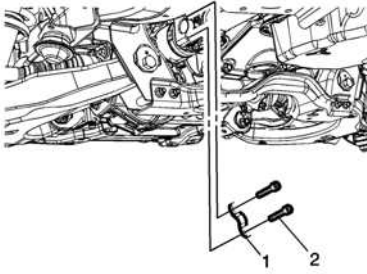


2013 Chevrolet Colorado

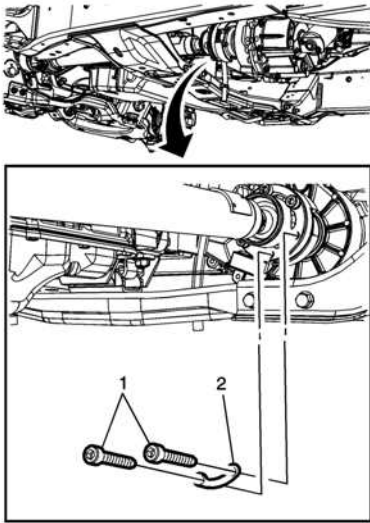
Submodel: | Engine Type: | Liters:
Fuel Delivery: | Fuel:

[Removal Procedure](#)

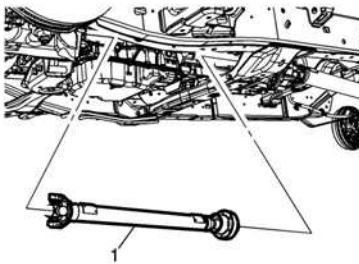
1. Raise and support the vehicle. Refer to Lifting and Jacking the Vehicle.



2. Remove the 4 front propeller shaft bolts (2) and the 2 retaining straps (1).



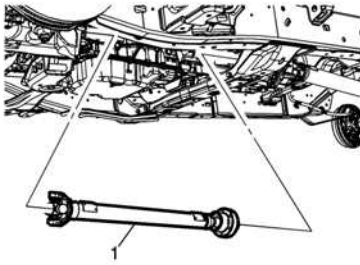
3. Remove the 6 front propeller shaft bolts (1) and the 3 washers (2).



Note: Use electrical tape and wrap the front universal joint bearing cups to keep them from falling off when handling the front propeller shaft.

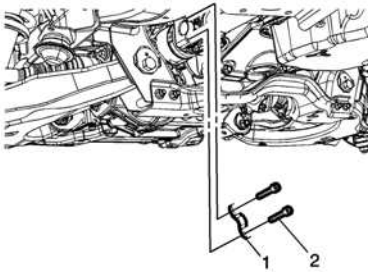
4. Remove the front propeller shaft (1) from the vehicle.

[Installation Procedure](#)



Note: Hand install two or three of the propeller shaft bolts and washers to hold the propeller shaft in place installing the front of the propeller shaft in the front axle pinion flange.

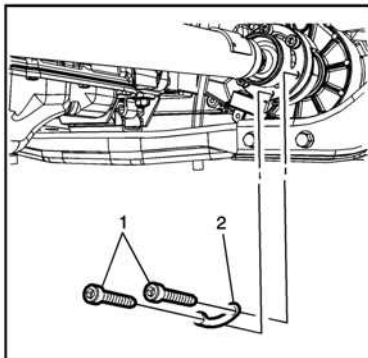
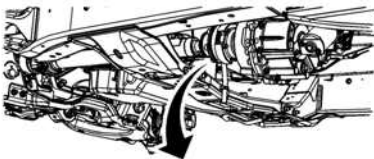
1. Install the front propeller shaft in the vehicle (1).
2. Install the front propeller shaft (1) in the drive pinion flange.



3. Install the front propeller shaft retaining strap (1) and bolts (2).

Caution: Refer to Fastener Caution.

4. Tighten the front propeller shaft bolts (2) to **28 Y (21 lb ft)**.



5. Install the remaining front propeller shaft washers (2) and bolts (1).
6. Tighten the bolts to **61 Y (45 lb ft)**.
7. Remove the supports and lower the vehicle.

2013 Chevrolet Colorado

Submodel: | Engine Type: | Liters:
Fuel Delivery: | Fuel:

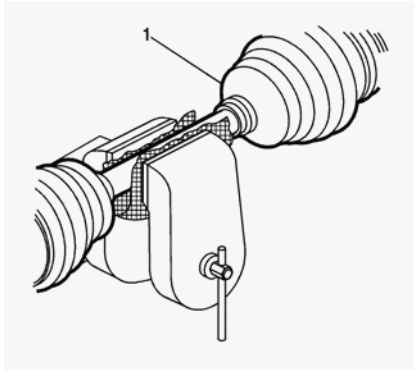
Special Tools

DT 35910 Drive Axle Seal Clamp Pliers

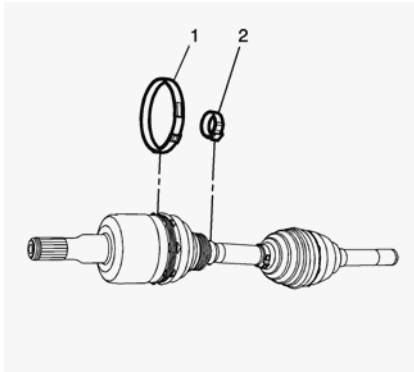
For equivalent regional tools, refer to Special Tools

[Disassemble Procedure](#)

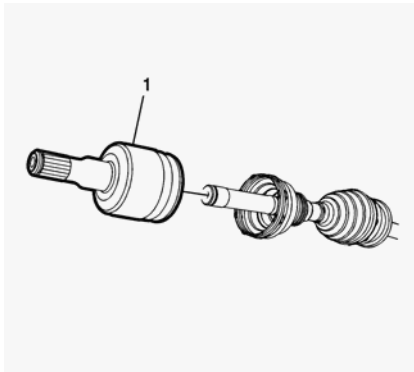
1. Remove the wheel drive shaft from the vehicle. Refer to Front Wheel Drive Shaft Replacement



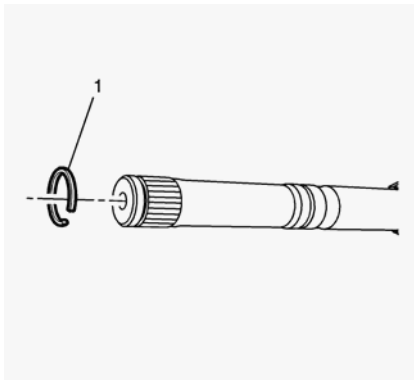
2. Position the wheel drive shaft in a soft jawed vise and clamp securely.



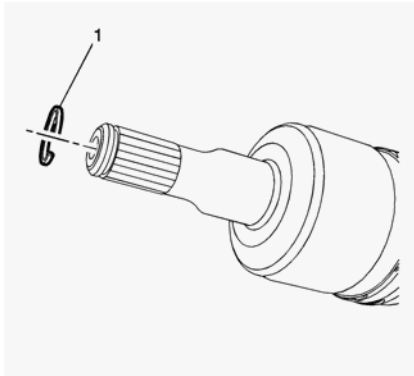
3. Using a flat-bladed tool, remove the boot retaining clamp (2).
4. Using side cutters, remove the boot clamp (1).



