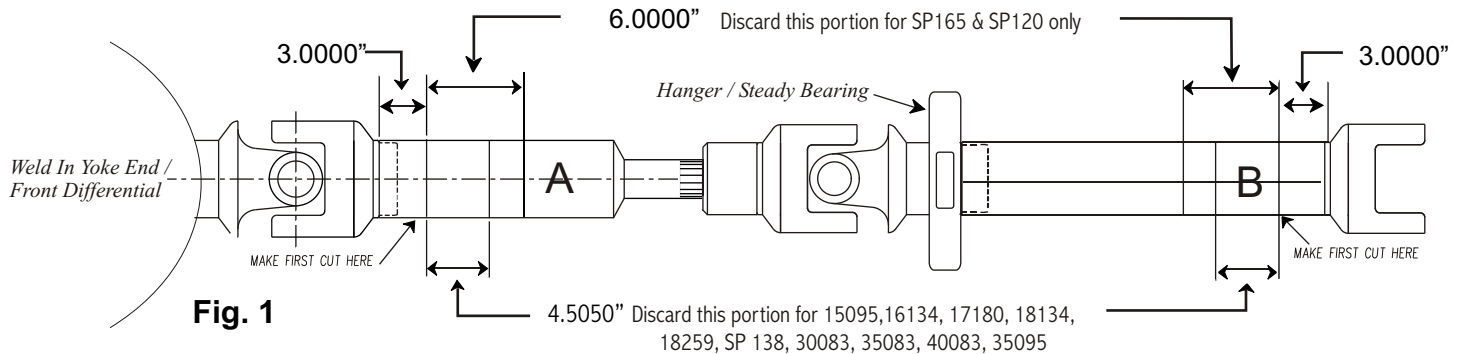


Installation Instructions Weld-In Bushing Unit

A Qualified Drive-line Mechanic Must Install The Power Train Saver

The Power Train Saver should normally be installed directly in front of the front differential on the weld in yoke end. See A (drive-shaft), or it can be installed on the B (drive-shaft) ahead of the steady bearing as shown by Fig. 1. In some cases when the drive shaft angles and RPMs exceed manufacturer specifications, the Power Train Saver should be installed ahead of the steady bearing as shown by B in Fig. 1 (See Page 1 Question 14). The Power Train Saver unit Must Be Installed On The Weld-In Yoke End on all drive shafts.

1. Check Power Train Saver part number. Then make sure Torque Fuses are installed, with timing marks lined up. Torque down fuse nuts to spec. (See Torque fuse installation page 6). Cut and discard the portion of drive shaft pertaining to your particular Power Train Saver as shown in Fig. 1.



2. Install the Power Train Saver into the long section of the drive shaft first.
3. Square up the Power Train Saver with the tube. Tack and weld it in place.
4. After welding, check the straightness of the Power Train Saver with the drive shaft. The radial run out of the Power Train Saver, measured at the end, Must be within .002\" of True, see check straightness as shown in Fig 2.

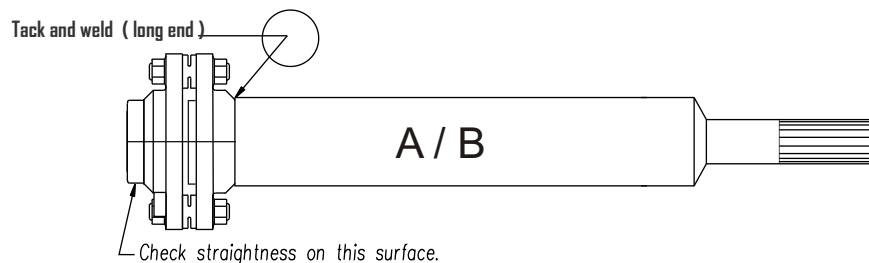


Fig. 2

5. Tack and weld the short end of the drive shaft to the Power Train Saver as shown in Fig. 3.
6. Check the finished assembly for straightness. No part of the assembly should be more than .004\" out of straight.

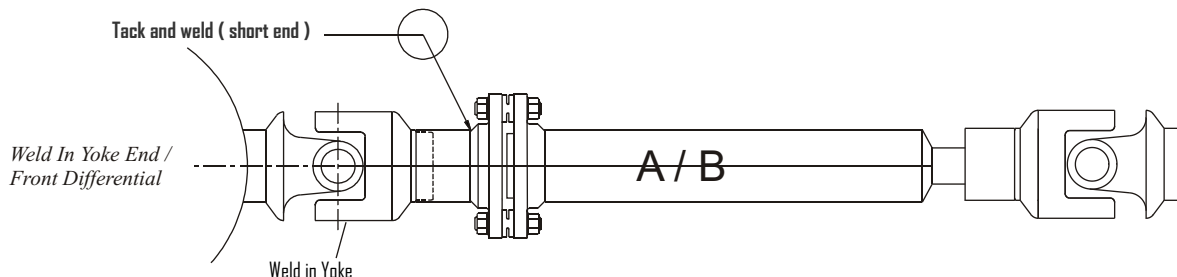


Fig. 3

7. Balance the unit as you would a new drive shaft assembly. Balance to within .2 oz / in on Both Ends of the assembly.