

Transfer Case -**Capacities**

Description	Liters
Transfer case lubricant, drain and refill	0.50

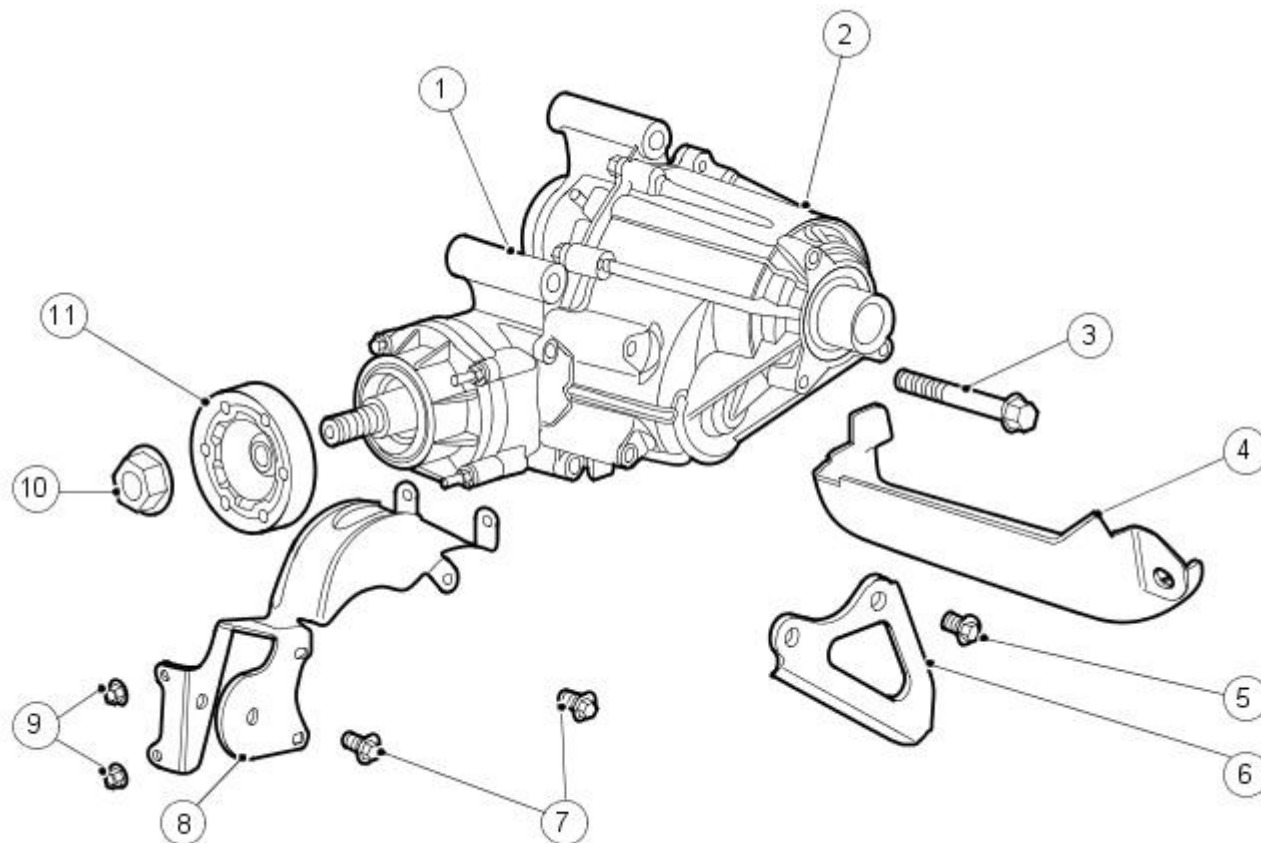
Torque specifications

Description	Nm	Lb - ft	Lb - in
M8 pinion housing studs	35	26	-
M8 pinion housing bolts	35	26	-
Engine anti-roll restrictor mounting bracket top retaining bolts	55	41	-
Engine anti-roll restrictor mounting bracket side retaining bolts	35	26	-
Engine anti-roll restrictor mounting bracket bottom retaining nuts	35	26	-
Engine anti-roll restrictor mount retaining bolt	55	41	-
Transfer case support bracket top retaining bolts	25	18	-
Transfer case support bracket bottom retaining bolt	47	35	-
Transfer case retaining bolts*	80	59	-
Transfer case fill plug	20	15	-
Exhaust front pipe retaining clamp	55	41	-
Catalytic converter to catalytic converter mount bracket retaining bolts	25	18	-
Shock absorber and spring assembly securing nuts	25	18	-

*On vehicles prior to VIN J25640, if you are re-using fixings, tighten to 90 Nm.

Transfer Case - Transfer Case

Description and Operation







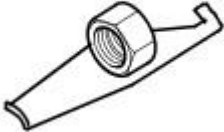

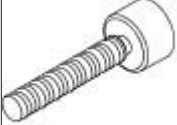
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Item	Part Number	Description
1	—	Transfer case
2	—	Transfer case fill plug
3	—	Transfer case retaining bolt
4	—	Transfer case air cooling duct
5	—	Transfer case Y bracket retaining bolt
6	—	Transfer case Y bracket
7	—	Engine anti-roll restrictor mounting bracket retaining bolts
8	—	Engine anti-roll restrictor mounting bracket
9	—	Engine anti-roll restrictor mounting bracket retaining nuts
10	—	Companion flange retaining nut
11	—	Companion flange