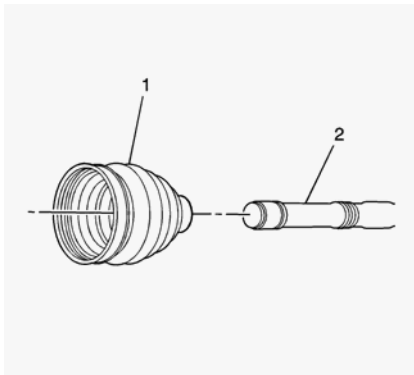
5. Using a soft faced hammer, remove the constant velocity joint (1) from the wheel drive shaft.



6. Remove and discard the snap ring (1), replace with NEW only.

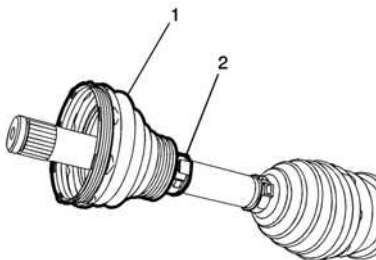


7. Remove and discard the snap ring (1), replace with NEW only.



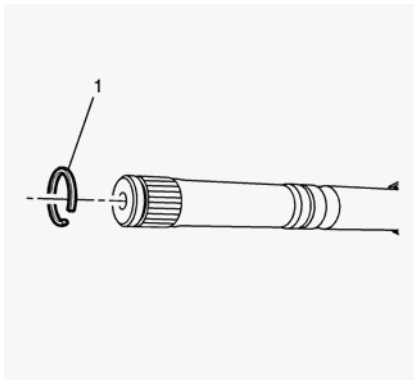
8. Remove the boot (1) from the wheel drive shaft (2).

[Assemble Procedure](#)

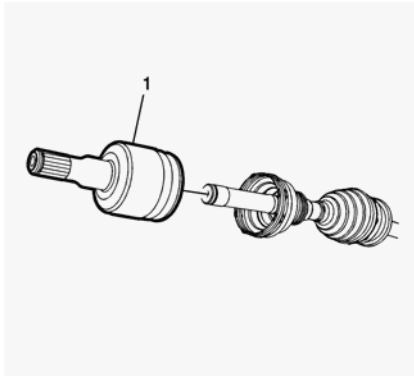


Note: Ensure the boot clamp is positioned correctly in the seal groove.

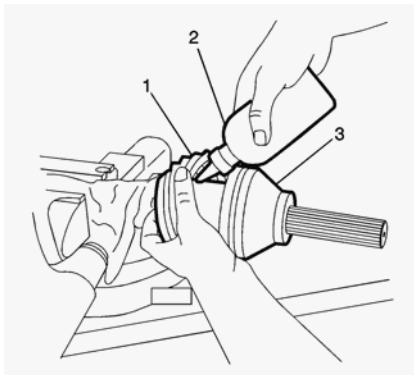
1. Position the boot (1) and the in board clamp (2) on the wheel drive shaft.



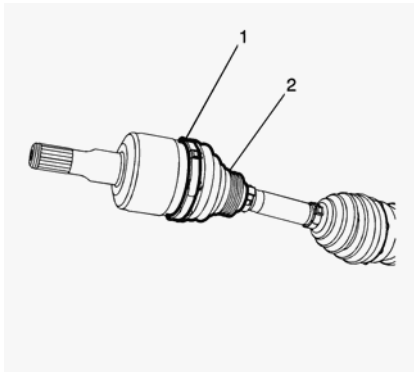
2. Install the NEW snap ring (1).



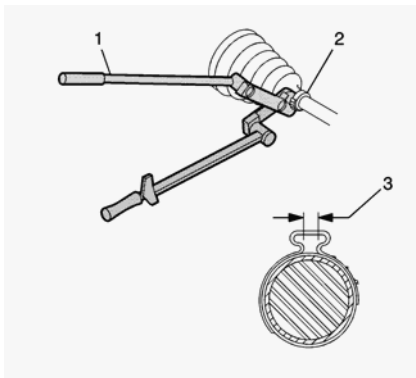
3. Using a hammer, install the constant velocity joint (1) on the wheel drive shaft.



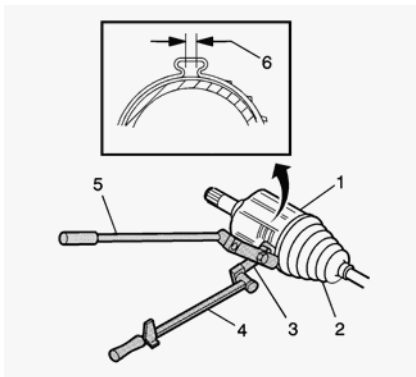
4. Place approximately half of the lubricant (2) inside the CV joint boot (1) and the other half in the CV joint (3).



5. Install the outboard boot clamp (1) and the boot (2) on the constant velocity joint.



6. Using DT 35910 pliers and a torque wrench (1) , close the boot clamp (2) until the gap (3) measures **2.15 mm (.085 inch)** or **136 Y (100 lb ft)**.



7. Using the DT 35910 pliers (3), breaker bar (5), torque wrench (4), close the clamp until the gap (6) **2.15 mm (.085 inch)** or **176 Y (130 lb ft)**.
8. Rotate the housing in a circular motion to distribute the grease in the constant velocity joint.
9. Install the wheel drive shaft to the vehicle. Refer to Front Wheel Drive Shaft Replacement

2013 Chevrolet Colorado

Submodel: | Engine Type: | Liters:
Fuel Delivery: | Fuel:

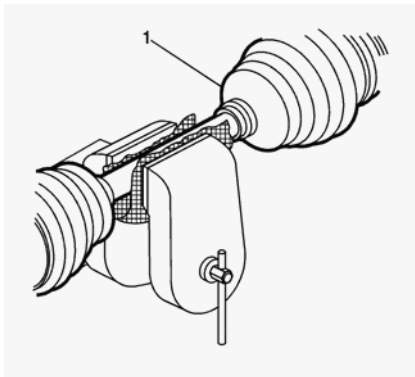
Special Tools

DT 35910 Drive Axle Seal Clamp Pliers

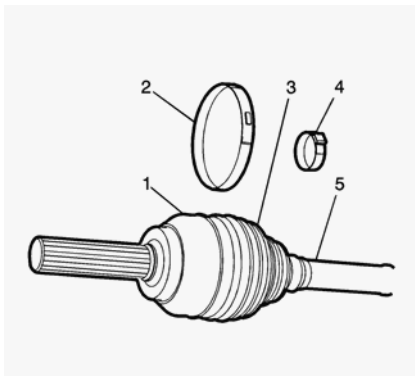
For regional equivalent tools, refer to Special Tools.

