



## Texas T Parts

711 Ashford Hills Drive  
Bryan, Texas 77801

(979) 260-5433 1-800-337-6977  
Fax (979) 260-1214  
www.TexasTParts.com

Note our  
**New Address**  
Everything else  
remains the same.



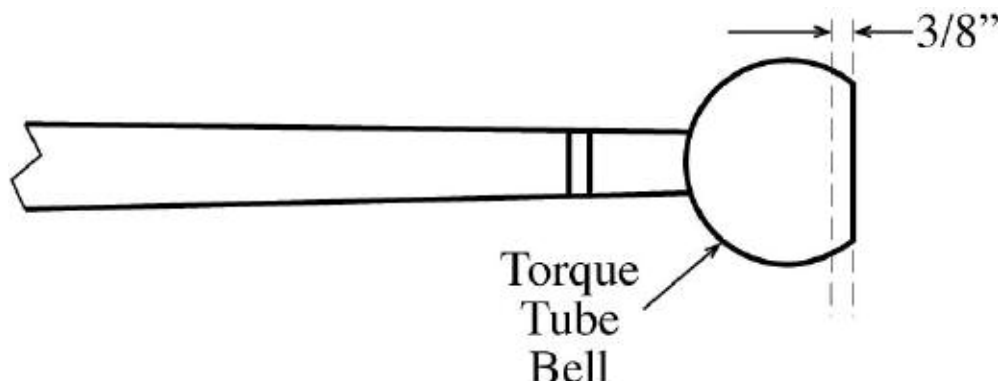
### INSTRUCTIONS FOR BALL BEARING FOURTH MAIN

1. The transmission tail shaft needs to be machined to 1.500", +.000" / -.0005", for 1 inch from the end. This can be done at any competent machine shop. The new forth main is installed after the engine is assembled.
2. Clean off the old 4th main gasket from the pan. Using a straight edge across the back of the transmission cover and oil pan, measure the distance to the clutch spring. It should be at least 1 3/4". The casting of the ball bearing forth main extends 1-5/8" into the transmission cavity. There should be at least 1/8" clearance between the forth main casting and the clutch spring. If you have less, call us to discuss solutions.
3. When installing the bearing, a light tapping with a small hammer on the inner race of the bearing may be required to seat the bearing on the tail shaft. Be very careful not to damage the seal. Rotate the 4th main until the best alignment is found. A bad fit to the pan and hog's head may indicate the pan needs to be straightened.
4. Don't forget to check that the rivets are tight on the tail shaft to the clutch plate, and that they are running TRUE. Some people weld the two together.
5. Install the new gasket or gaskets on the rear of the pan, using a gasket sealer to hold it in place.
6. The front lip of the drive shaft housing bell must be cut back 3/8" as shown below, to ensure sufficient clearance. Remove the universal joint from the drive shaft and clean the drive shaft housing bell thoroughly.
7. With a good hacksaw, equipped with a new Nickelson 14 to 18 tooth blade (why not be nice to yourself, unless your brother-in-law is helping, and then, who cares?) trim the end of the drive shaft housing bell 3/8" as shown in the drawing below. If your brother-in-law is not available an abrasive cut off saw works really well. Cutting off this 3/8" is necessary to provide clearance around the new 4th main. Otherwise, the new 4th main can be broken when the rear axle moves down as you drive over a rough road. Don't forget to smooth the edges with a file after cutting.

If you like our product, tell your friends. If you have a question or a problem, let us know.

Thanks, and Smooth Running,

Texas T Parts



TEXAS 'T' PARTS  
LIMITED WARRANTY

Texas 'T' Parts will repair or replace any part that we manufacture, for a period of 90 days from the date of purchase, that wears out or breaks.

Since we don't install parts, the part must be installed on the type of individually owned and operated passenger vehicle for which it is designed. Of course, we cannot replace a part whose failure was caused by another faulty part, low fluid, or other abuse.

Return any part directly to us, along with a copy of the sales receipt showing the date of purchase, and \$5 to cover shipping & handling. Do not return parts to your dealer.

That's what our warranty means in plain English, but we regret we must include this legalese, too: THIS LIMITED WARRANTY REPRESENTS THE TOTAL LIABILITY OF TEXAS 'T' PARTS FOR ANY WARRANTED PART, AND TEXAS 'T' PARTS MAKES NO OTHER WARRANTIES, EXPRESS OR IMPLIED, INCLUDING THE IMPLIED WARRANTIES OF MERCHANTABILITY OR FITNESS FOR A PARTICULAR PURPOSE. TEXAS 'T' PARTS SHALL NOT BE LIABLE FOR ANY INDIRECT, SPECIAL, INCIDENTAL, OR CONSEQUENTIAL DAMAGES. Texas 'T' Parts reserves the right, at its option, to refund the customer's money instead of replacing a part. This warranty does not cover parts that are installed on marine, off-road, commercial, or government vehicles, or stationary units.