AIRLOCKER ARB

# RD226

## DANA 44A, 30 SPLINE

AIR OPERATED
LOCKING DIFFERENTIAL
**INSTALLATION GUIDE**

# ARB 4x4 ACCESSORIES

## Corporate Head Office

**42-44 Garden St**
**Kilsyth, Victoria**
**AUSTRALIA**
**3137**

**Tel: +61 (3) 9761 6622**
**Fax: +61 (3) 9761 6807**

**Australian enquiries** **sales@arb.com.au**
**North and South American enquiries** **sales@arbusa.com**
**Other international enquiries** **exports@arb.com.au**

www.arb.com.au

# Table of Contents:

# 1 Introduction

**IMPORTANT :**

**BEFORE ATTEMPTING TO DISMANTLE YOUR VEHICLE FOR THIS INSTALLATION, PLEASE READ THIS INSTALLATION GUIDE IN ITS ENTIRETY, AS WELL AS ALL APPLICABLE SECTIONS OF YOUR VEHICLE MANUFACTURER'S SERVICE MANUAL.**

## 1.1 Pre-Installation Preparation

This booklet is to be used in conjunction with your vehicle manufacturer's service manual. ARB endeavors to account for every possible variation in vehicle model when publishing its installation guides, and guides are updated regularly as new model information becomes available, however, the rapid and globally varied release of some vehicles makes it difficult to insure that your vehicle model has been accurately accounted for. In the case of any technical discrepancies between this guide and your service manual, we strongly advise that you adhere to the specifications and techniques as documented in your service manual.

Although your *ARB Air Locker* comes complete with all the step by step instructions you will need to supplement your vehicle manufacturer's service manual and install your new differential, ARB recommends that you have your *Air Locker* installed by a trained professional. Many ARB distributors around the world have been fully instructed in *Air Locker* installations by ARB, and have gained a wealth of experience and skill from years of performing similar installations.

Once you begin this installation your vehicle will be immobile until all steps of the installation are complete. Make sure your *Air Locker* kit is the correct model for your vehicle and that it contains all of the parts listed on back cover of this booklet. Also be sure you have appropriately equipped yourself with all the necessary tools, parts, and materials to complete this installation (see section 1.2 *Tool-Kit Recommendations*), and that you have allowed for an appropriate amount of vehicle down time.

**HINT :** **Place a ✓ mark inside each of the ☐ symbols as you complete each step. It is very important NOT to miss any of the steps!**

## 1.2 Tool-Kit Recommendations

Below is a list of tools and supplies you may need to complete this installation. Requirements for your vehicle may vary. Please consult your vehicle service manual for additional recommendations.

### 1.2.1 Tools

- ☐ Standard automotive sizes (metric and/or imperial) of sockets, wrenches, Allen keys, and drills.
- ☐ A dial indicator or other suitable measuring tool for checking ring & pinion backlash.
- ☐ An automotive brake tubing cutter to cut the seal housing tube.
- ☐ A razor knife to cut the nylon tubing.
- ☐ A differential housing spreader, to facilitate removal of the carrier. (e.g. ARB Spreader #0770003)
- ☐ A torque wrench. (See vehicle manual for required torque range.)
- ☐ A lubricant drain reservoir.
- ☐ Suitable measuring tools to measure a differential for pre-load and/or backlash shimming. (e.g. an automotive feeler gauge. See Section 3.7)
- ☐ An 11.2mm [7/16”] drill and ¼” NPT tap for bulkhead fitting installation.
- ☐ An automotive bearing puller (e.g. ARB Bearing Puller #0770001) or a differential carrier bearing puller.
- ☐ A bearing press or arbor press.
- ☐ A suitable shim driver (e.g. ARB Shim Driver #0770004)
- ☐ A soft hammer (e.g. raw hide of nylon)

### 1.2.2 Supplies

- ☐ Thread lubricant/sealant compound for pressure fittings (e.g., LOCTITE #567 Teflon paste).
- ☐ Thread locking compound (e.g., LOCTITE #272).
- ☐ Gasket sealant (e.g., LOCTITE #5699) for your differential cover.
- ☐ A sufficient volume of differential oil to completely refill your housing. (see the *ARB Air Locker Operating and Service Manual* for recommended lubricants).
- ☐ A soap and water mixture to test for air leaks.

# 2 Removing the Existing Differential

## 2.1 Vehicle Support

- ☐ Safely secure the vehicle on a hoist. We recommend supporting the vehicle on a chassis hoist to keep the differential area at a convenient working height and to leave the wheels and axles free to be rotated and removed.
- ☐ Once supported off the ground, release the parking brake and leave the vehicle in neutral. Chock the wheels if necessary.

## 2.2 Differential Fluid Drain

**HINT :** **This is a good time to check for metal particles in your oil, on your drain plug, or in the bottom of the housing which may indicate a worn bearing or differential component.**

- ☐ Clean around the differential cover plate seal to prevent dirt from entering the differential.
- ☐ Position a fluid drain reservoir under the differential and loosen all differential cover plate retaining bolts.
- ☐ If a drain plug exists, remove it and completely drain all differential oil from the housing.
- ☐ If no drain plug exists then the oil can be drained by loosening the cover bolts and gently prying the cover away at the bottom until oil runs out.

**HINT :** **If a drain plug does not exist then it would be a good idea to drill and tap for a tapered oil drain plug to assist with future oil changes.**

- ☐ Once drained, remove the differential cover plate.

# 2 Removing the Existing Differential

## 2.3 Disconnecting the Axles

**IMPORTANT :**

**Collision damage or heavy off-road use of your vehicle in the past may have resulted in some degree of bending in the axle. Any misalignment of the axle tubes may result in excessive wear and/or failure of your differential and axle shafts. ARB strongly recommends that you have your axle assembly inspected for concentricity and straightness before installing your *Air Locker*.**

☐ Remove the wheels, and brakes according to your vehicle manufacturer's service manual.

**NOTE :** **Some models of Jeep Grand Cherokee are built with semi-floating axle shafts, which are retained by C-clips in the differential side gears.**

***For C-clip equipped models:***

☐ Remove the cross shaft retaining pin and remove the cross shaft.

☐ Rotate the differential until the C-Clip access window is accessible.

☐ Gently tap the axle ends inward to release the C-clips.

☐ Remove C-clips with needle nose pliers.

☐ Remove the axles from the differential center.

***For all models:***

☐ Gently tap axles outward and remove them from the differential center as per your vehicle service manual.

**NOTE :** **The axle oil seals are delicate and can be easily damaged. Support the weight of the axle shaft when drawing them out of their sockets in the housing.**

# 2 Removing the Existing Differential

## 2.4 Marking the Bearing Caps

☐ Using a pointed center punch, gently mark the bearing caps in a way that will enable you to know which cap is ‘LEFT’ and which cap is ‘RIGHT’, which way is ‘UP’ and which way is ‘DOWN’. (Fig.1.)

**HINT :** **Many installers choose to make one punch mark on the left hand side of the left hand bearing cap and one similar punch mark on the housing at close proximity to the cap mark. The right hand side is then designated with two punch marks on the right hand side of the cap and two similar punch marks on the housing.**

**Figure 1.**

## 2.5 Checking the Current Backlash Amount

**IMPORTANT:**

**This step is a precautionary measure recommended by ARB due to the fact that some aftermarket ring and pinion sets have been manufactured to run with different backlash settings than those specified by your vehicle manufacturer. Although ARB must recommend you set backlash according to your service manual guidelines, we also advise that you compare the backlash measurements taken here to the recommended backlash settings in your vehicle service manual. Measurements found to be outside of your service manual recommendations may indicate the need to deviate from those settings in order to achieve quiet running with a good contact mark.**

**Refer to your vehicle service manual or your local authorized ARB installer for more information.**

☐ Set a depth indicator on one of the ring gear teeth (Figure 2.).

**NOTE :** **For models with aluminium housings, mount depth indicator on axle tube or other alternative magnetic surface.**

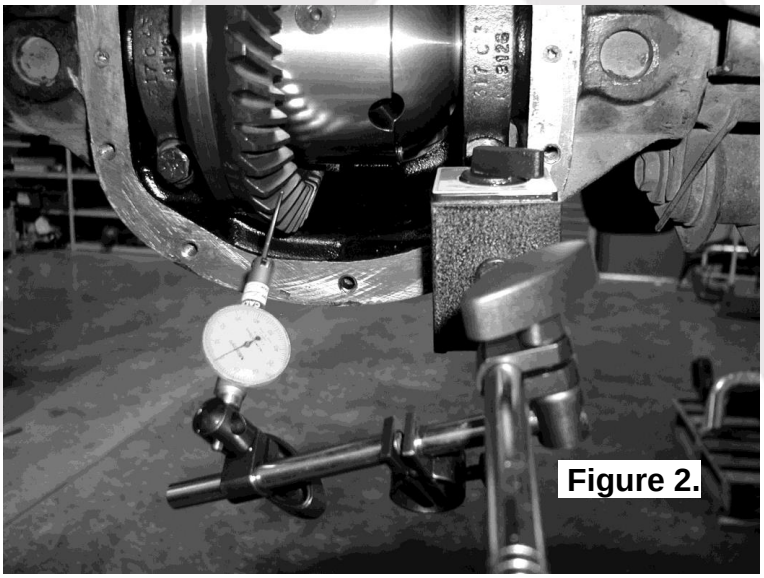


**Figure 2.**

☐ While supporting the pinion gear by holding the drive shaft flange, rotate the differential in both directions while observing the maximum variation in depth from the indicator (i.e., the highest value minus the lowest value). This value is referred to as the ring and pinion backlash.

☐ Rotate the differential center 90° and measure again for accuracy.

☐ Record the average of all measurements.

## 2.6 Removing the Differential Center

- ☐ Unbolt and remove both bearing caps.
- ☐ Using a pry bar, carefully remove the differential by pulling forward on the differential carrier.
- ☐ If the differential cannot be removed easily, you may have to spread the housing. (Figure 3.)

**NOTE :** **ARB generally does not recommend spreading an aluminium housing. However, Chrysler Corp advises spreading of the Dana 44A housing is permissible, provided it is not spread by more than 0.51mm [0.020”] (for Grand Cherokee ZJ) and 0.38mm [0.015”] (for WJ).**

**Read your vehicle service manual carefully for the housing spread recommendation.**

- ☐ Once the housing has been adequately spread, the differential may be removed by pulling forward on the differential carrier.

**HINT :** **Be sure not to mix up the left and right hand bearing cups. Later it will be necessary to know which cup came from which side.**

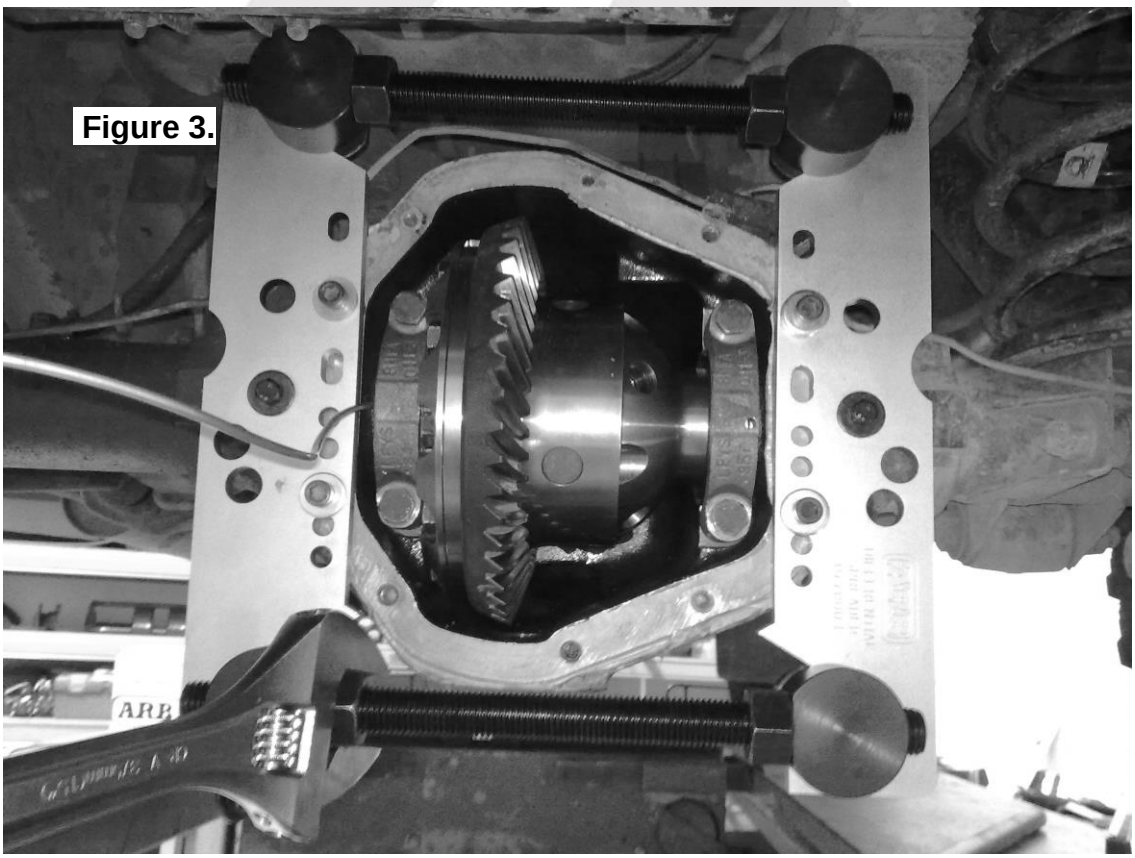



**Figure 3.**

## 2 Removing the Existing Differential

**NOTE :** **The differential center is heavy and quite difficult to handle when covered in oil. Take care not to drop it.**

☐ Relieve any tension on the spreader immediately after the differential has been removed.

