



- **SECTION 3 REQUIREMENTS FOR DISASSEMBLING AND ASSEMBLING**



Training Document

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1. When disassembling the telescopic propeller shaft, first of all it is essential to check if there are assembling marks between the propeller shaft telescopic joints. If there is no, do not disassemble until the marks are made as per Fig. 6-5. During assembling, reinstall them to their original positions according to marks so as to ensure the balance of propeller shaft.
2. Check that the wearing of spline teeth and spline groove of telescopic joint is not be greater than 0.25mm. Grease should be applied inside spline sleeve during reassembling.
3. After the universal joint assembly is fitted inside the fork of universal joint, the cross shaft should rotate freely without any jamming.
4. The tightening moment for the flange locking nut at intermediate support end of propeller shaft is 550Nm. Loflie272 screw locking glue should be applied when tightening.
5. The flange connecting bolts for the plane flange propeller shaft are special bolts. The tightening moment for $M16 \times 1.5$ bolts is 295Nm. After running for a certain kilometers, recheck and tighten them again, and do not mix-install other bolts.
6. When assembling the intermediate propeller shaft, assemble the support angle plate according to original arrangement of vehicle. After the intermediate support is linked with angle plate, first of all, do not tighten the connecting bolts to specified torque, jack up the vehicle drive





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wheel away from the ground, shift to low speed gear, and let the propeller shaft rotate slowly so that the propeller shaft is automatically aligned with the intermediate support shaft. After that, tighten the fixing bolts of intermediate support according to specified torque.

7. For vehicle installed with telescopic propeller shaft, its spline shaft end is installed at the power input flange end.
8. When installing the single telescopic propeller shaft on the vehicle, the drive fork of the first universal joint must be in the same plane with the driven fork of the second universal joint. When the intermediate propeller shaft is linked with the telescopic propeller shaft, the universal joint must be in the same plane with the drive fork of the first universal joint. See Fig. 6-5.



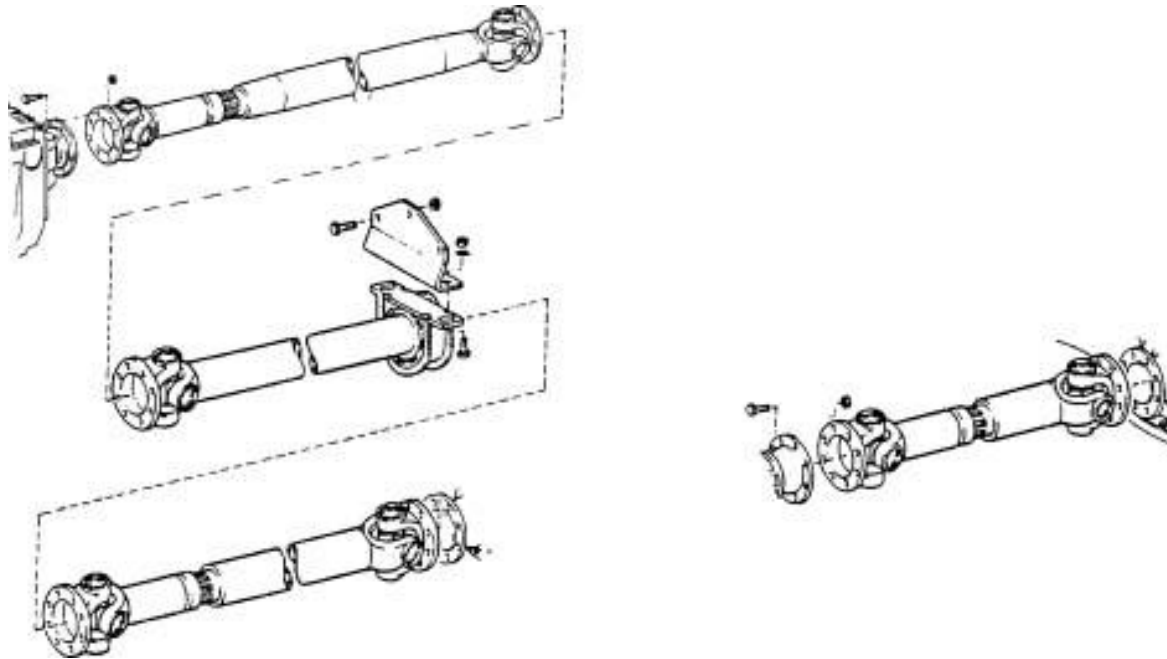


Fig. 6-5 Installation of propeller shaft on vehicle