

SECTION 09: PROPELLER SHAFT

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1. PROPELLER SHAFT

1.1 DESCRIPTION

The propeller shaft transmits power from the transmission to the differential (Figure 1). Refer to paragraph "6. SPECIFICATIONS" at the end of this section for propeller shaft length. The propeller shaft is "Dana Spicer Life Series SPL250" type with tubular shafts. It is provided with two heavy-duty universal joints (Figure 1).

The propeller shaft has a half round end yoke at each end. The slip yoke is connected to the differential by a half round end yoke with two needle bearings.

The other extremity (tube yoke assembly) is connected to the transmission by a half round end yoke with two needle bearings (Allison transmission) or a flange yoke and companion flange with two needle bearings (I-Shift Transmission).

Furthermore, a slip joint on the propeller shaft compensates for variations in distance between the transmission and the differential, or between the output retarder (optional on the automatic transmission) and differential.

The rise and fall of the drive axle bring about these variations as the vehicle passes over uneven surfaces. The slip joint also eases removal of the transmission or the drive axle.

For further information, please consult **Spicer Life Series Driveshafts Service Manual 3264-Spl** annexed to this section.

2. REMOVAL AND INSTALLATION

Refer to **Spicer Life Series Driveshafts Service Manual 3264-Spl**

Where applicable:

- Remove or install propeller shaft safety guard.
- Screw bolts to the specified torque (Figure 1).

3. CLEANING, INSPECTION AND LUBRICATION

3.1 CLEANING AND INSPECTION

Thoroughly clean grease from bearings, journal, lubricating grease fittings and other parts. Needle bearing assemblies may be soaked in a cleaning solution to soften hard grease particles.

It is extremely important that bearing assemblies be absolutely clean and blown out with compressed air, since small particles of dirt or grit can cause rapid bearing wear. Do not attempt to disassemble needle bearings.

Bearing journal areas should be inspected for roughness or grooving. If light honing does not remove roughness, the entire bearing assembly should be replaced. Excessive wear of the needle bearing is indicated if the needles drop out of the retainer, or if marks are present on the journal bearing surface. In such case, replace bearing assembly. Finally, inspect yokes for cracks, wear or distortion.



MAINTENANCE

Perform "Driveshaft Assembly Inspection Procedures" as per *Spicer Life Series Driveshafts Service Manual 3264-SPL* annexed to this section **every 31,250 miles** (50 000 km).

NOTE

Repair kits are available for overhaul of the propeller shaft assembly. Refer to Parts Manual, Section 9.

3.2 LUBRICATION



MAINTENANCE

Lubricate propeller shaft universal joints **every 100,000 miles** (160 000 km) or **every 6 months**. Apply grease gun pressure to the lube fittings (1 grease fitting on each universal joint). Use a good quality lithium-base grease such as: NLGI No.2 E.P. Grease (suitable for most temperatures). Refer to *Spicer Life Series Driveshafts Service Manual 3264-SPL* under heading *Lubrication Procedures For Universal Joints*.

NOTE

Do not assume that bearing cavities have been filled with new grease unless it has expelled around all seals.