**NOTE :** **Some Dana 44A differentials now come from the factory, equipped with an OE master shim on the outside of each bearing cup to setup bearing preload. This system is used instead of using a shim pack underneath each bearing cone. Do not mix up which side of the differential the OE master shims came from, as they must be re-used on assembly.**

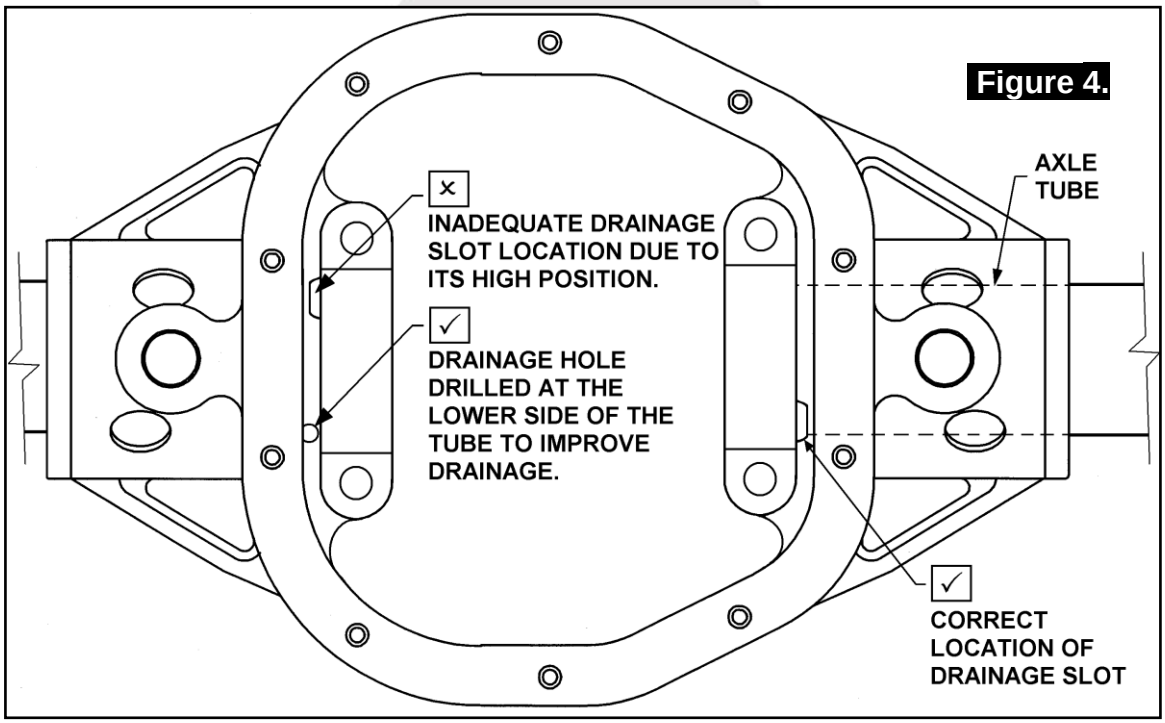
# 3 Installing the Air Locker

## 3.1 Insuring Adequate Oil Drainage

**IMPORTANT:**

**Some Salisbury axles were manufactured with poor oil drainage between the axle tubes and the differential housing. This can often result in one of the axle tubes filling up with differential oil while running. In most cases this will result in a blocked air vent which will cause the differential housing to pressurize and expel oil from the axle seals at the wheels or force oil into the air system of the *Air Locker*, eventually expelling oil at the solenoid valve. This is a design flaw which was corrected by most automakers in the later releases of their axle assemblies. If no lower drainage point is present in the differential housing then it is critical that you modify the housing to include one.**

☐ Inspect the differential housing for the presence of adequate drainage in both axle tubes (refer to Fig. 4.).




☐ If no drainage slot is present at the left-hand side (refer to Fig.4.) of the housing at all, then a slot will have to be created as clearance for the seal housing tube (Refer to Section 3.8 *Reinstalling the Bearing Caps*).

☐ If drainage exists but is inadequate then a slot or hole should be cut into the housing on the lower side of the tube(s) to allow oil out of the axle tube area.

# 3 Installing the Air Locker

**NOTE :** **Make sure any grinding dust, filings or drill chips left behind by cutting the drainage slots is completely cleaned out of the housing.**

☐ Check that the axle air vents are clear and working correctly.

## 3.2 Approximate Backlash Shimming

In order to reproduce a similar pre-load and ring and pinion backlash in your *Air Locker* to that of your original differential, measurements need to be taken so that a shim thickness can be calculated.

- ☐ Secure the original differential to a work bench.
- ☐ Remove the bolts that hold the ring gear in place.
- ☐ Using a plastic or copper hammer, tap in a circle around the ring gear to separate it from the differential carrier.
- ☐ Remove the original bearings from the differential center using a bearing puller (Fig.5.).

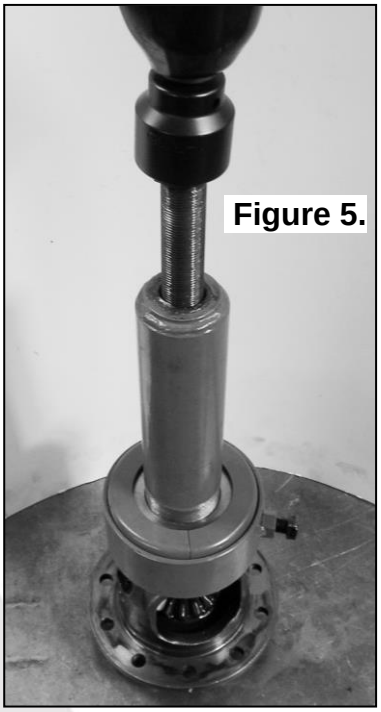


Figure 5.

**NOTE :** **Keep the bearings and shims separated so that they can be identified as to which end of the differential they came from.**

- ☐ Examine the bearing cups and cones from Figure 6. for damage or wear, and if necessary, discard them and replace with the same size and type of bearings.

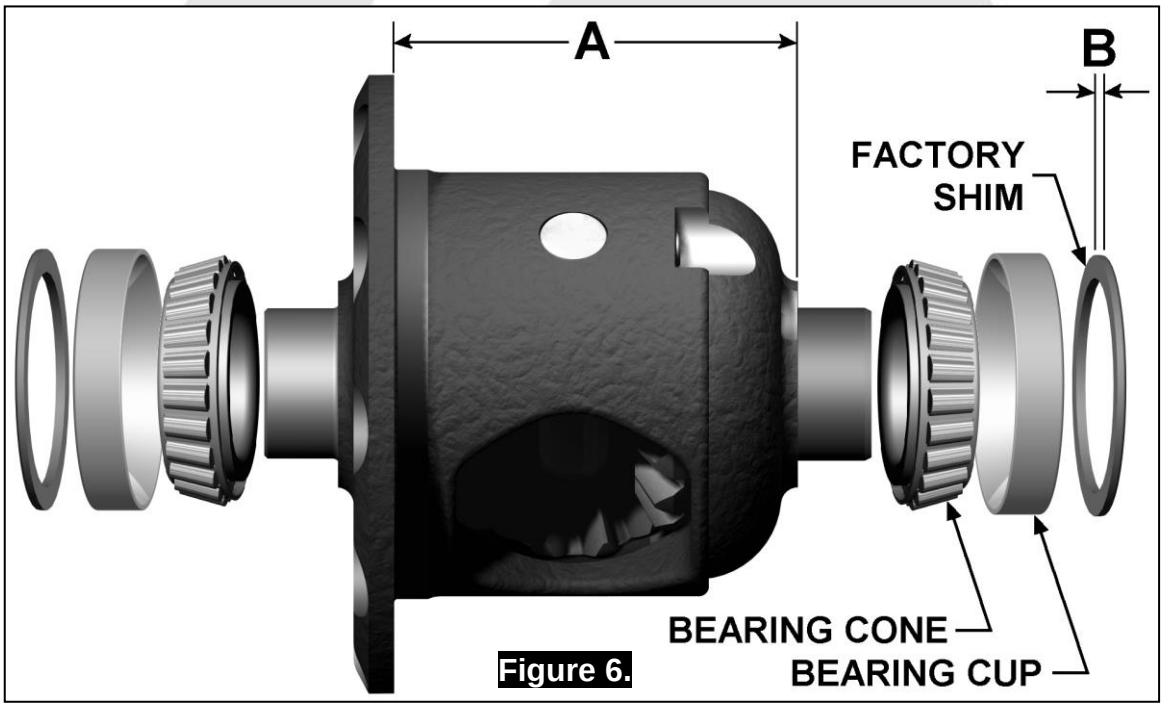



Figure 6.

## 3 Installing the Air Locker

☐ Using a caliper or similarly accurate measurement method (i.e., able to take accurate measurements within 0.04mm [0.0015”]), measure the distance from the bearing shoulder to the ring gear mounting face (shown as ‘**A**’ in Figure 6.**6.**) and record this measurement as ‘**A**’.

☐ Measure the thickness of the shim pack removed from the case side of the differential carrier (shown as ‘**B**’ in Figure 6.) and record this measurement as ‘**B**’.

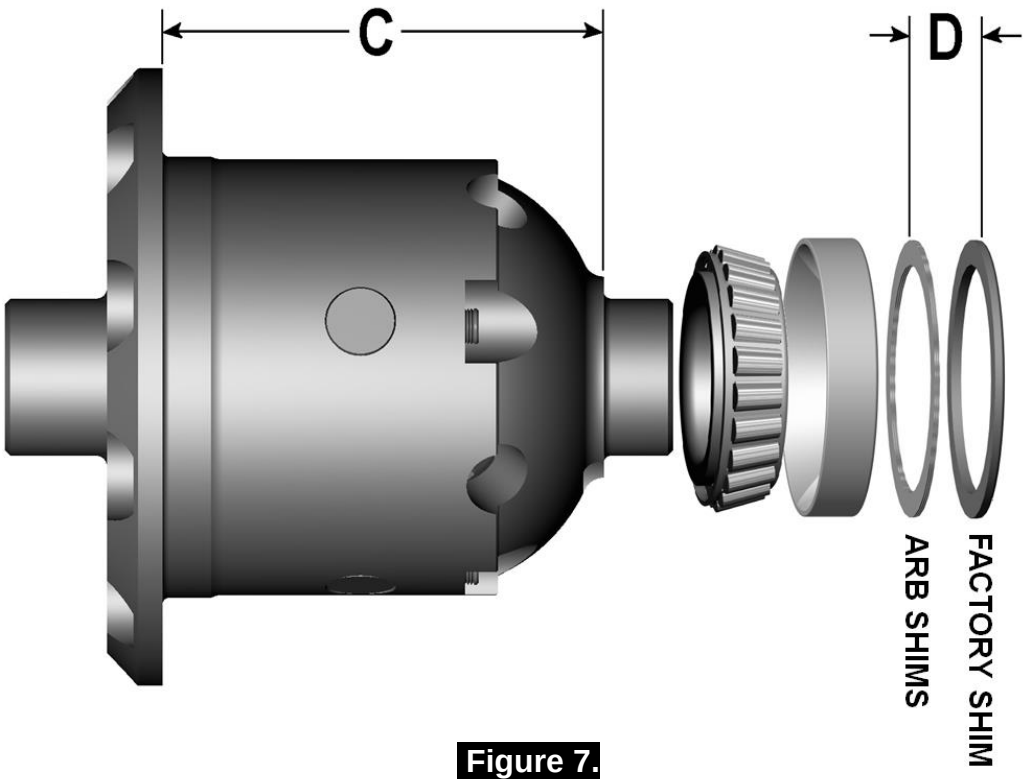



**Figure 7.**

☐ Measure the distance from the *Air Locker* bearing shoulder to the ring gear mounting face (shown as ‘**C**’ in Figure 7.) and record this measurement as ‘**C**’.

