

## COMPLAINT

Broken retaining ring behind rear output shaft bearing

## CAUSE

Drive shaft pushes forward on the output shaft due to spline lock.

## CORRECTION

Replace the OEM retaining ring with this new split ring retainer.

## Split Ring Retainer

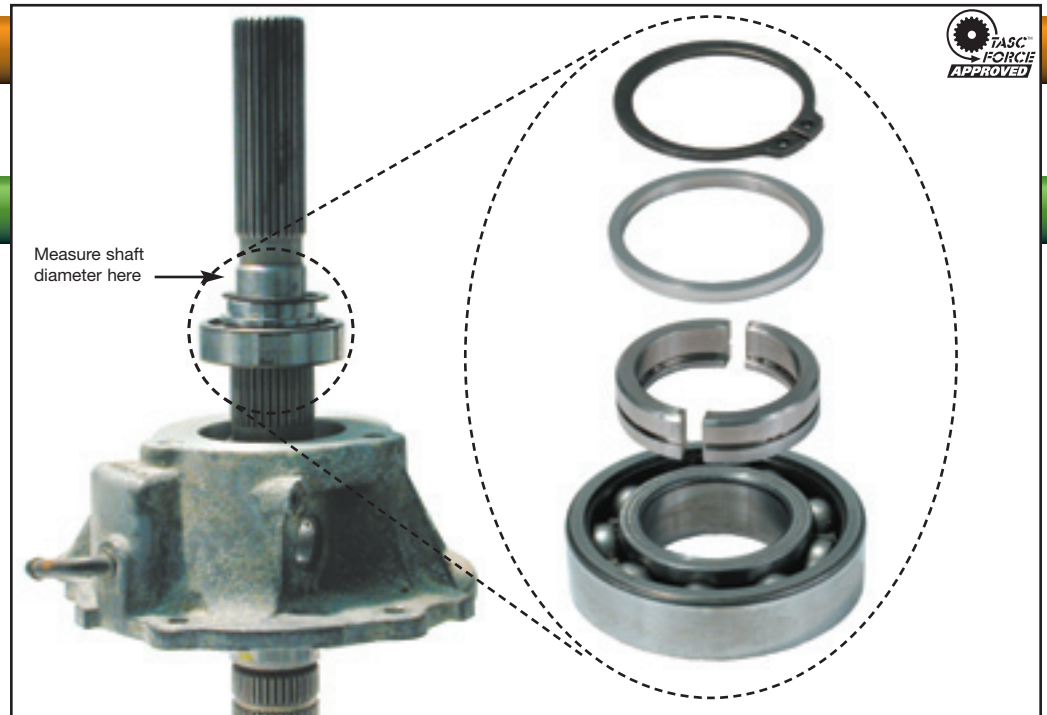
### 100420-01K

230 Series with  
1.180" Diameter Shaft

### 100420-02K

230 and 240 Series with  
1.375" Diameter Shaft

Each kit includes the following:  
1 Split Ring Retainer



### Sonnax Part Summary

Sonnax now offers split ring retainer **100420-01K** and **100420-02K** as an upgrade to the OEM open-end style retainer that commonly breaks. The OEM snap ring directly behind the rear output shaft bearing often fails from fatigue cracks caused by the on/off loading of the snap ring. The open-end-style snap rings cannot withstand the loads from the forward force of the drive shaft. The drive shaft spline is designed to slide on the output shaft spline, but spline lock causes the drive shaft to directly load the OEM snap ring. When the rear suspension moves up and down, the drive shaft pounds this snap ring until it breaks.

### Features & Benefits

- Sonnax split ring retainer is the bullet-proof solution for common output snap ring breakage.
- Sonnax split ring retainer is made from high-strength Chrome-moly steel and is through-hardened to increase its strength and wear-resistance.
- Unique design allows use without modification to the shaft or mating parts.