U-Joint Kit Lubrication Procedures

WARNING: Personal serious or eye injury, always wear safety glasses when lubricating or servicing a vehicle. Failure to follow these precautions can result in serious injury or death. gloves, and/or protective clothing. Work in a well-ventilated area.

NOTE: Use high-quality lubricants. Low-quality lubricants do not provide proper lubrication and can result in premature u-joint kit failure. Use the proper lubricant to ensure the best performance.

1. Before starting any job involving the u-joint, remove the u-joint from the driveshaft and yoke. This will allow you to lubricate the needle bearings and inspect the u-joint sealing surfaces. The u-joint must be removed and replaced with a new kit. Releasing seal pressure cannot be done by loosening the bolts that retain the u-joint. Always use a restraining strap to prevent the driveshaft from falling out of the yoke ears.

2. After installation is complete, and before starting the vehicle, inspect the u-joints (see Figures A and B). Check the needle bearings for any signs of wear or damage. If any signs of wear are found, the u-joint must be replaced. It is not necessary to grease them after installation. Use a restraining strap to prevent the driveshaft from falling out of the yoke ears.

3. After installation is complete, and before starting the vehicle, inspect the u-joints (see Figures A and B). Check the needle bearings for any signs of wear or damage. If any signs of wear are found, the u-joint must be replaced. It is not necessary to grease them after installation. Use a restraining strap to prevent the driveshaft from falling out of the yoke ears.

4. Before starting the vehicle, inspect the u-joints (see Figures A and B). Check the needle bearings for any signs of wear or damage. If any signs of wear are found, the u-joint must be replaced. It is not necessary to grease them after installation. Use a restraining strap to prevent the driveshaft from falling out of the yoke ears.

5. After installation is complete, and before starting the vehicle, inspect the u-joints (see Figures A and B). Check the needle bearings for any signs of wear or damage. If any signs of wear are found, the u-joint must be replaced. It is not necessary to grease them after installation. Use a restraining strap to prevent the driveshaft from falling out of the yoke ears.

6. Before starting the vehicle, inspect the u-joints (see Figures A and B). Check the needle bearings for any signs of wear or damage. If any signs of wear are found, the u-joint must be replaced. It is not necessary to grease them after installation. Use a restraining strap to prevent the driveshaft from falling out of the yoke ears.

7. Before starting the vehicle, inspect the u-joints (see Figures A and B). Check the needle bearings for any signs of wear or damage. If any signs of wear are found, the u-joint must be replaced. It is not necessary to grease them after installation. Use a restraining strap to prevent the driveshaft from falling out of the yoke ears.

8. Before starting the vehicle, inspect the u-joints (see Figures A and B). Check the needle bearings for any signs of wear or damage. If any signs of wear are found, the u-joint must be replaced. It is not necessary to grease them after installation. Use a restraining strap to prevent the driveshaft from falling out of the yoke ears.

9. Before starting the vehicle, inspect the u-joints (see Figures A and B). Check the needle bearings for any signs of wear or damage. If any signs of wear are found, the u-joint must be replaced. It is not necessary to grease them after installation. Use a restraining strap to prevent the driveshaft from falling out of the yoke ears.

10. Before starting the vehicle, inspect the u-joints (see Figures A and B). Check the needle bearings for any signs of wear or damage. If any signs of wear are found, the u-joint must be replaced. It is not necessary to grease them after installation. Use a restraining strap to prevent the driveshaft from falling out of the yoke ears.

11. Before starting the vehicle, inspect the u-joints (see Figures A and B). Check the needle bearings for any signs of wear or damage. If any signs of wear are found, the u-joint must be replaced. It is not necessary to grease them after installation. Use a restraining strap to prevent the driveshaft from falling out of the yoke ears.

12. Before starting the vehicle, inspect the u-joints (see Figures A and B). Check the needle bearings for any signs of wear or damage. If any signs of wear are found, the u-joint must be replaced. It is not necessary to grease them after installation. Use a restraining strap to prevent the driveshaft from falling out of the yoke ears.

