Updated 4/20/11

9362-INST

HEAVY DUTY VW PINION RETAINER NUT, LATE MODEL (WITH OVERSIZE FLANGE)

BEFORE YOU BEGIN

1. The model 9362 threaded pinion retainer is 2mm wider than a stock VW retainer and is designed to replace both the retainer and washer in 1972 and later transaxles. If you are using an earlier case that didn't take a washer behind the retainer, you must use our stock width 9361 heavy duty pinion retainer instead. 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") you can use the model 9362 retainer. If it is approximately 24.2mm (.950") you must exchange your model 9362 retainer for our model 9361 retainer.

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 200º 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. **IMPORTANT!** You must hold the 9362 retainer against the pinion bore and thread it on by hand as you push (or tap) the pinion stack into position. If you wait until the gear stacks are all the way in, you won't be able to start the retainer on the threads because the retainer will hit the reverse idler. 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).*