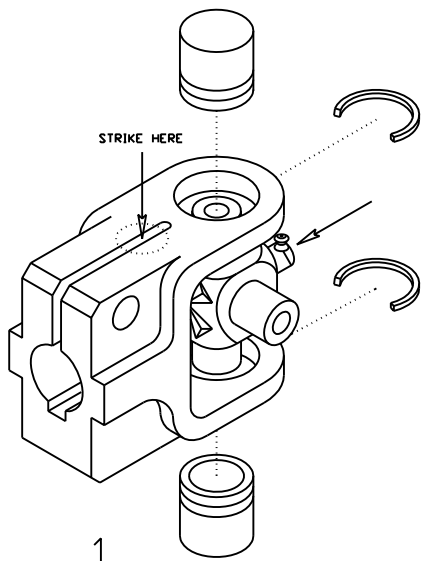
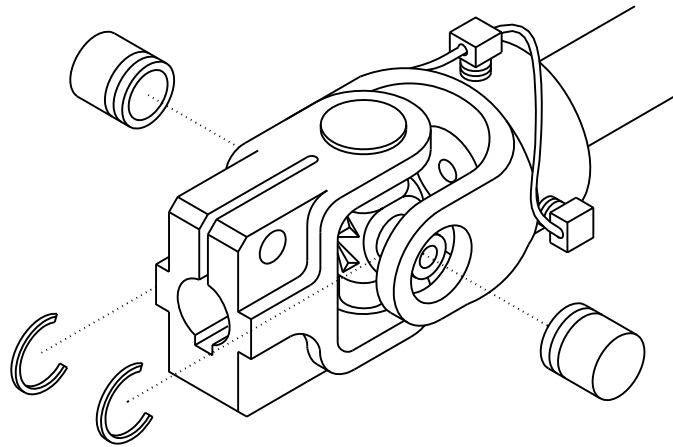


U-JOINT INSTALLATION



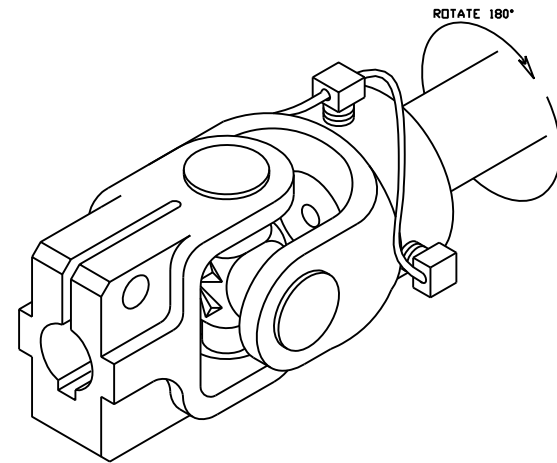
1

WHEN REINSTALLING THE U-JOINT NOTE THE LOCATION AND ORIENTATION OF THE GREASE FITTING. IT SHOULD FACE UP TOWARDS THE END OF THE SPLIT YOKE AND SHOULD BE LOCATED ON THE ENGINE SIDE OF THE U-JOINT. ONE AT A TIME, INSTALL A CAP AND TAP IT ALL THE WAY IN. INSTALL THE C-CLIP ON THAT SIDE THEN STRIKE THE SPLIT YOKE JUST BEHIND THE CAP. DOING THIS PROPERLY WILL CAUSE THE CAP TO RISE AND SEAT THE C-CLIP. THIS WILL ALSO RELIEVE PRESSURE OFF OF THE JOINT.



