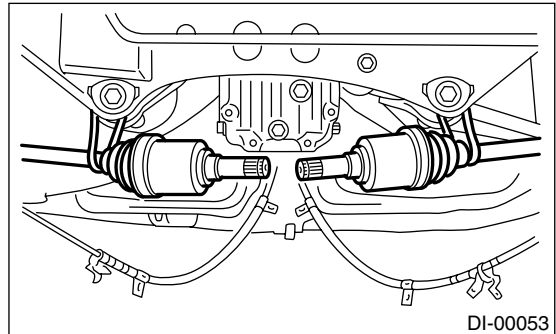


- 15) Remove the DOJ of rear drive shaft from rear differential using ST. <Ref. to DI-50, REPLACEMENT, Rear Differential Side Oil Seal.>
ST 28099PA100 DRIVE SHAFT REMOVER

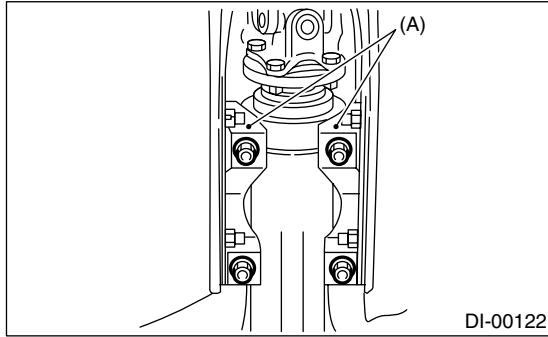


(A) Bolt

- 16) Secure the rear drive shaft to rear crossmember using wire.

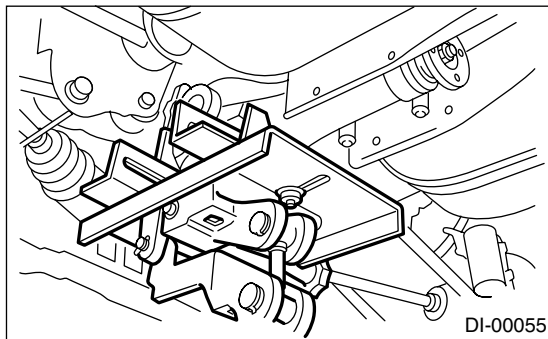


17) Remove the lower bracket.

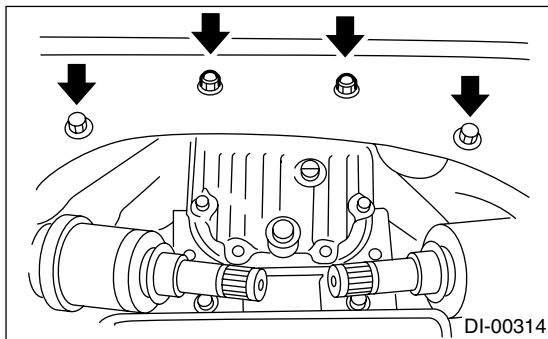


(A) Lower bracket

18) Support the rear differential with transmission jack.



19) Remove the self-locking nuts and bolts.

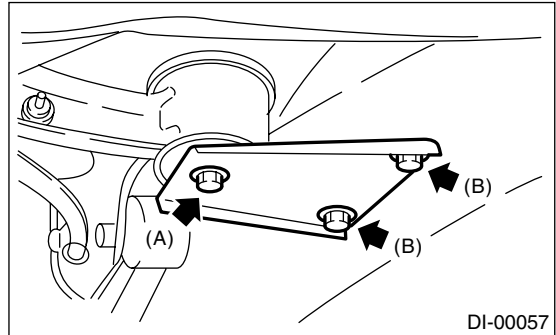


20) Remove the bolts which secure the rear differential front member to body.

Loosen the bolt A first, then remove the bolts B.

NOTE:

Support the front member with use of a helper to prevent it from dropping.

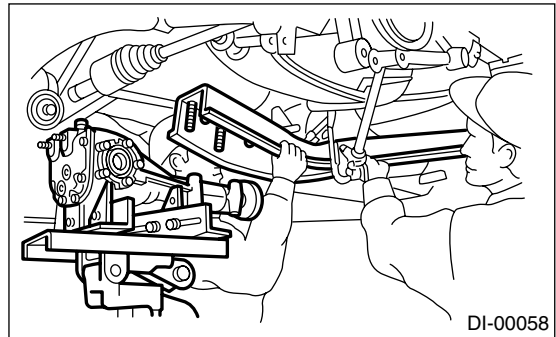


(A) Bolt A

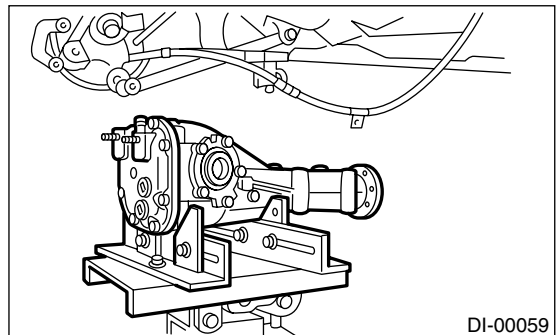
(B) Bolt B

21) Remove the bolt A.

22) While slowly lowering the transmission jack, move the rear differential forward and remove front member and rear differential from vehicle.



23) Remove the rear differential from vehicle.



REAR DIFFERENTIAL

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B: INSTALLATION

1) Install the air breather cap tapping with a plastic hammer.

NOTE:

Be sure to install a new air breather cap.

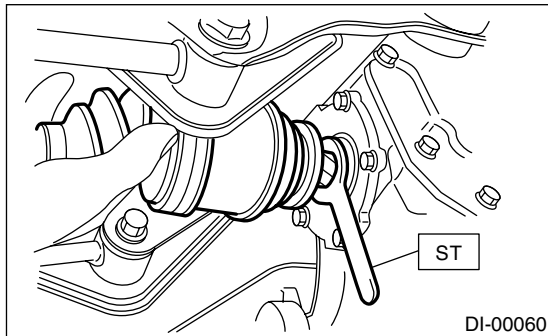
2) Position the front member on body by passing it under the parking brake cable and securing to rear differential.

NOTE:

When installing the rear differential front member, do not confuse the installation sequence of the upper and lower stoppers.

3) Install the DOJ of drive shaft into rear differential. <Ref. to DI-50, REPLACEMENT, Rear Differential Side Oil Seal.>

ST 28099PA090 SIDE OIL SEAL PROTECTOR



4) Installing procedure hereafter is in the reverse order of removal.

5) After installation, fill the differential carrier with gear oil to the filler plug level. <Ref. to DI-19, Differential Gear Oil.>

C: DISASSEMBLY

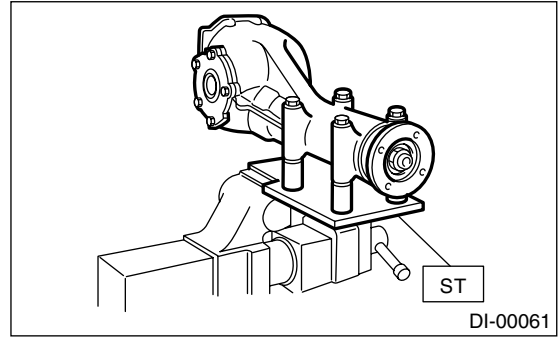
1. EXCEPT STi MODEL

To detect the real cause of trouble, inspect the following items before disassembling.

- Tooth contact of crown gear and pinion, and backlash
- Runout of crown gear at its back surface
- Turning resistance of drive pinion

1) Set the ST on vise and install the differential assembly to ST.

ST 398217700 ATTACHMENT

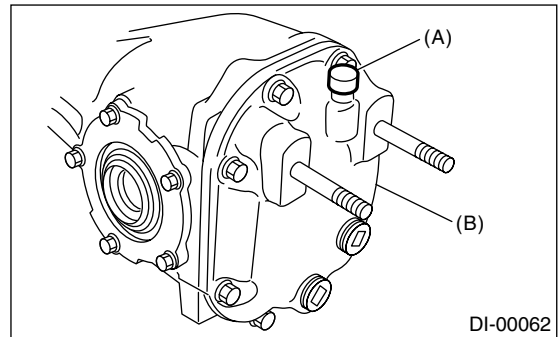


2) Drain the gear oil by removing the plug.

3) Remove the air breather cap.

NOTE:

- Do not attempt to remove the air breather cap if unnecessary.
- When removing the air breather cap, replace the air breather cap with a new one.



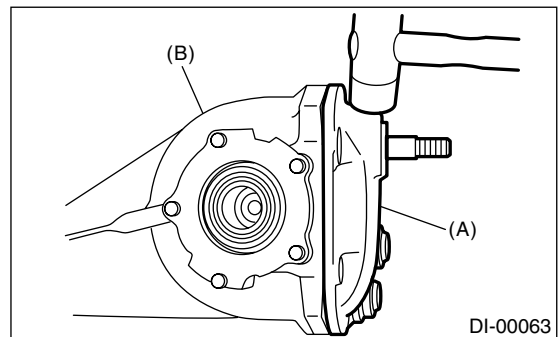
(A) Air breather cap

(B) Rear cover

4) Remove the bolts, and then remove the rear cover.

NOTE:

Remove it by tapping with plastic hammer.



(A) Rear cover

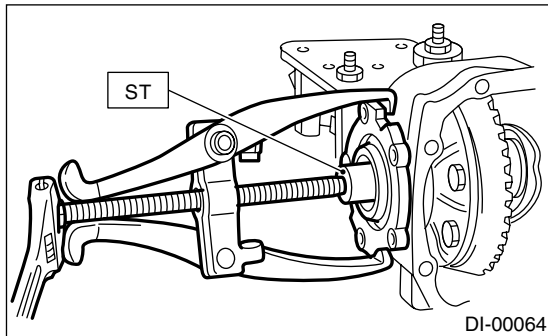
(B) Differential carrier

5) Make right and left side bearing retainers in order to identify them at reassembly. Remove the side bearing retainer attaching bolts, set the ST to differential case, and extract right and left side bearing retainers with a puller.

NOTE:

Each shim, which is installed to adjust the side bearing preload, should be kept together with its mating retainer.

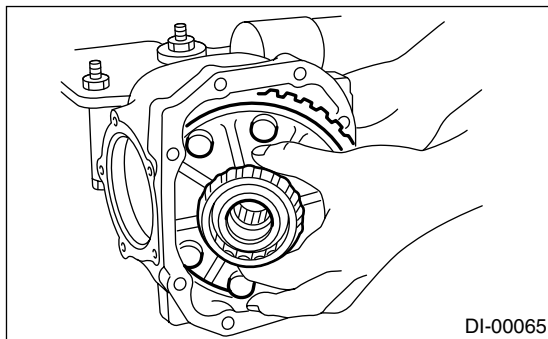
ST 398457700 ATTACHMENT



6) Pull out the differential case assembly from differential carrier.

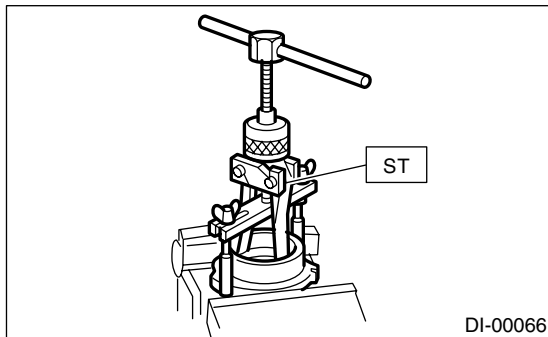
NOTE:

Be careful not to hit the teeth against the case.



7) When replacing the side bearing, pull the bearing cup from side bearing retainer using ST.

ST 398527700 PULLER ASSY

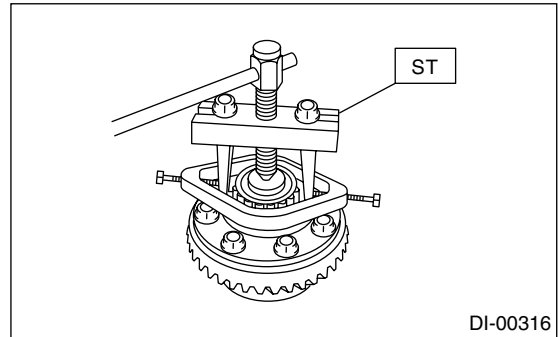


8) Extract the bearing cone with ST.

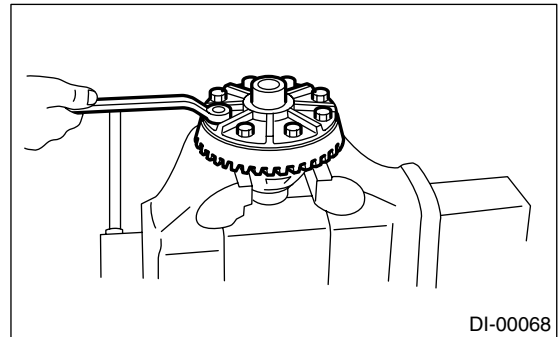
NOTE:

- Do not attempt to disassemble the parts unless necessary.
- Set the puller so that its claws catch the edge of bearing cone.
- Never mix up the right and left hand bearing races and cones.

ST 18759AA000 PULLER ASSY



9) Remove the crown gear by loosening the crown gear bolts.

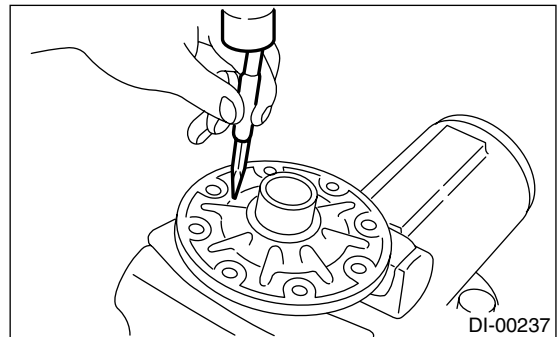


10) Drive out the pinion shaft lock pin from crown gear side. (Model without LSD)

NOTE:

The lock pin is staked at the pin hole end on the differential carrier; do not drive it out forcibly before unstaking it.

