TT 09-006
March 2009

Proper U-joint installation

Tech tip

When installing a U-joint into the driveshaft, the yoke and the tubular portion of the driveshaft must be properly supported when replacing the U-joint (Figure 1) to assure it is installed in the proper position. If it is not aligned properly, the snap rings could be difficult to install (Figure 2), which would result in vibration and premature bearing failure (Figure 3). When the U-joint is installed properly, articulation will be free and equal in all directions. If binding occurs, it is usually an indication that the yoke or a cup is not properly positioned. However, if binding is the result of yoke deformation, support the shaft and apply force (Figure 4), then recheck articulation.

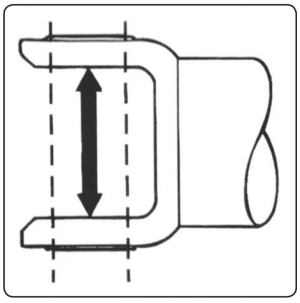

Figure 1

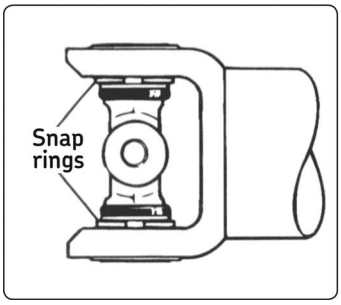

Figure 2

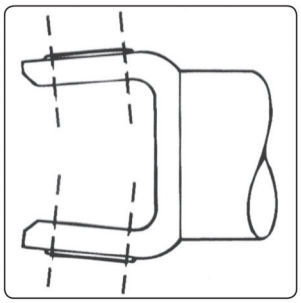

Figure 3

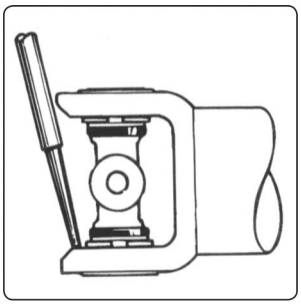

Figure 4

Note: Vehicles that pull trailers, tow trucks, or that are operated off-road experience higher torque demand on driveline components than do conventional vehicles. These non-conventional vehicles tend to operate within harsh environments dictating the need for extra protection from mud, water, and sand. Under these conditions, standard U-joints are more susceptible to premature wear and breakage. SKF Brute-Force U-joints are designed to handle higher torque demands. Constructed of high grade alloy steel and case hardened for maximum life, Brute Force U-joints are manufactured with no grease zerk fitting in it, strengthening the cross' integrity with the elimination of a zerk fitting drilled into the cross.

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