

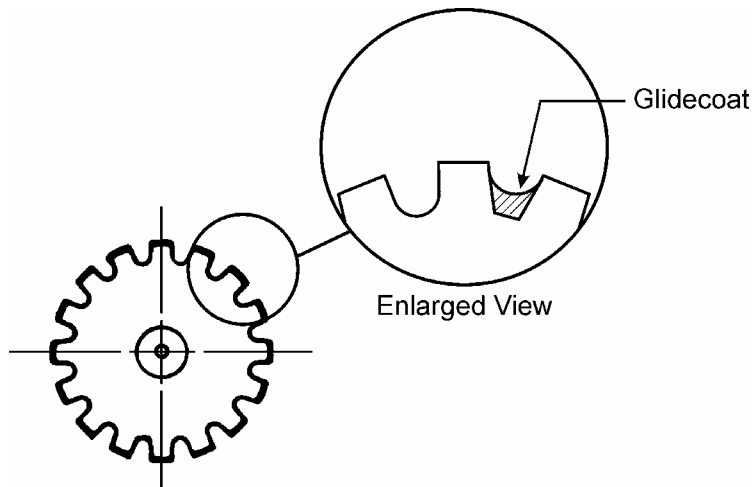
ENGINEERING CHANGE

JOI-TEC-41

TECHNICAL DATA

DATE: October 15, 2001

TO: All Spicer® Universal Joint Distributors



Spicer engineers are improving our processes by changing the method used to create the “wide” tooth on tube shafts (-40 numbers) and midship tube shafts (-53 numbers). An example of one of these tube shafts might have a 1.500 diameter, 15 based on 16-tooth spline.

Effective immediately, the wide tooth will be formed by eliminating the glidecoat broaching operation between two adjacent teeth. This change will, in effect, create a tooth space that, because of the thicker filling of glidecoat, is narrower and shallower than the mating tooth on a slip yoke or end yoke. (See illustration above.) This narrow tooth space will not allow installation of the mating spline unless you have the teeth properly aligned.

This “wide tooth” will be easily recognized by a permanent mark in the “root” of the unbroached tooth space.

The “wide tooth” concept for tube shafts and midships was developed solely to facilitate special phasing of multi-piece driveshafts and to maintain alignment of our system balanced driveshafts. While this new machining method will serve the same purpose, it is still imperative that you mark ALL components of every driveshaft before disassembly.

Please pass this information on to your customers.

Thomas Koedam

Thomas Koedam
Brand Development Manager
Spicer Driveline Products

This bulletin along with other technical, part number and application information can be found in the Expert located at www2.dana.com/Expert.