JK DRIVESHAFT INSTALLATION INSTRUCTIONS
Version 1.1

General Notes:

- These instructions are for the installation of the 1310 and 1350 JK driveshafts – any differences will be noted.
- Front and Rear procedures are the same – any differences will be noted.
- Pinion bearing preload is very critical and if the following procedures are not completed, differential failure may occur.
- The following items are needed to complete the installation:

  - Front Pinion Nut: YSPPN-012
  - Front Crush Sleeve: YSPCS-048
  - Rear Pinion Nut: YSPPN-010
  - Rear Pinion Nut Washer: YSPPN-030
  - Rear Crush Sleeve: YSPCS-026

Pinion Yoke

Support the vehicle on jack stands or hoist and remove wheels & tires.

1. Remove factory driveshafts.
2. Remove brake calipers and front wheel bearing (if applicable).
3. Drain fluid & remove cover.
4. Remove axle shaft assemblies.
5. Remove differential carrier & pinion yoke, along with pinion gear.
   - Be sure to note the location of the shims for re-installation.
   - Mark the carrier caps – they are side specific!
6. Replace the crush sleeve, re-install pinion gear with new yoke or flange.
   - Bearing pre-load is measured by rotating torque in inch pounds.
     - Dana 30 Front: 12-15 in. lbs. w/ new bearings
     - 6-8 in. lbs. w/ used bearings
     - Dana 44 Front & Rear: 22-35 in. lbs. w/ new bearings
     - 12-15 in. lbs. w/ used bearings
7. Re-install carrier, axle shaft assemblies, wheel bearings (if working on front), differential cover and re-fill with gear oil.

If the crush sleeve is not replaced, bearing preload can be lost and cause catastrophic failure!

