



Polaris u-joint cross reference

Polaris Prop Shaft Replacement Front U-Joint (Cross and Bearing Kit)Model #: PROP-P-001-UJAEguivalent to Polaris Part Number 2202015. Replace which uses front Prop Shaft U-Joint with this one from SuperATV. Unlike some U-Joints factories, this one is drinkable! Comes complete with 4 new clips and zerk gris. Have you ever checked the yoke in front of your aci prop to wear? If he needs to be replaced now is the time. Purchase together and save \$5. Will fit: Front ATP 330 4x4 : 2004-2005 Brutus HD : 2013 Magnum 330 : 2004-2006 Ranger EV : 2011+ Ranger 500 EFI : 2006-2010 Ranger 500 Crew : 2011-2013 Ranger 570 : 2015+ Ranger 700 EFI : 2006-2010 Ranger 700 Crew : 2008-2009 Ranger 700 6x6 : 2010-2012 Ranger 800 Crew : 2010-2013 Ranger 800 6x6 : 2010-2013 Ranger 900 EFI : 2011+ Ranger 900 EFI : 2010-2014 Ranger 900 EFI : 2010 800 : 2009-2011 RZR 4 800 : 2010-2014 RZR 4 900 : 2011-2014 RZR 570 : 2012-2015 RZR 800 : 2010-2014 RZR 5 800 : 2011-2014 RZR 4 900 : 2013 RZR XP Turbo : 2016+ Scrambler 500 : 2010-2012 Scrambler 1000 : 2016+ Sportsman 300 : 2008-2010 Sportsman 400 : 2008-2010 Sportsman 500 : 2008 Sportsman 500 : 2009 Sportsman 600 : 2003-2005 Sportsman 600 6x6 : 2015 Ranger 800 6x6 : 2015 Ranger 800 6x6 : 2010+ Sportsman 800 : 2003-2007 Sportsman 800 : 2005-2008 Sportsman 800 Sportsman 800 : 2005-2008 Sportsman 800 Sportsma Ranger 500 : 2006-2007 Ranger 700 : 2006-2007 Ranger 700 6x6 : 2006-2009 Ranger 800 6x6 : 2010+ Ranger 900 Diesel : 2011-2014 Scrambler 1000 : 2014+ Sportsman 550 : 2011-2014 Sportsman 550 Touring : 2010-2014 Sportsman 550 X2 : 2010-2014 Sportsman 600 : 2003-2005 Sportsman 700 : 2002-2007 Sportsman 800 : 2005-2007 Sportsman 800 6x6 : 2009-2014 Sportsman 850 X2 : 2011 Sportsman 850 X2 : 2011 Sportsman 850 X2 : 2011 Sportsman 850 X2 : 2012 + Sportsman 850 X2 : 2012 + Sportsman 850 X2 : 2014 Sportsman 850 X2 \$20.85 Our Price: \$20.85 Our Price: \$19.81 Our Price: \$19.81 Our Price: \$19.81 Our Price: \$19.81 Our Price: \$21.87 Our Price: \$21.87 Our Price: \$21.66 Our Price: \$21.85 Our P expert 700 efi front aci u-joint careless. conducted some investigations and looked at some mixed information. is polaris 2202015 u-joints the same as moog 338 u-joint? or do any customizations need to be made to use 338 joints? · 2005 expert 700 efi front efi aci u-joint careless. conducted some investigations and looked at some mixed information. is polaris 2202015 u-joints the same as moog 338 u-joint? or is there a change in the need for to use 338 joints? No matter what joint you are using, you need to clean /polish yoke before trying to install new joints. You need to be careful not to bend the yoke ears when getting an old joint as well or a new one will not be suitable. The snap ring will not sit down. · Napa 338, Moose, All Balls, Quadlogic... anywhere with grease every few rides.... Otherwise, just get without grease. · Start of Discussion • #4 • Sep 24, 2019 2005 sportsman 700 yard front ictent u-joint sloppy. do some research and see some mixed information. is polaris 2202015 u-joint the same as moog 338 u-joint? or does a modification need to be made to use 338 joints? No matter what joint you are using, you need to clean/polish the yoke before trying to install a new joint. You need to be careful not to bend the yoke ears when getting an old joint as well or a new one will not be suitable. The snap ring will not sit down. understandably, thanks for the advice, just want to make sure 338 are direct substitutes · Is 338 direct replacements for all years? I have a 2019 570sp that has a sloppy u joint in the front prop hat. · 338 is the generic part #and it is not appropriate. However, not all fit the same thing. Do yourself a favor and not