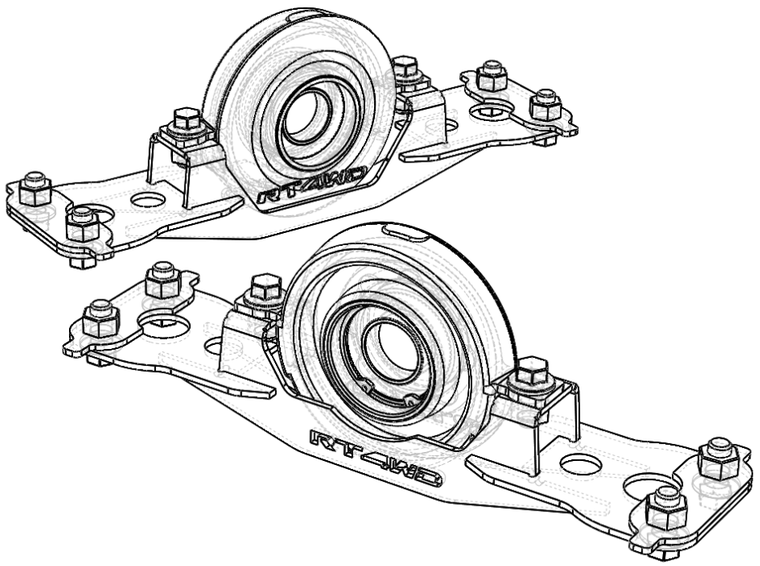
EFBOSS RT4WD Conversion
Center Bearing Mount Install

Rev B 2Jul22



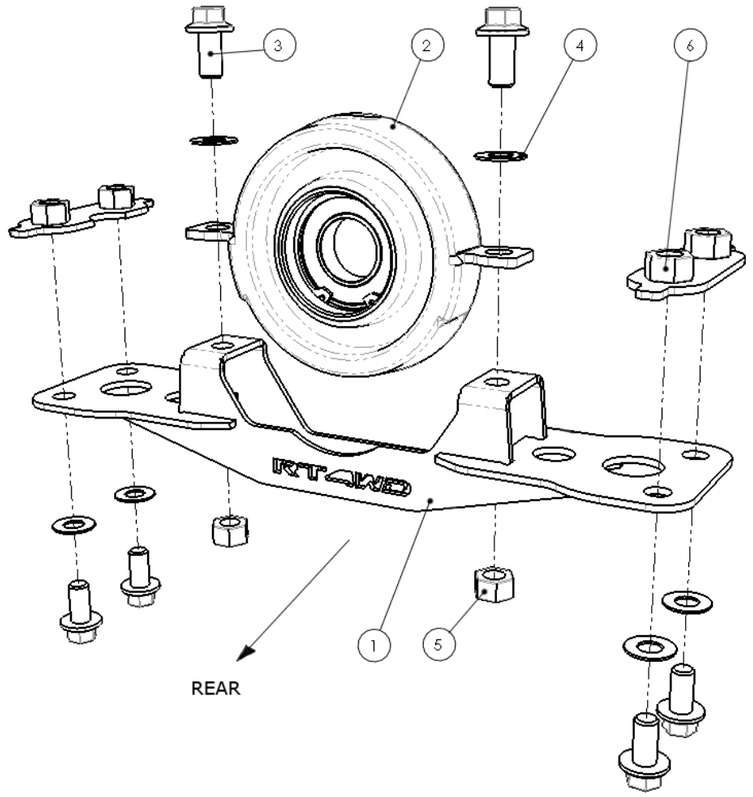
Considerations before starting:

- Propellor shaft alignment is important to prevent vibrations and to reduce uneven wear on components.
- Adjusting the height and angle of the transfer case flange and rear differential flange may also be required for optimum shaft alignment.
- Install the center bearings onto the propellor shaft and viscous coupler before installing the center bearing mount so the spacing is correct.
- Your center bearings are a suspended style polyurethane bearing which has a designed ability to flex to compensate for small misalignments in the driveline to prevent premature bearing wear.
- When installing your center bearing mount, note that the RT4WD logo faces the rear of the car.
- Read the install guide completely before starting.

Kit includes:

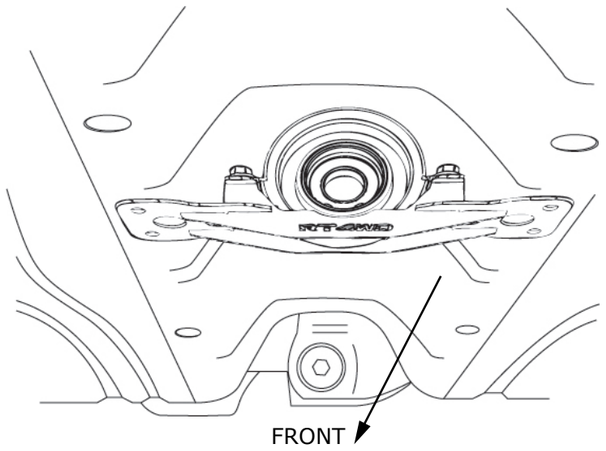
	QTY	Description	Component overview #
◯	2	Center Bearing Mount	#1
◯	2	Center Bearings	#2
◯	12	M10 x 25 bolts	#3
◯	12	M10 Washers	#4
◯	4	M10 nuts	#5
◯	4	Weld Plates	#6
◯	1	Install Instruction Card	-

Component Overview



Procedure:

Step 1:
Mockup the center bearing mount in the exhaust tunnel to get an idea of positioning, clearance and any chassis body contours that might obstruct the placement
Also consider your existing propellor shaft length. Note the orientation.



