AFTERCARE

After 100 miles, perform a visual inspection paying special attention for loosening bolts and/or damage to the carbon fiber wrap.

CLEANING

To avoid damage to the carbon fiber driveshaft, clean with only dish soap and water. Contact with other kinds of cleaning chemicals may damage the driveshaft.

TROUBLESHOOTING

Richmond Gear™ carbon fiber driveshafts leave the factory fully balanced. However, in the event of a vibration issue after initial assembly, check all mated surface areas for debris. If debris is found, remove it, reassemble and test. If the vibration issue persists, mark the driveshaft and the transmission output as indicated in red, (fig. 9). Then, remove the bolts, clean the contact area again, rotate the shaft 180°, reassemble and test.

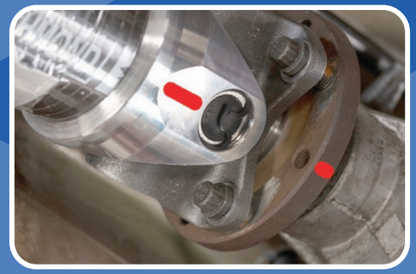


fig. 9

LEGAL DISCLAIMER NOTICE

THIS CARBON FIBER DRIVESHAFT IS A COMPETITION PART. COMPETITION PARTS ARE SOLD "AS IS", WITHOUT ANY WARRANTY WHATSOEVER. IMPLIED WARRANTIES, INCLUDING WARRANTIES OF MERCHANTABILITY OR FITNESS FOR A PARTICULAR PURPOSE, ARE EXCLUDED; THE ENTIRE RISK AS TO THE QUALITY AND PERFORMANCE OF SUCH PARTS IS WITH THE BUYER. SHOULD SUCH PARTS PROVE DEFECTIVE FOLLOWING THEIR PURCHASE, THE BUYER AND NOT THE MANUFACTURER, DISTRIBUTOR OR RETAILER, ASSUMES THE ENTIRE COST OF ALL NECESSARY SERVICING OR REPAIR.

RICHMOND™

Richmond Gear™ thanks you for your purchase of our performance carbon fiber driveshaft. Should you have any questions, please contact our technical line at :

(864) 843-9275 (9am-5pm ET, M-F)

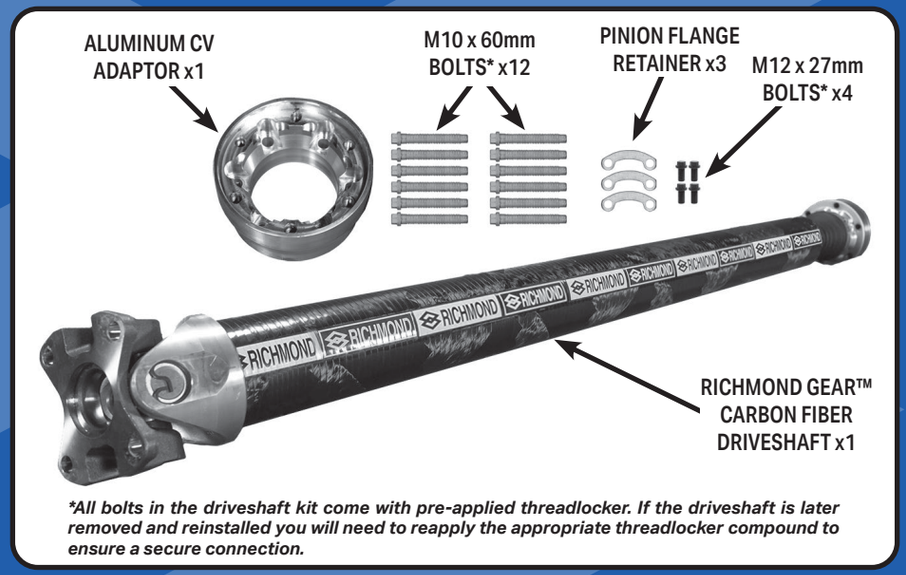
RICHMOND™

CARBON FIBER DRIVESHAFTS

Richmond Gear™ carbon fiber driveshafts are designed, manufactured & balanced to deliver maximum power from the engine to the differential under the most demanding conditions created by extreme applications where enhanced performance and safety are a requirement.

BEFORE YOU BEGIN...

Before beginning, make sure you have all of the components needed to complete the installation. Your Richmond Gear™ Carbon Fiber Driveshaft kit should contain the items shown below:



**All bolts in the driveshaft kit come with pre-applied threadlocker. If the driveshaft is later removed and reinstalled you will need to reapply the appropriate threadlocker compound to ensure a secure connection.*

YOU WILL NEED THE FOLLOWING:

- Floor Jack
- Jack Stands
- Metric Wrench Set
- Ratchet Wrench & metric Sockets
- Torque Wrench (lb.-ft.)
- 10mm Socket
- 12mm Socket (12pt.) or Wrench

NOTE

Converting from an isolated 2-peice driveshaft design to a composite driveshaft might result in an increase of noise and vibration under certain conditions. In order to best avoid this issue, it is imperative that all mounting surfaces are free from burrs, dirt and any other debris.