## 3.3 Calculation & Selection of Shims

Ideally, a combination of an ARB master shim and the factory shim will be enough to make up the shim pack needed. However, quite often these measurements will vary slightly between one factory differential and the next.

If this is the case you must create a new shim pack thickness by using the measurements you recorded earlier to find a desired measurement for '**D**' in Fig. 7.

☐ Use the following calculation to find the desired thickness of '**D**':

**A + B – C = D (Replacement Shim Pack)**

**HINT :** **If your calculations are correct then the following equation will also be true:**

**A + B – C – D = ZERO**

☐ To make a shim pack to match the measurement you calculated as '**D**', add shims supplied with your *Air Locker* between the factory shim and the bearing cup.

**HINT :** **Whenever possible, include the ARB supplied master shim and the factory shim in your measurement 'D', as it is easier to drive 2 thick shims in place during final installation.**

**NOTE :** **NEVER re-use any shims which are damaged or worn.**

## 3.4 Installing the Carrier Bearings & Seal Housing

- ☐ Apply a thin film of high pressure grease to the case side bearing journal of the *Air Locker* to prevent seizing.
- ☐ Using a bearing press or arbor press, press the case side (right hand side) bearing cone onto one bearing journal of the *Air Locker* (refer to Figure 8.) until the bearing seats firmly against the bearing journal shoulder.

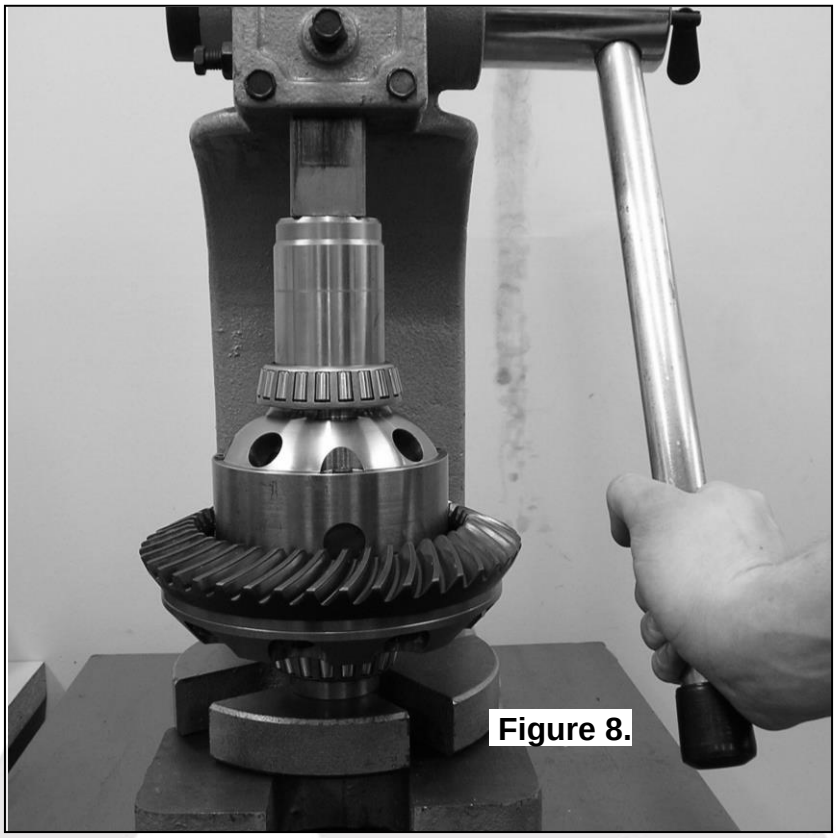


Figure 8.

**NOTE :** **The bearing on the flange case side can only be installed after the seal housing is assembled into the seal housing journal.**

# 3 Installing the Air Locker

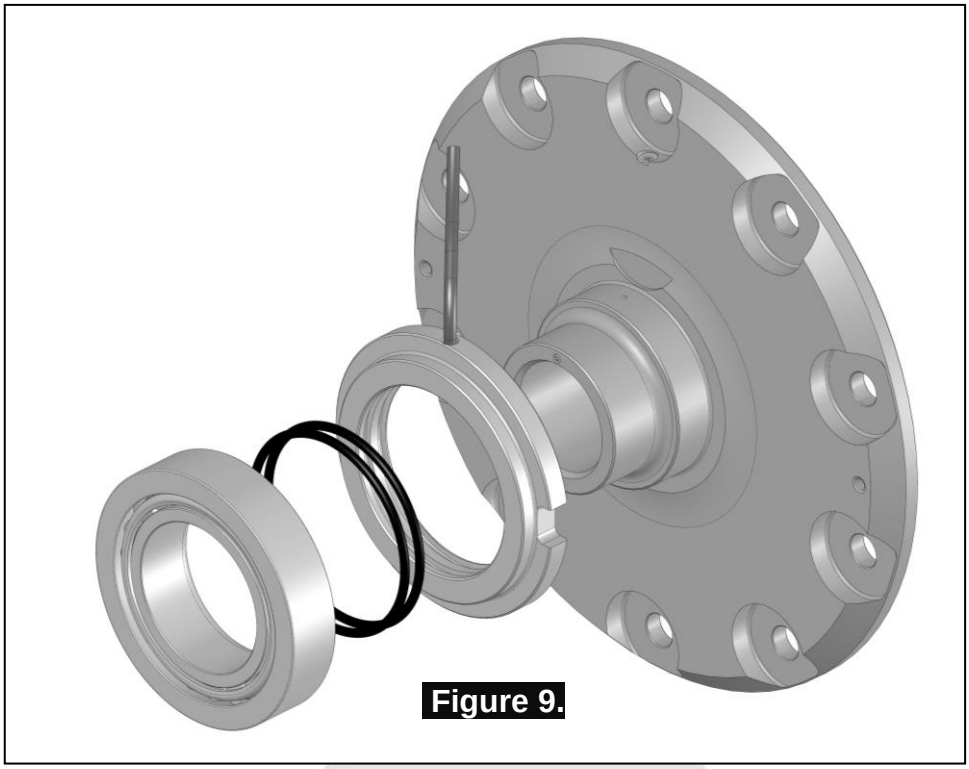


**Figure 9.**

- ☐ Make sure the grooves and airway of the seal housing are clean and free from any contaminants (e.g. water, dirt, metal filings, etc.).
- ☐ Inspect the seal housing O-rings (supplied) for dirt, damage or other conditions which might cause leaks.
- ☐ Generously lubricate the O-rings with oil prior to assembly, then insert them into the grooves of the seal housing.

**NOTE :** **When assembling the O-rings, be careful not to leave them twisted when seated in the grooves as this could cause excessive wear and leakage.**

- ☐ Lubricate the seal housing running surface on the *Air Locker* carrier with oil, then carefully install the seal housing (**stepped surface facing outward as shown in Figure 9.)** by sliding it all of the way onto the seal housing journal with a gentle twisting motion. This will allow the O-rings to engage gently.
- ☐ Apply a thin film of grease to the flange cap side bearing journal.
- ☐ Press the remaining bearing cone onto the flange side (left hand side) bearing journal until the bearing seats firmly against the bearing journal shoulder.

## 3.5 Mounting the Ring Gear

**IMPORTANT:**

**Dana 44A ring gears may use either 3/8", 7/16", or 1/2" bolts.**
**For 7/16" bolts re-drill *Air Locker* flange to 11.5mm [29/64"].**
**For 1/2" bolts re-drill *Air Locker* flange to 13.0mm [33/64"].**

- ☐ Apply a thin film of high pressure grease to the ring gear shoulder of the *Air Locker* to prevent seizing.
- ☐ Thoroughly clean any thread locking compound or other foreign matter from the holes of the ring gear, the threads of the ring gear bolts, and the mating surfaces between the ring gear and the *Air Locker* flange.

**HINT :** **Stoning the ring gear mounting face before installation will remove any high spots around the threads.**

- ☐ Heat the ring gear to between 80 and 100°C [175 - 212°F] in hot water or in an oven to slightly expand the gear and facilitate assembly.

**NOTE :** **NEVER HEAT GEARS WITH A FLAME! This could damage the hardened surface of the gear and result in premature wear or failure.**

- ☐ Dry the gear and bolt holes with compressed air (if wet).
- ☐ Install the ring gear onto the *Air Locker* by aligning the bolt holes and then gently tapping it around in a circle with a soft mallet. Avoid using the bolts to pull down the ring gear as this puts excess strain on the bolts and the differential flange.
- ☐ Apply a thread locking compound to the thread of each ring gear bolt before inserting it.

**NOTE :** **Do not apply threading compound directly into the threaded hole as this could prevent the bolt from reaching its full depth.**

- ☐ Tighten the ring gear bolts in a star pattern with a torque wrench according to your vehicle manufacturer's specified torque.

## 3.6 Drilling and Tapping the Bulkhead Port

An airline port must be drilled and tapped through the differential housing to mount the bulkhead fitting into.

☐ Mark a spot at the 10 O'Clock position on the **outside** shell of the differential housing, that is centrally located in the groove as shown in Figure 10. The bulkhead position must allow the seal housing tube (assembled at a later time) to be clear of the bearing cap when fully installed.

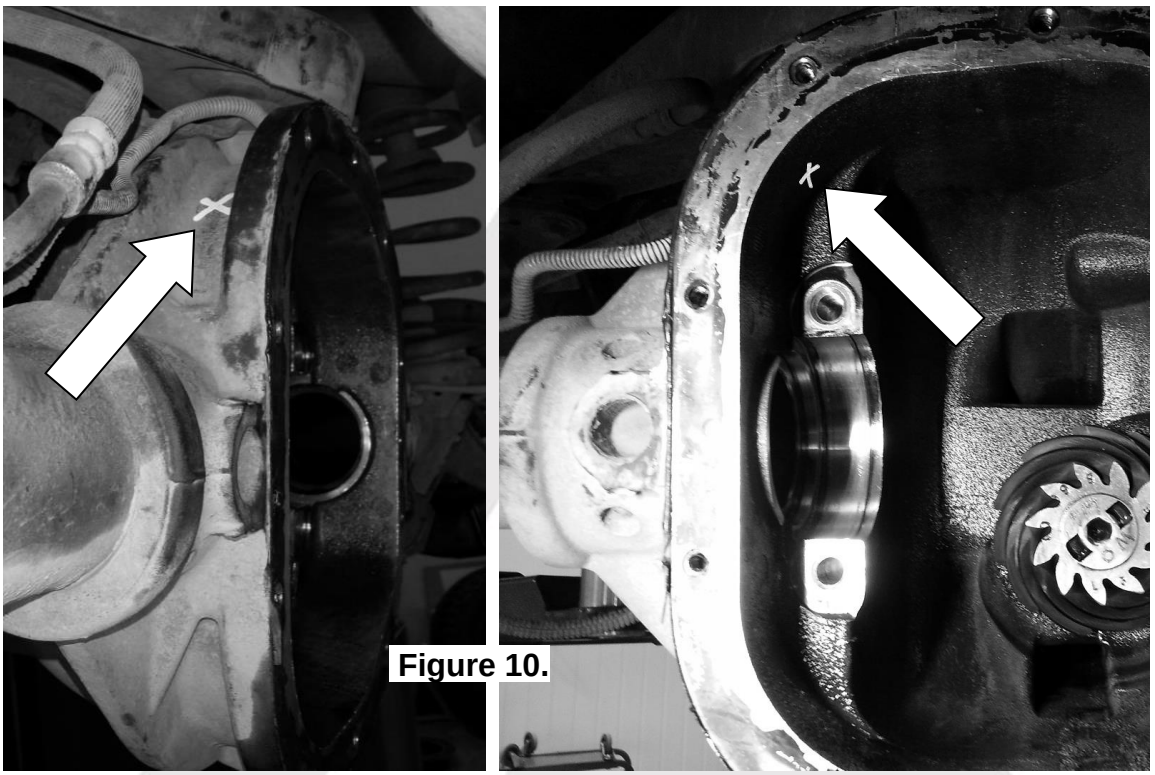


**Figure 10.**

☐ Cover the drive pinion and axle tube areas with a rag to protect them from metal filings.