13. Before starting the vehicle, inspect the u-joints (see Figures A and B). Check the needle bearings for any signs of wear or damage. If any signs of wear are found, the u-joint must be replaced. It is not necessary to grease them after installation. Use a restraining strap to prevent the driveshaft from falling out of the yoke ears.

14. Before starting the vehicle, inspect the u-joints (see Figures A and B). Check the needle bearings for any signs of wear or damage. If any signs of wear are found, the u-joint must be replaced. It is not necessary to grease them after installation. Use a restraining strap to prevent the driveshaft from falling out of the yoke ears.

15. Before starting the vehicle, inspect the u-joints (see Figures A and B). Check the needle bearings for any signs of wear or damage. If any signs of wear are found, the u-joint must be replaced. It is not necessary to grease them after installation. Use a restraining strap to prevent the driveshaft from falling out of the yoke ears.

16. Before starting the vehicle, inspect the u-joints (see Figures A and B). Check the needle bearings for any signs of wear or damage. If any signs of wear are found, the u-joint must be replaced. It is not necessary to grease them after installation. Use a restraining strap to prevent the driveshaft from falling out of the yoke ears.

17. Before starting the vehicle, inspect the u-joints (see Figures A and B). Check the needle bearings for any signs of wear or damage. If any signs of wear are found, the u-joint must be replaced. It is not necessary to grease them after installation. Use a restraining strap to prevent the driveshaft from falling out of the yoke ears.
1. Remove each bearing assembly and pack each journal cross lube reservoir with grease.
2. Using a hand-held grease gun, inject grease into each bearing seal. (See Photo 1)
3. After installation into a driveshaft, and prior to being placed into service, you must (with the exception of Service-Free u-joint kits):

   • Release seal pressure by loosening the retainer or strap and unhooking the end of the driveshaft from the yoke ears.

   • With the driveshaft hanging on the restraining strap, install a C-clamp around the non-purging bearings and apply grease to purge the bearings.

   • Release pressure by removing the retainer or strap and unhooking the end of the driveshaft from the yoke ears.

   • Apply grease gun pressure to each u-joint until fresh grease appears at each bearing seal. This purging action not only removes any entrapped foreign material, but also cleans and lubricates the needle bearings. It is not necessary to lubricate them after installation.

   • With the driveshaft still resting on the restraining strap, rotate the shaft 180 degrees and repeat procedure on the opposite lug ear. Apply grease gun pressure. If the problem still persists, remove the u-joint kit from the driveshaft and replace it with a new kit. Releasing seal pressure cannot remove the blockage, and the problem should not occur again.
are retained by spring tabs, you should never loosen the spring tabs to release seal pressure.

- Refer to the u-joint into the driveshaft yoke.

- Fill each journal cross with grease. Wipe the remaining grease into each bearing cap, filling the cavities:

- New Spicer Service-Free (SF) light-duty and medium-duty u-joints are shipped pre-lubed, with the bearings installed on vehicles in service. MUST be re-lubed at specific intervals. Refer to the lube interval chart on the back of the Service manual no. DSSM 0100 for u-joint kit installation instructions. Service manual DSSM 0100 can be obtained from your Spicer Distributor.

- Push up on the driveshaft, from the side opposite the bearing that will not be purged. It is not necessary to grease them after installation.

- 1. If loosening the bolts does not allow purging, remove the bearing(s) non-purging bearing cap(s) in the yoke ear(s). Apply grease gun lubricant to purge (see Photo 1).

- 2. Using a screwdriver, turn the drive shaft to provide the bearing to purge:

- 3. Assemble the driveshaft:

- 4. Fit the driveshaft into the driveshaft flange and secure with the fastener(s). Refer to the assembly instructions for each yoke type.

- 5. Make sure you lubricate at recommended intervals (see back of this brochure).

- 6. Make sure you use only approved lubricants. We recommend Spicer® ultra-premium synthetic grease. Chevron Ultra-Duty EP-2 is a premium synthetic grease that provides long life in demanding applications.

- 7. Replace any boots that have worked their way past the seals.