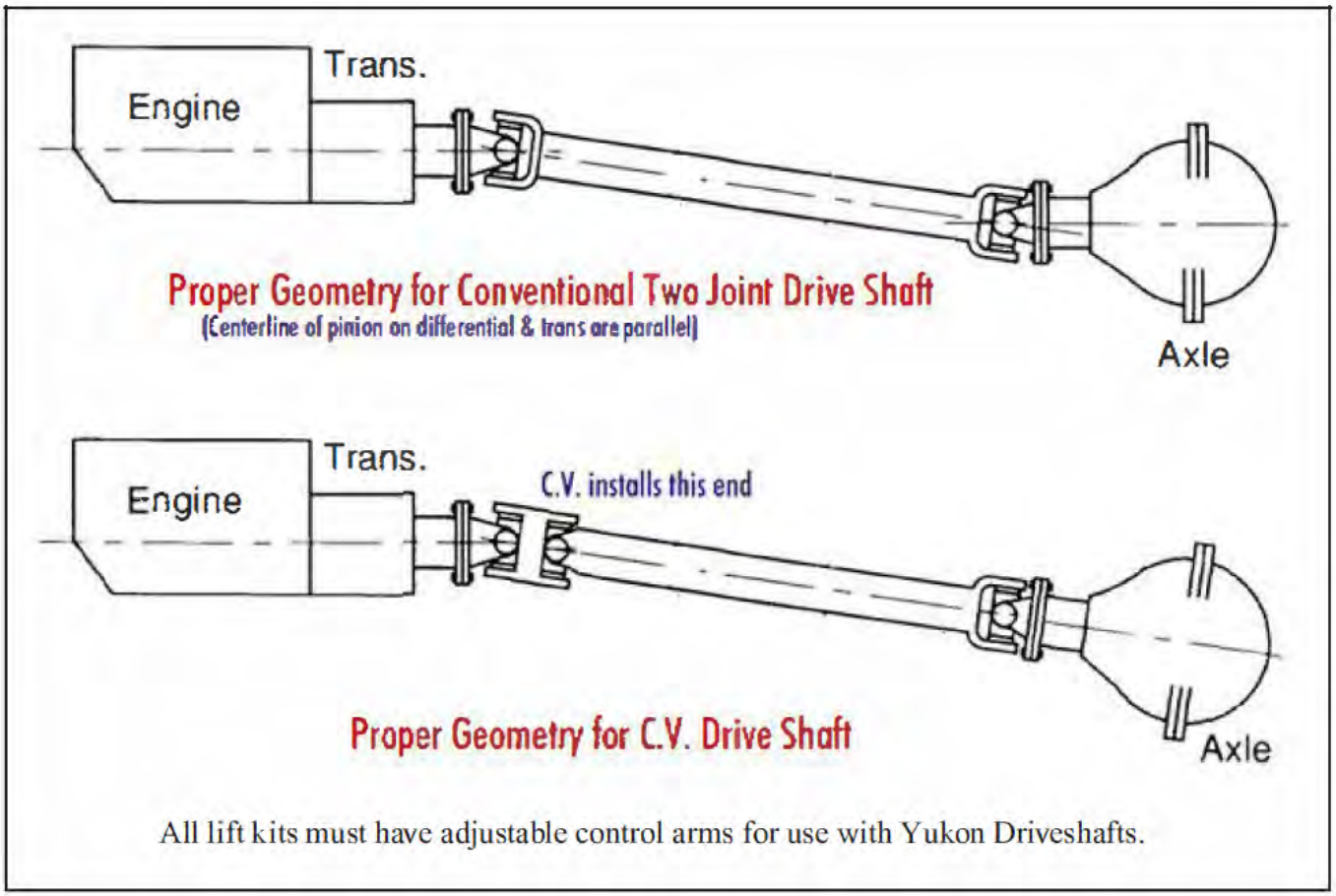
RPSIYDS

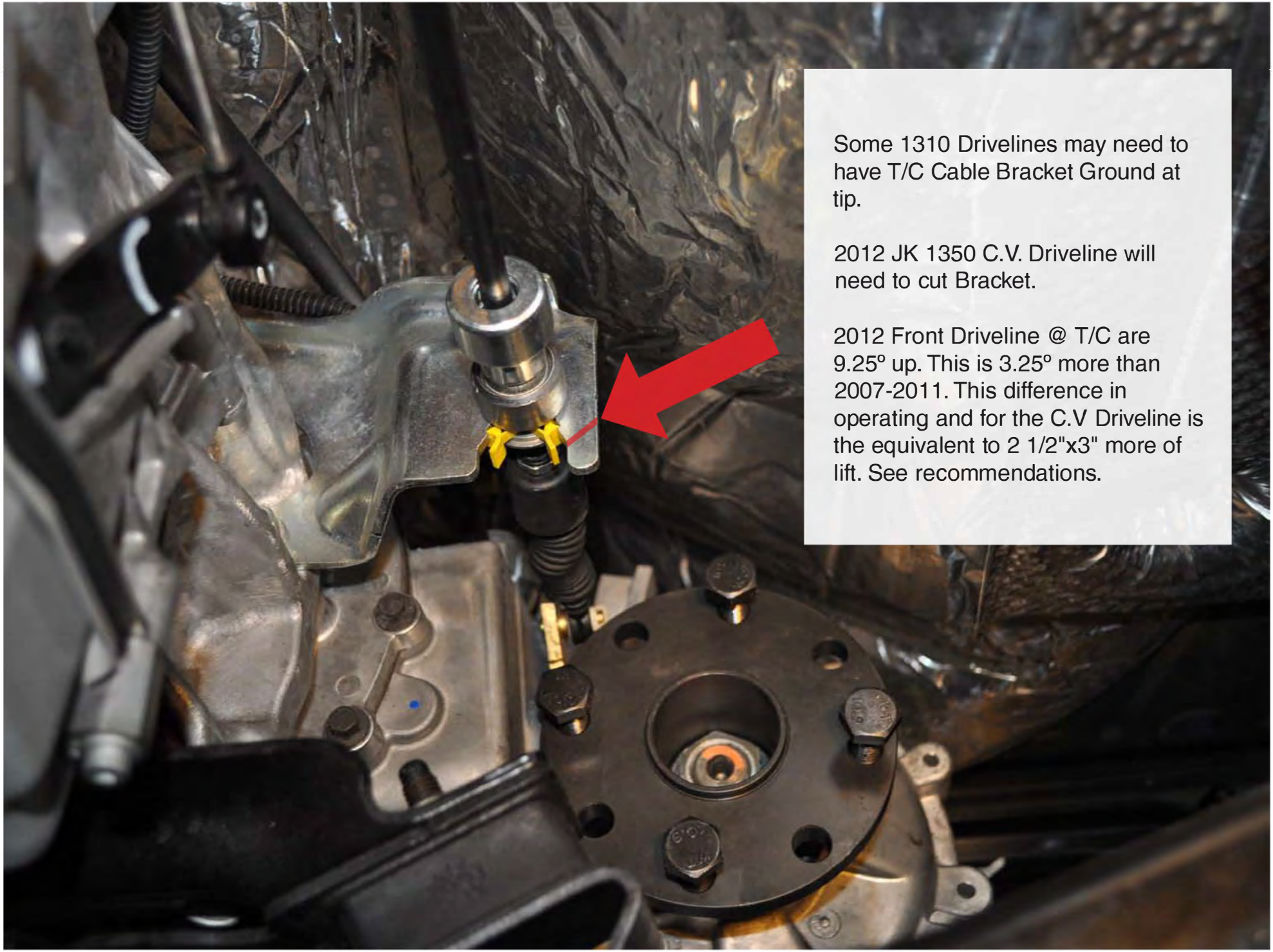
TRANSFER CASE YOKES

9. Remove the T-case yoke nut and yoke. A puller is normally needed to remove the yoke from the output shaft.
10. The new yokes may come with or without dust shields. If the yokes have dust shields, use them. If they do not come with dust shield, they are not required, do not try to re use your original one.
11. The new yokes may or may not be machined for the factory 0-ring that is under the nut. If it is machined for the 0-ring, reuse the original 0-ring, if not use some silicone sealer on the output shaft splines and under the nut.
12. Install the new T-case yoke, tighten the yoke nut to 110 ft-lbs, and use some red loctite on the yoke nut.

INSTALL DRIVE SHAFTS

13. Grease the u-joints and center ball of the CV joint if they are greaseable. It is very dif icult to access the grease zerk when installed on the vehicle so grease them before you install the CV joint.
14. Install the new drive shaft using the u-bolts and 5/16 bolts for the 1310 or metric 12 pt bolts for the 1350 CV lange. Use some blue loctite on the u-bolts and CV bolts.
15. For a 1310 CV, tighten the 5/16 bolts CV bolts and axle yoke U-bolts to 8.5 ft-lbs. A tip to install them is to tighten the nuts until the lock washer is lat then tighten an additional 1/4 turn.
16. For a 1350 CV, tighten the 12 pt metric bolts to 50 ft-lbs and the axle yoke U-bolts to 12 ft-lbs. A trick to install the u-bolts is to tighten the nuts until the lock washer is lat then tighten an additional 1/3 turn. Trans.





Some 1310 Drivelines may need to have T/C Cable Bracket Ground at tip.

2012 JK 1350 C.V. Driveline will need to cut Bracket.

2012 Front Driveline @ T/C are 9.25º up. This is 3.25º more than 2007-2011. This difference in operating and for the C.V Driveline is the equivalent to 2 1/2"x3" more of lift. See recommendations.

LUBRICATION

WHY LUBRICATE?
Proper lubrication of any moving part in a driveline is essential to keep the driveline in proper working order and to obtain an acceptable service life.

WHAT SHOULD I GREASE?
All universal joints, slip yoke and stub shaft assemblies, as well as centering kits in CV heads should be greased regularly.

