



Tech TIPS

SUPPORTING TODAY'S PROFESSIONAL TECHNICIAN

Prop Shaft Do's and Don'ts

Do:

Check the propshaft U-joint pinion angle after installing a chassis lift or lowering kit. U-joint and/or shaft failure will occur if drive line angles are incorrect.

Don't:

Hammer on the propshaft when removing or installing. Damage caused by incorrect installation techniques will result in premature failure or vibration.

Do:

Torque the retaining hardware to original equipment manufacturer's specifications – overtightening will damage the U-joint.

Don't:

Ignore torn boots on the driveshaft – contamination intrusion will cause the U-joint to fail prematurely.

Do:

Grease the U-joints and slip joints periodically. Failure to do so will result in premature failure.

Don't:

Ignore squeaking or vibrations. The U-joint or slip joint may be bad. Inspect the joints for looseness, rust, or corrosion.

Do:

Compare propshafts prior to installation. Areas to check are: compressed overall length, seal surface, splines and bolt patterns.

Don't:

Run the vehicle in gear without the differential(s) being supported. Driveline angles will become extreme and may cause damage to the propshaft or the U-joints.

Do:

Run the vehicle in 4-wheel drive occasionally if the mode is not used for a long period of time. This helps to maintain proper grease distribution in the propshaft.

Always refer to the vehicle service manual for specific installation procedures, tools and instructions.