The transfer case system consists of a power transfer unit, rear driveshaft, coupling device and rear axle. The power transfer unit is a gearbox that attaches to the transaxle. The right hand halfshaft engages to the transfer case link shaft which engages to the differential side gears as in a normal 4x2 application. The transfer case provides power to the driveshaft through a helical gear spline coupled to the transaxle differential case, a helical gear drop (idler gear) and hypoid/helical ring gear assembly and pinion set. Repair of the transfer case is limited to seals and gaskets. If any of the geared components, tapered roller bearings, case cover or internal shafts fail, a new transfer case must be installed. The transfer case is sealed from the transaxle and has its own sump. The transfer case uses SAE 75W140 synthetic gear lubricant. The fill plug is located on the top of the transfer case, under the engine anti roll restrictor mounting bracket.

Transfer Case - Transfer Case Draining and Filling

General Procedures

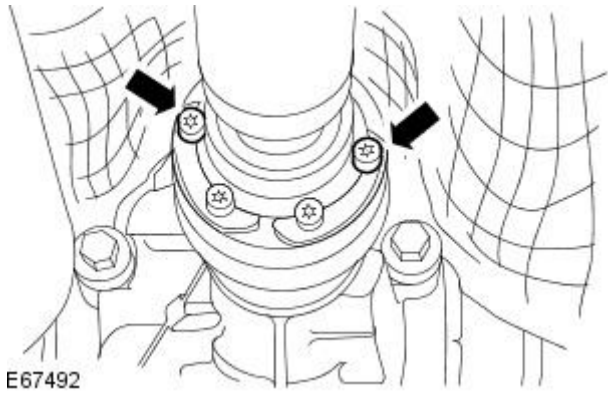
Special Tool(s)	
 <p>205-053 E54574</p>	<p>Flange holding tool 205-053</p>
 <p>204-268A E107035</p>	<p>Flange remover/installer 204-068A</p>
 <p>204-266</p>	<p>Flange remover/installer boss 204-266</p>
 <p>204-295 E107034</p>	<p>Flange remover/installer 204-295</p>
 <p>308-375 E55428</p>	<p>Seal extractor 308-375</p>
 <p>100012</p>	<p>Slide hammer 100-012</p>
 <p>100-012-01</p>	<p>Slide hammer adapter 100-012-01</p>

1.  **WARNING:** Do not work on or under a vehicle supported only by a jack. Always support the vehicle on safety stands.

