

Must Read Before Assembly!

MIP Designs our Products to Work with Stock Parts ONLY!

- After installing your MIP Spline Drives, check for binding between the coupled joints and shaft of the Drive Bone as shown in Fig: 1.
- First check by compressing the suspension arm until it stops. While holding the arm; rotate the Drive Bone. It should rotate freely.
- If the shaft appears to bind at any point in a compressed position you will need to add "External Limiter/ Spacers" to your shocks as shown in Fig: 2
- Next, while holding the car in air, allow the suspension arm to droop down completely. Again, rotate the Drive Bone.
- If the shaft appears to bind at any point in the drooped position you will need to add "Internal Limiter/ Spacers" to your shocks as shown in Fig: 2

NOTES:

- Keep moving parts greased using an All Purpose "Moly" Grease.
- Where set screws are used, coat the threads with "RED" thread lock before fastening together and allow to set for 6 hours.
- Check that the set screws are "tight" daily. if loose remove, clean, and re-apply "Red" thread lock.
- Ensure that the set screws lock onto the flats of the cross pins.

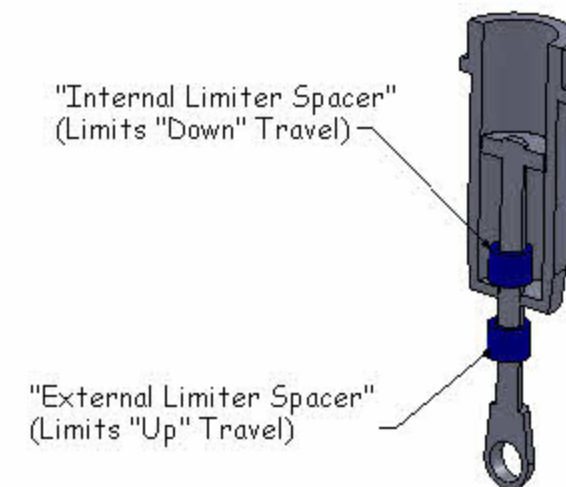
Use this drawing as a visual gage

- * If the limiting is not set correctly your drives will fail!
- * If at anytime you notice "Notching" or "Wearing" on the Drive Bone, near the Ball End, install Limiter Spacers as shown in Fig: 2



Fig: 1

Fig: 2



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TITLE:

MIP Spline CVD, Sheet 2
Instructions