22014 INSTALLATION INSTRUCTIONS

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<td>2012-UP JEEP WRANGLER JK FRONT DRIVESHAFT KIT</td>
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**COMPONENTS INCLUDED**

| (1) DRIVESHAFT | (1) TRANSFER CASE YOKE |

**HARDWARE INCLUDED**

| (4) 5/16 BOLTS |

**TOOLS REQUIRED**

| TORQUE WRENCH |
| 8MM SOCKET / WRENCH |
| 15MM SOCKET / WRENCH |
| 18MM SOCKET / WRENCH |
| 32MM SOCKET / WRENCH |
| 5/16" SOCKET / WRENCH |
| 3/8" SOCKET WRENCH |

**TECH NOTES**

1. Driveshaft works up to 4.5" of lift.

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**BEGIN INSTALLATION**

1. Disconnect the driveshaft from the pinion flange on the differential using a 15mm (FIG. 1, FIG.2).

2. If equipped with a transfer case skid plate, remove skid plate with an 18mm.

3. Using an 8mm, disconnect the driveshaft from the flange on the output shaft of the transfer case. It might be necessary to engage the 4WD in order to keep the drive shaft from spinning.

4. With the 4WD engaged, remove the nut holding the flange to the output shaft using a 32mm socket.

5. Slide the flange off of the output shaft. The transfer case may start leaking gear oil. Top off the fluid after changing driveshaft.

6. TRANSFER THE O-RING FROM THE OLD FLANGE TO THE NEW YOKE (FIG.3, FIG.5).
7. Slide the new yoke onto splines of the output shaft of the transfer case. Using the stock nut and thread lock [Torque to factory spec] (FIG. 6).

8. Connect the driveshaft to the transfercase yoke using the supplied 5/16" hardware. Use a 5/16” 12-pt or a 1/2” 6-pt depending on the supplied hardware. Use a small amount thread lock on the threads of the bolts [Torque to 21ft-lbs] (FIG.7).

9. Connect drivshaft to the differential using stock hardware and a 15mm [Torque to factory spec]. This may require disengaging the 4WD (FIG.8).

10. Reconnect the factory skid plate using an 18mm.

VERIFY ALL FASTENERS ARE PROPERLY TORQUED BEFORE DRIVING VEHICLE.

RETORQUE ALL NUTS, BOLTS AND LUGS AFTER 100 MILES AND PERIODICALLY THEREAFTER.
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