[Disassemble Procedure](#)

1. Remove the wheel drive shaft from the vehicle. Refer to Front Wheel Drive Shaft Replacement.

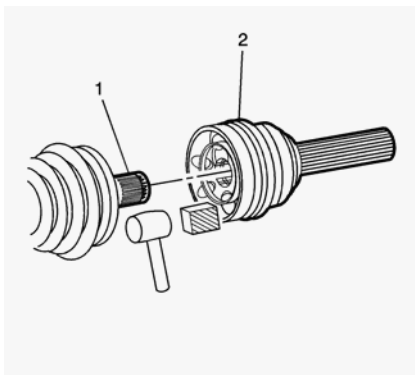


2. Clamp the drive axle shaft in a soft jawed vice.

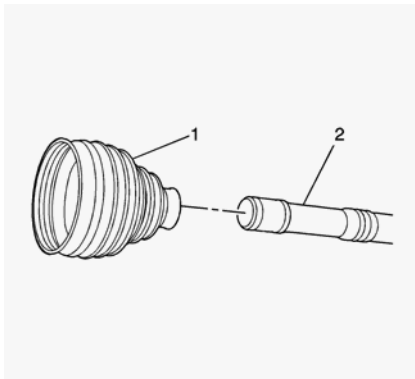


Caution: Do not cut through the wheel drive shaft inboard or outboard boot during service. Cutting through the boot may damage the sealing surface of the housing and the tripot or the constant velocity joint bushing. Damage to the sealing surface may lead to water and dirt intrusion and premature wear of the constant velocity joint.

3. Using a flat-bladed tool, remove the boot clamp (2) from the constant velocity (CV) joint (1) and the boot (3).
4. Using a pair of side cutters, remove and discard the boot clamp (4) from the boot (3) and the wheel drive shaft (5). Replace with NEW clamps.

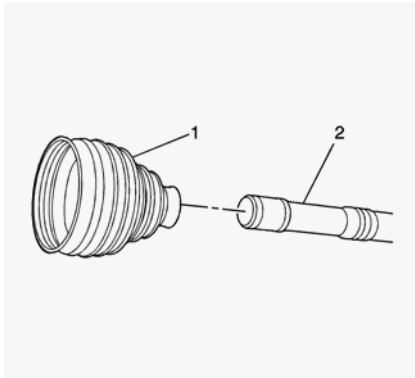


5. Using a block of wood and a hammer, remove the CV joint (2) from the wheel drive shaft (1).

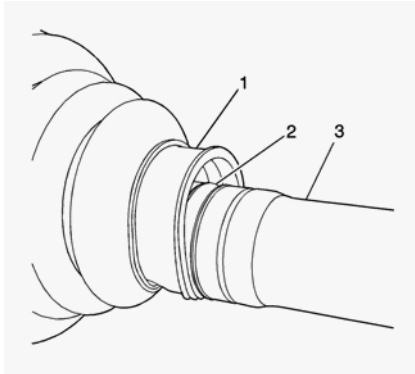


6. Remove the boot (1) from the wheel drive shaft (2).

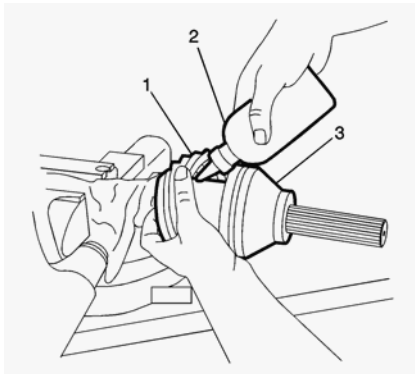
[Assemble Procedure](#)



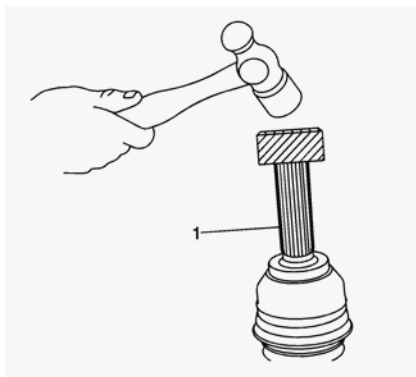
1. Position the boot (1) on the wheel drive shaft (2).



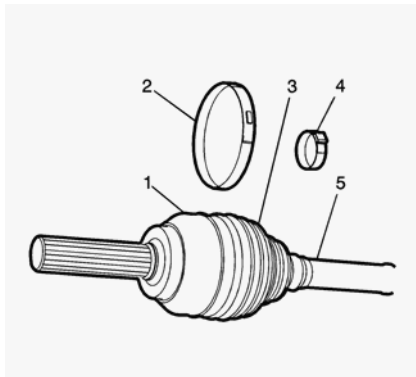
2. Ensure that the boot (1) is properly seated in the groove (2) in the wheel drive shaft (3).



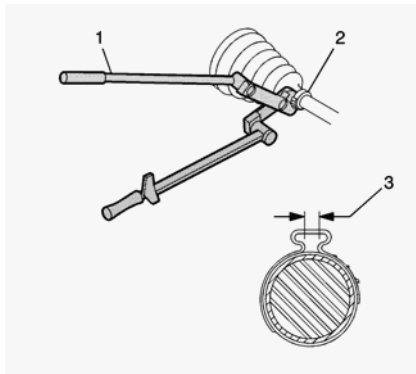
3. Place approximately half the lubricant (2) inside the CV joint boot (1) and the other half in the CV joint (3).



4. Using a block of wood and a hammer, install the CV joint on the wheel drive shaft (1).

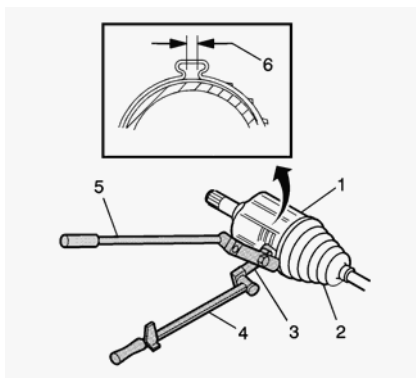


5. Install the inboard boot clamp (4) on the boot (3) and the wheel drive shaft (5).
6. Install the outboard boot clamp (2) on the boot (3) and the CV joint housing (1).



Note: Ensure that the boot clamp is properly positioned around the entire circumference of the boot.

7. Using the DT 35910 pliers (1), close the clamp (2) until the gap (3) to the proper measurement.



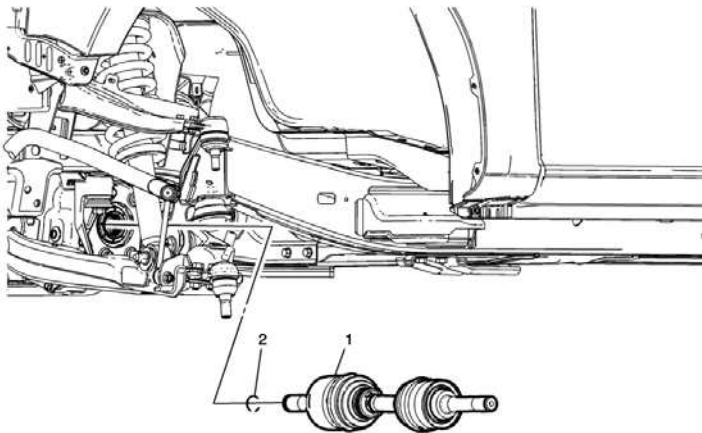
Note: Ensure that the boot clamp is properly positioned around the entire circumference of the boot.

8. Using the DT 35910 pliers (3), breaker bar (5), torque wrench and/or a ratchet (4), close the clamp (6) to the proper measurement.
9. Remove the wheel drive shaft from the bench vise.
10. Move the CV joint in a circular motion 4 to 5 times to distribute the lubricant.
11. Install the wheel drive shaft in the vehicle. Refer to Front Wheel Drive Shaft Replacement.

