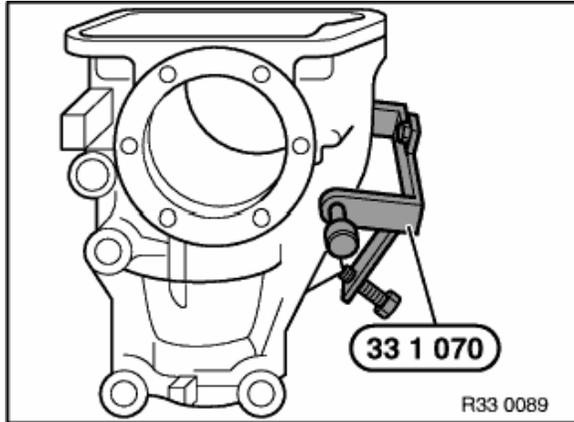


Note:

Type K = lateral bearing cover with 4 screws

Type M = lateral bearing cover with 6 screws

Type G = lateral bearing cover with 8 screws



Remove final drive,
refer to 33 10 010.

Attach final drive to assembly stand with special tool 33 1 070.

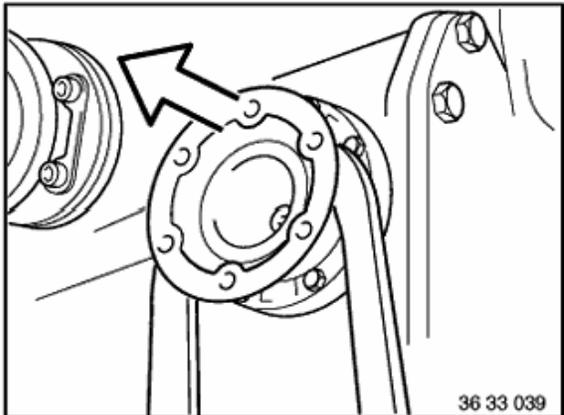
Drain off fluid. Take off case cover.

Installation:

Replace seal.

Tightening torque,
refer to Technical Data 33 11 1AZ.

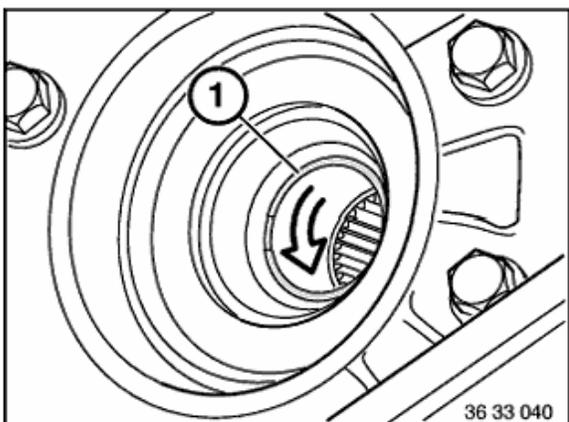
Pour in ATF,
refer to Technical Data.



Remove drive flange with a tire iron.

Caution!

Do not damage dust cover plate on drive flange.

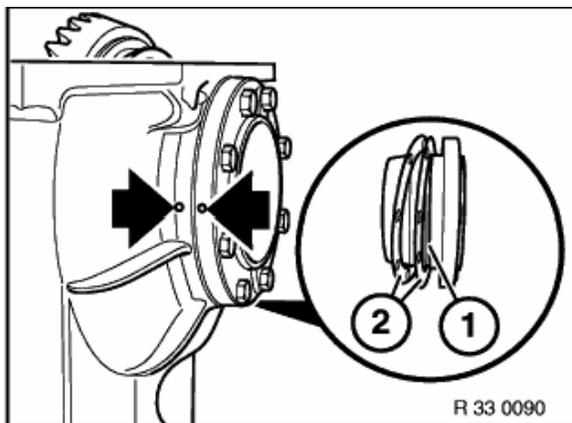
**Installation:**

Replace circlip (1).

Twist circlip (1) until both ends settle into the groove.

Apply light coat of final drive oil to contact face of shaft seal on driver flange. Insert drive flange and twist until spline on flange engages in spline of differential bevel gear.

