

# SECTION C

## PROPELLER SHAFT ALL SERIES

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# DIVISION I

## TROUBLE DIAGNOSIS

### 40-25 PROPELLER SHAFT TROUBLE DIAGNOSIS

#### a. Body Boom Noise or Vibration

Objectional "body boom" noise or vibration at 55-65 MPH can be caused by an unbalanced propeller shaft. Excessive looseness at the spline can contribute to this unbalance.

Other items that may also contribute to the noise problem are as follows:

1. Undercoating or mud on the shaft causing unbalance.
2. Shaft balance weights missing.
3. Shaft damage such as bending, dents or nicks.
4. Tire-type roughness. Switch tires from a known good car to determine tire fault.

#### b. Check for Propeller Shaft Vibration

Objectionable vibrations at high speed (65 MPH or higher) may be caused by a propeller shaft that is out of balance. Out of balance may be due to a bent shaft.

To determine whether propeller shaft is causing vibration, drive car through speed range and note speed at which vibration is most pronounced. Shift transmission into lower gear range and drive car at same engine speed as when vibration was most pronounced in direct drive. Note effect on vibration.

To determine engine speed, divide vehicle speed by the transmission gear ratio in which the vibration occurs.

**EXAMPLE:** *With the THM 400 in low range, divide by 1.50. If vibration is most pronounced in direct drive at 65 MPH, the same engine speed would be produced in low range (THM 400) at 65/1.50 ..... 43 MPH*

If the vibration is still present at the same engine speed whether in direct drive or in the lower gear, since the propeller shaft speed varies, this cannot be the fault. If the vibration decreases or is eliminated in the lower gear, then the propeller shaft is out of balance and should be rebalanced. See paragraph 40-29 for propeller shaft balance.

## DIVISION I TROUBLE DIAGNOSIS AND TESTING

COMPLAINT	POSSIBLE CAUSE	CORRECTION
Leak at front slip yoke.  <b>NOTE: An occasional drop of lubricant leaking from splined yoke is normal and requires no attention.</b>	a. Rough outside surface on splined yoke.  b. Defective transmission rear oil seal.	a. Replace seal if cut by burrs on yoke. Minor burrs can be smoothed by careful use of crocus cloth or honing with a fine stone. Replace yoke if outside surface is rough or burred badly.  b. Replace transmission rear oil seal.  c. Bring transmission oil up to proper level after correction.
Knock in drive line clunking noise when car is operated under floating condition at 10 mph in high gear or neutral.	a. Worn or damaged universal joints.  b. Side gear hub counterbore in differential worn oversize.	a. Disassemble universal joints, inspect and replace worn or damaged parts.  b. Replace differential case and/or side gears as required.
Ping, Snap or Click in drive line.	a. Loose upper or lower control arm bushing bolts.	a. Tighten bolts to specified torque.
Usually occurs on initial load application after transmission has been put into gear, either forward or reverse.	b. Loose companion flange.	b. Remove companion flange, turn 180° from its original position.

COMPLAINT	POSSIBLE CAUSE	CORRECTION
<p>Roughness, Vibration, or Body Boom at any speed.</p> <p>With tachometer installed in car, determine whether propeller shaft is cause of complaint by driving through speed range and note the engine speed (rpm) at which vibration (roughness) is most pronounced. Then, shift transmission to a different gear range and drive car at same engine speed (rpm) at which vibration was noted before. Note the effect on the vibration.</p> <p>Vibration occurs at the same engine speed (rpm), regardless of transmission gear range selected, drive shaft assembly is <b>not</b> at fault, since the shaft speed varies.</p> <p>If vibration decreased, or is eliminated, in a different gear range but at the same engine speed (rpm), check the possible causes:</p>	<p>a. Bent or dented drive shaft.</p> <p>b. Undercoating on drive shaft.</p> <p>c. Tire unbalance, (30-80 mph, not throttle conscious)</p> <p>d. Excessive U-bolt torque.</p> <p>e. Tight universal joints.</p> <p>f. Worn universal joints.</p> <p>g. Burrs or gouges on companion flange. Check snap ring surfaces on end yoke.</p> <p>h. Drive shaft or companion flange unbalance.</p> <p>i. Incorrect rear joint angle. The angle is usually too large when it is a factor.</p> <p>j. Replace necessary parts.</p> <p>k. Check propeller shaft runout at front and rear. Should be less than specified. If above, rotate shaft 180° and recheck. If still above specified, replace shaft.</p>	<p>a. Replace.</p> <p>b. Clean drive shaft.</p> <p>c. Balance or replace as required.</p> <p>d. Check and correct to specified torque.</p> <p>e. Impact yokes with a hammer to free up. Overhaul joint if unable to free up or if joint feels rough when rotated by hand.</p> <p>f. Overhaul, replacing necessary parts.</p> <p>g. Repair or replace companion flange.</p> <p>h. Check for missing balance weights on drive shaft. Remove and reassemble drive shaft to companion flange, 180° from original position. Rebalance shaft in car using (2) hose clamp method.</p> <p>i. Check and correct trim height at curb weight. Measure joint angle with inclinometer method.</p> <p>j. Excessive looseness at slip yoke spline.</p> <p>k. Drive shaft runout (50-80 mph throttle conscious)</p>
<p>Roughness usually at low speeds, light load, 15-35 MPH.</p>	<p>Improper joint angles. Usually rear joint angle is too large.</p> <p>U bolt clamp nuts excessively tight.</p>	<p>Check rear trim height at curb weight</p> <p>Check rear joint angle using inclinometer method</p> <p>Check and correct torque to that specified. If torque on trunnions was excessive or if brinnelled pattern is evident, replace joint</p>
<p>Scraping noise.</p>	<p>Slinger, companion flange, or end yoke rubbing on rear axle carrier.</p>	<p>Straighten slinger to remove interference.</p>
<p>Roughness on heavy acceleration (short duration).</p>	<p>Double cardan joint ball seats worn. Ball seat spring may be broken.</p>	<p>Replace with ball seat repair kit. If centering ball is badly worn, the yoke or shaft must be replaced.</p>
<p>Roughness usually at low speeds, light load, 15-35 MPH.</p>	<p>Improperly adjusted front joint angle.</p>	<p>Check and adjust front joint angle by shimming transmission support.</p>
<p>Roughness—above 35 MPH felt and/or heard.</p>	<p>Tires unbalanced or worn.</p>	<p>Balance or replace as required.</p>
<p>Whine or whistle</p>	<p>Center support bearing (if one is present).</p>	<p>Place car on hoist with rear wheels free to rotate and diagnose for source of noise. Replace center support bearing if found to be noisy.</p>
<p>Squeak.</p>	<p>Lack of lubricant or worn double cardan joint ball or ball seat.</p>	<p>To lubricate the centering ball and snap it is necessary to tear down the joint at one end of the coupling yoke. If this much work is required it is best to replace the ball seat with a complete repair kit. If failure is far advanced it may be necessary to replace the entire drive shaft.</p>
<p>Shudder on acceleration, low speed.</p>	<p>Loose or missing bolts at center bearing support to frame cross member.</p> <p>Incorrectly set front joint angle.</p> <p>Incorrect plan view joint angle.</p>	<p>Replace or tighten bolts to specified torque</p> <p>Shim under transmission support mount to decrease front joint angle.</p> <p>Use alignment gage cable and weighted strings from engine pulleys and drive shaft to align shaft in plan view.</p>

## DIVISION II

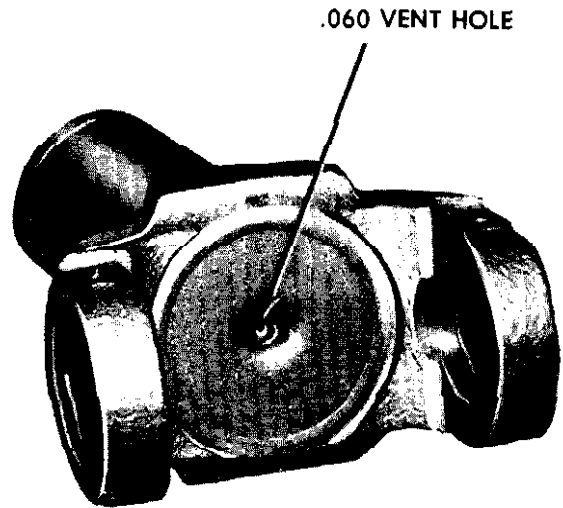
### DESCRIPTION AND OPERATION

#### 40-26 DESCRIPTION OF PROPELLER SHAFT

Power is transmitted from the transmission output shaft to the differential by either one of two type propeller shaft assemblies: One type used on the 43- 44000 and Estate Wagons is a one-piece shaft with two cardan universal joints. The other type used on 45- 46-48 and 49000 (less Estate Wagons) also has a one- piece propeller shaft but has a cardan universal joint in the front and a double cardan universal joint at the rear. See Figure 40-49.