ST 899904100 STRAIGHT PIN REMOVER



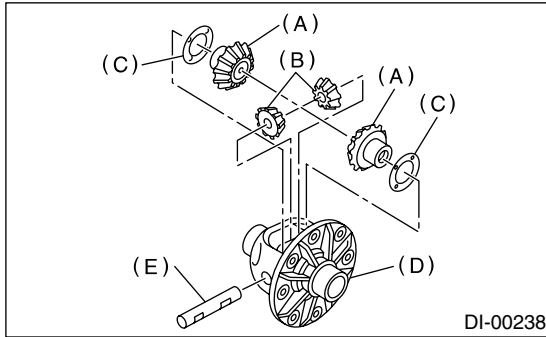
REAR DIFFERENTIAL

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11) Draw out the pinion mate shaft and remove the pinion mate gears, side gears and thrust washers. (Model without LSD)

NOTE:

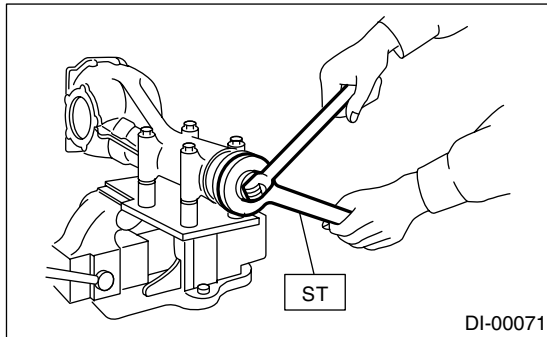
The gears as well as thrust washers should be marked or kept separated right and left, front and rear.



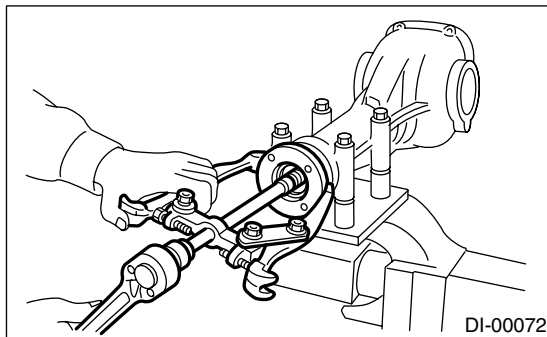
- (A) Side gear
- (B) Pinion mate gear
- (C) Thrust washer
- (D) Differential case
- (E) Pinion mate shaft

12) Hold the companion flange with ST and remove the drive pinion nut.

ST 498427200 FLANGE WRENCH



13) Extract the companion flange with a puller.

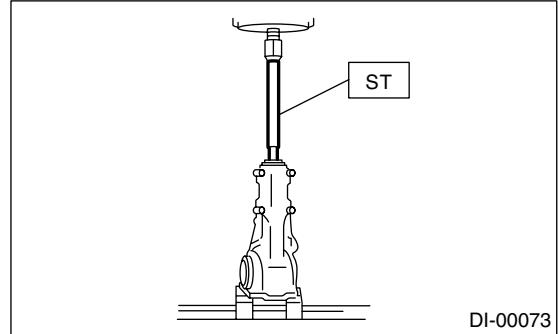


14) Press the end of drive pinion shaft and extract it together with the rear bearing cone, preload adjusting spacer and washer.

NOTE:

Hold the drive pinion so as not to drop it.

ST 398467700 DRIFT

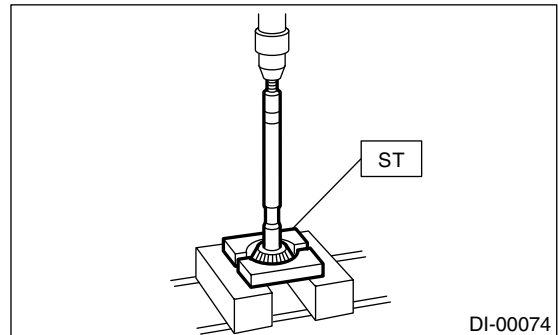


15) Remove the rear bearing cone from drive pinion by supporting the cone with ST.

NOTE:

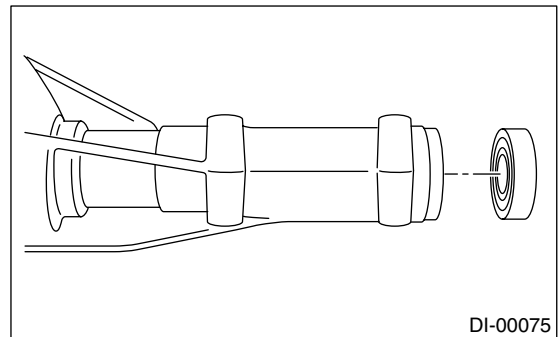
Place the replacer so that its center-recessed side faces the pinion gear.

ST 398517700 REPLACER



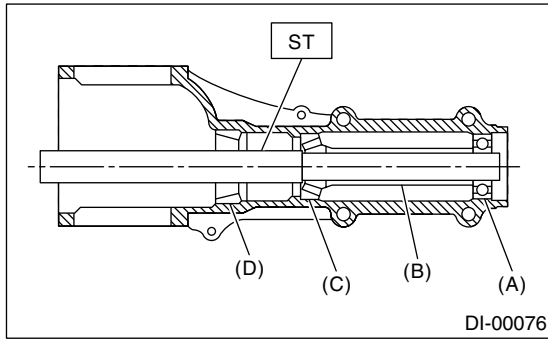
16) Remove the front oil seal from differential carrier using ST.

ST 398527700 PULLER ASSY



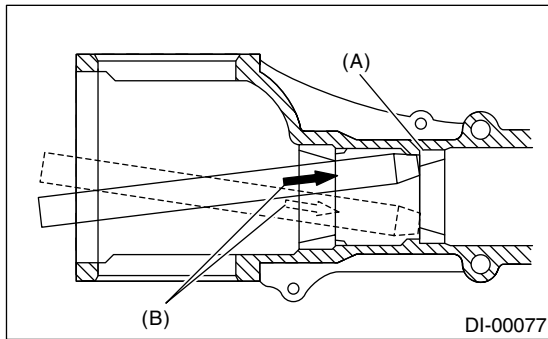
17) Remove the pilot bearing together with front bearing cone using ST.

ST 398467700 DRIFT



- (A) Pilot bearing
- (B) Spacer
- (C) Front bearing
- (D) Rear bearing cup

18) When replacing the bearings, hit out the front bearing cup and rear bearing cup in this order out of case by using a brass bar.



- (A) 2 cutouts along diagonal lines
- (B) Hit out alternately with brass bar.

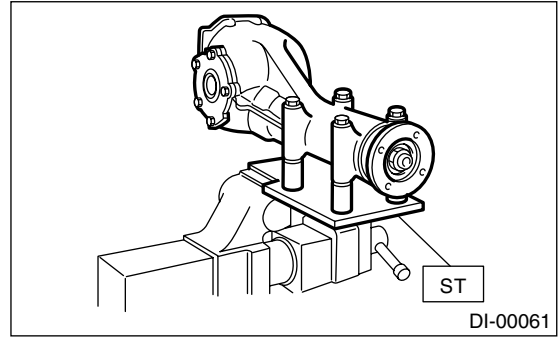
2. STi MODEL

To detect the real cause of trouble, inspect the following items before disassembling.

- Tooth contact of crown gear and pinion, and backlash
- Runout of crown gear at its back surface
- Turning resistance of drive pinion

1) Set the ST on vise and install the differential assembly to ST.

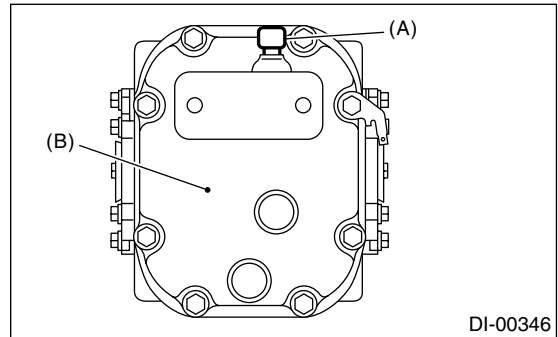
ST 398217700 ATTACHMENT



- 2) Drain the gear oil by removing the plug.
- 3) Remove the air breather cap.

NOTE:

- Do not attempt to remove the air breather cap if unnecessary.
- When removing the air breather cap, replace the air breather cap with a new one.

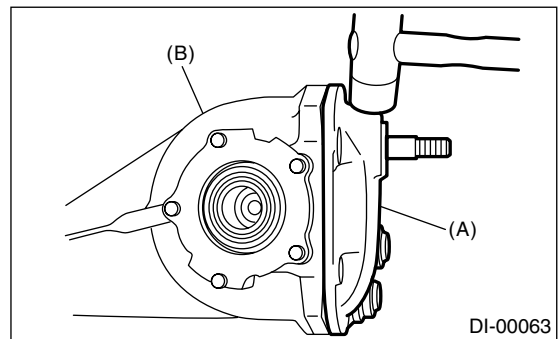


- (A) Air breather cap
- (B) Rear cover

4) Remove the bolts, and then remove the rear cover.

NOTE:

Remove it by tapping with plastic hammer.



- (A) Rear cover
- (B) Differential carrier

REAR DIFFERENTIAL

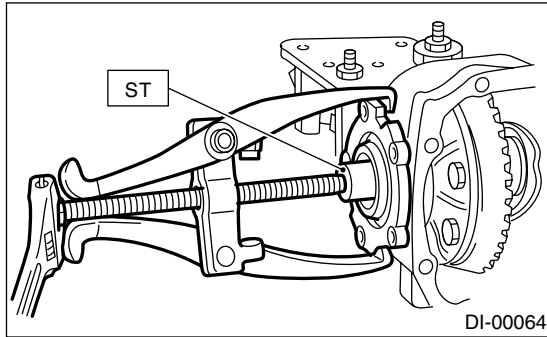
DIFFERENTIALS

5) Make right and left side bearing retainers in order to identify them at reassembly. Remove the side bearing retainer attaching bolts, set the ST to differential case, and extract right and left side bearing retainers with a puller.

NOTE:

Each shim, which is installed to adjust the side bearing preload, should be kept together with its mating retainer.

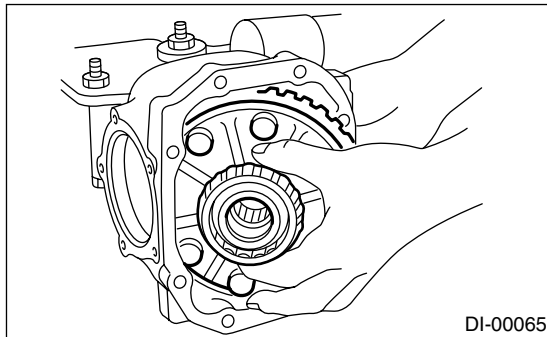
ST 398457700 ATTACHMENT



6) Pull out the differential case assembly from differential carrier.

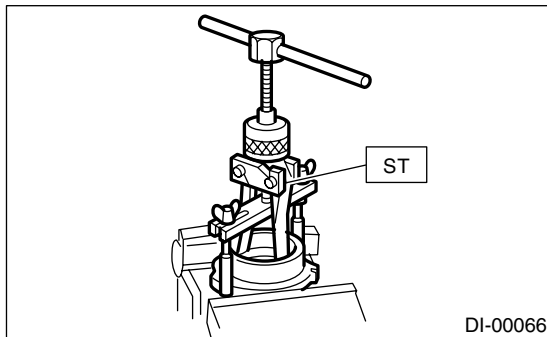
NOTE:

Be careful not to hit the teeth against the case.



7) When replacing the side bearing, pull the bearing cup from side bearing retainer using ST.

ST 398527700 PULLER ASSY

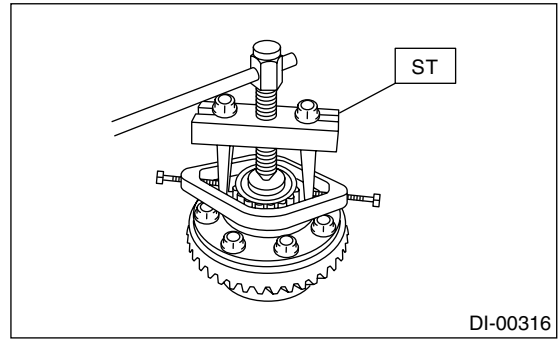


8) Extract the bearing cone with ST.

NOTE:

- Do not attempt to disassemble the parts if unnecessary.
- Set the puller so that its claws catch the edge of bearing cone.
- Never mix up the right and left hand bearing races and cones.

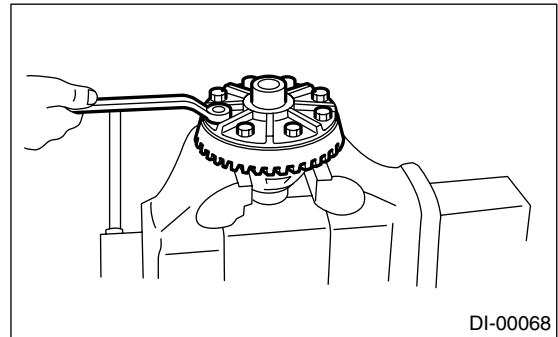
ST 18759AA000 PULLER ASSY



9) Remove the crown gear by loosening the crown gear bolts.

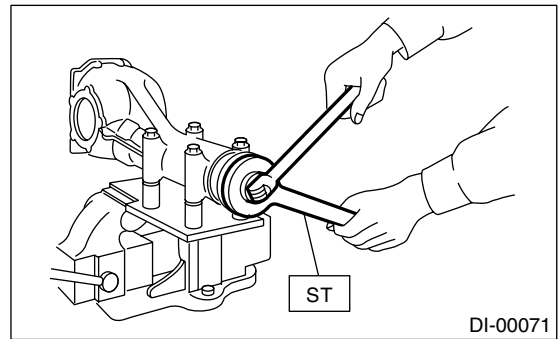
NOTE:

Disassembling the differential case is not allowed.

