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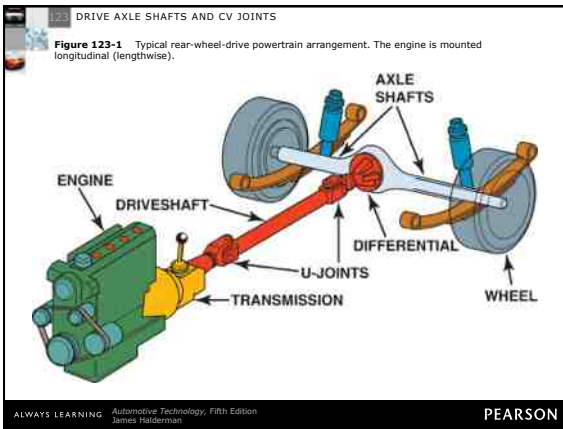
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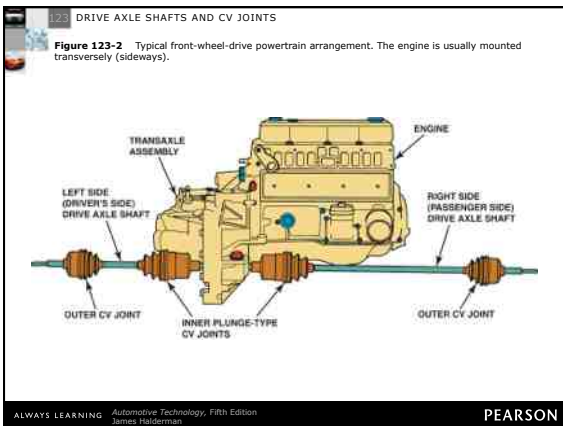
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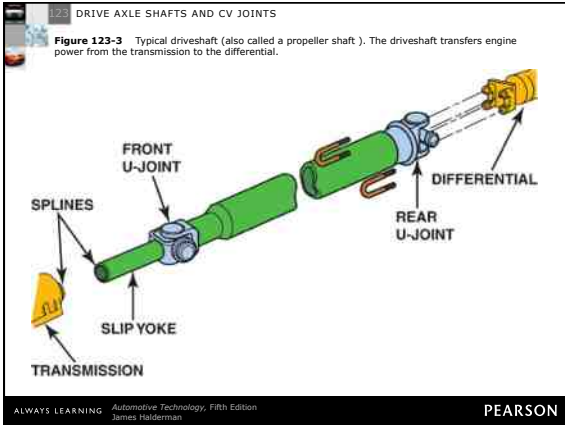
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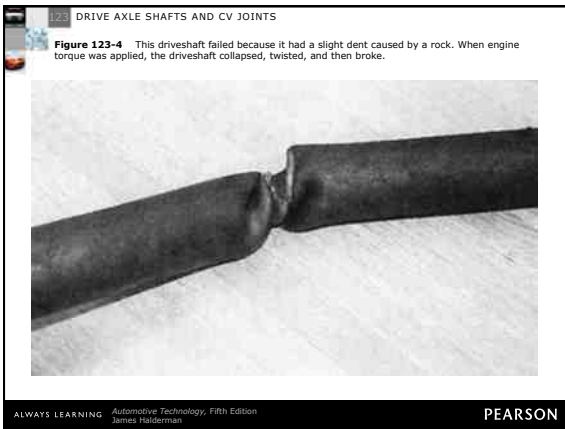
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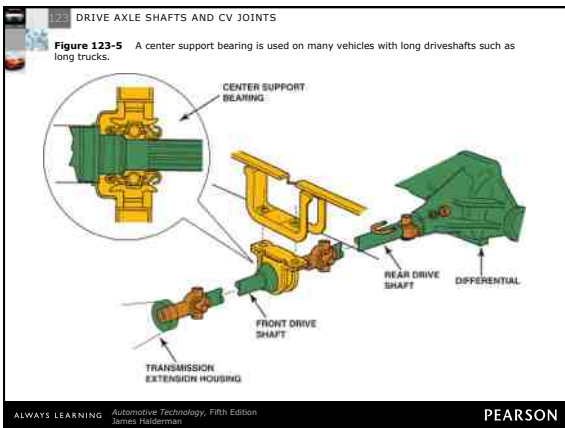
