



Applied Air/GMC - 47626 Kato Rd. Fremont CA

800-752-7502

GMC Motorhome Final Drive 3.55/3.70

Procedure For Removing & Replacing

(Disconnect the battery before you proceed! The hot wire to the starter will short out with the right output shaft bracket)

- 1 – Remove from Transmission – the vacuum modulator and drain the automatic transmission fluid; then reinsert the vacuum modulator.
- 2 – Turn the steering wheel all the way to the left (or right)
- 3 – Unbolt the constant velocity joints
- 4 – Remove the right output shaft
- 5 – Unbolt the mount between the engine and final
- 6 – Remove the bolts that hold the final to the transmission
- 7 – Put the floor jack up to the final unit and have it there to support the final drive while loosening the unit away from the transmission
- 8 – The top bolt is difficult to reach but it can be reached easier with a curved wrench. (It can be a nut or bolt; it varies with each coach)
- 9 – Lower the final drive with the jack

10 – Prepare the new unit:

- A. Install gasket on the transmission using gasket adhesive and let it set up
- B. Lift the final unit up with the floor jack
- C. Guide it into the transmission. Some people prefer to leave the cover off the final so they can rotate the gear so the pinion will mesh with the transmission

11 – Install bolts and nuts. Don't be concerned if your top nut/bolt cannot be torque very much. They will not leak or cause the unit to come apart.

12 – Put on cover gasket and cover. DO NOT use RTV or a THICK sealer compound. The vent hole must be unplugged!

13 – Install only two (2) quarts of oil. If you install more it will leak out when it becomes warm.

14 – Bolt on brackets and connect constant velocity joints. Use Loctite on the constant velocity bolts (these bolts have a tendency to fall out)

15 – Put in one (1) quart of transmission fluid and test drive.

16 – Install the Speedo reducer inline at the cruise control.

17 – Check transmission fluid for correct level while transmission is **HOT!**