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Dettagliatissimo manuale d'officina di 972 pagine edito dalla Ford Motor Company per le operazioni di manutenzione e di riparazione

1968

COUGAR FAIRLANE FALCON MONTEGO MUSTANG

SHOP MANUAL

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SPECIFICATIONS AND SPECIAL SERVICE TOOLS AT END OF EACH GROUP

4-6 GROUP 4 — Rear Axle

Flange Bearing	Drive Shaft Universal Cross-Shaft Runout									
Cup Runout	0.000	0.001	0.002	0.003	0.004	0.005	0.006	0.007	0.008	0.009
0.000	0.000	0.001	0.002	0.003	0.004	0.005	0.006	0.007	0.008	0.009
0.001	0.001	0.0013	0.0022	0.0032	0.0042	0.0051	0.0061	0.0071	0.0081	0.0091
0.002	0.002	0.0022	0.0027	0.0037	0.0048	0.0059	0.0070	0.0082	0.0093	0.0104
0.003	0.003	0.0032	0.0036	0.0042	0.0050	0.0059	0.0069	0.0079	0.0089	0.0099
0.004	0.004	0.0042	0.0045	0.0050	0.0057	0.0064	0.0072	0.0081	0.0090	0.0099
0.005	0.005	0.0051	0.0053	0.0056	0.0061	0.0067	0.0074	0.0082	0.0090	0.0099
0.006	0.006	0.0061	0.0062	0.0064	0.0067	0.0071	0.0076	0.0082	0.0088	0.0094
0.007	0.007	0.0071	0.0073	0.0075	0.0078	0.0081	0.0084	0.0087	0.0090	0.0093
0.008	0.008	0.0081	0.0082	0.0083	0.0084	0.0085	0.0086	0.0087	0.0088	0.0089

The total (combined) companion flange runout is located in the square where the columns containing the flange bearing cup runout and universal cross shaft runout readings intersect.

FIG. 7—Companion Flange Combined Runout Chart

backlash between the gears as shown by the dial indicator, tighten the left nut just enough to remove this backlash. At this time, make sure that one of the slots in the left nut is so located that the lock can be installed without turning the nut. Carefully tighten the right nut until it just contacts the cup.

6. Torque the differential cup bolts to specification.

On integral carrier type axles, set a preload of 0.008 to 0.012 inch case spread for new bearings and 0.003 to 0.005 for the original bearings.

On removable carrier type axles, the preload is 0.008 to 0.012 inch case spread for new bearings and 0.005 to 0.008 for the original bearings. As preload is applied from the right side, the ring gear is forced away from the pinion and usually results in the correct backlash.

7. Measure the backlash on several teeth around the ring gear. If

FIG. 9—Pinion and Ring Gear Tooth Contact Adjustments—Removable Carrier Type Axles

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