HSP- 8030 Series - Master Keysheet
(58 Prefix On Crane Serial Number)

AREA 00 GENERAL INFORMATION

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SM00- 000- 000.00 Service Manual General Usage & Instructions

AREA 01 RUBBER TIRE LOWER

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SM01- 002- 008.00 Axle, Recondition
SM01- 002- 011.00 Front Axle, R & I
SM01- 003- 007.00 Bleeding & Adjusting The Brakes
SM01- 003- 009.00 Brakes, Recondition
SM01- 006- 016.00 Power Steering Valve, R & I
SM01- 007- 009.00 Steer Cylinder, Recondition
SM01- 007- 015.00 Steer Cylinder Assembly, R & I
SM01- 010- 002.00 Steering Pump, Recondition
SM01- 010- 006.00 Steer Pump, R & I
SM01- 018- 024.00 Torque Convertor, Recondition
SM01- 018- 025.00 Transmission, Recondition
SM01- 019- 004.00 Transmission, R & I
Shift Cylinder, R & I
Linkage Adjustment
SM01- 019- 005.00 Torque Convertor, R & I
SM01- 019- 008.00 Torque Convertor Charging Pump, R & I
SM01- 019- 019.00 Torque Convertor Charging Pump, Recondition
SM01- 022- 004.00 U- Joint Installation - Half Round Yokes
SM01- 027- 009.00 Air Dryer, Recondition
SM01- 027- 010.00 Air Throttle Control Cylinder, Recondition
SM01- 027- 011.00 Air Dryer, R & I
SM01- 027- 012.00 Brake Actuators, R & I
To Bleed The Actuators
SM01- 027- 013.00 Air System Schematic Diagram
SM01- 027- 014.00 Five Valve Air Manifold, R & I
SM01- 027- 015.00 Five Valve Air Manifold, Recondition
SM01- 027- 019.00 Brake Actuator, Recondition
SM01- 029- 004.00 Rear Axle, R & I
SM01- 030- 005.00 Brake Pad, R & I
Park Brake Caliper, Recondition
SM01- 030- 006.00 Park Brake Caliper & Actuator, R & I
Park Brake Adjustment
SM01- 038- 018.00 Outrigger Solenoid Valve, R & I
SM01- 038- 038.00 Outrigger Solenoid Valve Stack, R & I (Function)
SM01- 039- 002.00 Vacuum Pressure Relief Valve, Recondition
SM01- 039- 003.00 Hydraulic System Cleaning Procedure
SM01- 043- 001.00 Solenoid Valves, General Recondition
SM01- 043- 003.00 Outrigger Solenoid Valve Stack, Recondition (Function)
SM01- 043- 004.00 Four Way Solenoid Valve, Recondition (Outrigger Directional/Steer)
SM01- 043- 015.00 Carrier Winch Directional Valve, Recondition
SM01- 043- 024.00 Throttle Lock Solenoid Valve, Recondition
SM01- 044- 007.00 Lock Valve, Recondition
SM01- 044- 008.00 Jack Cylinder Lock Valve, R & I
SM01- 045- 007.00 Outrigger Beam Cylinder, Recondition
SM01- 045- 010.00 Outrigger Beam, Jack & Beam Cylinder, R & I
SM01- 046- 010.00 Jack Cylinder, Recondition
SM01- 046- 015.00 Jack Cylinder, R & I
SM01- 047- 006.00 Relief Valve, Recondition
SM01- 048- 009.00 Rotating Joint, Recondition

AREA 06 UPPER ENGINE

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AREA 07 HYDRAULIC POWER SUPPLY

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AREA 09 TUBULAR BOOM, FLY, & JIB

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AREA 17 HYDRAULIC CRANE ATTACHMENT

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AREA 18 SPECIAL ATTACHMENTS

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How To Use This Manual, General Service Instructions, And Safety Procedures

The following information is provided to help guide the user of this manual. An explanation of how this manual is organized, as well as general information and safety considerations which should be understood when performing any service or maintenance procedure, is given. This information is general in nature and should supplement any of the specific procedures in this manual along with a constant awareness of safety and common sense.

How To Use This Manual

This Service Manual is a collection of written procedures which are used to service and maintain a specific crane model. The index, which is called a "Keysheet", is used to organize the procedures within this manual and serve as a Table Of Contents as well. Each procedure, in this manual, is written so that it can stand alone and typically covers only one procedure. Procedures are given a numerical designation, or "SM Code" Number, (Example: SM01—005—034.00) which is unique to that procedure and that procedure only. The following is a listing of the general area definitions which are designated by the first digits in the SM Code Number sequence:

General Area Descriptions

SM01 — Rubber Tire Lower
SM02 — Crawler Lower
SM03 — Upper Revolving Frame & Machinery
SM04 — Vertical Shafts
SM05 — Horizontal Shafts
SM06 — Upper Engine
SM07 — Hydraulic Power Supply
SM08 — Angle Boom
SM09 — Tubular Boom
SM10 — Tagline Winder
SM11 — Fairleader
SM12 — Shovel Attachment
SM13 — Trench Hoe, Logger & Scrapper Attachment & Prop Handler
SM14 — Cab & House Assembly
SM15 — Rotascope Attachment (Discontinued)
SM16 — Wire Rope Requirements
SM17 — Hydraulic Boom And Attachments
SM18 — Special Attachments
SM19 — Diesel Pile Hammer (Discontinued)
SM20 — Tower, Climbing Assembly, Traveling Base & Gantry (Discontinued)
SM21 — Log Skidder (Discontinued)
SM22 — Hydraulic Hammer (Discontinued)

The procedures in this manual are collated by SM Code Number sequence. Use the Keysheet in the front of this manual, the general area descriptions shown previously, and the SM Code title shown on the Keysheet to find the specific procedure required to service the crane.

