



## **TORQUE SPECIFICATIONS AND INSTRUCTIONS**

Steel ARP 7 /16-20 fastener: 65 ft/lbs. with anti-seize.

Titanium Smith Precision 7/16-20 fastener: 40 ft/lbs. with anti-seize.

NOTE: with these titanium fasteners absolutely NEVER use an impact gun. Gently snug by hand, finish by torqueing smoothly until handle clicks. NEVER over tighten. Smith Titanium is the preferred fastener choice for AL Driveline base flanges.

Steel 3/8-24 ball gear fastener: 45 ft/lbs. with RED Loctite. This bolt should be checked regularly! We offer a ball gear tool that allows access to this bolt. If you check this bolt regularly, you may use anti seize.

Steel 5/16-24 U bolts/ARP nuts used with 44 Magnum U-joints: 15 ft/lbs. with red Loctite. When rebuilding a 44 magnum U joint be sure to remove the dried excess Loctite with a wire wheel, then clean the nuts and U bolts with acetone and allow to dry. Once red Loctite has been applied, quickly snug fastener by hand, finish by torqueing smoothly until handle clicks. NEVER over tighten. Be sure to inspect inside the cross cups to ensure all of the needles are in place and that there is sufficient grease applied. The grease bores should be full using RED Energy Release grease.

### **EXTREMELY IMPORTANT TORQUE TUBE INSTALL INFORMATION:**

The way you fasten the torque tube to the rear-end is critical. The best fastener to use for this is Smith Precision titanium studs with steel heat treated full length 12 point ARP 3/8-24 nuts. Blue loctite studs into rear. CMD pressure lube on outer threads finished by torqueing nuts to 27 ft/lbs. Failure to follow these install instructions can result in torque tube coming loose from rear which can cause damage to your driveline.

### **BALL GEAR GREASE and MAINTENANCE**

The swivel ball gear system should be serviced every 2-3 races using AL-ex3 driveline grease. Replace the retaining ring approximately every 10 races or every fourth driveline maintenance cycle. In the event of a crash where the torque tube becomes disconnected from rear or gets bent, replace both the retaining ring and countersunk screw on the end of the drive shaft. It's best to wipe the grease off of the ball gear with a rag, as to not have solvent or other harmful chemicals come into contact with the viton seal. The zip tie used on the viton seal/boot must have a steel tongue. All of these parts and accessories we have available at all times.