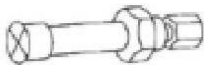


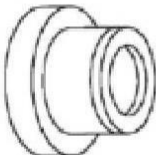

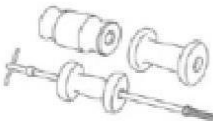


INTERMEDIATE SHAFT SEAL AND DEFLECTOR

Intermediate Shaft Seal and Deflector

Special Tool(s)	
	Remover, Transfer Case Bearing Cup 308-125 (T87P-7120-D)
	Handle, 32 inch Driver 205-907
	Installer, PTU Linkshaft Seal 205-883
	Installer, Front Axle Bushing 205-346
	Remover, Halfshaft 205-241 (T86P-3514-A)
	Slider Hammer Master Set 100-D112

General Equipment

16 mm (0.629 in) washer. Used with 308-125 (T87P-7120-D)
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Material

Item	Specification
Silicone Brake Caliper Grease and Dielectric Compound XG-3-A	ESE-M1C171-A

Removal

NOTE: The PTU (Power Transfer Unit) may leak different color fluids, red for automatic transmission fluid and brown/black gear lube for PTU (Power Transfer Unit) fluid. The PTU (Power Transfer Unit) seals prevent these types of fluids from leaking externally. It is important to note which color fluid is leaking to determine the most appropriate service procedure. This procedure will correct a red fluid leak (automatic transmission fluid) from the intermediate shaft seal on the RH side of the PTU (Power Transfer Unit). Refer to Power Transfer Unit (PTU) See: Transfer Case > Initial Inspection and Diagnostic Overview > Leakage Inspection.

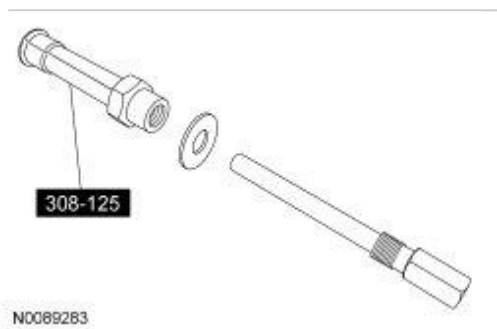
NOTE: This procedure is to be performed through the RH wheel opening. It is not necessary to remove the exhaust components to complete this repair.

1. With the vehicle in NEUTRAL, position it on a hoist. REFER to vehicle Jacking and Lifting See: Vehicle Lifting > Procedures > Jacking and Lifting, Jacking and Lifting, Lifting Points.

2. Remove the RH halfshaft.

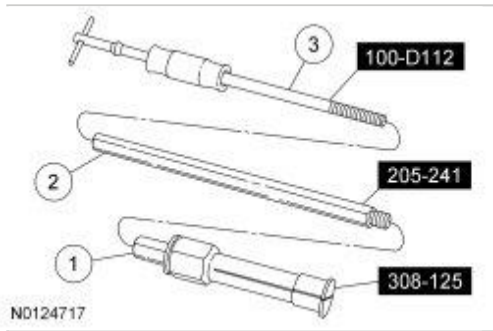
3. **NOTE:** The following instruction will prevent the 308-125 (T87P-7120-D) from opening too far which would make removing the intermediate shaft seal deflector difficult.

Place a 16 mm (0.6299 in) washer between the components of the 308-125 (T87P-7120-D) as shown.



4. **NOTICE:** Failure to utilize the recommend tools may result in serious damage to the PTU (Power Transfer Unit).

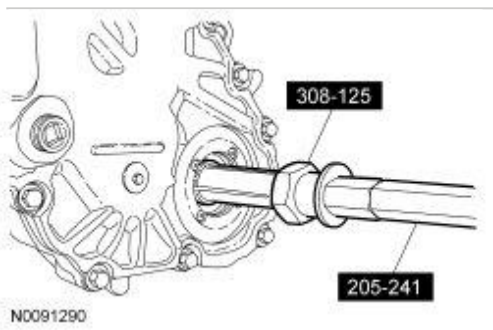
Assemble the special tools as indicated in the following table and illustration:



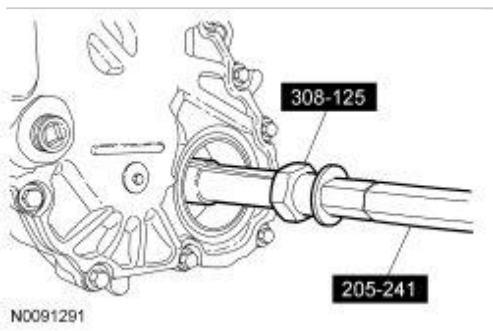
5. **NOTE:** Using the 5-pound 100-D112 eases the removal of the seal deflector.