2013 Chevrolet Colorado

Submodel: | Engine Type: | Liters:

Fuel Delivery: | Fuel:



Front Wheel Drive Shaft Replacement

Callout

Component Name

Preliminary Procedure

1. Raise and support the vehicle. Refer to Lifting and Jacking the Vehicle.
2. Remove the tire and wheel assembly. Refer to Tire and Wheel Removal and Installation.

Front Wheel Drive Shaft

Procedure

1. **Note:** It is not necessary to separate the brake caliper from the mounting bracket for this procedure. Remove as a assembly.
 1. Remove steering knuckle from the vehicle. Refer to Steering Knuckle Replacement.
 2. Apply a small amount of grease to the needle bearings before installing the wheel drive shaft.
 3. Check the fluid level of the front drive axle and fill if needed. Refer to Front Axle Lubricant Level Inspection.

Front Wheel drive Shaft Snap Ring

2

Procedure

Remove and discard the snap ring. DO NOT reuse, replace with NEW only.

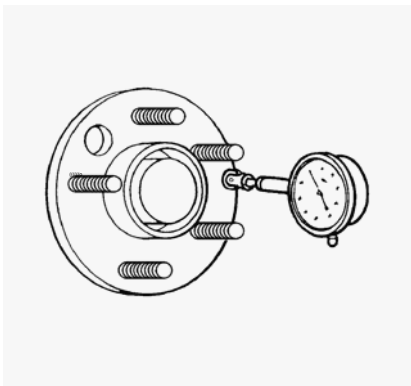
2013 Chevrolet Colorado

Submodel: | Engine Type: | Liters:
Fuel Delivery: | Fuel:

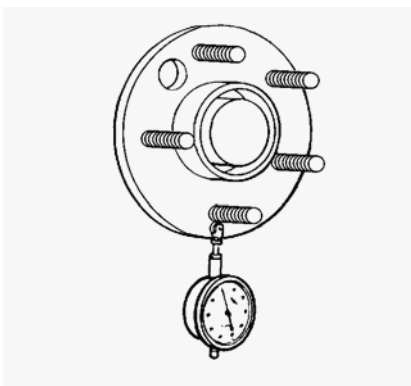
Special Tools

GE-8001 Dial Indicator Set , or equivalent

1. Raise and support the vehicle. Refer to Lifting and Jacking the Vehicle.
2. Mark the location of the wheels to the wheel studs and mark the specific vehicle position on each tire and wheel – LF, LR, RF, RR.
3. Remove the tire and wheel assemblies from the vehicle. Refer to Tire and Wheel Removal and Installation.
4. Remove the brake rotors and/or brake drums from the vehicle. Clean the mounting surfaces of the brake rotors, the brake drums, if equipped, and the hub/axle flanges of any loose debris, rust, and corrosion.



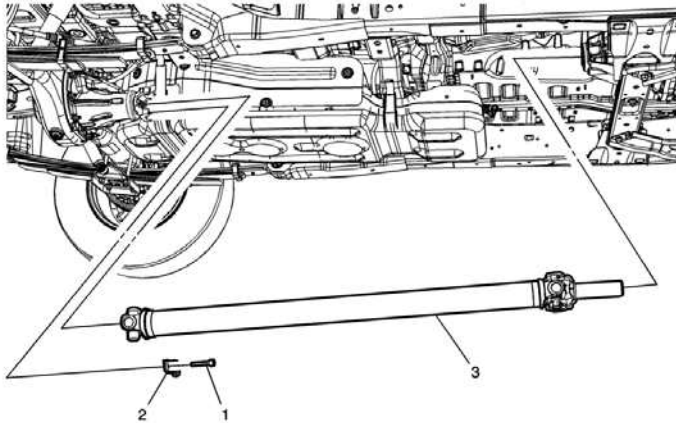
5. Position the GE-8001 Dial Indicator Set , or equivalent, on the machined surface of the wheel hub/axle flange outside of the wheel studs.
6. Rotate the hub one complete revolution in order to find the low spot.
7. Set the GE-8001 Dial Indicator Set , or equivalent, to zero at the low spot.
8. Rotate the hub one more complete revolution and measure the total amount of wheel hub/axle flange runout.
Specification – Guideline
Wheel hub/axle flange runout tolerance guideline: 0.132 mm (0.005 in)
9. If the runout of the wheel hub/axle flange IS within specification and the vehicle is equipped with wheel studs, proceed to step 13.
10. If the runout of the wheel hub/axle flange IS within specification and the vehicle is equipped with wheel bolts, proceed to step 19.
11. If the runout of the wheel hub/axle flange is marginal, the wheel hub may or may not be the source of the disturbance.
12. If the runout of the wheel hub/axle flange is excessive, replace the wheel hub/axle flange. Measure the runout of the new wheel hub/axle flange.



13. Position the GE-8001 Dial Indicator Set , or equivalent, in order to contact the wheel mounting studs.
Measure the stud runout as close to the flange as possible.
14. Turn the hub one complete revolution to register on each of the wheel studs.
15. Zero the GE-8001 Dial Indicator Set , or equivalent, on the lowest stud.
16. Rotate the hub one more complete revolution and measure the total amount of wheel stud – stud circle – runout.
Specification – Guideline
Wheel stud runout tolerance guideline: 0.254 mm (0.010 in)
17. If the runout of the wheel studs – stud circle – is marginal, the wheel studs may or may not be contributing to the disturbance.
18. If the runout of the wheel studs – stud circle – is excessive, replace the wheel studs as necessary. Measure the runout of the new wheel studs.
19. Inspect the threads and the tapered seat portion on each of the wheel bolts for damage.
20. Wheel bolts exhibiting damaged threads and/or damaged tapered seats require replacement.
21. Place the threaded portion of each wheel bolt along a straight edge to inspect for straightness.
22. Wheel bolts that are not straight require replacement.

2013 Chevrolet Colorado

Submodel: | Engine Type: | Liters:
Fuel Delivery: | Fuel:



One-Piece Propeller Shaft Replacement

Callout

Component Name

Preliminary Procedure

Raise and support the vehicle. Refer to Lifting and Jacking the Vehicle.

- 1 Propeller Shaft Bracket Strap Nuts (Qty: 4)
Caution: Refer to Lifting and Jacking the Vehicle.
Tighten
28 Y 21 lb ft)

- 2 Propeller Shaft Bracket Straps (Qty: 2)
Propeller shaft Assembly.

- 3 **Procedure**
Using a clean shop towel, cover the end of the transmission or transfer to prevent any fluid leaks.