The propeller shaft used on 43-44000 and Estate Wagons is made up of concentric steel tubes with rubber elements between. See Figure 40-49.

Each shaft is installed in the same manner. A universal joint and splined slip yoke are located at the transmission end of the shaft, where they are held in alignment by a bushing in the transmission rear extension. The slip yoke permits fore and aft movement of the drive shaft, as the differential assembly moves up and down. The spline is lubricated internally by transmission lubricant or grease. An oil seal at the transmission prevents leakage and protects the slip yoke from dust, dirt, and other harmful material. On cars with automatic transmissions, the slip



40 230

Figure 40-50 - Slip Yoke With Vent Hole

yoke spline is lubricated with grease and provided with a small vent hole to prevent "blowing" the o-ring seal during installation. These slip yokes should be inspected to be sure the vent hole is clear. See Figure 40-50.

A second universal joint attached by two straps is used where the drive shaft mates with the companion flange at the rear.

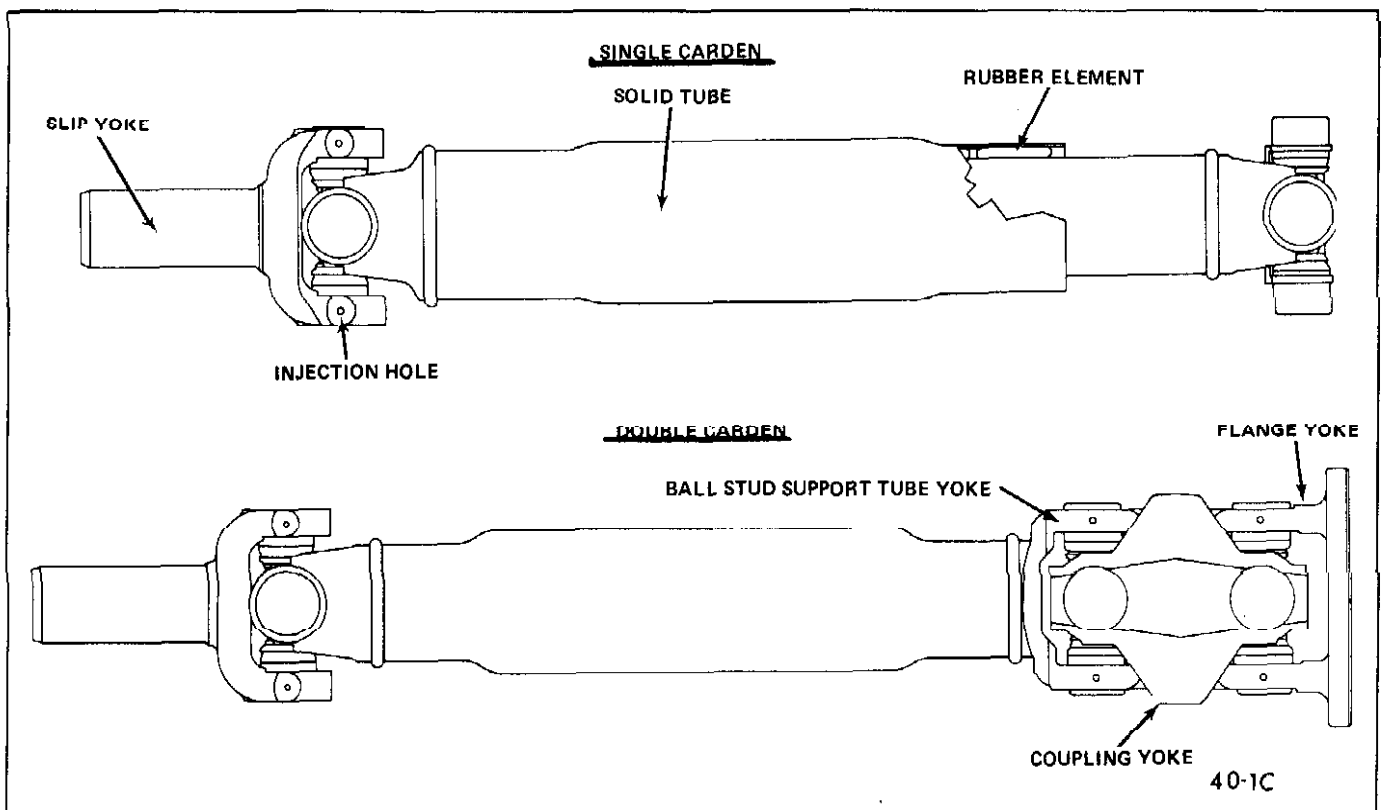


Figure 40-49 - Propeller Shaft Assemblies

The propeller shaft used on 45-46-48 and 49000 is similar to the type used on 43-44000 and Estate Wagons, except for the double cardan universal joint at the rear.

This joint consists of two cardan joints, closely coupled with a link yoke.

A centering ball socket between the joints maintains the relative position of the two units. This centering device causes each of the two units to operate through one-half of the complete angle between the drive shaft and differential carrier.

This drive shaft is attached to the differential carrier by means of a double flange connection. A flange on the rear universal joint is attached to a flange on the differential carrier pinion by four screws and bolts.

The propeller shaft assembly requires very little periodic service. The universal joints are lubricated for life and cannot be lubricated while on the car. A service kit which consists of a spider with bearing assemblies and snap rings must be installed on the car if a universal joint becomes worn or noisy. If it becomes necessary to repair a universal joint, the entire propeller shaft must be removed from the car. Care should be taken to avoid jamming, bending, or over-angulating of any parts of the assembly.

If a car is to be undercoated, the propeller shaft must be kept completely free of undercoating material. Undercoating material or any other foreign material will upset the propeller shaft balance and produce serious vibration.

Production universal joint bearing caps are now retained by a nylon injection ring instead of the conventional snap ring. Service universal joints however, will still use snap rings.

## DIVISION III

### ADJUSTMENTS AND MINOR SERVICE

#### 40-27 CHECKING REAR UNIVERSAL JOINT ANGLE

When torque is transmitted through any ordinary universal joint, the driven yoke fluctuates slightly in speed. In other words, although the driving yoke rotates at a constant speed, the driven yoke speeds up and slows down twice per revolution. This fluctuation of the driven yoke is in direct proportion to the angle through which the universal joint is operating; the greater the angle, the greater the fluctuation.

Whenever two universal joints are used, this fluctuation effect can be eliminated by staggering the joints so that the two driving yokes are 90 degrees apart provided the two joints are transmitting torque through the same angle.

Therefore, when two universal joints are used, the angles through which they operate must be very nearly the same.

This allows the alternate acceleration and deceleration of one joint to be offset by the alternate deceleration and acceleration of the second joint. When the two joints do not run at approximately the same angle, operation is rough and an objectionable vibration is produced.

The actual optimum angles desired must also consider the effects of various passenger loadings and rear axle windup during acceleration so that it is unlikely that the front and rear joints will be found to be the same in actual practice.

In addition, universal joints are designed to operate safely and efficiently within certain angles. If the designed angle is exceeded, the joint may be broken or otherwise damaged.