buy Moog. Go to SKF. NAPA sells it under PN# UJ338. Removing pinion yokes from different to punch and hammer puts a lot of pressure on bearing pinions and bushes. If you have access to an air hammer and punch a pin roll, use it. If you don't have an air hammer, try a hammer drill that has only hammer mode (no rotation). I use SDS plus Bosh units with a bolt. I did it too without any issues to date. I use a grade 8 bolt. 5/16 x 2.5 lengths with nylock nuts. Longer than you need. Stick it through the yoke on the bench, put the beans on it, and cut excess length. Using a longer bolt puts a bolt shank in a sheltered aircraft (thru yoke and pinion snout) instead of threads. Its stronger connection. I'm working on 2 different 570 ones right now. At one, I installed the SKF u-joint that I bought at NAPA. Interior #UJ338. All good, no issues. On another i I installed Moog 338 u-joints from Amazon.. I couldn't get a snap ring to the ears and tried again. No luck at all. I went out and bought another skf together. It is installed in minutes with zero issues · Awesome thanks for the tips!! · Yes, I replaced the roll pin with a grade 8 bolt on all the machines I worked on. Drive line, front on older machines, and others have been doing so for years now. I've seen a roll pin back and caused great damage before being detected. Had 06 800 that the rear prop hat pin came about half way out and cut the hole in case of delivery before it was found. Never had problems at all with bolts. · Will 338 work for 2003 sportsmans too? Sorry to but will 338 work on the basic model 570 2019. My trader wants 90 per u joint and that seems a little ridiculous to me. · Sorry for the pile but will be 338 works on the basic model of the 2019 570. My trader wants 90 per u joint and that seems a little ridiculous to me. Yes, it should work well. I used 338s on my 2019 SP. Icant See sportsman differently. Start of Discussion • #1 • August 24, 2006 165575. http://www.communication.com/active-com/active front and back U-joint shades states that NAPA #1501 (\$8) is for the back of the U-joint shade prop and The Federal Mogul #338 U-together is for the front prop shach (2002-03 sp600/700 machine). U-joints are the same front/back right now since '04 MY I believe. I originally bought the #10027 Auto Zone (\$10) that crossed into the NAPA ref #1501 and the U-together cap was too big. I finally got the right replacement part #1-0170 (\$13) that crossed to #338 are not available in most other places including NAPA, since it is a special order only. Apparently some shops are more in the countryside carrying replacement parts bringing them like my Car Quest store goes. The correct U-joint u-joint cap diameters are .938 and the distance between the base of the hat (clip area) or yoke ear is 1,500. #1501 and #338 are both listed with the same dimensions. My back splashes the nearest U-joint trans shot badly and the nearest diff back. A simple roll pin with an air hammer and rear differential DOES NOT need to slide back for discharge. I carefully assemble the U-joint into the voke using a large C-squeezer, keeping the shot together free and not binding. ----- Old (original) U-joint rear daci (closest to trans) and yoke*measurements. -Yoke I.D. is .938 (15/16ths) -Yoke btwn. Ears are 1.550 (relief) -O.D.'s old U-hat is .938 -Distance btwn. base cap (clip area) is 1,500. -The old U-joint cap ending to end the distance is 2,300 -Roll (spring) pin Him. 312 (5/16) -Spline holes for a .310 roll pin *all sizes are estimates with dial calipers on the part used for sp700 2002. The new U-joint replaces #1-0170 applied to U-joint back daci (closest to trans). Measurements are also listed in the section book catalog. -U-with O.D. caps are .938 -Distance btwn. base cap (clip area) is 1,500. -The joint U-hat ends to end the distance is 2,300 Auto Zone #10027 (wrong cross to NAPA #1501) that the step cap is too big. The U-together caps O.D. is .985 (63/64ths). Hat ends to end the distance is 2510 greetings, Jim P 20rear%20prop%20shaft/ --U joints / yoke picts · Jim, 1501 and 338 are varies in dimensions according to napa · Start of Discussion • #3 • August 28, 2006 Where do you get this information? I'd like to check it out. (link?) I asked if technical data was available online but most said no and let me see in the cross-ref catalog book. I looked in books at NAPA stores and in the Care Quest store and they were the same. I measured them both and the one I bought was the same as the original I removed, measured to the clip slot center at 1.50 but the dimension line is not clear in the exact illustration to where. It should be universal and industry standards. Jim · Jim, on the homepage, when you look at the attributes for each number you list, you will see a difference in size ... one has 1.50 between yoke ears, the other is 1.485, which is not much and each will probably work Item #: PuJ338 Attributes: Type Of Bearing: Grooved Round ASAE Category: 1 Content: 1 U-Together 4 Key rings 1 Corner Grease DimensionAl Installation: 1.1.50 Among features Benefits: Fulfilling or Exceeding Original Equipment Standard Horsepower Rating:13 HP @ 540 RPM 20 HP @ 1000 RPM Lube Fitting Location:O.D.0 Cross Center. 938 Series:1500 (Std. 1000) Item #: PuJ1501 Attribute: ASAE Category:1 Content:1 U-Together 4 Key rings 1 Corner Of Dimensional Grease Fittings:1.485 Between Ear & amp; Yoke Ear

Features; Benefits:Meet or Exceed Original Equipment Standard Horsepower Rating:13 H @ 540 RPM 20 H @ 1000 RPM Lube Fitting Location:0.D.0 Cross Center. 398 Series:Neapco 0600 - Start of Discussion +#5 • Sep 11, 2006 Thank you dave, I washt concluded about. 015 differently but I am about a rating of 20 HPI thanks again, I have to keep an eye on them ... Jim · I don't think the HP rating is Jim's big deal, I took some too, haven't put them off yet, but want to try it out and see what happens · Start of Discussion +#7 • Sep 12, 2006 Thatk you got the hank you for the information, does anyone have user it has more, smaller, needle bearings, hence more load-loving surfaces and should overcome the assy oem. only 2 cents I'm worth... · Start of Discussion +#9 • Sep 13, 2006 Thank you for the information, does anyone have useful links that you know all specifications?? Thank you, I napa store system, so I don't know where I am... · Know this is an old but closely related subject to what I need to know. and that's How do you get the half-back daci removed from the tranny? Is it like a half-velicle amice and you in advance. · Start of Discussion +#12 • 30 Nov 2006 what machines do you have, 600700/800? If yes simply remove the pin roll (1 front in trans and 1 back on the diff.) with an air hammer (easiest way) or punch/diff and hammer and side yokes off splines. My back splashes the nearest U-joint trans back a simple roll pin with an air hammer (assiest frage cost of the service manual, see here for pices..... 20ren/%20pn%20shaff -U joint replaces photo 165575.html#165575 Jim · Start of Discussion +#13 • Nov 30, 2006 i think this post is all about front ujoints on older models but some information crosses to what you need to envoy as that and in exercise the wheel bearer while on it, so I just removed the hub, and put it all back together after I got U-joint trans back a spleter to the start of Discussion +#13 • Nov 30, 2006 i think this post is all about front ujoints on older models but some too more diff. There are

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