☐ Drill through the housing square to the outside surface using an 11.2mm [7/16"] drill.

☐ Tap the hole from the outside using a ¼" NPT pipe tap.

☐ Remove any sharp edges from the hole that may chip-off and fall into the housing.

☐ Carefully remove the rags and inspect with a service light inside the housing to insure no metal filings are left behind.

## 3.7 Pre-Load Shimming

In order to pre-load the tapered roller bearings in your *Air Locker*, measurements need to be taken so that a value can be calculated for the shim thickness **'E'** in Figure 11.

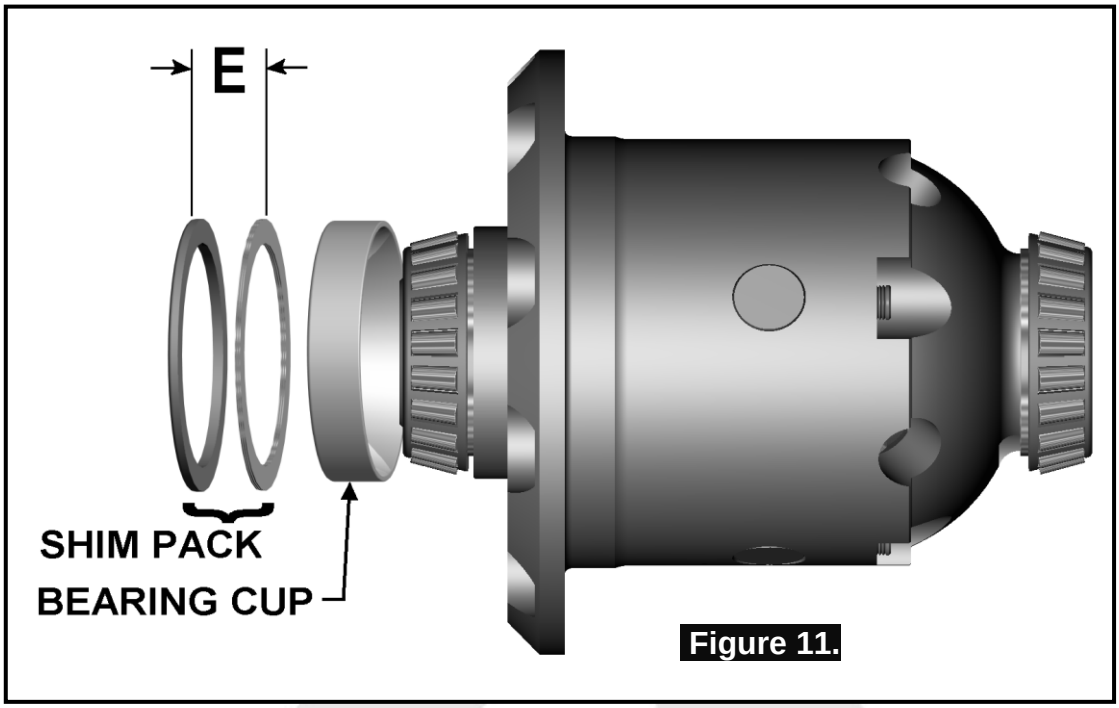



**Figure 11.**

- ☐ Hold the bearing cups in place over their matching bearing cones.
- ☐ Insert and hold the *Air Locker* into the differential housing.
- ☐ Insert the shim pack determined earlier as **'D'** between the bearing cup and the differential housing (right hand side as shown in Fig.7.)
- ☐ Push (or lightly pry) the *Air Locker* hard across to the right-hand side, and measure the gap (also called the 'end float') between the bearing cup and the housing with a feeler gauge (See Fig 12.).
- ☐ Record this measurement.

# 3 Installing the Air Locker

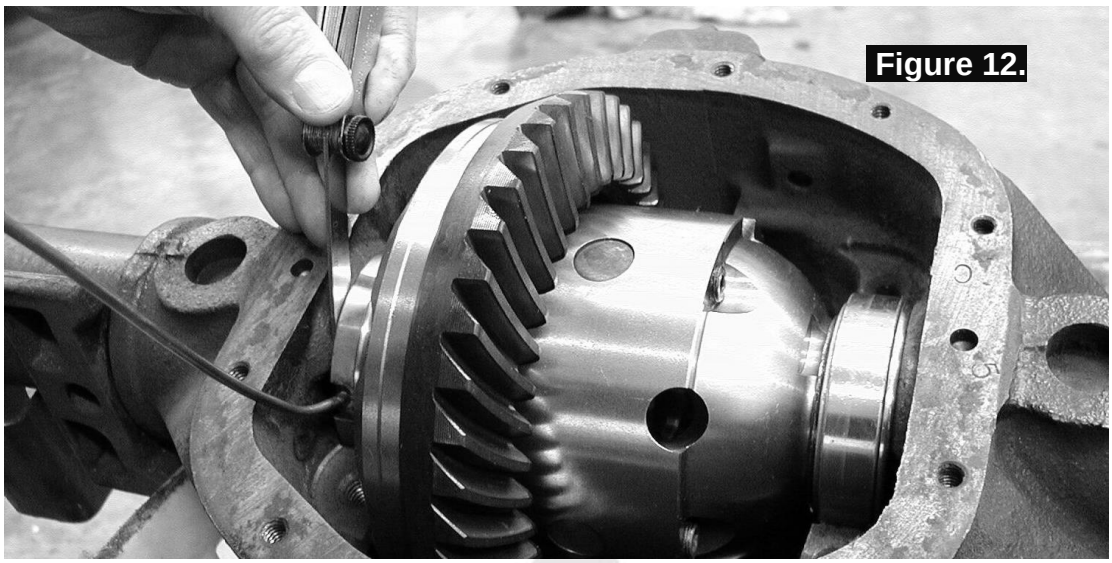


Figure 12.

☐ Consult your vehicle manufacturer's service manual to determine the carrier bearing pre-load amount specified for your vehicle.

☐ Add the specified pre-load amount to the measurement taken with the feeler gauge to determine a shim amount for **'E'** in Figure 11.

**PRE-LOAD + END FLOAT = SHIM PACK**

☐ Create a shim pack **'E'** from the shims supplied with your *Air Locker*.

**NOTE :** **Do not add shims between the bearing cone and the bearing seat and NEVER machine the *Air Locker*.**

☐ Remove the *Air Locker* from the axle housing, and put aside the factory shim from the case side (right hand side) for the time being.

☐ Install shim pack **'E'** to the flange cap side (left hand side) between the axle housing and the bearing cup as shown in Figure 11.

☐ Using a shim driver, drive the factory master shim into the case side (right hand side) between the ARB master shim and the bearing cup.

**NOTE :** **If the *Air Locker* is too tight to fully install then a spreader may need to be used according to Chrysler Corporation's recommendation. See section 2.6. Read your vehicle service manual carefully for the housing spread recommendation.**

## 3 Installing the Air Locker

- ☐ Release all spreader tension once the shims and *Air Locker* are fully installed.
- ☐ Rotate the seal housing until the tube is pointing straight towards you.
- ☐ Check that some backlash can be felt between the ring and pinion gears. No backlash would be an early indication of incorrect shim thickness.

## 3.8 Reinstalling the Bearing Caps

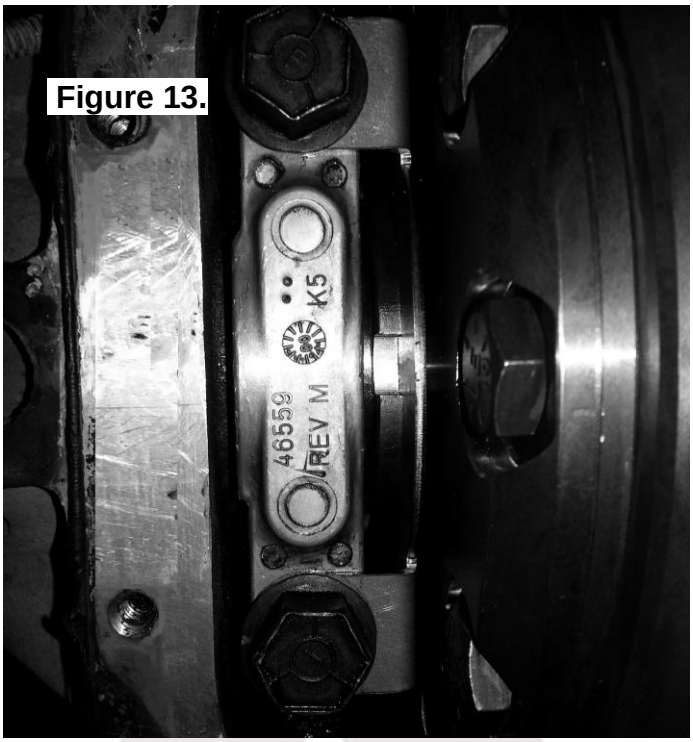



Figure 13.

- ☐ Install the bearing caps oriented as they were marked before they were removed, and only tighten the bearing cap bolts on the case side for the time being. It is not necessary to torque them down at this time.
- ☐ Slide the seal housing bracket into position from the right hand side of the tube and match the lip of the bracket to the slot on the seal housing (Figure 13.).
- ☐ Tighten the flange side bearing cap bolts with the seal housing bracket in place (Figure 13.).
- ☐ Check that some clearance exists between the seal housing bracket and the *Air Locker* to when the differential is rotating.
- ☐ Tighten all bearing cap bolts with a torque wrench to the torque specified in your vehicle manufacturer's service manual.

**NOTE :** **Aluminum housings require a smaller torque amount than a cast iron housing. Refer to your service manual to determine the correct torque for your vehicle.**

## 3.9 Checking the Backlash

☐ Set a depth indicator on one of the ring gear teeth (Figure 14.)

**NOTE :** **For models with aluminium housings, mount depth indicator on axle tube or other alternative magnetic surface.**

☐ While supporting the pinion gear by holding the drive shaft, rotate the differential in both directions while observing the maximum variation in depth from the indicator (i.e., the highest value minus the lowest value). This value is referred to as the ring and pinion backlash.

☐ Rotate the differential center 90° and measure again for accuracy.

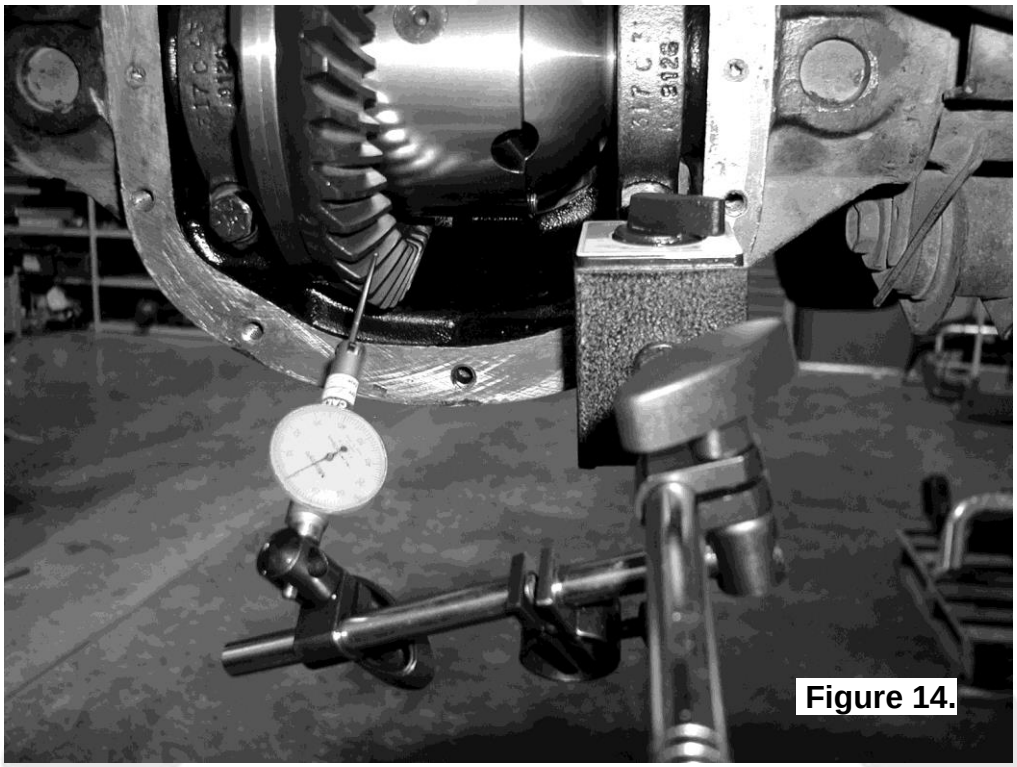


**Figure 14.**

☐ Refer to your vehicle service manual for the specified maximum and minimum amounts of backlash. If the backlash is not within the specifications then the differential will have to be removed and re-shimmed.