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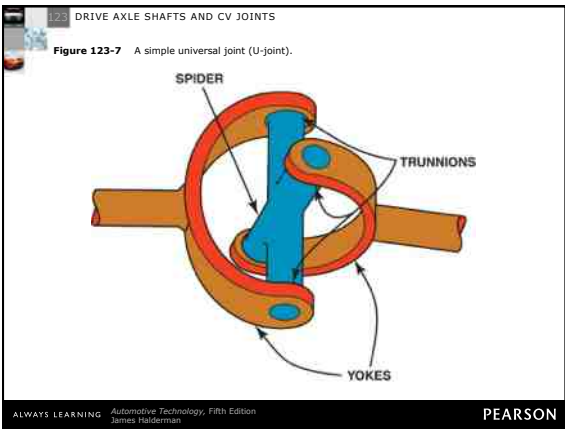
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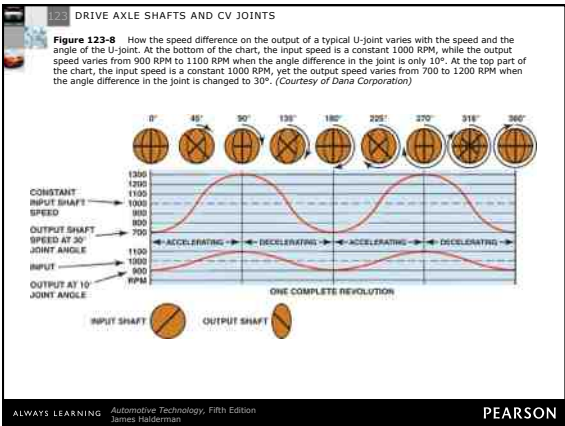
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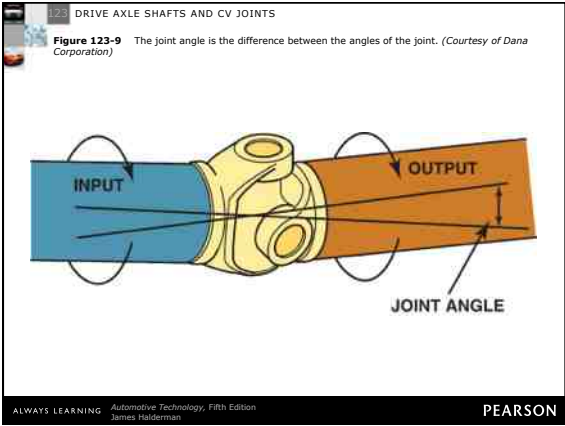
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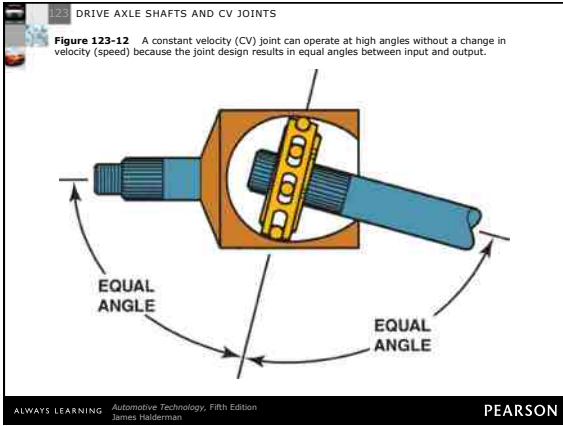
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123 DRIVE AXLE SHAFTS AND CV JOINTS

