



Driveline FAQ's

Federal-Mogul Document #2700

FLUSH TYPE GREASE FITTINGS (zerks)

Q. How do I get grease into this flush type grease fitting?

A. Flush type grease fittings can be lubricated with a injector needle adapter that snaps into all standard grease couplers. We don't sell them, but they can be obtained through Alemite Corporation under part no. B-336770 and Lincoln St. Louis as part no.5803. The NAPA distribution system also sells a version made by Balkamp. Most jobber stores offer this adapter.

Q. Why are flush type fittings used in the first place?

A. Flush type grease fittings allow easy access in yoke assemblies that would otherwise require disassembly for lubrication and also prevent interference that could break off a standard fitting.

Q. What is this thread size of flush type grease fittings anyway?

A. 10-32 - (the standard fitting is 1/4 x 28)

Q. Can I get a standard fitting this thread size?

A. No, they are not available nor is replacing them with a standard fitting recommended.

Q. Can I get some more of these flush type grease fittings to have on hand when one gets lost?

A. Sure, they are sold as Federal-Mogul Precision brand part no.620 and come 10/bag.

SNAP RINGS

Q. I lost one of my snap rings somewhere; do you sell snap rings separately?

A. No, snap rings are not available separately as the precision tolerances are matched to the part and to use the wrong snap ring could produce problems. If you return to your place of purchase they usually will help you with one.

Q. Why don't you have a 'snap ring assortment' available for the most popular u-joints?

A. We don't want to invite and encourage random mixing & matching of snap rings at the installer's discretion - that will end up producing problems related to part performance. For this reason, we also don't make available separate components like needle bearings, cups or seals. U-joint's are not rebuildable.

GREASE

Q. What's the best grease to use for u-joints?

A. Most lithium based bearing lubricants work equally well. We do not endorse any specific brand but some of our customers have reported excellent results with LUBRIGUARD FCI Multi-Duty Grease. We have no test comparisons to verify the claim and we do not supply specifications for this product. Of course, as a matter of common sense, the grease should be clean, free of dirt, contaminants and moisture.

Driveline FAQ's cont'd

GREASE

Q. How much grease should I use in my U-joint.

A. As a rule-of-thumb there is no such thing as "over-greasing" a u-joint because the excess will always purge out. When you detect clean grease purging out, your joint has been sufficiently lubricated.

Q. Isn't the grease the joint comes with - right out of the box - an adequate amount?

A. No, as printed on the folding flaps of the box, every joint must be greased before installing. The grease you see already in the joint only serves the purpose of keeping the needle bearings in place during the assembly phase. Lack of lubrication is the most common cause of u-joint failure. Failure to properly grease the joint will void the warranty.

Q. I hear a squeaking noise coming from the new u-joint I just installed. Does this mean it doesn't have enough grease?"

A. It could; but it could also mean the 'lock-up' is too tight (check the bearing cups for a toppled needle bearing) or the joint is askew in the yoke and binding on itself... better double-check the complete installation including the angularity of the driveline. Lack of grease might not be the only cause of the squeaking noise at all.

Q. I have a Super Strength non-greaseable joint - that means I don't have to grease it, right?"

A. Wrong! Pack the cups full of grease during installation, after that 'you're on your way'.

Q. What does "Limited Warranty" mean?

A. Limited Warranty means limited by 3 conditions:

- a) Part has been installed on the application for which it was intended as listed in the Master Catalog.
- b) Part has been correctly installed with tools appropriate to the job and sufficiently lubricated (indicated on the folding flaps of the box)
- c) Part has not been modified, reworked or 'rebuilt' with makeshift components to fit a different application or perform another function.

Federal-Mogul is not liable for the failure of our joints when applied to race cars, commercial vehicles or applications where there is known to be an over-load problem.

GENERAL

Q. My vehicle has over- size tires and a lift kit. Will this affect the durability of my u-joints?

A. Certainly, u-joint life is related to the stresses applied when installed in the vehicle. Changes from the standard vehicle height or changes to the driveline angle will directly affect the lifetime of a u-joint. These changed angles will force the joint to function in extreme positions and a sudden surge of torque will overload it. The same rule applies to vehicles used for snow plowing, off-road/rough terrain and racing or pulling heavy loads including boats and trailers.

Q. Will Chassis height affect a u-joint?"

A. Definitely, all suspension related components including coil springs, shocks & struts affect driveline angularity. So, chassis height is relevant on vehicles of any age, but especially on older ones that may have numerous fatigued or worn parts. Changes from the standard vehicle height or changes to the driveline angle will directly affect the lifetime of a u-joint.

Q. My yoke is old and a little worn but still 'looks good'. Can I just replace the new u-joint?

A. Don't be too sure; best take it to a driveline specialist or ASE Certified mechanic for an expert opinion.

Driveline FAQ's cont'd

GENERAL

Q. How can I know if they're ASE Certified?

A. He/she will have a patch on his/her sleeve that tells you so.

Q. What are the part number for the dial caliper to measure u-joint specifications?

A. We offer the dial caliper as Federal-Mogul Precision brand part no.107. Check with your local jobber store for availability.

Q. Sometimes your Federal-Mogul Precision brand #315G & #534G are tight in the yoke after installing. Why?

A. The tolerances on these two parts are close and sometimes they will feel tight. This will go away after the joint *seats* itself in the course of normal driving providing the joint has been fully lubricated and there is no deviation (twisting, warp or bend) in the geometry of the yoke and neither yoke nor u-joint have been modified or altered in any way. When #534G is replacing an OEM joint on a GM application that used plastic injection instead of snap rings to secure the cups the yoke ears often get bent in removal of the OEM joint and the lock-up is rigid. Spreading the ears slightly will ease the pressure on the lock-up.