Throughout this manual, reference is made to the left, right, front, and rear, pertaining to directions and locations. These reference directions are relative to the operator, sitting in the operator's seat, with the upper directly over the front of the carrier, unless otherwise stated. (Crawler mounted cranes: upper over the front of the crane with travel motors to the rear.)

Danger, warning, and caution captions as well as special notes are used throughout this manual and on the crane to emphasize important and critical instructions. **If any instruction, caution, warning, or danger labels, decals, or plates become lost, damaged, or unreadable, they must be replaced.** Information contained on such labels, decals, and plates is important and failure to follow the information they contain could result in an accident. Replacement labels, decals, and plates can be ordered through a Link-Belt Distributor. For the purpose of this manual, danger, warning, and caution captions and notes are defined as follows:

DANGER

An operating procedure, practice, etc. which, if not correctly followed, may result in severe personal injury, dismemberment, or loss of life.

WARNING

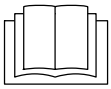
An operating procedure, practice, etc. which, if not correctly followed, may result in personal injury.

CAUTION

An operating procedure, practice, etc. which, if not correctly followed, may result in damage to, or destruction of, equipment or property.

NOTES

Note: An operating procedure step, condition, etc. which is essential in order for the process to be completed properly.



This symbol may appear in manuals or on a label on the crane to alert personnel that additional instructions are included in the crane Operator's Manual.

Figure 1
Keep hands and tools clear of moving parts.

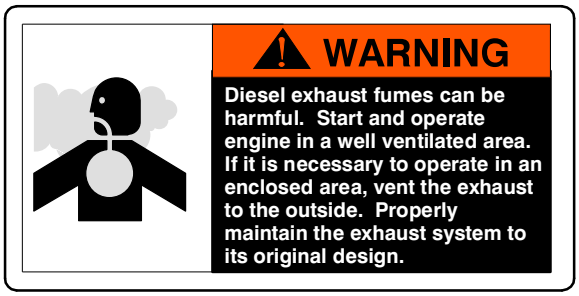


Figure 2
Diesel Exhaust Fumes.

Service Safety And Set Up Guidelines

The following is a list of safety and set up considerations which may apply to any service or maintenance procedure. Review the entire list and understand the type of things you must consider to perform a safe service procedure and then apply these guidelines to each specific service or maintenance procedure.

DANGER

Do not operate the crane unless you are qualified. Unauthorized operation by untrained personnel could result in an accident. Crane operation is to be performed by a certified operator only.

Service Safety

1. Read and understand the service or maintenance procedure to be performed before beginning work. By reading the procedure ahead of time, you can be sure to have the replacement parts and tools on hand that are required to complete the job.
2. Wear protective gear to prevent injury; hard hat, safety glasses, gloves, steel toed shoes, etc.

Figure 3
Pinch Point Label

3. First aid supplies and a fire extinguisher should be on the job site to assist in an unexpected situation. The location of these items should be known to all as well as access to a telephone for emergencies.
4. Work in a clean, dry, firm, level area whenever possible. Choosing the correct work site can make a big difference on how well the job goes.
5. Use caution around flammable materials. Be aware of all the materials in the work area which are a threat. Also make others aware of volatile materials; post signs if necessary.
6. Release all trapped pressure in air and hydraulic circuits before disconnecting any line or component. Shutdown the crane, exhaust all pressure from the crane's air reservoir(s) and work the hydraulic control levers back and forth before servicing the crane.
7. Do not disconnect any hydraulic line from a crane which has its attachment in the air. Trapped pressure may be all that is suspending it. Disconnecting a line could release the trapped pressure, causing the attachment to fall. Lower the attachment to the ground or on to its rest before servicing the crane.
8. Do not work on a crane which is in motion. Fans, belts, gear trains, etc. can catch an unexpecting person and quickly dismember them.
9. Do not climb on the attachment or other hard to reach areas. If the steps and/or ladders which are installed on the crane do not provide adequate access to the area of the crane which needs servicing, use a step ladder or other approved device.
10. Pinch points exists between the upper and lower frames. Death or dismemberment may result from personnel caught in these points. Learn where these pinch points are and stay clear of the rotating upper frame.

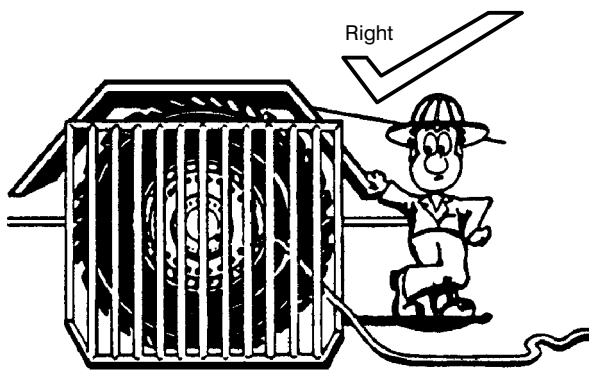


Figure 4
Use a guard when inflating tires.