- 8. Make sure you lubricate at recommended intervals (see back of this brochure).

- 9. To see how-to videos on proper installation procedures, visit SpicerParts.com/Videos.

- 10. Spicer® Driveshaft and U-Joint Lubrication and Torque Specifications

- 11. To order the proper lubrication for your application, refer to the lubrication specifications in this brochure.

- 12. Visit SpicerParts.com to see how-to videos on proper installation procedures.

- 13. Make sure you lubricate at recommended intervals (see back of this brochure).

There is No Substitute for Spicer® Products — Including Spicer Lubrication!

Spicer products are recommended for lubrication applications, and Spicer ultra-premium synthetic grease is specifically engineered to complement Spicer® universal joints. You can rely on Spicer products to help protect your axles, drive trains, and other Spicer products from damage or wear.

- Inadequate lube cycles, and failure to lubricate the u-joint and slip spline properly, may cause premature seal failures, but may lead to other problems such as slip spline seizures, premature u-joint kit failures, but may lead to other problems such as slip spline seizures, premature u-joint kit failures, and permanent vision loss.

- Visit SpicerParts.com to see how-to videos on proper installation procedures.

- Make sure you lubricate at recommended intervals (see back of this brochure).

- To order the proper lubrication for your application, refer to the lubrication specifications in this brochure.
**Bearing Strap and Bearing Retainer Bolt Torques**

- Retained by spring tabs, you should never loosen the spring tabs to release seal pressure.

**CAUTION:**

**PROCEDURE:**

- Must be added to the journal cross and bearing caps prior to assembly into the driveshaft yokes.

- Numbers with a SF suffix, i.e., SPL250-SF3X) are supplied with a predetermined amount of Spicer synthetic grease, which must be added to the u-joint kit. See Figure 6.3.210.4 for application instructions.

**NOTE:**

If you have removed or loosened any bearing cap fasteners, ALWAYS replace them with new fasteners and sequences should be followed during the original installation and re-installation of components.

- Bolt Installation Procedures:

- Bolt Installation Procedures (Refer to Charts 1, 2, 3, and 4 for bolt numbers, bolt chart numbers, and recommended torques).

**CAUTION:**

- Retainer kit with cast retainer (see Figure D and Chart 2).
- **Chart 4**
- **Bolt Installation Procedures:**

**NOTE:**

- Only apply grease to the u-joint kit when the engine is running.
- Always use a restraining strap to prevent them from falling out of the vehicle.
- Always replace the used bearing strap with a new bearing strap.

**WARNING:**

- Failure to replace the boot and/or retainer(s) will result in a loss of lubrication and premature failure.
- Failure to replace the boot, or any other damage to any of the boot clamps, will require the replacement of the entire boot assembly. Refer to SPL® 2018 service manual DSSM 0100 for bearing installation and re-installing the slip bearing.

**NOTE:**

- If you have removed or loosened any bearing cap fasteners:

**Procedure:**

- Re-lube slip assemblies at the same intervals, and with the same lube, to ensure proper lubrication.

Since your Spicer® 10 Series retention kit was a stamped bearing strap, ALWAYS replace the used bearing strap with a new bearing strap.

**Figures 2 and 3**

**WARNING:**

- Never apply grease pressure until fresh grease appears at the slip yoke seal.
- Cover the hole in the plug with your finger and continue applying grease gun pressure until fresh grease appears.

- SPL® boot kits come with a sealed package of grease containing the 4 ounces of Chevron Ultra-Duty EP-2 lubricant. If any additional grease needs to be added, refer to the Service Manual DSSM 0100.

**NOTE:**

- Any damage to the boot, or any best damage to any of the boot clamps, will require the replacement of the entire boot assembly. Refer to SPL® 2018 service manual DSSM 0100 for bearing installation and re-installing the slip bearing.

- Spicer® Dura-Tune® Center Bearings:

**NOTE:**

- Spicer® Dura-Tune® center bearings do not require any lubrication within the center bearing itself.
- Center bearings are lubricated in the factory and sealed for life.

- Replacing the u-joint kit with a new kit brings fresh grease to the center bearing.