The front universal joint angle is actually the angle between the engine-transmission centerline and the propeller shaft. This angle is determined by the design of the frame assembly and may be altered by adding or removing shims between the transmission rear bearing retainer and the transmission mount.

Because sensitivity to pinion angle adjustment has been reduced, non-adjustable rear upper control arms are installed at the best pinion angle during factory installation.

All complaints of propeller vibration should be accompanied by rear trim height measurements at curb weight. An incorrect trim height may cause some vibration. If vibration is severe enough, removal or installation of spring shims may be required. If any irregular roughness or vibration is detectable in the drive line, the rear universal joint angle should be checked. Also, if a car is involved in a severe rear end collision, or if the rear axle housing is replaced, the rear universal joint angle should be checked and arms replaced if necessary.

#### INCLINOMETER METHOD

This method can be used with the car over a pit or on a drive-on hoist as long as the car is at curb weight with a full tank of gasoline.

**NOTE:** *Jounce car up and down to assure curb height.*

Readings should be taken at the following locations in the following manner.

##### a. Angle at Rear Universal Joint - Single Cardan Type

1. Place inclinometer on rear propeller shaft bearing cap. See Figure 40-51. Center bubble in sight glass and record measurement.

**CAUTION:** *Bearing cap must be straight up and down and free of dirt or other foreign material to obtain an accurate measurement.*

2. Rotate propeller shaft 90 degrees and place inclinome-

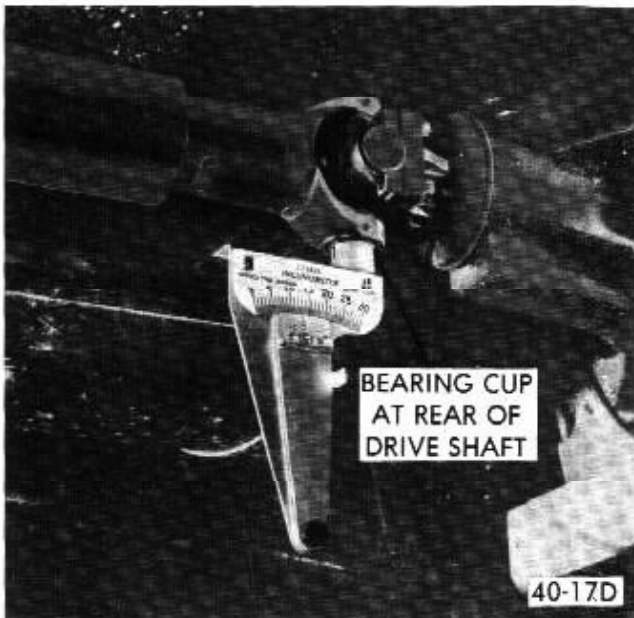


Figure 40-51 Measuring Angle at Rear of Propeller Shaft

ter on rear drive yoke bearing cap. See Figure 40-52. Center bubble in sight glass and record measurement.

Universal joint needle rollers are held in place by a round bearing cup. There is a groove in the O.D. of this round bearing cup which mates with another groove in the I.D. of the yoke bearing bore. Once the grooves are aligned by seating the bearing cups against the ends of the cross, a plastic ring is injected between them, through a hole in the yoke. This retains the bearing cup in the yoke.

3. Add both figures to obtain existing rear joint angle.

**b. Angle at Front Universal Joint - Single Cardan Type**

1. Place inclinometer on front propeller shaft bearing cap.

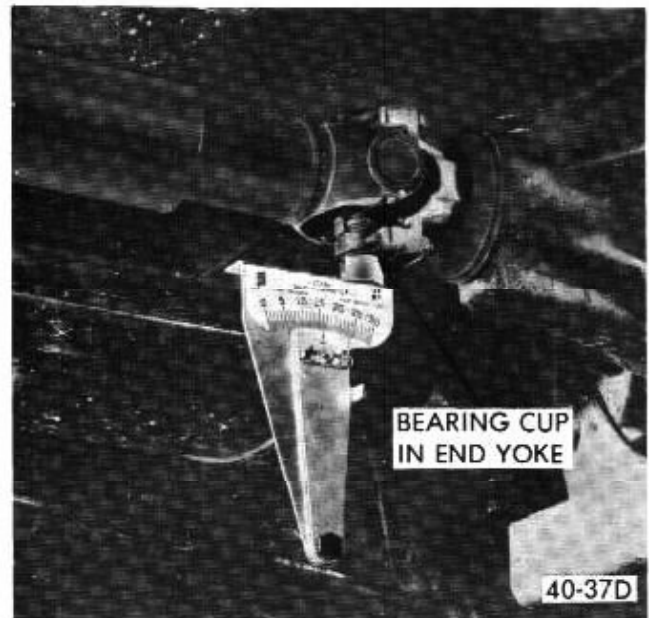


Figure 40-52 Measuring Angle at Rear of Propeller Shaft

See Figure 40-54. Center bubble in sight and record measurement.

2. Rotate propeller shaft 90 degrees and place inclinometer on front slip spline yoke bearing car. See Figure 40-55. Center bubble on sight glass and record measurement.

3. Subtract smaller figure from larger figure to obtain existing front universal joint angle.

**c. Angle at Rear Universal Joint - Double Cardan Joint**

1. Place inclinometer on rear drive shaft bearing cup. See Figure 40-55A. Center bubble in sight glass and record angle.

UNIVERSAL JOINT ANGLES		
	FRONT	REAR
43-44000 Coupes . . . . .	2 3/4°	1 3/4°
43-44000 Sedans . . . . .	2 1/4°	1 1/4°
Sportwagon . . . . .	1 1/2°	2 3/4°
G.S. . . . .	3 1/2°	1 1/2°
LeSabre and Centurion . . . . .	0°	10 1/4°
Electra . . . . .	0°	10°
Riviera . . . . .	1/4°	10°
Estate Wagon . . . . .	1/4°	2 1/4°

\*THE ABOVE ANGLES MAY BE ±1/2°

Figure 40-53 Universal Joint Angles



Figure 40-54 Measuring Angle at Front or Propeller Shaft



Figure 40-55A - Measuring Angle at Rear of Propeller Shaft



Figure 40-55 Measuring Angle at Front of Propeller Shaft



Figure 40-55B - Measuring Angle at Rear of Propeller Shaft

2. Place inclinometer on rear flange yoke bearing cup. See Figure 40-55B. Center bubble in sight glass and record angle.

3. Add both figures to obtain rear joint angle.

**NOTE:** When measuring the angle of any double cardan joint, the inclinometer measurements are made on the faces of the bearing cups joining the two shafts or shaft and flange yoke to the two crosses. Do not measure on the bearing cups on the coupling yoke. Rotate the drive shaft so that the bearing cups to be measured are in the straight up and down position. Measurements must be made on the clean metal face of the bearing cup ends.

#### 40-28 CHECKING PROPELLER SHAFT RUN-OUT

If there is noise or vibration at high speed which might be caused by a bent shaft or if shaft has been damaged through rough handling or a collision, it may be checked for straightness as follows:

1. Raise car on a twin post hoist so that rear of car is supported on rear axle housing with wheels free to rotate.
2. Mount a dial indicator on a movable support that is high enough to permit contact of indicator contact button

with propeller shaft. Readings are to be taken at points indicated in Figure 40-75.

3. With transmission in neutral, check for run-out by having a second person turn rear wheel so that propeller shaft will rotate. At points "A" and "B" run-out should not exceed .010". At point "C" run-out should not exceed .015". Care must be taken not to include indicator variation caused by ridges, flat spots or other variations of the tube.

4. If run-out exceeds specifications because the propeller shaft is bent, it is probably more economical to replace propeller shaft than to attempt straightening it. However, if run-out is within specifications and noise or vibration problem exists, see paragraph 40-29 for propeller shaft corrective balancing procedure.

### 40-29 PROPELLER SHAFT BALANCING PROCEDURE

1. Place the car on a twin post hoist so that the rear of the car is supported on the rear axle housing and the rear wheels are free to rotate. Remove both rear tire and wheel assemblies and reinstall wheel lug nuts with flat side next to drum.

