Model t axle

The boots or other assemblies on CV axles for front-wheel drive cars can go bad, lose grease, develop holes, or leak. In order to keep your car running properly you must sometimes change them out. Fortunately, it's possible to do this yourself.

Before changing a CV axel, jack up your car, and take off the wheel and brake caliper. Then, use a small pryer bar to pry the axel out of the joint linking it to the transmission. Try twisting it back and forth if it doesn't come loose. Next, slide the new axel into place by pushing it into the joint until the clip snaps into position. Once that's secure, reinsert the new axel into the hub assembly and reattach the brake calipers and wheel. Finish by tightening the axel nut. For tips on how to remove the axel nut and the wheel, keep reading!

Part 1 of Before so much as jacking up the vehicle, you need to remove the axle nut. Start by removing the hubcap for the respective wheel of the CV axle to be replaced. For vehicles with rims, you may simply have a cap at the center of the wheel rather than a hubcap. Remove the cotter pin from the axle nut. If your vehicle has a cotter pin securing the axle nut, you will need to remove it. The pin will resemble a bobby pin with the ends folded back to hold it in place. If the pin is stuck, try spraying it the a penetrating lubricant from a hardware or automotive store. Remove the axle nut. Once the cotter pin is out, you can remove the axle nut. The nut will take significant torque to remove, which is why it is much safer to remove the nut before jacking up the vehicle. Unfortunately, axle nuts do not have a standard size, and the socket size required will be different for different vehicles. The parts department at a certified dealership for your vehicle make should be able to tell you the exact size if you want to check before starting the project.

Part 2 of Jack up the appropriate side of the car. Next, you will need to remove the wheel, which requires lifting the vehicle. Double-check that the vehicle is in park and that the parking brake is engaged before jacking up the vehicle. Place the vehicle on jack stands. Once you have the vehicle lifted enough to place your jack stand, ease it back down onto the stand, which is more stable than the jack alone. If you have concerns about using jack stands, consult Use Jack Stands for more information. Remove the wheel. The lug nuts securing the wheel will already be exposed from when you removed the hubcap. Remove the lug nuts and the wheel the same way you would if you were changing a tire. If you need guidance for this step, you can consult Change a Tire for assistance. Remove the brake caliper. Once the wheel is off, the brake caliper and brake rotor will be clearly visible. The caliper housing is the larger piece attached to the outside of the rotor. The caliper will be held in place on the rear side of the rotor by bolts in a mounting bracket. The specific configuration will depend on your make and model year vehicle. The mounting bracket most commonly uses 17mm bolts. You can easily suspend the caliper from a short bungee cord to keep it out of your way without putting too much stress on the brake line. Unbolt the outer tie rod from steering knuckle. The outer tie rod is literally a rod bolted to the steering knuckle, which is just behind the rotor. This piece will likely be bolted with another 17mm bolt. Penetrating lubricant may help you more easily remove the pin and bolt. The tie rod may still be pretty snug in the steering knuckle even after removing the bolt. Tape the steering knuckle joint with a hammer hitting the knuckle where the rod goes through and not the threaded portion of the tie rod to help remove it. Unbolt the hub from the strut tower. Two more 17mm bolts will connect the wheel hub to the strut tower. Once you remove these bolts, the hub should only be connected by the axle through the center hole, and you should easily be able to remove it. Since these are actual bolts, you will need to secure the head of the bolt while loosening the nut, or it will just turn.

Part 3 of Pry the CV joint. Follow the axle back, and you will see the actual joint where it slides into the transmission. You can use a small pry