11. If working in a confined area, be sure to provide adequate ventilation when running the engine(s), using toxic solvents, welding, or any other operation which contaminates the fresh air supply.
12. Post a sign in the operator's cab to alert others that the crane is under service. Starting the crane while it is being serviced could severely injure someone. Crane damage could also occur if systems are operated prematurely. Imagine starting the engine(s) before the oil is replaced.
13. Secure access panels, doors, and machinery hoods when in the open position to ensure they do not fall or slam shut due to wind or accidental disruption.
14. Crane parts may be heavy. Always use an appropriate lifting device to support work. Do not attempt to lift an object without knowing its weight. Get help if necessary.
15. Always use a safety rim cage when inflating or deflating tires. Worn or misassembled parts can "explode" from the assembly causing serious injury. Use a safety rim cage, clip on air chuck, and stand aside when inflating or deflating tires.

Crane Set Up And Disassembly

1. Properly park the crane as described in the Operator's Manual. Park the crane in an area which provides the most comfortable working conditions. However, do not park the crane where it will be an obstruction or an intrusion to traffic, coworkers, or to the public. Keep in mind that a major service procedure, or a repair part which requires a long lead time, could have the crane disabled for an extended period of time.
2. Keep in mind the mess which is sometimes caused by a crane under repair. Oil or other fluid leaks should be contained or prevented. Consider your responsibility of maintaining a safe clean work area and a healthy environment for all.

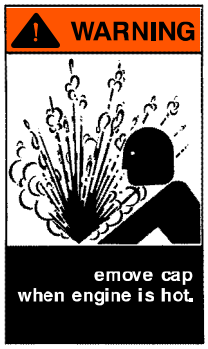


Figure 5
Allow engine to cool before removing the radiator cap.

3. If the crane is equipped with outriggers, it may be safer as well as an advantage to raise and level the crane on outriggers to provide easier access to areas underneath. Do not work under a crane that is improperly supported.
4. Shutdown the engine(s) per the instructions given in the Operator's Manual.
5. Post a sign in the operator's cab to alert others that the crane is being serviced.
6. Engines, transmissions, hydraulic systems, etc. generate extreme heat during operation. Temperatures can reach levels which may cause serious burns. Allow the crane to cool before attempting to service it.

WARNING

Engine coolant is hot. Failure to allow engine(s) to sufficiently cool before draining coolant could result in severe burns or other personal injury. Allow the engine(s) and radiator(s) to cool before draining coolant from the radiator(s).

7. Pressure is generated inside the engine's cooling system due to the heat transfer process from the engine(s) to the radiator(s). Do not attempt to open or drain the radiator(s) until it/they has/have had sufficient time to cool. Disconnecting hoses before the engine(s) and radiator(s) has/have cooled is even more dangerous. Wait until the engine(s) and radiator(s) have cooled and then drain the radiator(s) before disconnecting any hoses. Properly store or dispose of used coolant.

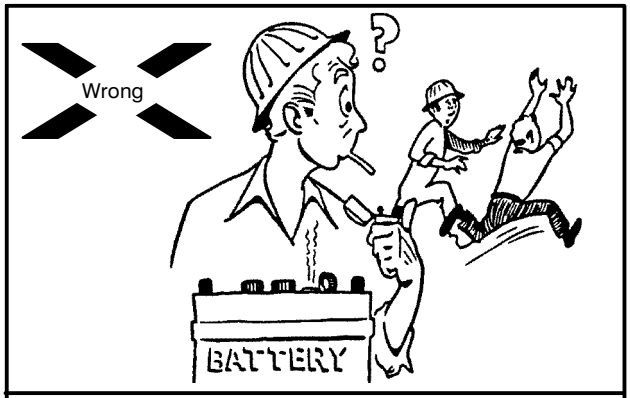


Figure 6
Do not use an open flame near the battery.

WARNING

Solvents and cleaning solutions can be hazardous. Serious personal injury may result from misuse of these products. Read and follow all the manufacturer's recommendations concerning solvents and cleaning solutions.

8. Thoroughly clean the area of the crane which is to be serviced. Dirt or other contamination could enter the hydraulic, air, lubricating system, etc. and cause immediate and/or long term problems. Cleaning the service area not only prevents contamination problems but it also makes working on the crane easier and sometimes problems are more recognizable.
9. Before beginning any removal or disassembly procedure, take a moment to observe critical features of the assembly which may greatly simplify the installation or assembly process. Label electrical, hydraulic, air, or other connections. Index mark pump, motor, and valve sections. Lightly spray paint or count the threads of adjustment screws. Simple steps such as these can minimize the effort needed to put the crane back in service.

WARNING

Hydraulic oil is under pressure and may be hot. A sudden release of hot oil could cause severe burns and/or other serious injury. Shutdown the engine(s) and exhaust all trapped hydraulic pressure from the system before removing any line or component.

10. Hydraulic systems, while operating, are under high pressure. Even after the crane is shutdown these pressures can remain trapped in the hydraulic lines and system components. Some hydraulic systems utilize an air pressurized reservoir which maintains pressure on the system after the crane is shutdown. It is critical that all residual pressure, which is trapped in the system, be neutralized before disconnecting any line or hydraulic component. Use the following techniques to exhaust trapped hydraulic pressure from the system:
    a. Lower the attachment to the boom rest, onto blocking, or onto the ground and shutdown the engine(s).
    b. Open the drain valves on the air system reservoir(s), if equipped, to bleed the air system pressure.
    c. Relieve any residual or precharge pressure by pushing the button on the pressure relief valve, on the hydraulic reservoir, if equipped. Otherwise, loosen the filler cap 1/4 turn.
    d. Turn the ignition switch to the **ON POSITION**, but **DO NOT START THE ENGINE.**
    e. Operate the steering control(s) back and forth repeatedly until steering becomes hard. (On cranes equipped with emergency steering system, it will take several rotations of steering wheel before steering becomes hard.)
    f. Work the crane control levers and outrigger switches, if equipped, back and forth several times.
    g. Turn ignition switch to the **OFF POSITION.**
    h. When pressure is fully relieved, close the drain valves on the air system reservoir(s), if equipped.