WARNING!

- Carefully inspect ALL components regularly. Do not use ANY components that show damage from use or an accident.
- The structural integrity of high-performance carbon fiber driveshafts can be damaged by drops and other accidents. If this occurs, for the sake of safety and reliability, they should be considered unusable and scrapped.
- Do not expose the carbon fiber driveshaft to operating temperatures above 200°. Doing so is detrimental to the performance of the resins and adhesives used in the manufacture of the carbon fiber driveshaft and can lead to premature failure!

Removal of factory driveshaft

1. Make sure the vehicle is on a stable surface. Engage the parking brake. After locating the jack points on your vehicle (see owner's manual if needed), jack up the vehicle and support it with jack stands.

2. If needed, disconnect and remove the exhaust system between the catalytic converters and mufflers. (Some years and models may require the removal of the exhaust system from behind the catalytic converters to the mufflers.)

3. On the transmission output shaft yoke, loosen all four bolts, remove three, and leave one so that the front of the driveshaft doesn't fall, (fig. 1).

4. At the pinion yoke, remove the six bolts and the three retainers, (fig. 2).

5. While supporting the driveshaft, remove the two hanger bearing bolts, (fig. 3) and the remaining bolt from the transmission output shaft from step 3. CAUTION: The OE driveshaft assembly is heavy and can cause injury if not properly supported during removal. Carefully extract the driveshaft from the vehicle by moving it towards the rear.

fig. 1

fig. 2

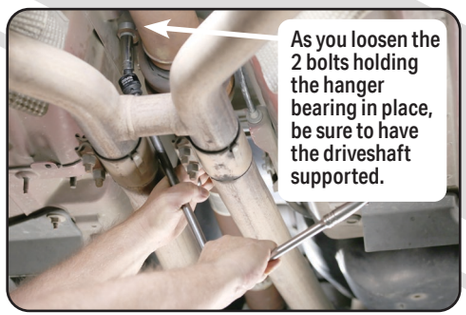


fig. 3

Installation of carbon fiber driveshaft

1. Thoroughly clean the mating surfaces on the pinion yoke and transmission output shaft of dirt, grease, and corrosion, (fig. 4).

2. Leaving the parking brake on, shift the transmission into neutral. This will help with installation. Take six of the M10 x 60mm bolts supplied in the package and use them to install the aluminum CV adaptor onto the vehicle's pinion flange, (fig. 5). Ensure the adaptor is fully seated as the bolts are tightened. Torque these bolts to 41 lb. ft.


fig. 4

3. Attach the front of the driveshaft to the transmission. Using the four, M12 X 27mm bolts, ensure the driveshaft flange yoke is properly seated against the transmission output and tighten the bolts, (fig. 6). Torque these bolts to 76 lb. ft.

4. Take the remaining six M10 x 60mm bolts and bolt the end of the driveshaft to the adaptor on the pinion flange, making sure to use the 3 retainers, (fig. 7). Torque the bolts to 41 lb. ft.

5. If removed earlier, reinstall the exhaust system now. Verify there is clearance between the driveshaft and exhaust. Then, rotate the driveshaft and check for clearance around the driveshaft, (fig 8).

fig. 5

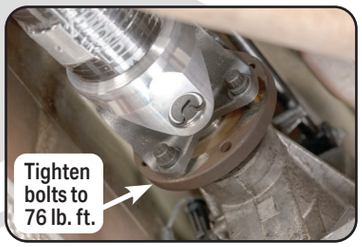


fig. 6

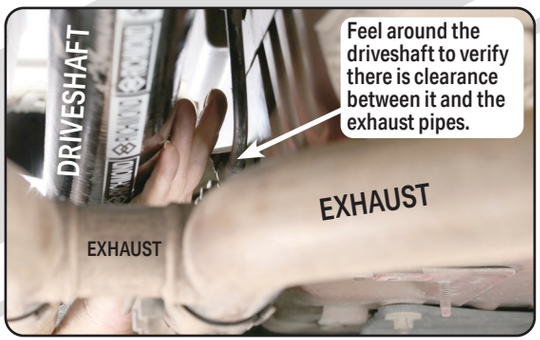


fig. 8

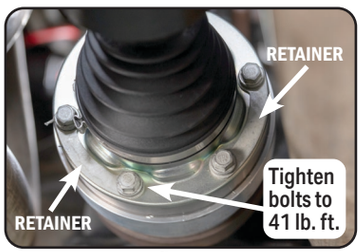


fig. 7