

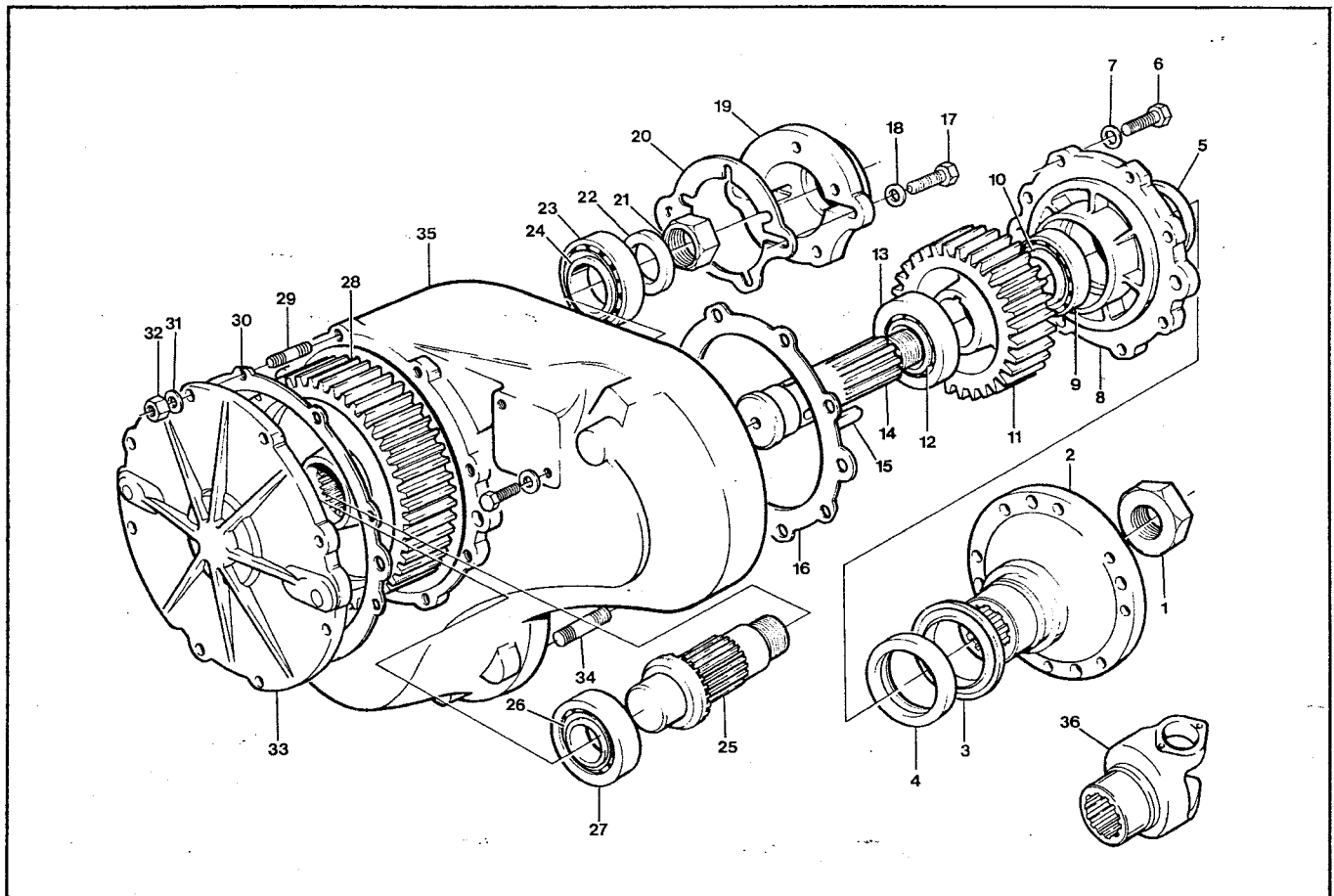


Figure 2D-5 — Drop Box Parts

- | | | |
|--|----------------------------------|---|
| 1. Self-locking nut | 14. Input shaft | 27. Bearing cup |
| 2. Companion flange (manual transmissions) | 15. Key | 28. Rear idler gear |
| 3. Oil slinger | 16. Shim, 0.003" | 29. Stud |
| 4. Oil seal | 17. Capscrew | 30. Gasket |
| 5. Spacer | 18. Washer | 31. Washer |
| 6. Capscrew | 19. Cover | 32. Nut |
| 7. Lockwasher | 20. Shim, 0.003", 0.005", 0.010" | 33. Idler shaft cage assembly |
| 8. Input cage | 21. Self-locking nut | 34. Stud (drop box to differential carrier) |
| 9. Bearing cup | 22. Locking washer | 35. Housing |
| 10. Bearing cone | 23. Bearing cup | 36. Yoke (for automatic transmission) |
| 11. Drive gear | 24. Bearing cone | |
| 12. Bearing cone | 25. Idler shaft | |
| 13. Bearing cup | 26. Bearing cone | |
-
- | | |
|--|--|
| 15. Hold the drive gear in a soft-jawed vise. Install cage (8) with bearing cup (9), spacer (5) and oil seal (4). | Install the entire input shaft assembly into the drop box, resting the forward bearing cone in the forward bearing cup. |
| 16. Place oil slinger (3) on companion flange (2), if coach has a manual transmission or yoke (36), if it has an automatic transmission. Slide flange or yoke onto input shaft and install nut (1). Tighten nut to 300 - 400 ft.-lb. | 18. Install lockwashers (7) and capscrews (6). Tighten capscrews to torque of 54 - 58 ft.-lb. |
| 17. Put original shim pack (16) on housing (35). | 19. Check input shaft end play with a dial indicator. This must be 0.001 - 0.005" loose. Add or subtract shims (16) under cage (8) as required to obtain correct amount of end play. |