Using the 308-125 (T87P-7120-D), the extension from the 205-241 (T86P-3514-A), and the 100-D112, remove the seal deflector.

- The seal deflector will have been damaged during removal. Remove all foreign material from the PTU (Power Transfer Unit) before continuing with the repair.

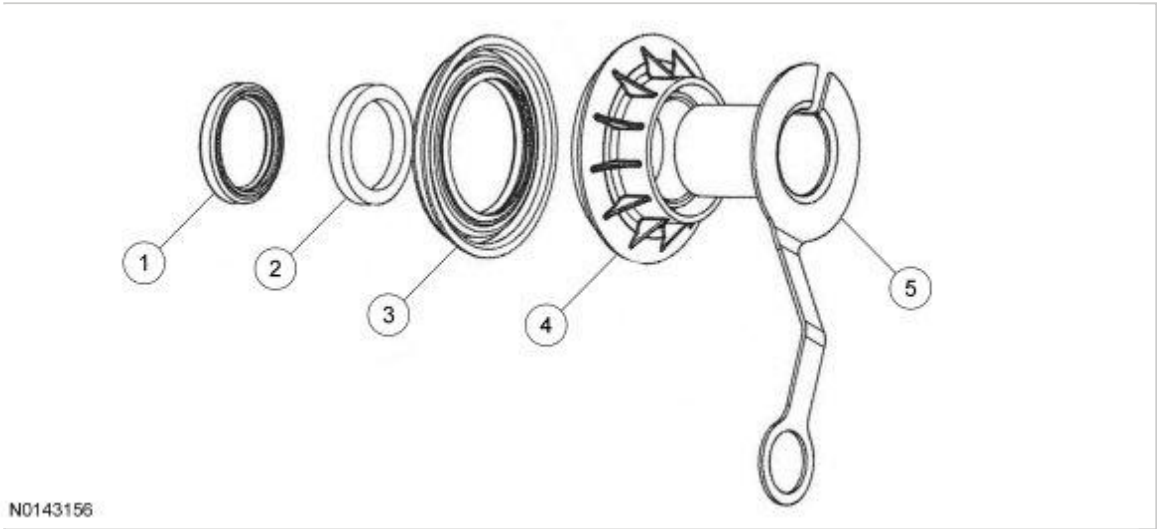


6. Using the 308-125 (T87P-7120-D), the extension from the 205-241 (T86P-3514-A), and the 100-D112, remove the intermediate shaft seal, and if equipped, the alignment washer.



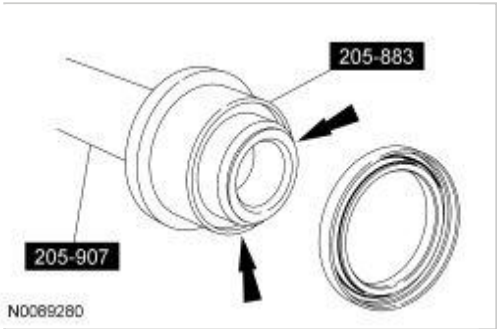
Installation

NOTE: The following illustration shows the correct orientation of the seal components when installed in the vehicle.

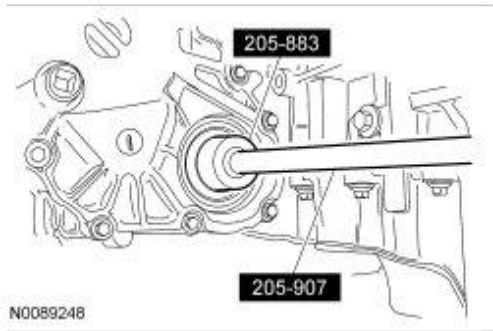


Item	Part Number	Description
1	7275	Intermediate shaft seal (part of 7275 kit) — retains red transmission fluid used in the transaxle
2	7275	Alignment washer (part of 7275 kit) — supports and centers the intermediate shaft in the seal
3	7275	Cover seal (part of 7275 kit) — seals the intermediate shaft to the PTU (Power Transfer Unit)
4	7275	Seal deflector (part of 7275 kit) — keeps dust/dirt away from the intermediate shaft seal and PTU (Power Transfer Unit) input shaft seal
	7275	Seal protector (part of 7275 kit) — protects intermediate shaft seal from damage by the intermediate shaft splines during installation. Must be removed before shaft is fully installed.

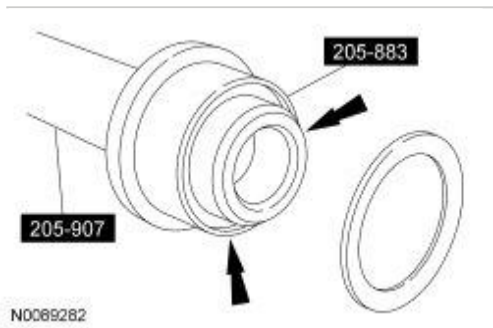
1. Place the intermediate shaft seal on the 205-883 and 205-907 with the spring side facing away from the tool.