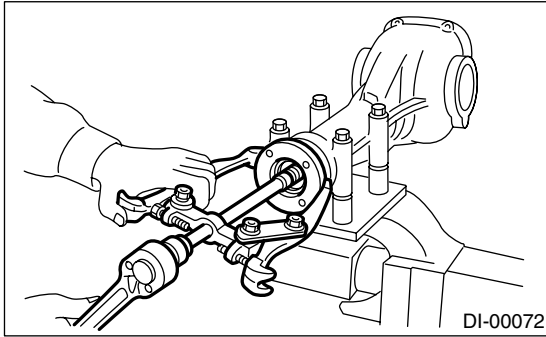


10) Hold the companion flange with ST and remove the drive pinion nut.

ST 18633AA000 WRENCH COMPL



11) Extract the companion flange with a puller.

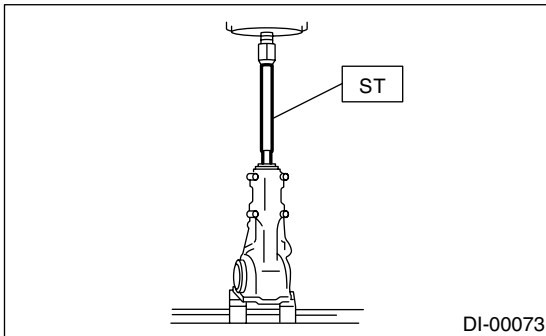


12) Press the end of drive pinion shaft and extract it together with the rear bearing cone, preload adjusting spacer and washer.

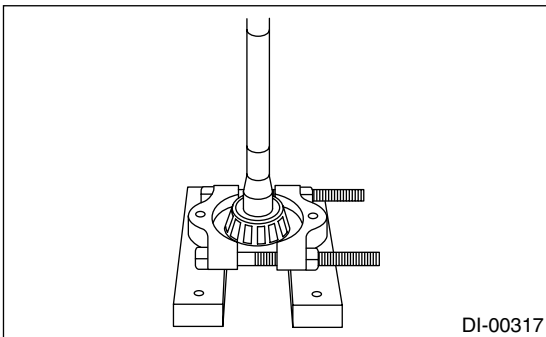
NOTE:

Hold the drive pinion so as not to drop it.

ST 398467700 DRIFT

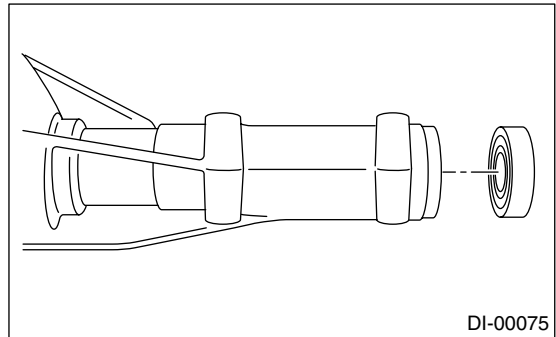


13) Remove the rear bearing cone from drive pinion.



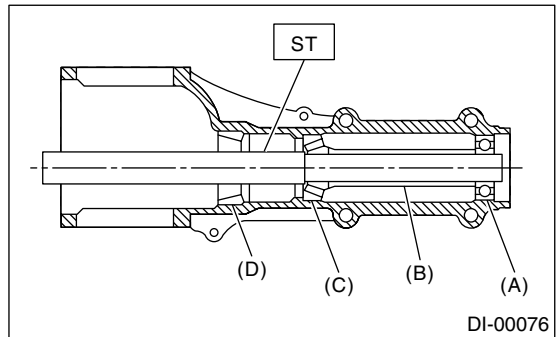
14) Remove the front oil seal from differential carrier using ST.

ST 398527700 PULLER ASSY



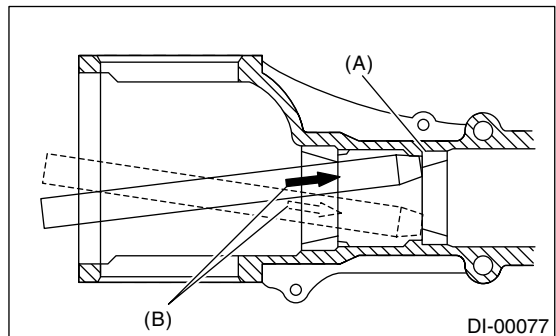
15) Remove the pilot bearing together with front bearing cone and spacer using ST.

ST 398467700 DRIFT



- (A) Pilot bearing
- (B) Spacer
- (C) Front bearing
- (D) Rear bearing cup

16) When replacing the bearings, tap the front bearing cup and rear bearing cup in this order out of case by using a brass bar.



- (A) 2 cutouts along diagonal lines
- (B) Hit out alternately with brass bar.

REAR DIFFERENTIAL

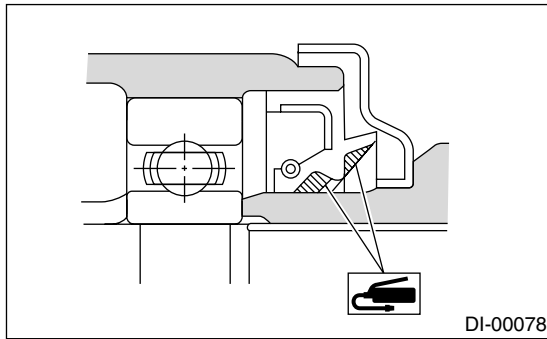
DIFFERENTIALS

D: ASSEMBLY

1. EXCEPT STi MODEL

NOTE:

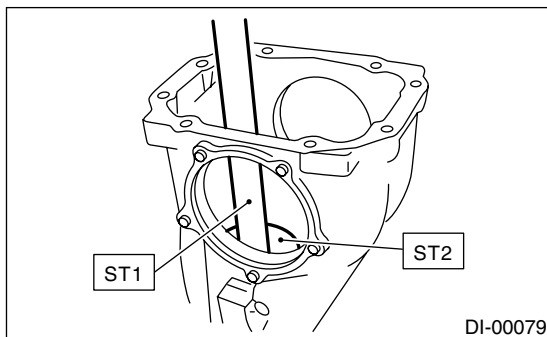
- Assemble in the reverse order of disassembling.
- Check and adjust each part during assembly.
- Keep the shims and washers in order, so that they are not improperly installed.
- Thoroughly clean the surfaces on which the shims, washers and bearings are to be installed.
- Apply gear oil when installing the bearings and thrust washers.
- Be careful not to mix up the right and left hand races of the bearings.
- Use a new O-ring and gasket.
- Replace the oil seal with a new one at every disassembly. Apply chassis grease between the lips when installing the oil seal.
- Be careful not to confuse the installing direction of oil seal.



1) Adjusting preload for front and rear bearings
Adjust the bearing preload with spacer and washer between front and rear bearings. Pinion height adjusting washer are not affected by this adjustment. The adjustment must be carried out without oil seal inserted.

(1) Press the rear bearing race into differential carrier using ST1 and ST2.

ST1 398477701 HANDLE
ST2 398477703 DRIFT 2



(2) Install the front bearing race to differential carrier using ST1 and ST2.

ST1 398477701 HANDLE
ST2 398477703 DRIFT 2

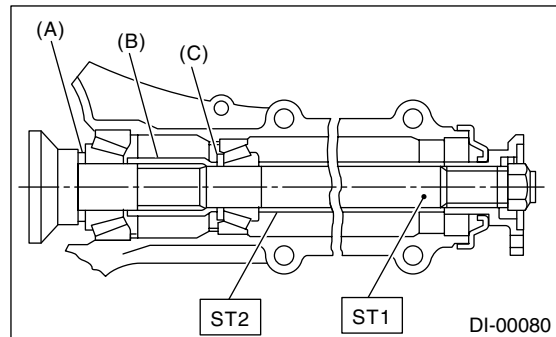
(3) Insert the ST1 into carrier with pinion height adjusting washer and rear bearing cone fitted onto it.

NOTE:

- If tooth contact (Drive pinion, Crown gear) is normal in the inspection before disassembling, verify that the washer is not deformed, and then re-use the used washer.
- Use a new rear bearing cone.

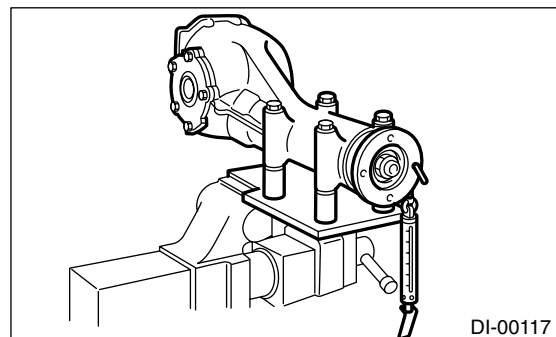
(4) Then install the preload adjusting spacer and washer, front bearing cone, ST2, companion flange, and washer and drive pinion nut.

ST1 398507702 DUMMY SHAFT
ST2 398507703 DUMMY COLLAR



- (A) Pinion height adjusting shim
- (B) Preload adjusting spacer
- (C) Preload adjusting washer

(5) Turn the ST1 with hand to make it seated, and tighten the drive pinion nut while measuring the preload with spring balance. Select the preload adjusting washer and spacer so that the specified preload is obtained when nut is tightened to the specified torque.



NOTE:

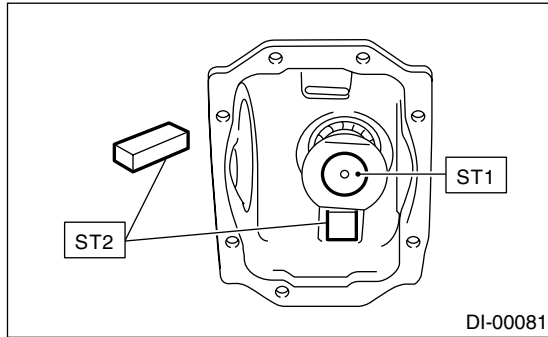
- Use a new lock nut.
- Be careful not to give excessive preload.
- When tightening the drive pinion nut, lock ST1 with ST2 as shown in the figure.
- Measure the preload in direction of tangent to flange.

ST1 398507702 DUMMY SHAFT

ST2 398507704 BLOCK

Tightening torque:

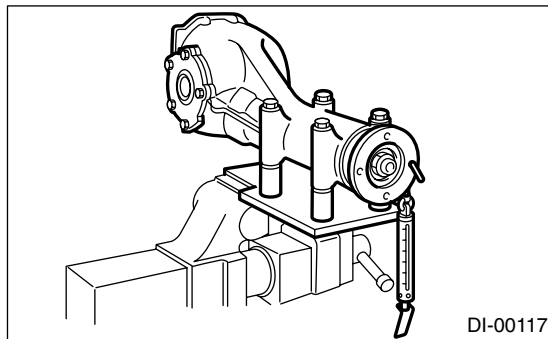
181 N·m (18.5 kgf·m, 134 ft·lb)



Front and rear bearing preload

For new bearing:

18.1 — 38.8 N (1.8 — 4.0 kgf, 4.1 — 8.7 lb)
at companion flange bolt hole



| Preload adjusting washer | Part No. | Thickness mm (in) |
|--------------------------|-----------|----------------------|
| | 383705200 | 2.59 (0.1020) |
| | 383715200 | 2.57 (0.1012) |
| | 383725200 | 2.55 (0.1004) |
| | 383735200 | 2.53 (0.0996) |
| | 383745200 | 2.51 (0.0988) |
| | 383755200 | 2.49 (0.0980) |
| | 383765200 | 2.47 (0.0972) |
| | 383775200 | 2.45 (0.0965) |
| | 383785200 | 2.43 (0.0957) |
| | 383795200 | 2.41 (0.0949) |
| | 383805200 | 2.39 (0.0941) |
| | 383815200 | 2.37 (0.0933) |
| | 383825200 | 2.35 (0.0925) |
| Preload adjusting spacer | Part No. | Length mm (in) |
| | 383695201 | 56.2 (2.213) |
| | 383695202 | 56.4 (2.220) |
| | 383695203 | 56.6 (2.228) |
| | 383695204 | 56.8 (2.236) |
| | 383695205 | 57.0 (2.244) |
| | 383695206 | 57.2 (2.252) |

2) Adjusting drive pinion height

Adjust the drive pinion height with shim installed between the rear bearing cone and back of pinion gear.

- (1) Install the ST2.

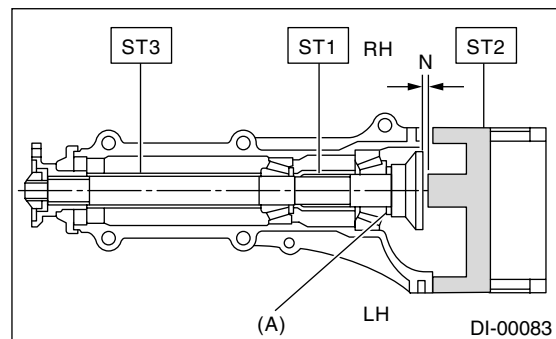
NOTE:

At this time, install a pinion height adjusting shim which is temporarily selected or the same as that used before. Measure and record the thickness.

ST1 398507702 DUMMY SHAFT

ST2 398507701 DIFFERENTIAL CARRIER GAUGE

ST3 398507703 DUMMY COLLAR



(A) Pinion height adjusting shim

REAR DIFFERENTIAL

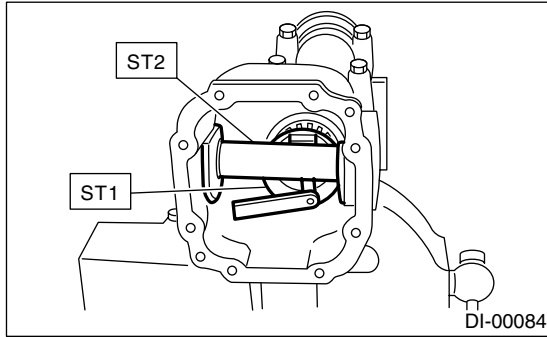
DIFFERENTIALS

(2) Measure the clearance N between the end of ST2 and end surface of ST1 by using a thickness gauge.

