

MOOG
STEERING & SUSPENSION



DID YOU KNOW?

ADVICE FOR THE PROFESSIONAL

Overview

MOOG® Premium and Super Strength® universal joints are designed with many features that enable them to meet tough OE standards and overcome real-world problems. However, proper installation and maintenance procedures are the key to reliable and extended service life.

Inspection Procedure

MOOG Premium and Super Strength® universal joints are available with grease fittings in the body or in the cap(s). Look for standard grease fittings (Photo 1 - Premium) or flush-type fittings (Photo 2 - Super Strength) on the body or caps of the u-joint.

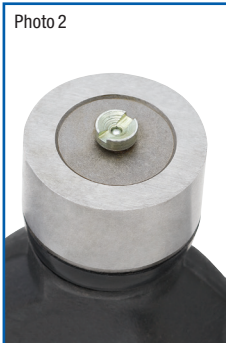
Premium

Photo 1



Super Strength®

Photo 2



Installation Procedure

NOTE: The u-joint must be greased prior to installation. There is only enough grease in a new MOOG u-joint to keep the needles in place during assembly, which is not sufficient for operational lubrication.

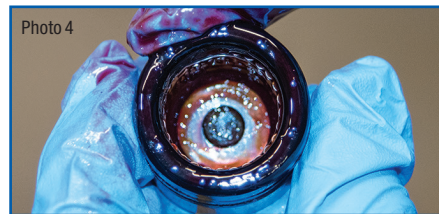
Before installation, there are three steps to follow to ensure long service life:

1. Mark components so they can be reassembled in the same position relative to each other. This helps to keep the rotational forces in the drivetrain balanced.
2. Thoroughly clean all mating surfaces of the yoke, especially the snap ring grooves. This will allow the bearing caps and snap rings to be fully seated upon installation on the vehicle.
3. Remove, lubricate and reinstall the bearing caps of the u-joint (see Photos 3 and 4). The recommended grease for u-joints is NLGI #2 GC-LB lithium complex EP grease, preferably a synthetic. Use care not to lose a needle bearing when removing and reinstalling the caps. Make sure that none of the needle bearings are dislodged before or while installing the cap. If the recommended grease is not available, make sure to use grease that is compatible with lithium grease at a minimum.

Photo 3



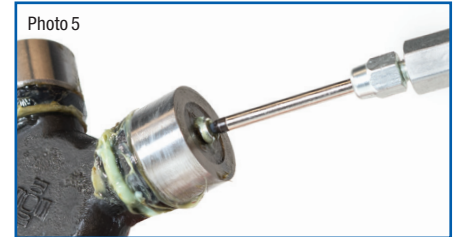
Photo 4



Installation Procedure (Cont)

Once the u-joint is installed on the vehicle, if it is greaseable, apply grease until clean, fresh grease extrudes from all four cup seals. If flush-type fittings are used, a needle nozzle such as the Lincoln 5803 should be used (see Photo 5).

Photo 5



Maintenance Procedure

Grease u-joints at every oil change. Wipe the grease gun coupler and grease fitting before connecting them so the bearings are not contaminated by dirt being pushed into them. Slowly add grease until clean, fresh grease extrudes from all four cup seals. This ensures the flow of fresh grease is directed evenly across the bearing surfaces, displaces any accumulated debris, and allows fresh lubricant to reach all critical areas.

Also, when servicing u-joints, inspect the seals for damage. After greasing each u-joint, be sure to clean excess grease away from the seals and grease fitting.

If the vehicle is used in more demanding conditions, such as racing, off-road or high-impact applications, more frequent service is required. Any u-joints that have been submerged in water need to be re-lubricated to prevent rust and corrosion from forming.