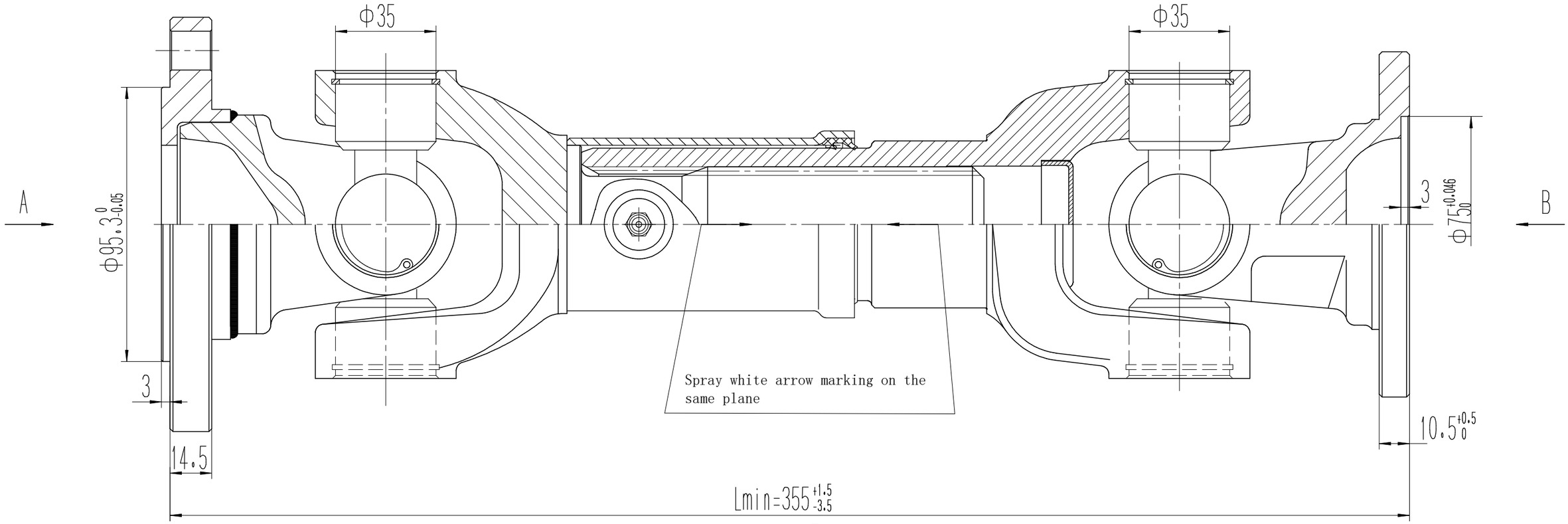

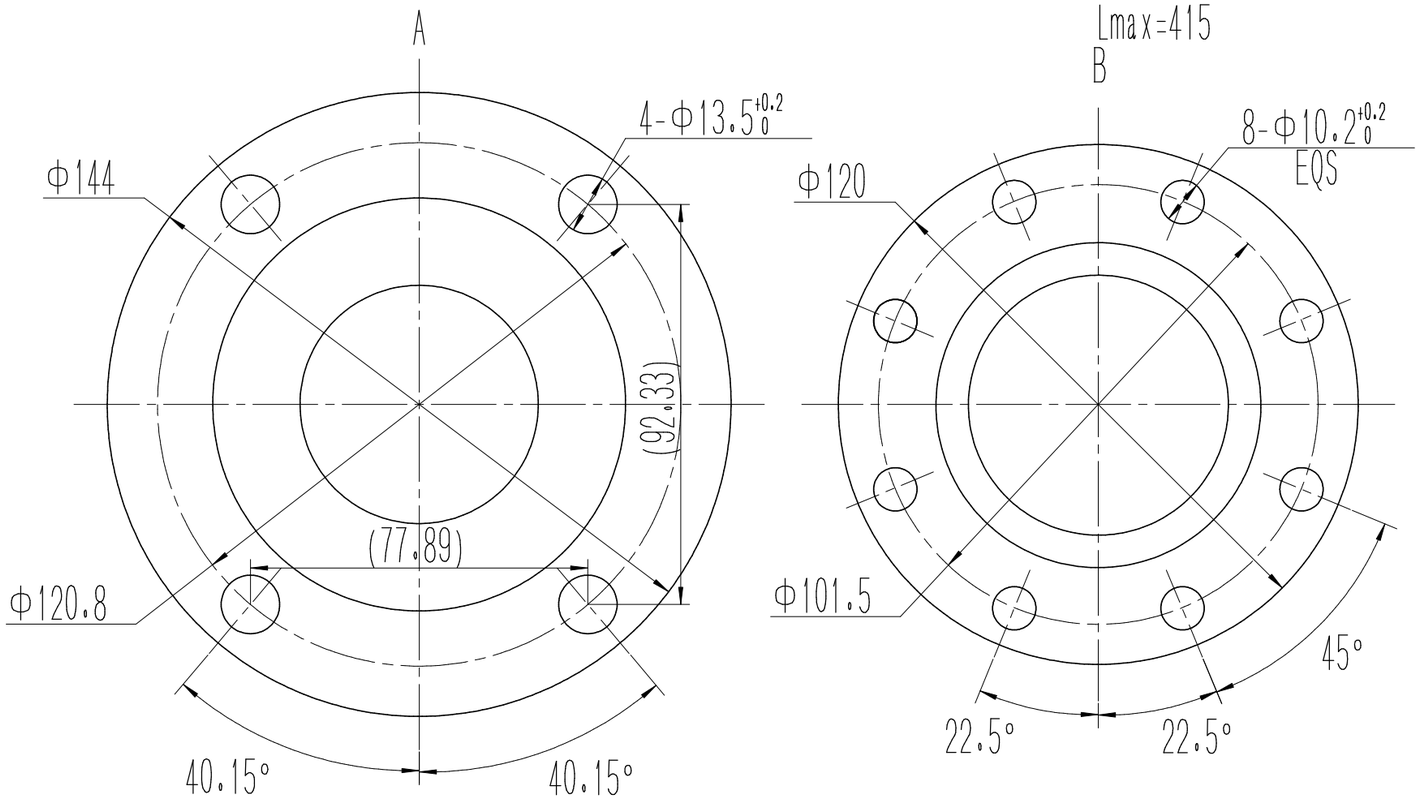

Technical conditions

1. Rated working torque 100N.m of the drive shaft, maximum instantaneous torque 160N.m.
2. The universal joint should be flexible after assembly without jamming phenomenon.
3. The swing Angle of the transmission shaft is>15°.
4. After assembly, the cross axis lines of the two end flanges shall be in the same plane. The allowable deviation is ten.
5. Perform dynamic balance correction at a speed of 2000 revolutions per minute to ensure the residual imbalance does not exceed 40g/cm. No more than three balance plates should be installed on each end, and no more than two plates should be welded together. The balance plates must be securely and aesthetically welded.
6. Except for the connection surfaces, the assembly surface should be painted black, with the paint quality meeting the TQ6 standard specified in QC/T?84. The production date and relevant product labels should be clearly marked on the sheath pipe.7. Before the assembly is stored, the universal joint and spline pair should be injected with appropriate amount of ZL-2 lithium base grease.
8. The other items should comply with the provisions of QC/T29082-1992 "Technical Conditions for Automotive Drive Shaft Assembly".
9. Use 40Cr tempered parts.

Drive shaft assembly	NJ130-385