### 3.9.1 Re-Shimming the Backlash

**NOTE :** **This step is only necessary when adjusting for incorrect backlash.**

- ☐ Remove the bearing caps.
- ☐ Remove the differential as before.

**NOTE :** **Carefully spread the housing on aluminum models, only if required.**

- ☐ To decrease the amount of backlash, reduce the shim thickness '**D**' (Fig. 7.) and increase the shim thickness '**E**' (Fig. 11.) by the same amount. Reverse this step to increase the backlash.
- ☐ Remount the differential as before.
- ☐ Release spreader tension (if applicable).
- ☐ Check backlash again as before.

## 3.10 Profiling the Seal Housing Tube

☐ Without using sharp, jagged tools such as pliers (usually your hands are the best tool for this job), gently bend the seal housing tube so that it runs in a low profile behind the flange cap as shown in Figures 16., 17. and 18. and gradually bend out into the bulkhead port.

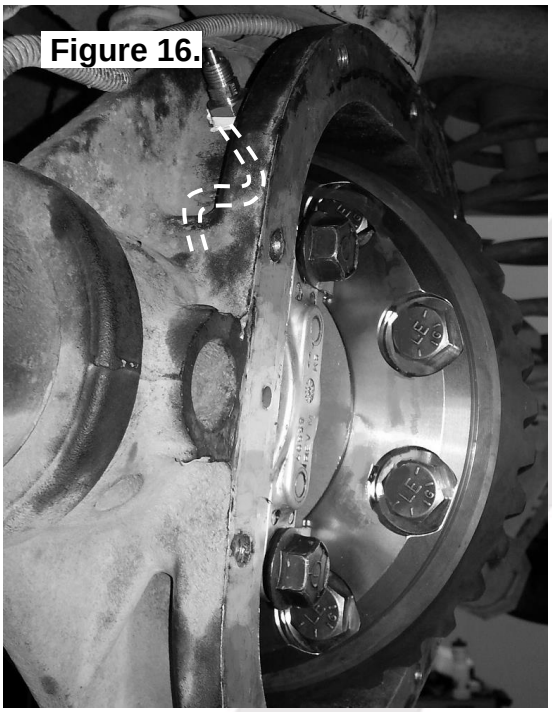


Figure 16.

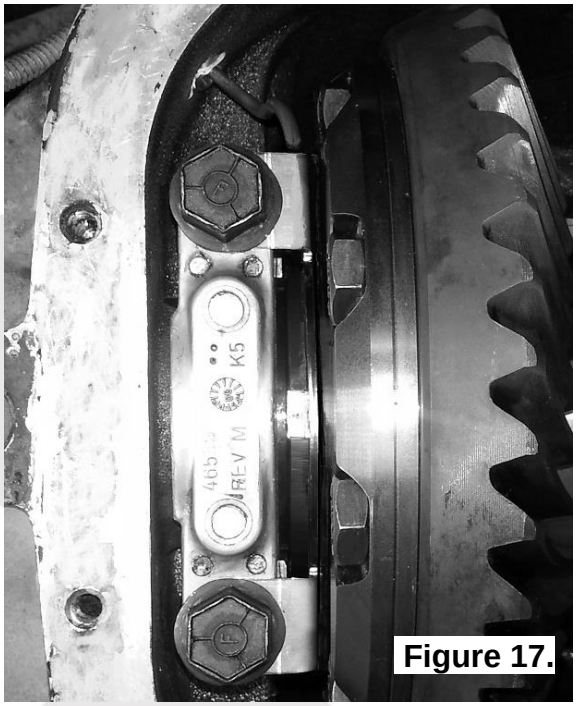



Figure 17.

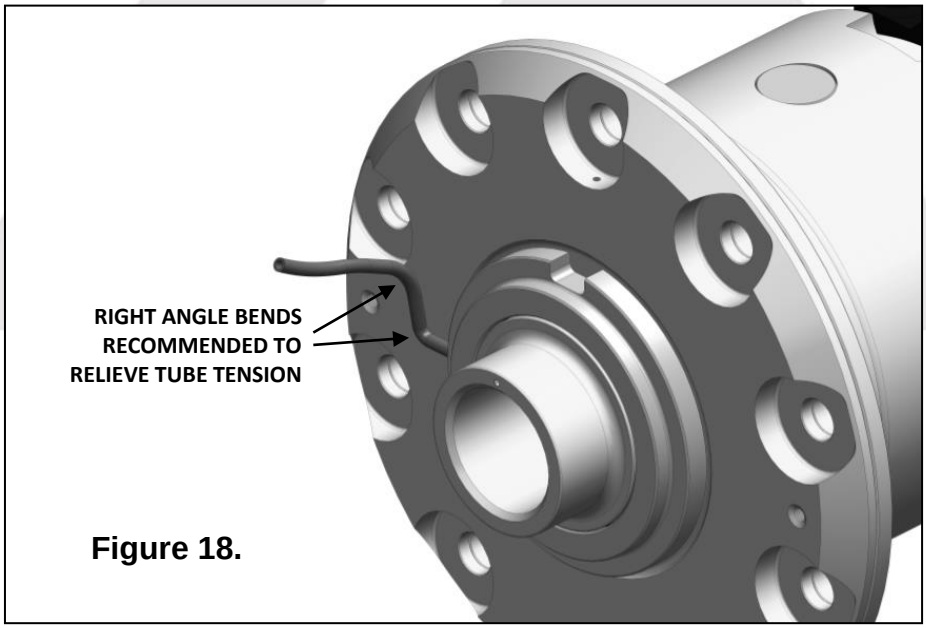


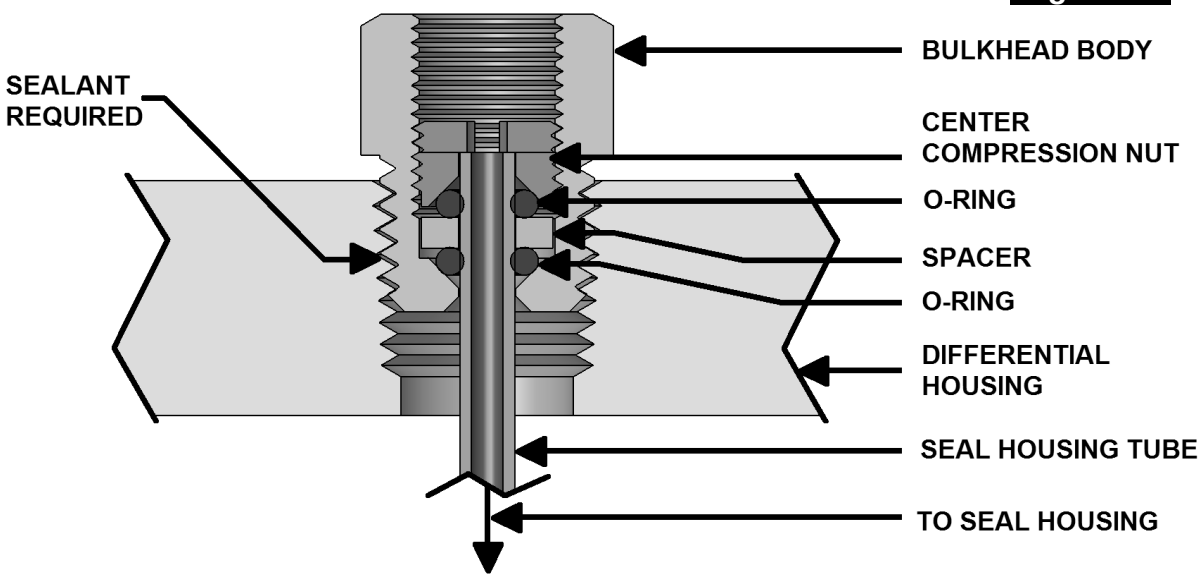

Figure 18.

**NOTE :** **Keep the tube away from the bearing cap or any other part of the differential casting as any contact due to vibration or shock may wear the tube and eventually cause a leak.**

## 3.11 Setting Up the Bulkhead Fitting

- ☐ Apply thread sealant to the outside threads of the bulkhead body.
- ☐ Screw the bulkhead body into the tapped hole, and lightly tighten using a 14mm [9/16”] spanner.
- ☐ Wipe the area clean of any excess thread sealant (inside and outside of the housing).
- ☐ Insert the free end of the seal housing tube into the bulkhead fitting until it protrudes approximately 8mm [5/16”] through the other side.
- ☐ From the outside of the housing, assemble one of the small O-rings over the top of the short length of seal housing tube protruding through the bulkhead fitting.
- ☐ Install the brass spacer.
- ☐ Install the second small O-ring after the spacer.
- ☐ While holding the seal housing tube into the bulkhead fitting, insert the chamfered end of the center compression nut over the extended tube as shown in the assembly diagram (Fig. 19.), and screw it into the bulkhead body, and tighten using Pozidriv #3 screwdriver.

**Figure 19.**




**NOTE :** **Make sure the seal housing tube is all of the way into the center compression nut while you are tightening it.**

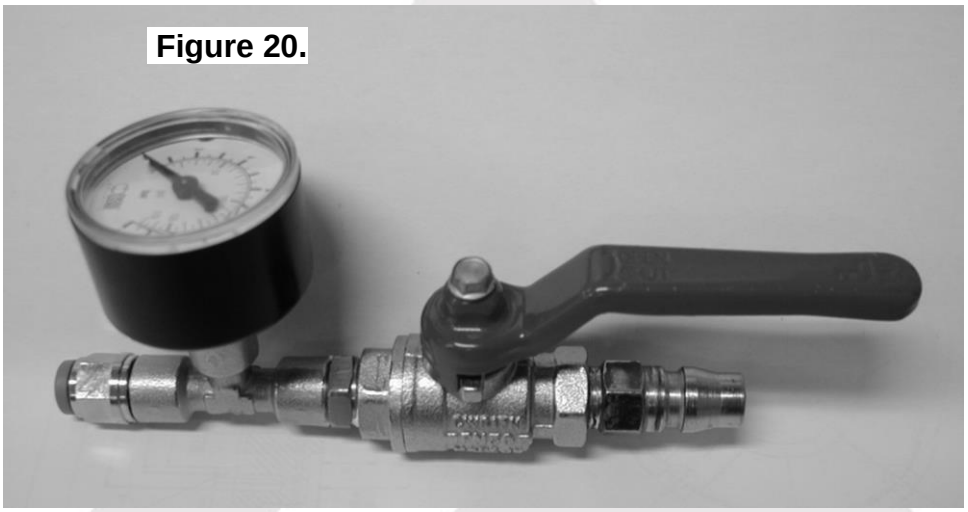
**NOTE :** **Firmly tighten the center compression nut so that a good seal is formed around the tube.**

## 3.12 Bench Testing the Air Locker

- ☐ To test the *Air Locker*, when 620kPa [90 PSI] shop air is applied to the seal housing tube, the *Air Locker* should engage.
- ☐ Check all fittings and the seal housing for air leaks.
- ☐ Rotate the differential carrier by turning the pinion flange whilst applying air pressure.

**NOTE :** **An accurate way to test for air leaks is to fit a shut-off valve to an air pressure gauge (Available as ARB part #0770005). Charge with shop air until 620 KPA [90 PSI] is reached, shut the valve off, disconnect the air hose, and watch to see if there is any drop in pressure. Any gradual pressure drop indicates an air leak. (Fig. 20.)**

**Figure 20.**



- ☐ If a leak is found to be present, spray a soap and water mixture onto the bulkhead air fitting. Bubbles should appear at any leak points.