2013 Chevrolet Colorado

Submodel: | Engine Type: | Liters:
Fuel Delivery: | Fuel:

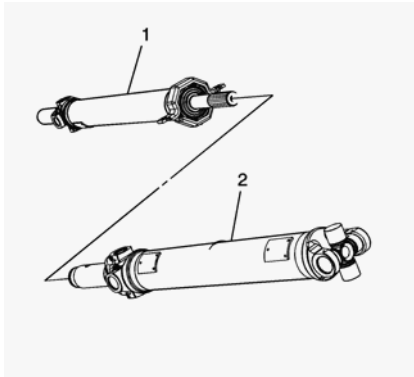
Special Tools

- DT 22912-B Rear Pinion and Axle Bearing Remover
- DT 39441 5th/6th Drive Gear Installer

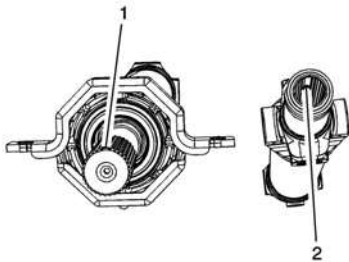
For regional equivalent tools, refer to Special Tools

Removal Procedure

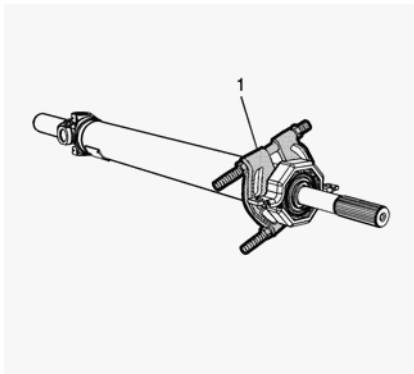
1. Raise and support the vehicle. Refer to Lifting and Jacking the Vehicle.
2. Remove the propeller shaft assembly from the vehicle. Refer to Two-Piece Rear Propeller Shaft Replacement.



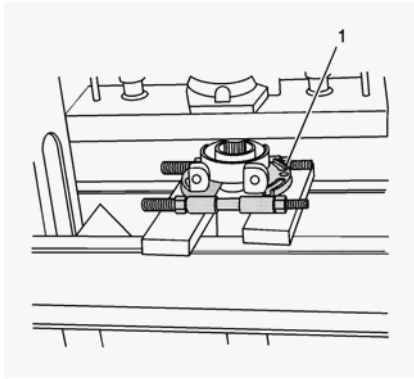
3. Separate the front propeller shaft (1) and the rear propeller shaft (2).



4. When separating the front and rear propeller shafts, note the position of the master spline (1) on the front and (2) on the rear propeller shaft.

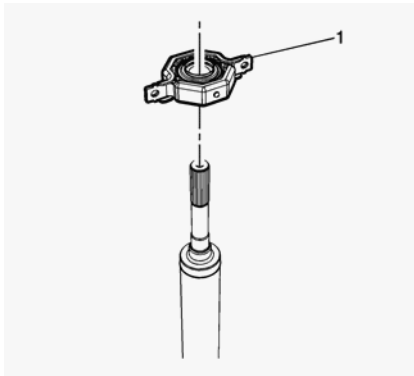


5. Position the DT 22912-B remover (1) on the propeller shaft.

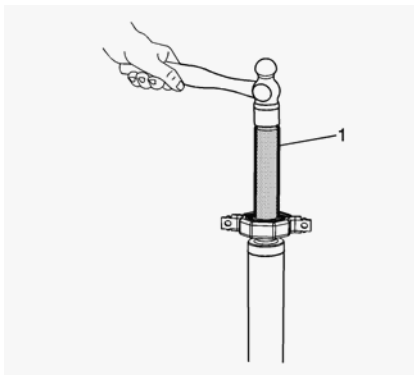


6. Position the propeller shaft (1) in a hydraulic press.
7. Using the hydraulic press and the *DT 22912-B* remover, remove the center support bearing (1).

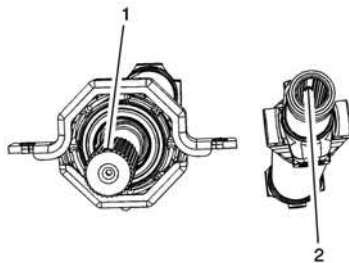
[Installation](#)



1. Position the center support bearing (1) on the propeller shaft.

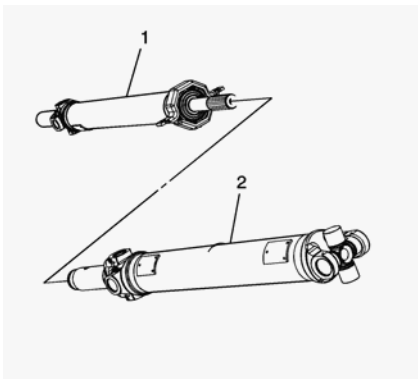


2. Install the appropriate tool (1) on the center support bearing.
3. Using the hammer and the *DT 39441* installer (1), install the center support bearing (2).



4. Align the master splines (1) and (2) on the front and rear propeller shafts.

Propeller Shaft Center Support Bearing Replacement



5. Reconnect the front propeller shaft (1) and the rear propeller shaft (2).
6. Install the propeller shaft assembly in the vehicle. Refer to Two-Piece Rear Propeller Shaft Replacement.
7. Remove the supports and lower the vehicle.

2013 Chevrolet Colorado

Submodel: | **Engine Type:** | **Liters:**
Fuel Delivery: | **Fuel:**

The propeller shaft is a tube with universal joints at both ends which do not require periodic maintenance, that transmit power from the transfer case or transmission output shaft to the differential.

[Front Propeller Shaft Description](#)

The front propeller shaft transmits rotating force from the transfer case to the front differential when the transfer case is engaged. The front propeller shaft connects to the transfer case using a splined slip joint.

[One Piece Propeller Shaft Description](#)

A 1 piece propeller shaft uses a splined slip joint to connect the driveline to the transmission or transfer case.

[Two Piece Propeller Shaft Description](#)

There are 3 universal joints used on the two piece propeller shaft, A center bearing assembly is used to support the propeller shaft connection point, and help isolate the vehicle from vibration.

[Propeller Shaft Phasing Description](#)

The propeller shaft is designed and built with the yoke lugs (ears) in line with each other. This produces the smoothest running shaft possible. A propeller shaft designed with built in yoke lugs in line is known as in - phase. An out of phase propeller shaft often causes vibration. The propeller shaft generates vibration from speeding up and slowing down each time the universal joint goes around. The vibration is the same as a person snapping a rope and watching the wave reaction flow to the end. An in phase propeller shaft is similar to 2 persons snapping a rope at the same time and watching the waves meet and cancel each other out. A total cancellation of vibration produces a smooth flow of power in the drive line. All splined shaft slip yokes are keyed in order to ensure proper phasing.

[Universal Joint Description](#)

The universal joint is connected to the propeller shaft. The universal consist of 4 caps with needle bearings and grease seals mounted on the trunnions of a cross or spider. These bearings and caps are greased at the factory and no periodic maintenance is required. There are 2 universal joints used in a one piece propeller shaft and 3 used in two piece propeller shaft. The bearings and caps are pressed into the yokes and held in place with snap rings, except for 2 bearings on some models which are strapped onto the pinion flange of the differential. Universal joints are designed to handle the effects of various loads and rear axle windup conditions during acceleration and braking. The universal joint operates efficiently and safely within the designed angle variations. when the design angles are exceeded, the operational life of the joint decreases.

[Center Bearing Description](#)

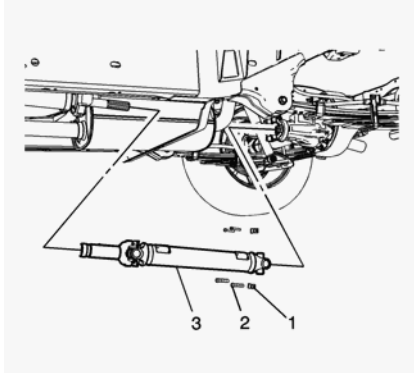
Center bearings support the driveline when using 2 or more propeller shafts. The center bearing is a ball bearing mounted in a rubber cushion that attaches to a frame crossmember. The manufacturer prelubricates and seals the bearing. The cushion allows vertical motion at the driveline and helps isolate the vehicle from vibration.