Insert drive flange further until retaining ring (1) locates audibly.

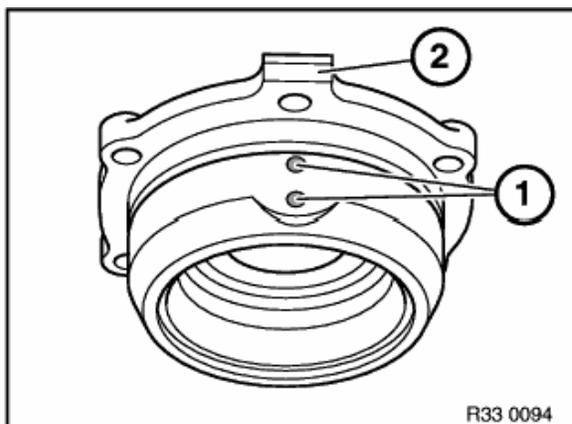


To prevent confusing one bearing cover with another, mark both relative to housing with punch and remove.

Caution!

Replace O-ring (1) from bearing cover.

Do not confuse shims on bearing covers (2). The shims are used to set the differential housing mount and the torsional face runout.

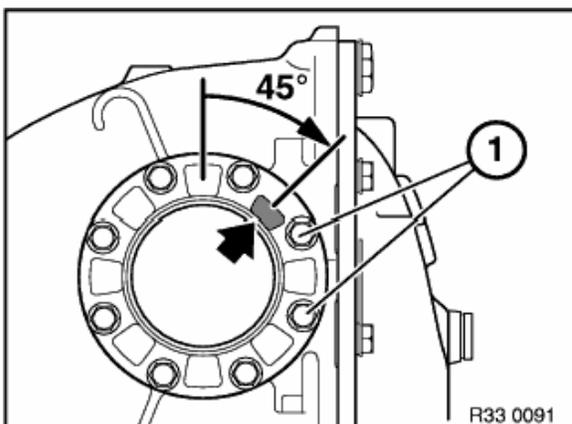


Installation:

Type K / M:

The lubricant bores (1), identifiable from their rectangular appearance (2) must point upwards when final drive is in installation position.

Tightening torque,
refer to Technical Data 33 11 2AZ.



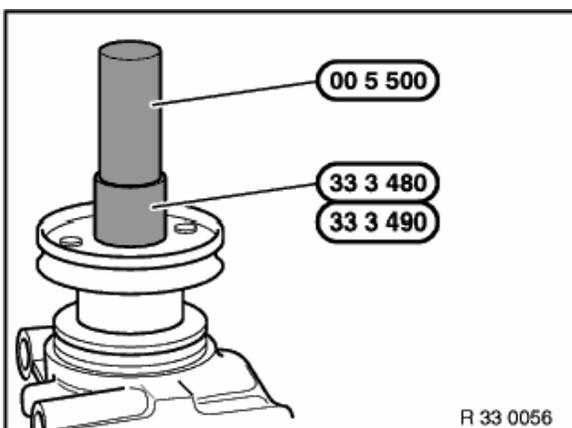
Installation:

Type G:

Small depression in bearing cover must be offset 45° towards back.

Tighten in screws (1) on both sides with Loctite 270 and tighten down bearing cover.

Tightening torque,
refer to Technical Data 33 11 2AZ.

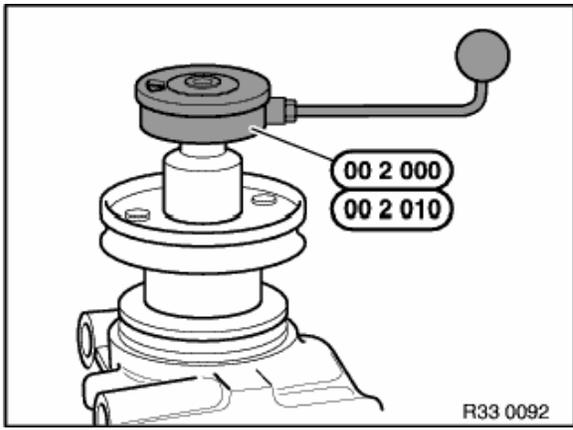


Remove complete final drive housing.

