

PTC

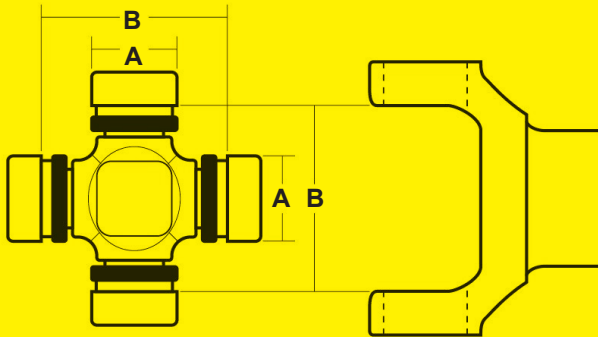
Power Train Components

YOUR PARTNERS FOR PROFIT!

Servicing a "Non-Rebuildable" Staked In U-Joint

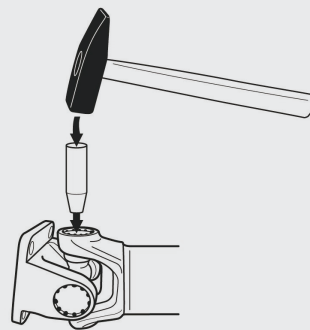


BEFORE REMOVING THE U-JOINT

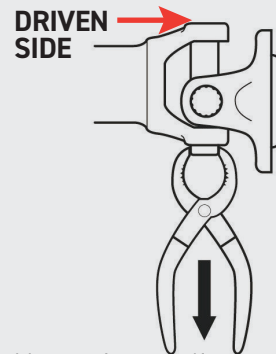


- Double check your measurements before removing the OE U-Joint.
- Measure as follows: Allow for a tolerance of .003 at the bore diameter (A) & .005 between the yoke (B).
Note: Use a flat surface to measure from to avoid the area that has been staked. This dimension will not match our specifications.
- If your u-joint has broken down to the point of damaging the yoke, this service will not work.

DISASSEMBLY OF A "NON-REBUILDABLE" U-JOINT



- Use a press or a hammer to force the bearing cap out of the staked ear hole.
Note: Considerable force may be required.
- Be careful not to bend the yoke or flange ears, and make sure not to damage the ear holes.

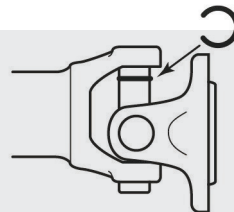


- Use a vise or pliers to remove the bearing cap which is exposed on the opposing side. Use a twisting motion to help unseat the cap.

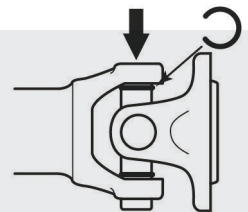
REASSEMBLY OF A "NON-REBUILDABLE" U-JOINT



- A small grinding wheel should be used to smooth the staked ear hole on the **DRIVEN SIDE** in order to make the removal of the opposite bearing cap easier.
- Use this same method (stated above) to remove the other remaining bearing caps.
- Once the bearing caps are removed, discard the used joint and inspect the yoke and flange for damage. Clean out the remaining staked tabs and any burrs to provide smooth installation of the new caps.



- Press the new U-Joint and bearing caps into position and insert clip.



- Use a press or hammer to expose the opposite slot then insert the second clip.
- Use the same method to insert the other remaining clips.
- Make sure that the clips are completely seated into the groove of the new bearing caps.

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