



Part:

BASIC DRIVE SHAFT INSTALLATION INSTRUCTIONS FOR DISCOVERY SERIES II

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Part #:

TVB000110A



1. *Inspect attaching flanges.*

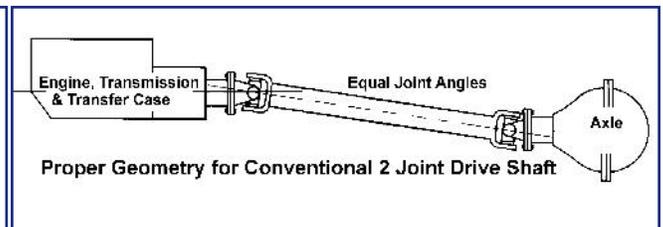
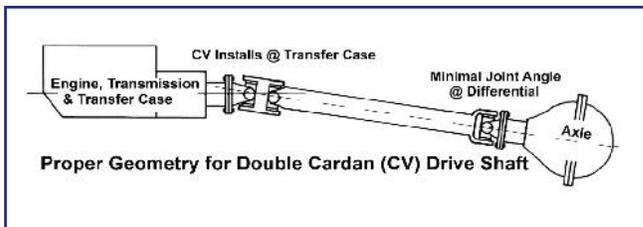
Flanges should be free of any nicks or burrs which would prevent the attaching flange from mating properly. Flanges should also be checked for any possible bend or warping. Replace these parts if necessary.

2. *Insure the flanges mate properly.*

With a flange attachment, align the pilot and bolt holes. There should be no gap between the mating surfaces. We recommend the use of a chemical thread locker such as Loc-Tite on all bolts and nuts. Tighten all bolts and nuts in a uniform manner progressively increasing the torque applied until the desired specifications are reached.



3. *Confirm the geometry is correct for the type of drive shaft you are installing.*



4. *Inspect*

Make certain the drive shaft functions through its full range of motion with this test; Jack the vehicle up and let the suspension hang freely. Check to make sure the drive shaft will still rotate by hand with no binding.



You are the final inspector!

If your drive shaft does not meet all necessary criteria, Do Not Operate the Vehicle!!

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Part:

**DRIVE SHAFT MAINTENANCE INSTRUCTIONS
FOR DISCOVERY SERIES II**

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Part #:

TVB000110A

Your drive shaft has been thoroughly greased prior to shipping and is ready for installation. We suggest you check and re-grease as needed prior to installation. Proper periodic maintenance will ensure the longest life possible.

Please take a moment to review these maintenance recommendations and perform the maintenance as suggested. In doing so, you can assure yourself trouble-free operation that might not be possible if maintenance is neglected.

Things to keep in mind:

1. Use a good quality grease with a temperature rating of at least 250 degrees (Fahrenheit). NLGI # 1 for the slip yoke & spline stub and a NLGI #1 or # 2 for all other parts.
2. Schedule your greasing for whichever comes first, 6,000 miles or, **after every time** your drive shaft is exposed to an extremely dirty operating condition such as mud and water. It is important to flush out any contaminants when greasing.
3. Universal joints should always be greased until you see clean grease purge out all four of the seals.

The center pivot point on the CV (double cardan) is most likely grease-able although some are not. If there is a rubber seal that covers the center, this is a non-serviceable center. This grease fitting for the CV is usually located on the CV Socket Yoke/CV Socket Flange. In a very limited type of drive shaft it may be in the CV weld yoke. Accessing these fittings can be difficult at best and you may find it easiest to disconnect the drive shaft from the vehicle at this end for servicing. Slowly pump grease in until you see a small amount of clean grease pass the seal on the center pivot point.

Most common location for grease fitting.

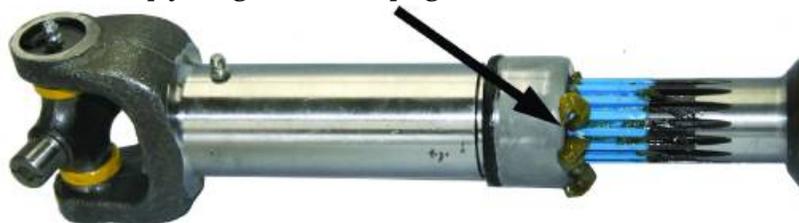


If you have a grease fitting in your CV, it will be a small flush type fitting which is concaved and has the check ball in the center. Greasing this type of fitting will require a special adapter on your grease gun such as the Plews-Lubrimatic # 05-019. The end of this adapter will have a conical point, when pressed against the check ball on the grease fitting, which will allow grease to enter the CV.



Your slip yoke has a dust cap, it is designed for periodic greasing. It is important when greasing that clean grease flows past the wearing components. The grease fitting is in the barrel of the slip yoke, pump grease in until you see clean grease pass through the dust cap.

With grease fitting in barrel of slip yoke, grease should purge here.



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