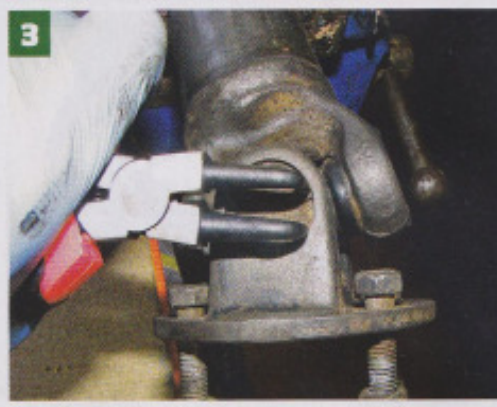




1 Remove the propshaft. This is the general state of most hard-worked driveshafts. An opposite twist of the flanges often reveals a little play in the universal joint's bearings.



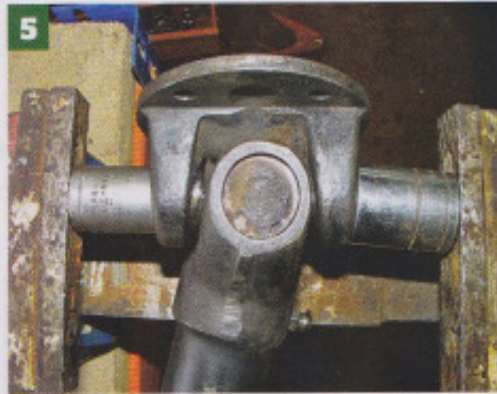
2 Each bearing cup is retained by an internal circlip. These may be rather dirty or rusted, so give them a soak in some release fluid before attempting to remove them.



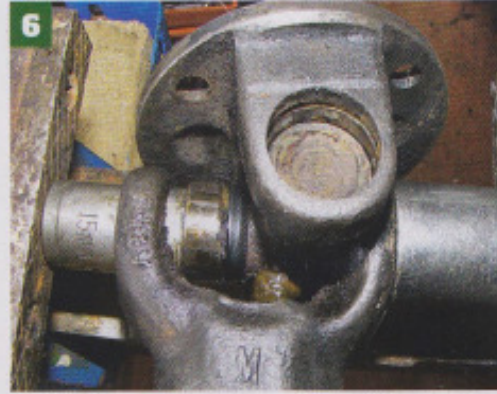
3 Give the propshaft yokes a clean and then, concentrating on one joint at a time, extract the circlips using circlip pliers. If a clip is tight, tap the bearing cup inwards a tad to reduce pressure.



4 The joint should now look like this. Next, find two sockets or similar tubular items, one of a slightly lesser diameter than the cup and another greater.



5 Place the universal joint and sockets in the jaws of a vice. The larger socket must be positioned with its driving end over one yoke, with the smaller bearing against the opposite cup.



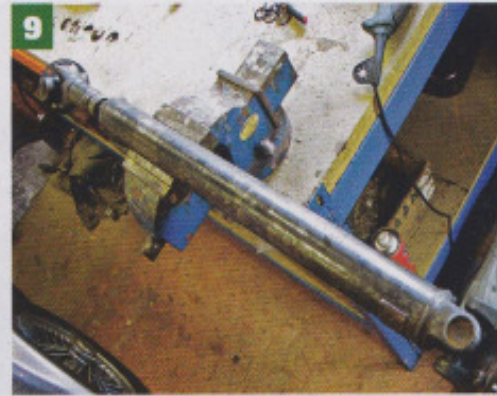
6 The bearing cups and the central spider should be pressed through the yoke until the outermost cup drops free. In some cases you may need to ease this out with a pair of grips.



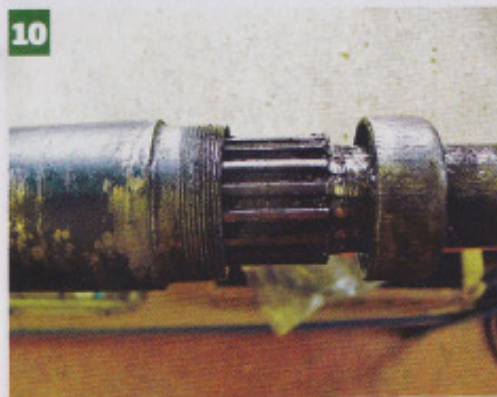
7 The spider can now be tilted and the opposite cup removed. This then allows the two yokes to be separated. Repeat the process to remove the joint completely.