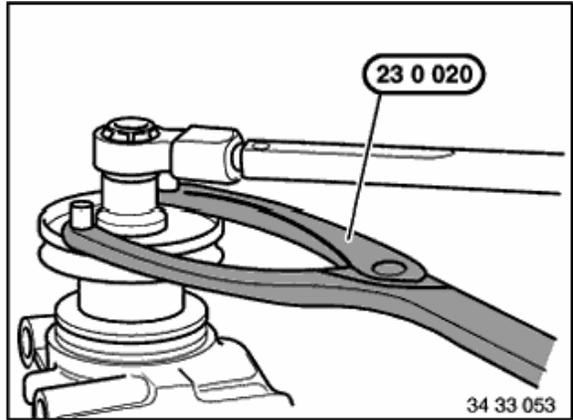
Lift out retaining plate.

Installation:

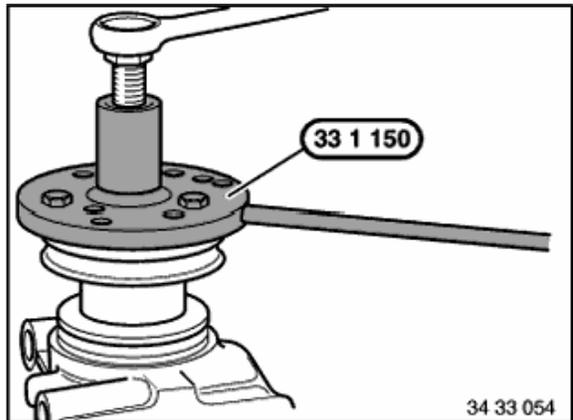
Drive in new retaining plate with special tool 00 5 500 and 33 3 480 (Type G) or 33 3 490 (Types K / M).



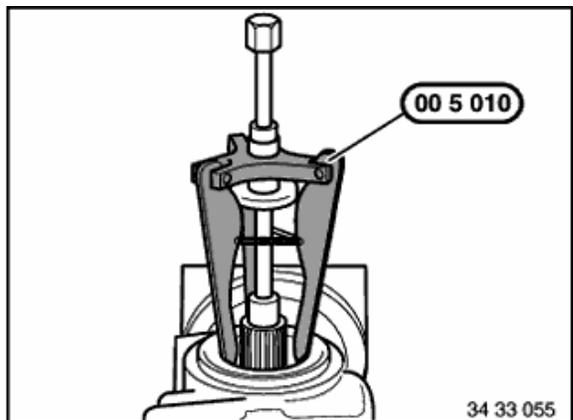
Determine friction torque with special tool 00 2 000 or 00 2 010 and note down result.



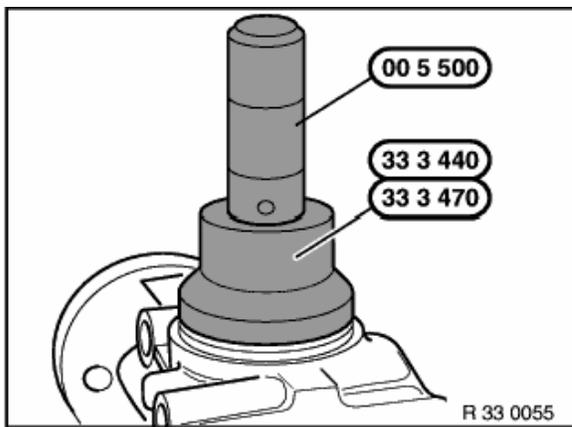
Brace input flange with special tool 23 0 020 and unfasten nut.



