



## Modern Driveline Components For Early Fords 1928-1948

Quickchange and Ford Banjo Specialists

### P/N 1111 1928 – 1932 Ford Open Drive Conversion Kit Installation Instructions

1. Remove the torque tube housing, axle housings and differential.
2. Remove the nut on the back of the drive shaft and remove the drive shaft.
3. Install the new pinion shaft into the pinion gear using the existing key and nut. Torque nut to original Ford specifications and secure with cotter pin.
4. Install the pinion seal (CR 19832) into the new pinion housing.
5. Install the new gasket using gasket sealer.
6. 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.
7. Lubricate the pinion seal.
8. Slide the yoke onto the pinion shaft.
9. Install the 3/8-24 yoke retaining bolt and washers.
10. Tighten the 6 housing flange bolts.
11. 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 threaded vent. Attach a 3/16" hose (not included) for venting.
12. Reassemble the rear axle.
13. Install the drive shaft (not included) using the enclosed U-bolts.
14. 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
- Pinion shaft
- U-bolt kit
- 3/8-24 yoke retaining bolt and washer
- (6) 3/8-24 x 1" bolts
- (6) 3/8 lock washers
- Housing vent

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