WARNING

Air lines may contain high pressure. Opening lines and fittings before relieving air pressure may result in serious injury. Shutdown the engine(s) and drain the air system reservoir(s) before opening any line or fitting.

11. Air system circuits, like hydraulic circuits, contain high pressures also. Although the threat of a hot working fluid does not exist, highly pressurized lines and components can possibly "fly off" if lines are disconnected before the system pressure is relieved. Open the drain valve on the air system reservoir(s) to exhaust system pressure before working on the crane.

WARNING

Use care not to cause sparks at the battery terminals while disconnecting or connecting the battery. Battery gasses are volatile and could be ignited by a spark or flame causing the battery to explode. Keep the area around the battery well ventilated and disconnect the negative side of the battery first, with the ignition switch "OFF", to minimize hazard.

Battery posts, terminals, and related accessories contain lead and lead compounds. Eating or smoking with lead residue on hands may cause lead poisoning. Wash hands after handling lead products.

12. When working on electrical circuits, disconnect the battery to minimize shock, burn, spark, or other hazard. When disconnecting the battery, confirm that the ignition switch is in the "OFF" position. Disconnect the negative side of the battery first to minimize the potential for sparks at the battery. Battery gases which are exposed to such sparks, could cause an explosion. Likewise when connecting the battery, confirm that the ignition switch is in the "OFF" position and install the positive cable(s), first and the negative connection(s) last.
13. It is a good practice when disassembling hydraulic components to lay the parts out in the order that they were disassembled. Keeping the parts in this order during disassembly, cleaning, and inspection will aid in the assembly process.

Welding

1. When making repairs which require welding, disconnect any electronic equipment (such as rated capacity limiters and engine computers) to prevent damage to them. Use the battery disconnect switch(es), if equipped.
2. Be aware of systems adjacent to areas being welded. Residual heat from the welding process could cause damage to other components. Heat may also vaporize materials which may become toxic or volatile.
3. Remove paint from areas to be welded to prevent toxic fumes.
4. The grounding connection should be within 3 feet (*1 m*) of the welded parts.
5. Connect the ground to the lower, if welding on the lower, or to the upper if welding on the upper. Electrical current through the turntable bearing could cause an arc which could damage it.
6. Do not position the ground connection where seals or bearing, as in transmissions or valves, will be between it and the welded parts.
7. Remove any flammable materials from the area.
8. Use the appropriate setting on the welder for the size of the welding operation. Do not use more than 200 Volts continuously.

Cleaning And Inspection

WARNING

Solvents and cleaning solutions can be hazardous. Serious personal injury may result from misuse of these products. Read and follow all the manufacturer's recommendations concerning solvents and cleaning solutions.

1. All components should be thoroughly cleaned with an approved cleaning solvent, air dried and carefully inspected for damage, wear and corrosion.
2. All Loctite® or other sealant residue should be removed from threads of hardware and parts that are going to be reused.
3. All "soft parts", such as seals, gaskets, back up rings, and o-rings, should be replaced.
4. Replacement of bearings and bushings is generally a good preventive maintenance measure. Even though a bearing or bushing seems to be intact and is functioning properly, its life span is limited. Replacing a simple bearing or bushing while the opportunity is at hand could save a complete component failure later.
5. In the event of severe defects, contact factory personnel for directions whether to repair or replace any major component.

Crane Assembly

1. Loosely assemble parts to ensure all parts are in place and fasteners started before beginning torquing procedure. Always use a cross torquing sequence to ensure even and uniform installation.

WARNING

Lubricants, sealants, joint and thread locking compounds, etc. can be hazardous. Serious personal injury may result from misuse of these products. Read and follow all manufacturer's recommendations concerning these products.

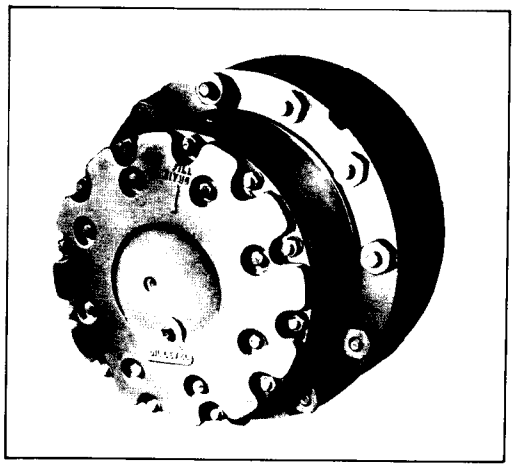
Figure 7
Proper disposal is important.

2. Unless otherwise stated, torque all fasteners per the instructions given in SM Code Area 18—000.
3. When installing hydraulic hoses, lines, and fittings, use two wrenches to ensure the hoses and lines are not twisted. One wrench must be on the male fitting, the other wrench on the female fitting.
4. Unless otherwise stated, torque all hydraulic fittings per the instructions given in SM Code Area 07—018.
5. Check all fluid levels before returning the crane to service; hydraulic reservoir oil level, transmission fluid level, engine(s) oil level, etc. Add oil as required. See Operator's Manual and/or engine(s) manufacturer's manual(s) for correct type of fluids and procedures.
6. Always replace guards, grilles, and other types of protective shields. Also, be sure that any systems which were disconnected such as load indicating systems, anti-two block devices, control cables, etc. are functioning properly before returning the crane to service.
7. Start the appropriate engine and let it idle for five minutes. Inspect the connections on the hydraulic, air, transmission, etc. lines for leaks. Repair if needed.
8. Check that all hydraulic, air, and electrical functions are operating normally before returning the crane to service.
9. After crane is assembled, refer to the Operator's Manual for any periodic type of adjustments which may have been affected by the service procedure.
10. Properly dispose of any used oils, solvents, cleaners, etc.

