

Bulletin ServiceLinkSM



SERVICE TIPS FOR THE PROFESSIONAL TECHNICIAN

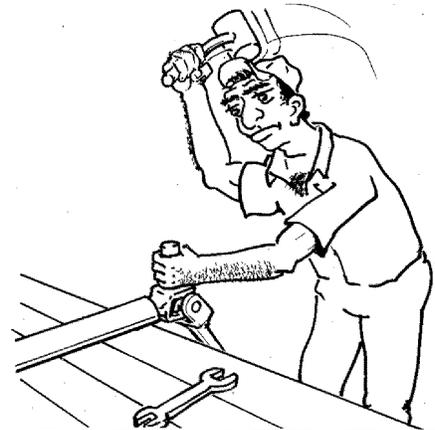
UNIVERSAL JOINT INSTALLATION

Yesterday

Universal Joint installation was often accomplished with simple tools...supplemented with ample force.

WHY?

This service was considered simple, easy and mundane because it could be performed with few tools.

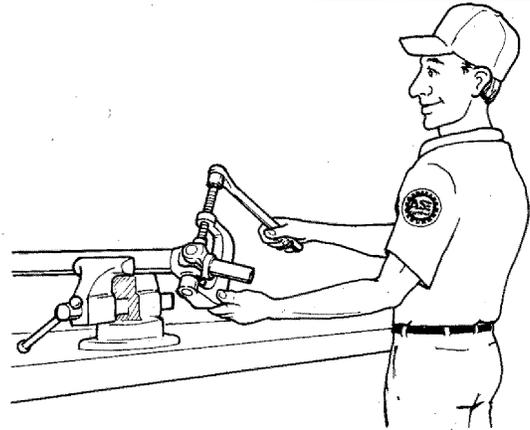


TODAY

Special tools are essential for professional driveline service. Even for those elementary repairs.

WHY?

Smaller cars are more vibration sensitive. Smaller components tolerate less abuse. Plastic bonding requires special attention. Tolerances can be more critical on smaller vehicles.



CAUTION

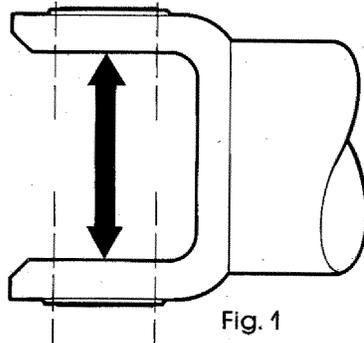


Fig. 1

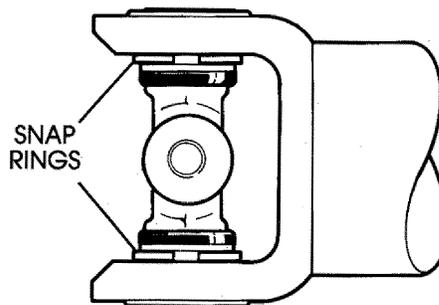


Fig. 2

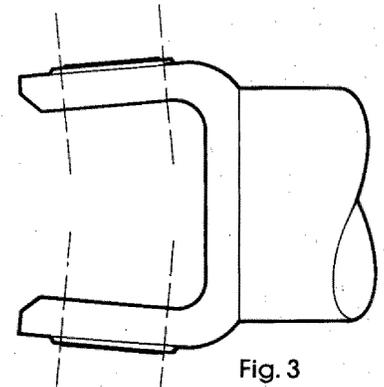
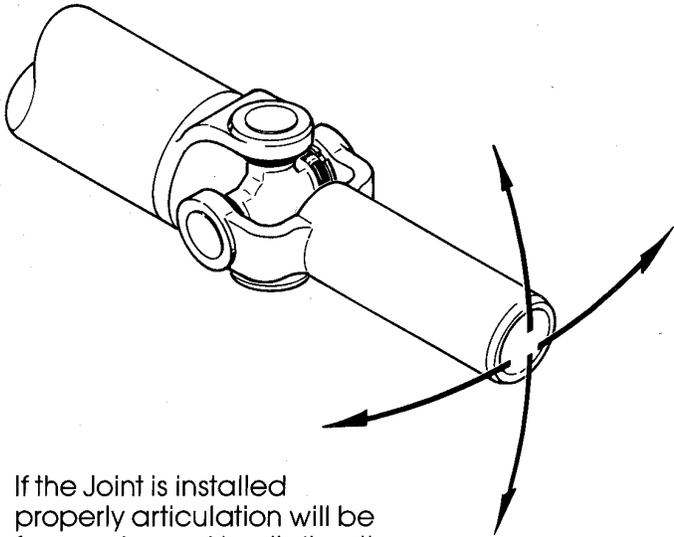
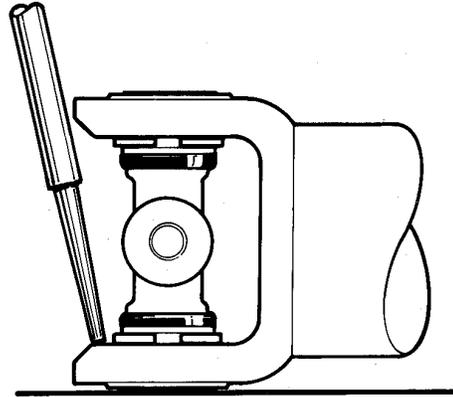


Fig. 3

The Yoke must be properly supported when serviced (fig. 1). Any distortion of this dimension could cause difficulty in installing snap rings (fig. 2), and driveline vibration and premature bearing failure (fig. 3).



If the Joint is installed properly articulation will be free and equal in all directions. Binding is usually an indication that the yoke or a cup is not properly positioned.

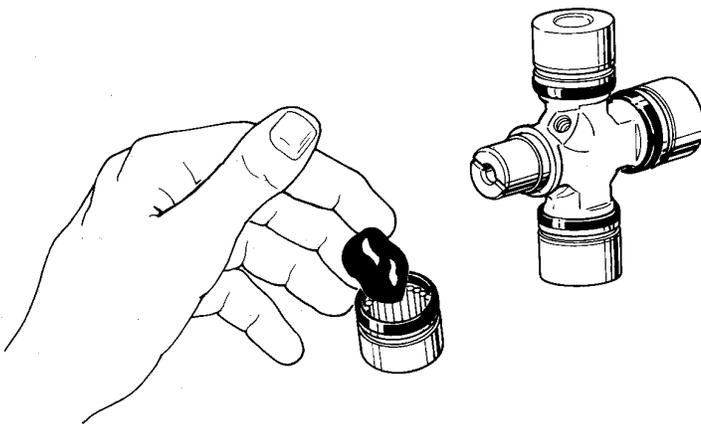


If binding is the result of yoke deformation, support the shaft and apply force as indicated. Then recheck articulation.

REMEMBER TO PROPERLY LUBRICATE EVERY U-JOINT BEFORE INSTALLATION

WE RECOMMEND

1. Remove cups individually and pack with grease, place back on cross. Grease will be forced through grease channels and out fitting hole.
2. Install grease fitting.
3. Install joint into drive shaft.
4. Lubricate through grease fitting.



REMEMBER

- Always support yoke and tubular portion of driveshaft when servicing.
- Maintain inside yoke dimension.
- Grease U-Joint after installation.
- Check for binding after installation.