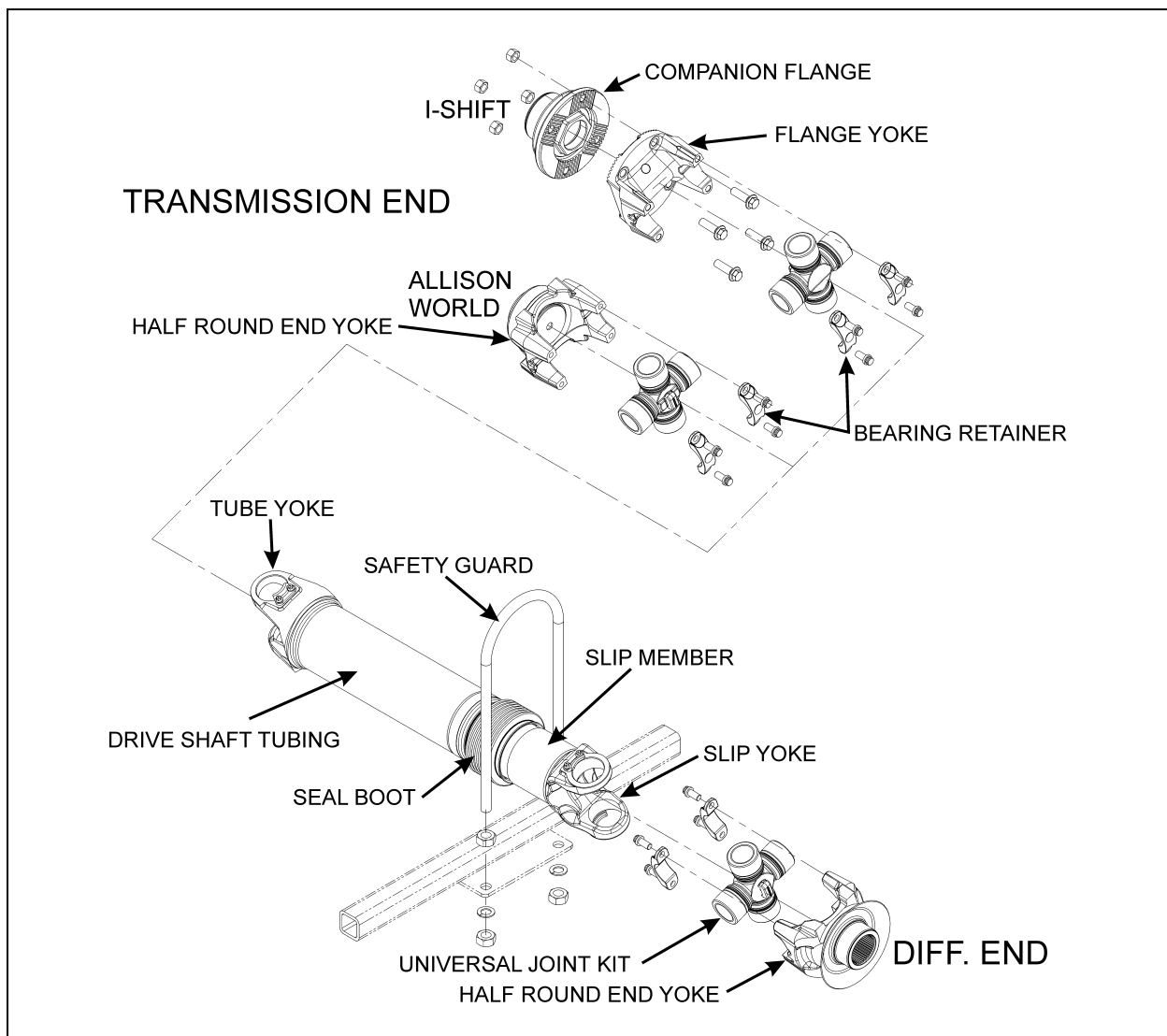


FIGURE 1: PROPELLER SHAFT ASSEMBLY (TYPICAL)

4. EXPLANATION OF COMMON DAMAGES

1. Cracks: Stress lines due to metal fatigue. Severe and numerous cracks will weaken the metal until it breaks.

2. Galling: Scraping off of metal or metal displacement due to friction between surfaces. This is commonly found on trunnion ends.

3. Spalling (surface fatigue): Breaking off of chips, scales, or flakes of metal due to fatigue rather than wear. It is usually found on splines and U-joint bearings.

4. Pitting: Small pits or craters in metal surfaces due to corrosion. If excessive, pitting can lead to surface wear and eventual failure.

5. Brinelling: Surface wear failure due to the wearing of grooves in metal. It is often caused by improper installation procedures. Do not confuse the polishing of a surface (false brinelling), where no structural damage occurs, with actual brinelling.

6. Structural Overloading: Failure caused by a load greater than the component can stand. A structural overload may cause propeller shaft tubing to twist under strain or it may cause cracks or breaks in U-joints and spline plugs.

5. TROUBLESHOOTING

Refer to Spicer Life Series Driveshafts Service Manual 3264-Spl

6. SPECIFICATIONS

PROPELLER SHAFT

H3 Series

Make Dana-Spicer Inc.
Series SPL250
Length (with Allison transmission) 925 mm
Length (with I-Shift transmission) 820 mm

X3 Series

Make Dana-Spicer Inc.
Series SPL250
Length (with Allison transmission) 485 mm
Length (with I-Shift transmission) 373 mm