**NOTE :** **Do not spray this soapy mixture inside the differential**.

- ☐ Check that leaky fittings have been adequately tightened.
- ☐ Disassemble, clean threads, and reapply thread sealant if leaking persists.
- ☐ If a leak is found at the seal housing, carefully remove and refit. Be very careful with the O-rings and check they have not been damaged during installation.

## 3.13 Reinstalling the Axles

***For C-clip equipped models:***

☐ Unscrew and remove the long cross shaft retaining pin with a 5mm hex key.

**NOTE :** **The long cross shaft retaining pin is the pin located exactly one quarter turn of the differential from the 'C' clip access window. Rotate the differential using the drive flange.**

☐ Completely remove the long cross shaft.

☐ Rotate the differential center until the 'C' clip access window in the differential is in view and accessible.

☐ Insert both axles fully into the housing and gently tap them inward.

**NOTE :** **Be careful not to damage oil seals with the axle.**

☐ Install the 'C' clips on to the ends of the axles.

**NOTE :** **Your *Air Locker* comes with a C-clip kit which contains 8 clips of 4 different sizes, 2.80mm [0.110"], 3.00mm [0.118"], 3.40mm [0.134"], and 3.55mm [0.140"].**

☐ Gently tap the axles outward until both 'C' clips are fully seated.

☐ Insert the cross shaft maintaining alignment between the cross shaft retaining pin hole in the differential and its corresponding hole in the cross shaft.

☐ Ensure that some degree of axle end float exists (i.e., some clearance exists between the end of the axle and the cross shaft or thrust block). 'C' clips may need to be substituted with others of a different thickness to achieve correct end float if too tight or too loose. Refer to your vehicle manufacturer's service manual for the procedure on setting up the correct end float condition.

☐ Reinstall and tighten the retaining pin with a 5mm hex key.

☐ Reassemble brakes and wheels according to your vehicle's service manual.

# 3 Installing the Air Locker

***For non C-clip models:***

☐ Replace the axle seals if necessary.

☐ Insert both axles fully into the housing, engaging splines.

**NOTE :** **Be careful not to damage the axle shaft oil seals when installing the axle. Support the axle's entire weight where possible.**

☐ Reassemble brakes and wheels according to your vehicle's service manual.

# 4 Installing the Air System

## 4.1 Mounting the Solenoid

### 4.1.1 Connection to an ARB Air Compressor (Fig. 21.)

☐ Remove one of the 1/8” BSP plugs from its port in the compressor tank.

☐ Apply Teflon paste to the 1/8” BSP nipple on the solenoid and insert it into the port and tighten. The solenoid should be rotated into a position which does not obstruct any other ports on the compressor tank.

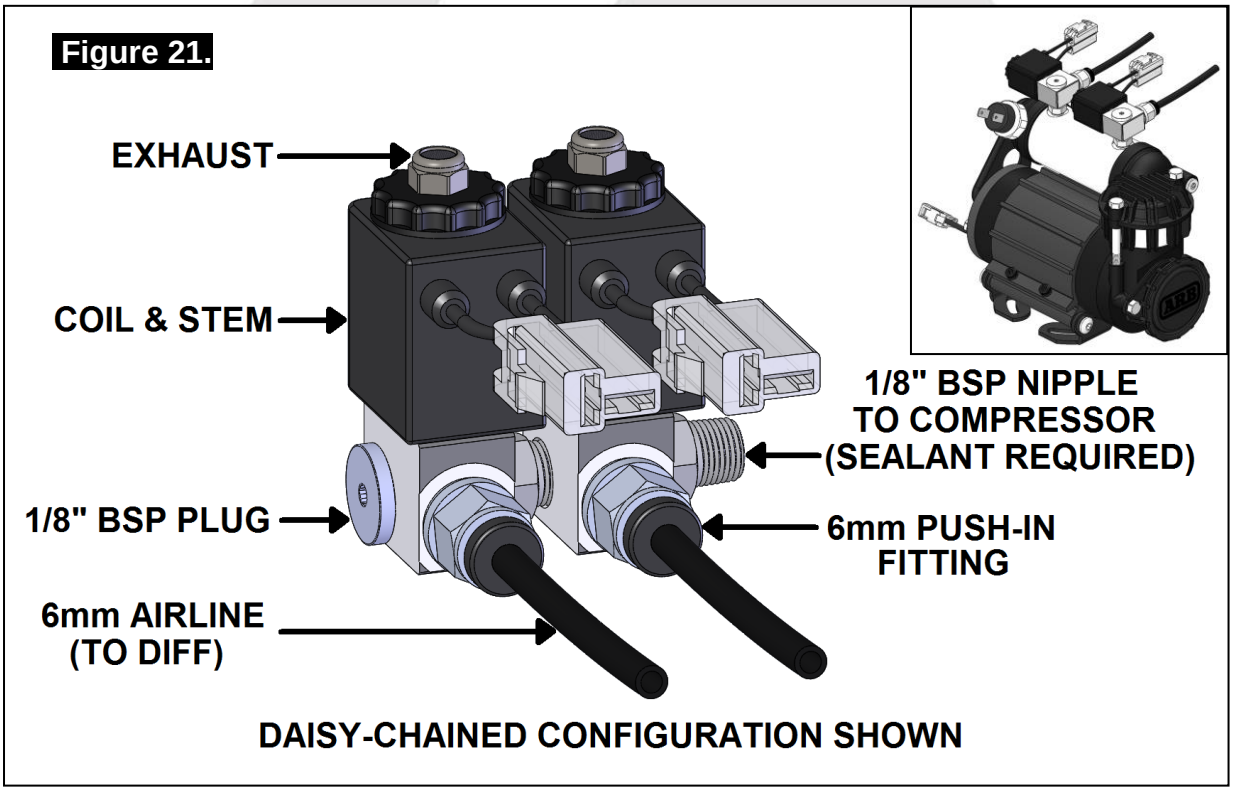
**NOTE :** **The coil and stem of the solenoid can be removed to make installation easier.**

**NOTE :** **The solenoid is marked with two #1 ports. If space is tight, a second solenoid can be “daisy-chained” off the first one by removing the plug from the redundant #1 port and screwing the nipple from the second solenoid into it (Fig. 21.).**

**NOTE :** **The solenoid exhausts compressed air through the center of the black retaining cap when the *Air Locker* is disengaged. Make sure this orifice cannot be obstructed.**

☐ Assemble the 6mm push-in fitting into the solenoid outlet port (stamped “2”) and hand tighten.

**Figure 21.**



## 4.1.2 Connection to an Alternate Air Source

For ease of installation, quality of air supply, and a high level of dependability from your *Air Locker(s),* ARB strongly recommends use of a genuine ARB Air Compressor, however, the *Air Locker* air system can be operated on any alternate air source that meets each of the following guidelines:

- ☐ Must supply a minimum of 586 kPa [85 PSI].
- ☐ The air source should have a tank capacity which enables it to actuate the *Air Locker*(s) in one charge so that no hesitation is experienced when locking one or two differentials.

**HINT :** **A good way to insure that you have the necessary capacity is to make sure you can engage, disengage, and then reengage your *Air Locker(s)* without the air source having to regenerate (e.g., without the compressor turning on to refill the tank).**

- ☐ Must supply clean air, free of rust, dirt, water, or other foreign matter.
- ☐ Must match the 1/8” BSP porting of the *Air Locker* solenoid.
- ☐ Mount solenoid within close proximity of the air supply and secure it from the effects of vibration and shock.
- ☐ Connect the air supply to the 1/8” BSP inlet port of the solenoid (stamped “1” on the solenoid body) using thread sealant.

**IMPORTANT :**

**ARB cannot warrant your *Air Locker(s)* against damage caused as a result of using an alternate air supply. If you have any doubts as to the suitability of your air system to use in an *Air Locker* system, consult your ARB distributor.**

## 4.2 Running and Securing the Air Line

The path taken by the air line from your air source (i.e., compressor) to your *Air Locker* is unique to your vehicle and the position of your air source. Plan ahead carefully when running the air line and always follow these guidelines:

- ☐ Account for axle travel when running the line from the axle to a fixed point on the vehicle. Leave enough slack in the air line to allow for maximum suspension travel in both directions.
- ☐ Avoid leaving large lengths of air line hanging underneath the vehicle where they may get tangled on rocks, sticks, etc.

**HINT :** **Cable tying the air line to one of your flexible brake lines will account for axle travel and should help keep your line from getting snagged.**

- ☐ Run the air line all the way from the compressor to the differential before trimming either end of the line to length. This will save complications that may arise if the air line has to be removed.
- ☐ Make sure the line does not contact sharp edges or abrasive surfaces that may damage the air line over time.
- ☐ Do not run the air line around tight bends that may kink the air line and restrict or block the air flow.
- ☐ Keep the air line well away from your vehicle's exhaust components. Air lines will melt if subjected to extreme heat.
- ☐ Do not run more air line than necessary. Excess line volume created when coiling the left over hose, using unusually large diameter hose, etc., will increase drain on the compressor tank resulting in the compressor running more often than needed.
- ☐ Support the air line by tying it back with cable ties wherever possible.
- ☐ At the solenoid end of the air line, trim the line to length with a sharp knife.
- ☐ To attach the air line to the push-in fitting of the solenoid; insert the line firmly into the fitting, pull outward on the flange of the fitting while holding the line as far into the fitting as possible, and then gently pull outward on the air line to clamp the line in place.

**NOTE :** **To remove the air line from the push-in fitting; push the air line as far into the fitting as possible and hold, push inward on the flange, and then pull the air line free of the fitting.**

## 4.3 Connection to the Bulkhead Fitting

- ☐ Trim the air line to length using a sharp knife.
- ☐ Assemble an aluminium washer onto the banjo bolt and insert through the banjo fitting. Assemble second aluminium washer and tighten into bulkhead fitting using a 14mm [9/16”] spanner. (Fig.22.)
- ☐ Apply thread sealant to the tapered thread of the compression fitting body and screw into the banjo fitting. Tighten using a 12mm spanner.
- ☐ Insert the outer compression nut and ferrule over the air line. Ferrule should be orientated as per Fig.22.

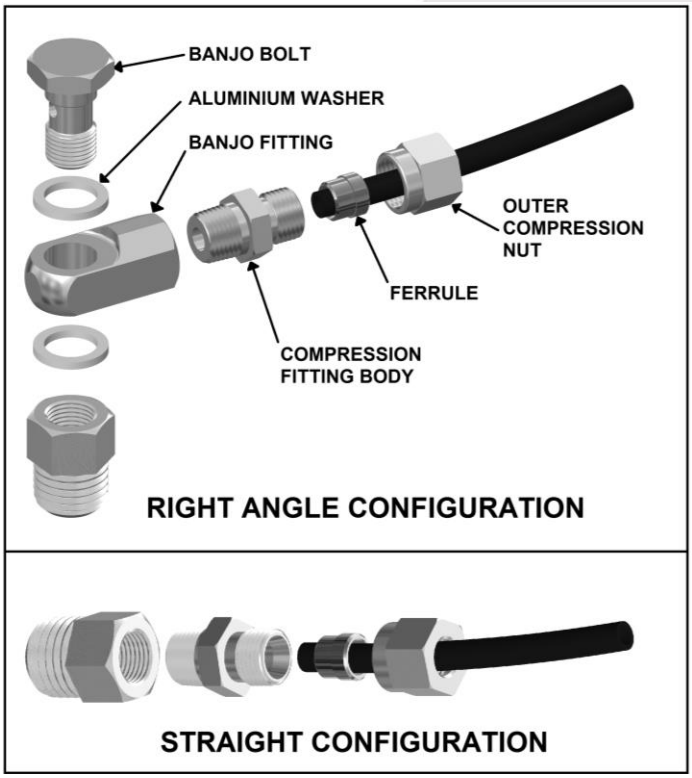




Figure 22.

# 4 Installing the Air System

☐ Push the airline into the compression fitting body and screw the outer nut down onto it. Using a 12mm spanner, tighten the outer nut onto the compression fitting body.

**NOTE :** **Some force is required to crush the ferrule, however the outer compression nut will tighten against a stop. Over tightening will not create a better seal.**

☐ Secure any loose sections of tube with a cable tie.

