

SPICER LIFE SERIES

New patented spring tabs increase bearing retention reduce wear and optimise bearing capacity.

Permanently lubricated spline with booting offers protection against environmental contaminants, increases component life and is lubricated for the life of the product.



A new cold-formed bearing retainer replaces the old strap design and reduces bearing movement which may result from overloading.

SPICER LIFE MODELS FEATURES				
Feature	1760	SPL170	1810	SPL250
Torque	16541Nm	17000 Nm	22371 Nm	25000Nm
Bearing capacity	1700 Nm	1700 Nm	1866 Nm	2000 Nm
Rotating diameter	217 mm	180 mm	232 mm	180 mm
Weight	27.9 kg	26.4 kg	36.1 kg	33.2 kg
Tube size	101.6 mm x 4.6mm	126 mm x 3.0mm	114.3 mm x 4.6mm	128.5 mm x 4.2mm
Spline size	63.5mm -16 T straight	98.4 mm - 38 T involute	76 mm - 16 T straight	98 mm - 38 T involute

QUICK DISCONNECT BOLT SPECIFICATIONS			
Series	Socket size	Bolt torque	Assembly P/N - Bolt P/N
SPL140	12mm - 12 point	135-160 Nm/100-120 Lb. Ft	140-70-18X - 12-73-125M
SPL170	12mm - 12 point	135-160 Nm/100-120 Lb. Ft 155-183 Nm/115-135 Lb. Ft	170-70-18X - 12-73-125M 170-70-18X - 5007417 (from 06/06)
SPL250	12mm - 12 point	135-160 Nm/100-120 Lb. Ft 155-183 Nm/115-135 Lb. Ft	250-70-18X - 12-73-125M 250-70-18X - 5007417 (from 06/06)

SPRING TAB BOLT SPECIFICATIONS			
Series	Socket size	Bolt torque	Assembly P/N - Bolt P/N
SPL140	8mm - 6 point	35-40 Nm/20-25 Lb. Ft	211941X
SPL170	8mm - 6 point	35-40 Nm/20-25 Lb. Ft	211941X
SPL250	8mm - 6 point	35-40 Nm/20-25 Lb. Ft	211941X

MIDSHIP NUT SPECIFICATIONS			
Series	NUT P/N*	Bolt torque	Assembly P/N - Bolt P/N
SPL140	250-74-11	644-712 Nm/475-525 Lb. Ft	230123-6
SPL170	250-74-11	644-712 Nm/475-525 Lb. Ft	230123-6
SPL250	250-74-11	644-712 Nm/475-525 Lb. Ft	230123-6

NOTE

New cold formed bearing retainers
Do not need to be replaced.
Replace only if damaged.



Failure to properly tighten bolts, reuse of spring tabs, reuse of spring tab bolts, or use of inferior grade bolts can result in separation of the driveline from the vehicle. A separated driveline can result in property damage, serious personal injury or death. Spicer bolts are specially heat treated.
Do not substitute with inferior grade bolts.

DRIVESHAFT

SPICER LIFE SERIES

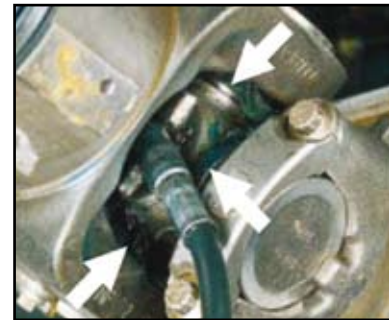
SPL 140-170-250 MAXIMUM LUBE INTERVAL			
Type of service	Distance		Time
City	40000 km	or	3 mths (whichever comes first)
On highway	160000 km	or	6 mths (whichever comes first)
On/off highway	40000 km	or	6 mths (whichever comes first)
Highway/ industrial	500 hours for normal service and severe environmental conditions		250 hours for continuous service.

NOTE

Spicer Life Series replacement universal joint kits contain only enough grease to provide needle roller bearing protection during storage. It is therefore necessary to completely lubricate each replacement kit prior to assembly into the yokes.

LUBRICATION PROCEDURE FOR UNIVERSAL JOINTS

1. Use Ep2 grease 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. Make sure fresh grease is evident at all universal joint bearing seals.
2. If any seals fail to purge, try other nipple, and then try to move the driveshaft from side to side while applying grease gun Pressure.
3. If any bearing cup assemblies fail to purge, releasing seal tension may be necessary.



PROCEDURE FOR RELEASING UNIVERSAL JOINT BEARING SEAL TENSION

1. Utilising a brass hammer and wearing safety glasses, sharply strike inboard yoke on lug ear once, to firmly seat bearing against spring tab and relieve tension span. Rotate shaft 180 degrees and repeat procedure on opposite lug ear, then retry to purge all.
2. If still unable to purge disassembly may be necessary to achieve purging. Before disassembly, mark all bearing positions in relation to yokes and bearing retainers at the effected universal joint. This assures reassembly of the driveshaft in its original position.



Reassembly of a driveline out of original phase can cause vibration and failure of the driveline and attaching components. Failure of a driveline can result in separation of driveline from the vehicle. A separated driveline can result in property damage, serious personal injury or death.



Never work on a driveshaft without blocking the vehicles wheels and releasing all park brakes. Failure to release all parking brakes and failure to place transmission in neutral can result in torque being applied to the driveshaft. Disconnecting a driveshaft with applied torque can result in property damage, serious personal injury or death.