NOTE:

Make sure there is no clearance between the case and ST2.

ST1 398507702 DUMMY SHAFT
ST2 398507701 DIFFERENTIAL CARRIER GAUGE



(3) Obtain the thickness of pinion height adjusting shim to be inserted from the following formula, and replace the temporarily installed shim with this one.

$$T = T_o + N - (H \times 0.01) - 0.20 \text{ mm (0.0079 in)}$$

NOTE:

Use copies of this page.

| | | |
|-------|---|--|
| T | Thickness of pinion height adjusting shim mm (in) | |
| To | Thickness of shim temporarily inserted mm (in) | |
| N | Reading of thickness gauge mm (in) | |
| H | Figure marked on drive pinion head | |
| Memo: | | |

(Example of calculation)

$$T_o = 2.20 + 1.20 = 3.40 \text{ mm}$$

$$N = 0.23 \text{ mm } H = + 1$$

$$T = 3.40 + 0.23 - 0.01 - 0.20 = 3.42$$

$$\text{Result: Thickness} = 3.42 \text{ mm}$$

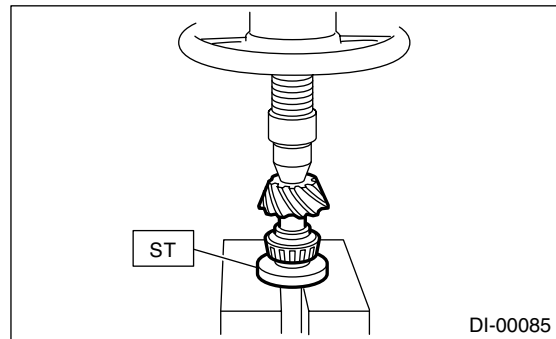
Therefore use the shim 383605200.

| Pinion height adjusting shim | |
|------------------------------|-------------------|
| Part No. | Thickness mm (in) |
| 383495200 | 3.09 (0.1217) |
| 383505200 | 3.12 (0.1228) |
| 383515200 | 3.15 (0.1240) |
| 383525200 | 3.18 (0.1252) |
| 383535200 | 3.21 (0.1264) |
| 383545200 | 3.24 (0.1276) |
| 383555200 | 3.27 (0.1287) |
| 383565200 | 3.30 (0.1299) |

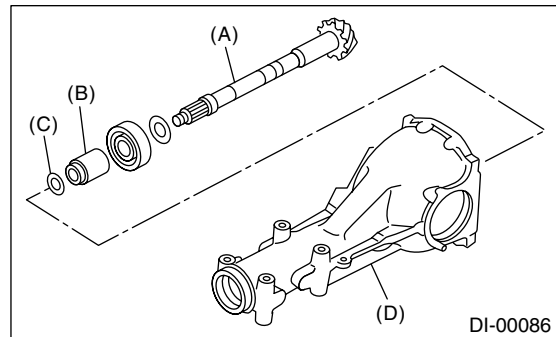
| Pinion height adjusting shim | |
|------------------------------|-------------------|
| Part No. | Thickness mm (in) |
| 383575200 | 3.33 (0.1311) |
| 383585200 | 3.36 (0.1323) |
| 383595200 | 3.39 (0.1335) |
| 383605200 | 3.42 (0.1346) |
| 383615200 | 3.45 (0.1358) |
| 383625200 | 3.48 (0.1370) |
| 383635200 | 3.51 (0.1382) |
| 383645200 | 3.54 (0.1394) |
| 383655200 | 3.57 (0.1406) |
| 383665200 | 3.60 (0.1417) |
| 383675200 | 3.63 (0.1429) |
| 383685200 | 3.66 (0.1441) |

3) Install the selected pinion height adjusting shim on drive pinion, and press the rear bearing cone into position with ST.

ST 398177700 INSTALLER



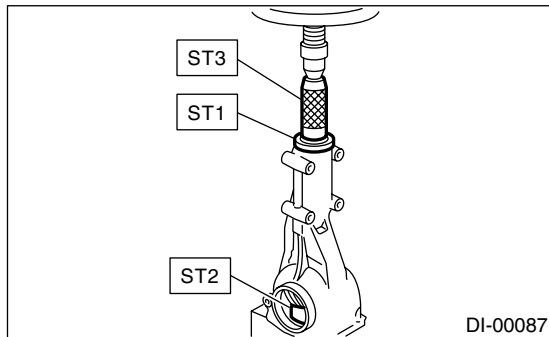
4) Insert the drive pinion into differential carrier, install the previously selected bearing preload adjusting spacer and washer.



- (A) Drive pinion
- (B) Bearing adjusting spacer
- (C) Washer
- (D) Differential carrier

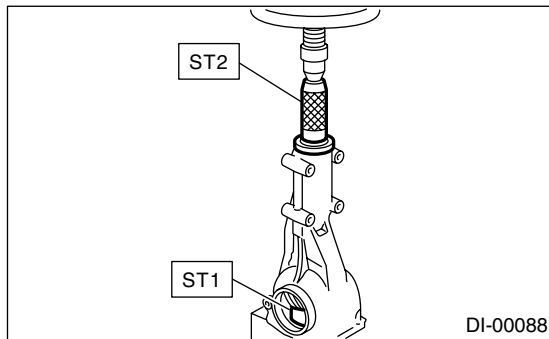
5) Press-fit the front bearing cone into case with ST1, ST2 and ST3.

ST1 398507703 DUMMY COLLAR
 ST2 399780104 WEIGHT
 ST3 899580100 INSTALLER



6) Insert the spacer, then press-fit the pilot bearing with ST1 and ST2.

ST1 399780104 WEIGHT
 ST2 899580100 INSTALLER

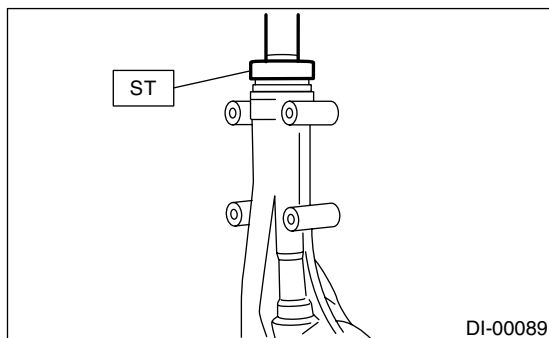


7) Fit a new oil seal with ST.

NOTE:

- Press-fit until the end of oil seal is 1 mm (0.04 in) inward from end of carrier.
- Apply grease between the oil seal lips.

ST 498447120 INSTALLER

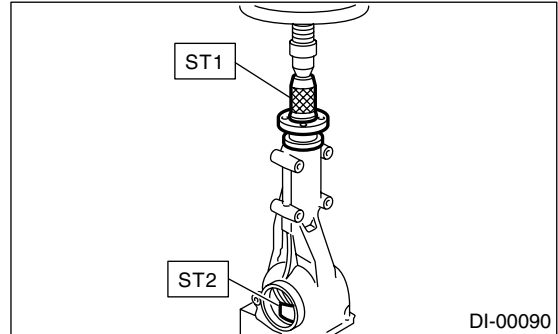


8) Press-fit the companion flange with ST1 and ST2.

NOTE:

Be careful not to damage the bearing.

ST1 899874100 INSTALLER
 ST2 399780104 WEIGHT

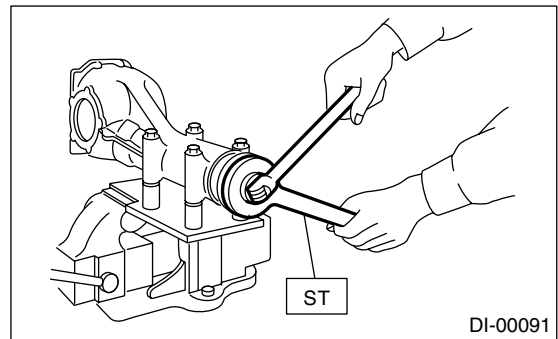


9) Install a new self-locking nut. Then tighten it with the ST.

ST 498427200 FLANGE WRENCH

Tightening torque:

181 N·m (18.5 kgf·m, 134 ft·lb)



10) Assembling differential case

Install the side gears and pinion mate gears, with their thrust washers and pinion mate shaft, into differential case. (Model without LSD)

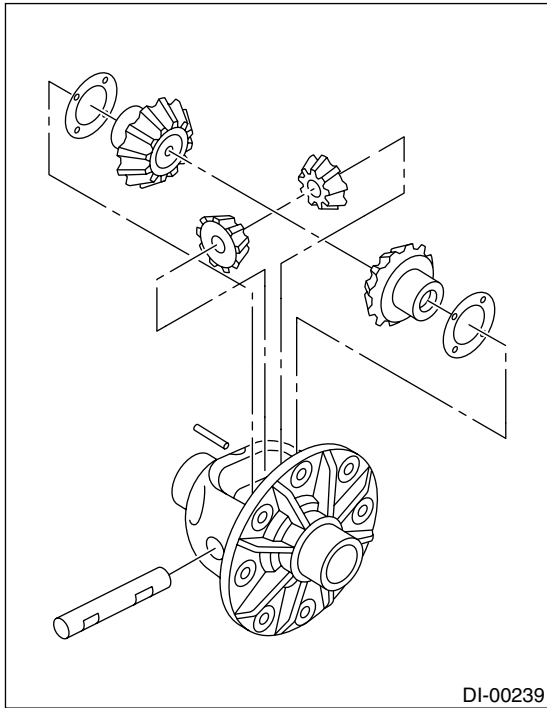
NOTE:

- Apply gear oil on both sides of the washer and on the side gear shaft before installing.

REAR DIFFERENTIAL

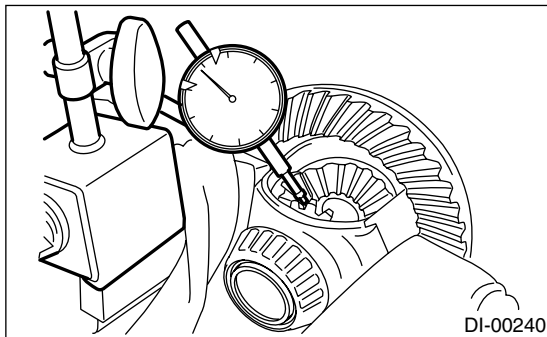
DIFFERENTIALS

- Insert the pinion mate shaft into the differential case by aligning the lock pin holes.



(1) Measure the side gear backlash.

Side gear backlash:
0.10 — 0.20 mm (0.0039 — 0.0079 in)



(2) Adjust the backlash as specified by selecting the side gear thrust washer.

| Side gear thrust washer | |
|-------------------------|-------------------------------|
| Part No. | Thickness mm (in) |
| 383445201 | 0.75 — 0.80 (0.0295 — 0.0315) |
| 383445202 | 0.80 — 0.85 (0.0315 — 0.0335) |
| 383445203 | 0.85 — 0.90 (0.0335 — 0.0354) |

(3) Check the condition of rotation after applying oil to the gear tooth surfaces and thrust surfaces.

(4) After inserting the pinion shaft lock pin into differential case, stake both sides of the hole to prevent pin from falling off.

11) Install the crown gear on differential case.

NOTE:

Before installing the bolts, apply Lock Tite to bolt threads.

Lock Tite:

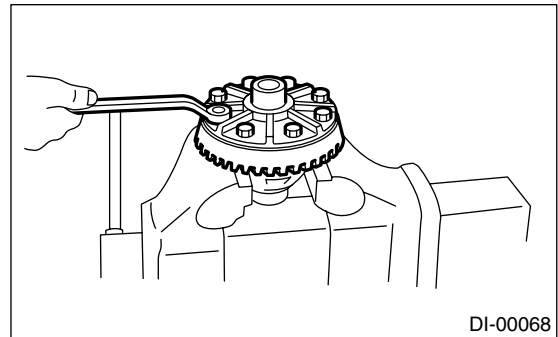
THREE BOND 1324 (Part No. 004403042) or equivalent

NOTE:

Tighten diagonally while tapping the bolt heads.

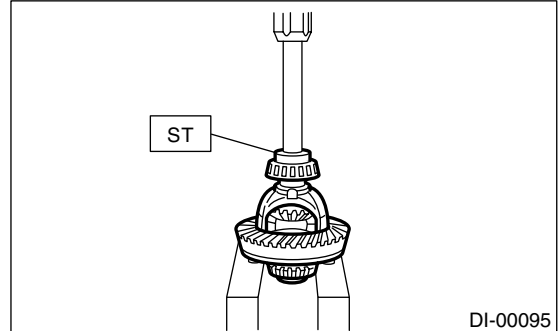
Tightening torque:

105 N·m (10.7 kgf-m, 77.4 ft-lb)



12) Press the side bearing into differential case using ST.

ST 398237700 DRIFT



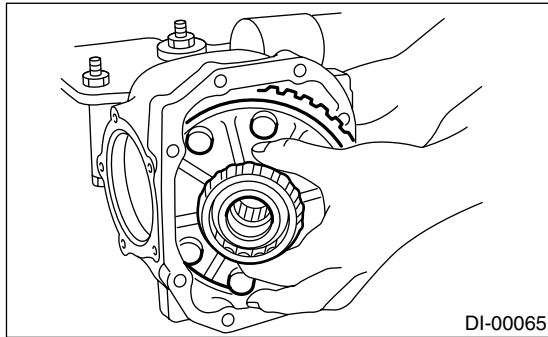
13) Press the side bearing cone into side bearing retainer using ST.

ST 398487700 DRIFT

14) Adjusting side bearing retainer shims

(1) The driven gear backlash and side bearing preload can be determined by the side bearing retainer shim thickness.

(2) Install the differential case assembly into differential carrier in the reverse order of disassembly.



(3) Install the side retainer shims to the right and left retainers from which they were removed.

