

- d. Fast Leak in Low Pressure Volume Tank
- e. Height Control Valve Out of Adjustment
- f. Rubber Linkage Loose or Broken at Differential
- g. Broken Height Control Actuator Arm

- e. Leaking Cylinder Head Gasket
- f. Leaking Valve Plate Gasket
- g. Cracked Cylinder Head
- h. Worn Reed Valves
- i. Excessive Cylinder Wall Wear
- j. Excessive Piston Ring Wear

**LOW AIR PRESSURE
POSSIBLE CAUSES**

- a. Leak in Air Line
- b. Compressor Belt Broken or Out of Adjustment
- c. Slipping Drive Belt
- d. Plugged Check Valve

**EXCESSIVE AIR PRESSURE
POSSIBLE CAUSES**

- a. Carbon Build Up on Cylinder Head
- b. Carbon Build Up on Pistons
- c. Excessive Oil on Top of Piston

Section II

REAR AXLE

DATA AND SPECIFICATIONS

MODELS	MC-1, MC-2, MC-3, MY-1
TYPE.....	Semi-Floating
GEAR TYPE.....	Hypoid
RING GEAR DIAMETER.....	8.75 inch
PINION BEARING.....	2
TYPE.....	Tapered Roller
ADJUSTMENT.....	Shim Pack
DIFFERENTIAL BEARINGS.....	2
TYPE.....	Tapered Roller
ADJUSTMENT.....	Threaded Adjuster
DRIVE GEAR AND PINION.....	Matched Sets
DRIVE GEAR RUNOUT.....	.005 inch Maximum
DRIVE GEAR AND PINION BACKLASH.....	.006 to .008 inch
DIFFERENTIAL SIDE GEAR CLEARANCE.....	.001 to .012 inch

MODELS	MC-1, MC-2, MC-3, MY-1 Including Town & Country Models
AXLE RATIO	
Standard Ratio.....	2.93 to 1
Ratio with Air Conditioning.....	2.93 to 1
No. of Drive Gear Teeth.....	41
No. of Drive Pinion Teeth.....	14
WHEEL BEARINGS	
Type.....	Tapered Roller
Adjustment.....	Select Shims
Axle End Play.....	.013 to .018 inch