Step 2:
Install your new center bearings onto your propellor shaft by following the Center Bearing Install guide. Follow the QR code on the card provided, or access from the installation section on the website.

EFBOSS GARAGE

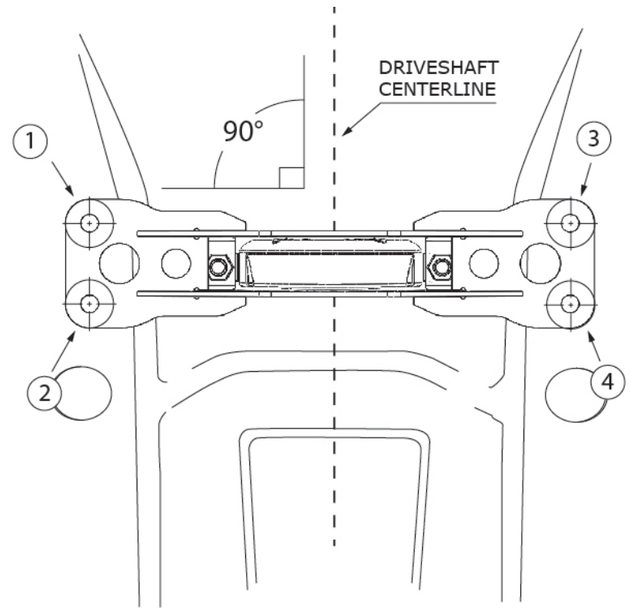
Scan the QR code below for your install guide:

Tag your build so i can follow:

@EFB055

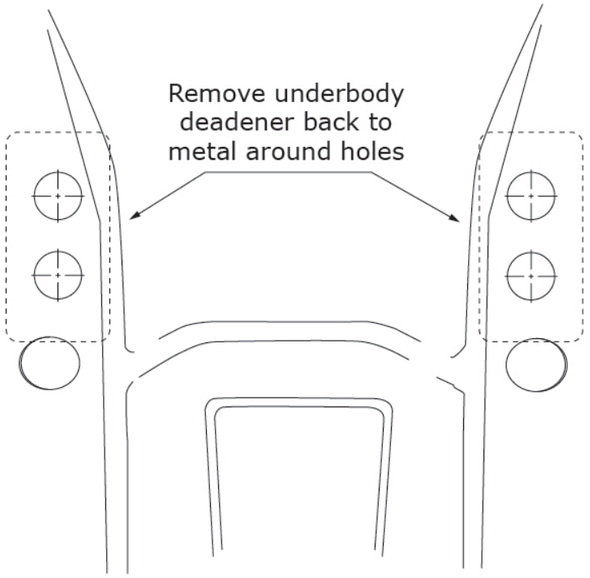
— Thanks for the support! —

Step 3:
Use the mounting holes of the center bearing mount as a template, and mark the undercarriage in 4 locations for the first center bearing mount. Make sure the center bearing mount is perpendicular to the driveshaft centerline and centered left to right. Consider using a stringline between the flanges of the transfer case and the rear differential to find the driveshaft centerline.

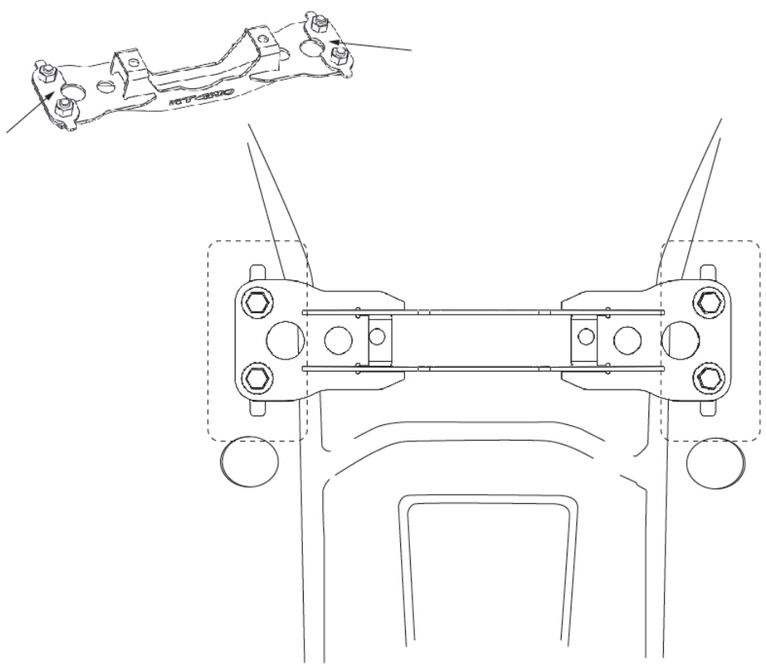


Step 4:
Drill holes on your marked locations, these will need to be clearance holes for the welded nut on the back of your weld plates.

