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Modern Driveline Components For Early Fords 1928-1948

Quickchange and Ford Banjo Specialists

P/N 1105 & P/N 1106 1935-1948 Ford Open Drive Conversion Kit Installation Instructions

1. Remove the torque tube housing, drive shaft, and drive shaft coupler.
2. Install the pinion seal (CR 19832) into the new pinion housing.
3. Install the new gasket using gasket sealer.
4. Align the oil slot in the housing flange with the oil drain hole in the differential housing.
5. Install the new pinion housing on the differential using (6) 3/8-24 x 1" bolts and 3/8 lock washers. Leave the bolts loose to allow the yoke to align the pinion seal.
6. Lubricate the pinion seal.
7. Slide the yoke onto the pinion shaft. Be sure to align the coupler pin hole in the pinion shaft with the holes in the yoke.
8. Drive the 1/4" pin into the coupler hole. Use a drift punch if necessary.
9. Apply thread locker onto the (2) 5/16-18 set screws. Install one set screw into each of the two threaded holes on opposite sides of the coupler pin.
10. Tighten the 6 housing flange bolts.
11. Install the drive shaft (not included) using the enclosed U-bolts.
12. The rear end should be vented. Install the vent in one axle housing between the differential bearing and the outer backing plate flange. Drill and tap the housing for the enclosed 1/8 NPT treaded vent. Attach a 3/16" hose (not included) for venting.
13. This Open Drive Kit can be used with a standard #1350 U-joint (NAPA #331, not included).

NOTE: When the torque tube housing is removed, a new rear axle location set up is necessary. Use our Radius Rod Mounting Kit (p/n 1151 and p/n 1153) on 1935-1940 applications. Other applications will require custom radius rods to properly locate the rear axle.

This Kit contains:

- Open drive pinion housing
- Open drive Yoke
- Pinion seal
- Housing gasket
- 1/4" coupler pin
- U-bolt kit
- (2) 5/16-18 set screws
- (6) 3/8-24 x 1" bolts
- (6) 3/8 lock washers
- Housing vent

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