

HOW TO INSTALL YOUR UNIVERSAL JOINT

Section 1: Tools Needed

- Safety Glasses
- Vise (Optional)
- Snap Ring Pliers or Needle nose pliers
- Flat head screwdriver
- Hammer
- Press (Optional)
- Flat faced punch
- Universal Joint Cradle (Optional)
- Chalk or marker
- Grease Gun (if applicable)



Section 2: Removal

1. Make sure vehicle is securely lifted or adequate access to driveline is available.
2. With chalk or marker, mark the driveshaft and yoke so it can be reinstalled in the same position.
3. Remove the drive shaft from vehicle by removing bolts that secure driveshaft or yoke to vehicle.
4. Secure the driveshaft or yoke with vise or other device. Do not use a vise on the driveshaft as it can cause damage to the drive shaft.
5. If the Universal Joint is equipped with OSR (Outside Snap Rings), use snap ring pliers or needle nose pliers to compress the OSR until it can be removed from its location. Repeat this step for all sides containing OSR.
6. If the Universal joint is equipped with ISR (Inside Snap Rings) place a rag on the opposite side of the yoke to catch the clip. Take a flat head screw driver and seat it behind the clip and give the screw driver a firm hit with a hammer, until disassembled. Repeat this step for all sides containing ISR.
7. If using a press, move the press down to meet the bar, then pull on the bar to force the Universal Joint cap out of the yoke. Rotate the yoke 180 degrees and repeat this process. Once the caps are removed, remove the Universal Joint cross and prepare to install the new Universal Joint.
8. If not using a press, use a Universal Joint Cradle or a vise to hold the yoke. Use an impact socket with a hole large enough to accommodate the Universal Joint cap. Place Universal joint inside the cradle in the vise to hold in place, then position the socket directly over the cap. Using the hammer, forcefully strike the socket to force the Universal Joint cap out of the Yoke's eye, until disassembled. Repeat this process on both sides.
9. Once the Universal Joint is removed from yoke, clean the yoke to remove debris and ensure a clean surface is available for the replacement Universal Joint.
 - a. Clean the OSR mounting surface with a small flat head screw driver.
 - b. Deburr and clean the Universal Joint mounting location

Section 3: Installation

1. To ensure the new replacement is correct, inspect the new Universal Joint to make sure it matches the Universal Joint you removed.
2. Remove the bearing caps from the new Universal Joint to ensure grease has been added. If no grease is present, add a small amount of grease to the inside of the bearing cap.
3. Slip the Universal Joint cross into the yoke and gently place the cap on top of one of the Universal Joint crosses. Make sure that none of the needle bearings inside the bearing cap fall over during this process. If the needle bearings fall over, simply remove the cap and restack the needle bearings.
4. If using a press, pull the bar down and press the bearing cap into the yoke eye. Make sure the bearing cap is pressed far enough so the snap ring groove is visible. ISR Universal Joints' snap ring grooves are on outside of Universal Joint caps; OSR grooves are on the inside of the yoke ears. Turn the yoke 180 degrees and repeat.
5. If not using a press, do not use the ball part of the hammer. Use the flush part of the hammer for an even strike. Once the bearing cap is seated properly turn 180 degrees and repeat. Then use a flat faced punch to seat the bearing caps below the snap ring groove.
6. If the Universal Joint is equipped with OSR, use snap ring pliers or needle nose pliers to place the snap ring into the groove. The step is completed when the snap rings are expanded into the proper groove in the yoke. Turn the yoke 180 degrees and repeat the step.
7. If the Universal Joint is equipped with ISR, place the ISR into the groove and, with the use of a hammer, strike until the ISR is firmly in its groove.
8. If installing a greasable Universal Joint, use a grease gun to lube the Universal Joint via the zerk (grease) fitting until grease purges from the outside of the bearing caps. For a non-greasable Universal Joint, this step is skipped.
9. Secure the drive shaft back onto the vehicle by reversing the steps used to remove the driveshaft.
10. Ensure the chalk marks made on the driveshaft align with marks made on the yokes. This indicates the driveshaft and yokes are in the correct position.
11. Ensure all reinstalled bolts are torqued to the manufacturer's specific guidelines.