



Surface Scoring/Babbitting

# Tech Help

**Applications:** Ford Probe, Contour/Mystique, Cougar  
Mazda 626, 6, MX-3, MX-6

**GSP Part Numbers:** NCV11533, NCV11539, NCV11541, NCV11543, NCV11995,  
NCV11998, NCV1360, NCV47003, NCV47501, NCV47505,  
NCV47509, NCV47520, NCV47533, NCV47541, NCV47567,  
NCV47569, NCV47580, NCV47582

For the above listed applications the transmission support bushing is failing. If the bushing is not repaired **prior to installation** of the GSP CV [axle](#), it will result in the failure of the inboard joint. Failure in this area is not the fault of the axle. The transmission bushing wears and consequently wears out the surface of the inboard housing. There are two bushing surface lengths on the inboard housing: 1" and 1.5". Both styles will work for replacement. The illustration below notes the bushing surface length difference and an example of the surface scoring. Another indication that the transmission bushing has failed is if there is metal transfer on the axle when it is removed.

Be aware that if there is scoring on the surface of the axle when removed or any metal transfer, the transmission bushing should be replaced before installation of the replacement CV axle. If the bushing is not replaced, it is likely that the transmission will leak and a vibration or knocking noise will be present. The most common causes of these bushing failures are worn front struts and/or a bad thrust angle alignment and/or worn motor/transaxle mounts.

**Example of Surface Scoring**

**WARNING** – Check this bushing surface on the unit being replaced. If it is scored the transmission bushing needs to be replaced **PRIOR** to installing the replacement CV Axle.