2. Mark and number propeller shaft at four (4) points 90 degrees apart at rear of shaft just forward of balance weight.

3. Install two (2) Wittek type hose clamps on the rear propeller shaft and slide them rearward until the clamps stop at the nearest balance weight welded to the tube. Align both clamps to any one of the four marks made on shaft in Step 2. Tighten the clamps. See Figure 40-56.

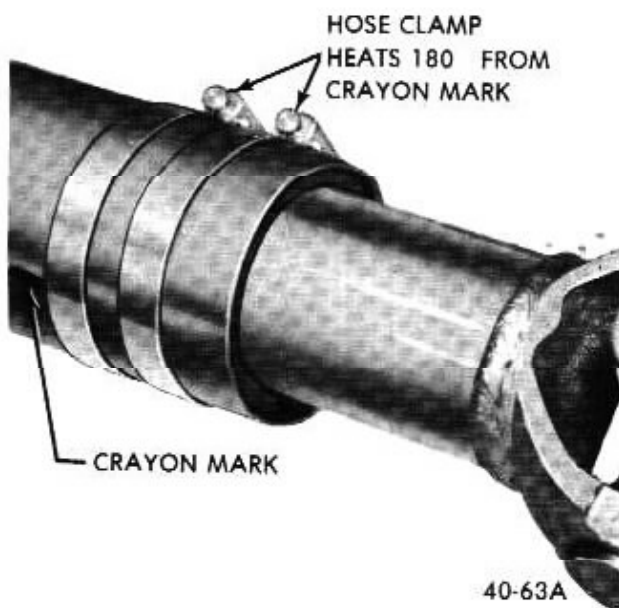


Figure 40-56 - Balance Hose Clamps in Place

**CAUTION:** Be sure sufficient clearance is maintained so that clamp heads do not contact floor pan of car when axle

is in contact with rebound bumper in frame. In order to gain sufficient clearance, it may be necessary to position the clamps over the balance weights.

4. Run the car through the speed range to 65-70 MPH. Note amount of unbalance.

5. Loosen clamps and rotate clamp heads 90 degrees to the next mark on shaft. Tighten clamps and repeat Step 4.

6. Repeat Step 5 until car has been run with clamp heads located at all four marks on shaft.

7. Position clamps at point of minimum unbalance. Rotate the clamp heads away from each other 45 degrees. (One each way from the point of minimum unbalance) Run the car and note if unbalance has improved. See Figure 40-57.

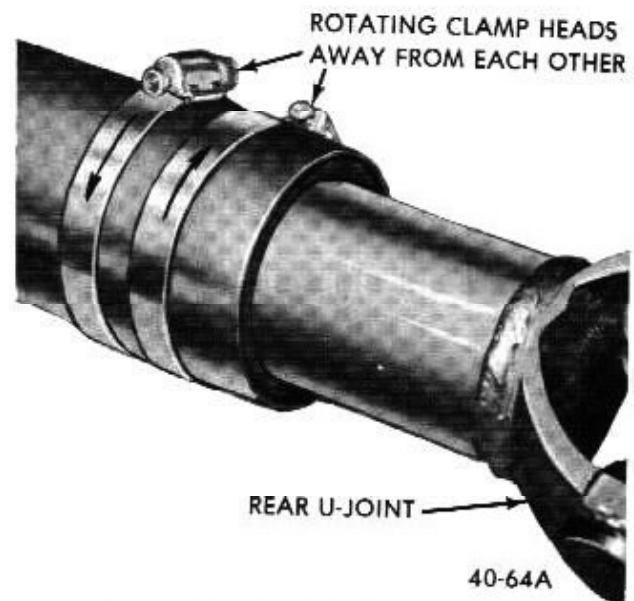


Figure 40-57 - Rotating Balance Hose Clamps

In some cases it may be necessary to use one clamp or possibly three clamps in order to obtain a good balance.

8. Continue to rotate the clamps apart in smaller angular increments until the car feel for unbalance is best.

**CAUTION:** Do not run car on hoist for extended periods due to danger of overheating the transmission or engine.

9. Reinstall tire and wheel assemblies and roadtest the car for final check of balance.

**NOTE:** Vibration felt in the car on the hoist may not show up in a roadtest which is, after all, the final determining factor.

If a wheel balancer of the type that is equipped with a strobe light is available, the use of such a unit will facilitate the balancing of the propeller shaft. The balance pick-up



unit should be placed directly under the nose of the rear axle carrier and as far forward as possible.

## DIVISION IV

### REMOVAL AND INSTALLATION

#### 40-30 REMOVAL OF PROPELLER SHAFT

**NOTE:** Do not pound on original propeller shaft yoke ears as injection joints may fracture.

There are two methods of attachment of the rear of the drive shaft to the differential companion flange or end yoke. One method is a pair of straps, while the other method is a set of bolted flanges. See Figure 40-58.

1. Raise vehicle on hoist. Mark relationship of shaft to companion flange and disconnect the rear universal joint by removing straps or flange bolts. If bearing cups are loose, tape together to prevent dropping and loss of bearing rollers.

2. Withdraw propeller shaft slip yoke from transmission by moving shaft rearward, passing it under the axle housing.

**CAUTION:** Do not allow drive shaft to drop or allow universal joints to bend to extreme angle, as this might fracture injected joint internally. Support propeller shaft during removal.

#### 40-31 INSTALLATION OF PROPELLER SHAFT ASSEMBLY

The propeller shaft must be supported carefully during handling to avoid jamming or bending any of the parts.

1. Inspect outer diameter of splined yoke to ensure that it is not burred, as this will damage transmission seal.

2. Apply engine oil to all splined propeller shaft yokes which do not have vent holes, then slide yoke and drive shaft assembly onto transmission output shaft. Apply grease (EP 1 grade) to internal splined area of slip spline on slip yokes which have vent holes and slide the splined yoke onto the transmission output shaft. See Figure 40-50. Make sure the vent hole in the yoke is not plugged.

**CAUTION:** Do not drive propeller shaft in place with hammer. Check for burrs on transmission output shaft spline or possibly the wrong U-joint yoke. Make sure that the splines agree in number and fit.

**NOTE:** When making rear shaft connection, be sure to align mark on companion flange or end yoke with mark on drive shaft rear yoke.

3. Position rear universal joint to rear axle companion flange, making sure bearings are properly seated in companion flange yoke.

