

GROUP 26 – FRONT AXLE

BULLETIN No.	SUBJECT	MODEL
26/2003/001	Front drive shaft nut torque	NM/NP Pajero



MITSUBISHI

SERVICE BULLETIN

GROUP: 26 – Front axle

DATE: October 2003

NO. 26/2003/001

MODEL: Pajero NM / NP

SUBJECT: Revised front drive shaft retainer nut torque

COUNTRIES:

Australia

R.I.WYATT
MANAGER - AFTERSALES
TECHNICAL SUPPORT

Bulletin Consists of 5 Pages

The purpose of this bulletin is to advise of a revision to the front drive shaft retaining nut (castle nut) that requires a new torque to be applied during assembly

NOTE:

- 1) The new castle nuts **part No. MN103380** are plated and coated with a friction coefficient stabilizing agent
- 2) The tightening torque has been revised to **200 ± 10 Nm**
- 3) The castle nuts and washers are designated as **NON RE-USABLE** parts

Would you please ensure the corrections and additions are added to the appropriate current workshop manual listed below in accordance with this bulletin.

Applicable current Manual

Manual	Pub. No.	Page
2001 PAJERO WORKSHOP MANUAL VOL.2	PWJE0005 (2/2)	26–13,14,16,17.

Affected vehicles

Vehicles produced from January 2003. (Or fitted with modified parts)

NOTE: THIS BULLETIN SHOULD BE FORWARDED DIRECT TO THE SERVICE MANAGER FOR ACTION/DISTRIBUTION.

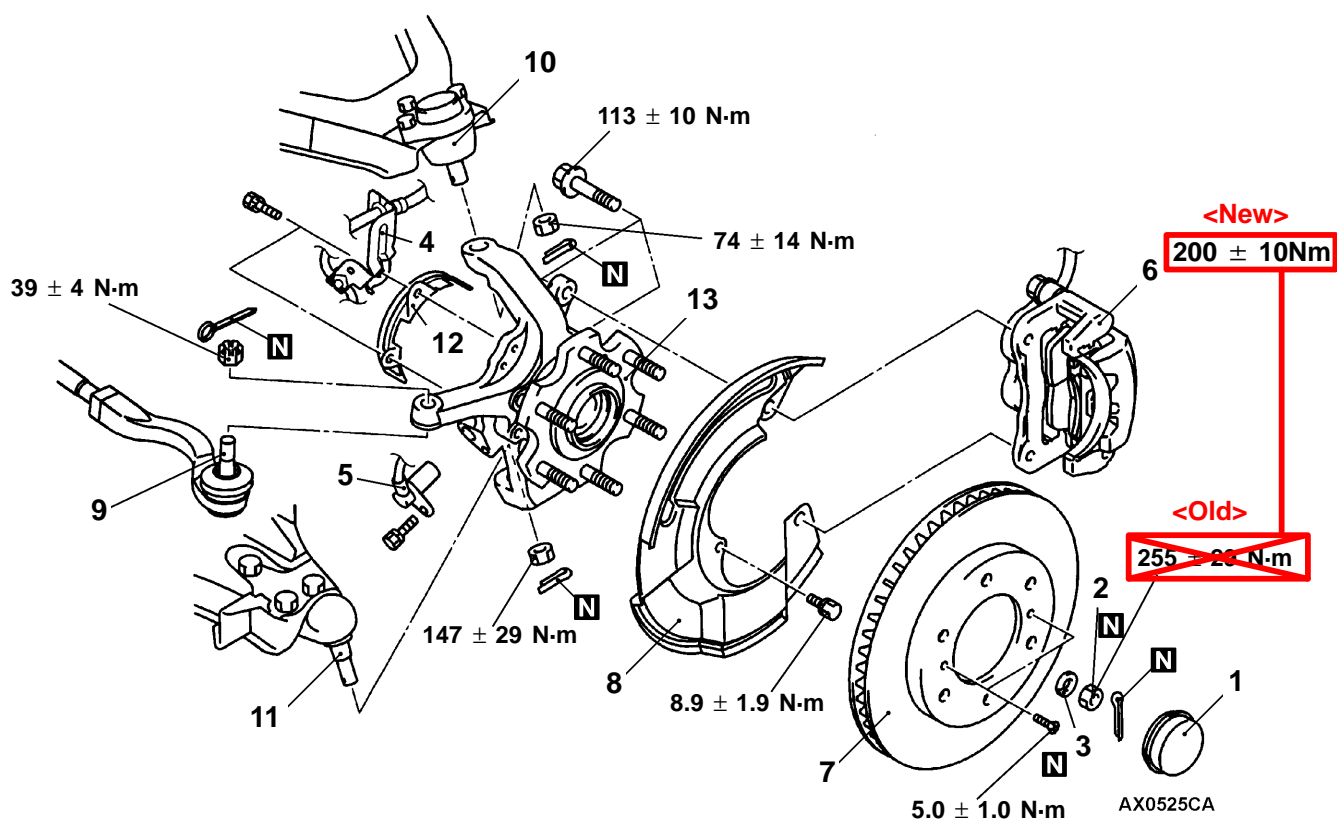
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HUB AND KNUCKLE ASSEMBLY