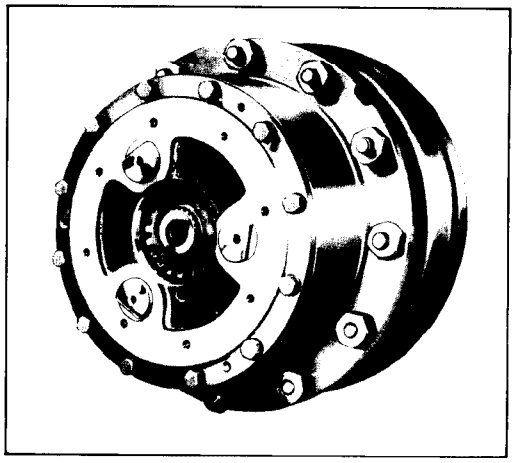
AXLE, RECONDITION (ROCKWELL)

Slight variations in parts and assembly procedures may exist due to design changes by the axle manufacturer. The procedures required to recondition a typical axle are contained in this SM.

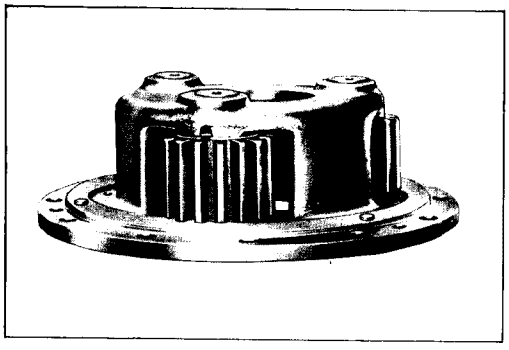
To Disassemble The Planetary Assembly



1. Remove the planetary spider cover capscrews.
2. Remove the planetary spider cover.



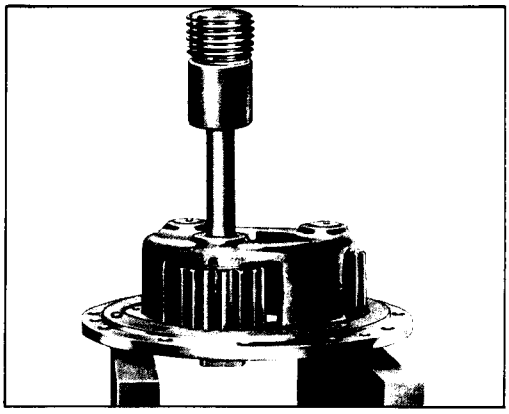
3. Remove the planetary spider stud nuts or capscrews and flat washers.



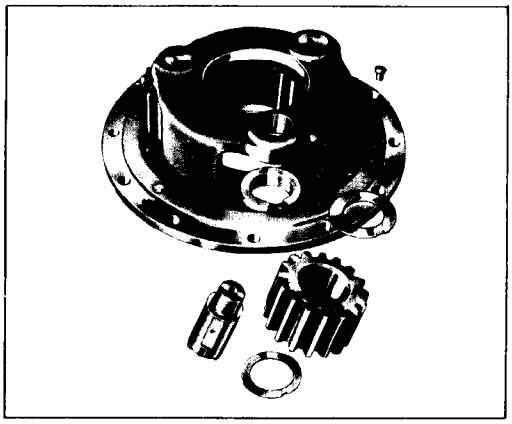
4. Separate and remove planetary spider assembly from the wheel hub assembly; use puller screws in threaded holes when provided in the spider flange.

To Disassemble Planetary Spider Assembly

Planetary spur gears rotate on planet pins. Each gear rotates between hardened thrust washers.

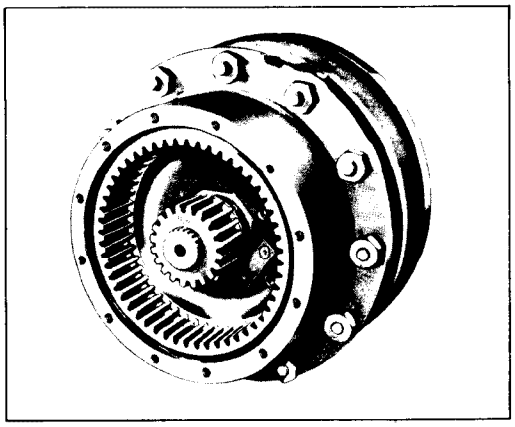


5. Press out the planet gear pins as shown.
6. Remove the planet gears and their respective thrust washers.

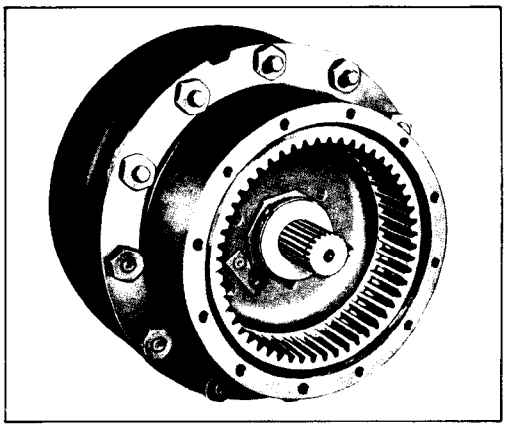


NOTE: Thrust washers are designed for opposite sides of planet gears and can only be installed in their correct locations.