4. Install rear joint fasteners and tighten evenly to torque specified.

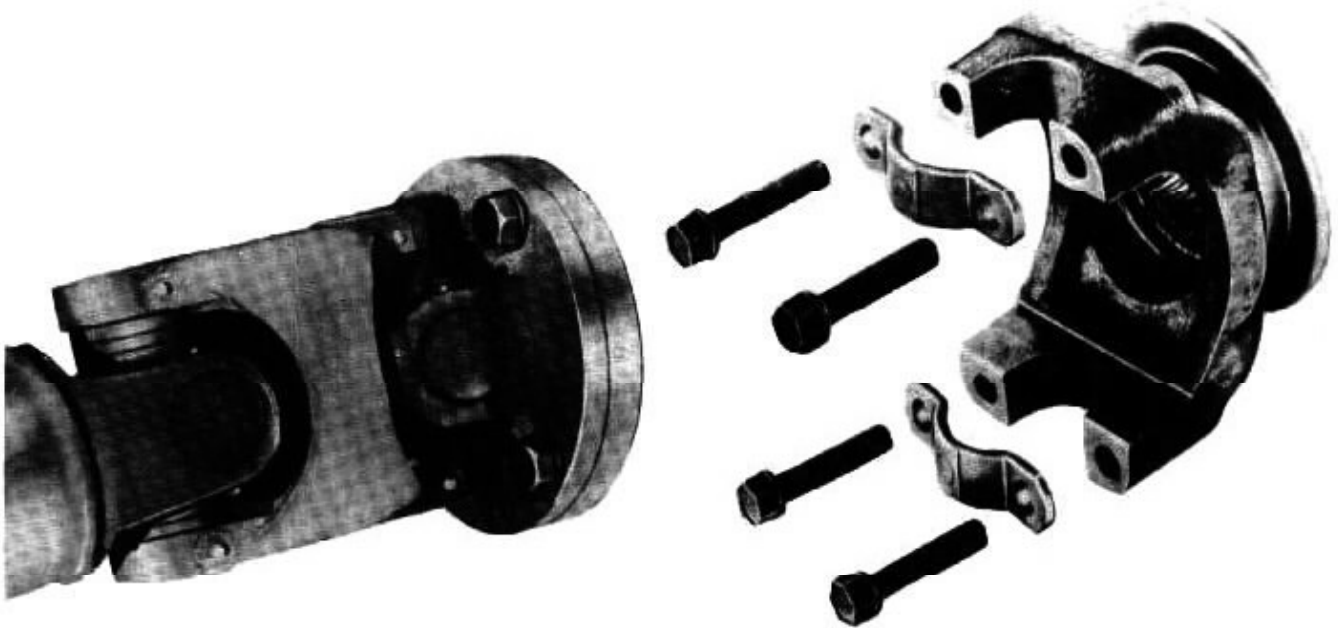


Figure 40-58 Rear Propeller Shaft Attachments

**NOTE:** These propeller shaft to companion flange or end yoke fasteners are important attaching parts in that they may affect the performance of vital components and systems, which may result in major repair expense. They must be replaced with one of the same part number or with an equivalent part, if replacement becomes necessary. Do not use a replacement part of lesser quality or substitute design. Torque values must be used as specified during reassembly to assure proper retention of these parts.

## DIVISION V

### OVERHAUL AND MAJOR SERVICE

#### 40-32 DISASSEMBLY OF PROPELLER SHAFT

##### a. Disassembly of Single Cardan Universal Joint

When disassembling a propeller shaft, one or both of the two types of universal joints, as shown in Figure 40-59, may be found.



Figure 40-59 - Production Universal Joints

1. Position propeller shaft and spider press J- 9522-3 in power ram equipped with base plate J-8853 and ram screw adapter J-9522-2. See Figure 40-60.
2. Actuate the pump to force the spider and bearing to shear the nylon retaining ring and remove the bearing.
3. Release pump valve, rotate propeller shaft 1/2 revolution and install spider guide J-0522-7 into yoke bore of removed bearing and onto the journal end of the spider.
4. Position propeller shaft as before and use spider press and power ram hydraulic pump to shear the nylon injection ring and remove the opposite bearing. See Figure 40-61.

**NOTE:** The above procedures should also be used to disassemble the front universal joint.

**NOTE:** Once a production universal joint is disassembled, it cannot be reassembled as there are no snap ring grooves provided in the bearing cap.

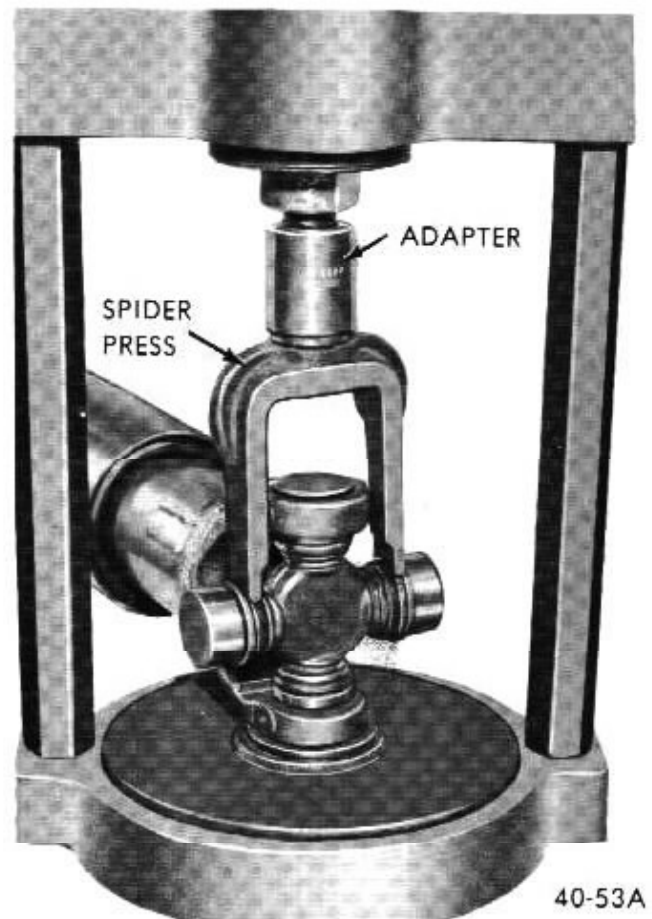


Figure 40-60 - Pressing Out U-Joint Bearing

##### b. Disassembly of Double Cardan Universal Joint

**NOTE:** Never clamp propeller shaft tubing in a vise, as the tube may be dented. Always clamp on one of the yokes. Be careful not to damage the front propeller shaft slip yoke sealing surface. Any nicks can damage the bushing or cut the seal.

1. Support the propeller shaft in a horizontal position in line with the base plate of a hydraulic press. The bearing cups should be removed in the order indicated in Figure 40-62. This method requires the least work to get to the heart of the centering ball system where the most critical inspection should be made so that the correct service method can be determined.
2. Mark all yokes before disassembly so that they can be reassembled in their original relationship to retain drive shaft balance. See Figure 40-63 for marking method.
3. Support the propeller shaft horizontally in line with the base plate of a press. Place the rear ear of the coupling yoke over a 1 1/8" socket. Place the spider press (J-9522-3) on the bearing cups in the flange yoke. See Figure 40-64.

**NOTE:** See Figure 40-65 for rework of older spider presses (J-9522-3) to clear the coupling yoke. Press the bearing cup out of the coupling yoke ear. If the bearing cup is not

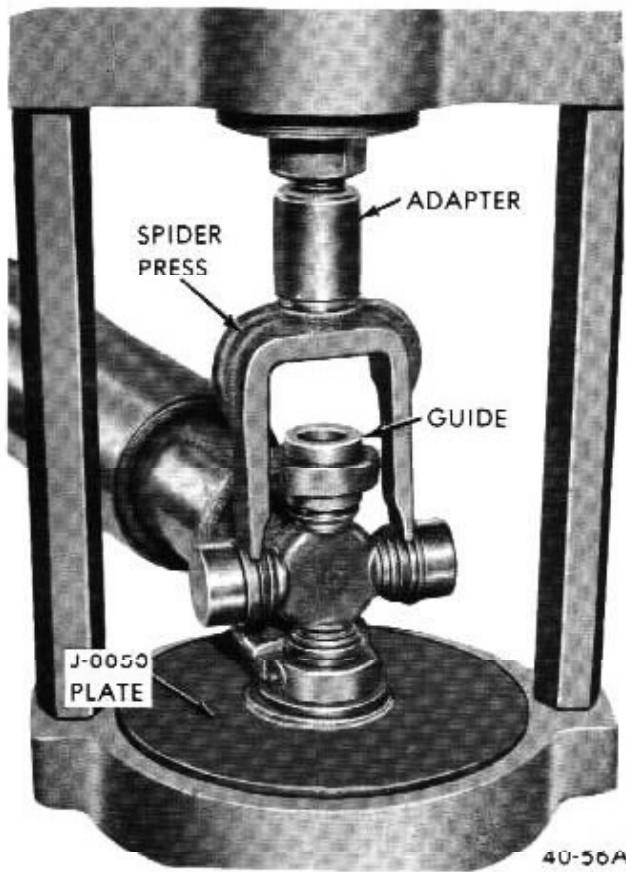


Figure 40-61 - Pressing Out U-Joint Bearing With Guide Installed

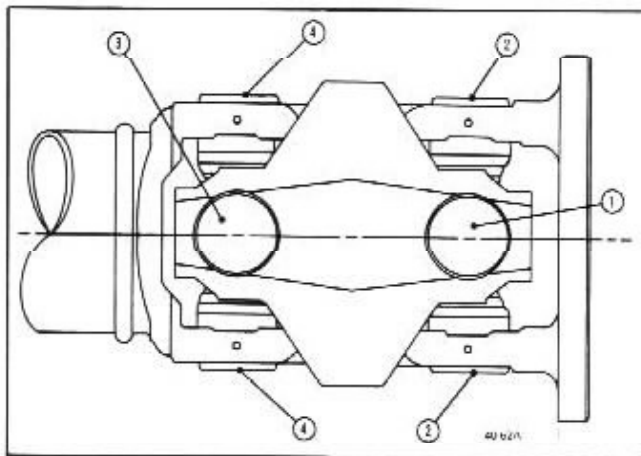


Figure 40-62 Bearing Cap Removal Sequence

completely removed, insert spacer (J-9522-5), shown in Figure 40-66, and complete the removal of the bearing cup.

