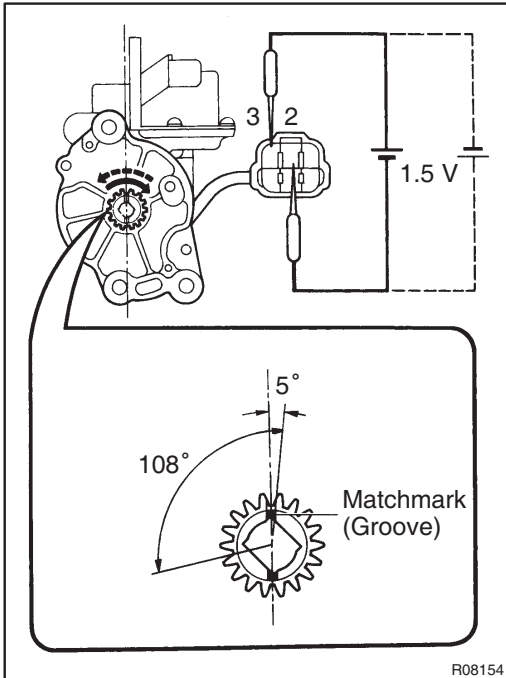
**28. INSTALL ACTUATOR**

- (a) Check that the outermost rack tooth of the shift fork is virtually above the center line of the actuator installation hole.

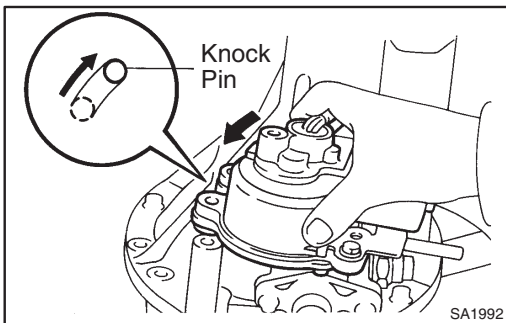


- (b) Ensure that the matchmarks of the pinion of the actuator is in the extent between zero and 5 degrees clockwise above the center line of the actuator.

NOTICE:

- If the matchmarks is not in this extent, rotate the pinion to be matched.
- Don't supply the battery positive voltage directly between terminals.
- If the matchmarks come to the extension limit of the rotation, don't electrify moreover.

- (c) Install a new O-ring to the actuator.
 (d) Apply a light coat of gear oil on the O-ring.
 (e) Apply MP grease to the gear part.



- (f) Insert the actuator so that the long hole on the actuator side fits with the knock pin on the carrier side.

HINT:

Don't damage the O-ring of the actuator.

- (g) Align the actuator with the long hole and rotate the actuator counterclockwise when the knock pin reaches the right-hand side.
 (h) Install the actuator to the differential carrier with the bolt so that the outermost rack tooth of the shift fork will fit the matchmarks of the pinion of the actuator.

Torque: 26 N·m (270 kgf·cm, 20 ft·lbf)