REMOVAL AND INSTALLATION

Post-installation Operation

Press dust cover with a finger to check for crack or damage in ball joint dust cover.



Removal steps

- | | |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p>◀A▶ ▶A▶</p> <ol style="list-style-type: none"> 1. Hub cap 2. Castle nut 3. Washer 4. Brake hose & vehicle speed sensor clamp bracket 5. Wheel speed sensor<vehicles with ABS> 6. Disc brake assembly 7. Brake disc | <p>◀B▶ ▶B▶ ▶B▶</p> <ol style="list-style-type: none"> 8. Dust cover 9. Tie rod end, hub and knuckle assembly connection 10. Upper arm, hub and knuckle assembly connection 11. Lower arm, hub and knuckle assembly connection 12. Rotor protector<vehicles with ABS> 13. Hub and knuckle assembly |
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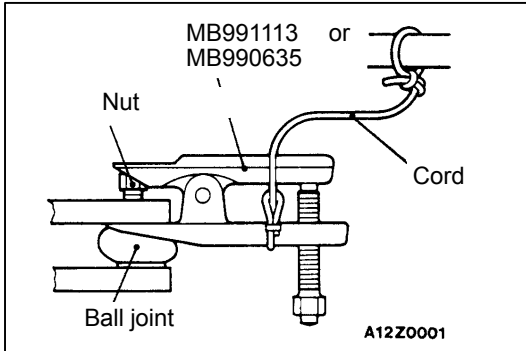
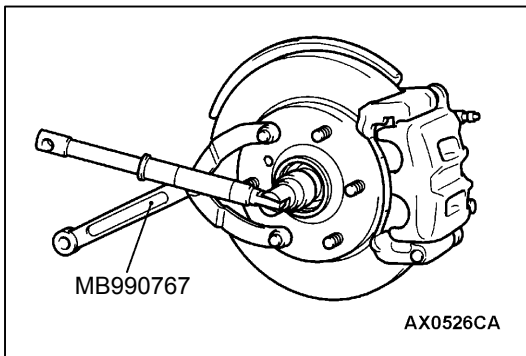
Hub and Knuckle Assembly

REMOVAL SERVICE POINTS

◀A▶ CASTLE NUT REMOVAL

Caution

Do not apply pressure to wheel bearing by the vehicle weight to avoid possible damage when castle nut is loosened.



◀B▶ TIE ROD END, HUB AND KNUCKLE ASSEMBLY /UPPER ARM, HUB AND KNUCKLE ASSEMBLY /LOWER ARM, HUB AND KNUCKLE ASSEMBLY DISCONNECTION

Caution

1. Do not remove nut from ball joint but loosen it and use special tools instead to avoid possible damage to ball joint threads.
2. Hang special tools with ropes to prevent them from falling.

INSTALLATION SERVICE POINT

▶A◀ WASHER/CATSLE NUT INSTALLTION

1. Fit the washer against the castle nut with the smaller side facing the nutl.
3. If the slots in the castle nut do not align with the hole in the drive shaft, turn the nut in the tightening direction as necessary within a 30-degree range to align them, then install the split pin.

