

MAINTENANCE INSTRUCTIONS



Thank you for purchasing your drive shaft from Tom Wood's Custom Drive Shafts Inc. We strive to build "the best drive shafts in the world" using only the highest quality components. 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.

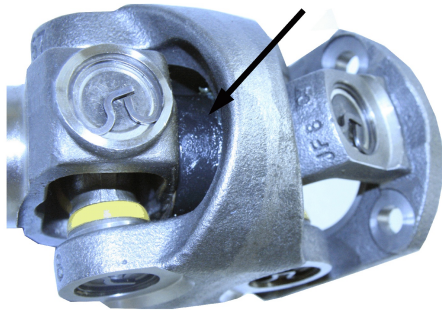
Please take a moment to review these maintenance recommendations and perform the maintenance as suggested. In doing so, you can assure yourself trouble-free operation that might not be possible if maintenance is neglected.

Things to keep in mind;

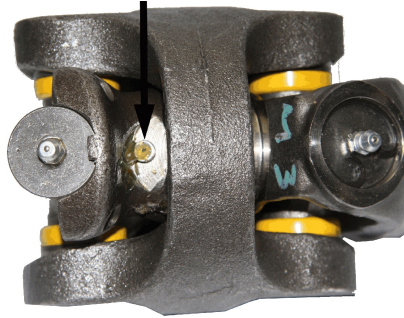
1. Use a good quality grease with a temperature rating of at least 250 degrees (Fahrenheit). NLGI # 1 for the slip yoke & spline stub and a NLGI #1 or # 2 for all other parts.
2. Schedule your greasing for whichever comes first, 6,000 miles or, **after every time** your drive shaft is exposed to an extremely 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.

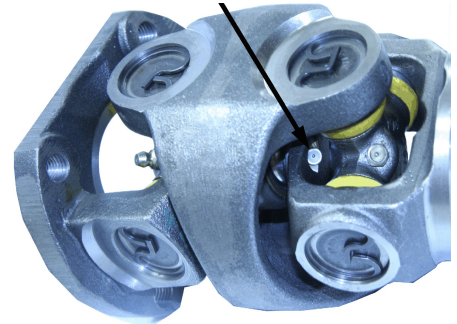
Rubber Seal on Non-Serviceable



Most common location for grease fitting



Some CV's have the grease fitting here



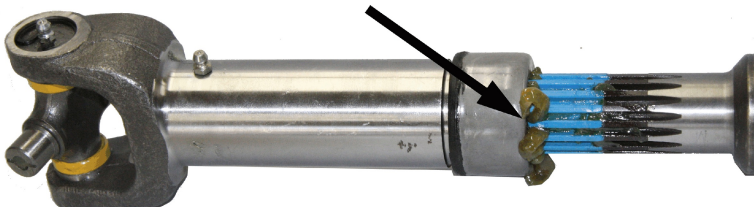
If you have a grease fitting in your CV, it will be a small flush type fitting which is concave and has the check ball in the center. Greasing this type of fitting will require a special adapter on your grease gun such as the Plews-Lubrimatic # 05-019. The end of this adapter will have a conical point,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



Your slip yoke & spline stub may or may not be serviceable. If your drive shaft has the rubber boot that covers any exposed area between the two, it has been greased with a pre-measured amount of grease prior to assembly. Unless this boot tears or comes loose at either end, there will be no need to service this part.

If your slip yoke has a dust cap, it is designed for periodic greasing. The grease fitting will be located in either the dust cap or in the barrel of the slip yoke. It is important when greasing that clean grease flows past the wearing components. If the grease fitting is in the dust cap, pump grease in until you see clean grease purge out the relief hole in the plug at the opposite end. If 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.



With grease fitting in dust cap, grease should purge here.