NOTE:

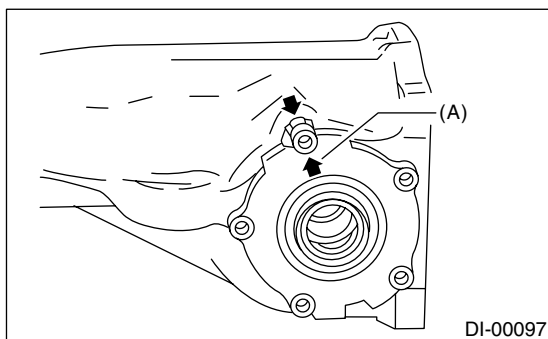
Replace the broken or corroded side retainer shim with a new one of same thickness.

| Side bearing retainer shim | |
|----------------------------|-------------------|
| Part No. | Thickness mm (in) |
| 383475201 | 0.20 (0.0079) |
| 383475202 | 0.25 (0.0098) |
| 383475203 | 0.30 (0.0118) |
| 383475204 | 0.40 (0.0157) |
| 383475205 | 0.50 (0.0197) |

(4) Align the arrow mark on differential carrier with the mark on side retainer during installation.

NOTE:

Be careful that side bearing outer race is not damaged by bearing roller.



(A) Arrow mark

(5) Tighten the side bearing retainer bolts.

NOTE:

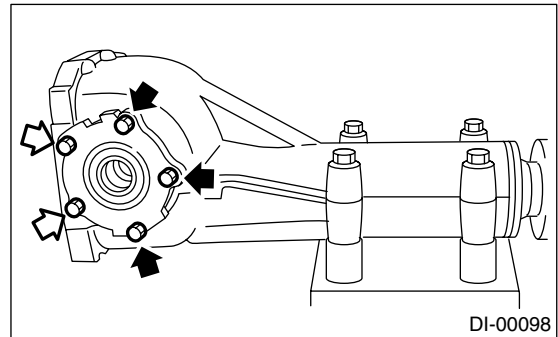
Before tightening the two side bearing retainer bolts, apply Lock Tite to bolt threads.

Lock Tite:

THREE BOND 1105 (Part No.004403010) or equivalent

Tightening torque:

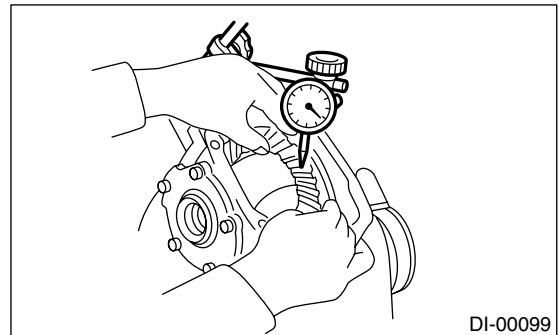
10.3 N·m (1.05 kgf-m, 7.6 ft-lb)



(6) Measure the crown gear-to-drive pinion backlash. Set the magnet base on differential carrier. Align the contact point of dial gauge with tooth face of crown gear, and move the crown gear while holding drive pinion still. Read the value indicated on dial gauge.

Backlash:

0.10 — 0.20 mm (0.0039 — 0.0079 in)



(7) At the same time, measure the total preload of drive pinion. Compared with the resistance when differential case is not installed, if the total preload is not within specification, adjust the thickness of side bearing retainer shims, increasing/reducing by an even amount at a time.

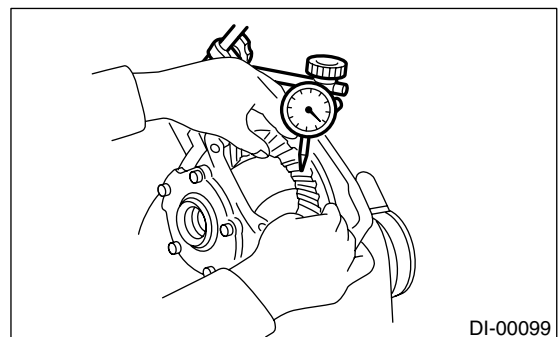
Total preload:

20.7 — 54.4 N (2.1 — 5.5 kgf, 4.7 — 12.2 lb)

15) Re-check the crown gear-to-pinion backlash.

Backlash:

0.10 — 0.20 mm (0.0039 — 0.0079 in)



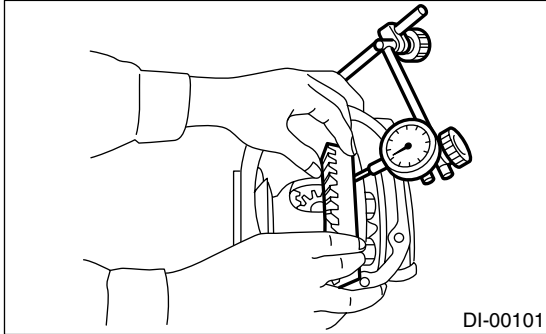
REAR DIFFERENTIAL

DIFFERENTIALS

16) Check the crown gear runout on its back surface, and make sure that pinion and crown gear rotate smoothly.

Limit of runout:

Less than 0.05 mm (0.0020 in)



17) Checking and adjusting tooth contact of crown gear

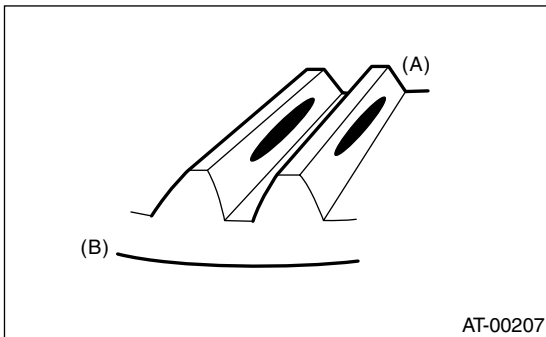
- (1) Apply an even coat of red lead on both sides of three or four teeth on the crown gear. Check the contact pattern after rotating the crown gear several revolutions back and forth until a definite contact pattern appears on the crown gear.
- (2) When the contact pattern is incorrect, readjust according to the instructions given in "TOOTH CONTACT PATTERN".

NOTE:

Be sure to wipe off red lead completely after adjustment is completed.

- Correct tooth contact

Checking item: Tooth contact pattern is slightly shifted toward to toe side under no-load rotation. (When loaded, contact pattern moves toward heel)

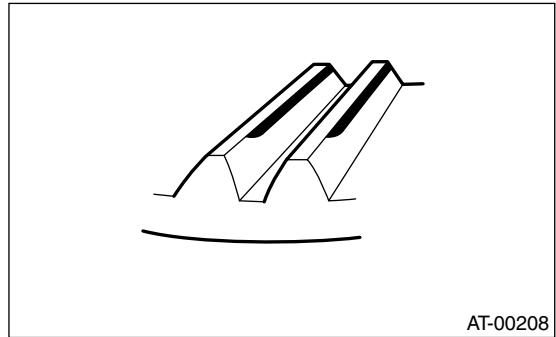


- (A) Toe side
- (B) Heel side

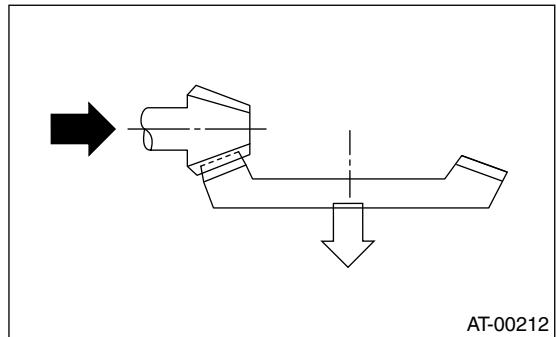
- Face contact

Checking item: Backlash is too large.

Contact pattern



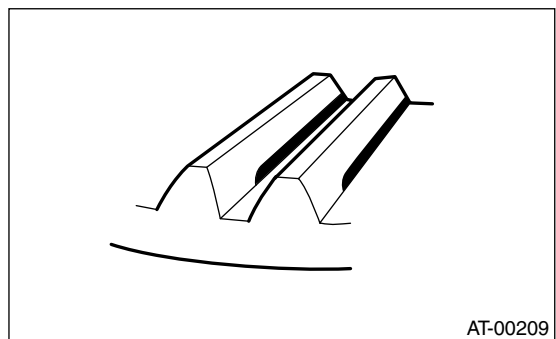
Corrective action: Increase thickness of drive pinion height adjusting shim in order to bring drive pinion close to crown gear.



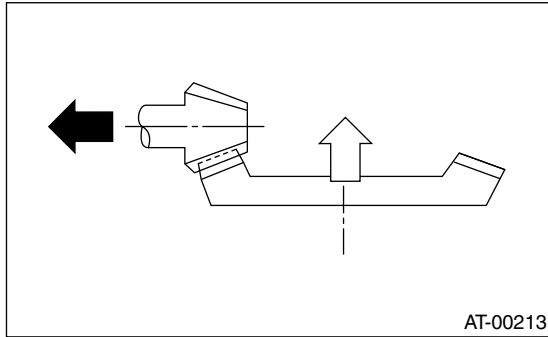
- Flank contact

Checking item: Backlash is too small.

Contact pattern



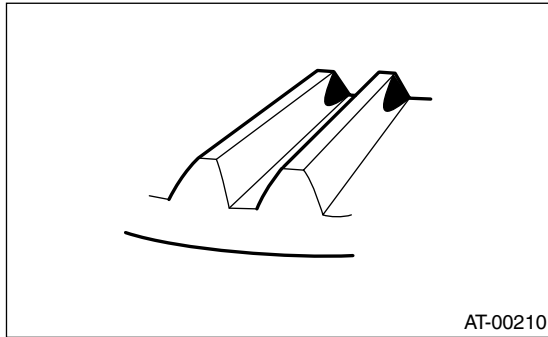
Corrective action: Reduce thickness of drive pinion height adjusting shim in order to move drive pinion away from crown gear.



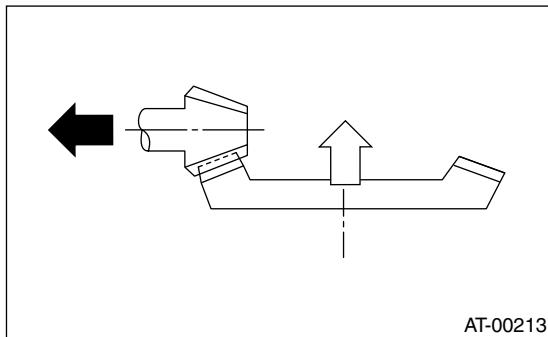
- Toe contact (Inside end contact)

Checking item: Contact area is small.

Contact pattern



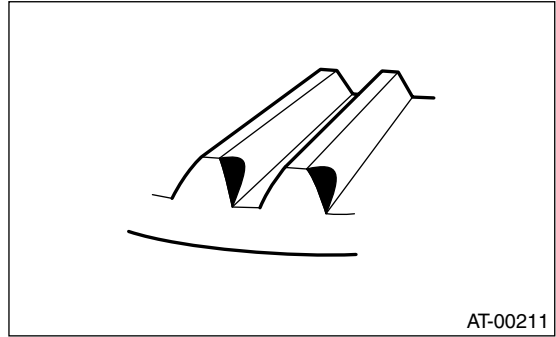
Corrective action: Reduce thickness of drive pinion height adjusting shim in order to move drive pinion away from crown gear.



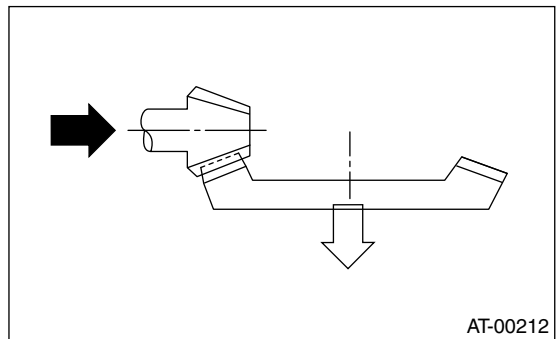
- Heel contact (Outside end contact)

Checking item: Contact area is small.

Contact pattern



Corrective action: Increase thickness of drive pinion height adjusting shim in order to bring drive pinion close to crown gear.



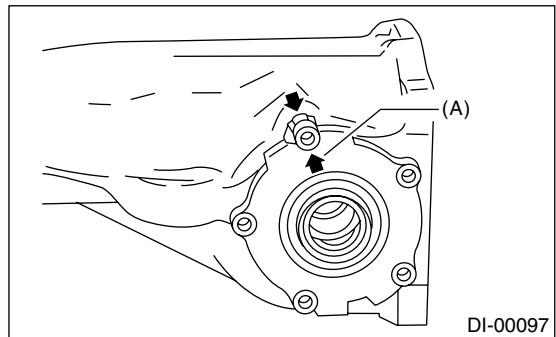
18) If proper tooth contact is not obtained, once again adjust the drive pinion height by changing RH and LH side bearing retainer shims and the hypoid gear backlash.

19) Remove the side bearing retainers on right and left side.

20) Install new O-rings to side bearing retainers on right and left side.

21) Install the oil seals to side bearing retainers on right and left side.

22) Align the arrow mark on differential carrier with the mark on side retainer during installation.



(A) Arrow mark

REAR DIFFERENTIAL

DIFFERENTIALS

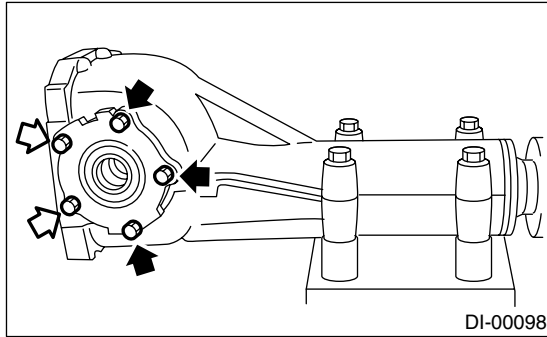
23) Tighten the side bearing retainer bolts.

