

New Spicer® Trac-Lok™ Differential Retro Fit Procedure

MODELS: S111, S130 and S140 Model Drive Axles

Shown below is a set of instructions on how to properly install the New Spicer® Trac-Lok™ wheel differential. It is important to follow the procedure to insure a proper repair.

Trac-Lok™ Retro Fit Kit Numbers:

Axle Model	Kit Number
S111L	505043
S130L	505005
S140L	505004

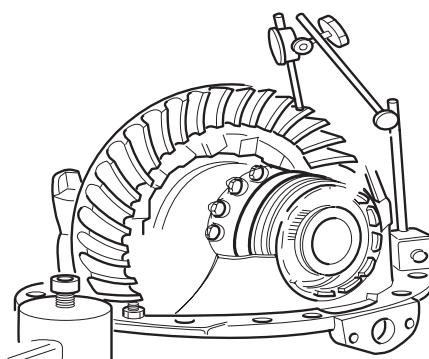
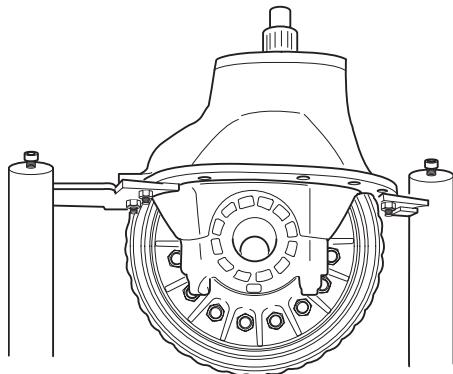


Service Kit Contents:

Description	Qty	505053	505005	505004
Trac-Lok™ Assembly	1	10107465	10101058	10101132
Ring Gear Bolts	10	132820	132820	133896
Dowel Pins	2	N/A	132821	132821
Plain Half Bearing Cone	1	10079935	10079935	10079935
Plain Half Bearing Cup	1	10079936	10079936	10079936
Instruction Sheet	1	SHAIS228	SHAIS228	SHAIS228

Disassembly Procedure

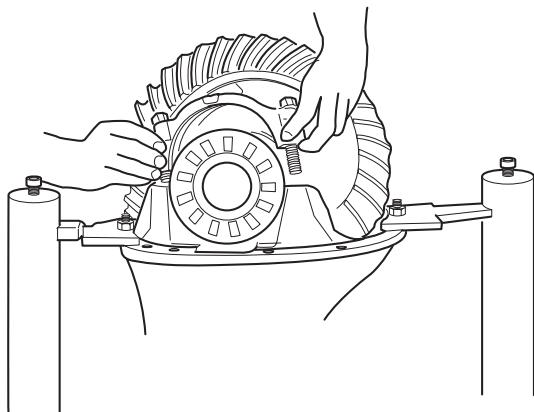
1. With the carrier assembly removed from the drive axle housing, mount the carrier in a head stand.
2. Before we start to disassemble the carrier, we need to measure the ring gear backlash. We will be resetting the backlash to this setting when we reassemble the carrier.



New Spicer® Trac-Lok™ Differential Retro Fit Procedure

Disassembly Procedure (cont.)

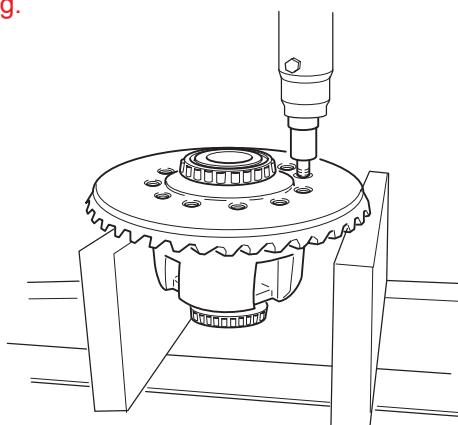
3. Remove the carrier caps and fasteners.



4. Lift the gear and wheel diff assembly out of the carrier.
5. We can now remove the ring gear from the diff case. Start by removing the ring gear bolt with an impact gun.

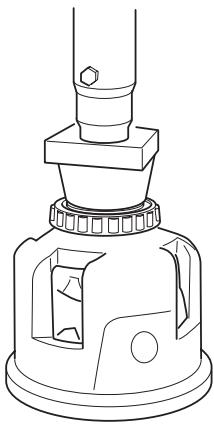
6. The ring gear is press fit to the diff case, so we need to use a press to separate them. Reinstall two of the ring gear bolts and turn until you get three to four threads engaged. Support the ring gear on two sides. Now press down on one of the bolts to move the case a small amount. Turn the assembly 180° and repeat the process.

