Workman® 3000 and 4000 Vehicles

Model/Serial Range: Model Number: Serial Numbers:

ALL 00000-99999

Subject: Proper Drive Shaft greasing procedures.

The Workman is a high capacity utility vehicle that is subjected severe load and duty cycles in the transaxle drive shaft splines and universal joints. If not regularly and properly lubricated at the correct maintenance interval, premature universal joint wear may occur. Lubrication of each universal joint bearing may not always be achieved due to improper techniques. Universal Joints with a center grease fitting are more susceptible to improper lubrication methods. Proper procedures are outlined below.

Lubrication Procedures for Universal Joints

- 1. Always use a hand grease gun when greasing. The high volume of grease from a Pneumatic Grease Gun can cause damage to the seals.
- 2. Use a good quality #2 EP General Purpose Lithium Base Grease.
- 3. Grease each universal joint until **ALL FOUR SEALS ARE PURGED.** Purging the grease cavity flushes moisture and abrasive contaminants from each bearing assembly and ensures all four cavities are properly lubricated.
- 4. If a seal fails to purge, move the drive shaft side-to-side while applying pressure. This allows greater clearance on the thrust end of the bearing assembly. On the cup mounted design (4 grease fittings), try greasing from the opposite grease fitting if a seal will not purge.

Lubrication for Slip Spline

- 1. Always use a hand grease gun when greasing. A Pneumatic Grease Gun can cause damage to the seal and drive shaft Relief Plug when purging the spline seal.
- 2. Use a good quality #2 EP General Purpose Lithium Base Grease.

3. Apply grease gun pressure to the fitting until lubricant appears at the pressure relief hole at the upper yoke on the drive shaft.

—Pressure Relief Hole

IMPORTANT:

In cold temperatures be sure to drive the vehicle immediately after lubricating to activate the slip spline and purge any excess lubricant. If cold weather stiffens the lubricant, the excess volume could force the Relief Plug from the end of the drive shaft when it is operated.

Contamination has direct access to the spline area with the Relief Plug missing and could cause the area to wear or seize.