4. Rotate the propeller shaft 180 degrees. Shear the opposite plastic retainer and press the bearing cup out of the coupling yoke as before, using Spacer J-9522-5.

5. Disengage the trunnions of the spider still attached to the flange yoke from the coupling yoke, and pull the flange

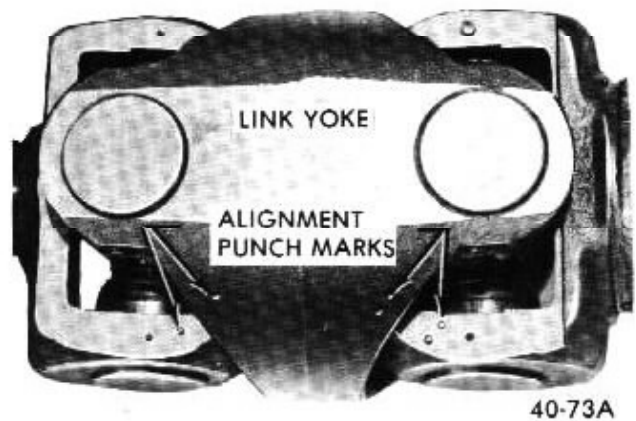


Figure 40-63 Link Yoke Showing Alignment Punch Marks

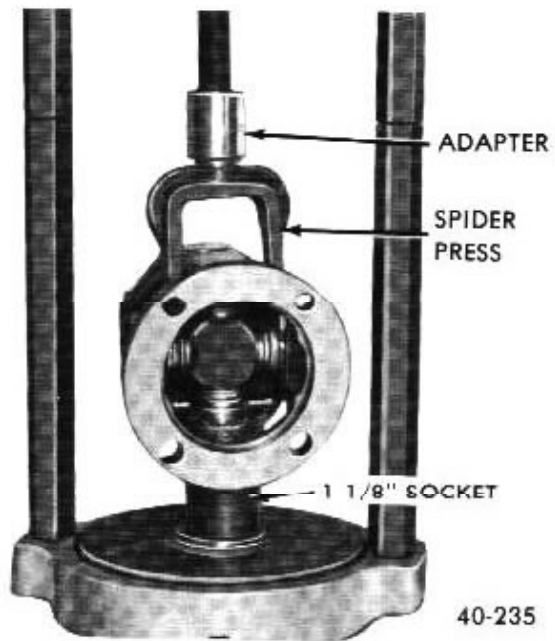


Figure 40-64 Disassembling Rear CV Rear U-Joint

yoke and spider from the centering ball on the ball support tube yoke. The ball socket is part of the flange yoke.

**NOTE:** The ball is integral with the shaft. If the ball is damaged, a complete replacement propeller shaft is required. If the ball is smooth, the ball seat should be disassembled and inspected.

6. Pry the seal from the ball cavity, remove washers, spring, and three shoes, as shown in Figure 40-67.

7. The coupling yoke can now be removed from the shaft, as described above, for removal of the flange yoke.

### 40-33 ASSEMBLY OF PROPELLER SHAFT

#### c. Assemble of Single Cardan Universal Joint

When reassembling a propeller shaft, install complete uni-



Figure 40-65 Spider Press Leg Rework

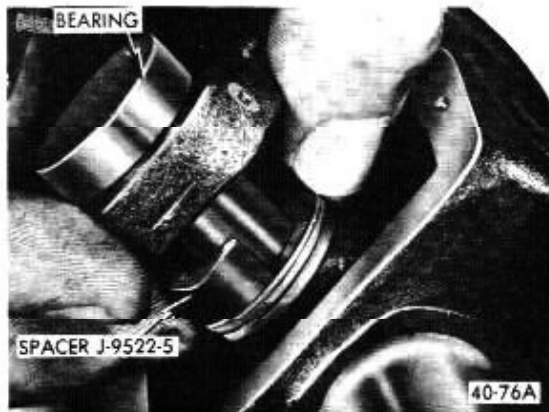


Figure 40-66 Installing Spacer

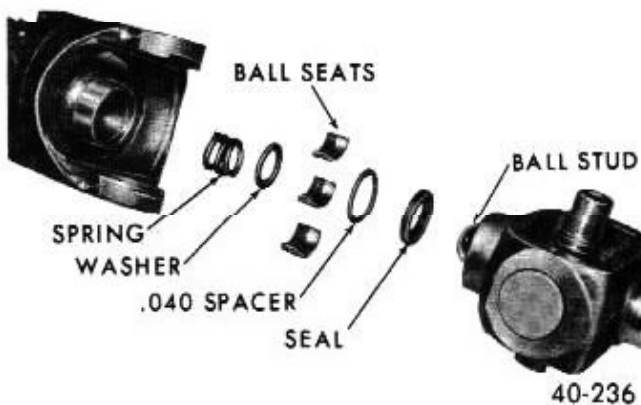


Figure 40-67 Ball Stud Seat - Exploded View

versal joint repair kits. Repair kits are listed in the Buick Master Parts Catalog under Group 5.442 and include a spider, four bearing assemblies, four delrin spacers, four

seals and four shields. The four bearings come equipped with snap rings. See Figure 40-68.

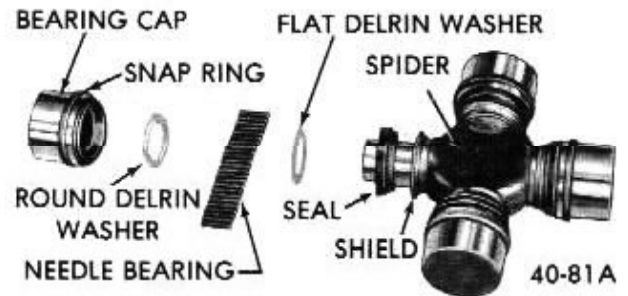


Figure 40-68 - Service Universal Joint

1. Make certain the shields and seals are in firm position and not damaged on the spider and install the spider in the yoke. The spider may face in either direction.

2. Install spider guide J-9522-7 into one yoke bore and position spider journal into the guide. Push guide in far enough for opposite journal to extend slightly above yoke bore.

**NOTE:** Spider journals and bearings must be free of dirt or foreign material.

3. Place the propeller shaft and yoke assembly in position with the Power Ram and Pump. Inspect bearing cup to see that all needle bearings are in place and lubricated. Make certain the Delrin Washer is in place against the needle bearings. Position bearing straight over yoke bore and onto spider journal.

**NOTE:** Failure to pilot the spider journal into the bearing could cause the bearing needles to become dislodged during installation of the bearing cup.

With the pump, force the bearing into the yoke. As the bearing nears the end of its required travel, it will cause the spider to push the guide outward without damage to the seal or shield. The bearing cup is properly positioned in the yoke when the snap ring groove is exposed enough to install the snap ring. When the bearing is correctly positioned in the yoke, turn the assembly over, remove the guide J-9522-7 and again place bearing over the bore in the yoke.

Carefully slide the spider partially out of the previously seated bearing and start it carefully into the bearing being installed. This prevents the bearing needles from burring the edge of the spider journal if forced over journal other than straight. Even slight burring of the journal can cause premature failure.

While pressing bearings into position, move the spider back and forth to make certain that the spider journals engage the bearings squarely to avoid damage and binding. If binding exists, remove the bearings and spider and examine for dislodged rollers or damaged journals.

