

Navara halfshaft replacement



Noise and excessive play in the rear wheel bearings are a common problem with the 2005 onwards Nissan Navara D40 pick-up. Blue Print provides instructions on how to best handle this job.

A complex setting up and alignment is required of all the components on the shaft, which include shim washers (choice of 8) to get the precise levels of end play. Because of this, Blue Print have manufactured a complete halfshaft to OE specification which is fully assembled and ready to fit, including a new axle tube oil seal and new securing nuts with locking washers.

This means labour time is considerably reduced and there is far less risk of damaging parts during fitment. The Blue Print part is correct for all models fitted with a Limited Slip Differential without the optional electronic differential lock.

The following information is intended as a guide only. For full fitting information, follow vehicle manufacturer's instructions.

Expect the job to take in the region of 45minutes.

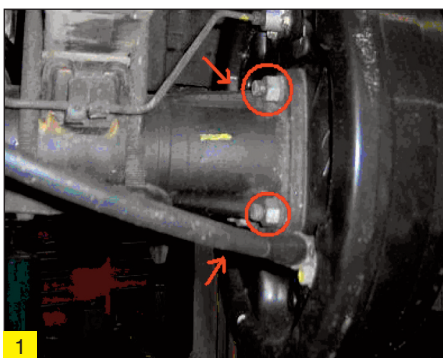
Caution

Before removing the rear halfshaft, disconnect and carefully remove the ABS sensor. Failure to do so may result in damage to the sensor wires and the sensor becoming inoperative.

- Raise the vehicle and remove the road wheel.
- Remove the rear brake drum followed by rear ABS sensor.

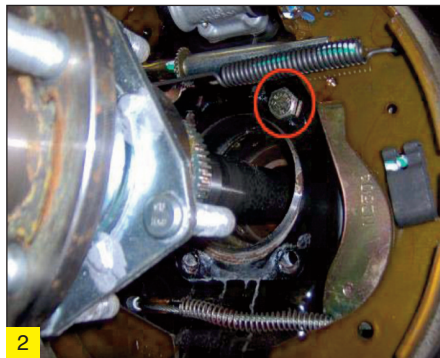
- The halfshaft is secured to the axle via four studs/nuts through the brake back plate.

Remove the 4 nuts. (Fig. 1)

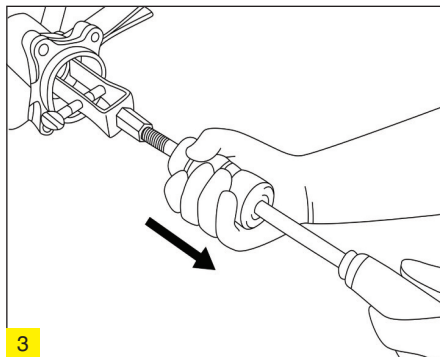


- With the use of a slide hammer, disengage the halfshaft from the axle housing, but do not fully remove yet as the back plate is no longer secured.
- Re-secure the back plate with an M10 nut and

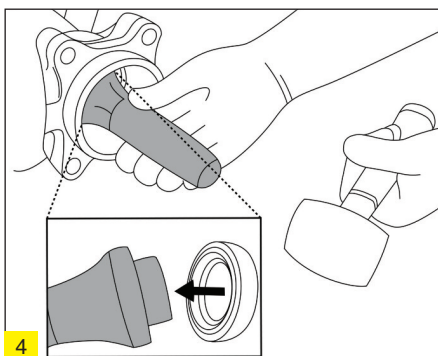
bolt or similar and then fully remove the halfshaft from the axle housing. (Fig. 2)



- Using an appropriate tool, remove the axle tube oil seal and guide washer. (Fig. 3)



- Now is the ideal time to make sure the ABS sensor area is free from dirt and debris.
- Ensure the axle tube is cleaned as necessary and fit the new oil seal and guide washer using an appropriate tool. (Fig. 4)



Note: The oil seal must be fitted with the seal lip facing towards the differential and a light coat of oil on the lip.

Note: : The guide washer must be fitted with the chamfer side facing away from the differential.

- Coat the new halfshaft spline with gear oil and apply multi-purpose grease to the surface of the shaft, that will come into contact with the oil seal, once installed into the axle case.
- Insert the new halfshaft into the axle housing, but not fully. Now remove the M10 nut and bolt from the backing plate and fully insert the shaft.
- Tighten the four new halfshaft securing studs/nuts in stages to an eventual torque of 70-75Nm. (50-55lb ft)
- Refit the ABS sensor and tighten bolt to 13Nm. (10lb ft)
- Refit the brake drum after ensuring the shoes are not contaminated with diff oil.
- Refit road wheel and tighten nuts to 112Nm. (83lb ft)
- Check differential oil level and top up as required.

NOTE: It is advised to check that the rear axle housing breather is clean and clear, as a blocked breather can result in pressure build up within the rear axle which may result in premature failure of the oil seals. (Fig.5)

For technical support, information and repair installation tips, go to www.blueprint-adl.com/workshops/technicallibrary/applications.

