

DIESEL MODIFICATION CENTER

WORK INSTRUCTIONS FOR
NHTSA RECALL #19V-663

ORIGINAL LEFT HAND SIDE SLOT

•REMOVE THE SETSCREW SHOWN IN PHOTO TO VISUALLY INSPECT AND DETERMINE IF KEY IS/IS NOT STILL CAPTURED. NOTE: HOLE ON RIGHT IN PHOTO DOES NOT REQUIRE A SETSCREW.

•APPLY A NON-PERMANENT THREAD LOCKER, SUCH AS 3M TL42 BLUE TO HELP RETAIN THE SETSCREW.

•RE-INSERT SETSCREW. **Do NOT TIGHTEN.**



ORIGINAL RIGHT HAND SIDE SLOT

• REMOVE THE SETSCREW SHOWN IN PHOTO TO VISUALLY INSPECT AND DETERMINE IF KEY IS/IS NOT STILL CAPTURED. NOTE: HOLE ON LEFT IN PHOTO DOES NOT REQUIRE A SETSCREW.

• APPLY A NON-PERMANENT THREAD LOCKER, SUCH AS 3M TL42 BLUE TO HELP RETAIN THE SETSCREW.

• RE-INSERT SETSCREW. **DO NOT TIGHTEN.**



INSERT KEYWAY IF NO KEYWAY IS FOUND

- A SMALL SET OF ANGLED NEEDLE NOSE PLIERS WILL BE THE BEST TOOL FOR REINSTALLATION OF THE KEY
- PLACE KEY IN TOWARD THE GEARBOX FIRST AND THEN ANGLE TOWARD SLOT



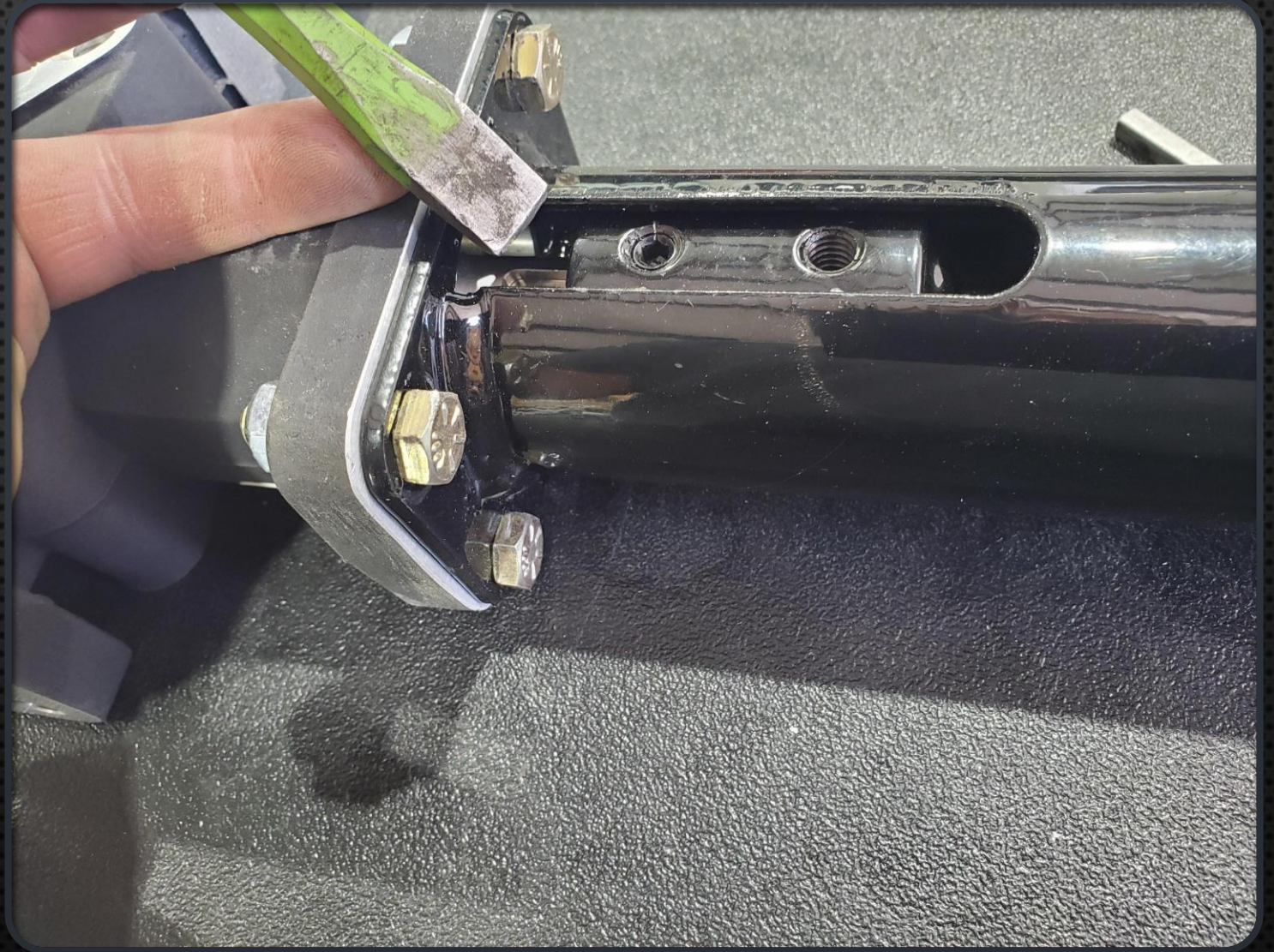
SNUG SET SCREW

- SLIGHTLY TIGHTEN (SNUG) THE SETSCREW AGAINST THE KEY. CHECK PROPER INSTALLATION OF KEY ON OPPOSITE END AND SLIGHTLY TIGHTEN SETSCREW.