bar or sturdy flathead screwdriver to pry the axle from the joint. You should put down a catch pan. You can remove the band from the inner boot to help the old axle pass through. Insert the new CV axle into the transmission housing. Just as you removed the old CV axle, insert the new one into the same spot in the transmission housing. The peg will slide all the way in until the axle is flush against the housing. Reinsert the axle through the hub assembly. The new axle will have to be reinserted into the center of the hub assembly at the same spot where you removed the old axle. Refasten the assemblies in the order you removed them. Starting with the hub assembly to the strut tower, refasten all of the bolts you removed. Reconnect the outer tie rod to the steering knuckle next, and then reattach the caliper. Any old cotter pins may be brittle, so you should replace them with new ones rather than reusing the old pins. Reattach the wheel. By this time, you can put the wheel back on the vehicle again, the same as you would when changing a tire. After the wheel is on, you can lower the car off the jack and jack stands. Tighten the axle nut. Finally, you can retighten the axle nut once the vehicle is back on the ground. Make sure that you still have the parking brake engaged while tightening. What is wrong if there is a grinding sound by the front tires when I turn my steering wheel? This is most likely a problem with a wheel bearing or CV axle. I would take it into the shop to have it looked over and get the problem diagnosed. Not Helpful 0 Helpful 6. Don't bother with the wishbone! Pull the top bolt off the strut and pull off the brake line. The whole wheel assembly will fold down out of the way of the CV axle, and in most cases the CV axle will pull out of the transaxle with some resistance. Not Helpful 1 Helpful 7. You probably didn't push the inner CV all the way in. It has to pop and snap in place so it won't come out. If you can pull it out, it's not in all the way. Not Helpful 9 Helpful After replacing the CV joints, it seems as though the lug nuts on the tires are only going about half way on. Not Helpful 10 Helpful 6. Use an impact gun and make it work, or you may need to buy a new cv axle. Not Helpful 8 Helpful 2. Jack up your vehicle and put on the parking brake. Also check your CV joint boots, and if you see a broken boot with leaking fluid, that is a good indication of damage. Not Helpful 1 Helpful 0. Logic Johnson Lafontaine. If you don't run into problems like a seized axle or joint, it should be done in an hour or less. If you have an issue, like a part that's rusted and fused to the hub like I recently had , you could spend an entire day just trying to fix it. Not Helpful 0 Helpful 1. In most Japanese cars, you use a pet bar to pop the CV out of its housing on the gearbox. With most German cars, the inner CV is held by Allen bolts. Just undo them and remove. Not Helpful 0 Helpful 0. Unanswered Questions. Why is my vehicle still making a clunking sound after changing both the CV axles? What do I do if I can't get the CV axle out of my passenger side? Is there a top or bottom for the inner CV axle? How do I use an axle pin to change a CV axle? Include your email address to get a message when this question is answered. By using this service, some information may be shared with YouTube. Always take every precaution when working under a vehicle. Double-check that you have engaged the parking brake and make proper use of jack stands to create a stable work environment. Helpful 14 Not Helpful 6. Consult the parts department at an authorized dealership when purchasing your new CV axle. They are by no means universal, so you have to get an axle that will be compatible with your vehicle. Helpful 6 Not Helpful 3. Related wikiHows How to. How to. More References 5. Co-authors: 8. Updated: March 29, Categories: Tires and Suspension. Article Summary X Before changing a CV axel, jack up your car, and take off the wheel and brake caliper. Thanks to all authors for creating a page that has been read , times. Reader Success Stories Matt K. Oct 4, I wanted to get an idea of the job before doing it, and this explained it nicely. I like the simple pictures and explanations. Charley Mitchell Feb 5, Devon Thomas May 30, Thank you!! Robbie Little Mar 6, Carl Byer Jan 22, Jul 1, Rated this article:. Pieter Malherbe Apr 19, Denis Gilmore Jan 28, Alanna Davis Jan 13, Eric Russell Mar 22, More reader stories Hide reader stories. Did this article help you? Cookies make wikiHow better. By continuing to use our site, you agree to our cookie policy. About This Article Co-authors: 8. Matt K. Share yours! More success stories Hide success stories. Related Articles How to. By signing up you are agreeing to receive emails according to our privacy policy. Follow Us. Terrified of public speaking? Get GOOD at talking in front of people! Take the Course. X Help us do more We've been helping billions of people around the world continue to learn, adapt, grow, and thrive for over a decade. Let's do this! It was based on the Ford Model T , but with a heavier frame and rear axle , giving it a rating of 1 short ton 0. When first produced in , the Model TT was sold as a chassis with the buyer supplying a body. Starting in , the truck was available with a factory-produced body. Below are the numbers of Model T trucks produced each year, not including Canadian production. The rear axle of the TT had a worm drive [4] and crown wheel , unlike the Model T's crown wheel and pinion. The worm was located at the end of the drive shaft and above the crown wheel. It was often equipped with an accessory gearbox , such as the Ruckstell or Jumbo gearboxes, which allowed the truck to have intermediate gears between low and high, useful for hill climbing. The Model TT was very durable for the time, but slow when

