



AMT-F With Crawler Gears - During Gearbox Removal From The AMT: Input Shaft Slips Out Of The Gearbox Or Becomes Loose In The Gearbox



> Internal Content

During removal of an AMT gearbox equipped with Crawler gears, the input shaft may slip out of the gearbox or become loose in the gearbox.

Due to design, the front input shaft is removable in this gearbox without disassembling the gearbox. The shaft is held in with a slip ring on the end of the internal splines. This ring mates to a groove in the rear input shaft to retain the front shaft. If the input shaft binds in the clutch during removal or the gearbox is removed at an angle the shaft may slip out of the gearbox or become loose or dislodged from its position in the gearbox.

SOLUTION:



WARNING

If the shaft has slipped out of the gearbox or has become loose in the gearbox DO NOT replace the gearbox.

Always check the shaft after removing the gearbox.

- Shaft protrusion from the front of the Clutch Control Actuator (CCA) on ALL gearboxes is approximately **3 5/8" (92 mm)** as shown below:



Repair

If the input shaft comes loose from the gearbox:

1. **Clean and inspect the input shaft, clip and splines.**
2. **Reinstall the clip.**

NOTE: The clip fits loosely.



The ring fits in the small groove on the rear end of the shaft as shown below:



3. Apply oil to the shaft and splines in the rear input shaft as needed and reinstall the front input shaft into the rear input shaft.

A rubberfaced deadblow hammer may be used to get the shaft started, as it can be difficult for the ring to start into the gears.



4. Replace the front input shaft seal.

[k31969523](#)

[axle front](#)

[input shaft](#)

[mack](#)

[volvo](#)

Related links and attachments

No content available



Feedback

[Give feedback](#)

to help improve the content of this article