



DA052011

NEW SPL UNIVERSAL JOINTS

PART NUMBER INFORMATION

DATE: 12/7/2011

TO: All Part Departments.

Dana Corporation's Commercial Vehicle Systems Group has released new SPL universal joints. The new service SPL250 & SPL170 UJ kits supersede the older version. These new universal joints will be applied in all SPL250 & SPL170 applications.

This is a running change and there will be no need to return current inventory. The Universal joint can be identified by hard plastic seal guards and the absence of the groove on the outside of the bearing cup. The new seal guards include a cup retention feature that eliminates the need for the tie wire used in OEM applications.

The new seal guard requires the outboard cups to be fully seated on the journal prior to installation into the end yoke. A C-Clamp or small press may be required to fully seat the bearing cups.

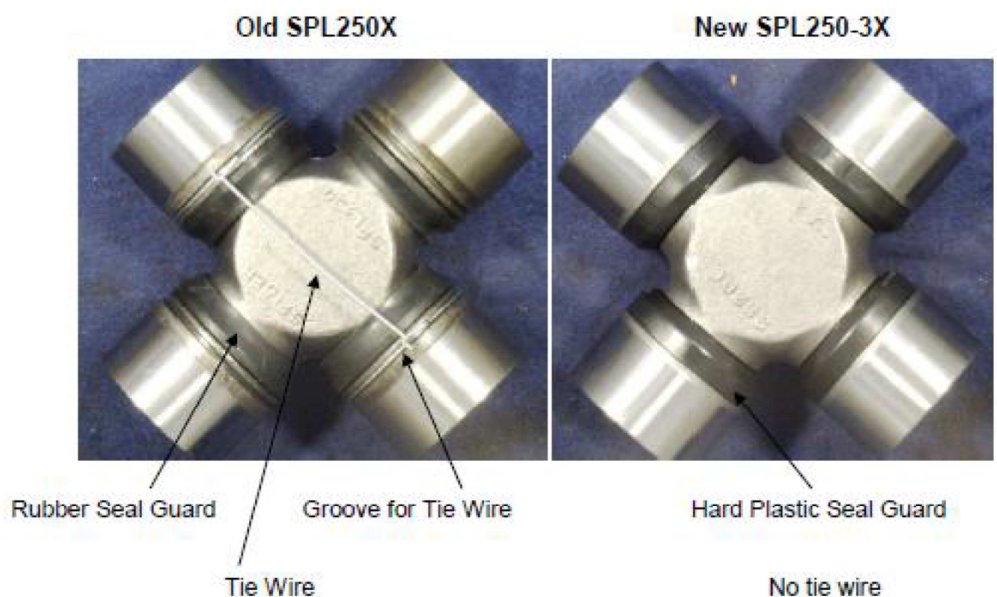
Due to the new cup retention feature and seal package the bearing cup assemblies from the current SPL U-Joint cannot be used as replacements with the new kit bearing cups. There will be no part number changes to SPL driveshaft's manufactured by Dana that are fitted with the new design SPL serviceable Universal Joints.

New part numbers:

SPL Series	Old Part Number	New Part Number
SPL250	SPL250X	SPL250-3X
SPL170	SPL170-3X	SPL170-4X

DRIVESHAFT INFO

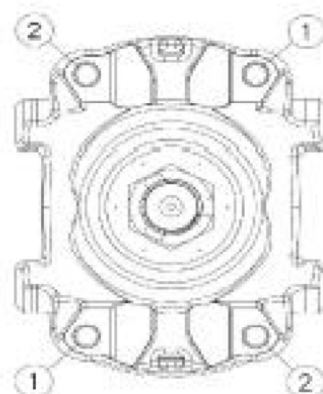
SPICER®



New Hardware should be used to re-install the drivelines into a vehicle and for maximum performance; the torque specifications and torque sequence (Illustration) should be followed during the original installation or re-installation of components.

SPL170, SPL250 torque specification is: 115 - 125 lb.ft.

Torque bolts in a counter clockwise sequence starting with either number 1 position



DRIVESHAFT INFO



After installation, the universal joint must be fully purged with a good E.P (Extreme Pressure), high temperature grease meeting N.L.G.I grade 2 specifications. Spicer approved grease must have a temperature operating range of +163C to -23C and be compatible with lithium soap types.

Spicer recommends re-lubrication with Chevron Ultra Duty EP-2 or high quality E.P (Extreme Pressure) grease (Timken Test Load 45 lbs min.) meeting N.L.G.I (National Lubricating Grease Institute) grade 2 specification.
Failure to use an approved grease will void your warranty coverage.

Subsequent Lube intervals should follow as chart below.

SPICER LIFE RE-LUBRICATION CYCLE

Spicer Life Heavy Duty (SPL170 & SPL250) Extended Lubrication U-Joints. Booted & permanently lubricated slip member. Once greased, this re-lubrication interval must be followed.

CITY	ON-HIGHWAY	LINEHAUL	ON/OFF HIGHWAY
40,000 Klms	160,000 Klms	160,000 Klms	40,000 Klms
3 Months	6 Months	6 Months	3 Months

(Whichever comes first.)

Note: Dana recommends that all driveshaft's be inspected for wear and damage every time the vehicle is serviced. This includes any scheduled and / or unscheduled maintenance that occurs within the driveshaft lube intervals.

Current literature can be downloaded from www.spicerparts.com. Click on the Literature button or The EXPERT[®] icon, and navigate to the literature needed.

Should you have any queries on the above or require further information, please contact Dana Australia on 1300 00 DANA

Shane Carey
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DRIVESHAFT INFO