

2. The edges of the filed area must be carefully radiused and blended to avoid any stress points as shown at "B" and "C" (Fig. 11).

Remove the plug from the grease nipple hole in the replacement universal joint and screw in the grease nipple together with the seating washer finger tight.

Insert the journal in the flange yoke holes with the grease nipple facing towards the drive shaft and away from the wheel.

Using a soft, round drift, with flat face, about $\frac{1}{32}$ " (.79 mm.) smaller in diameter than the hole in the yoke tap the bearing assembly into position.

Repeat this operation for the other three assemblies.

Fit new snap rings and be sure that these are firmly located in the grooves.

When assembled, if a joint appears to bind, tap the lugs lightly with a wooden mallet, which will relieve pressure of the bearing assembly on the end of the journal.

It is essential that no play exists between the roller races and the bores of the yokes. If the yoke cross-holes have worn oval, the yoke must be replaced.

In the case of the inner yokes renewal can only be effected by fitting a new drive shaft, since this yoke is part of the drive shaft.

The grease nipple must now be finally tightened to give optimum clearance for access of a grease gun. Do not slacken the nipple back after tightening.

Oil or grease the universal joint on completion.

When the shaft is fitted to the car lubrication can be carried out in the wheel free condition.