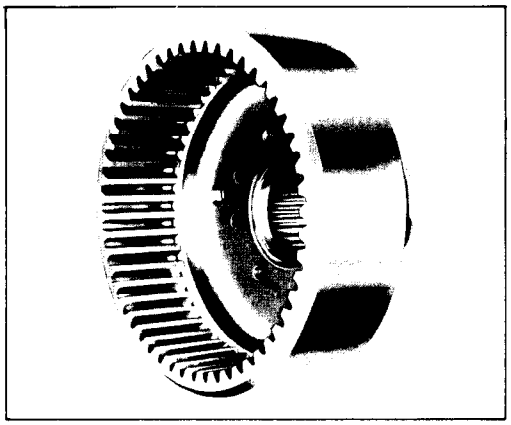
To Remove The Floating Ring Gear Assembly



7. Remove floating ring gear (on models where gear is not secured to ring gear hub).
8. Remove the snap ring from end of axle shaft.



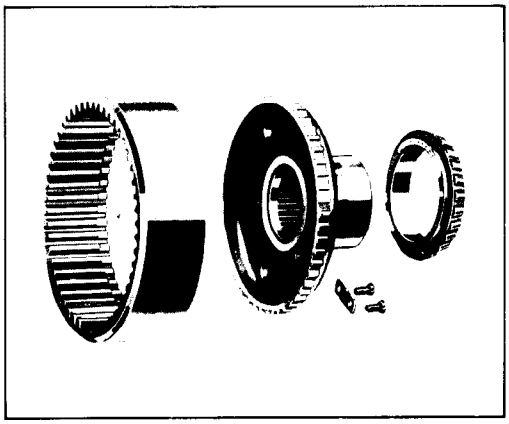
9. Remove the axle shaft sun gear.
10. Remove the sun gear thrust washer.
11. Remove the wheel bearing adjusting nut lock. (Wheel bearing adjusting nuts are all of the single nut construction and may be locked to the hub spindle in different methods depending on model.)
12. Remove the wheel bearing adjusting nut.



13. Remove the ring gear hub. Puller screw holes are provided in the ring gear hub flange to remove hub.

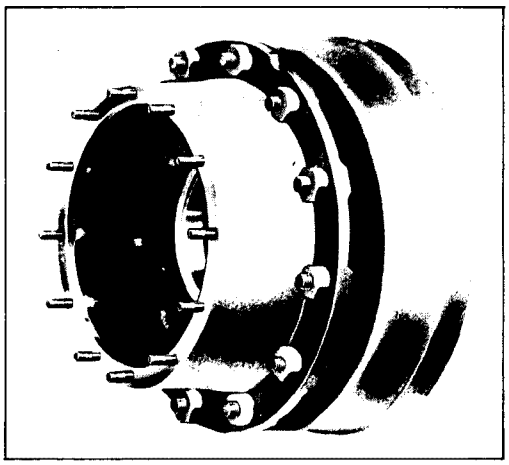
    NOTE: Some axles may secure the ring gear to the ring gear hub with capscrews and plates on the back side of the assembly.

    The outer wheel bearing is mounted on the ring gear hub.



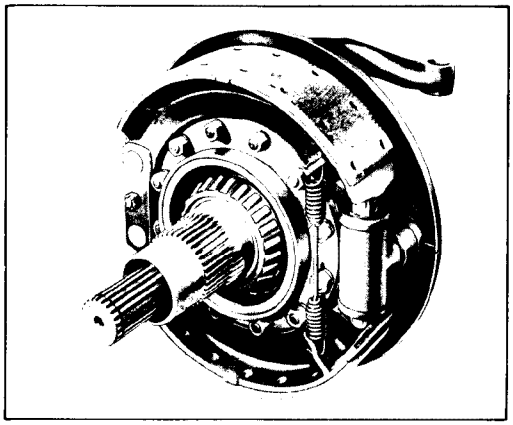
14. Remove outer wheel bearing from ring gear hub.
15. The ring gear hub assembly is made up of the hub and a ring sleeve insert which is pressed into the hub from the outer side.

Remove The Wheel Hub And Drum Assembly



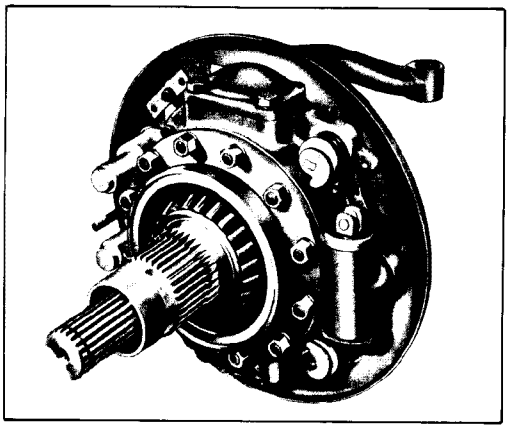
16. Lift the hub and drum slightly to relieve the hub weight and drum to brake shoe drag and remove the assembly from the hub spindle.
17. If wheel bearings are to be replaced, remove wheel bearing cups with a suitable puller.

Disassemble Brake Shoe And Lining Assembly



Complete disassembly of the brakes is not necessary for the removal of the hub spindle. Adequate working clearance is provided by removing the brake shoe return spring.