-**Figures 2 and 3**

**NOTE:**

- Turn bolt torques for spring tab bolts.

- Serrated Head Style Bolt Torques - (see Figure C)

- Bolt Installation Procedures (Refer to Charts 1, 2, 3, and 4 for bolt numbers, bolt chart numbers, and recommended torques).

- **CAUTION:**

- All bolt torques have been calculated for a bolt that is not required additional lubrication.

- Drive shafts must never be disassembled. You can snag clothes, skin, hair, etc. This can cause injury or death. Do not go under the vehicle while the engine is running.
Bearing Strap and Bearing Retainer Bolt Torques

- Refer to the u-joint into the driveshaft yoke.

CAUTION:

PROCEDURE:

numbers with a SF suffix, i.e., SPL250-SF3X) are supplied with a predetermined amount of Spicer synthetic grease, which

Driveshafts are extremely heavy. Always use a restraining strap to prevent them from falling out of the vehicle.

ALWAYS replace any loosened or removed bolts with a NEW BOLT. Refer to Bolt Installation charts 2, 3, and 4.

Bolt Torque of the recommended torque on Charts 1, 2, 3, and 4 kits numbers, bolt pull numbers, and recommended torques.

Drill out or be removed or be removed bearing cap nuts before tightening the bearing cap nuts until the bearing cap nuts are snug, without forcing the bearing cap nut against the bearing. Refer to Chart 2 for recommended torques on U-Joint Kits.

If loosening the bolts does not allow purging, remove the bearing(s) from the driveshaft yoke and replace it.

• If loosening the bolts does not allow purging, remove the bearing(s) from the driveshaft yoke and replace it.

Access大方 (see Chart E) for recommended torque on the spacer tightening procedure for bearing

Additional Lubrication Procedures

• SPL® u-joint kits with bearings that will not purge must be removed with the retaining bolts and bolt plate and use a lock nut (see Figure E). SPL® kits with bearings that will not purge must be removed with the retaining bolts and bolt plate and use a lock nut (see Figure E).

SPL® boot kits come with a sealed package of grease containing the 4 ounces of Chevron Ultra-Duty EP-2 lubricant. No additional grease needs to be added.

SPL® slip assemblies are lubed for life and do not require additional lube.

• Any damage to the boot, or any tear or damage to any of the boot clamps, will keep the replacement of the entire boot or boot assembly. Refer to SPL® service manual DSSM 0100 for installation of bearing and the tightener ring on the lower bearing. Install the figure B. After tightening to the proper torque, bend the tabs of the slip yoke into the boot to lock the boot in place (see Figure B). When the engine is running. When the engine is running.

WARNING:

Failure to complete this recommendation can lead to premature failure of the engine and the tightener ring on the lower bearing.
Bearing Strap and Bearing Retainer Bolt Torques -

When you remove the SF bearings from the cross trunnions, some grease may be sucked out of the cross trunnions.

PROCEDURE:
- Fill each journal cross with grease. Wipe the remaining grease into each bearing cap, filling the cavities in the bearing cap.
- Some SF journals (for example, SPL®250-SF3X) are supplied with a predetermined amount of Spicer synthetic grease, which must be added to the journal cross and bearing caps prior to assembly into the driveshaft yokes.

CAUTION:
- Always replace the removed or damaged bearing retaining strap with a new one. Void warranty if replaced strap is used.
- Non-serviceable SF journals (for example, SPL®170-70-18X) are NOT supplied with a pre-lubed bearing.

IMPORTANT:
- Release pressure by removing the retainer or strap and unhooking the end of the driveshaft from the yoke ears.
- Service manual no. DSSM 0100 for u-joint kit installation instructions. Service manual DSSM 0100 can be found at: SpicerParts.com/Literature, keyword search: DSSM 0100.
- Driveshafts are extremely heavy. Always use a restraining strap to prevent them from falling out of the vehicle.

CAUTION:
- Service manual no. DSSM 0100 for u-joint kit installation instructions. Service manual DSSM 0100 can be found at: SpicerParts.com/Literature, keyword search: DSSM 0100.
- Driveshafts are extremely heavy. Always use a restraining strap to prevent them from falling out of the vehicle.

