



TJ-231 Tailshaft Conversion



Instructions:



Congratulations on purchasing the Currie Enterprises TJ-231 Transfer Case Conversion Kit. This installation is relatively simple with normal hand tools and a good quality pair of snap ring pliers. This kit can easily be installed with the transfer case still in the vehicle. The transmission should be blocked up, so that the cross member can be removed. The removal and reinstallation of the drive shafts are not covered in these instructions. The muffler on the subject vehicle had been removed for photographic purposes only.

When ordering the new drive shafts, use measurement from center of companion flange to the center of the rearend yoke, specify spicer #211229X drive flange for C.V. or three joint type shafts, or spicer #2-2-939 drive flange for two joint shafts. If a three joint shaft is used, the pinion angle can be adjusted and the cross member lowering spacers may be able to be removed.

1. Remove speedometer drive assembly only after noting, or marking it's position relative to the case.
2. Tailshaft dust seal can easily be removed by scoring the flange in two places with a sharp chisel.
3. A small spacer is slid off and a snap ring is removed with good quality snap ring pliers.
4. The tailshaft seal must be removed with a sharp chisel.
5. A second snap ring is removed.
6. Remove tailshaft housing by removing bolts and carefully prying on the supplied tabs.
7. Remove the bolts attaching the case halves and pull apart a couple of inches, reach inside and remove pickup tube from oil pump.
8. Remove nut from front output yoke.
9. Remove upper and lower output shafts and chain at the same time.
10. Remove snap ring and pull off synchro hub.
11. Compare your shaft to the supplied shaft making sure they are compatible.
12. Install synchro hub on new shaft.
13. If, for any reason, your shifting rail, mode fork and synchro sleeve came out, make sure the longer side of the synchro sleeve is installed toward the front of the transfer case. Be sure not to lose the nylon wear pads on the shift fork.

NOTE: This would be a good time to remove the old silicone and thoroughly clean each part of the case.

NOTE: If a JB conversion shifter is to be installed, do it now!!!

14. Reinstall the two shafts and chain by sliding them in place.
15. Don't forget to reinstall the mode fork return spring on the shift rail.
16. Apply a bead of RTV silicone around each case half mating surface.
17. With the spring, magnet, and oil pickup in place, slide on back case half and reinstall bolts.
18. Slide oil pump into place and align the splines.
19. Carefully insert oil pickup into oil pump.
20. Reinstall front output yoke, reuse rubber spline seal.
21. Install bead of RTV silicone on mating surfaces of the tail shaft housing and reinstall with original bolts.
22. Install supplied output shaft seal.
23. A large socket is the best tool for the job.
24. Install supplied bolts into companion flange and install on tailshaft. Spline may be a tight fit.
25. While installing companion flange be sure the shaft does not fall out of oil pump splines.
26. Apply a small bead of RTV silicone to the end of the splines.
27. Install bolt with lock washer and heavy flat washer.
28. Reinstall speedometer drive back into its original position.
29. Comparison of new and old drive shafts shows difference in pivot points.
30. Photo shows complete installation.