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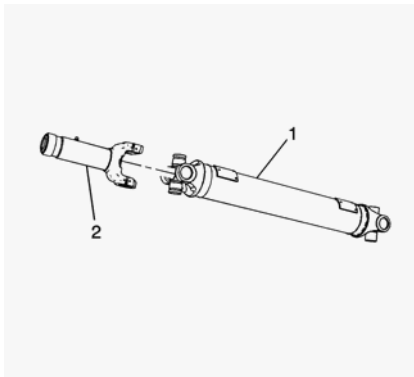
Submodel: | Engine Type: | Liters:
Fuel Delivery: | Fuel:

[Removal Procedure](#)

1. Raise and support the vehicle. Refer to Lifting and Jacking the Vehicle.



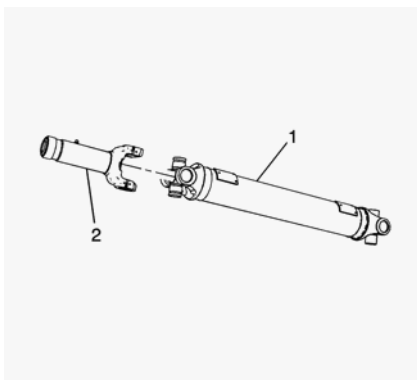
2. Remove the 2 retainers (1) and the 4 bolts (2).
3. Remove the rear propeller shaft (3).
4. Position the propeller shaft in a suitable clamping device.
5. Remove the universal joint from the slip joint. Refer to Universal Joint Replacement.



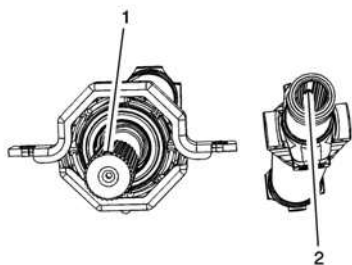
6. Remove the slip joint (2) from the propeller shaft (1).

[Installation Procedure](#)

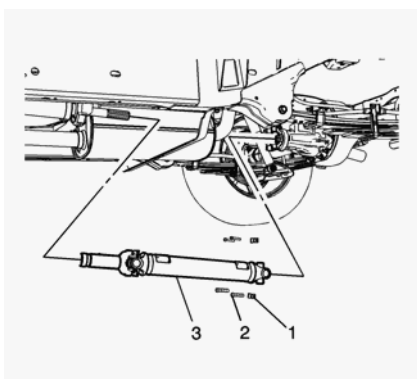
Propeller Shaft Slip Yoke Replacement



1. Position the slip joint (2) on the propeller shaft (1).
2. Install the universal joint on the slip joint. Refer to Universal Joint Replacement.



3. Before installing the rear propeller shaft to the front propeller shaft, ensure that the master splines (1) and (2) in both propeller shaft are aligned.



4. Apply a small amount of the proper lubricant on the slip joint.
5. Install the rear propeller shaft (3).
6. Install the 2 retainers (1) and the 4 bolts (2).

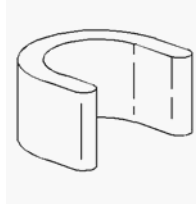
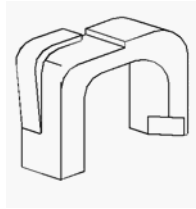
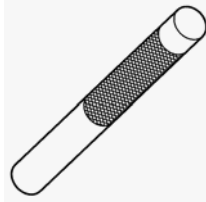
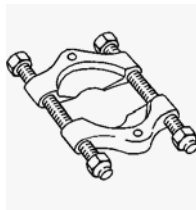
Caution: Refer to Fastener Caution.

7. Tighten the bolts (4) to **28 Y (21 lb ft)**.
8. Remove the supports and lower the vehicle.

2013 Chevrolet Colorado

Submodel: | Engine Type: | Liters:
Fuel Delivery: | Fuel:

Illustration



Tool Number/ Description

DT-22912-B

DT-307

J-22805-B

J-22912-B

Rear Pinion and Axle Bearing Remover

DT-39441

DT-39441-10

DT-39441-20

DT-39441-30

J-39441-10

5th/6th Drive Gear Installer

DT-50488

Input Shaft Bearing Cover Seal Installer

J-9522-3

U Joint Bearing Separator

J-9522-5

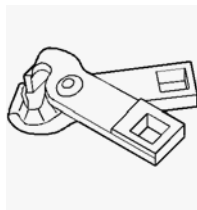
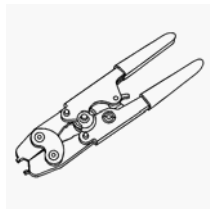
U Joint Bearing Spacer Remover (Use with J 9522-3)

2013 Chevrolet Colorado

Submodel: | Engine Type: | Liters:

Fuel Delivery: | Fuel:

Illustration



Tool Number/ Description

DT 35910

CH 804

J 35910

MKM 804

Wheel Drive Shaft Clamping Pliers

2013 Chevrolet Colorado

Submodel: | **Engine Type:** | **Liters:**

Fuel Delivery: | **Fuel:**

Note: After remounting a tire and wheel assembly to a hub/axle flange, remeasure the tire and wheel assembly on-vehicle runout in order to verify that the amount of runout has been reduced and brought to within tolerances.

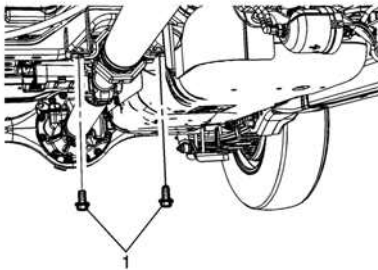
1. Mark the location of the high spot on the tire and wheel assembly as determined during the on-vehicle tire and wheel assembly runout measurement.
 2. Place a reference mark on the wheel stud that is located closest to the wheel valve stem.
-
- Always refer to the reference mark on the wheel stud as the 12 o'clock position.
 - Refer to the location of the high spot by its clock position on the tire and wheel assembly, relative to the marked wheel stud.
-
- Remove the tire and wheel assembly from the hub/axle flange. Refer to Tire and Wheel Removal and Installation.
 - Rotate the tire and wheel assembly as close to 180 degrees as possible on the hub/axle flange, so that the wheel valve stem is now approximately at the 6 o'clock position in relation to the marked wheel stud.
 - Reinstall the wheel lug nuts to secure the tire and wheel assembly in the new position. Refer to Tire and Wheel Removal and Installation.
 - Remeasure the tire and wheel assembly on-vehicle runout. Mark the new location of the assembly on-vehicle runout high spot on the tire. Refer to Tire and Wheel Assembly Runout Measurement - On-Vehicle.
 - If the assembly on-vehicle runout has been reduced and is within tolerance, no further steps are necessary.
 - If the assembly runout has NOT been reduced, perform the following steps:
 1. If the clock location of the high spot remained at or near the original clock location of the high spot, the hub/axle flange and/or the brake rotor/drum mounting flange is the major contributor to the assembly on-vehicle runout concern.
 2. If the clock location of the high spot is now at or near a position 180 degrees from the original clock location of the high spot, the tire and wheel assembly is the major contributor to the assembly on-vehicle runout concern.
 3. If the clock location of the high spot is now in-between the 2 extremes, then both the tire and wheel assembly and the hub/axle flange are contributing to the assembly on-vehicle runout concern. Rotate the tire and wheel assembly as close to an additional 90 degrees as possible in both the clockwise and the counterclockwise directions to obtain the lowest amount of assembly on-vehicle runout.

