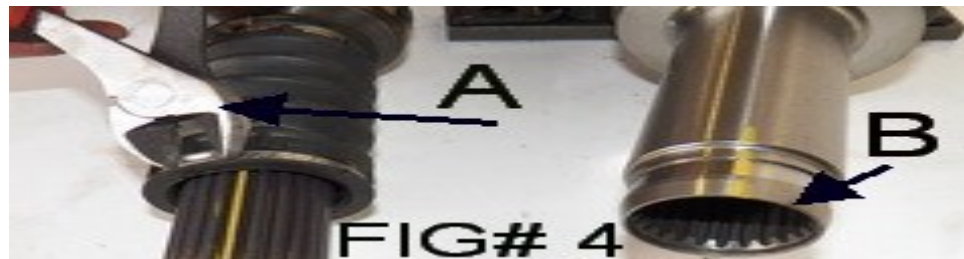


## 2004~2008—FORD F-150—“OEM STYLE”



THANK YOU FOR PURCHASING YOUR NEW FORD F150 2pc DRIVELINE

PLEASE REFER TO THE ABOVE PICTURES BEFORE ASSEMBLY. KEEP IN MIND THAT A FEW SIMPLE CHECKS WILL ENSURE YOUR DRIVELINE IS ASSEMBLED “IN PHASE” TO RETAIN THE PRECISION HI-SPEED BALANCE, PROPER OPERATION AND FULL WARRANTY!

1. ENSURE THAT WHEN THE DRIVESHAFT IS INSTALLED ON THE VEHICLE THAT THE LARGE PAINTED ARROWS FACE EACH OTHER AND ARE IN-LINE WITH EACH OTHER. (FIG#2)
2. DON'T FORGET TO TIGHTEN THE INCLUDED CLAMP ON THE RUBBER BOOT, (FIG#3). AFTER THE DRIVESHAFT HAS BEEN INSTALLED ON THE VEHICLE (USE A TOOL AS SHOWN IN FIG#4-"A"). THIS WILL SEAL OUT WATER/CONTAMINENTS AND KEEP THE SLIP AND STUB OPERATING PROPERLY. THE SLIP YOKE (FIG#4-"B") - HAS ALREADY BEEN GREASED APPROPRIATELY—DO NOT ADD ANY-MORE! - DOING SO MAY INTERFERE WITH THE NORMAL OPERATION OF THE DRIVE SHAFT ASSEMBLY.
3. THE CENTER SLIP YOKE AND STUB WILL MATE UP IN SEVERAL POSITIONS—SO PLEASE ENSURE THAT ARROWS ARE IN PHASE. ( A WAY TO DOUBLE CHECK THIS IS TO ENSURE THE 3 UNIVERSAL JOINT CAPS ARE “IN PHASE” AS SHOWN IN FIG#1 )

## 2004~2008—FORD F-150—“CONVERSION STYLE”



THANK YOU FOR PURCHASING YOUR NEW FORD F150 2pc DRIVELINE!

PLEASE REFER TO THE ABOVE PICTURES BEFORE ASSEMBLY. KEEP IN MIND THAT A FEW SIMPLE CHECKS WILL ENSURE YOUR DRIVELINE IS ASSEMBLED “IN PHASE” TO RETAIN THE PRECISION HI-SPEED BALANCE, PROPER OPERATION AND FULL WARRANTY!

1. ENSURE THAT WHEN THE DRIVESHAFT IS INSTALLED ON THE VEHICLE THAT THE LARGE PAINTED ARROWS FACE EACH OTHER AND ARE IN-LINE WITH EACH OTHER.
2. THE CENTER SLIP YOKE AND STUB WILL ONLY MATE UP IN 1 POSITION. THERE IS A “DEAD SPOT” ALIGNMENT SPLINE ON BOTH SLIP & STUB. DUE TO THE HEAVY DUTY SLIP YOKE SEAL— YOU WILL ENCOUNTER RESISTANCE WHEN INSTALLING THE SLIP YOKE ONTO THE SPLINED STUB. PRESS THE SLIP YOKE ONTO THE STUB WITH A SLIGHT TWISTING MOTION TO OVER COME THE SEAL AND ALSO ALIGN THE SPLINED “DEAD SPOTS” PROPERLY. FIG# 1&2
3. ( SOME CUSTOMERS MAY FIND IT EASIER TO JOIN THE 2 DRIVESHAFT ASSEMBLIES ON A WORK BENCH / VICE, WITH A LITTLE WD-40 ON THE SEAL LIP/STUB “GLIDECOAT”. THEN INSTALL AS 1 UNIT ONTO THE VEHICLE )
4. THE SLIP YOKE (FIG#2) - HAS ALREADY BEEN GREASED APPROPRIATELY.—DO NOT ADD ANYMORE! - DOING SO MAY INTERFERE WITH THE NORMAL OPERATION OF THE DRIVESHAFT ASSEMBLY.