

2WD VANAGON MAINSHAFT BEARING THRUST PLATE

Updated 10/25/12

9374-INST

GENERAL NOTES

The stock VW Vanagon mainshaft bearing thrust plate is too soft, allowing the outer race of the mainshaft bearing to wear into both the steel thrust plate and the magnesium front housing (see Figure 1). Weddle part # 9374 is a heavy duty replacement made from high quality, heat-treated steel and precision-ground to the proper thickness. The Weddle plate provides a much larger thrust surface than the stock VW plate and, when used in combination with a remanufactured gear carrier housing (part # 6386), it will greatly extend the life of your rebuilt transaxle.



Figure 1: Stock VW Thrust Plate vs. Weddle 9374

FRONT HOUSING MODIFICATION

Your existing front housing will have to be machined to accommodate the 9374 bearing thrust plate (see Figure 2). The machined area must be flat and parallel to the gear carrier mating surface, and it must be cut to the correct depth for the plate to function properly. Please use a qualified machine shop to perform this modification.

TECH TIP: In the stock 094 Vanagon trans (2WD only), the shoulder of the reverse idler shaft extends through the bearing thrust plate to act as a rotation stop for the outer race of the mainshaft bearing. In transaxles subject to extreme abuse and shock loading, we have seen this feature cause the bearing to break. For heavy duty applications (such as off-road racing) we recommend shortening the shoulder of the reverse idler shaft so it does not act as a rotation stop (see Figure 3).

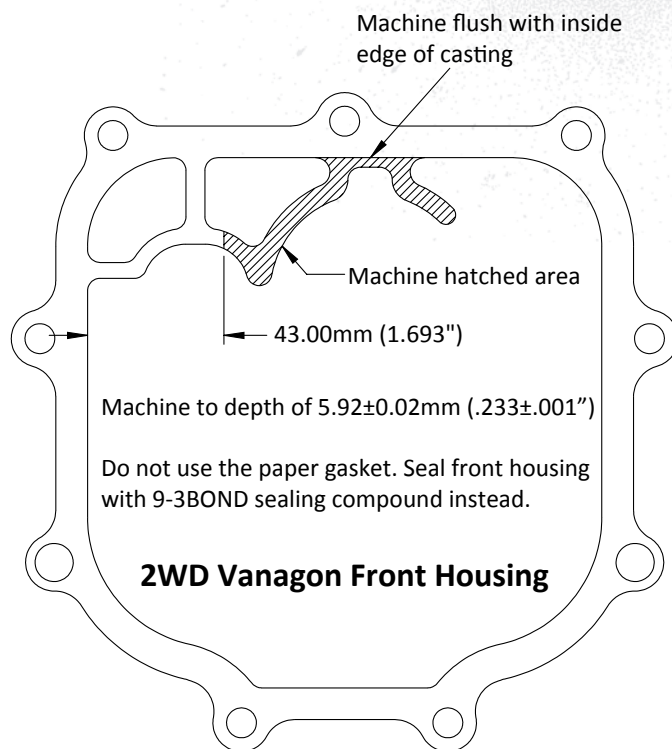


Figure 2: Front Housing Modification

IMPORTANT: These instructions are for 2WD Vanagon "Waterboxer" transaxles only. The depth of machining is different for 4WD Syncro transaxles. If you are installing a mainshaft bearing thrust plate in a 4WD Syncro Vanagon, refer to the instructions for part number 9375 instead.

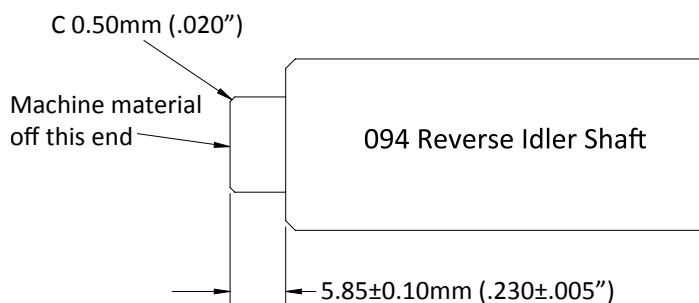


Figure 3: Reverse Idler Shaft Modification For Heavy Duty Applications