Lock Tite:

THREE BOND 1105 (Part No. 004403010) or equivalent

Tightening torque:

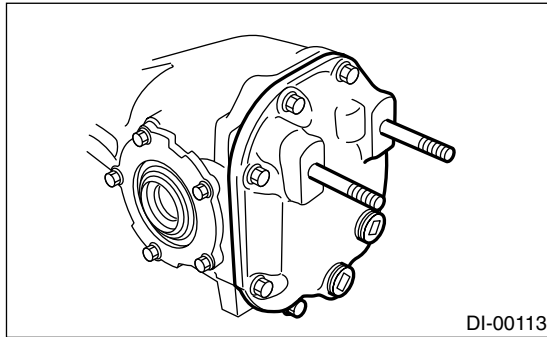
10.3 N-m (1.05 kgf-m, 7.6 ft-lb)



24) Install the new gasket and rear cover and tighten the bolts to specified torque.

Tightening torque:

29 N-m (3.0 kgf-m, 21.7 ft-lb)



25) Install the breather cap.

26) Install the drain plug and filler plug.

Tightening torque:

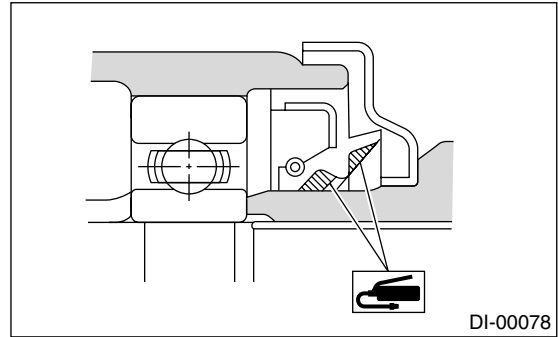
49 N-m (5.0 kgf-m, 36.2 ft-lb)

2. STi MODEL

1) Precautions for assembling

- Assemble in the reverse order of disassembling.
- Check and adjust each part during assembly.
- Keep the shims and washers in order, so that they are not improperly installed.
- Thoroughly clean the surfaces on which the shims, washers and bearings are to be installed.
- Apply gear oil when installing the bearings and thrust washers.
- Be careful not to mix up the right and left hand races of the bearings.

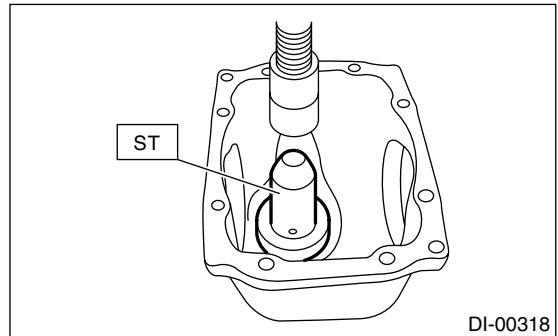
- Replace the oil seal with a new one at every disassembly. Apply chassis grease between the lips when installing the oil seal.



- Adjust the bearing preload with spacer and washer between front and rear bearings. Pinion height adjusting shim are not affected by this adjustment. The adjustment must be carried out without oil seal inserted.

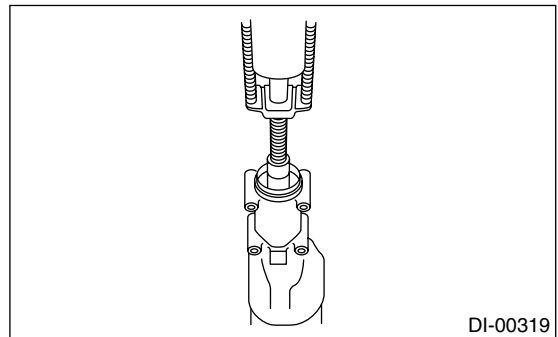
2) Press-fit the rear bearing race into differential carrier using ST.

ST 398417700 DRIFT



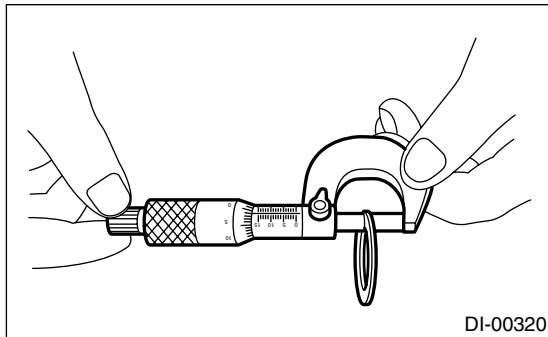
3) Press-fit the front bearing race into differential carrier using ST.

ST 398477702 DRIFT



4) Pinion height adjusting shim selection.

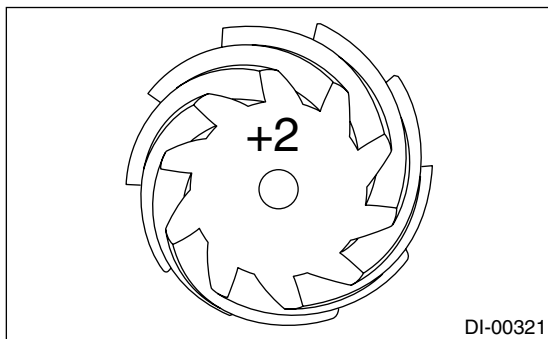
(1) Measure the thickness of inserted pinion height adjusting shim.



(2) Read the punch mark of installed drive pinion gear and new one.

NOTE:

If there is no punch mark, it means 0 (zero).



(3) Obtain the thickness of pinion height adjust shim to be inserted from the following formula, and replace the inserted shim with this one.

$$T = T1 + (T2 \times 0.01 - T3 \times 0.01)$$

| | |
|----------|---|
| T mm | Thickness of selected pinion height adjusting shim. |
| T1 mm | Thickness of inserted pinion height adjusting shim. |
| T2 mm | Punch mark number on installed drive pinion gear. |
| T3 mm | Punch mark number on new drive pinion gear. |

(Example of calculation)

$$T1 = 3.30, T2 = +2, T3 = -1$$

$$T = 3.30 + \{(2 \times 0.01) - (-1 \times 0.01)\} = 3.33$$

Result: Thickness = 3.33 mm

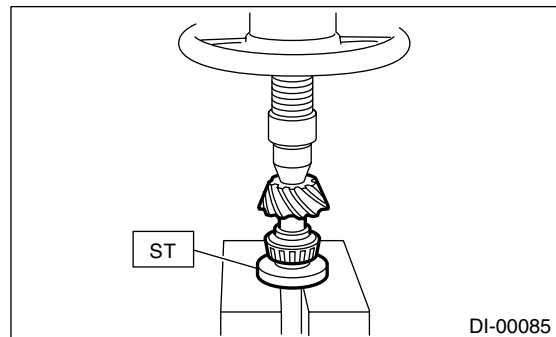
Therefore use the shim 38336AA310.

| Pinion height adjusting shim | |
|------------------------------|---------------------|
| Part No. | Thickness T mm (in) |
| 38336AA230 | 3.09 (0.1217) |
| 38336AA240 | 3.12 (0.1228) |
| 38336AA250 | 3.15 (0.1240) |
| 38336AA260 | 3.18 (0.1252) |
| 38336AA270 | 3.21 (0.1264) |

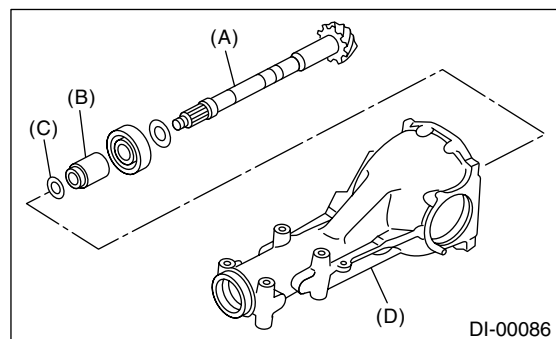
| Pinion height adjusting shim | |
|------------------------------|---------------------|
| Part No. | Thickness T mm (in) |
| 38336AA280 | 3.24 (0.1276) |
| 38336AA290 | 3.27 (0.1287) |
| 38336AA300 | 3.30 (0.1299) |
| 38336AA310 | 3.33 (0.1311) |
| 38336AA320 | 3.36 (0.1323) |
| 38336AA330 | 3.39 (0.1335) |
| 38336AA340 | 3.42 (0.1346) |
| 38336AA350 | 3.45 (0.1358) |
| 38336AA360 | 3.48 (0.1370) |
| 38336AA370 | 3.51 (0.1382) |
| 38336AA380 | 3.54 (0.1394) |
| 38336AA390 | 3.57 (0.1406) |
| 38336AA400 | 3.60 (0.1417) |
| 38336AA410 | 3.63 (0.1429) |
| 38336AA420 | 3.66 (0.1441) |

5) Install the selected pinion height adjusting shim on drive pinion, and press-fit the rear bearing cone into position with ST.

ST 18674AA000 INSTALLER



6) Insert the drive pinion into differential carrier, install the previously selected bearing preload adjusting spacer and washer.



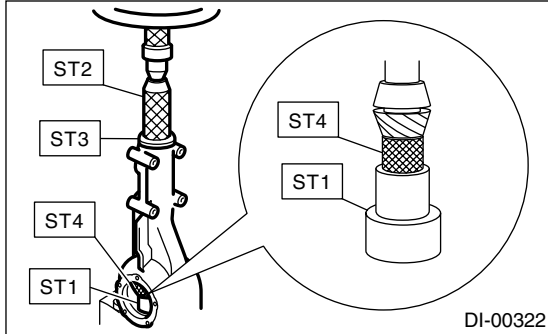
- (A) Drive pinion
- (B) Bearing preload adjusting spacer
- (C) Bearing preload adjusting washer
- (D) Differential carrier

REAR DIFFERENTIAL

DIFFERENTIALS

7) Insert the spacer, then press-fit the pilot bearing with STs.

ST1 399780104 WEIGHT
 ST2 899580100 INSTALLER
 ST3 398507703 DUMMY COLLER
 ST4 498937110 HOLDER DRIVE PINION

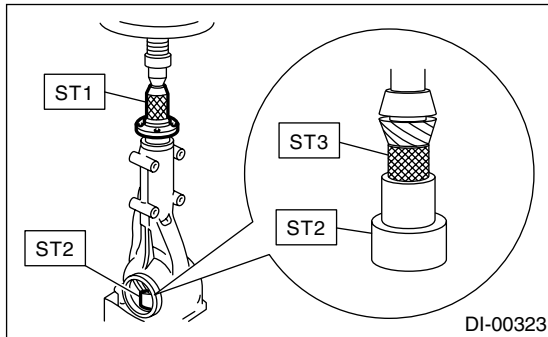


8) Press-fit the companion flange with ST1, ST2 and ST3.

NOTE:

Be careful not to damage the bearing.

ST1 899874100 INSTALLER
 ST2 399780104 WEIGHT
 ST3 498937110 HOLDER DRIVE PINION

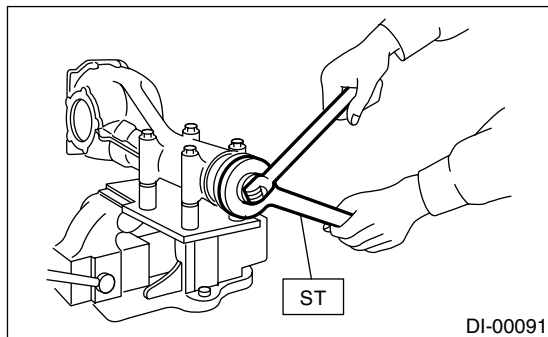


9) Install the self-locking nut. Then tighten it with the ST.

ST 18633AA000 WRENCH COMPL

Tightening torque:

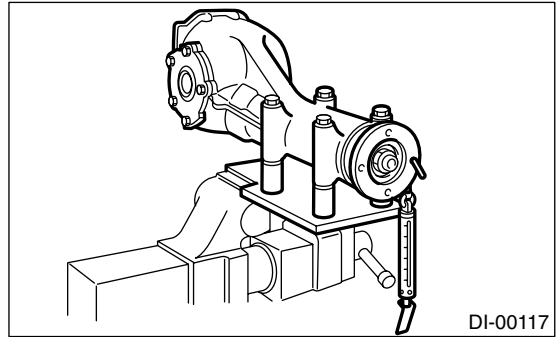
181 N·m (18.5 kgf·m, 134 ft·lb)



10) Rotate the drive pinion shaft more than ten times to accustom each taper roller bearing, and then measure the preload.

Bearing preload:

24.1 — 38.6 N (2.5 — 3.9 kgf, 5.4 — 8.7 lb)

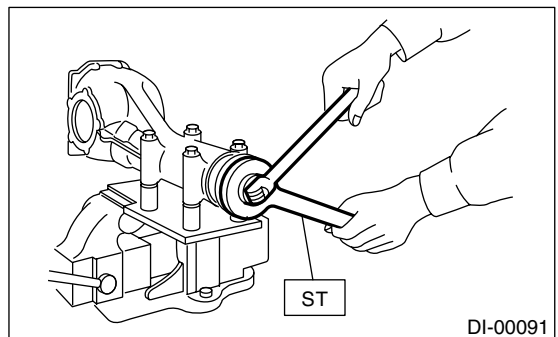


11) If bearing preload is out of specification, adjust to specification by selecting preload adjusting washer and spacer from the following table.

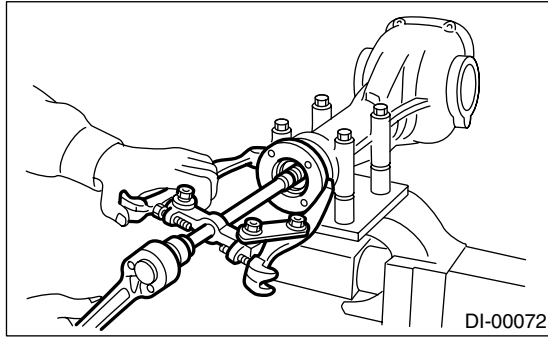
| | | |
|--------------------------|---------------|-------------------|
| Preload adjusting washer | Part No. | Thickness mm (in) |
| | 383705200 | 2.59 (0.1020) |
| | 383715200 | 2.57 (0.1012) |
| | 383725200 | 2.55 (0.1004) |
| | 383735200 | 2.53 (0.0996) |
| | 383745200 | 2.51 (0.0988) |
| | 383755200 | 2.49 (0.0980) |
| | 383765200 | 2.47 (0.0972) |
| | 383775200 | 2.45 (0.0965) |
| | 383785200 | 2.43 (0.0957) |
| | 383795200 | 2.41 (0.0949) |
| | 383805200 | 2.39 (0.0941) |
| | 383815200 | 2.37 (0.0933) |
| | 383825200 | 2.35 (0.0925) |
| 383835200 | 2.33 (0.0917) | |
| 383845200 | 2.31 (0.0909) | |
| Preload adjusting spacer | Part No. | Length mm (in) |
| | 31454AA130 | 52.2 (2.055) |
| | 31454AA140 | 52.4 (2.063) |
| | 31454AA150 | 52.6 (2.071) |
| | 31454AA160 | 52.8 (2.079) |
| | 31454AA170 | 53.0 (2.087) |
| | 31454AA180 | 53.2 (2.094) |

12) Hold the companion flange with ST and remove the self-lock nut.