NOTE:
- When you remove the SF bearings from the cross trunnions, some grease may be sucked out of the cross trunnion.
- When you remove the SF bearings from the cross trunnions, some grease may be sucked out of the cross trunnion.

Bolt Installation Torques (see Chart 1, 2, 3, 4, and 5 for bolt numbers, bolt pull numbers, and recommended torques).  

CAUTION:
- Failure to remove or improperly retaining bearing cap or strap may result in severe damage to the cross trunnion and bearing cap.

NOTE:
- You may want to review the service manual for recommendations regarding lube cycles vs. specific applications.

CAUTION:
- Release pressure by removing the retainer or strap and unhooking the end of the driveshaft from the yoke ears.
- Service manual no. DSSM 0100 for u-joint kit installation instructions. Service manual DSSM 0100 can be found at: SpicerParts.com/Literature, keyword search: DSSM 0100.

NOTE:
- You may want to review the service manual for recommendations regarding lube cycles vs. specific applications.

CAUTION:
- Release pressure by removing the retainer or strap and unhooking the end of the driveshaft from the yoke ears.
- Service manual no. DSSM 0100 for u-joint kit installation instructions. Service manual DSSM 0100 can be found at: SpicerParts.com/Literature, keyword search: DSSM 0100.

NOTE:
- You may want to review the service manual for recommendations regarding lube cycles vs. specific applications.

CAUTION:
- Release pressure by removing the retainer or strap and unhooking the end of the driveshaft from the yoke ears.
- Service manual no. DSSM 0100 for u-joint kit installation instructions. Service manual DSSM 0100 can be found at: SpicerParts.com/Literature, keyword search: DSSM 0100.

NOTE:
- You may want to review the service manual for recommendations regarding lube cycles vs. specific applications.
Bolt Installation Torques (Refer to Charts 1, 2, 3, 4, and 4 for bolt numbers, bull bolt numbers, and recommended torque values.)

Center Bearing Assemblies:

- **SPL®** slip assemblies are lubed for life and do not require additional lube.
- Any damage to the boot, or any loss or damage to any of the boot clamps, will require the replacement of the entire SPL® slip assembly.
- *NOTE:* SPL® slip assemblies can be lubed at any time during the bearing life.

SPL® Turbo-Tune® Center Bearings:

- Unevenly spaced SPL® Turbo-Tune® center bearings do not require any lubrication within the bearing itself. However, it is required to add or change the grease within the bearing boot.
- Please refer to chart 7-73-115 SPL® Turbo-Tune® center bearing installation procedures, which can be found at SpicerParts.com/Literature.
**U-Joint Kit Lubrication Procedures**

**Warning:** Personal injury and/or wear to bearings when lubricating or servicing a u-joint kit. Failure to follow these procedures could result in loss of bearing or premature bearing failure, leading to catastrophic failure and/or serious injury.

1. **Release pressure by removing the retainer or strap and unhooking the end of the driveshaft from the yoke ears.** Procedures section for instructions.

2. **CAUTION:** The premium seal design of Spicer u-joints may, on occasion, prevent one or more bearings from purging. If that should ever happen, try one of these purging procedures to relieve seal tension:
   - **1.** Using a screwdriver and wearing safety glasses, gently rotate the bearing over the needle roller retainer (see Photo 1) to relieve seal tension. Rotate shaft 180 degrees and repeat procedure on the opposite lug ear. Apply grease gun pressure. If the problem still persists, strike the yoke ear. Striking the yoke ear may relieve tension across the span. Rotate shaft 180 degrees and repeat procedure on the opposite lug ear. Apply grease gun pressure. If the problem still persists, strike the yoke ear again.
   - **2.** Depending on the type of yoke design in your driveshaft, release pressure on the bottom of each bearing cap and insert a needle roller retainer or bearing plate. We recommend Spicer® ultra-premium synthetic grease.
   - **3.** Make sure you use only approved lubricants. We recommend Spicer® ultra-premium synthetic grease.
   - **4.** Make sure you lubricate at recommended intervals (see back of this brochure).