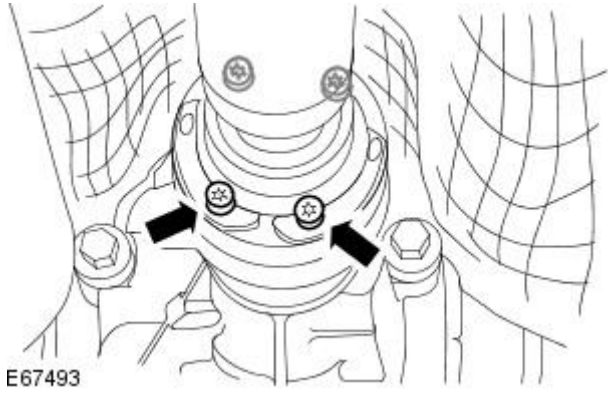
Raise and support the vehicle.

2. NOTE: Mark the position of the driveshaft in relation to the drive pinion flange.

Remove two opposing driveshaft universal joint retaining bolts.

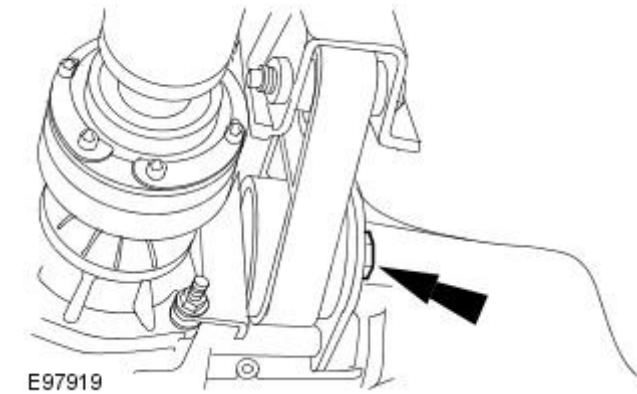


3. Loosen the remaining driveshaft universal joint retaining bolts.

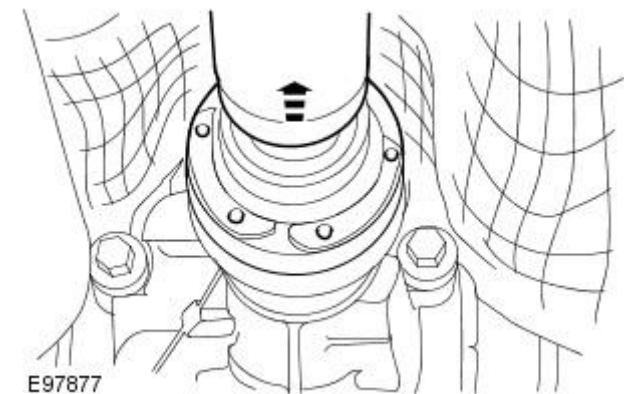


4. Detach the engine roll restrictor.

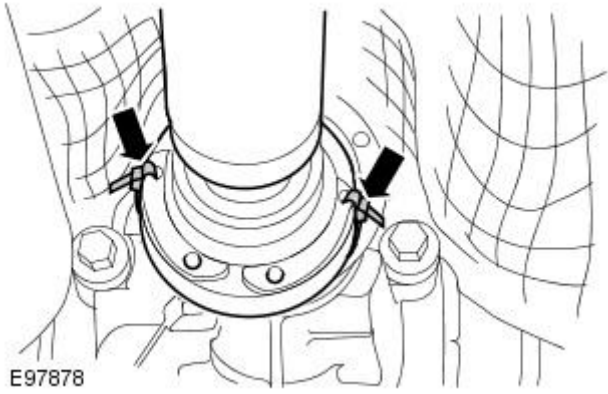
- Remove the engine roll restrictor retaining bolt.