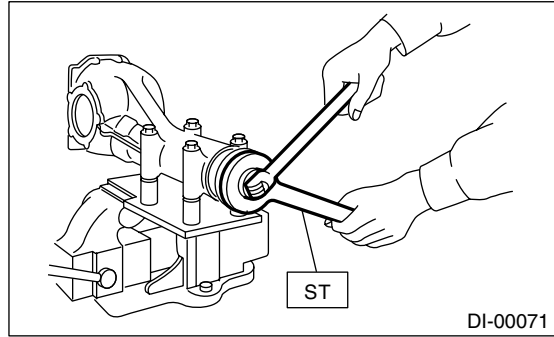
ST 18633AA000 WRENCH COMPL



13) Extract the companion flange with a puller.



ST 18633AA000 WRENCH COMPL

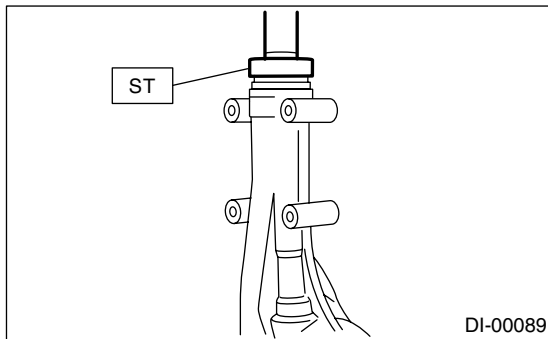


14) Fit a new oil seal with ST.

NOTE:

- Press-fit until the end of oil seal is 1 mm (0.04 in) inward from end of carrier.
- Apply grease between the oil seal lips.

ST 498447120 INSTALLER



17) Install the crown gear on differential case.

NOTE:

Before installing the bolts, apply Lock Tite to bolt threads.

Lock Tite:

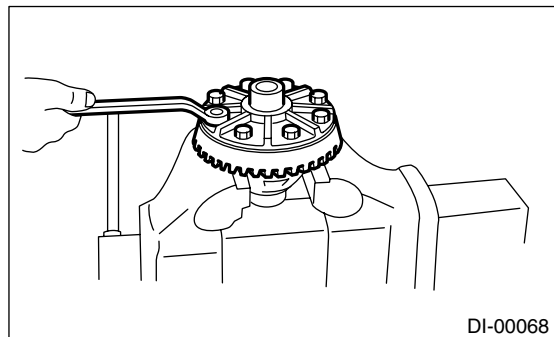
THREE BOND 1324 (Part No.004403042) or equivalent

NOTE:

Tighten diagonally while tapping the bolt heads.

Tightening torque:

105 N·m (10.7 kgf·m, 77.4 ft·lb)



15) Press-fit the companion flange with ST1, ST2 and ST3.

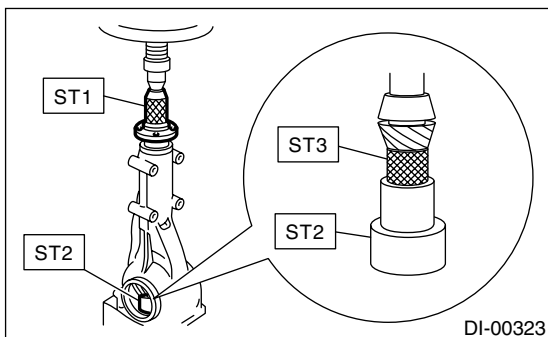
ST1 899874100 INSTALLER

ST2 399780104 WEIGHT

ST3 498937110 HOLDER DRIVE PINION

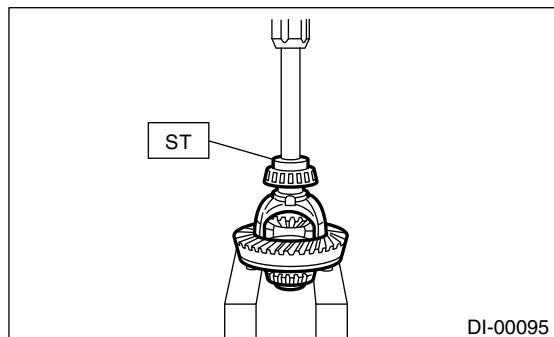
NOTE:

Be careful not to damage the bearing.



18) Press-fit the side bearing onto differential case with ST.

ST 398487700 DRIFT



16) Install the self-lock nut. Then tighten it with the ST.

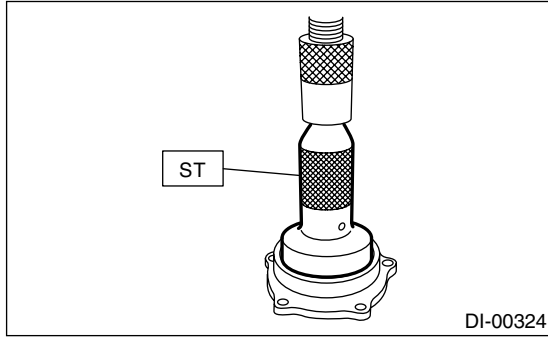
19) Assembling side retainer.

(1) Press-fit the side bearing outer race with press and ST.

REAR DIFFERENTIAL

DIFFERENTIALS

ST 398417700 DRIFT

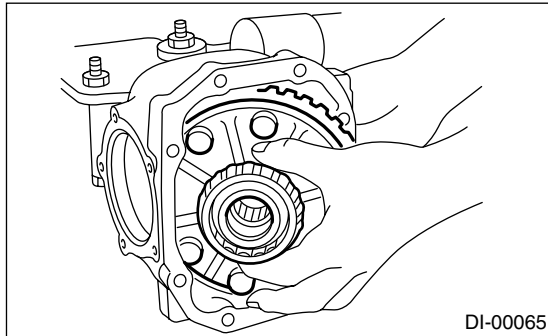


(2) Install the oil seal. <Ref. to DI-50, REPLACEMENT, Rear Differential Side Oil Seal.>

20) Adjusting side bearing retainer shims

(1) The driven gear backlash and side bearing preload can be determined by the side bearing retainer shim thickness.

(2) Install the differential case assembly into differential carrier in the reverse order of disassembly.



(3) Install the side retainer shims to the right and left retainers from which they were removed.

NOTE:

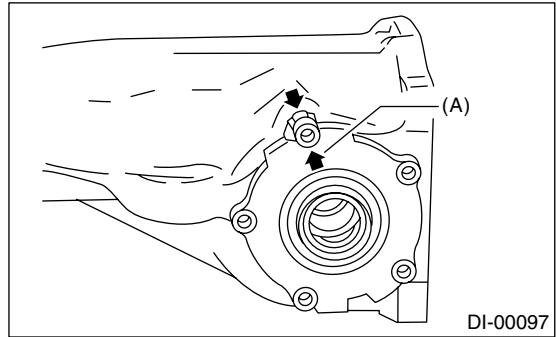
Replace the broken or corroded side retainer shim with a new one of same thickness.

| Side bearing retainer shim | |
|----------------------------|-------------------|
| Part No. | Thickness mm (in) |
| 383475201 | 0.20 (0.0079) |
| 383475202 | 0.25 (0.0098) |
| 383475203 | 0.30 (0.0118) |
| 383475204 | 0.40 (0.0157) |
| 383475205 | 0.50 (0.0197) |

(4) Align the arrow mark on differential carrier with the mark on side retainer during installation.

NOTE:

Be careful that side bearing outer race is not damaged by bearing roller.

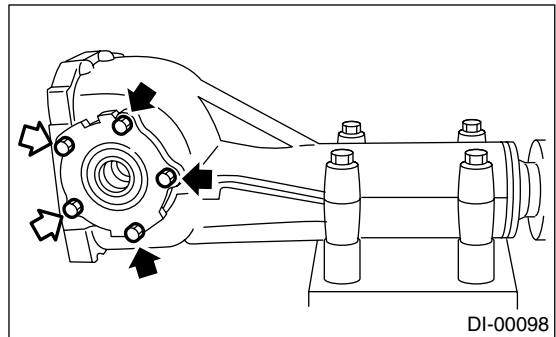


(A) Arrow mark

(5) Tighten the side bearing retainer bolts.

Tightening torque:

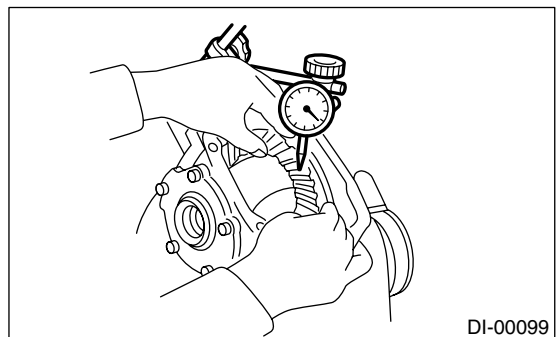
10.3 N·m (1.05 kgf·m, 7.6 ft·lb)



(6) Measure the crown gear-to-drive pinion backlash. Set the magnet base on differential carrier. Align the contact point of dial gauge with tooth face of crown gear, and move the crown gear while holding drive pinion still. Read the value indicated on dial gauge.

Backlash:

0.10 — 0.20 mm (0.0039 — 0.0079 in)



(7) At the same time, measure the total preload of drive pinion. Compared with the resistance when differential case is not installed, if the total preload is not within the specified range, readjust side bearing retainer shims, increasing/reducing by an even amount at a time.

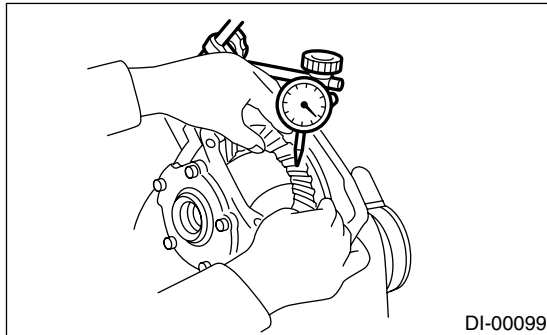
Total preload:

26.95 — 53.90 N (2.75 — 5.50 kgf, 6.1 — 12.1 lb)

21) Re-check the crown gear-to-pinion backlash.

Backlash:

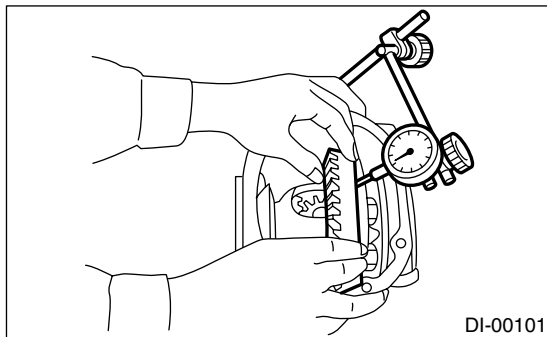
0.10 — 0.20 mm (0.0039 — 0.0079 in)



22) Check the crown gear runout on its back surface, and make sure that pinion and crown gear rotate smoothly.

Limit of runout:

Less than 0.05 mm (0.0020 in)



23) Checking and adjusting tooth contact of crown gear

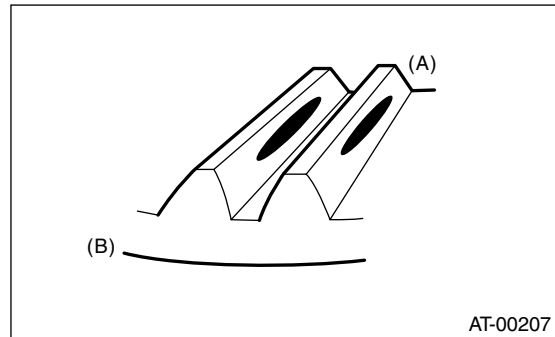
- (1) Apply an even coat of red lead on both sides of three or four teeth on the crown gear. Check the contact pattern after rotating the crown gear several revolutions back and forth until a definite contact pattern appears on the crown gear.
- (2) When the contact pattern is incorrect, readjust according to the instructions given in "TOOTH CONTACT PATTERN".

NOTE:

Be sure to wipe off red lead completely after adjustment is completed.

- Correct tooth contact

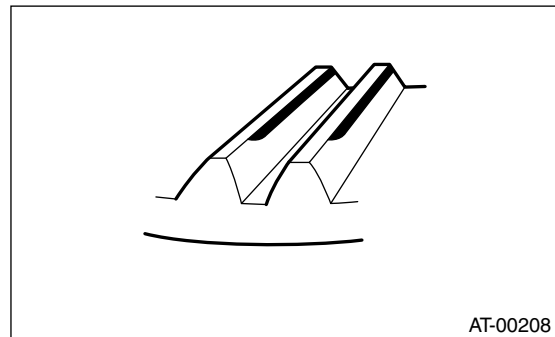
Checking item: Tooth contact pattern is slightly shifted toward to toe side under no-load rotation. (When loaded, contact pattern moves toward heel)



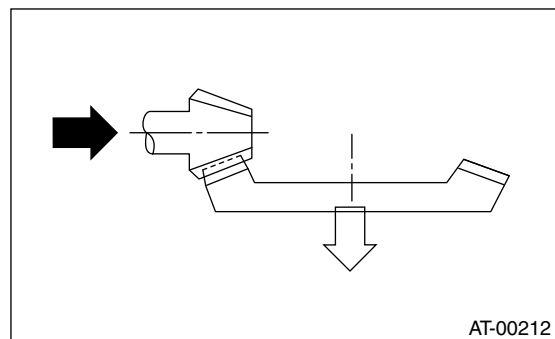
- (A) Toe side
- (B) Heel side

- Face contact

Checking item: Backlash is too large. Contact pattern



Corrective action: Increase thickness of drive pinion height adjusting shim in order to bring drive pinion close to crown gear.



