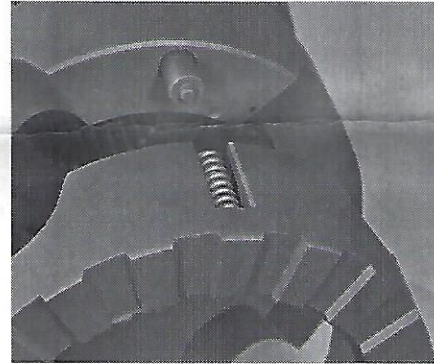


Example 2

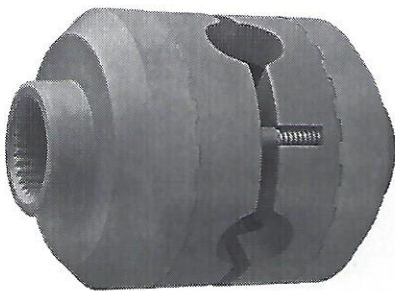
If the spacer clearance is 0.010" on the LHS and 0.020" on the RHS, and the Inter-cam clearance is 0.135", then the fitter can reduce the RHS thrust washer by 0.010" (by replacement or machining) to balance the Spacer Clearance and increase the Inter-cam Clearance to 0.145". Once the Spacer and Inter-cam Clearances are within specification, the fitment can proceed.

For 2 Pinion Differentials:



The springs are the **last** component to be fitted. The pins are fitted into the cam gears before they are installed into the carrier (Exception is Dana35 – pins fitted after the cam gears are in position), with the stepped end facing into the base of the slot, and the pins are pushed from this cam gear across the Inter-cam gap into the opposite cam gear (before the springs are fitted). This exposes the stepped end of the pins and the spring coil fits over the stepped end of the pin. The spring is pushed through the side of the slot. Finally, the other end of the spring resides in the retention recess at the bottom of the slot.

For 4 Pinion Differentials:



The springs simply sit in their final positions in the cam gears. The pins (already fitted into the cam gears) with the stepped end exposed, are positioned as the one cam gear is placed onto the second cam gear. The stepped end simply sits into the end coil of the spring and pushes harder onto the spring as the 2 carrier 'half' assemblies are bolted together.

Lubricants

During assembly, grease can be used as a 'glue' to hold components in place.

It is good practice to apply a 'thread retaining' product onto all carrier bearing retainer, ring gear and assembly bolts.

Use the OEM recommended differential oil, including LSD oil. Differential additives such as teflon or other synthetic treatments are also compatible with Lokka.