5. Detach the driveshaft from drive pinion flange.

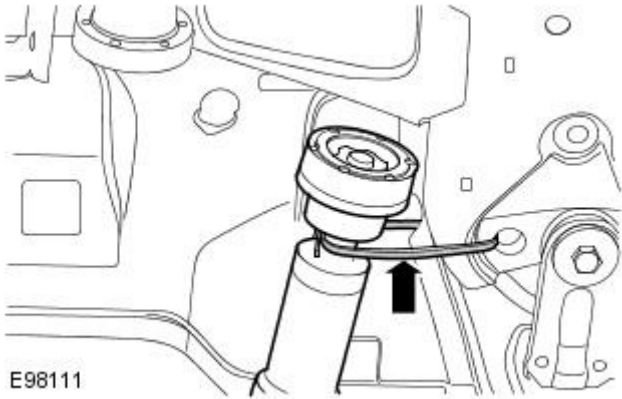


6. Using suitable tie straps, secure the outer casing of the driveshaft universal joint.

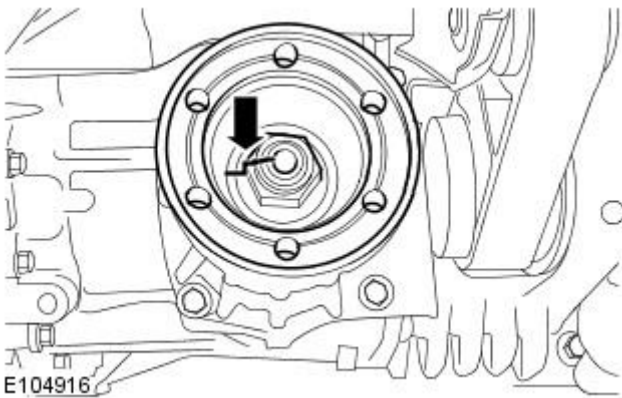


7.  CAUTION: Make sure that the driveshaft does not hang on the center universal joint. Failure to follow this instruction may result in damage to the driveshaft.

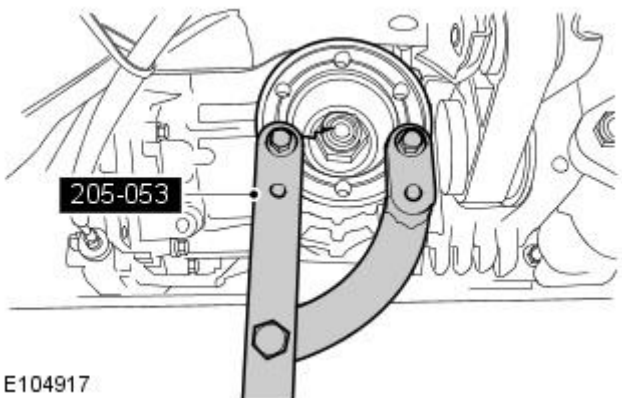
Using suitable tie straps, secure the driveshaft to the subframe.

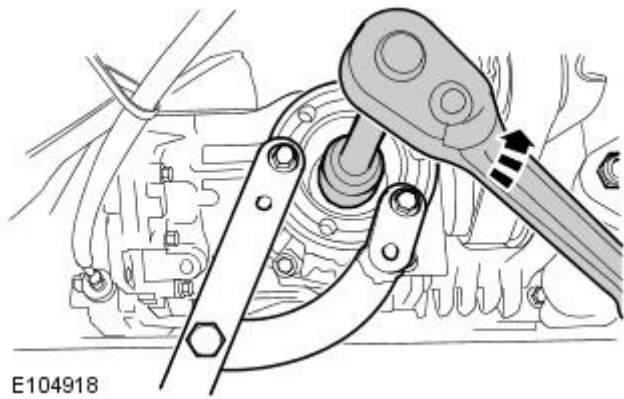


8. Mark the position of the retaining nut in relation to the companion flange and the companion flange in relation to the output shaft.



