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SERVICE BULLETIN NUMBER: WB-041117-1

DATE: 4/11/2017

MODEL: All Products

TOPIC: Yoke Inspection

INSTRUCTIONS:

WARNING! Failing to replace worn or damaged driveline components can cause premature wear and driveline failure!

Driveline vibrations and loss of clamping force are two leading causes of premature wear and failures to differentials and transmissions.

Note: Many resources are available regarding driveline inspection. This bulletin will not cover them all.

Inspection:

1. Clean all grease and dirt. Contamination will hide excessive wear.
2. Check for u-joint endplay
   Note: Spicer recommends U-Joint endplay should not exceed .006
3. Confirm u-joint straps are not deformed and strap bolts are in good condition.
4. Inspect the strap bolts and holes threads for damage and torque.
   Example: Series 1710 yoke, strap bolt torque is 115-135 lbs. ft.
5. Torque end yoke nut to correct application specification.
   Note: see pg. 5 for common torque values.

WELLER

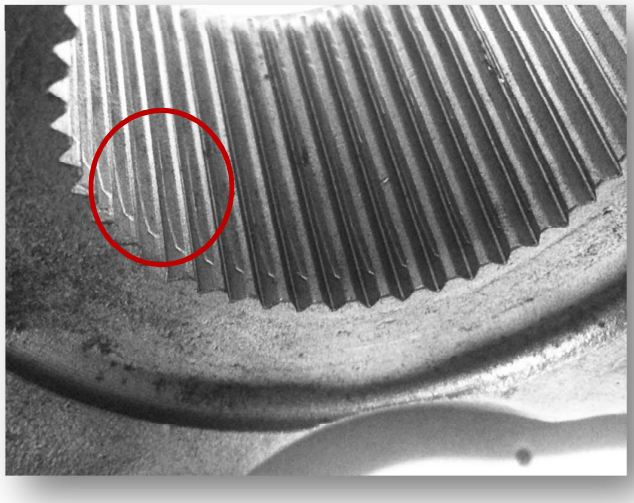
Thorough inspection of a yoke is critical to prevent premature failure. A good yoke will help prevent against oil leaks, vibrations, and driveline failure.

Yoke Seat – Wear can limit the surface contact causing poor clamp.

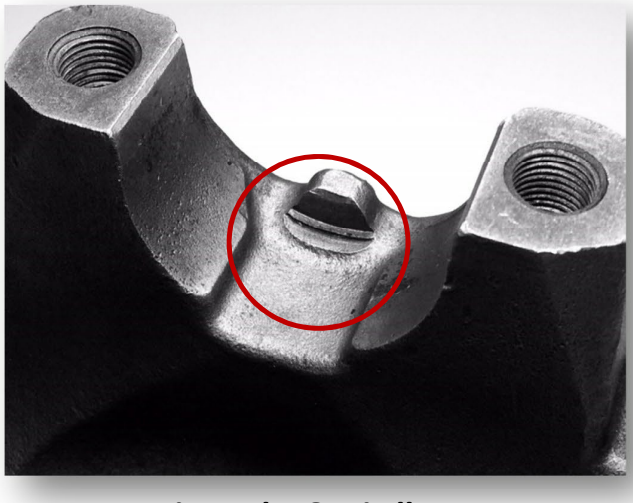
U-joint girdles – Wear WILL cause vibrations and oil leaks.

Splines – Wear will allow additional play between the shaft and yoke.

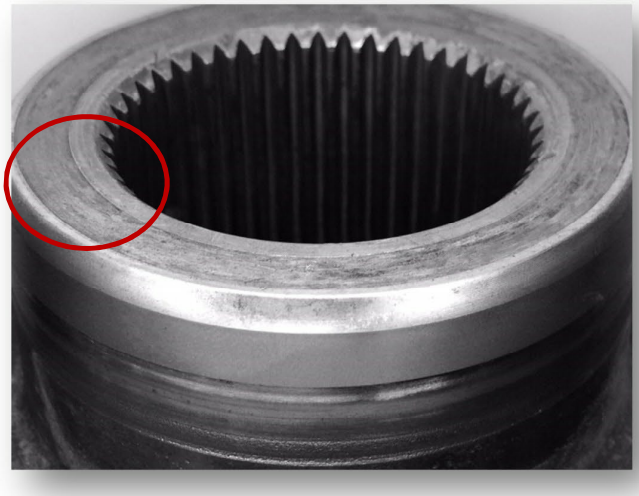
Seal Surface – NOT RECOMMENDED TO USE SPEEDI SLEEVES. Wear will cause seal failure and oil leaks.



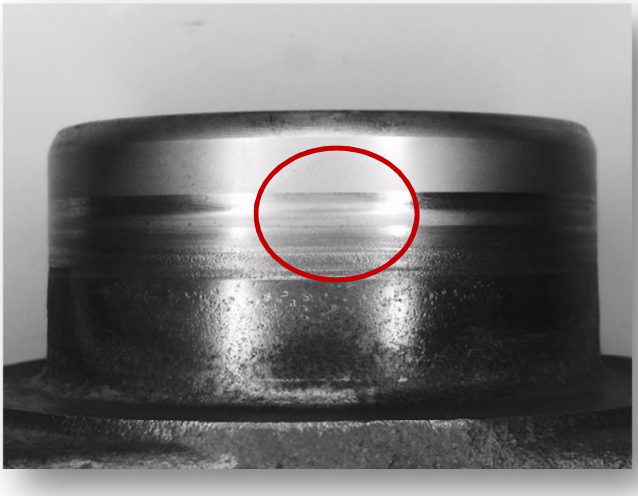
Spline Wear



U-Joint Tabs & Girdles Wear



Yoke Seat



Seal Surface Wear