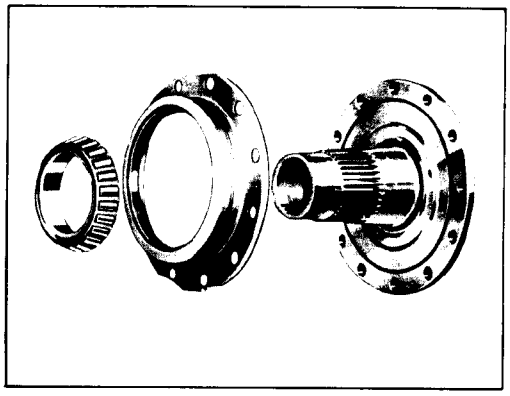
18. If the brake shoe and liner assemblies are to be removed for service or inspection, unhook and remove the brake shoe return spring.
19. Remove the anchor pin plate cotter key, stud nut and plate or anchor pin "C" clips and plate.



20. Remove the brake shoe and liner assemblies. For complete disassembly, remove push rods and brake cylinder.

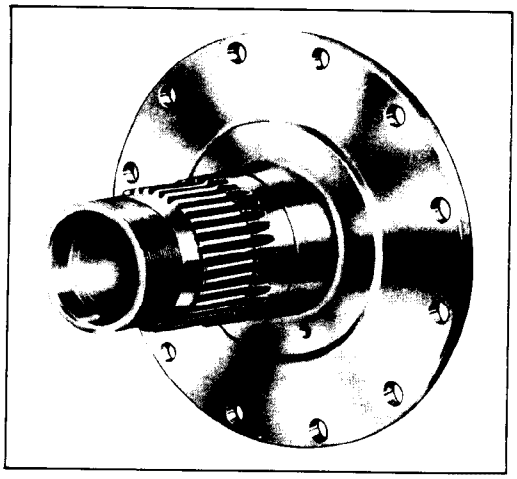
Disassemble Hub Spindle Assembly

21. Remove the inner wheel bearing. The oil seal assembly is held in place by the knuckle flange stud nuts.



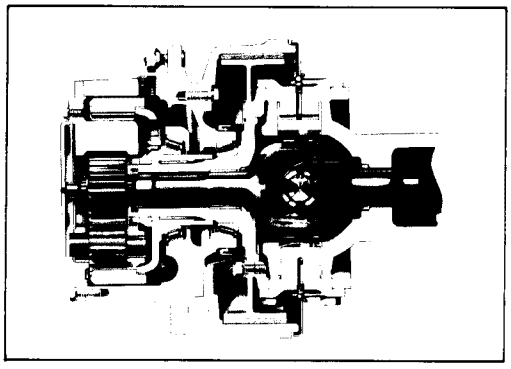
NOTE: Do not remove the oil seal from the retainer unless replacement is necessary.

22. Remove the hub spindle stud nuts and washers.



23. Remove the hub spindle. Care must be taken on steering models not to damage the inner oil seal, in the bore of the spindle, while sliding it past the axle shaft splines.

Planetary Steering Knuckles

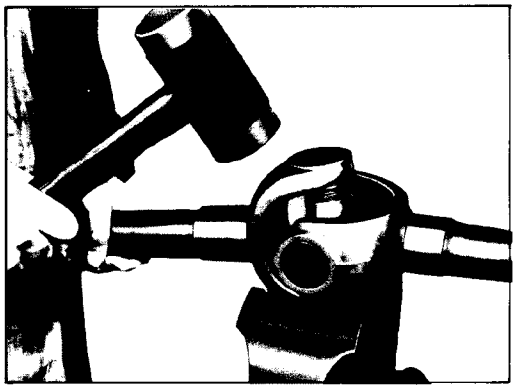


Remove the axle shaft and universal joint assembly from the housing assembly. Care must be exercised not to damage the oil seal in the housing.

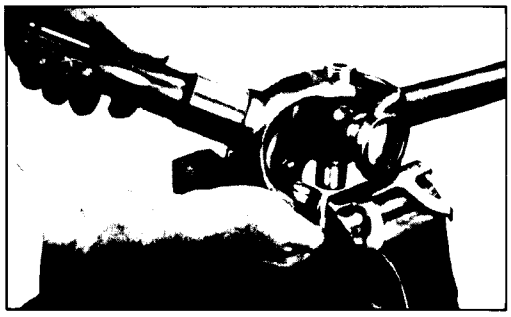
Universal Joint Disassembly

If universal joints are disassembled for the purpose of cleaning, inspecting or replacing of individual components, use the following procedure.

24. Remove the snap rings from the two ears in each yoke, with a suitable tool.
25. Position the joint assembly in an open vise with one yoke "horizontal" and resting on top of the vise jaws (do not tighten the vise).
26. With a suitable soft mallet, tap the upper ear of the "vertical" yoke several times. This will drive the vertical yoke down and push out the upper needle bearing and cap (Bearing cap has a highly polished surface and care should be exercised not to mar or scratch the surface during removal).



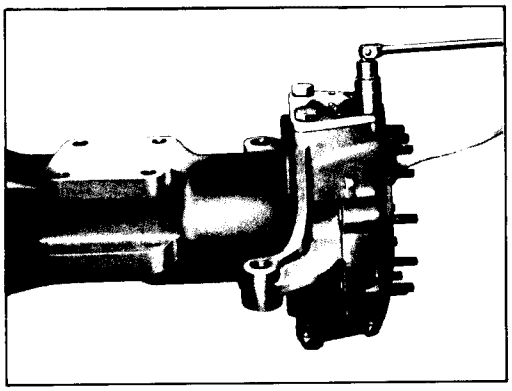
27. If the metal retainers have worked free from the bearing caps, remove them from the arms of the cross through the hole in the yokes.
28. Turn the "vertical" yoke upside down and remove the needle bearing and retainer on the opposite side following procedure outlined in Steps 26 and 27.
29. Remove "vertical" yoke by gently working yoke off arms of the cross.



