How to Identify Failure and Probable Cause

**Universal Joints**
- Burned U-Joint Cross
  - Lack of lubrication (improper maintenance)
  - Wrong lubrication type
  - Improper application
- End Galling
  - Excessive u-joint operating angles
  - Improper assembly procedures
  - Sprung or bent yoke
  - Lack of lubrication (improper maintenance)
- Brinelling
  - Excessive continuous torque loads
  - Seized slip yoke splines
  - Excessive driveline angles
  - Sprung or bent yoke
  - Overtightened U-bolts
- Spalling
  - Water contamination
  - Improper lube type
  - Lubrication failure

**Yoke**
- Fractured Yoke
  - Excessive torque loads
  - Shock loads
  - Improper application
  - U-joint kit failure
- Bent Yoke
  - Excessive torque
  - Improper application
  - Improper u-joint removal
- Broken Tang Half Round
  - Improper bearing retainer bolt torque
  - Improper installation
  - Strap was reused instead of replaced

**Tubing**
- Twisted Tubing
  - Excessive torque
  - Driving into immovable object under power
  - Spinning tires that suddenly grab hold
- Failed Tubing
  - Shock loads
  - Improper welding procedures
  - Excessive vibration
  - Possible torsional vibration problem
- Fractured Spline
  - Excessive torque loads
  - Shock loads
  - Improper application

**Universal Joints**
- Fractured U-Joint
  - Excessive torque loads
  - Shock loads
  - Improper application

**Tubing**
- Excessive torque loads
  - Shock loads
  - Improper application

**Tube Shafts**
- Excessive torque loads
  - Shock loads
  - Improper application

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**Preventive Maintenance**

Driveshaft inspection should be performed as part of your regular maintenance. Normal vehicle maintenance and recognition of component discrepancies are necessary to prevent serious mechanical problems and avoid driver discomfort. Failure to perform normal maintenance may also void the vehicle warranty.

**Routine Inspection Steps**

1. Check the output and input end yokes for looseness.
2. Check for excessive radial looseness of output/input shaft.
3. Check for looseness across ends of u-joint.
4. Check the slip spline for excessive radial movement.
5. Check the shaft for damage, bent tubing, or missing balance weights.
6. Check for a loose or missing slip yoke plug.

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Spicer® service parts deliver the same quality used by major original equipment manufacturers. Each component is engineered to work together to offer quality and reliability. Specify genuine Spicer parts for all of your driveshaft repairs.

For detailed servicing instructions, refer www.SpicerParts.com/online-catalog.