

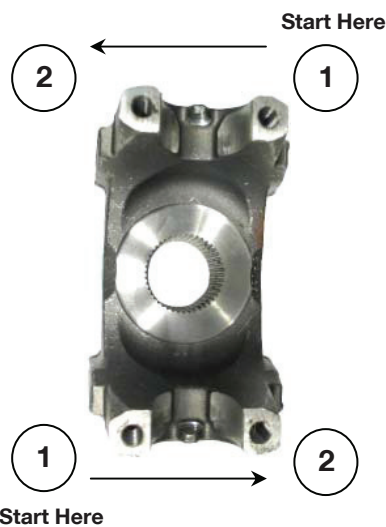
Spicer Life Series (SPL) U-Joint Service - Quick Reference

Strap Torque Sequence



Failure to torque strap bolts in the proper sequence could result in premature failure.

Torque bolts in a counter-clockwise sequence starting with either number **one** position.



Strap Bolt Torque (Half Rounds)			
Series	Head Size	Size	Bolt Torque
SPL140, 170, 250, & 350	1/2 inch 12 point	12mm 1.25	115 lbs. ft. (156 N-m)

Spring Tab Bolt Torques



Spring Tab Torque (Full Round)			
Series	Head Size	Size	Bolt Torque
SPL140, 170, & 250	8mm 6 point	8mm 1.00	30 lbs. ft. (41 N-m)

Lubrication Procedure

1. Use a recommended lubricant to purge **all** four seals of each universal joint. This flushes abrasive contaminants from each bearing assembly and assures proper filling of **all** four bearings.
2. Make sure fresh grease is evident at **all** u-joint bearing seals.



3. If any of the seals fail to purge, try to move the driveshaft from side-to-side while applying grease gun pressure.
 - a. If all four bearing positions still will not purge, releasing seal tension may be necessary.
 - b. Remove the strap bolts and straps. Do **NOT** reuse bolts.
 - c. Once the bearing cups are free, allow the driveshaft to rest on the support strap.
 - d. Apply a c-clamp around the inboard bearings.
 - e. Apply grease gun pressure. Completely purge both bearings.



- f. If bearings still will not purge, complete the removal of the u-joint and inspect for blockage.
- g. If the u-joint still will not purge at all four positions after following the steps in this procedure, replace the u-joint.

Warnings

This document is intended as a “quick reference” only. Refer to Dana Service Manual DSSM-0100 (3264-SPL) for detailed warnings and instructions.

- Always follow all safety practices when servicing, removing, and/or installing a driveshaft.
- Always use support strap to prevent the driveshaft from falling out of the vehicle during removal and installation.
- Always put the transmission in neutral before working on the driveshaft.
- Never heat components or use a sledgehammer or floor jack to remove the driveshaft from the vehicle.
- Do NOT reuse quick disconnect stamped caps.
- Do NOT reuse strap or spring tab bolts.
- Only replace u-joints with genuine Dana Spicer service parts.

Inspection Recommendations

- U-joint inspections should be performed every time a vehicle comes in for scheduled maintenance.
- Visually inspect for damaged bearing retainers or stamped strap, loose bearing retainer or strap bolts, loose companion flange bolts and nuts, loose or missing spring tabs or spring tab bolts, damaged tangs on end fittings, damaged or missing snap rings and rotating bearing cups. If any of these situations are evident, replacement of the component is necessary.
- Check all input and output end fittings for looseness. Take hold of the end fitting with both hands. Try to move it vertically and horizontally to feel any looseness.
- There should be less than .006” movement in the u-joint relative to the end yoke. If looseness is greater than .006”, the u-joint should be replaced.
- Check for the presence of all grease zerk fittings. Damaged zerks should be replaced. Loose zerks should be tightened.



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Lubrication Intervals

- For **on-highway** applications, Spicer Life XL u-joints do not need to be greased until 3 years / 350,000 miles. After this time, u-joints should be greased every 6 months / 100,000 miles.

Recommended Lubricant

- Use a quality EP (extreme pressure) grease meeting N.L.G.I. EP **Grade 2** specifications.
- Grease must have operating range of +325°F to -10°F.
- Must be compatible with lithium soap types.

Mark Driveshaft (Phasing Marks)

- Mark all mating driveshaft components with a paint marker to assure proper phasing during reassembly.
- Reassembly of a driveshaft that is out of phase can cause vibration and failure to driveshaft components.



Grease Zerks

- Replaced damaged zerks.
- Torque zerks to 15 lbs. ft. (20 N·m)
- Zerks should be lined up with outboard bearings.
- Clean zerk nipples before greasing.

