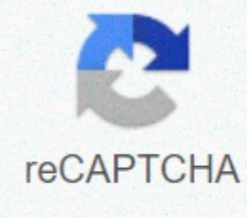




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Features: Benefits:Meet or Exceed Original Equipment Standard Horsepower Rating:13 HP @ 540 RPM 20 HP @ 1000 RPM Lube Fitting Location:O.D.O Cross Center. 938 Series:Neapco 0600 · Start of Discussion · #5 · Sep 11, 2006 Thank you dave, I wasn't concluded about .015 differently but I am about a rating of 20 HP! 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 That's good to know (HP), I'll report back if they hold a fine or not to notify everyone. Jim · just checked with local napa stores, 338 are better assy ujoint and there is a 20hp rating show listing, since this is a pto(farm macheny)rating, I'm not going to worry about that. Also you might try to find a spicy 5170x assy together, maybe branch of the heavy trucking division, i believe that will be better but probably unnecessary. 338 is my choice because 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-vehicle amice and you use persuasion to get it? Thank you in advance. · Start of Discussion · #12 · 30 Nov 2006 what machines do you have, 600/700/800? 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/drift and hammer and slide yokes off splines. My back splashes the nearest U-joint trans shot and the nearest is 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 yoke using a large C-squeezer, keeping the shot together free and not binding. I also have a picture of the instructions in the service manual, see here for pics ... 20rear%20prop%20shaft/ --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 do ... jim 20616.html To remove the shame, you may need to remove at least one of the A-arms from the frame to get enough space for the shame to come off. There are slip-joints in the aci, but it has become my experience that it won't shorten the enough hate for the yoke to get out of the hate. If memory works correctly, the inner yoke is held with pins, and I'm not sure on the outside. I usually replace the wheel bearer while on it, so I just removed the hub, and pulled the whole splash out the back through the bear, and then replaced the bear in the hub, and put it all back together after I got U-joint replaced. There is no need for a newspaper, but the vise will be the next best. If you don't have a vise, the big C squeezer will work with a pinch. Look closely at the joint, and you'll see a small snap ring holding a bearing cup in place. Remove it, and find a small enough socket to fit through the hole in the yoke, and another big enough for a bearing cup to fit in. Rig them in the vise so you press in one cup through a small socket, and the cup on the opposite side will be pushed into a larger socket. You may need vise-grip to draw the last 1/8-inch cup or so, but it will come. Now, reverse the process, and press your bearing cup just pressed outside, into a big socket. Repeat for the opposite side. To replace the U-together, simply put both cups in place (dab grease to hold all the needles in place) and gently press them into the top You can use a small socket on top of the cup to get it a little last. If the cup is down before you can attach the snap ring, type it slowly on the yoke eye with a tukul to try to try they come out wider hair, and the clips should come in. If you don't have a vise, use a big C shynog in that place. I will warn you, though, the C-shy technique usually takes 3 hands, so one helps will be a great asset. While the vise is a hug on the job, the C stylist needs extra hand to hold it stable, and you will need both hands to line up the cup. Luckily, if you have any more questions, feel free to ask. tahnks to Farmers · Can someone give me the right part number for the front and back joint u (side of the engine and the back) on the rear drive shab for a napa or carquest thank you! thank you!

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