

Steering, Brake & Suspension Specialists

Universal Joint Installation Tips

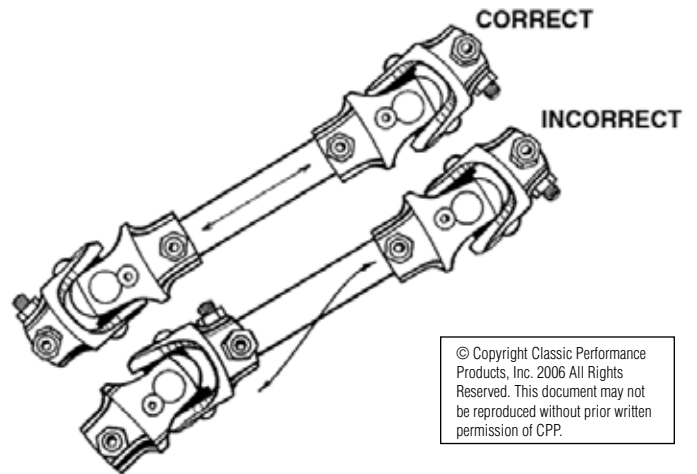
Note:

Read these instructions completely before attempting this conversion.

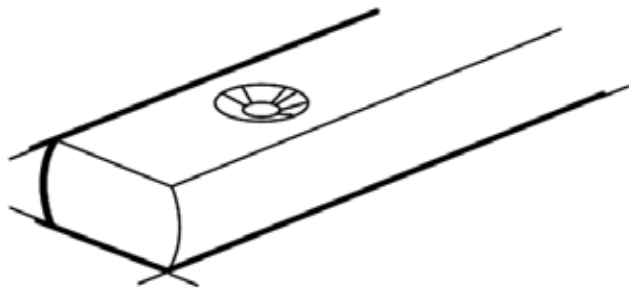
Make sure this kit fits your application before painting or plating. Parts that have been painted, plated or modified may not be returned.

Instructions:

When installing a two u-joint system, the forks of the yoke closest to each u-joint must be kept in line and parallel to the center of the shaft, (cf. drawing above) This is referred to as phasing or timing the u-joints. If the u-joints are not timed correctly as shown in the illustration, they will bind and not allow your steering to work smoothly.



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“Double D” and splined u-joints are all supplied with set screws. To properly secure the set screw, it is necessary to drill a small indentation in the steering shaft. We also recommend that Loc-Tite be used.

When installing the steering shaft into the u-joint, it should sit flush with the end of the u-joint yoke. If the shaft is not installed deep enough in the u-joint it could compromise the strength of the assembly or if it is installed too deep it will interfere with the operation of the joint.

Never weld a u-joint. Doing so will weaken the strength of the u-joint and could also melt the needle bearing seal.

For technical help call Classic Performance Products Monday thru Friday 8:30am to 5:00pm at (714) 522-2000.

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