2013 Chevrolet Colorado

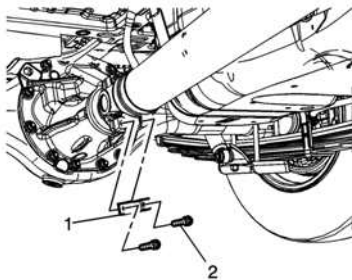
Submodel: | Engine Type: | Liters:
Fuel Delivery: | Fuel:

[Removal Procedure](#)

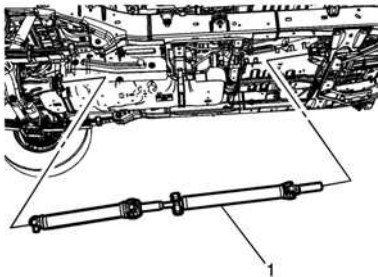
1. Raise and support the vehicle. Refer to Lifting and Jacking the Vehicle.
2. Support the propeller shaft with the proper jackstand.



3. Remove the propeller shaft center support bearing bolts (1).
4. Support the rear propeller shaft with the proper jack stand.



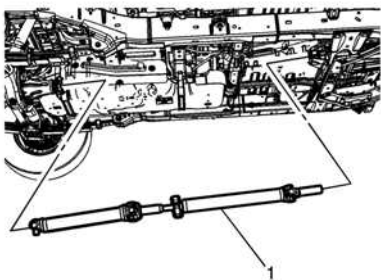
5. Remove the propeller shaft strap bolts (2) and the straps (1).
6. With the aid of an assistant, remove the jack stand from the propeller shaft.



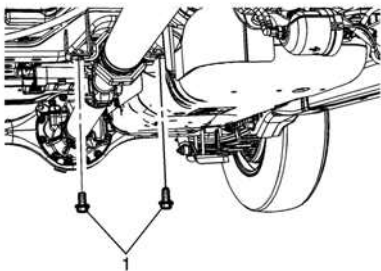
7. With the aid of an assistant, remove the propeller shaft from the vehicle.

[Installation Procedure](#)

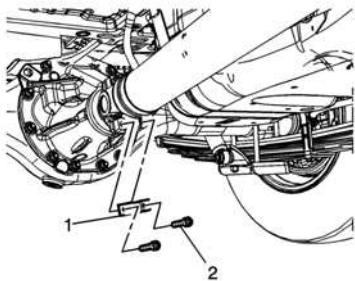
Two-Piece Rear Propeller Shaft Replacement



1. Install the propeller shaft (1) in the transmission.
2. With the aid of an assistant, position the propeller shaft center support bearing on the mounting bracket.
3. Install the proper jack stand to support the rear propeller shaft.



4. Hand start the propeller shaft center support bearing bolts (1).
- Caution:** Refer to Fastener Caution.
5. Tighten the propeller shaft center bearing support bolts to **70 Y (52 lb ft)**.
 6. Position the rear propeller shaft in the rear axle pinion flange.



7. Install the rear propeller shaft straps (1).
8. Hand start the propeller shaft strap bolts (2).
9. Remove the jack stand from the rear propeller shaft.
10. Tighten the propeller shaft strap bolts (2) to **28 Y (21 lb ft)**.
11. Remove the supports and lower the vehicle.

2013 Chevrolet Colorado

Submodel: | Engine Type: | Liters:
Fuel Delivery: | Fuel:

Special Tools

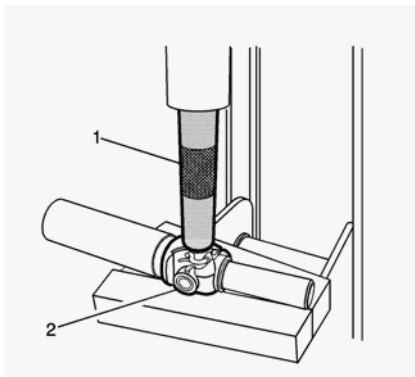
- DT-50458 Input Shaft Bearing Cover Seal Installer
- J-9522-3 U-Joint Bearing Separator
- J-9522-5 U-Joint Bearing Spacer Remover

For regional equivalent tools, refer to Special Tools.

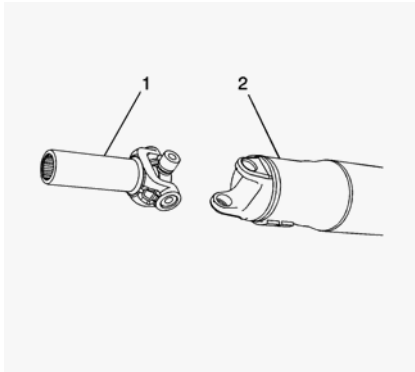
Removal Procedure

Caution: Never clamp propeller shaft tubing in a vise. Clamping propeller shaft tubing in a vise could dent or deform the tube causing an imbalance or unsafe condition. Always clamp on one of the yokes and support the shaft horizontally. Avoid damaging the slip yoke sealing surface. Nicks may damage the bushing or cut the lip seal.

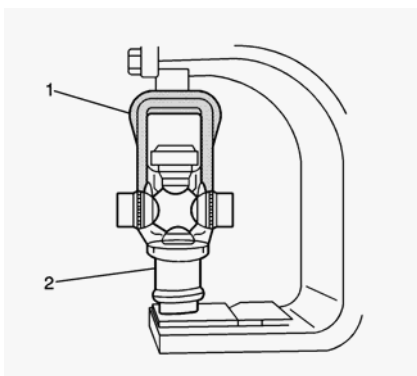
1. Remove the propeller shaft from the vehicle.
- For vehicles equipped with a one piece propeller shaft, refer to One-Piece Propeller Shaft Replacement.
 - For vehicle equipped with a two piece propeller shaft, refer to Two-Piece Rear Propeller Shaft Replacement.



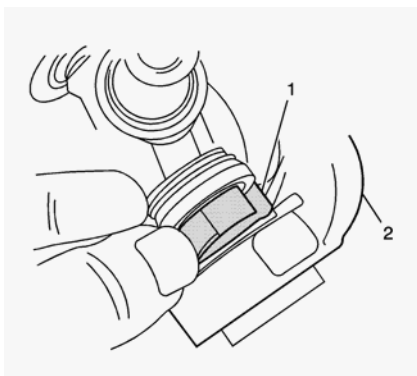
- Position the propeller shaft (2) in the hydraulic press so that the propeller shaft ears are supported.
- With the aid of an assistant, support the propeller shaft so that it is level with the press.
- Using the hydraulic press and the DT-50458 installer (1), remove the universal joint cup from the propeller shaft flange.
- Rotate the propeller shaft and repeat the procedure for the opposite universal joint cup.
- If serving the two piece drive shaft, mark the relationship of the slip yoke to the propeller shaft.



- Remove the slip yoke (1) from the propeller shaft (2).