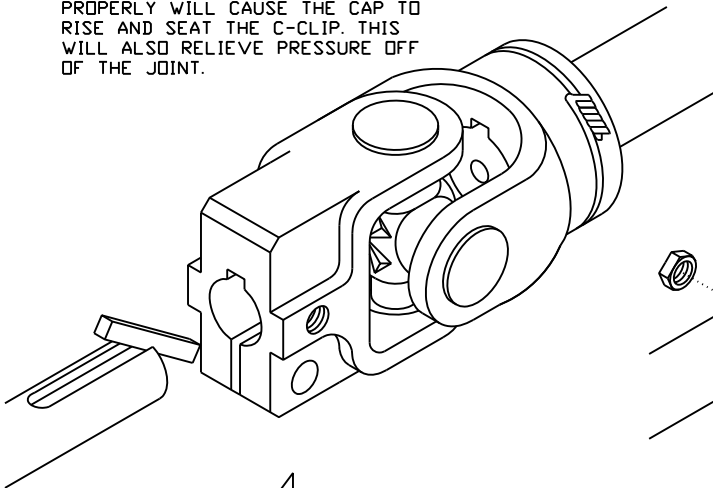
2

REPEAT THE PROCESS FOR THE REST OF THE CAPS. IT IS CRITICAL THAT THE JOINT MOVES FREELY IN ALL DIRECTIONS!!! MAKE SURE ALL C-CLIPS LAY FLAT ON THE MACHINED SURFACE OF THE YOKE EARS.



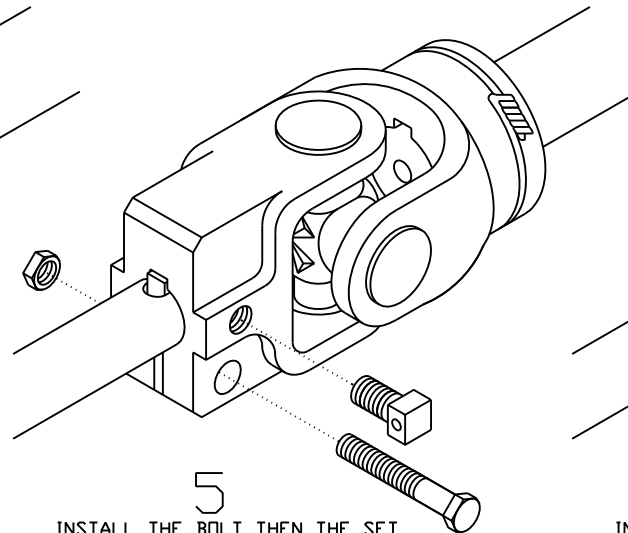
3

ROTATE YOKE ASSEMBLY BY HAND UNTIL THE KEYWAY IS AT THE TOP OF THE SPLIT YOKE.



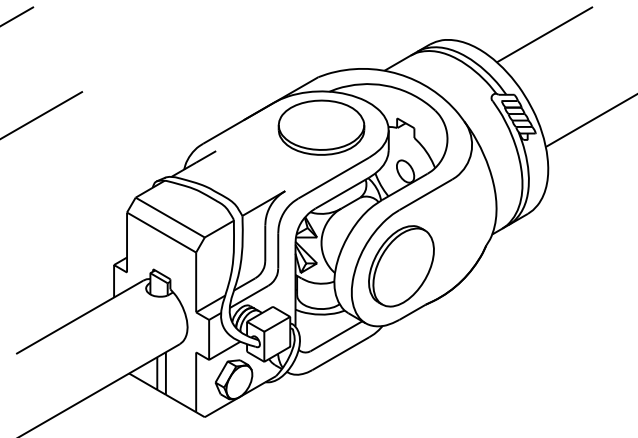
4

PLACE THE KEY IN THE SHAFT AS ILLUSTRATED. LINE UP THE KEYWAY IN THE YOKE. SCREW A NUT ON THE END OF THE SHAFT TO PROTECT THE THREADS. DRIVE THE SHAFT IN WITH A HAMMER UNTIL THERE IS 1/8" BETWEEN THE FORWARD JAM NUT AND THE LOWER SEAL HOUSING.



5

INSTALL THE BOLT THEN THE SET SCREW. NOTE: IF INSTALLING A NEW SHAFT AT THE SAME TIME, THE SHAFT MUST BE DRILLED WITH A 5/16" DRILL BIT TROUGH THE SET SCREW HOLE JUST ENOUGH TO MAKE AN IMPRESSION 1/16" DEEP. THIS WILL ENSURE THAT THE SHAFT IS LOCKED TO THE YOKE AND CAN NOT VIBRATE LOOSE.



6

INSTALL NEW RETAINING WIRE SO THAT IT PULLS THE SET SCREW TIGHT.