

LUBRICATION

Lack of proper lubrication is among the most common causes of universal joint and slip member problems. Properly sized Spicer universal joints that are adequately lubricated at recommended intervals will normally meet or exceed vehicle operation requirements.

Note: Spicer 10 Series™ relube style universal joints contain only enough grease to provide needle roller bearing protection during storage and shipment. It is therefore necessary to pre pack bearing cups prior to assembly and, completely lubricate each replacement universal joint after assembly into the end fitting.

Lubrication for universal joints

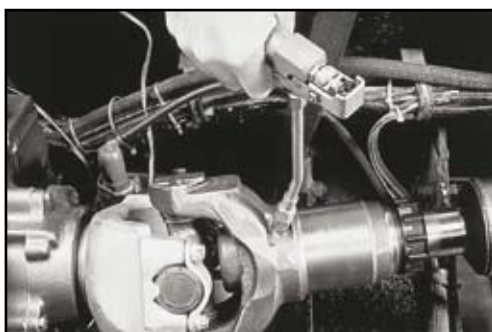
1. Use a good quality E.P (extreme pressure) grease to purge all four seals of each universal joint. This flushes abrasive contaminants from each bearing assembly and assures all four bearings are filled. Purge the seals. Spicer seals are made to be purged. Make sure fresh grease is evident at all four universal joint bearing seals.
2. If any of the seals fail to purge, try to push the driveshaft away from the seal that will not purge, while applying grease gun pressure. There will occasionally be one or more bearing assemblies that will not purge.



Lubrication for Slip Members

1. Apply grease gun pressure to the grease zerk (nipple) fitting until grease appears at the pressure relief hole in the plug.
2. Now cover the pressure relief hole with your finger and continue to apply pressure until grease appears at the slip yoke seal.

Note: Use caution to prevent seal damage when using high pressure lubrication systems.



NOTE: While these notes pertain to Spicer '10' series universal joints, they will serve as a guide for other brands. In all cases read the manufacturers instructions.