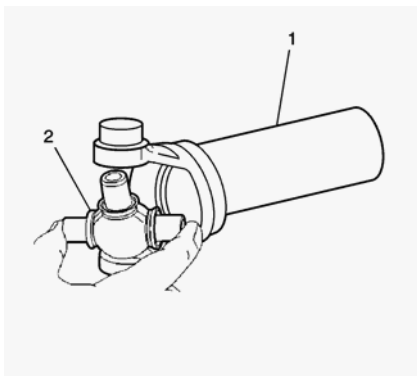


- Using the appropriate size socket (2), support the universal joint opposite of the J-9522-3 separator.
- Using the J-9522-3 separator (1) and the press, remove the universal bearing from the yoke.
- If you are unable to completely remove the universal bearing with the J-9522-3 separator, proceed to steps 11 and 12.



Note: If the slip yoke is found to be damaged, replace the slip yoke and use a NEW universal joint. DO NOT re-use the old universal joint.

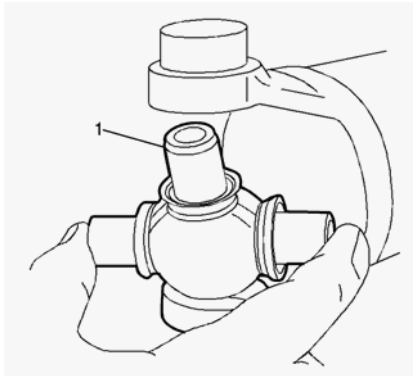
- Position the J-9522-5 remover (1) on the universal joint.
- Using the J-9522-3 separator, J-9522-5 remover and a press, remove the universal bearing from the yoke.
- Rotate the propeller shaft and repeat steps 1–8 to remove the opposite universal joint.



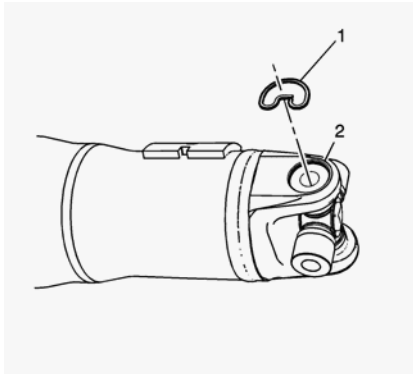
- Remove the spider (2) from the slip yoke (1).
- Thoroughly clean the slip yoke and the propeller shaft yoke of any contaminants that could prevent the retaining rings or the bearing cups from being properly installed.
- Rotate the propeller shaft and repeat steps 1–8 to remove the spider.

[Installation Procedure](#)

Note: If replacing the propeller shaft slip yoke, proceed to step 8.

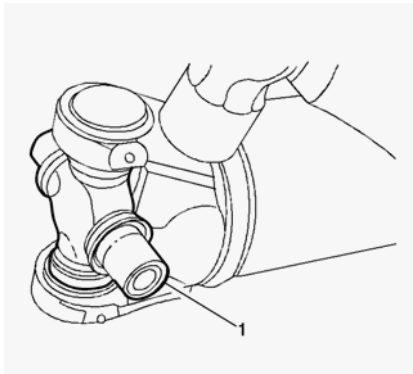


1. Position the universal bearings in either side of the yoke on the propeller shaft.
2. Install the universal joint spider (1) until it is seated in the universal bearing.
3. Press the universal joint spider until the bearing is even with the yoke.

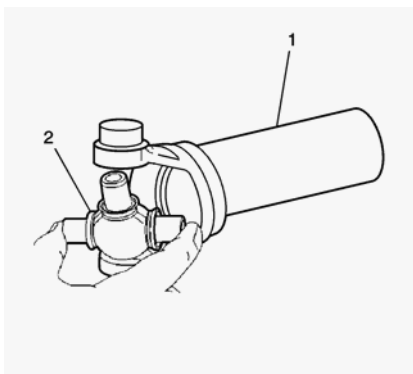


Note: Use NEW retaining rings only.

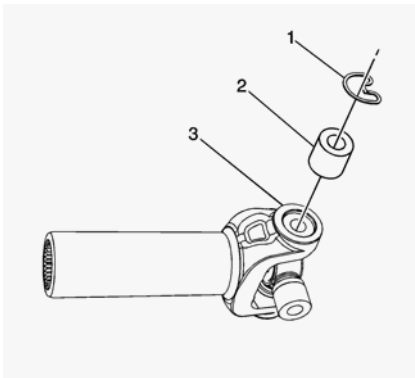
4. Install the NEW retaining ring (1) in the yoke (2).
5. Rotate the propeller shaft and repeat steps 1–4 for the opposite universal bearing.



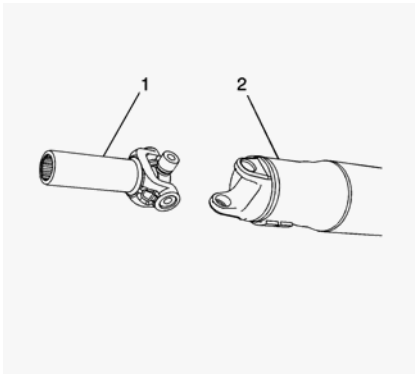
6. Rotate the universal joint (1) to ensure that the universal joint (1) moves freely. If not, use a hammer and lightly tap the yoke to seat the universal bearing against the retaining ring.
7. Install the other two universal bearings and wrap them with electrical tape or equivalent to hold the bearing in place until the propeller shaft is installed in the vehicle.



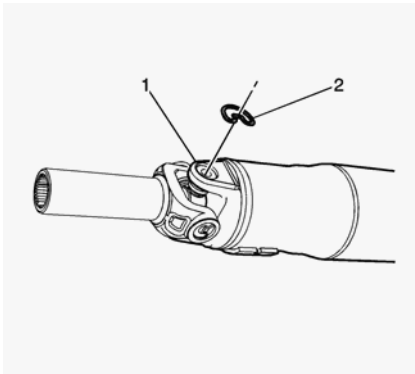
8. Position the universal spider (2) in the slip yoke (1).



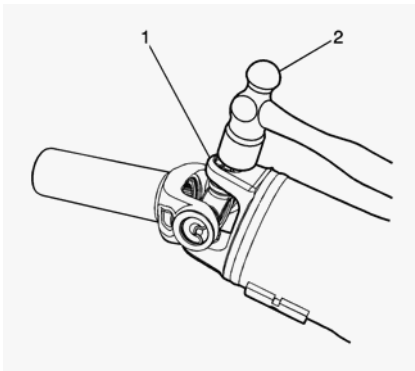
9. Install the universal bearings (2) in either side of the slip yoke (3).
10. Fully seat one of the universal spiders in the universal bearing.
11. Press the universal bearings (2) into the slip yoke (3) until it is even with the yoke.
12. Install the retaining ring (1) in the slip yoke (3).
13. Rotate the slip yoke and repeat steps 3–5 for the opposite universal bearing.



14. Position the slip yoke (1) in the propeller shaft (2).
15. Position the universal bearing in the yoke of the propeller shaft (2).
16. Center the universal spider in the universal bearing.
17. Press the universal bearing into the yoke.



18. Install the retaining ring (2) in the propeller shaft yoke (1).
19. Rotate the propeller shaft and repeat steps 8–11 or the opposite universal bearing.



20. Rotate the universal joint to ensure that the universal joint moves freely. If not, use a hammer (2) and lightly tap each of the yokes (1) to seat the universal bearing against the retaining ring.