**FREQUENTLY ASKED QUESTION**

**What is a 1350-Series U-Joint?**

Most universal joints are available in sizes to best match the torque that they transmit. The larger the U-joint, the higher the amount of torque. Most U-joints are sized and rated by series numbers. See the accompanying chart for series numbers and sizes.

Series Number	Cap Diameter (inches)	Overall Length (inches)	Trunion Diameter (inches)
1000	1 5/16	2 5/64	1/2
1100	1 5/16	2 13/64	1/2
1200/1270	1 1/16	2 31/32	19/32
1280	1 1/16	2 31/32	39/64
1310	1 1/16	2 31/32	21/32
1330	1 1/16	3 3/8	21/32
1350	1 3/16	3 3/8	49/64
1410	1 3/16	3 15/16	49/64
1480	1 3/8	3 7/8	37/64

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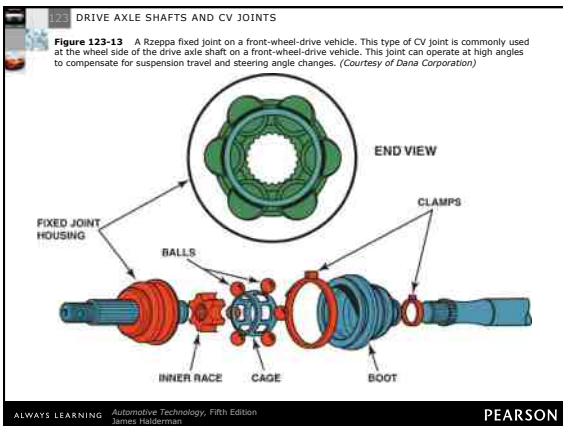
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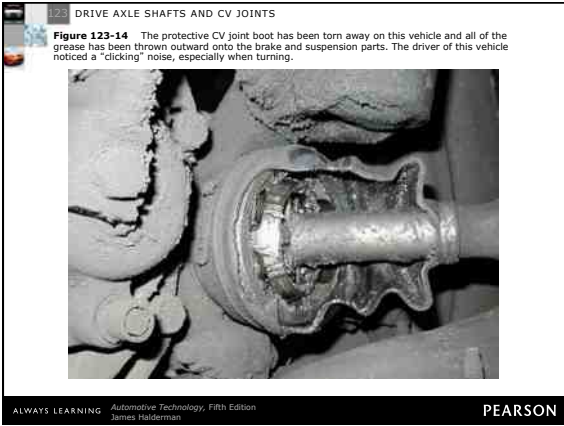
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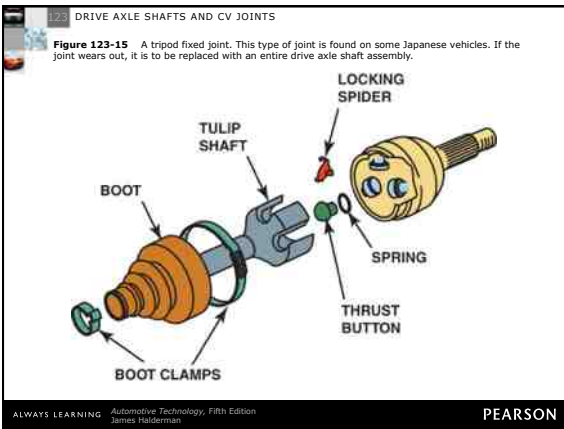
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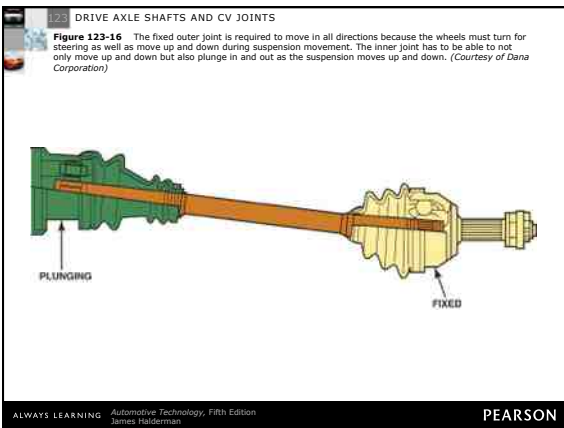
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**123 DRIVE AXLE SHAFTS AND CV JOINTS**