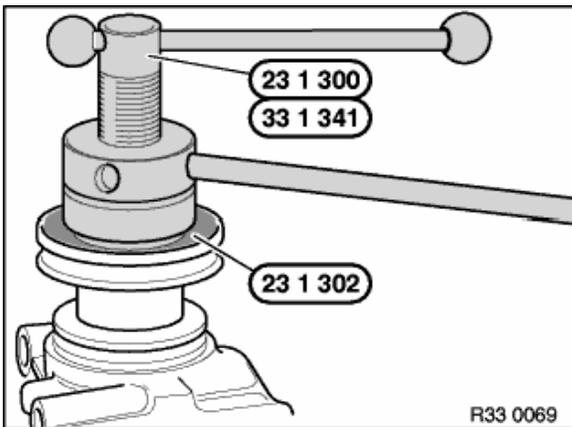
Remove input flange with special tool 33 1 150.



Extract shaft seal with special tool 00 5 010.



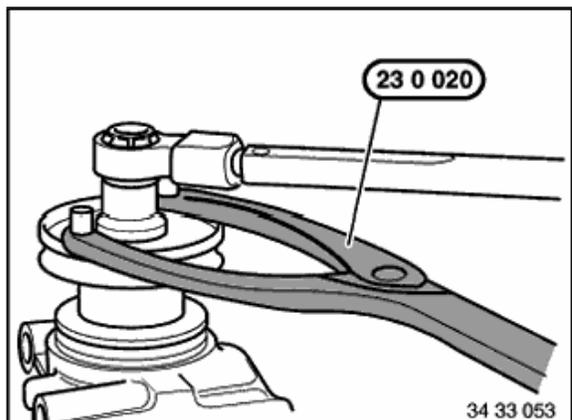
Drive new shaft seal firmly home with special tool 00 0 500 and 33 3 440 (Type G) or 33 3 470 (Type M) or 33 3 430 (Type K).



Coat sealing lips of shaft seal and sealing face of new input flange with final drive oil,

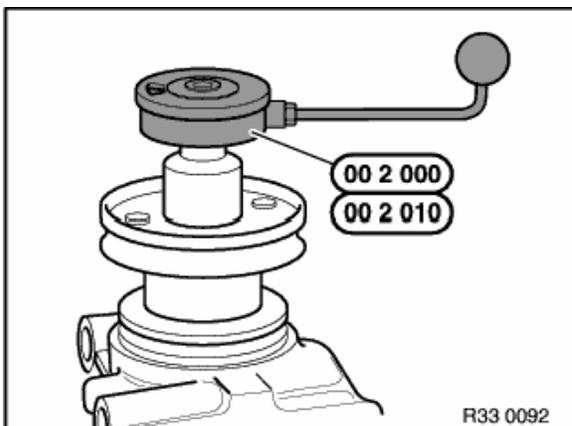
refer to BMW Service Operating Fluids.

Fit new input flange pressing down if necessary with special tool 33 1 341 and 23 1 300 (Type K) as well as 23 1 302 (Type M / G) until it is possible to fit the nut.



Brace input flange with special tool 23 0 020 and tighten down nut to tightening torque,

refer to Technical Data 33 12 2AZ



Measure friction torque.

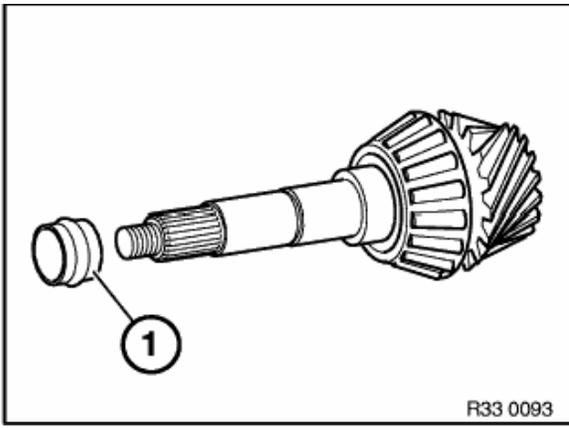
If the friction torque determined prior to assembly, plus 20 Ncm for the new shaft seal has not yet been reached, continue tightening down the nut until this level of friction torque is reached.

Example:

Friction torque prior to disassembly 160 Ncm

New shaft seal + 20 Ncm

Adjust friction torque to 180 Ncm



Caution!

If friction torque level is exceeded, fit new clamping bush (1) and repeat the measuring process.

To do this, remove drive pinion, refer to Construction Group Repair Manual 33 12 551.