

Subsection XX (FRONT DRIVE)

GENERAL

The procedure explained below is the same for the RH and LH sides unless otherwise specified.

SYSTEM DESCRIPTION

When one wheel is spinning above a certain rate faster than the other wheel, the Visco-Lok® system progressively locks the wheels through its multi-plate clutch.

In the event of a failure, the entire Visco-Lok pump and its carrier will have to be replaced. The Visco-Lok pump itself is a non-serviceable item.

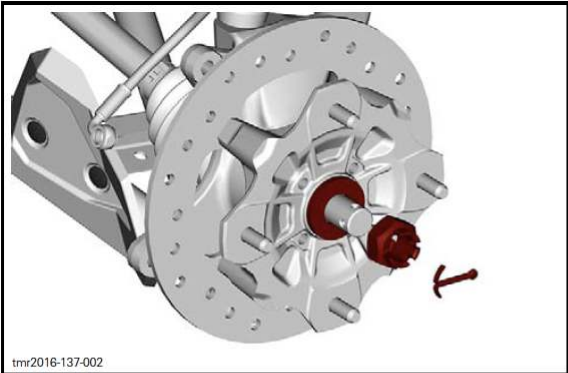
NOTE: If the pump was disassembled, its viscous fluid would be lost and it could not be replaced.

PROCEDURES

WHEEL HUB

Removing the Wheel Hub

- 1. Lift and support vehicle. Refer to *INTRODUCTION* section for proper procedure.
- 2. Select the 4WD position and place the transmission lever on "P".
- 3. Remove caliper from knuckle. Refer to *BRAKES* subsection.
- 4. Remove the following parts:
 - Wheel
 - Cotter pin
 - Castellated nut
 - Belleville washer.



TYPICAL

- 5. Remove wheel hub.

Inspecting the Wheel Hub

Check wheel studs for damaged threads and overall conditions

Check wheel hub for cracks or other damages.

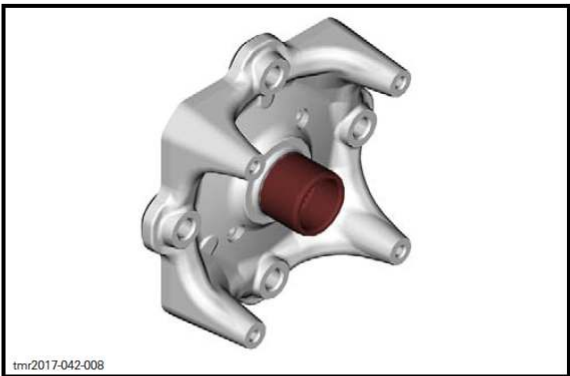
Check inner splines for wear or other damages.

Replace wheel hub and / or studs if any damage is detected.

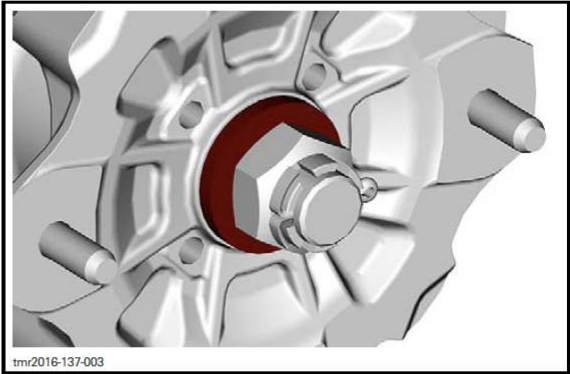
Installing the Wheel Hub

The installation is the reverse of removal procedure. However, pay attention to the following.

Apply XPS SYNTHETIC GREASE (P/N 293 550 010) all around drive shaft and wheel hub splines, and on the outer cylindrical surface.



Install Belleville washer with its domed side outwards.



TYPICAL

TIGHTENING TORQUE	
Castellated nut	250 N•m ± 15 N•m (184 lbf•ft ± 11 lbf•ft)

NOTE: Tighten further castellated nut if required to align grooves with drive shaft hole.

Install a new cotter pin.