STAMPING THE SHAFT

- AFTER VERIFYING PROPER KEY INSTALLATION ON BOTH ENDS, VERIFY THAT THE CROSS-SHAFT (THE ROTATING PART) IS EQUALLY CENTERED BETWEEN THE ENDS AND RE-TIGHTEN (SNUG) THE SETSCREWS ON BOTH ENDS. USING A SMALL CHISEL, STAMP THE KEYWAYS ON THE GEARBOX SHAFT AT THE LEFT END AND RIGHT END. SEE PHOTO IN NEXT STEP.



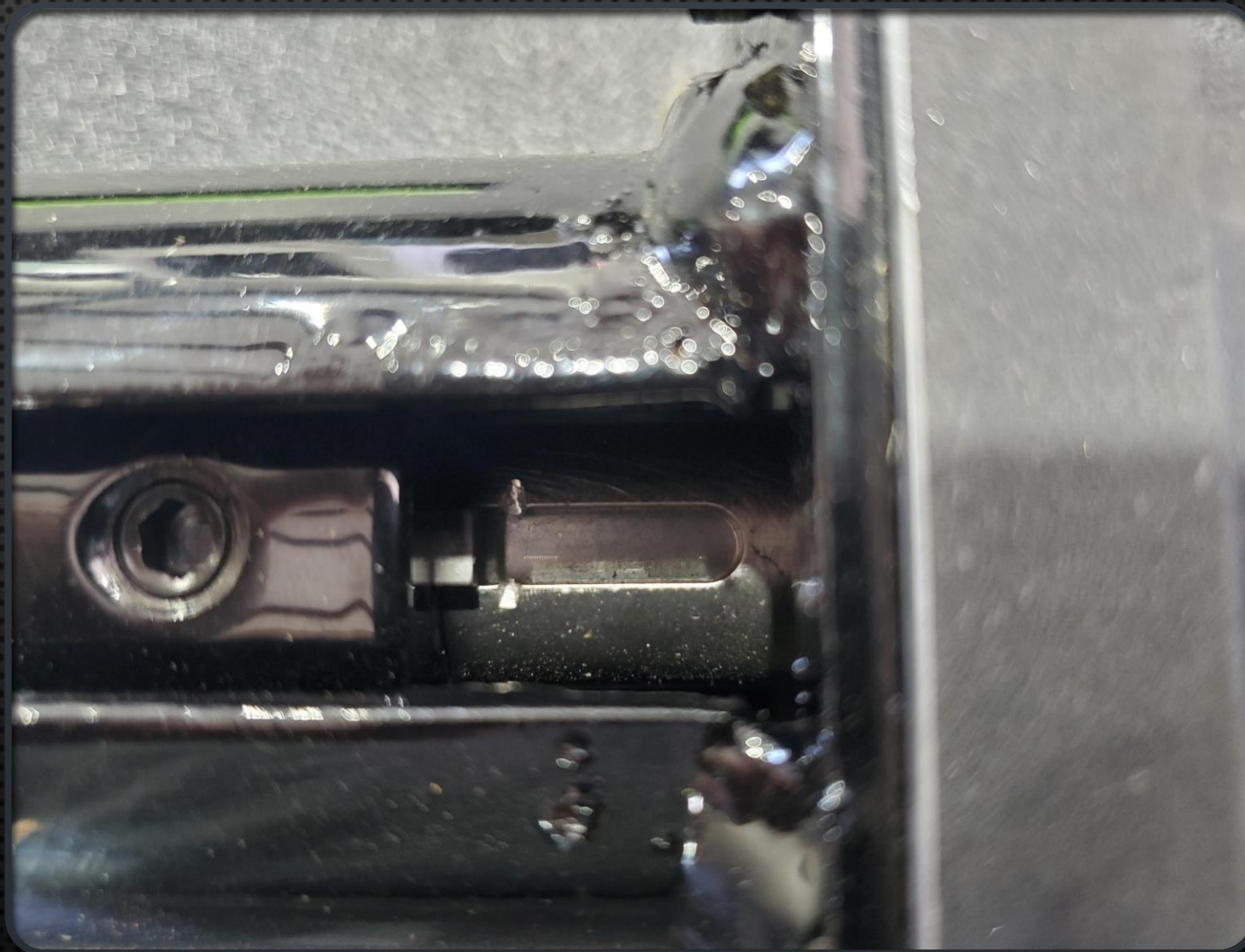
LEFT HAND SIDE

- AFTER BEING STAMPED WITH THE CHISEL THE KEY IS NOW CAPTURED ELIMINATING THE POSSIBILITY OF ESCAPE EVEN IF THE SET SCREW WAS TO BECOME LOOSE



RIGHT HAND SIDE STAMP

- THIS ILLUSTRATION IS AFTER INSTALL WITH A LOOSE SET SCREW AND HOW THE STAMP WILL NOT LET THE KEY PASS



FINAL TORQUE

- USING A 5/32" ALLEN BIT, TORQUE EACH SETSCREW TO 14 FT-LBS.

