

Universal joint identification — Domestic PTO

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Tech tip

It's not uncommon to have a customer bring to the parts counter a broken piece of a Power Take-Off (PTO) universal joint. They may just have a bearing cap, the cross without bearing caps or a broken journal. Particularly in farming, these universal joints really go through a beating in the fields.

Is it impossible to identify the universal joint and lose the sale? Not at all, by using the template on the next page, these remnants can easily be identified and the sale can be made. In fact, even without the universal joint, it can be identified! Measure the Yoke ear ID and use that measurement for the bearing cap diameter.

For all other universal joints, use the size identification section in our new 457285 (SKF Universal Joint catalog) that replaces 457360 Vehicular Universal Joint Catalog and 457309 AG, PTO and Off-Highway catalog. This size identification section is also contained in those catalogs as well.

There are three easy ways to identify a damaged or broken domestic PTO universal joint:

- A. Measure the journal length by placing one journal end at zero and find the corresponding part number. *(On the attached chart, refer to 'J.L. (Journal length with bearings removed)' column.)*
- B. Place journal end over corresponding circle to match up the journal diameter. *(On the attached chart, refer to 'J.D. (Journal diameter)' column.)*
- C. Place bearing cap over corresponding circle to match up the bearing cap diameter. *(On the attached chart, refer to 'B.D. (Bearing diameter)' column.)*

Once you identify the PTO universal joint, you will be able to identify the PTO series. Use catalog 457285 or 457309 to locate the yokes that correspond with the universal joint if needed. With this useful tool, you have provided your customer with a valuable service by quickly getting them back to work.

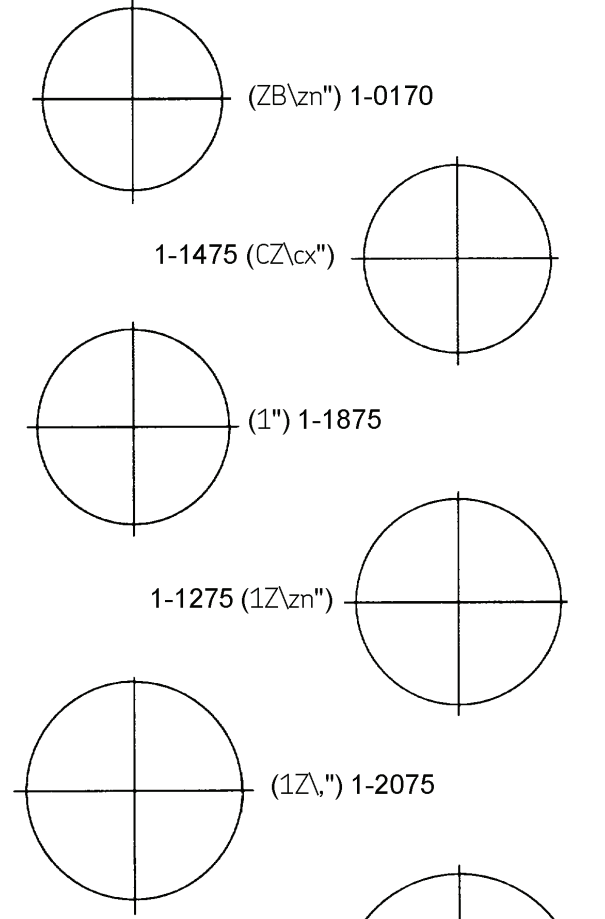
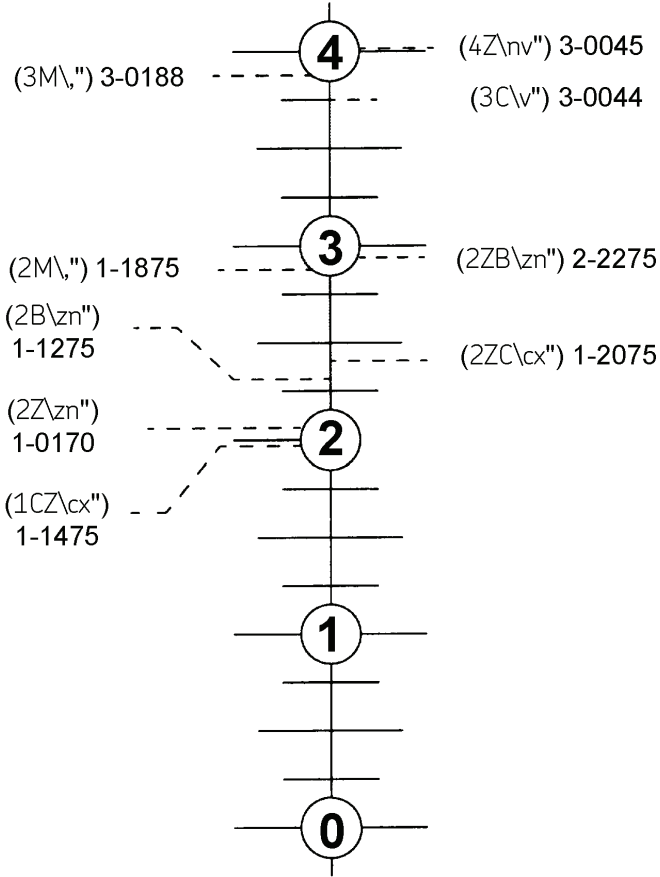
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J.L. (JOURNAL LENGTH WITH BEARINGS REMOVED)

B.D. (BEARING DIAMETER)



J.D. (JOURNAL DIAMETER)

