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SERVICE BULLETIN NUMBER: WB-041317-1

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MODEL: All Products

TOPIC: U-Joint Angles

INSTRUCTIONS:

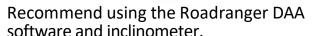
Out of spec u-joint operating angles reduces component life and is a leading cause of premature failure to transmissions, differentials, transfer cases, and PTO'S!

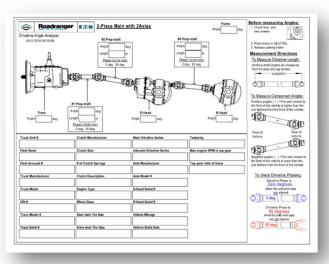
Note: Many resources are available regarding u-joint operating angles, yoke phasing, vehicle ride height, and driveline inspection; this bulletin will not cover them all.

You will need:

- Inclinometer for measuring angles and phasing
- Tape measure to measure length of tube and ride height
- Flat surface to park the vehicle and wheel chocks for stabilization
- Driveline worksheet for recordings







Example Roadranger DAA Worksheet



Safety FIRST! Review owner's manuals, service manuals, and other OE provided instructions. Confirm driveline series and length is correct for torque, RPM, and vehicle specifications.

Wear appropriate PPE.

General U-Joint Angle Rules:

- i. Should have a minimum angle of 1°
- ii. Angles on each end of a shaft should be within 1° of each other
- iii. U-Joint angles shouldn't be larger than 3°
- IV. Yoke phasing is vehicle specific & set by operating angles

Inspection:

- 1. Print corresponding worksheet.
- 2. Park the vehicle on a flat surface, chock the wheels, and release the parking brake.
- 3. Inspect driveline for u-joint endplay and worn components.
 - Note: Spicer recommends U-Joint endplay should not exceed .006
- 4. Measure and record angles, shaft length, and u-joint phase. *Make Corrections as needed*

