

XD-13527



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INDUSTRIES

Aussie Locker XD-13527 Installation Supplement Dana 35 Ford TTB

Thank you for your purchase of the XD-13527 Aussie Locker for Dana 35 Ford TTB

The following installation review is from username **Wanderer** on the **RRORC Forum**, edited by Torq-Masters:

Aussie Locker Install writeup

AUSSIELOCKER for FORD Twin Traction Beam Dana 35

Model # 13527

1988-97 Ford Ranger/ 1991-95 Explorer 88-91 Bronco

1988-97 Mazda B3/4000/ 1988-95 Navaho

Application 4.0L/2.9L (most 2.3L have a TTB D28 hybrid)

Link to axle identification AND TTB D28 Hybrid info

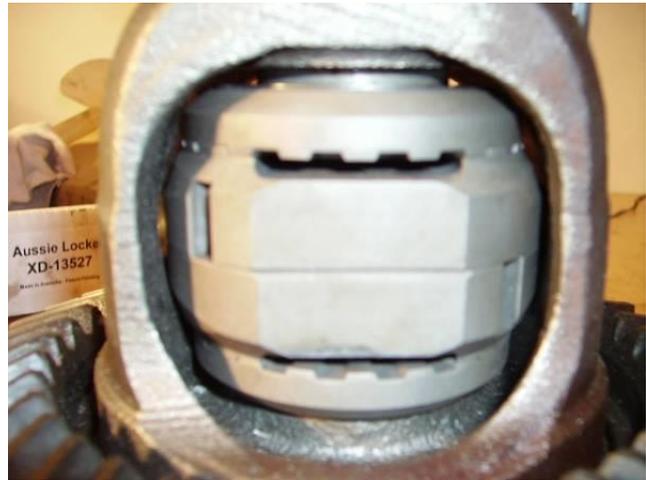
http://www.therangerstation.com/tech_library/4wd_Front_Axles.html

Upon receiving the AussieLocker #13527 I was surprised by the overall size and weight of the unit. It appeared to be very well designed and thought out, it was heavier than I had anticipated, a very good sign it would withstand the punishment I wanted to subject it to.



I had 2 spare carriers and housings for the ttb35 and decided to discover once and for all if there was a difference in the carriers from the 3.27 and the 3.73 (some said there was a difference). I am here to confirm that there is no difference in the carriers when it comes to installing the Aussie Locker. The only difference between the 3.27 -3.73 carrier is in the machined surface for the ring gear only.

The install was pretty straightforward. Follow manufactures instructions for removing your carrier/housing and set it on your workbench. Remove the carrier from the housing (remember to mark the bearing caps and shims for orientation and left or right side),Remove the spider and side gears, saving the shims from under the side gears.



Install the shims from the side gears under the axle gears. Install one set of the axle gears, spacers and cam gears onto the side of the case with the ring gear. Next install the axle gear on the open side of the carrier, then the spacer and cam gear (mine fit without any grinding on the carrier at all but some may require a little clearancing of the window).

DIFFERENCE FROM MANUFACTURER INSTRUCTIONS!!!

DO NOT INSTALL FACTORY 'C' CLIP!!-see Below

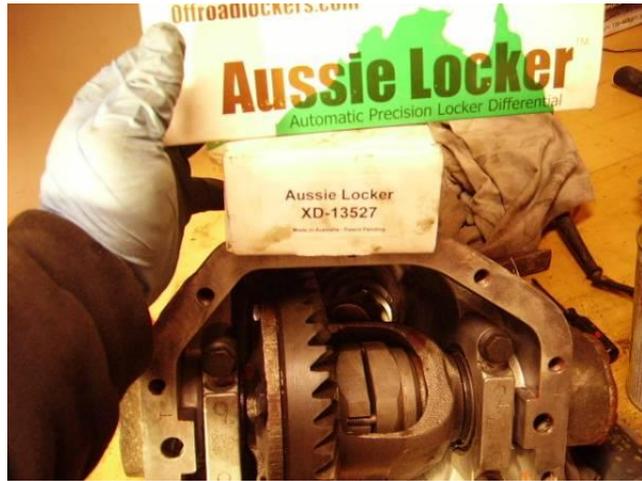
At this stage of the install I discovered that its best to go ahead and align the cam gears with the cross pin and install the cross pin into the carrier (you will have to take a screwdriver and slide the upper spacer out of the way). This makes it easier than to try to install the pins and get the cam gears to spin in the carrier. It takes a bit of fiddling but should be possible for you to do without having to grind on the sides of the carrier. I then installed the pins with the recess oriented towards the open side of the spring groove slid the pins into place and installed the springs.



Then I flipped the carrier over and did the same for the other side.

I checked my clearances and everything fell within the .145-.170.

Mine was .150



I then reinstalled the carrier into the housing and torque to manufactures specs.

C-CLIP ELIMINATOR.

The factory C-CLIP in this axle does not fit within the spacer cup. I tested this and had to disassemble the locker with it installed and it was VERY difficult. Instead I used a spring that we (<http://www.rrorc.com/>) discovered works perfectly for removing the c-clip yet making sure your axle stays well seated in the carrier. We did this for 2 reasons.

1. The locker will not work without it.
2. It's easier to change the middle shaft if you have a breakage (don't have to take the carrier apart on the trails.

Echo (weed-wacker head) spring #69621655730 is an acceptable spring. There are many online suppliers for this part (pretty much any lawnmower or yard equipment supplier servicing Echo equipment), and it's cheap at \$3 or so. The spring needs to be: 1-3/8" ID, 2.5-3.0" long, approx 30PPI spring rate. Secure the spring by using a clamping collar.



After I got it reinstalled, fluid filled (80W90) and back on the tires I followed the manufactures instructions for the "spin" test and confirmed that it unlocks as it should.

CUSTOMER REVIEW

Then I got it out of the garage and took it for a test drive, no sudden engagements/lurches/jerks from the front end. It was totally seamless when it locked or unlocked And MAN this thing is QUIET!!! highly recommend doing this upgrade to your ranger/explorer. It was the best money spent for the highest quality available, and CHEAPER than anyone else on the market!! I would like to thank Torq-Masters for their unprecedented level of customer service and a mentality to make any customer they have absolutely happy with their purchases!

Aussie lockers are 100% made in the USA.

Aussie Locker is a trade mark of Torq-Masters Industries Inc.