HOW?

Universal Joints
Secure grease gun on grease fitting and pump in grease until all four bearings are lubricated to check for this, make sure that all four seals have purged out air and old grease. Grease until fresh grease appears at the base of all four seals. If a seal does not purge properly, move the driveline to free up the end to end clearance of the bearing cup. On bearing plate style U-joints, it may be necessary to loosen the bolts two or three turns to allow grease to flow. If the joint still does not grease properly, disassemble the kit to determine the source of the problem.

Slip Yoke and Stub Shaft Assemblies
Before putting the slip yoke onto the stub shaft, coat both parts uniformly with a layer of grease. After assembly, but before installation into vehicle, fully collapse the driveline and apply grease to the grease fitting until it comes out of the vent hole in the welch plug. Cover the hole and continue greasing until grease appears in the seal.

At re-lubrication it may be impossible to fully collapse the driveline. Follow the same general greasing procedure but be careful not to overfill. Overfilling may cause the welch plug to pop out during operations.

Center Kits
**Worn centering kits will squeak, do not ignore this. Centering kits can wear fast and cause severe damage*
A special needle nose grease gun adaptor is needed to grease the flush type fitting on centering kits. Apply grease until fresh grease appears at purge hole or at ball seal.

WHEN SHALL I LUBRICATE?
Frequency of lubrication is determined by the type of service which the driveline is subject to. A list of recommended re-lube cycles for various service conditions is shown below.

Service Conditions	Re-lube Period	Approximate Miles
City	Every 2 Months	6,500
Highway	Every Month	12,000
Off Highway	Every 3 Months	6,500
Line Haul	Every 1-2 Months	20,000-30,000
Off Highway 4x4	Every Month	2,500

WHAT TYPE OF GREASE SHOULD I USE?
A good quality Lithium Complex soap type EP (extreme pressure) grease, with an NLGI grade of 1 or 2 is recommended.

STANDARD WARRANTY STATEMENT

Yukon Driveshafts are custom manufactured to your specifications using the highest quality standards and are warranted to the original purchaser or recipient only. This warranty is non-transferable.

The purchaser shall be responsible to determine all design and/or specification parameters and the suitability of any particular product for its intended use in accordance to Lift, Tire Size, Gear Ratio, Angle, Suspension, and all other Vehicle Modifications. All of these items contribute to high maintenance on drivelines. Please see recommendations.

O.E manufactures spend millions of dollars and countless man hours in R&D to make sure their vehicles perform trouble free. Any changes to suspension, gear ratio, tire size, and/or other modifications add additional stress and wear to these vehicles, adversely affecting both reliability and ride comfort. Vehicles can have problems associated with these modifications. Yukon Gear & Axle® is not responsible for any problems that occur due to installations or modifications to any vehicle.

COVERAGE
Products purchased from Yukon Gear & Axle are warranted to be free from defects in materials or workmanship, for a period of 180 days from the date of purchase.

Our liability for defects which may occur during the first 30 days of the coverage period will be repair, replacement, or refund upon return of product.

Any defect which may occur after 30 days and prior to 180 days from the date of purchase, the product may be returned for repair, replacement, or refund upon our sole discretion.

All warranties are performed at Yukon Gear & Axle.

Any failure of the weld will be warranted for the life of the drive shaft.

This is the entire obligation of Yukon Gear & Axle. No other warranty is expressed or implied.

Some states do not allow the exclusion of incidental or consequential so the above limitations may not apply to you. The warranty gives you specific legal rights. You may also have other rights which vary state to state.

NOT COVERED IN WARRANTY
Malfunctions due to improper installation, functional, or design parameters, tampering or modification. This includes lift kits without adjustable control arms.

Incidental or consequential damages.

Acts of God or accident.

Failures which may occur as a result of lack of maintenance or damaged mating components.

MODIFICATIONS
Any modification or repair by anyone other than Yukon gear & Axle will void this warranty.