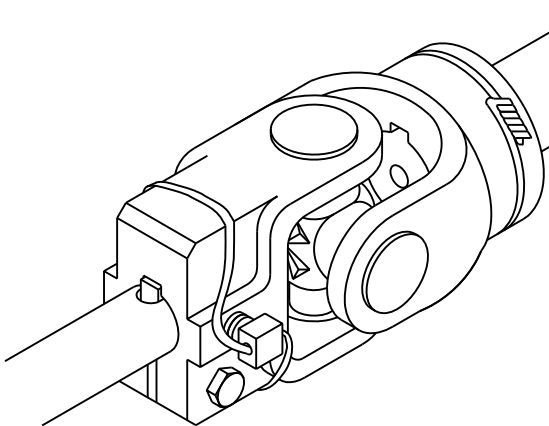
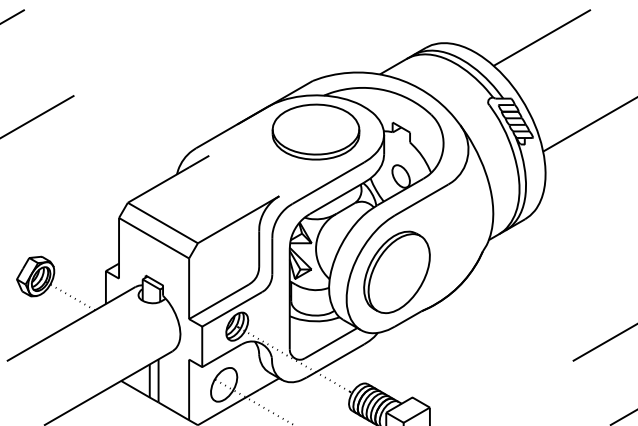


# U-JOINT REMOVAL



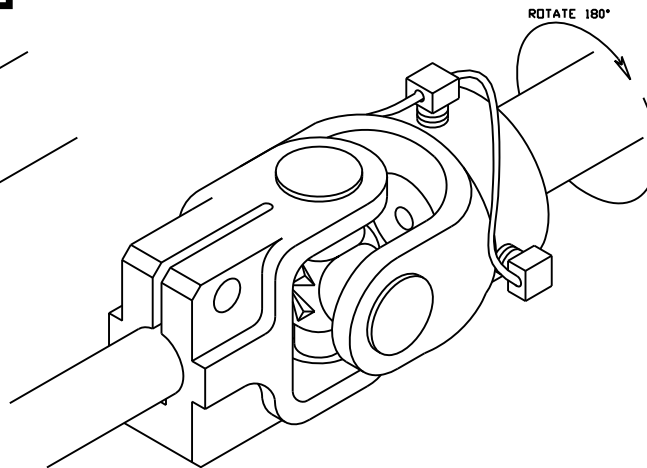
1

CUT AND REMOVE RETAINING WIRE FROM SPLIT YOKE. NOTE THE ORIENTATION OF RETAINING WIRE. IT IS CRITICAL THAT THE NEW WIRE IS INSTALLED TO HOLD SCREW TIGHT.



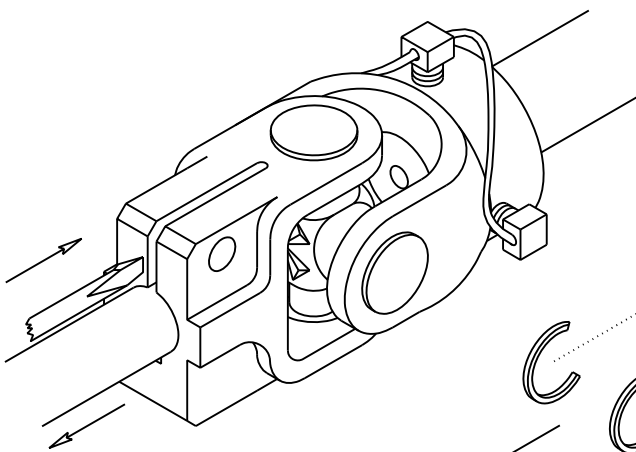
2

REMOVE SET SCREW AND BOLT FROM THE SPLIT YOKE.



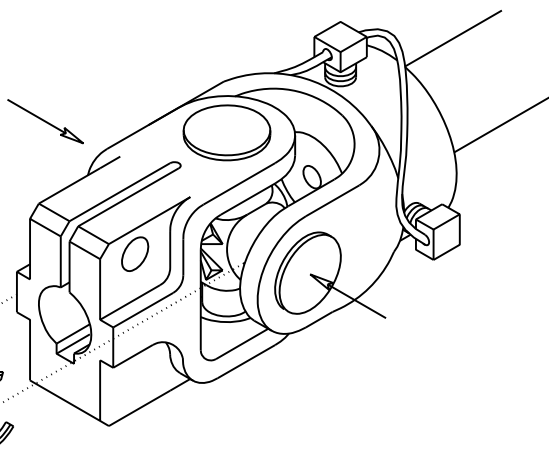
3

ROTATE YOKE ASSEMBLY BY HAND UNTIL THE GAP IN THE SPLIT YOKE FACES UP.



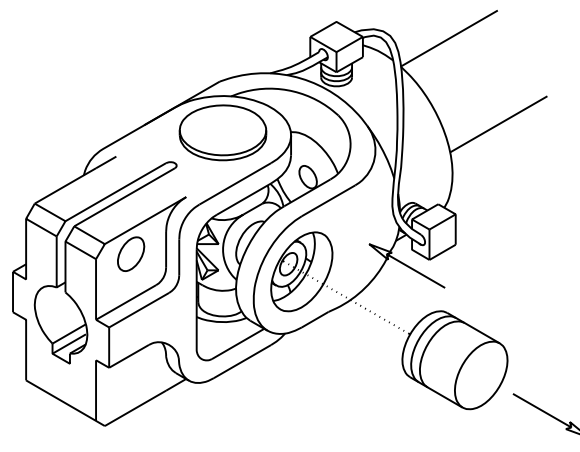
4

TAP A SCREW DRIVER OR A WEDGE SHAPED CHISEL INTO THE GAP PARALLEL TO THE GO-DEVIL SHAFT. PULL SHAFT OUT WITH SLIDE HAMMER OR BUMP PROP WITH A RUBBER OR RAWHIDE HAMMER.



5

ONE AT A TIME, TAP YOKE CAPS IN TOWARDS THE YOKE TO RELIEVE PRESSURE ON THE C-CLIPS. THEN REMOVE THE C-CLIPS WITH A SCREW DRIVER.



6

HOLD THE SPLIT YOKE IN ONE HAND AND USING THE OTHER HAND STRIKE THE ENGINE YOKE JUST AHEAD OF THE CAP WITH A SMALL HAMMER. DOING THIS PROPERLY WILL CAUSE THE CAP TO RISE OUT OF THE YOKE. REMOVE THE CAP WITH CARE NOT TO DROP IT OR LET THE ROLLER BEARINGS FALL OUT!!! REPEAT THE PROCESS FOR THE REMAINING CAPS. THEN REMOVE THE U-JOINT.