# **INSTALLATION - SERVICE INSTRUCTIONS**



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### **Part Numbers:**

39371 ......Drive shaft Assembly, Powerglide 27 spline CV joint to 9" Differential 39372 ......Drive shaft Assembly, Powerglide 32 spline CV joint to 9" Differential.

#### Parts Included:

See Parts list, Sheet of This bulletin

## **Primary Applications:**

Drag Racing applications. Dragsters with Powerglide Transmission and 9" Ford type differentals. 27 and 32 splined transmission output shaft.

### **Installation Overview:**

- 1) The CV Output housing assembly is bolted to the case with the CV splined flange installed as an assembly. The square-sealing ring is installed in the transmission-receiving groove and the output housing should be flush with the transmission case without forcing. Make. Make sure the transmission output shaft is not bottoming on the aluminum plug that seals the internal spline. If using a stock or early Reid Transmission case that utilizes the reverse port for an internal brake, the reverse port must be plugged. A gasket can be used between the CV Housing and case to block the port. There is approximately .020" clearance for the gasket. If using the gasket to block the reverse pressure port make sure there is about .002-.005" crush on the by checking the gap between the housing and transmission with a feeler gauge
- 2) The shaft comes pre-assembled to the CV joints with lubrication installed. The tie wraps are temporarily used to keep the cup and boot seal from losing grease. Remove before installing. Torque the six 10mm fasteners on the CV Joint to 50 ft/lbs.

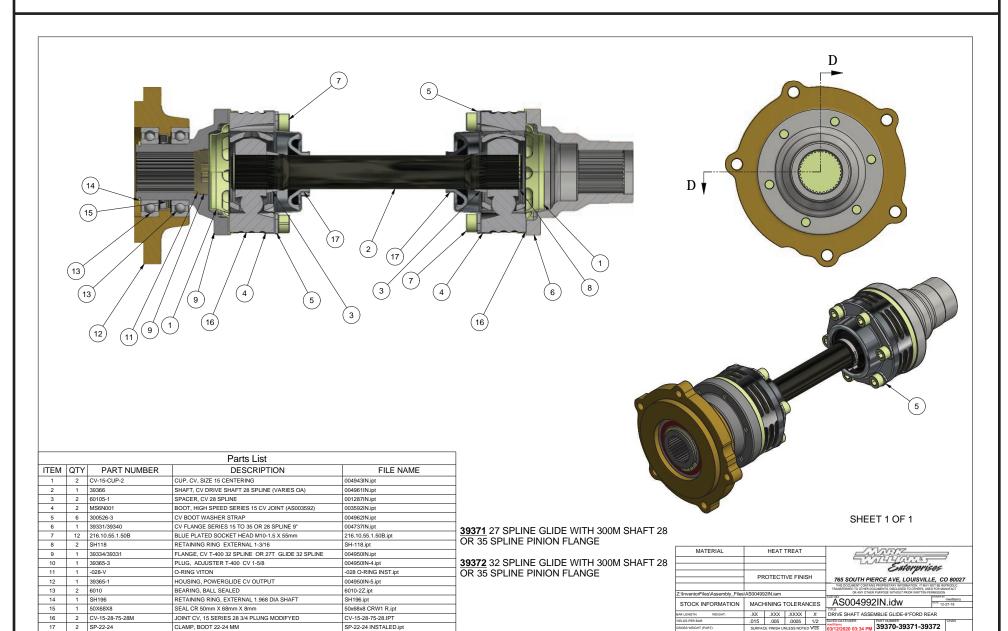
# **Maintenance Installation Requirements:**

Check torque on CV joints periodically to 50 ft lbs. Check boots for grease leakage and deterioration. The metal flange that the boots are bonded to must not be deformed. Damage to this part is an indication of improper engine-transmission to differential alignment or excessive suspension travel. It is important to limit the suspension travel to prevent an excess angular operating angle of the CV Joints. Never place stands under the chassis letting the rear hang to warm up the car. This can result in damaging the CV Joints and the grease containment boots. CHECK THE OPERATING ANGLES OF THE CV JOINTS BY REMOVING THE SUSPENSION SPRINGS AND MOVING THE AXLE THROUGH TRAVEL LIMITS. If the CV Boot is being forced into the Boots metal housing you must realign, or limit the suspension travel to eliminate this interference.

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#### **DIMENSION SHEET FOR ORDERING**

