

Updated 6/16/11

**9371-INST****MAINSHAFT BEARING THRUST PLATE FOR TYPE 1 VW TRANSAXLES****GENERAL NOTES**

The Mainshaft Bearing Thrust Plate is a simple solution to a problem that has plagued VW transaxles for decades. The steel plate provides a hard surface between the front mainshaft bearing and the soft magnesium nosecone. This extends the life of any rebuilt transaxle by eliminating the mainshaft movement that would normally occur as the front mainshaft bearing wears its way into the nosecone.

**INSTRUCTIONS**

1. Have the nosecone resurfaced by a properly equipped machine shop. Remove 0.040" (1.00 mm) from the mating surface to allow for the thickness of the Bearing Thrust Plate.

**IMPORTANT: The mating surface of the nosecone must be machined flat or the Bearing Thrust Plate will not function properly!**

2. Check to see that the mainshaft bearing fits tightly in the gear carrier housing. If the mainshaft bearing is even slightly

loose, the gear carrier housing should be repaired or replaced with a refurbished unit.

3. For 1968 and earlier transaxles, it may be necessary to shorten the two pinion bearing retaining tabs on the Bearing Thrust Plate. Test fit the plate to make sure the tabs don't contact the front pinion bearing inner race.

4. Clean all parts thoroughly and apply a thin, even coat of sealant around the outer surface of the Bearing Thrust Plate (both sides) and on both housing surfaces. No gaskets should be necessary if the proper sealant is used (we recommend Weddle Industries part # 9-3BOND).

5. Install the Bearing Thrust Plate and resurfaced nosecone. Tighten the nosecone retaining nuts to 14 ft-lb.

---

© Copyright 1982-2011 Weddle Industries

Updated 6/16/11

**9371-INST****MAINSHAFT BEARING THRUST PLATE FOR TYPE 1 VW TRANSAXLES****GENERAL NOTES**

The Mainshaft Bearing Thrust Plate is a simple solution to a problem that has plagued VW transaxles for decades. The steel plate provides a hard surface between the front mainshaft bearing and the soft magnesium nosecone. This extends the life of any rebuilt transaxle by eliminating the mainshaft movement that would normally occur as the front mainshaft bearing wears its way into the nosecone.

**INSTRUCTIONS**

1. Have the nosecone resurfaced by a properly equipped machine shop. Remove 0.040" (1.00 mm) from the mating surface to allow for the thickness of the Bearing Thrust Plate.

**IMPORTANT: The mating surface of the nosecone must be machined flat or the Bearing Thrust Plate will not function properly!**

2. Check to see that the mainshaft bearing fits tightly in the gear carrier housing. If the mainshaft bearing is even slightly

loose, the gear carrier housing should be repaired or replaced with a refurbished unit.

3. For 1968 and earlier transaxles, it may be necessary to shorten the two pinion bearing retaining tabs on the Bearing Thrust Plate. Test fit the plate to make sure the tabs don't contact the front pinion bearing inner race.

4. Clean all parts thoroughly and apply a thin, even coat of sealant around the outer surface of the Bearing Thrust Plate (both sides) and on both housing surfaces. No gaskets should be necessary if the proper sealant is used (we recommend Weddle Industries part # 9-3BOND).

5. Install the Bearing Thrust Plate and resurfaced nosecone. Tighten the nosecone retaining nuts to 14 ft-lb.

---

© Copyright 1982-2011 Weddle Industries