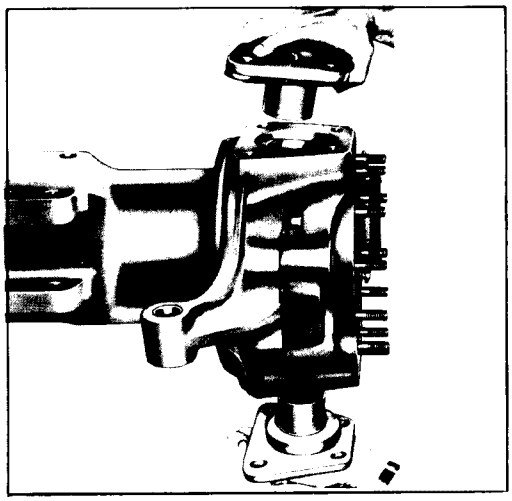
30. To complete the disassembly, hold the remaining yoke in a "vertical" position and rest the cross arms on top of the open vise. Repeat steps 26, 27 and 28.
31. Remove cross from yoke by gently working cross free.
32. Clean and inspect all parts. When inspecting bearings, keep needles, caps and retainers together.
33. Replace parts that show excessive wear or damage. If it is necessary to use a new cross, the needle bearings should also be replaced. Do not mix new and used bearings together. Replacement should be made in sets of four.

Remove Steering Knuckle Assembly

34. Disconnect the steering arm linkage.
35. Disconnect the tie rod ends at the clevis joint.
36. Remove dust shields if used.



37. Remove the steering arm cap and or knuckle pin capscrews.



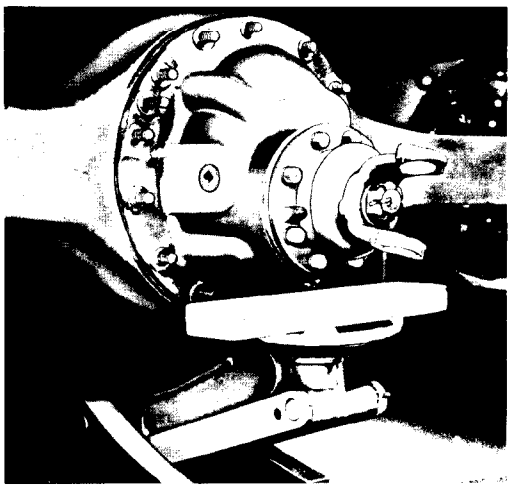
38. Remove the upper steering arm or knuckle pin cap and shims and the lower knuckle pin cap, shims and thrust washers. Keep the shims together for reassembly.
39. Remove the steering knuckle from the socket. The knuckle can be tipped to clear the socket.

Remove Differential Carrier From Housing

40. Remove the axle shaft stud nuts, lockwashers and tapered dowels.

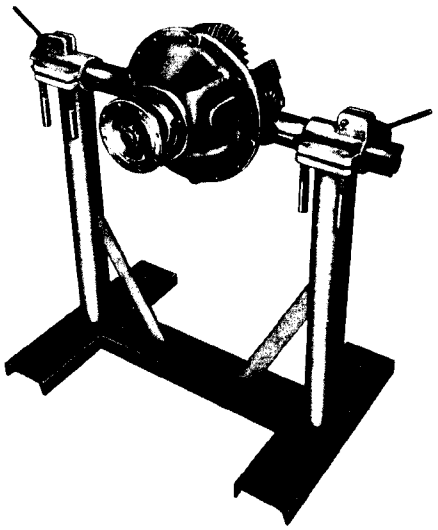
    NOTE: To loosen the dowels, hold a 1½ inch diameter brass drift against the center of the axle shaft head, inside the circular driving lugs. Strike the drift a sharp blow with a 5 to 6 pound hammer or sledge. A 1½ inch diameter brass hammer is an excellent and safe drift.

    Do not hit the circular driving lugs on the shaft head--this may cause the lugs to shatter and splinter. Do not use chisels or wedges to loosen the shaft or dowels--this will damage the hub, shaft and oil seal.
41. Remove the axle shaft from the drive unit and housing.
42. Disconnect the universal at the pinion shaft.
43. Remove carrier to housing stud nuts and washers. Loosen two top nuts and leave on studs to prevent carrier from falling.
44. Break carrier loose from axle housing with rawhide mallet.
45. Remove top nuts and washers and work carrier free. A small pinch bar may be used to straighten the carrier in the housing bore. However, the end must be rounded to prevent indenting the carrier flange. A roller jack may be used to facilitate removal of carrier.



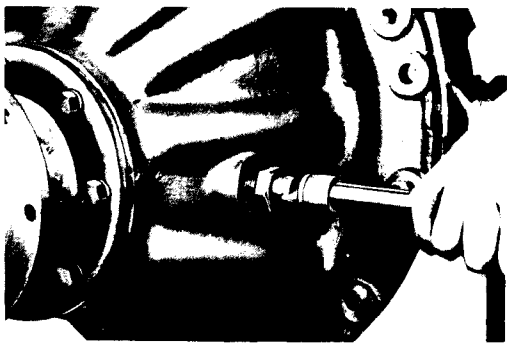
Carrier Disassembly

Place carrier in suitable holding fixture as illustrated.



NOTE: If the initial inspection indicates that the drive gear is not going to be replaced, the established backlash should be measured and noted for reference and used at reassembly.

Remove Differential And Gear Assembly



46. Loosen jam nut and back off thrust block adjusting screw.