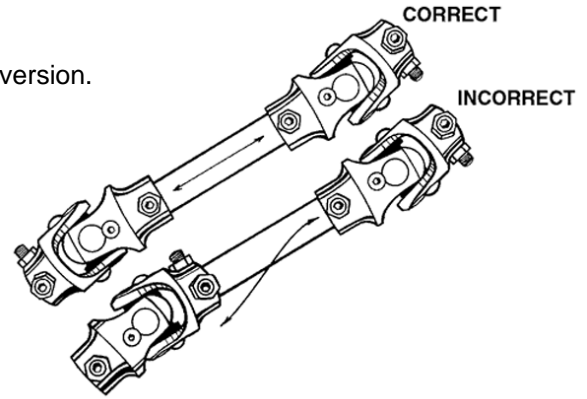


## **Installation Instructions for 607000 to 607006 & 607100 to 607103 Universal Joints**

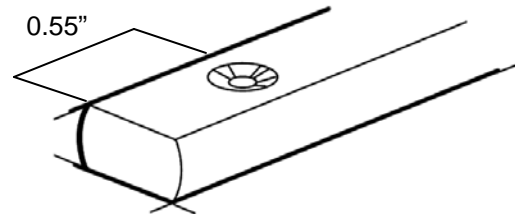
**Note:** Read these instructions completely before attempting this conversion.

### **Instructions:**

When installing a two u-joint system, the forks of the yoke closest to each U-Joint must be kept inline and parallel to the center of the shaft. This is referred to as phasing or timing the U-Joints. If the u-joints are not timed correctly as shown in the illustration, they will bind and not allow your steering to work smoothly.



“Double D” and Splined U-Joints are all supplied with set screws. To properly secure the set screw, it is necessary to drill a small indentation in the steering shaft 0.55” from the end of the shaft. This indentation needs to correspond with the set screws in the U-Joint once the shaft is installed. We also recommend that Loctite be used.



When installing the steering shaft into the U-Joint, it should sit flush with the end of the U-Joint yoke. If the shaft is not installed deep enough in the U-Joint it could compromise the strength of the assembly or if it is installed too deep it will interfere with the operation of the joint.

**WARNING!** Never weld a U-Joint. Doing so will weaken the strength of the U-Joint and could also melt the needle bearing seal.