Important Note: Do not press on the wheel diff shaft to separate these parts. Even a slight bend in the shafts will cause premature wear to the differential gearing.



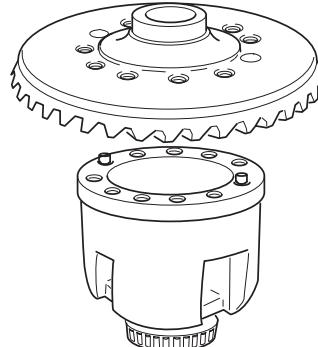
Assembly Procedure

1. The first step to installing the Trac-Lok™ is to press a new plain half bearing cone on the diff case.

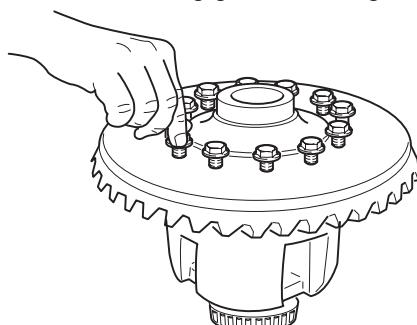


2. Now, press the new alignment dowels in the case.

3. Lower the ring gear onto the diff case, making sure the dowels are properly aligned.



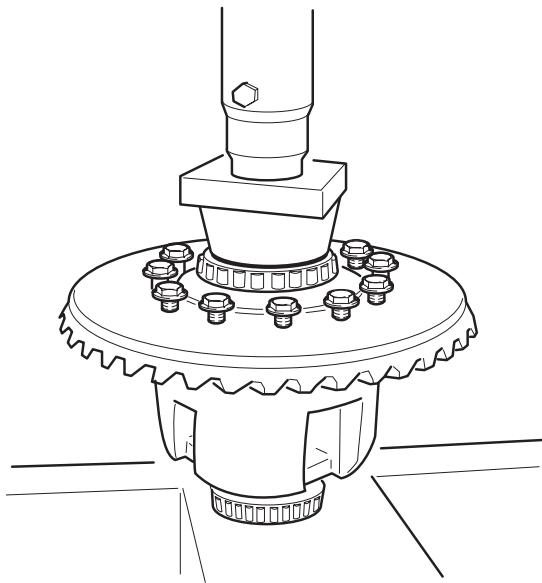
4. Start all the new ring gear bolts finger tight.



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Assembly Procedure (cont.)

5. Place the assembly in a press. Use the proper press tool to make sure you are not pressing on the flange half bearing. Press until the gear is fully seated.

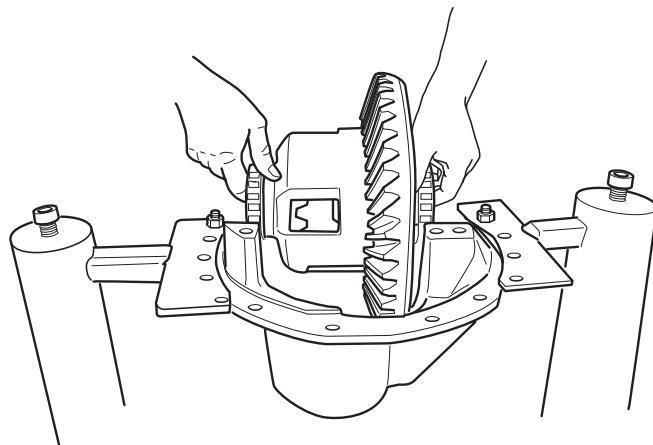


6. With an impact gun, snug down all the ring gear bolts in a crisscross pattern.
7. With the diff back in the press, apply enough press force to keep the assembly from turning while you torque the ring gear bolts to spec. Torque to chart below.

Ring Gear Bolt Torque Chart:

Axle Model	Bolt P/N	Torque
S111L	132820	225 ± 10 ft. lbs.
S130L	132820	225 ± 10 ft. lbs.
S140L	133896	450 ± 10 ft. lbs.

8. The ring gear and differential assembly can now be reinstalled into the carrier assembly.



9. Setting wheel diff bearing preload and ring gear backlash are important steps to insure a proper repair. Refer to Dana service manuals for detailed instruction. Go to SpicerParts.com and use the chart below to identify the manual for the axle model you are retrofitting.

Service Manuals:

Axle Model	Manual #
S111L	AXSM-0055
S130L	AXSM-0055
S140L	AXSM-0030

All applications must be approved by the Application Engineering Department. Specifications and/or design are subject to change without notice or obligation.

SpicerParts.com

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