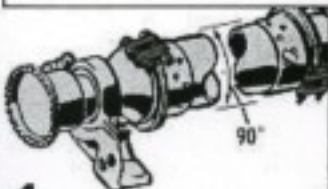
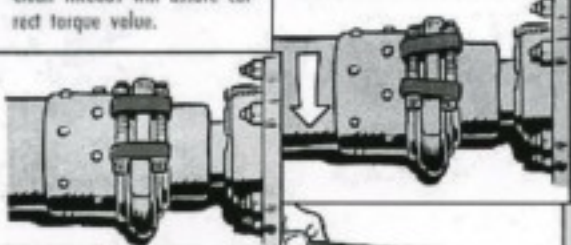




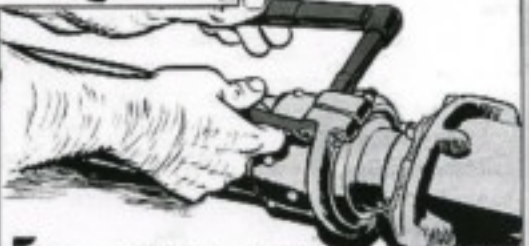
**1** Before you install any new bolts and nuts, make sure the threads are free from nicks, burrs, paint, grease or oil. Clean threads will assure correct torque value.

**2** Insert the 4 bolts with bolt heads pointing in direction of shaft rotation. (Right here you could give birth to a Murph if you put bolts in backwards.)

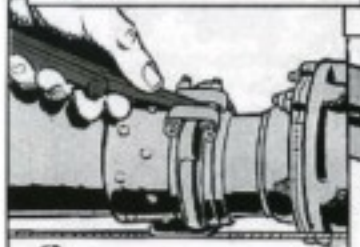
**3** Adjust all nuts so that the clamp halves are kept spaced apart evenly.



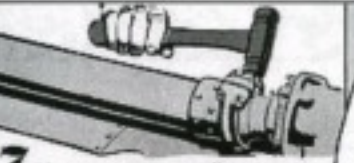
**4** Space clamps 90 degrees apart — like it says on drive shaft cover stencils.



**5** Now wrench tighten the nuts. All 4 get the same smooth, even-Stephen treatment with your torque wrench.



**6** Keep your feeler gage handy to make sure the clamp gap stays the same.



**7** Like us not, Tiger, you'll get some resistance before the nut/bolt is seated and/or mated. So-o-a-o, during the nut-tightening sequence, tap the clamp with a rubber mallet to keep the clamp halves even.

FRICION TORQUE IS THE AMOUNT OF TORQUE NEEDED TO THREAD THE FULL LENGTH OF SECURING NUTS ONTO ATTACHING BOLTS.

After tapping, set your torque wrench on 30 in-lbs plus friction torque, and turn the nut to the torque value. Use your feeler gage to keep the clamp halves spaced evenly apart as you draw the assembly halves closer together.

When minimum torque is reached — tap around outer edge of clamps for a good seal job and retorquing bolt/nut.