**Figure 123-17** Unequal-length driveshafts result in unequal drive axle shaft angles to the front drive wheels. This unequal angle side-to-side often results in a steering of the vehicle during acceleration called torque steer. By using an intermediate shaft, both drive axles are the same angle and the torque steer effect is reduced. (Courtesy of Dana Corporation)

**UNEQUAL LENGTH DRIVESHAFT**

**EQUAL LENGTH DRIVESHAFT**

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**123 DRIVE AXLE SHAFTS AND CV JOINTS**

**Figure 123-18** A typical drive axle shaft with dampener weight.

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**123 DRIVE AXLE SHAFTS AND CV JOINTS**

**Figure 123-19** A tripod joint is also called a tripod, tripod, or tulip design. (Courtesy of Dana Corporation)

**TRIPOD TYPE PLUNGE JOINT**

**TRIPOD**

**TRIPOD**

**BOOT CLAMP**

**BOOT**

**BOOT CLAMP**

**RETICLE BEARINGS**

**TULIP**

**NOTE: CARE MUST BE TAKEN ON TRIPOD ROLLERS MAY COME OFF TRIPOD**

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123 DRIVE AXLE SHAFTS AND CV JOINTS

**FREQUENTLY ASKED QUESTION**

**What Is That Weight for on the Drive Axle Shaft?**

Some drive axle shafts are equipped with what looks like a balance weight. SEE FIGURE 123-18. It is actually a dampener weight used to dampen out certain drive line vibrations. The weight is not used on all vehicles and may or may not appear on the same vehicle depending on engine, transmission, and other options. The service technician should always try to replace a defective or worn drive axle shaft with the exact replacement. When replacing an entire drive axle shaft, the technician should always follow the manufacturer's instructions regarding either transferring or not transferring the weight to the new shaft.

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123 DRIVE AXLE SHAFTS AND CV JOINTS

**Figure 123-20** A cross-groove plunge joint is used on many German front-wheel-drive vehicles and as both inner and outer joints on the rear of vehicles that use an independent-type rear suspension. (Courtesy of Dana Corporation)

**CROSS-GROOVE PLUNGE JOINT**

Diagram labels: INNER RACE, CASE, BALLS, PLUNGE JOINT OUTER RACE

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123 DRIVE AXLE SHAFTS AND CV JOINTS

**Figure 123-21** A cross-groove plunge joint is used on many German front-wheel-drive vehicles and as both inner and outer joints on the rear of vehicles that use an independent-type rear suspension. (Courtesy of Dana Corporation)

**DOUBLE-OFFSET BALL-TYPE PLUNGE JOINT**

Diagram labels: INNER RACE, CASE, BALLS, HOUSING AND OUTER RACE

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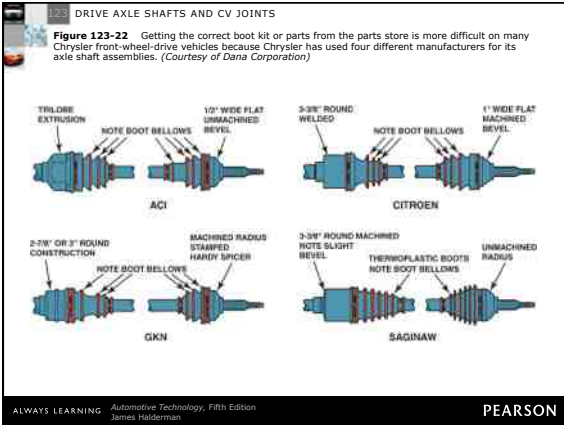
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