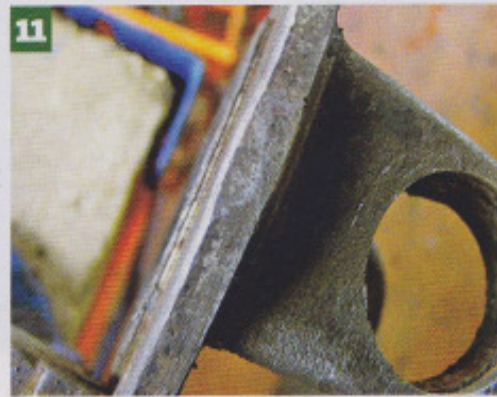
8 The result should be a bunch of components looking something like the above. Repeat the process for the opposite end of the propshaft and clean up the remaining areas ready for paint.



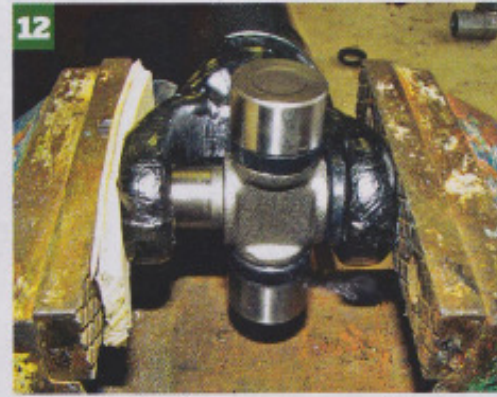
9 There are a few more checks to make before painting and build proceed. Ensure that the joints are aligned. Here, the couplings are misaligned. This will lead to unwanted vibration.



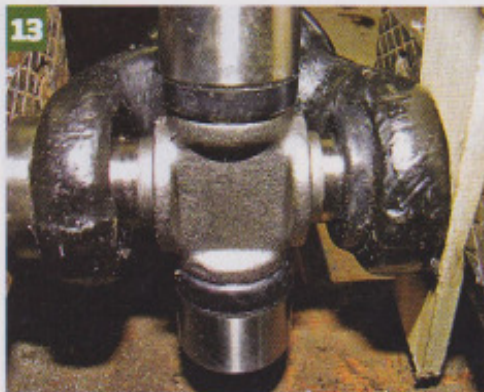
10 Propshafts often feature a sliding joint, to allow for length variation due to the deflection of the suspension. Unscrew the cap and inspect the splines for wear, before cleaning thoroughly.



11 Inspect the end flanges for damage caused by heavy-handed removal techniques. This flange required a small amount of dressing with a file.



12 To reassemble, first press a new cup into the yoke using the vice. Once started, insert the spider. This cannot be achieved if the cup is in all the way.



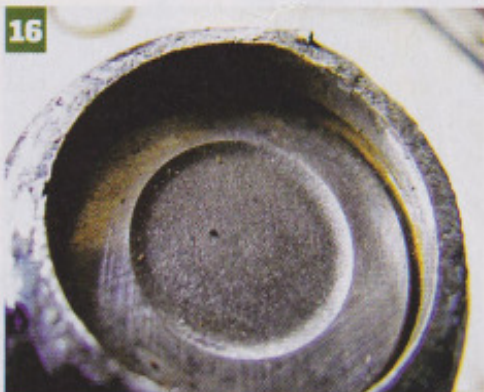
Repeat the process for the opposite cup, ensuring that none of the needles drop out of place. Use a smear of grease to hold them and try to avoid sudden jerking movements.



The last two steps will leave the cups outer faces flush with the surface of the yokes. To insert the circlips, they must be pressed further in using the socket method.



After pressing the cup in sufficiently, insert the clip into the groove using the circlip pliers. Be careful not to press the cup in too far, though.



Here, the opposite cup has been pushed too far in and the clip groove is not fully revealed. This cup will need to be pressed in further, thus pushing its opposite number back.



If a bearing cup refuses to press completely home, it may be that some of the bearing needles have dropped out of place. If this happens, you will have to repeat the whole dismantling process.



Once all of the cups have been pressed in and the circlips fitted, don't forget to fit the grease nipple. After that, grease the joint and clean away any excess.



19 If the coupling feels tight, it may be that the caps are pressed too tightly together. This can be rectified using a few well-directed blows from a hide hammer.