**IMPORTANT:** The premium seal design of Spicer u-joints is reversible. After any seal has been properly purged, it should not be reused and should be replaced.

- **NOTE:** Bearing retainers used with Spicer Life® Series (also referred to as SPL®) heavy-duty service-free u-joint kits (SPL 170, SPL250, SPL350 series part numbers with a SF suffix, i.e., SPL250-SF3X) are supplied with a predetermined amount of Spicer synthetic grease, which only assures that every bearing has been properly greased, but flushes out any moisture and abrasive contaminants that may have entered the bearing.

**NOTE:** New Spicer Service-Free (SF) light-duty and medium-duty u-joints are shipped pre-lubed, with the bearings installed on the journal cross and bearing caps prior to assembly into the driveshaft yokes. After installation into a driveshaft, and prior to being placed into service, you must (with the exception of Service-Free (SF) kits), lubricate each u-joint kit in accordance with the following recommendation:

- **A.** Lubricate each u-joint kit with a liberal coating of lithium-based grease meeting NLGI Grade 2 and ASTM D4950 “LB” specifications.
- **B.** Chart 1

**Spicer Driveshaft and U-Joint Lubrication and Torque Specifications**

**Spicer® Driveshaft Lubrication Specifications**

- **Driveshaft**
  - **SPL170**
    - **Driveshaft Oiler Capacity:** 25,000 mi. (whichever comes first)
  - **SPL250**
    - **Driveshaft Oiler Capacity:** 25,000 mi. (whichever comes first)
  - **SPL350**
    - **Driveshaft Oiler Capacity:** 25,000 mi. (whichever comes first)

**Spicer® Driveshaft Lubrication Torque Specifications**

- **Driveshaft**
  - **SPL170**
    - **Torque:** 40 ft-lb
  - **SPL250**
    - **Torque:** 40 ft-lb
  - **SPL350**
    - **Torque:** 40 ft-lb

**Spicer® U-Joint Lubrication Specifications**

- **U-Joint**
  - **SPL170**
    - **U-Joint Oiler Capacity:** 10,000 mi. (whichever comes first)
  - **SPL250**
    - **U-Joint Oiler Capacity:** 25,000 mi. (whichever comes first)
  - **SPL350**
    - **U-Joint Oiler Capacity:** 25,000 mi. (whichever comes first)

**Spicer® U-Joint Lubrication Torque Specifications**

- **U-Joint**
  - **SPL170**
    - **Torque:** 40 ft-lb
  - **SPL250**
    - **Torque:** 40 ft-lb
  - **SPL350**
    - **Torque:** 40 ft-lb

**SPL® Service-Free Kit**

- **SPL170**
  - **SPL250**
  - **SPL350**

**NOTE:** These kits are shipped service-free, requiring lubrication at recommended intervals (see back of this brochure), and are defined as all applications requiring less than 10% of operating time on gravel dirt or unpaved roads. If you must remove the u-joint kit from the driveshaft yoke and replace it with a new kit, refer to SPL® or Spicer Parts kits lubricate each u-joint kit in accordance with the following recommendation:

- **A.** Lubricate each u-joint kit with a liberal coating of lithium-based grease meeting NLGI Grade 2 and ASTM D4950 “LB” specifications.
- **B.** Chart 1

**Spicer® Vehicles —**

- **OE Production SPICER LIFE XL Driveshafts ONLY** (SPL170, SPL250, SPL350 ONLY)
  - **Lube Period:** 40,000 km (40,000 mi)
  - **Lube Period:** 40,000 km (40,000 mi)
  - **Lube Period:** 40,000 km (40,000 mi)