9. Install the special tool to the companion flange.



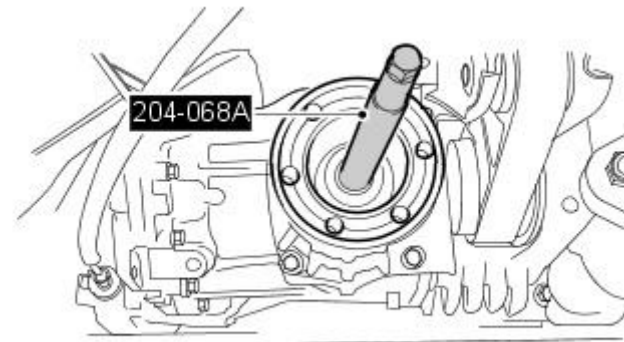


10. NOTE: Make a note of the complete number of turns required to remove the companion flange retaining nut.

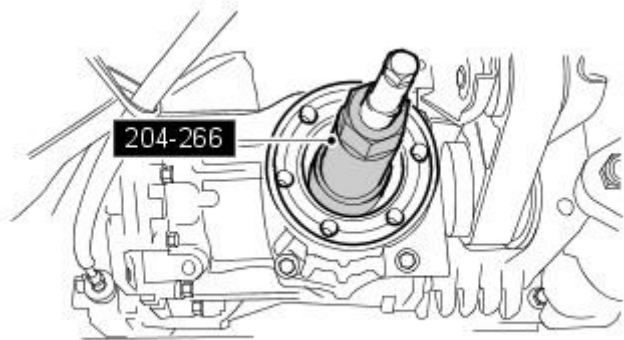
• NOTE: Make a note of the number of degrees past the last complete rotation required to remove the companion flange retaining nut.

Remove the companion flange retaining nut.

11. Install the special tool to the output shaft.

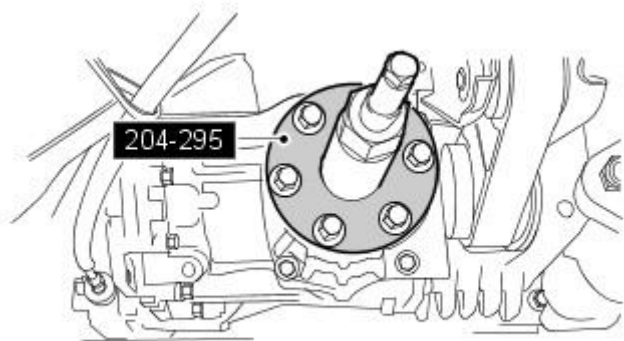


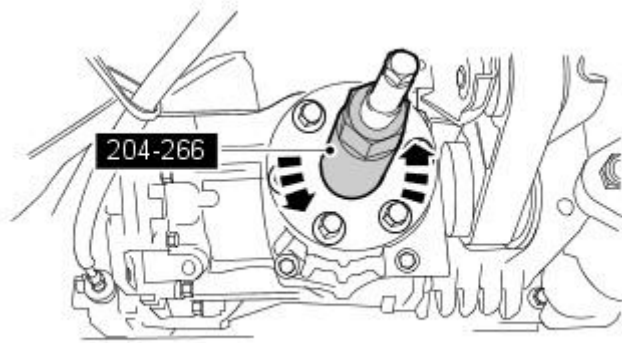
12. Install special tool 204-266 to special tool 204-068A.



13. Install the special tool to the companion flange.

- Install the six retaining bolts.