<New>

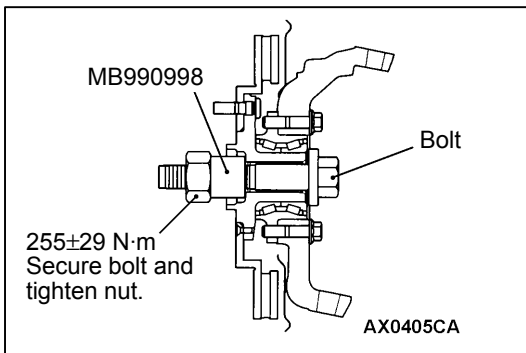
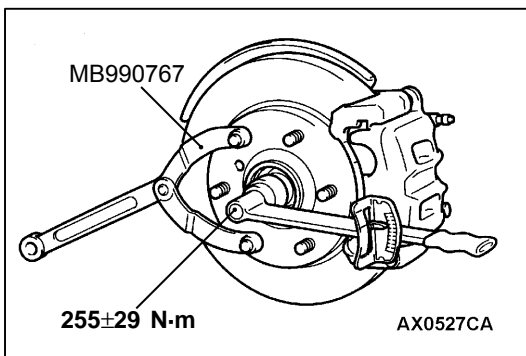
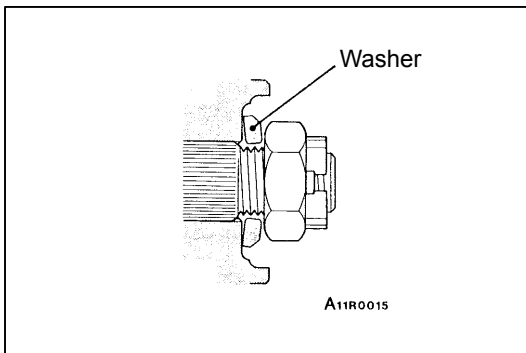
2. Tighten castle nut fully with special tools.

Caution

Do not apply pressure to wheel bearing by the vehicle weight to avoid possible damage to wheel bearing before tightening castle nut fully.

3. If the pin hole does not align with another, tighten the pin to 284 N·m and find the nearest hole then bend the sprit pin to fit in.

<Old>



INSPECTION

INSPECTION OF HUB ROTATION STARTING TORQUE

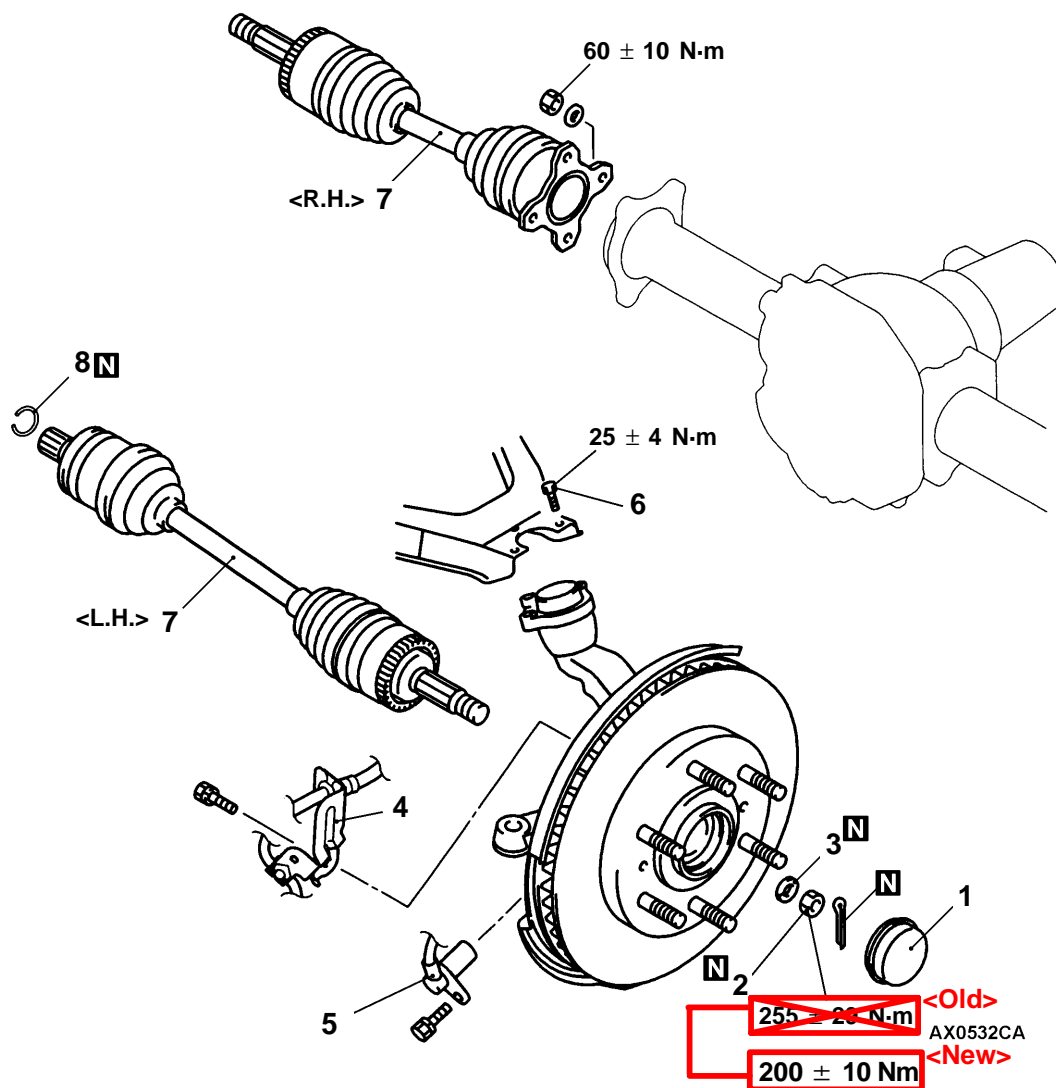
1. Tighten special tools in hub and knuckle assembly to the specified torque.