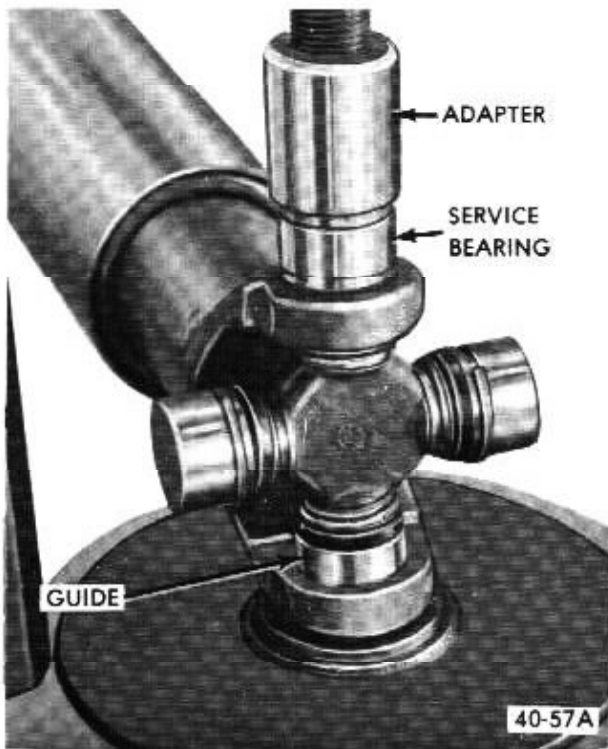


Figure 40-69 - Installing U-Joint Bearing With Guide in Place.

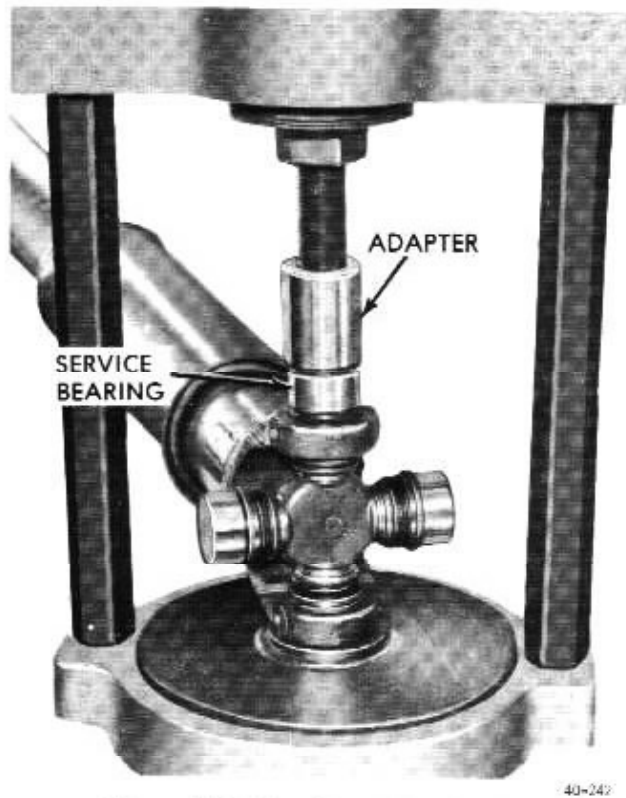


Figure 40-70 - Installing U-Joint Bearing

**NOTE:** If excessive resistance is encountered, the bearings should be removed as this is an indication that one or more of the needles are out of place.

3. While observing the previous precautions, install the balance of the bearings necessary to complete the assembly and install snap rings.

4. Strike the yoke firmly with a hammer to fully seat the snap rings against the yoke. Turn the spider to make certain that it is free. See Figure 40-71.

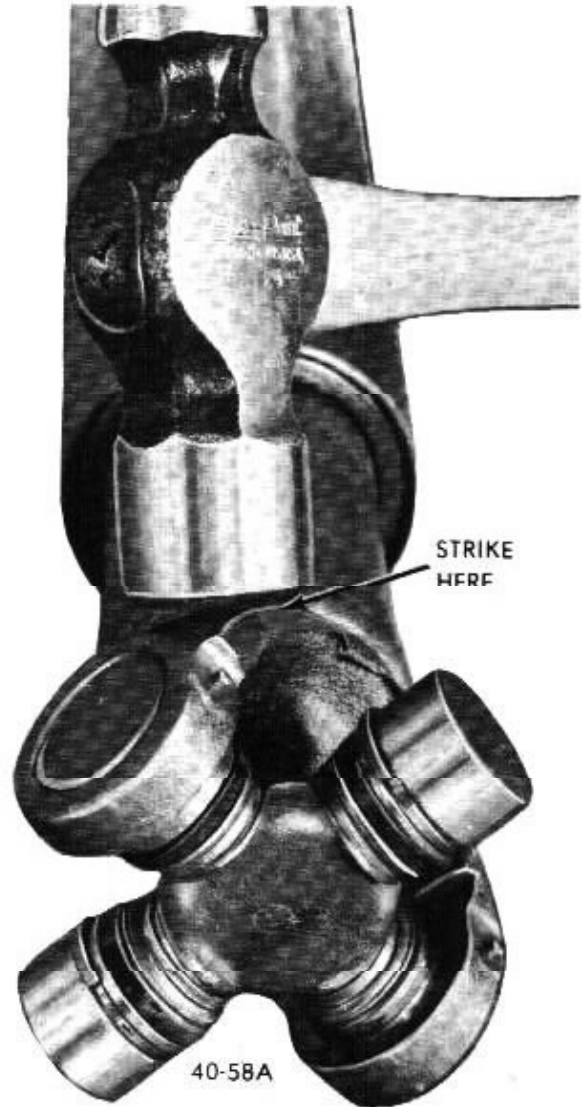


Figure 40-71 Seating U joint Snap Rings

**d. Assemble of Double Cardan Universal Joint**

When reassembling a propeller shaft, always install complete universal joint service kits. These kits include one pregreased cross assembly, four bearing cup assemblies with seals, roller bearings, washers, and grease, and four retaining rings. See Figure 40-68. Make sure that the seals are in place on the service bearing cups to hold the roller bearings in place for handling.

1. Install one bearing cup part way into one ear of the ball

support tube yoke, and turn this bearing cup to the bottom.

2. Insert cross into tube yoke so that the trunnion seats freely into the bearing cup.

3. Install opposite bearing cup part way, making sure that both trunnions are started straight and true into both bearing cups.

4. Press against opposite bearing cups, working the cross all of the time to insure free movement of the trunnions in the bearings. If there seems to be a hangup, stop pressing and recheck roller bearings, because one or more of them has probably been tipped under the end of the trunnion.

5. As soon as one snap ring groove clears the inside of the yoke, stop pressing and snap the retaining ring into place. See Figure 40-72.

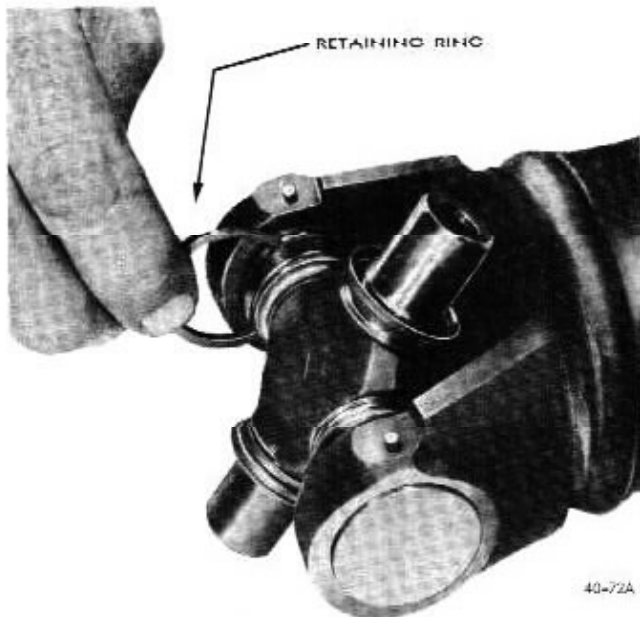


Figure 40-72 Installing Retaining Ring

6. Continue to press until the opposite retaining ring can be snapped into place. If difficulty is encountered, strike the yoke sharply with a hammer to aid in seating the rings. See Figure 40-73.