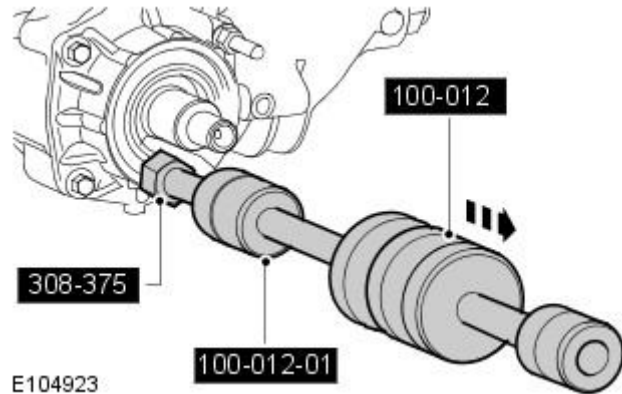




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14. Remove the companion flange.

- Rotate the special tool counter-clockwise.



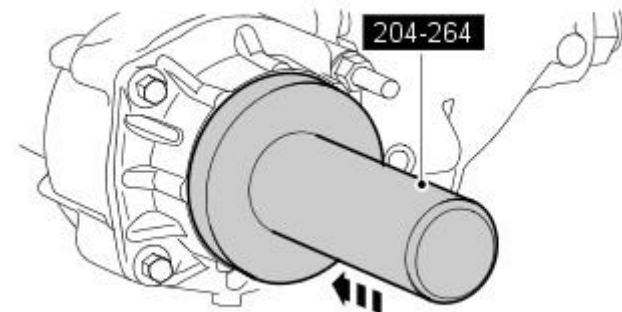
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15. Using the special tools remove the pinion oil seal.

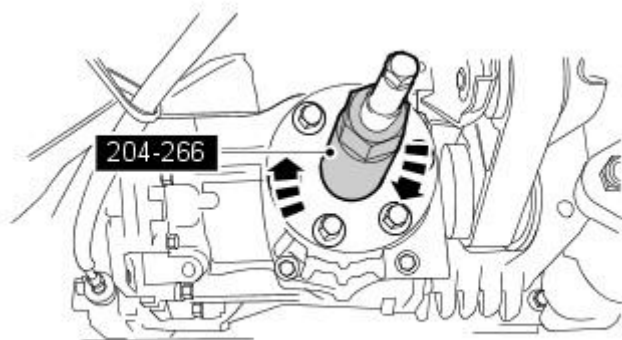
16. **NOTE:** Make sure the vehicle is completely level when draining the transfer case.

Allow the oil to fully drain into a suitable container.

17. Using the special tool 204-264 fully seat the new oil seal.



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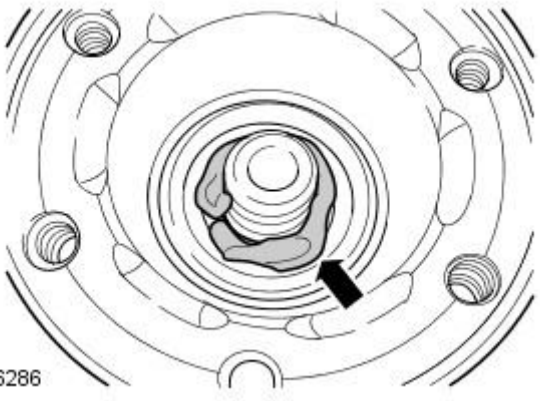
18. Install the companion flange to the output shaft.

- Lubricate the companion flange splines with SAE 75W140 lubricant.
- Install the companion flange making sure that the flange and output shaft marks are aligned.
- Install special tool 204-295 to the companion flange.
- Install special tool 204-266.
- Using the special tools install the companion flange to the output shaft by 10mm.

19. Remove the special tools.

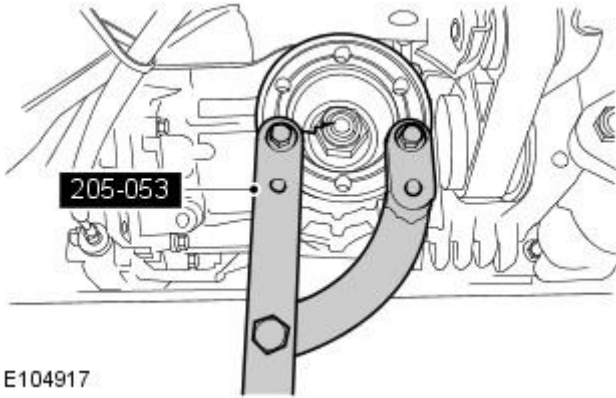
20. Using a suitable solvent/cleaner, remove all traces of oil from the transfer case rear output flange and exposed threads of the output shaft.