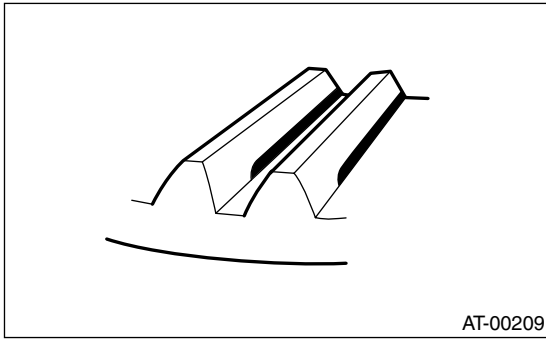
REAR DIFFERENTIAL

DIFFERENTIALS

- Flank contact

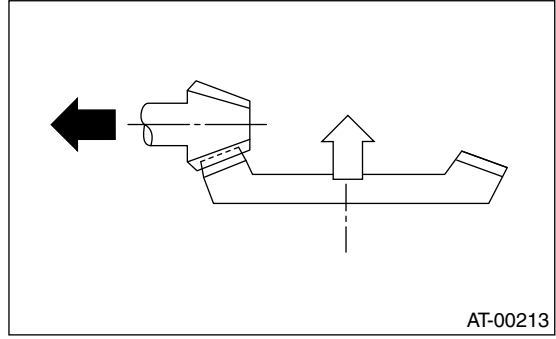
Checking item: Backlash is too small.

Contact pattern



Corrective action: Reduce thickness of drive pinion height adjusting shim in order to move drive pinion away from crown gear.

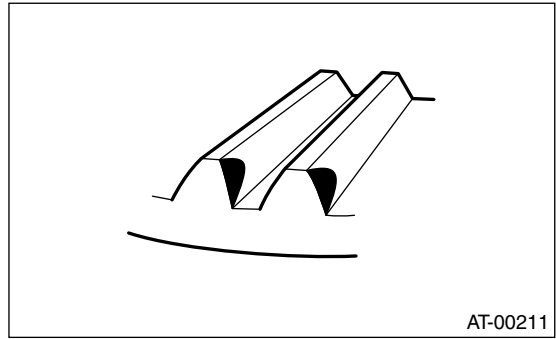
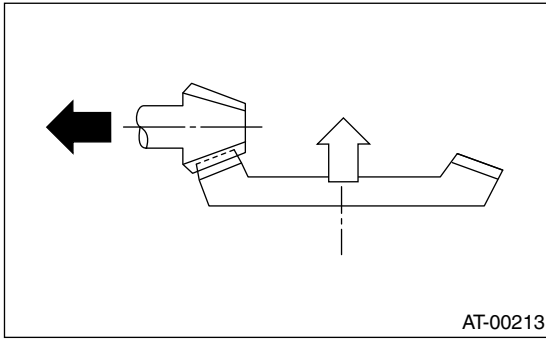
Corrective action: Reduce thickness of drive pinion height adjusting shim in order to move drive pinion away from crown gear.



- Heel contact (Outside end contact)

Checking item: Contact area is small.

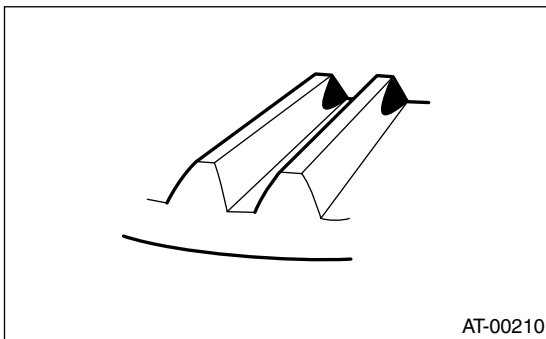
Contact pattern



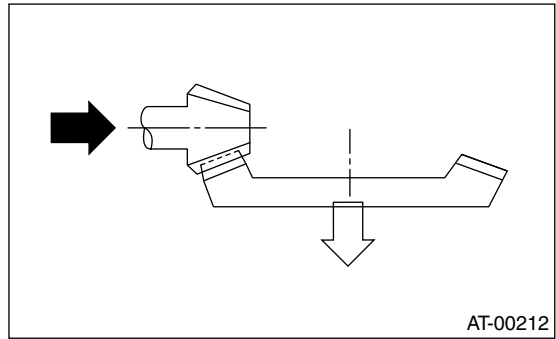
- Toe contact (Inside end contact)

Checking item: Contact area is small.

Contact pattern



Corrective action: Increase thickness of drive pinion height adjusting shim in order to bring drive pinion close to crown gear.

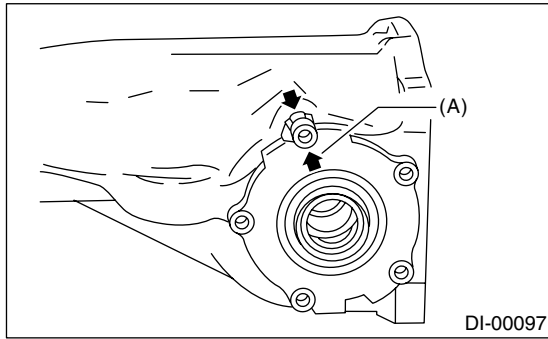


24) If proper tooth contact is not obtained, once again adjust the drive pinion height by changing RH and LH side bearing retainer shims and the hypoid gear backlash.

25) Remove the side bearing retainers on right and left side.

26) Install new O-rings to side bearing retainers on right and left side.

27) Align the arrow mark on differential carrier with the mark on side retainer during installation.



(A) Arrow mark

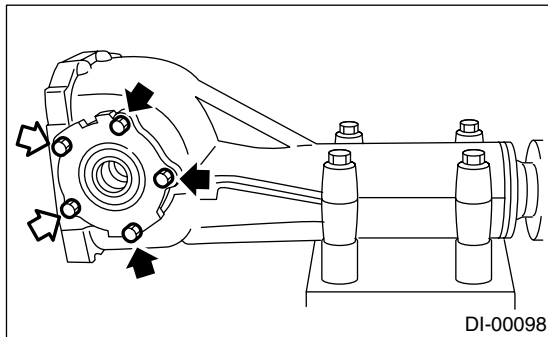
28) Tighten the side bearing retainer bolts.

Lock Tite:

THREE BOND 1105 (Part No. 004403010) or equivalent

Tightening torque:

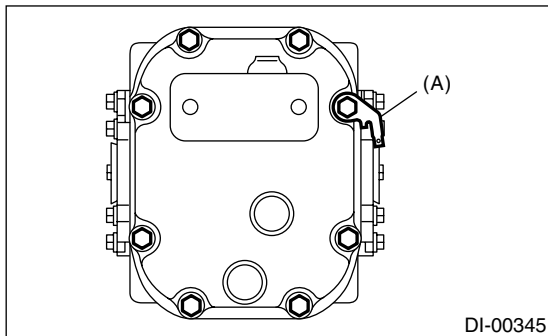
10.3 N·m (1.05 kgf-m, 7.6 ft-lb)



29) Install the new gasket, rear cover and stay ground and tighten the bolts to specified torque.

Tightening torque:

44 N·m (4.5 kgf-m, 32.5 ft-lb)



(A) Stay ground

30) Install the breather cap.

31) Install the drain plug and rear differential oil temperature switch or oil temperature sensor.

Tightening torque:

49 N·m (5.0 kgf-m, 36.2 ft-lb)

E: INSPECTION

Wash all the disassembled parts clean, and examine them for wear, damage, or other defects. Repair or replace defective parts as necessary.

1) Crown gear and drive pinion

- If abnormal tooth contact is evident, find out the cause and adjust to give correct tooth contact at assembly. Replace the gear if excessively worn or incapable of adjustment.
- If crack, score, or seizure is evident, replace as a set. Slight damage of tooth can be corrected by oil stone or the like.

2) Side gear and pinion mate gear

- Replace if crack, score, or other defects are evident on tooth surface.
- Replace if thrust washer contacting surface is worn or seized. Slight damage of the surface can be corrected by oil stone or the like.

3) Bearing

Replace if seizure, peeling, wear, rust, dragging during rotation, abnormal noise or other defect is evident.

4) Thrust washers of side gear and pinion mate gear

Replace if seizure, flaw, abnormal wear or other defect is evident.

5) Oil seal

Replace if deformed or damaged, and at every disassembling.

6) Differential carrier

Replace if the bearing bores are worn or damaged.

7) Differential case

Replace if its sliding surfaces are worn or cracked.

8) Companion flange

Replace if the oil seal lip contacting surfaces have flaws.

9) Rear differential oil temperature switch

If the results of the following inspections are not satisfactory, replace rear differential temperature switch.

(1) At room temperature, check for continuity between the sensor terminal and body.

(2) Soak the sensor in oil, then raise the oil temperature. Check that the continuity is cut off when the oil temperature is between 144°C (291°F) and 156°C (313°F). Then, check that the continuity resumes by the time the oil temperature drops to 135°C (275°F).

REAR DIFFERENTIAL

DIFFERENTIALS

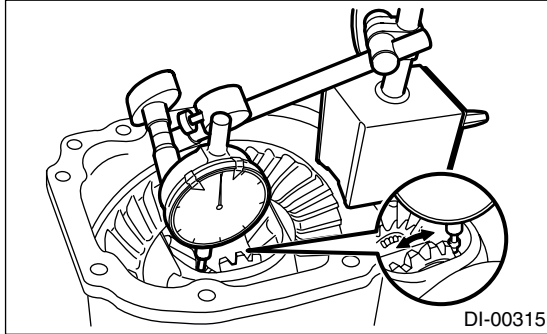
1. SIDE GEAR BACKLASH

Using a dial gauge, check the backlash of the side gear.

Side gear backlash:

0.1 — 0.2 mm (0.004 — 0.008 in)

If the side gear backlash is not within the specification, adjust clearance as specified by selecting the side gear thrust washer.



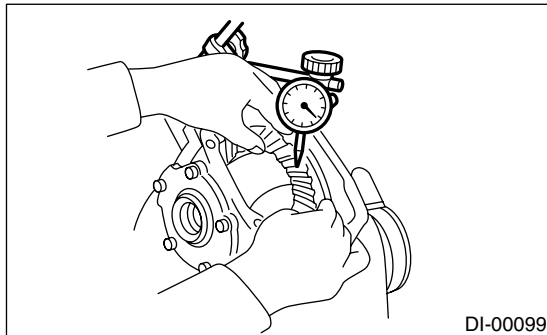
2. CROWN GEAR BACKLASH

Using a dial gauge, check the backlash of the crown gear.

Crown gear backlash:

0.1 — 0.2 mm (0.004 — 0.008 in)

If the crown gear backlash is not within the specification, adjust the side bearing preload or repair if necessary.



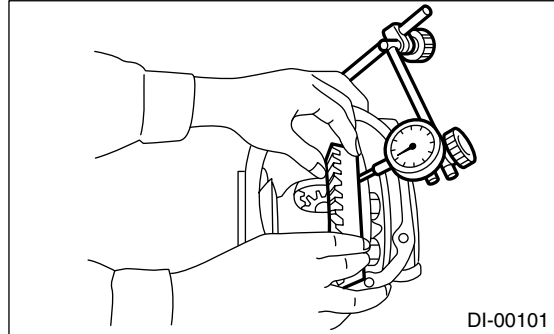
3. CROWN GEAR RUNOUT

Using a dial gauge, check the crown gear runout.

Crown gear runout:

Less than 0.05 mm (0.0020 in)

If the crown gear runout exceeds 0.05 mm (0.0020 in), replace the crown gear.



4. TOOTH CONTACT BETWEEN CROWN GEAR AND DRIVE PINION

Inspect the tooth contact between crown gear and driven pinion. <Ref. to DI-30, ASSEMBLY, Rear Differential.>

5. TOTAL PRELOAD

Using a gauge, check the turning resistance increase.

Total preload:

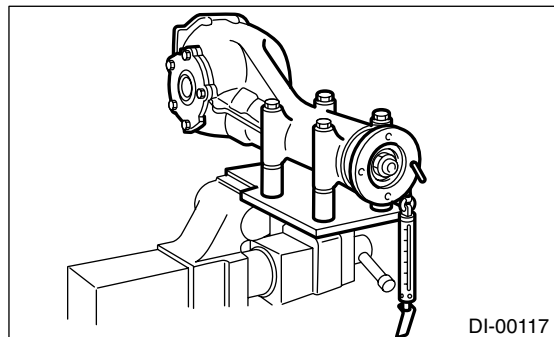
Except for STi model:

20.7 — 54.4 N (2.1 — 5.5 kgf, 4.7 — 12.2 lb)

STi model:

26.95 — 53.90 N (2.75 — 5.50 kgf, 6.1 — 12.1 lb)

If the total preload is not within the specification, adjust the side bearing retainer shims.



F: ADJUSTMENT

1. SIDE GEAR BACKLASH

Adjust the side gear backlash. <Ref. to DI-30, ASSEMBLY, Rear Differential.>

2. CROWN GEAR BACKLASH

Adjust the crown gear backlash. <Ref. to DI-30, ASSEMBLY, Rear Differential.>

3. TOOTH CONTACT BETWEEN CROWN GEAR AND DRIVE PINION

Adjust the tooth contact between crown gear and drive pinion gear. <Ref. to DI-30, ASSEMBLY, Rear Differential.>

4. TOTAL PRELOAD

Adjust the side bearing shim. <Ref. to DI-30, ASSEMBLY, Rear Differential.>