compared to other trucks. Because of this, accessory catalogs offered items to help give the Model TT more power. It was replaced by the Ford Model AA truck in Gunnell, John A. Iola, Wisconsin: Krause Publications. Ford Model TT brochure from From Wikipedia, the free encyclopedia. Model T Ford Club of America. Retrieved Texas Transportation Museum. Ford vehicles. Ford Motor Company. E-Series Cutaway F F Category Commons. Categories : Ford trucks Motor vehicles manufactured in the United States Vehicles introduced in Hidden categories: Commons category link is on Wikidata. Namespaces Article Talk. Views Read Edit View history. Help Learn to edit Community portal Recent changes Upload file. Download as PDF Printable version. Wikimedia Commons. Model A. Model AC. Model C. Model B. Model F. Model K. Model T. Model N. Model R. Model S. Model De Luxe. Pickup Truck. Model AA. Model BB. Transit Bus. Your question might be answered by sellers, manufacturers, or customers who bought this product. Please make sure that you are posting in the form of a question. Please enter a question. Turn your ATV or lawn tractor into an all-purpose hauling machine. Whether you're hauling in the woods, on the farm or at a job site, tandem axles help balance big loads, while lending stability and incredible smoothness over any terrain. Extra-thick polyethylene body, walls and gunnels stand strong while hauling rock, firewood, gear, and game like no other. Tilt-and-swivel and high ground clearance make these the most versatile utility trailers in their class. Note: This trailer is intended for use in lawn care and home applications. Do not tow behind a vehicle on a highway or in any high speed application. This product is designed for off-road use only with a maximum tow speed of 10 MPH. This HD utility trailer boasts a lbs. Tandem axles help balance big loads, while lending stability and incredible smoothness over any terrain. Extra-thick polyethylene body, walls and gunnels wont rust or dent and stand strong while hauling rock, firewood, gear, and game like no other. All of Polar's hard working trailers and utility carts are rigorously tested to ensure uncommon durability and years of hard work in your yard. Sometimes two wheels are just not enough! Whether you're hauling in the woods, on the farm, or at a job site, the tandem walking arms help balance big loads, while lending stability and incredible smoothness over any terrain. The "Original Tilt and Pivot Frame" makes it easy to maneuver. Load capacity of 1, pounds with an impressive 22 cubic foot load size. Overall Dimensions: 98" X 54" X 31". Body Dimensions: 72" x 40" x 18". Skip to main content. You can return the item for any reason in new and unused condition: no shipping charges Learn more about free returns. How to return the item? 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Features : High impact polyethylene body Pass-through axle for extra clearance All steel frame with powder coat finish Extra-stable tandem walking arm Original tilt and pivot frame Quick release tipper latch Sealed ball bearings 1, lb load capacity 22 cubic ft load size. One Tough Trailer. Load capacity: lbs, Load size: 22 cubic feet This HD utility trailer boasts a lbs. Ideal for landscape, farm or yard work projects Extra-thick polyethylene body, walls and gunnels wont rust or dent and stand strong while hauling rock, firewood, gear, and game like no other. Quick release tipper latch with Tilt-and-Swivel dumping Tilt-and-swivel and high ground clearance make these the most versatile utility trailers in their class. Rigorously Tested for Durability All of Polar's hard working trailers and utility carts are rigorously tested to ensure uncommon durability and years of hard work in your yard. Heaping: 10 cubic ft. Heaping: 13 cubic ft. Click here to make a request to customer service. Would you like to tell us about a lower price? See questions and answers. Customer reviews. How are ratings calculated? Instead, our system considers things like how recent a review is and if the reviewer bought the item on Amazon. It also analyzes reviews to verify trustworthiness. Customer images. See all customer images. Top reviews Most recent Top reviews. Top reviews from the United States. There was a problem filtering reviews right now. Please try again later. Normally on these hitches it is stamped for which ball they are made for, these are very generic with no markings. If put on a 2" ball it will jam on and be very difficult to remove, I had to remove the ball from the ATV to disconnect the trailer. I returned this item for a replacement to see if it is just the one I got. Will follow up. Even after hitch adjustments if angle is more then a couple of degrees the hitch cannot be removed from the ball. To remove hitch from ball the trailer and puller must be level. Returning items and