21. Apply sealant (C2S 12099) to the area of transfer case rear output flange where securing nut seats.



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22. Install the special tool to the companion flange.



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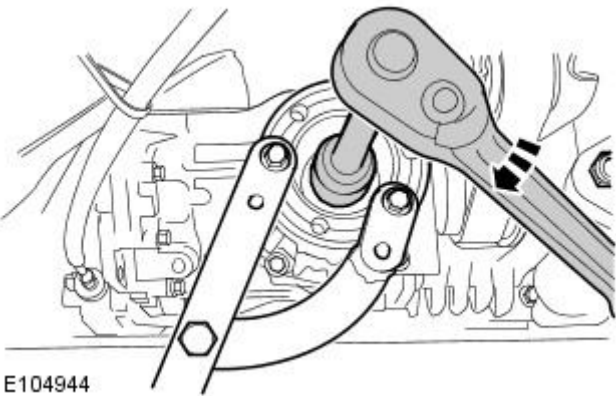
23. Apply sealant (C2S 12099) to the mating face of the transfer case rear output flange securing nut.



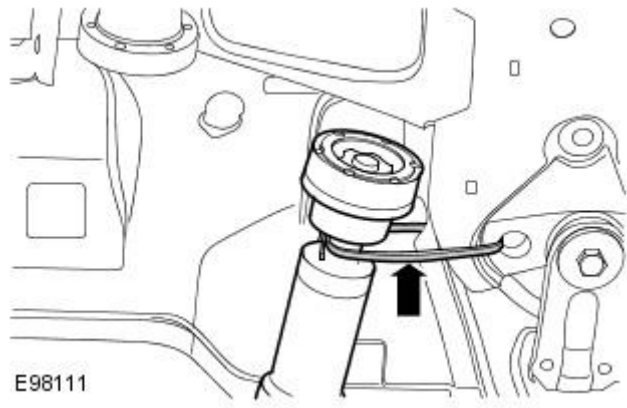
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24. Install the companion flange securing nut.

- Start the nut at the noted number of degrees before the start of the first full rotation.
- Tighten to the noted full number of rotations.
- Make sure that the original marks between the companion flange, securing nut and output shaft are aligned.

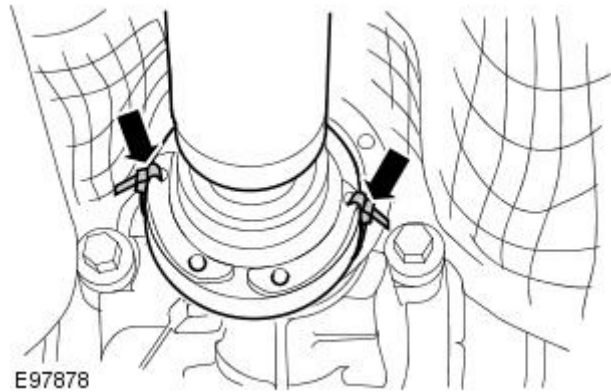


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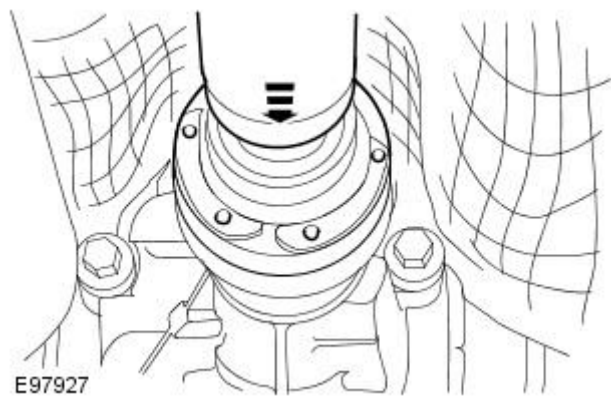


25.  CAUTION: Make sure that the driveshaft does not hang on the center universal joint. Failure to follow this instruction may result in damage to the driveshaft.

