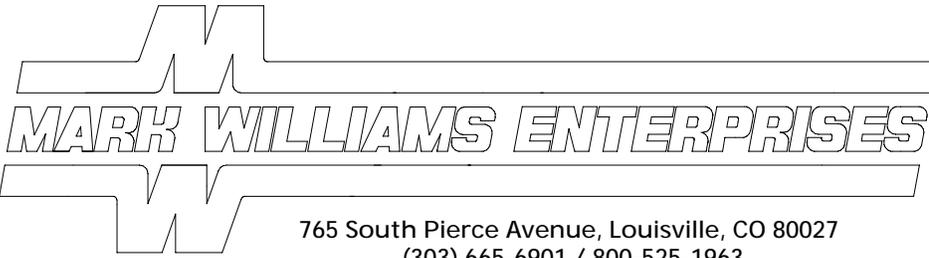


INSTALLATION - SERVICE INSTRUCTIONS



SERVICE BULLETIN

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MW AXLES, DRAG RACE
50100, 50500

AUGUST 28, 1997

PARTS INCLUDED :

1 PR-MW AXLES

INSTALLATION NOTES :

1) NEVER UNDER ANY CONDITION WELD THE BEARING LOCK RING TO THE AXLE. **ANY** WELDING CAUSES CRACKS AND WILL EVENTUALLY CAUSE FAILURE IN THE WELD AREA. MW AXLES ARE MANUFACTURED FROM STEEL THAT CONTAINS .04% CARBON ANY WELDING CAUSES CRACKS (THAT MAY NOT BE VISIBLE TO THE NAKED EYE). WELDING **VOIDS ALL WARRANTIES!** IF YOU HAVE TROUBLE WITH THE WHEEL BEARINGS WORKING OFF THE AXLE, THE PROBABLE CAUSE IS THAT THE HOUSING ENDS ARE NOT ALIGNED PROPERLY.

2) IN ORDER FOR THE 5/8" THREAD DRIVE STUDS TO BE SQUARE IN THE AXLE FLANGE THE STUD MUST SEAT ON THE SHOULDER AND NOT BIND IN THE THREAD WHEN TIGHTENING. IF BINDING IS SUSPECTED CHAMFER THE THREADS IN THE AXLE FLANGE SO THAT IT SEATS SQUARELY. THE 1/2" WHEEL BOLTS MUST USE A WASHER TO PREVENT BINDING IN THE IMPERFECT THREAD END JUST UNDER THE HEAD OF THE BOLT. CLEAN THE PROTECTIVE OIL FROM THE THREADS AND INSTALL THE STUDS OR BOLTS WITH STUD MOUNT # 271 LOCTITE®. A COLLET TYPE DRIVE STUD INSTALLATION TOOL MUST BE USED TO PREVENT DAMAGE TO DRIVE STUDS WHEN INSTALLING.

3) CHECK FOR PROPER SPLINE ENGAGEMENT BEFORE OPERATING THE VEHICLE, THE NORMAL ENGAGEMENT FOR 35 AND 40 SPLINE AXLES IS 1-3/4". THE MINIMUM ENGAGEMENT IS .75 X THE SPLINE DIAMETER.

4) CHECK THE BEARING SECONDARY LOCK RING FOR CLEARANCE INSIDE THE AXLE HOUSING END. A 1/16" GAP IS THE MINIMUM CLEARANCE RECOMMENDED.

5) THE PROPER ALIGNMENT OF THE AXLE HOUSING ENDS IN RELATION TO THE CENTERLINE OF THE THIRDMEMBER MAIN BEARING IS CRITICAL. A BENT HOUSING CONDITION CAN BE DETECTED, IF WHEN INSTALLING THE AXLES IT IS NECESSARY TO FORCE THE AXLE IN ANY DIRECTION TO ALIGN IT WITH THE HOUSING END RECEIVING BORE. THIS IS AN INDICATION THAT THE HOUSING IS BENT OR WAS IMPROPERLY NARROWED. THE REAR HOUSING MISALIGNMENT MUST BE CORRECTED. FAILURE TO CORRECT THE PROBLEM WILL RESULT IN THE WHEEL BEARING WORKING OFF THE AXLE AND/OR BOWING OF THE AXLE SHAFT. THIS IN TURN WILL CAUSE EXCESSIVE RUN OUT OF THE AXLE FLANGE, PREMATURE AXLE TORSIONAL FAILURE AND CONTINUOUS BEARING SEAL LEAKAGE PROBLEMS.

MAINTENANCE REQUIREMENTS :

SEMI ANNUAL MAGNAFLUX. INSPECTION OF AXLE WITH BEARINGS REMOVED TO INSPECT SHAFT AND FLANGE FOR RUNOUT. PERIODIC INSPECTION OF TORQUE OF ALL BOLTS. PERIODIC INSPECTION OF SPLINES FOR TWISTING OF SPLINE AREA.