7. Install one bearing cup part way into the one ear of the coupling yoke.

8. Making sure that the alignment marks on the coupling yoke and ball support tube yoke are correctly positioned, engage the coupling yoke over the cross already installed and press the bearing cups, installing the retaining rings as before.

9. Using the grease provided in the ball seat kit, lubricate all of the parts and insert them into the clean ball seat cavity in the following order: Springs, washer (smallest OD), three ball seats, washer (largest OD), and seal.

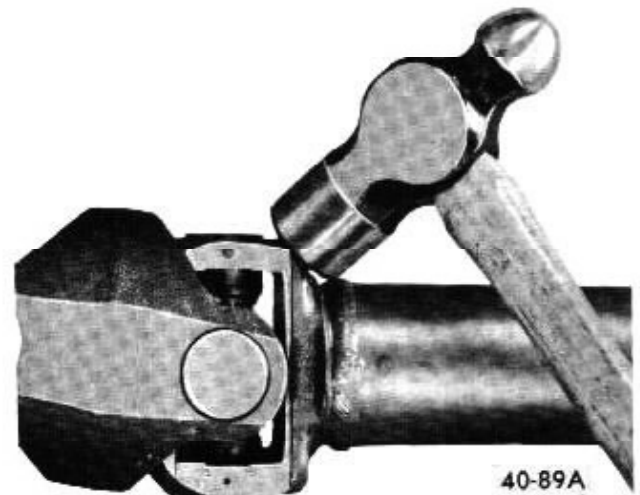


Figure 40-73 Seating Snap Ring

10. Lubricate the seal and press into cavity with Tool J-23694. The sealing lip should tip inward. See Figure 40-74.

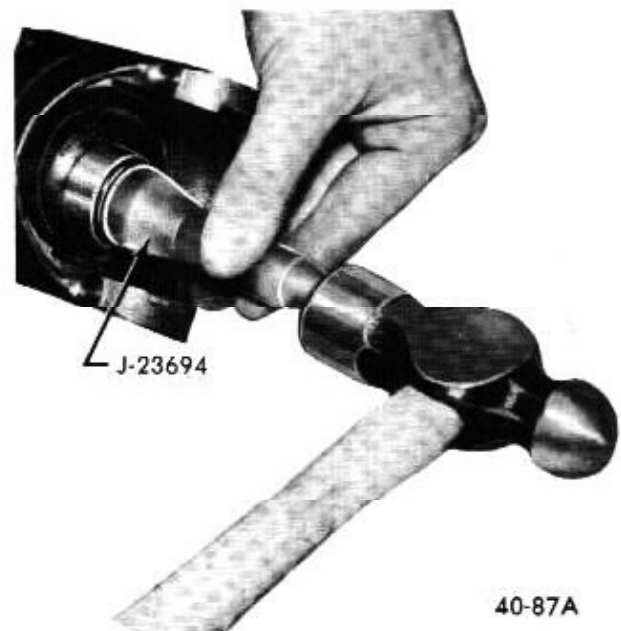


Figure 40-74 Installing Ball Stud Seal

11. Install bearing cups and cross into the flange yoke, as detailed for the ball support tube yoke.

12. Making sure that the alignment marks on the coupling yoke and flange yoke are correctly positioned, insert one bearing cup part way into the coupling yoke.

13. Engage the ball stud into its seat and the coupling yoke over the exposed cross trunnion. Push the ball stud into its seat.

14. Press the bearing cups into the coupling yoke and seat the retaining rings.

**NOTE:** The flange yoke should snap over center to right or left and up or down by the pressure of the ball seat spring freely, if correctly installed.

**DIVISION VI SPECIFICATIONS**

**40-34 PROPELLER SHAFT SPECIFICATIONS**

**a. Tightening Specifications**

Use a reliable torque wrench to tighten the parts listed, to insure proper tightening without straining or distorting parts. These specifications are for clean and lightly lubricated threads only; dry or dirty threads produce increased friction which prevents accurate measurement of tightness.

	Part	Location	Thread Size	Torque Lbs. Ft.
Bolt	Rear Universal Join to Pinion Flange (Strap)			
		43-44000 and Estate Wagon . . . . .	5/16 - 18	15
Bolt	Rear Propeller Shaft Flanged Yokes to Pinion			
		Flange 45-46-48-49000 (Less Estate Wagon) . . . . .	7/16 - 14	70

**GENERAL SPECIFICATIONS**

Propeller Shaft. . . . All Series. . . . . 1 Piece-Open Drive Line  
 Universal Joints. . . . 43-44000 and Estate Wagons . . . . . 2-Single  
 Universal Joints. . . . 45-46-48-49000 (Less Estate Wagon) . . . . . Front Single  
 40C-2 Rear Double Cardan

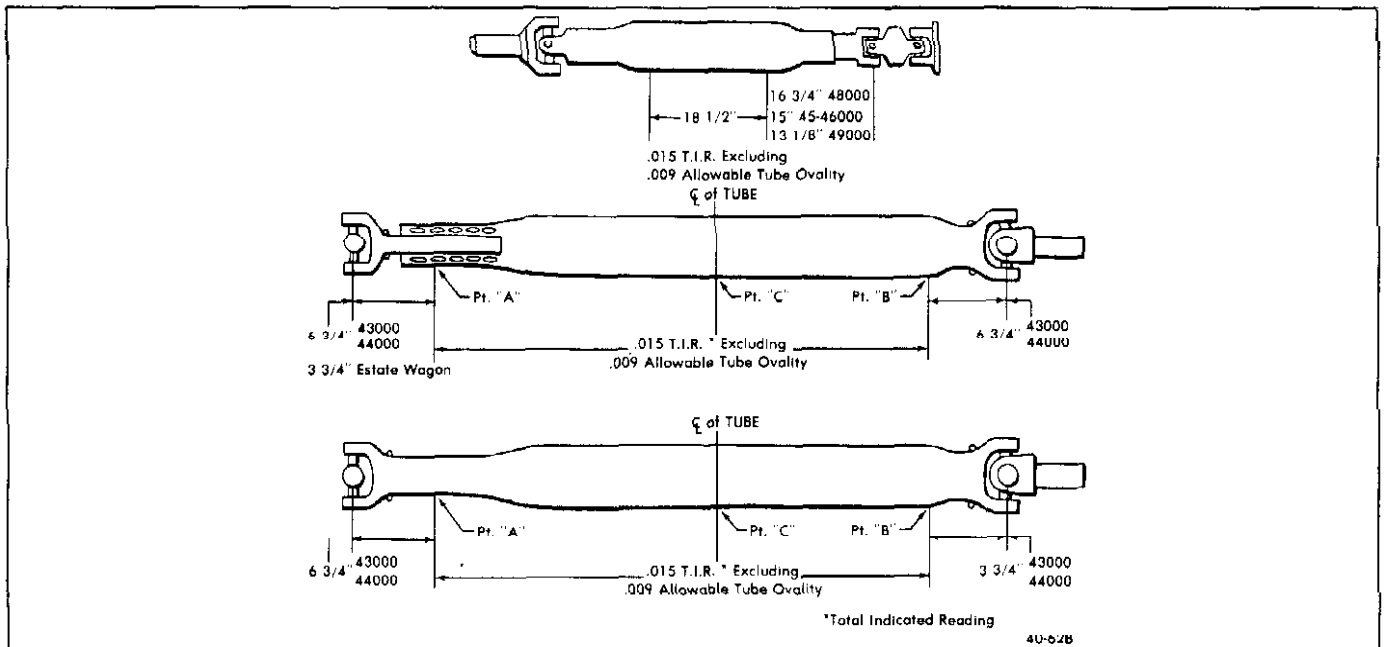


Figure 40-75 Checking Propeller Shaft Run-Out