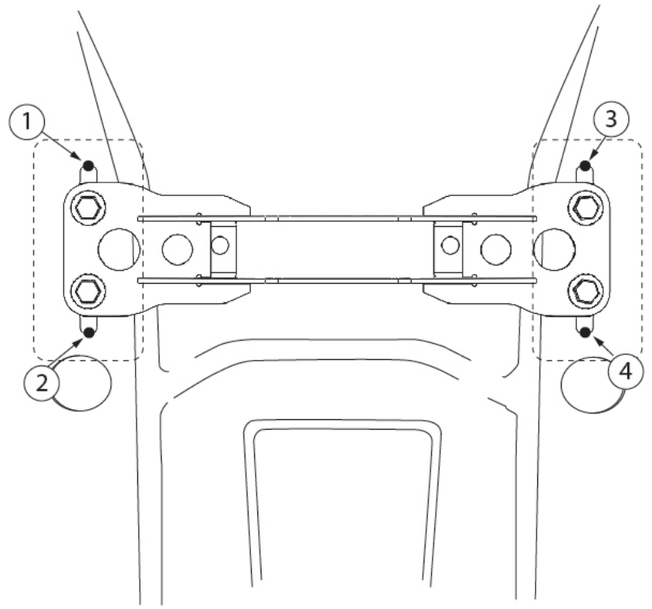
Step 5:
Clear away the under body deadener and primer off the undercarriage. There should be clean exposed metal.



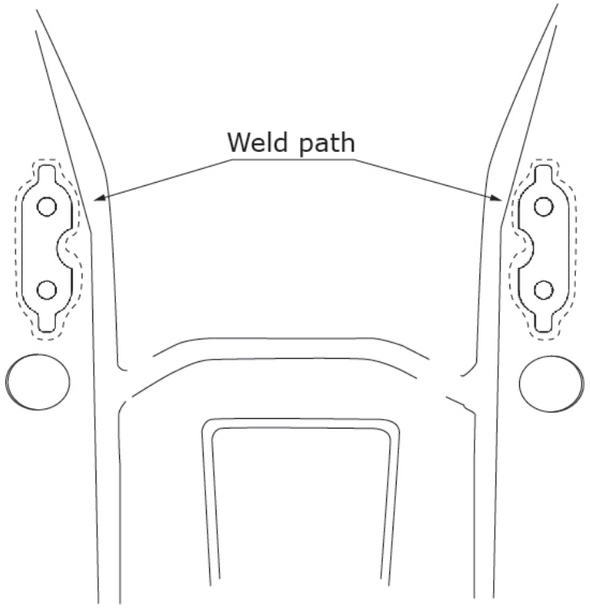
Step 6:
Bolt the weld plates to the first center bearing mount and move the assembly into location



Step 7:
The welded nuts should sit within the clearance hole, and the overhanging tab on the weld plate should be sitting against the clean exposed steel of the undercarriage. With the center bearing mount aligned and supported, tack the weld plate in the 4 locations shown.



Step 8:
Unbolt the center bearing mount and run a continuous weld around the weld plates.



Step 9:
Bolt the center bearings to both the center bearing mounts. Bolt the center bearing mount to the weld plate on the underside of your car. Now that your spacing is set between the first center bearing mount and the second, repeat steps 3-8 for the second center bearing mount.
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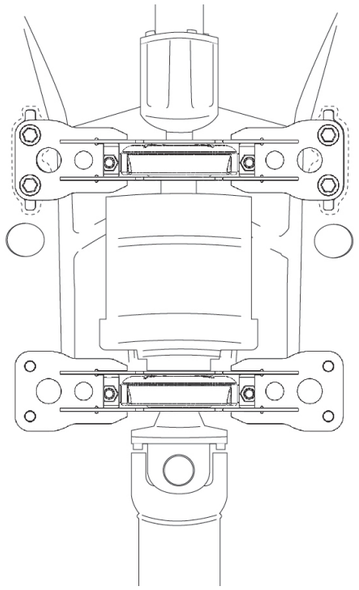

Step 10:
After all 4 weld plates are attached, consider sealing any exposed metal surfaces with paint / primer or underbody deadener to prevent corrosion.

Step 11:
Torque all M10 bolts to 55nm / 40 lbft.

NOTE:

For further support or comments please contact s.spoonerdesign@gmail.com. The illustrations and instructions are my own edits, component identification and torque values where suitable. This instruction is intended as a guide, and although all care has been taken in the design and fabrication, I will accept no responsibility from any injuries or damage caused during the installation of these parts or as a result of using these parts. Please do not re distribute this information without my explicit permission. Thanks for supporting.