2. Using the 205-883 and 205-907, install the intermediate shaft seal.

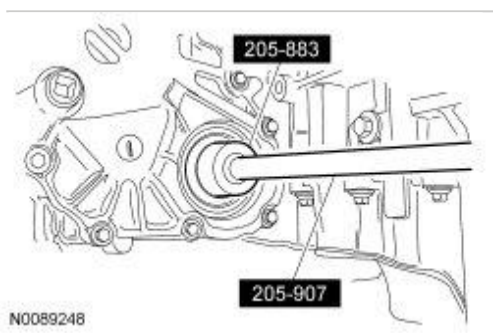


3. Place the alignment washer on the 205-883 and 205-907.



4. **NOTICE: Do not use force when installing the alignment washer or damage to the washer can occur.**

Using the 205-883 and 205-907, install the alignment washer by hand, pushing it in until it bottoms against the seal.

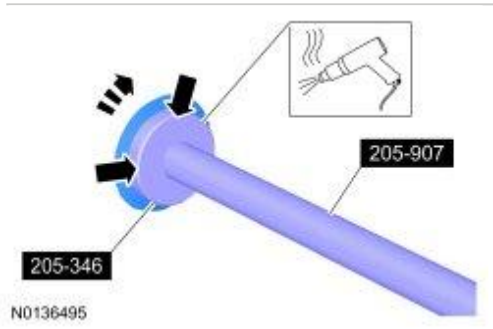


5. **NOTICE: Do not overheat (melt) the seal deflector. Monitor the temperature of the deflector with a suitable temperature measuring device, such as a digital temperature laser or infrared thermometer, while heating. Do not allow the temperature to exceed 100° C (212° F). Overheating will damage the deflector. If the deflector is damaged, a new deflector must be used.**

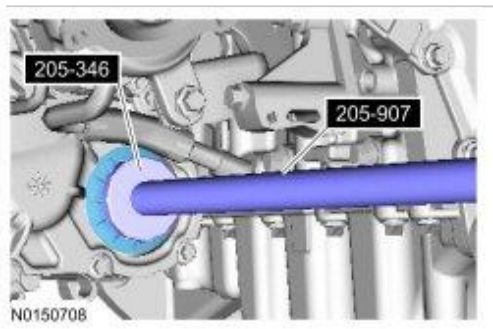
Position the deflector on the 205-346 using silicone brake caliper grease and dielectric compound to retain it to the installer. Using a suitable heat gun, heat the back of the tool to a minimum of 71° C (160° F) and a maximum of 93° C (200° F) by concentrating the heat across the back of the installer while rotating the tool. Once the optimum

temperature is achieved on the tool, move the heat gun to the front of the tool and heat the inside of the deflector where it snaps onto the PTU (Power Transfer Unit) shaft until the temperature of the deflector is a minimum of 93° C (200° F) to a maximum of 100° C (212° F).

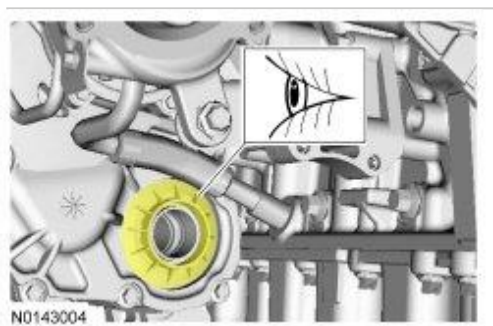
- As an alternative method to heating the seal deflector, place the deflector in boiling water for 3 to 5 minutes. Dry off the deflector and install.



6. Using a 5-pound or larger dead blow hammer, install the seal deflector immediately after heating it using the 205-346 and 205-907.

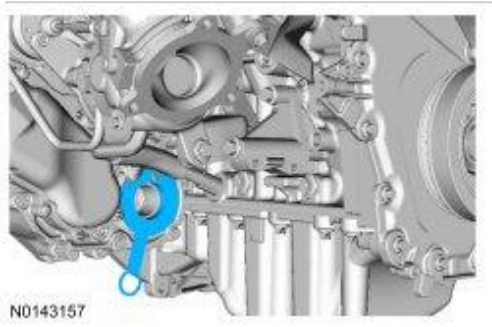


7. Make sure the deflector is completely seated all the way around and there are no cracks on the face. The deflector is correctly installed when the face of the deflector is recessed 3-5 mm (0.12-0.20 in) into the pocket all the way around.



8. Once the deflector is fully seated, insert the seal protector into the PTU (Power Transfer Unit) deflector inside

diameter.



9. Install the RH halfshaft.