DRIVE SHAFT

REMOVAL AND INSTALLATION

Pre-removal and post-installation Operations

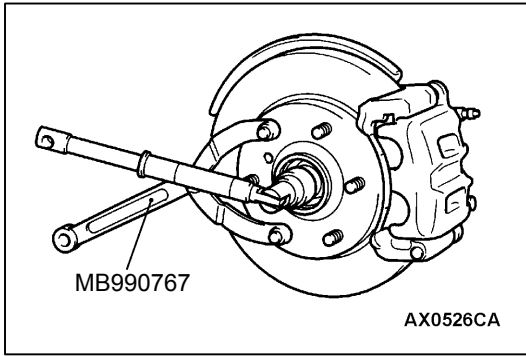
- Removal and Installation of Under Cover and Skid Plate (Refer to GROUP 42.)
- Connection and Disconnection of Shock Absorber and Stabilizer Link in the Lower Arm Side (Refer to GROUP 33 – Lower Arm.)
- Removal and Installation of Front Brake Assembly (Refer to GROUP 35A.)
- Connection and Disconnection of Knuckle and Tie Rod End (Refer to GROUP 37 – Steering Gear Linkage.)



Removal steps

- ◀A▶ ▶B▶
1. Hub cap
 2. Castle nut
 3. Washer
 4. Brake hose and vehicle speed sensor clamp bracket
 5. Wheel speed sensor <vehicles with ABS>

- ◀B▶ ▶A▶
6. Upper arm and upper arm ball joint connection
 7. Drive shaft
 8. Circlip <L.H.>



Drive shaft REMOVAL SERVICE POINTS

◀A▶ CASTLE NUT REMOVAL

Caution

Do not apply pressure to wheel bearing by the vehicle weight to avoid possible damage when a castle nut is loosened.

◀B▶ DRIVE SHAFT REMOVAL

Caution

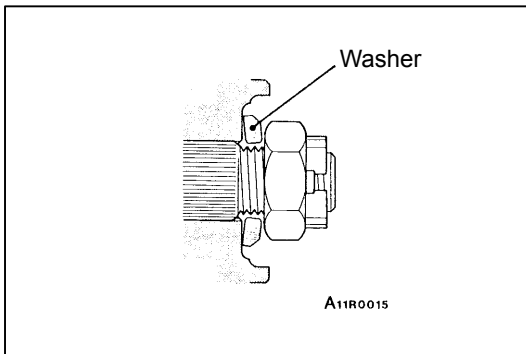
When pulling the drive shaft out from the differential carrier, be careful that the spline part of the drive shaft does not damage the oil seal.

INSTALLATION SERVICE POINTS

▶A◀ DRIVE SHAFT INSTALLATION

Caution

Do not damage the oil seal of the differential carrier by the drive shaft splines.

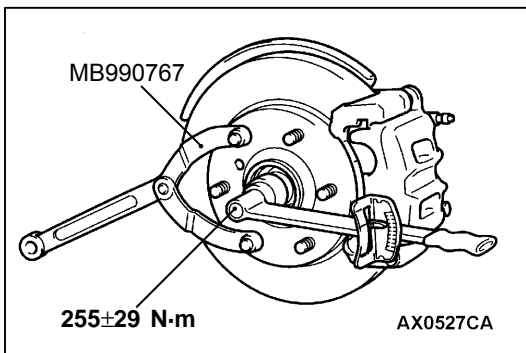


▶B◀ WASHER/CASTLE NUT INSTALLATION

1. Fit washer in castle nut with its smaller side facing the castle nut.

<New>

3. If the slots in the castle nut do not align with the hole in the drive shaft, turn the nut in the tightening direction as necessary within a 30-degree range to align them, then install the split pin.



2. Tighten up castle nut with special tools.

Caution

Do not apply pressure to wheel bearing by the vehicle weight to avoid possible damage before tightening up castle nut.

<Old>

3. In this case, if the pin holes do not match, tighten the nut to 284 N·m and find the most suitable hole to bend the nut with a split pin.