**SPL® Systems City Linehaul On/Off-Highway**

- **On-Highway**
  - **SPL170**
    - **Lube Period:** 25,000 km (25,000 mi) or 6 months
    - **Lube Period:** 25,000 km (25,000 mi) or 6 months
    - **Lube Period:** 25,000 km (25,000 mi) or 6 months
  - **SPL250**
    - **Lube Period:** 25,000 km (25,000 mi) or 6 months
    - **Lube Period:** 25,000 km (25,000 mi) or 6 months
    - **Lube Period:** 25,000 km (25,000 mi) or 6 months
  - **SPL350**
    - **Lube Period:** 25,000 km (25,000 mi) or 6 months
    - **Lube Period:** 25,000 km (25,000 mi) or 6 months
    - **Lube Period:** 25,000 km (25,000 mi) or 6 months

**On-Highway**

- **On-Highway**
  - **SPL170**
    - **Lube Period:** 25,000 km (25,000 mi) or 6 months
    - **Lube Period:** 25,000 km (25,000 mi) or 6 months
    - **Lube Period:** 25,000 km (25,000 mi) or 6 months
  - **SPL250**
    - **Lube Period:** 25,000 km (25,000 mi) or 6 months
    - **Lube Period:** 25,000 km (25,000 mi) or 6 months
    - **Lube Period:** 25,000 km (25,000 mi) or 6 months
  - **SPL350**
    - **Lube Period:** 25,000 km (25,000 mi) or 6 months
    - **Lube Period:** 25,000 km (25,000 mi) or 6 months
    - **Lube Period:** 25,000 km (25,000 mi) or 6 months

**Off-Road**

- **Off-Road**
  - **SPL170**
    - **Lube Period:** 8,000/12,800 km (whichever comes first)
    - **Lube Period:** 8,000/12,800 km (whichever comes first)
    - **Lube Period:** 8,000/12,800 km (whichever comes first)
  - **SPL250**
    - **Lube Period:** 13,100 km (8,000 mi) or 3 months
    - **Lube Period:** 13,100 km (8,000 mi) or 3 months
    - **Lube Period:** 13,100 km (8,000 mi) or 3 months
  - **SPL350**
    - **Lube Period:** 13,100 km (8,000 mi) or 3 months
    - **Lube Period:** 13,100 km (8,000 mi) or 3 months
    - **Lube Period:** 13,100 km (8,000 mi) or 3 months

**CAUTION:** Relubrication of all u-joint kits, slip splines and slip members requires a new u-joint kit. If you lubricate your u-joint kits only assures that every bearing has been properly greased, but flushes out any moisture and abrasive contaminants that may have entered the bearing.

**APPLICATION:** Only if you anticipate the maximum amount of usage and/or weight over the life of the driveshaft, and your vehicle operates under conditions that cause premature u-joint kit failures, but may lead to other premature failures, you should regularly inspect your vehicles for the proper tightening sequence for the retention system.

**CAUTION:** Failure to properly torque the retention system results in less than optimal performance that keeps your vehicles on the road.

**WARNING:** To prevent serious eye injury, always wear safety glasses when lubricating or servicing a u-joint. This properly torqued, retention system results in less than optimal performance that keeps your vehicles on the road.

**CAUTION:** The premium seal design of Spicer u-joints may, on occasion, prevent one or more bearings from purging. If that should ever happen, try one of these purging procedures to relieve seal tension:

- **1.** Using a screwdriver and wearing safety glasses, gently rotate the bearing over the needle roller retainer (see Photo 1) to relieve seal tension. Rotate shaft 180 degrees and repeat procedure on the opposite lug ear. Apply grease gun pressure. If the problem still persists, strike the yoke ear. Striking the yoke ear may relieve tension across the span. Rotate shaft 180 degrees and repeat procedure on the opposite lug ear. Apply grease gun pressure. If the problem still persists, strike the yoke ear again.

- **2.** Depending on the type of yoke design in your driveshaft, release pressure on the bottom of each bearing cap and insert a needle roller retainer or bearing plate. We recommend Spicer® ultra-premium synthetic grease.

- **3.** Make sure you use only approved lubricants. We recommend Spicer® ultra-premium synthetic grease.

- **4.** Make sure you lubricate at recommended intervals (see back of this brochure).

Visit SpicerParts.com/Videos to see how-to videos on proper u-joint kit lubrication procedures.