**NOTE :** **When right angle routing of the tube is not required, screw the compression fitting body straight into the bulkhead fitting body (Fig.22.).**

# 5 Mounting & Connecting the Electrical System

## 5.1 Mounting the Actuator Switch(es)

*Air Locker* actuator switch(es) can be easily panel mounted inside the vehicle in a 21mm x 36.5mm [0.83” x 1.44”] rectangular cutout.

**NOTE :** **Only attach the cover plate to the face of the switch once the switch has been mounted and wired correctly as the cover plates are designed to be difficult to remove.**

For reasons of safety and for ease of operation, the *Air Locker* actuator switch(es) should be mounted in a location picked to best suit the operator. Make sure you have taken the following points into consideration:

- ☐ Switch(es) MUST be mounted and should never be allowed to simply dangle from the wiring loom during vehicle use.
- ☐ Switch(es) should be within easy reach of the driver. Ideally, any *Air Locker* switch should be able to be operated without physical effort or distraction to the driver.
- ☐ Switch(es) should be mounted within the line of sight of the driver so that switch position (‘ON’ or ‘OFF’) can be visually determined by the rocker position and the illumination state.
- ☐ The position of the switch(es) should best eliminate any possibility of accidental operation by the driver or one of the passengers.
- ☐ Switch cutout position(s) must be located in an area with a minimum of 50mm [2”] of clearance behind the face of the cutout.
- ☐ Switch(es) should not be mounted where they will be exposed to water (e.g., in the lower section of an inner door panel).
- ☐ ARB recommends that you apply the *Air Locker* Warning Sticker (ARB part # 210101) within close visual proximity of the switch location.

**NOTE :** **If no adequate position can be found on existing dashboard panels, a surface mounted bracket (Fig.23.) may be purchased from your ARB *Air Locker* distributor to suit 1, 2, or 3 switches.**


**Figure 23.**

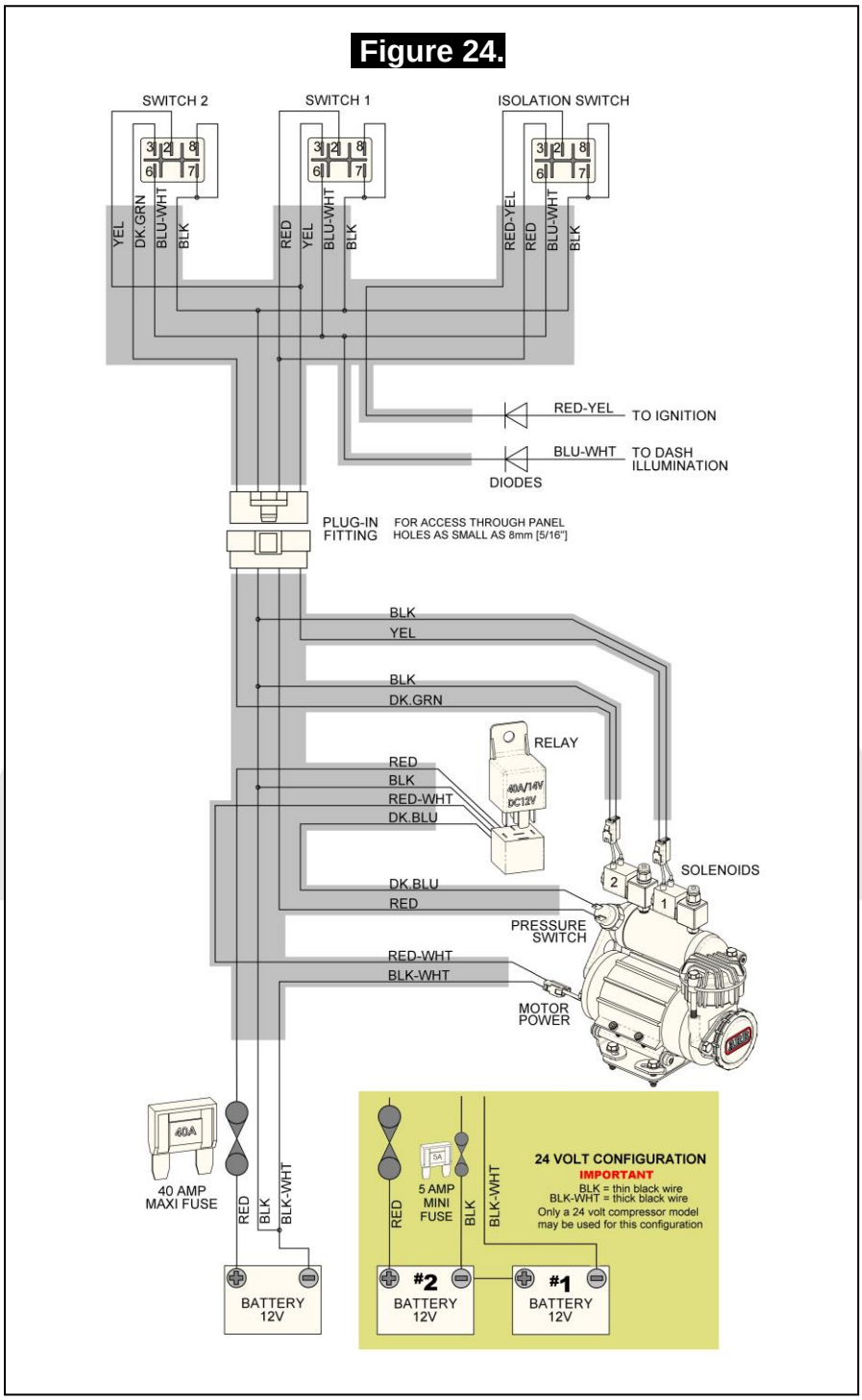
## 5.2 Wiring the Actuator System

### 5.2.1 Connection to an ARB AIR COMPRESSOR

When wiring the *Air Locker* actuator switch(es) and solenoid(s) to an ARB Air Compressor, all connections can easily be set up directly from the supplied wiring loom. (Fig. 24.)

**NOTE :** **180409 model loom shown for reference only. Refer to your ARB Air Compressor Installation Guide for details on configuring your installation.**

**Figure 24.**



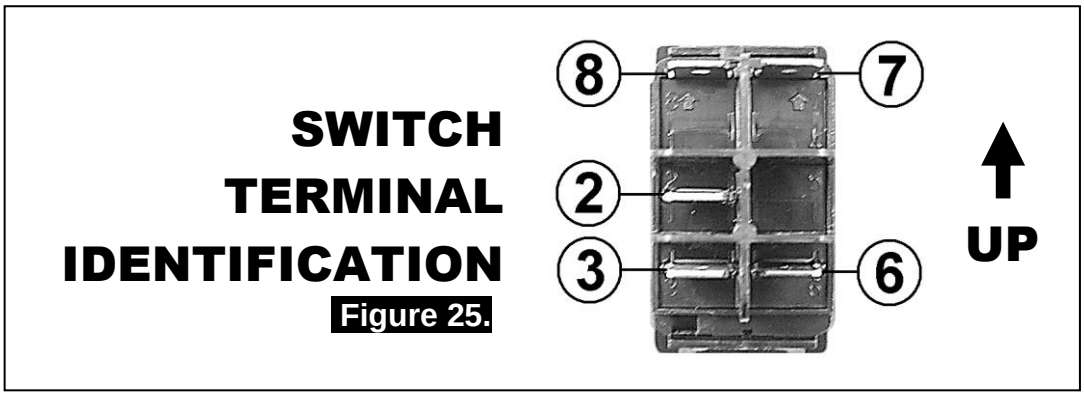


Figure 25.

## 5.2.2 Connection to an Alternate Air Source

When connecting the actuation switch to an alternate air source, the switch(es) should be wired according to figures 26. and 27. depending on whether one or two *Air Lockers* will be installed in the vehicle.

### 5.2.2.1 Single Air Locker System

- ☐ If only one *Air Locker* is to be installed in the system, the switch and solenoid should be wired according to figure 26. regardless of whether the *Air Locker* has been installed in the front or rear axle of the vehicle.
- ☐ Attach the appropriate switch cover (i.e., 'FRONT' or 'REAR') to the switch.

**NOTE :** **Refer to figure 25. for the correct switch terminal identification and switch orientation.**

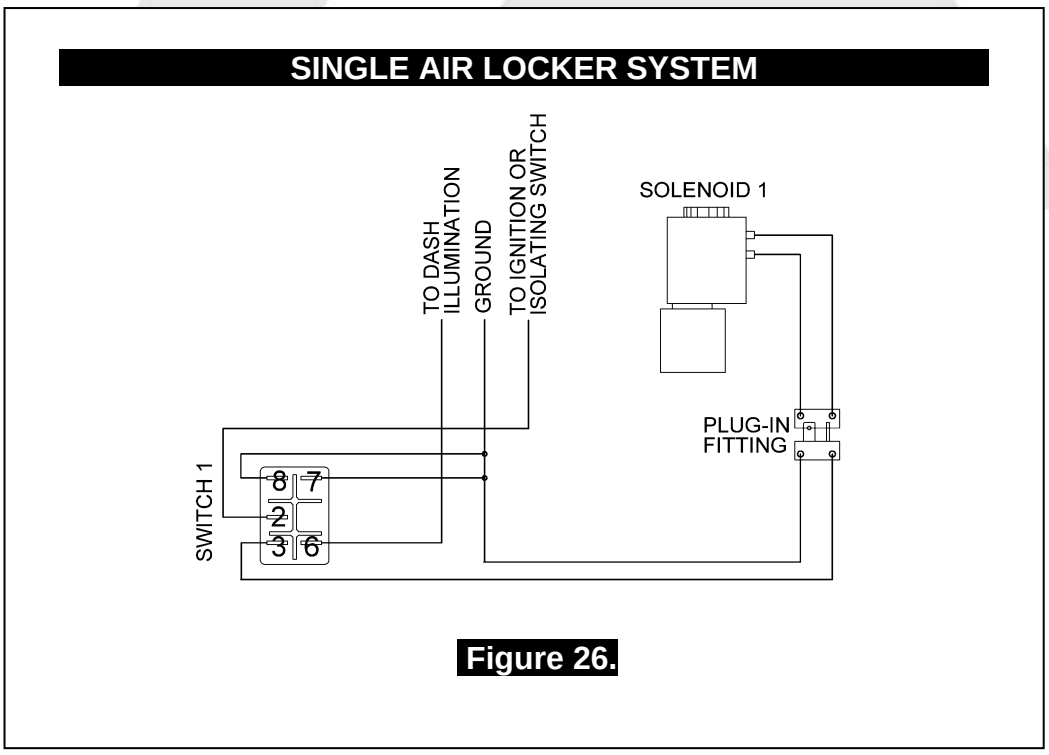


Figure 26.

### 5.2.2.2 Dual Air Locker System

☐ If two *Air Locker*s are to be installed in the system, ARB recommends that the switches and solenoids be wired according to figure 27. For safety reasons, this configuration allows SOLENOID 2 to be actuated only if SOLENOID 1 is already on.

☐ Attach the “REAR *AIR LOCKER*” switch cover to SWITCH 1, and the “FRONT *AIR LOCKER*” switch cover to SWITCH 2.

**NOTE :** **Refer to figure 25. for the correct switch terminal identification and switch orientation.**

☐ Configure SOLENOID 1 as the air line leading to the rear axle *Air Locker*, and SOLENOID 2 as the air line leading to the front axle *Air Locker*.

