



Technical Service Bulletin

DATE September 15, 1967

NUMBER 67DT-23 MODEL D & C500,600 & 700.

GROUP REAR AXLE SUBJECT TORQUE SPECIFICATIONS FOR FLANGE STUDS & NUTS

SUMMARY INSPECTION INSTRUMENTS AND TORQUE SPECIFICATIONS FOR CAST SPOKE WHEEL APPLICATIONS.

A few cases have been noted where axle shaft studs have not been properly seated in the wheel hub or where axle shaft stud nuts have been inadequately torqued. Either of these conditions could result in inadequate clamping force and could cause stud failures or enlarged mounting holes. Units shipped by saddle mount are most vulnerable because the nuts in question are removed and replaced by the haulway companies.

If you should receive complaints of failure of this type, the following inspections should be performed.

1. Remove the axle shaft and inspect the flange for mounting hole elongation. If the holes are elongated or damaged, replace the axle shaft and studs.
2. Using a torque wrench, check to insure that the wheel stud torque is correct (34-36 ft. lbs.).
3. Clean gasket contact area with a suitable solvent and install a new flange gasket. Slide the axle shaft into the axle housing and tighten nuts evenly to proper torque.

Following is a chart of recommended torque values for stud nuts.

(Over)

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Torque/Ft. Lbs.	Nut Size	Socket Size
30 \pm 10	3/8	9/16
55 \pm 15	7/16	11/16
85 \pm 20	1/2	3/4
150 \pm 30	5/8	15/16

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NUMBER 67DT-35 MODEL A100 & D100GROUP AXLE, REAR SUBJECT WHEEL BEARING REPLACEMENTSSUMMARY GASKET LEAKAGE CAUSES BEARING CORROSION.

Should it become necessary to replace the rear wheel bearings on subject models, the old bearings should be examined for corrosion before installing new bearings. The corrosion is generally caused by water leakage by the gasket located between the axle housing flange and brake support plate. It has been found that local distortion around the bolt holes of the axle housing flange adjacent to the wheel bearings interferes with the sealing ability of the flange gasket.

We recommend that when changing rear wheel bearings where corrosion is evident on the bearing, the following procedure be used.

1. Remove axle shaft, brake support plate, gasket and brake support studs.
2. Insert a clean shop towel into the housing bore to prevent admission of foreign material.
3. True up the face of the housing flange with a large mill file. Use extreme caution to prevent damage to the bearing bore. In the case of major distortion of the flange surface, a new housing may be required.
4. Install new Brake Support Studs P/N 2404164. Install new Bearings P/N 2525415 on shaft and replace Inner Axle Shaft Oil Seal P/N 2404215.
5. During installation of the axle shaft and brake assembly the new Gasket P/N 2467173 should be coated with a permatex type sealer.

CAUTION: When using sealer on the gasket make certain that excess sealer is cleaned away to prevent contamination of brake linings and bearing assembly.

In all cases where this condition is found we recommend inspection of the other axle bearing to determine if a similar condition is developing.

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P-3245