

Transfer Case

Amsoil Severe Gear 75-140

BEARING LIST

2x HM88510 (2.875 outer diam x 1.3125 bore x 1.165 width) bearing Cup - 14.99US Koyo



1x 32204 (47mm x 20 bore x 19.4 w) 20.08 Koyo



1x 32911 (55 x 80 x 17.25) 30.15 NTN



1x CR-0499 (55 x 20.5 x 24.75) 50.78 NTN



1x 32912 (85 x 60 x 17) (38440-AD300) 27.40 generic or 59.43 Koyo



32912XABT

123bearing.com

HM88542 (73 outer x 31.75 inner x 29.37 w) 22.83 Koyo (inc 88510)



IPN1-HM88542

HM88547 (73 x 33.3 x 29.37) 22.83 Koyo (inc 88510)



2pcs - HK4516 13.68



ELUSIVE INNER SEAL (planetary gear)

To replace the two inner shaft seals that are inside the planetary gear you will need to remove the planetary gear assembly. The planetary gear has a shaft pressed into it. It is the shaft with the splines on the outside. To get to the seals you will need to press out shaft. To press out the shaft, simply spoon out the old seals from the non-shaft side. Once the seals are removed, you will see the face of the splined shaft. Take a socket large enough to cover the face of the shaft and press it out. Replace the two inner shaft seals and press the shaft back in place w gear lube. A small press is all you will need. 12 Ton is plenty.



1X4W-7A292-BA (ID 26mm, OD 39-39.33mm?)

39.65, 1.561 bore seal cavity

SKF 10181 26 id x 40 od x 8



TC REBUILD NOTES

Before replacing the pinion/output shaft housing, the flange securing nut, with sealant under it, should be tightened such that the torque require to turn the pinion shaft is 1.7 Nm. If the housing has already been installed, then a torque of 160 Nm is Jaguar's fall back spec to avoid having to remove the housing to do it properly.

The reason it's so tight and so critical, is that that nut provides the pre-load on the TBox output taper roller bearings. To get it really right, the output bearing housing should be removed from the back of the transfer box and the flange nut tightened until the torque required to just turn the output shaft is 1.7 Nm or 15lb.in. However, that is for new bearings!

The proper procedure for used bearings (and I know it's too late now!) is that the torque to turn the pinion shaft should have been measured before the flange nut was removed and then on reinstallation if that measured torque was less than 15 lb.in, the nut should have been tightened to bring the torque-to-rotate up to 15lb.in. If the original measured torque was higher than 15lb.in, then the flange nut should have been tightened to restore that higher figure.