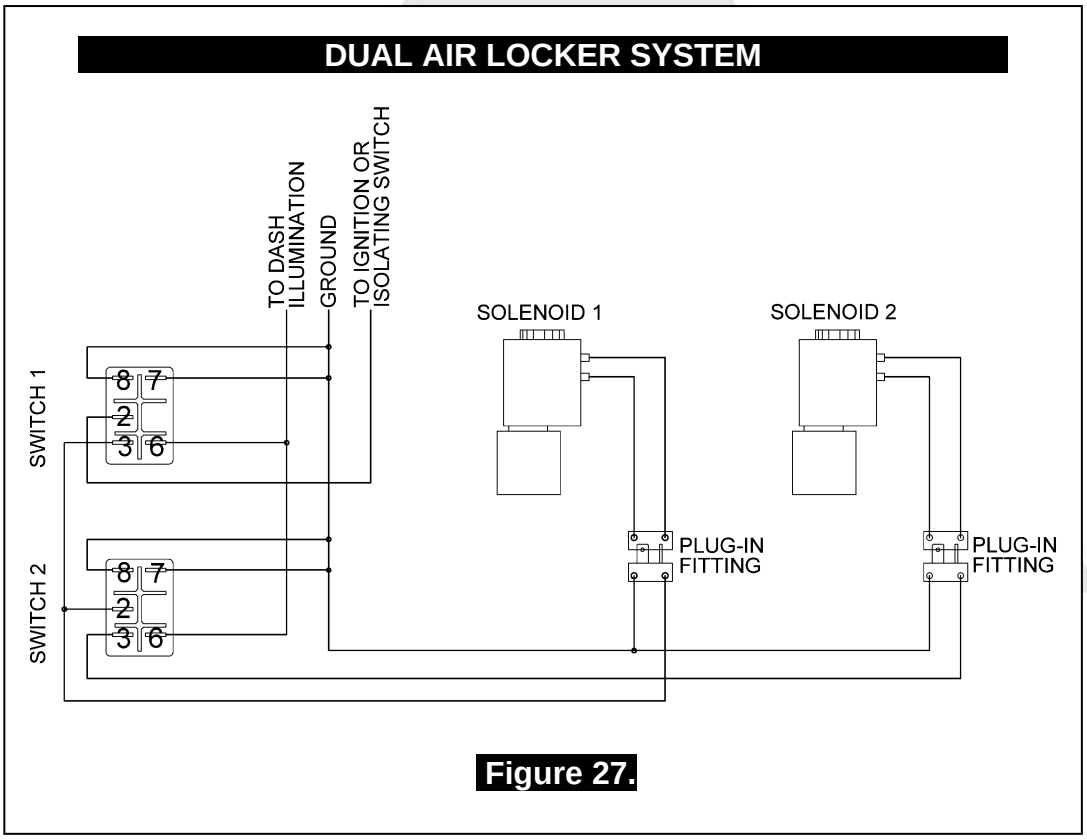



**Figure 27.**

# 6 Testing & Final Assembly

## 6.1 Leak Testing

☐ With the vehicle parked and the engine off, turn the compressor on and wait until the air system is fully charged.

**NOTE :** **With the *Air Locker(s)* disengaged, the air source (i.e., compressor) should not have to recharge over time. Intermittent recharging without *Air Locker* use usually indicates a leak at the solenoid fittings or at the compressor tank O-ring seal.**

☐ Actuate the *Air Locker*(s).

☐ The compressor should not come on again for a period of at least 15min. Air system recharging within that time period would indicate that a leak is present in the system.

**NOTE :** **If an alternate air source (e.g., an air cylinder or a belt driven air pump) is used instead of a compressor, the air system will have to be leak tested with a pressure gauge and a shut-off valve in series before the solenoid input. (Fig.20.)**

☐ If a leak is found to be present, spray a soap and water mixture onto all air fittings in the system while the compressor is fully charged. Bubbles should appear at any leak points.

☐ Check that leaky fittings have been adequately tightened.

☐ Disassemble, clean threads, and reapply thread sealant if leaking persists.

## 6.2 Testing the Air Locker Actuation

To test that your air system, electrical system, and your *Air Locker* differential is functioning correctly:

☐ Support the vehicle such that the wheels are free to rotate (e.g., on axle stands, a chassis hoist, etc.)

☐ Leave the parking brake off, the transmission in neutral, and the *Air Locker* switch ‘OFF’.

☐ Turn the ignition to the ‘ON’ position (leaving the motor off). The large illuminating symbol on the *Air Locker* switch cover should be ‘OFF’.

- ☐ Turn the compressor (or alternate air source) on to charge the air supply up to its maximum pressure.
- ☐ Rotate one wheel by hand.
- ☐ The wheel should rotate freely and the opposite wheel should be turning in the opposite direction without any resistance or mechanical noise from within the differential.
- ☐ Turn the *Air Locker* switch to the 'ON' position. The illuminated symbol on the switch cover should light up.
- ☐ Rotate the same wheel again.
- ☐ Both wheels should rotate together.
- ☐ Turn the switch off again.
- ☐ Rotate the same wheel.
- ☐ The wheels should again rotate in opposite directions.

## 6.3 Filling the Differential

**NOTE :** **Consult the *ARB Air Locker Operating & Service Manual* for recommendations on differential lubricant specifications.**

- ☐ Refill the differential until level with the filler hole.
- ☐ Rotate the differential center 2 full turns.
- ☐ Check the oil level and add oil if necessary.
- ☐ Apply thread sealant to filler plug before inserting.
- ☐ Replace the filler plug.
- ☐ Clean the differential housing of any oil or grease that may collect dirt or other abrasive particles.

## 6.4 Post-Installation Check List

Now that the *Air Locker* installation has been completed, ARB recommends that you take the time to complete the following check list just to insure that you haven't missed any of the vital steps.

- ☐ The air system has been leak tested.
- ☐ Thread locking compound was used on the ring gear bolts.
- ☐ All torque settings comply with the vehicle manufacturer's specs and were set with an accurate torque wrench.
- ☐ Differential fluid complies with ARB recommendations and has been filled to the correct level.
- ☐ All air lines and wiring have been securely cable tied to resist snagging.
- ☐ Switch(es) have been securely mounted within operator reach, yet well away from danger of accidental engagement.
- ☐ Switch(es) function properly and illuminate to indicate that *Air Locker*(s) are engaged.
- ☐ All operators who are to use the *Air Locker* have read, and fully understand the *ARB Air Locker Operating & Service Manual*.
- ☐ The *Air Locker* Warning Sticker has been located within close proximity of the actuator switch(es).

**INSTALLATION PERFORMED BY:** _____

**DATE OF INSTALLATION:** _____

**ODOMETER READING:** _____

**ARB AIR LOCKER SERIAL No:** _____

# 7 Parts List

**RD226** Dana 44A, 30 SPL

## 7.1 Exploded Assembly Diagram

**(See itemized parts list overleaf)**

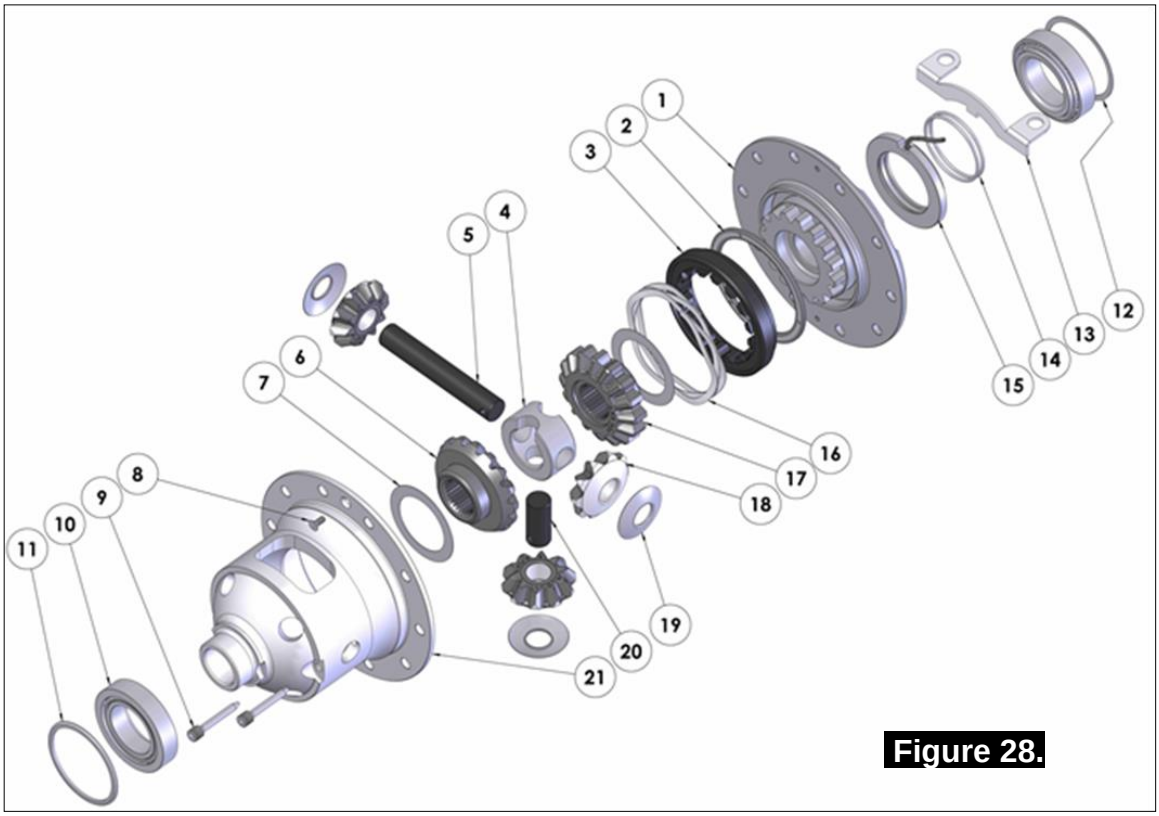



**Figure 28.**

## 7.2 Specifications

| | |
|---|---|
| **Axle Spline** | **30 tooth, Ø33.3mm [1.31”]** |
| **Ratio Supported** | **All** |
| **Ring Gear ID** | **141.3mm [5.56”]** |
| **Ring Gear OD** | **216mm [8.5”] or 226mm [8.9”]** |
| **Ring Gear Bolts** | **10 bolts on Ø168mm [6.61”]** |
| **Ring Gear Torque** | **108Nm [80 ft-lb]** |
| **Backlash** | **0.12-0.20mm [0.005-0.008”]** |
| **Bearing Cap Torque** | **85Nm [63 ft-lb]** |

# 7 Parts List

## 7.3 Itemized Parts List

**(See exploded diagram figure 28.)**

| ITEM # | QTY | DESCRIPTION | PART # | NOTES |
|---|---|---|---|---|
| 01 | 1 | FLANGE CAP KIT | 027343SP | |
| 02 | 1 | BONDED SEAL | 160702SP | |
| 03 | 1 | CLUTCH GEAR & WAVESPRING KIT | 050901SP | |
| 04 | 1 | SPIDER BLOCK | 070902SP | |
| 05 | 1 | LONG CROSS SHAFT | 060204SP | |
| 06 | 1 | SIDE GEAR | SEE NOTE | 3 |
| 07 | 2 | SIDE GEAR THRUST WASHER | SEE NOTE | 4 |
| 08 | 1 | COUNTERSUNK SCREW (PK OF 2) | 200213SP | |
| 09 | 1 | RETAINING PIN SET (PK OF 4) | 120601SP | |
| 10 | - | TAPERED ROLLER BEARING | NOT SUPPLIED | 2 |
| 11 | 1 | MASTER SHIM | 150320 | |
| 12 | 1 | SHIM KIT | SHK008 | |
| 13 | 1 | SEAL HOUSING BRACKET | 220215 | |
| 14 | 1 | SEAL HOUSING O-RINGS (PK OF 2) | 160248-2 | 1 |
| 15 | 1 | SEAL HOUSING KIT | 081817SP | |
| 16 | 1 | WAVESPRING | 150701SP | |
| 17 | 1 | SPLINED SIDE GEAR | SEE NOTE | 3 |
| 18 | 3 | PINION GEAR | SEE NOTE | 3 |
| 19 | 3 | PINION GEAR THRUST WASHER | SEE NOTE | 4 |
| 20 | 1 | SHORT CROSS SHAFT | 060403SP | |
| 21 | 1 | DIFFERENTIAL CASE | 013043SP | |
| * | 1 | “C” CLIP KIT | CCK005 | |
| * | 1 | BULKHEAD FITTING KIT (BANJO TYPE) | 170114 | 5 |
| * | 1 | AIR LINE (6mm DIA X 6m LONG) | 170314SP | 5 |
| * | 1 | SOLENOID VALVE (12V) | 180103 | |
| * | 1 | SWITCH|RR LOCKER | 180224 | |
| * | 1 | CABLE TIE (PK OF 25) | 180305 | |
| * | 1 | OPERATING & SERVICE MANUAL | 210200 | |
| * | 1 | INSTALLATION GUIDE | 2102226 | |

* *Not illustrated in exploded view*

## NOTES

1 For replacement O-rings use only BS140 Viton 75.
2 For replacement bearing, use Timken part #LM603049-LM603012
3 Available only as complete 5 gear set # 728H291C
4 Available only as complete thrust washer kit #730H01
5 All diffs produced before serial #17070001 came with 5mm air connection system. For information contact ARB.

Part No. 2102226
Revision 28/10/2020