TORQUE TUBE SEAL PLATE INSTALLATION

INSTALL SEAL INTO SEAL PLATE (FLAT SIDE FACING OUT)

REMOVE DRIVESHAFT FROM PINION

CLEAN SURFACE OF CENTER SECTION AND TORQUE TUBE

COAT THE SURFACES OF THE SEAL PLATE FLANGE WITH GASKET SEALER

INSTALL THE SEAL PLATE OVER THE PINION

MAKE SURE THE DRIVESHAFT COUPLER SURFACE IS CLEAN AND SMOOTH

ADD SEALER INTO THE SPLINES OF THE DRIVESHAFT

REINSTALL THE DRIVESHAFT ONTO THE PINION (CAREFUL NOT TO CUT THE SEAL)

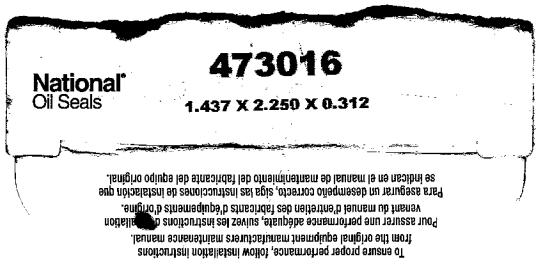
REINSTALL TORQUE TUBE IN REAR END

DRILL AND TAP A 1/8" NPT HOLE INTO THE AXLE TUBE (10" OUT FROM CENTER) FOR A VENT

SCREW IN A 1/8" NPT MALE TO A ¼" MALE HOSE BARB

RUN A SECTION OF ¼" HOSE UP TO FRAME RAIL AND TIE OFF

PLEASE CALL IF YOU HAVE QUESTIONS ON INSTALLATION
281-376-5932



LATE 32 TO 34 SEAL PLATES

DO TO DIFFERENCE IN PINION BEARING TYPES IT WAS NECESSARY TO ALTER THE SEAL PLATE DESIGN. YOU WILL NEED TO GRIND A SLIGHT BEVEL INSIDE THE TORQUE TUBE TO GIVE THE SEAL PLATE CLEARANCE.

MODEL A AND EARLY 32 SEAL PLATES

RE-ASSEMBLY:
MAKE SURE DRIVE SHAFT IS CLEAN AND FREE OF BURS. PUT A LIGHT COAT OF GREASE ON DRIVE SHAFT. SLIDE SEAL PLATE UP DRIVE SHAFT. GRIND LOCKING WASHERS ON PINION NUTS TO CLEAR INSIDE OF SEAL PLATE. COAT BOTH SIDES OF THE SEAL PLATE FLANGE WITH RTV SEALER.

RE-INSTALL FOR TORQUE TUBE:
REMOVE UPPER SIDE BELL BOLT ON PASSENGER SIDE. DRILL A 3/16" HOLE THROUGH CENTER OF BOLT. WELD OR BEND A PEICE OF 3/16" TUBING IN HALF FOR BREATHER HOSE.