

HEAVY DUTY VW PINION RETAINER NUT, UNIVERSAL MODEL (STOCK WIDTH)

BEFORE YOU BEGIN

1. The model 9361 heavy duty pinion retainer can be installed with or without the stock 2mm thick washer, depending on whether you are using an early or a late case (only later model cases take a washer behind the retainer). If you are not sure which type of case you have, you can use calipers to measure the thickness of the case at the pinion bearing bore. If the thickness is approximately 22.2mm (.875"), a washer is required. If it is approximately 24.2mm (.950"), a washer should not be used.

2. Carefully inspect your transmission case to make sure that the seating area for the pinion retainer is completely flat. If there is a step where the retainer has worn into the case, then there has been movement in the pinion bore area and the case should be replaced with one that is in better condition.

3. Make sure the pinion bearing bore in the case is tight. The bore can be checked by heating the case to about 200° F and carefully inserting a pinion shaft with a bearing installed. If the shaft/bearing assembly is lined up straight with the bore, the assembly should drop in fairly easily. Do not force it in or you risk damaging the case! Once the bearing is in place, let the case cool completely. With everything at room temperature, there should be zero side-to-side movement at the end of the pinion shaft. Push or tap the pinion shaft/bearing assembly back out of the case. If the bearing slides out easily, the case is not tight enough for high performance use. A good, tight case is the backbone of your transmission and will help keep other critical components from failing prematurely.

4. Make sure that the threads on the pinion bearing are clean and undamaged (used pinion bearings are often burred around the locking slots). If the threads are in good condition, you should be able to screw the pinion retainer all the way on by hand. If necessary, use a thread file to remove burrs and dings.

PINION RETAINER INSTALLATION

1. Use acetone, carburetor cleaner, or Loctite Primer to remove any traces oil from the threads of both the retainer and the bearing. Apply a light coat of **blue Loctite** to both pieces (Loctite 243, Weddle part no. 9-LT243-50)

2. Heat the case and slide the fully assembled gear stacks into place, making sure the flats on the pinion bearing are properly aligned with the locking tabs in the case. If everything is together properly, the pinion retainer nut should thread on until it is about flush with the end of the threads on the pinion bearing. If the retainer hangs off the end of the threads or does not pull up tight against the case, something is wrong and you will need to re-check your assembly.

3. Once everything is in place, torque the pinion retainer to 160 ft-lb while tapping on the end of the pinion shaft with a soft mallet (this helps seat the pinion bearing in the case).

NOTE: *The pinion retainer cannot be properly torqued without the correct socket (part no. 7-381/14).*