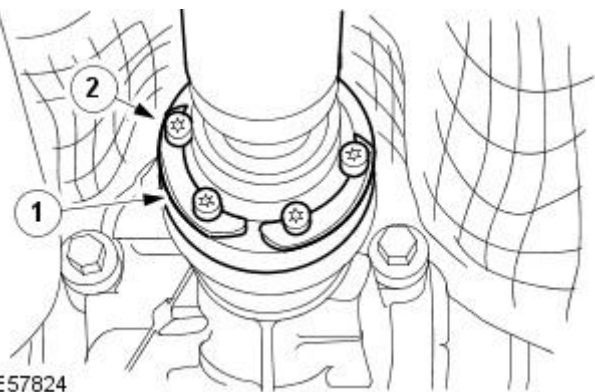
Cut and remove the tie straps securing the outer casing of the driveshaft universal joint.



26. Cut and remove the tie straps securing the outer casing of the driveshaft universal joint.



27. Connect the driveshaft to the transfer case.



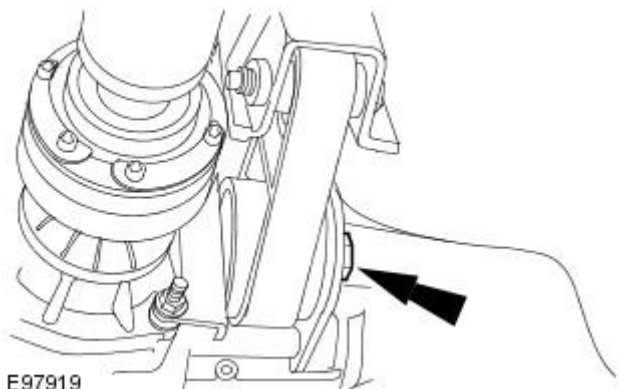
28. Attach the driveshaft universal joint.

1. Attach the driveshaft universal joint.
2. Install new driveshaft retaining bolts.


- Tighten to 44 Nm.

29. Attach the engine roll restrictor.

- Tighten to 80 Nm.



E97919

30.  **WARNING:** Do not work on or under a vehicle supported only by a jack. Always support the vehicle on safety stands.

- **NOTE:** The lower lip of the sill must be 540mm from the floor.

Raise and support the left hand side of the vehicle.

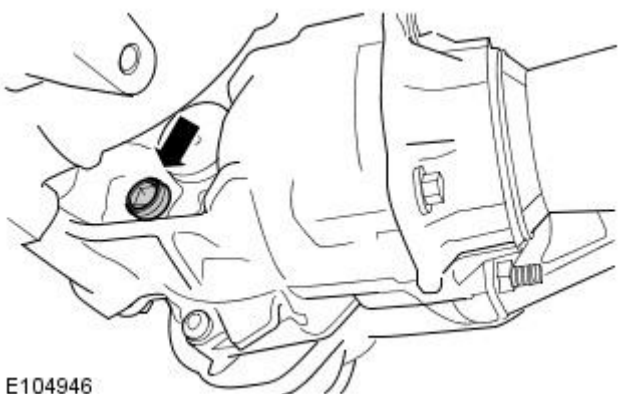
- Remove the vehicle from the lift.
- Raise the vehicle using two jacks.



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31. Fill the transfer case with 400ml of oil.

- Tighten the filler plug to 20Nm.



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