trying a Husky 2" ball hitch. Will follow up on that hitch. Hitch worked without a hitch pardon the pun. Read my review First I want to point out all the people complaining that it wouldn't fit a 2 inch ball all it needs it a turn off the nut in photo and it loosens the grasp on ball allowing it to pivot and function correctly.. It mounted perfect and appears to be flawless, of course I just installed it By andrew on March 20, Images in this review. Color: Series Trailer Verified Purchase. I have had this cart for almost 5 years. I came here looking for a spare tire and decided to leave a review. I live on five wooded, hilly acres and have used this cart for hauling firewood, gravel, retaining wall blocks, mulch, compost, etc. It has taken a lot of abuse and has never failed me. I just got my first flat tire which was easy to fix, but it would be nice to have a spare to minimize work interruptions. Strengthens, adds capacity to trailer. Very pleased with purchase of the Polar rack kit. Found the kit to install easy however I do have a mechanical background. Most people should have little difficulty as well if they are familiar with cordless drills, screwdrivers etc. Would advise having a helper though. Primarily use trailer for hauling wood from cutting site to yard pulling with ATV. Each rack is built strong; have no worries of breakage even if wood is piled higher than racks. Backed by a 5 year warranty if they do however. No doubt rack also strengthens trailer tub by making it more rigid. One note worth mentioning, hardware pack contains four small flat washers used to mount rack on tub sides. Increase the size of these to strengthen the mounting surface area on underside of tub lip. Also noted each bolt has a phillip screwdriver head which is odd. Initially thought regular cap screw heads would've been easier to tighten corner bolts then realized-- rack needs to flex with trailer's plastic tub. Phillip heads prevent over tightening. Overall a smart purchase. Should've ordered one 3 years ago with the trailer; happy to have one now though. Note to manufacture: Wished rack would go completely around the trailer but understand--can't use tilt dump if it did. But still, an optional rear rack could be made removable or made into a "swing gate" with a couple pins if tilt is needed. This is my second Polar trailer, My old one still works great, I just wanted a bigger one. The HD is very big and the bed is very study. My issue is with the dual axle design. Basically you are buying the single axle and it comes with the dual kit. The dual kit then mounts to the single axle. This is all very easy to do and looks great. The issue is the dual axle now can spin degrees freely and the tires will flip over in really rough terrain. This has happened to me. The top support bar is now on the ground, which makes it more of a sleigh. However be aware if driving in rough terrain. I would still recommend this trailer. I would like to see manufacturer add some sort of bracket to not allow axle to completely flip over. Added a couple photos of the tires flipped over. If you're wondering if this is "too big" for your small yard, it probably is! The tandem axles hang out from the sides a good bit for stability, but it'll make navigating small spaces difficult. The tandem axle assembly uses the same hardware as the standard axle, so it'd be easy to slip a single set of the tires on the axle for small jobs where you'd like more nimbleness. The tandem axles fight turns due to no steering; they skid to turn with the tandem set, so under load this friction could be considerable. The steel construction is solidly built, making the trailer heavier than most; once you assemble it, you're not going to want to be lifting it off the ground without leverage. I strongly recommend the fence attachment, as the bed is shallower than I'd imagined, but much more surface space than I'd imagined as well. All in all, I'd be comfortable suggesting this as a purchase for my friends and relatives, and by the looks of it, it'll be lasting a good long while. With the amount of capacity that this adds to the trailer, it should be included with each trailer, or offered at a bundle price. I can't imagine not having it, unless you need a lower side height for loading the trailer. This is the only drawback I have for this add-on product. I actually use the expanded metal to mount tool holders, for shovels, rakes, pitch fork, string trimmer and pole saw. It turns my trailer into the ultimate landscaping cart. It's even handy to leave a couple bungee cords attached to the expanded metal, as you never know when you need a tie down. Not to mention you now have plenty of tie down options, which you don't have without the add-on. See all reviews. Top reviews from other countries. Translate all reviews to English. This is a nice product. Works perfectly. As it suppose to. But as 1 flaw in it. The walking beam tires flips its wheels. No stopper on it to stop it from flipping. And it's only designed to run one way. If the tires flip over and u don't notice it. U can do serious damage to the trailer. Other that that it's an awesome trailer. Report abuse. I was just extremely satisfied with the trailer. I would definitely buy another one. It exceeded my expectations. I just went out and bought one and put it on. Bolted up perfectly to the trailer. Easy to assemble. There was a small chip in the paint where rust immediately shows but it's for a utility trailer and will get beat up from use anyway. I like the rack but the corner brackets were damaged bent and paint chipped off during shipping. Had to straighten and repaint them. Manque les deux pièces pour assembler les roues tandem et Amazone me peut rien faire pour mes avoird.. 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