

*Ural (Урал) - Dnepr (Днепр)  
Russian Motorcycle  
Part 8: Chapter 7 of Bill Glaser's "Unofficial"  
URAL 750cc Motorcycle Service Manual  
(<http://myural.com/servicemanual.htm>)*

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## **7.5 Removing & Installing The Main Driveshaft U-Joint**

**Tools Needed:** Hammer, tommy bar, Snap ring pliers, 19mm, 13mm, 12mm sockets, vise, block of wood, pick and grease.



**Here is the driveshaft removed from the final drive with the new U-joint and internal snap ring pliers ready for disassembly. The drive shaft U-joint has 19 mm caps and is a non-standard U-joint. Available through Ural dealers only.**



**Use a good pair of snap ring pliers with tips just small enough to work. Too small of tips will bend or break making the job take all day.**



**The new U-joint assembled. The cross is the center part, with a metal cup hold a rubber grommet followed by the outer races holding 18 needle bearings each.**



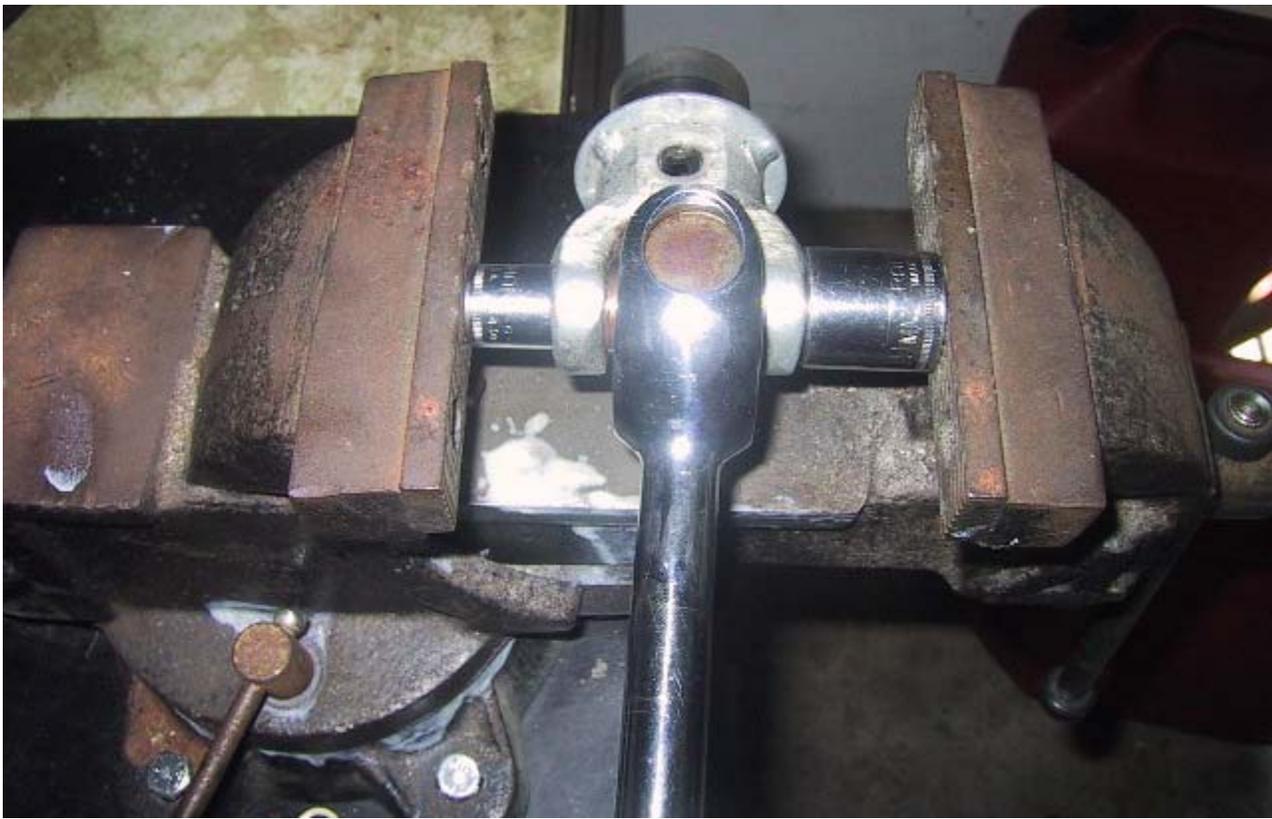
**If the U-joint has a grease zerk fitted, it is a good idea to remove it before disassembling to prevent damage. Especially if you are just servicing or re-using the U-joint.**



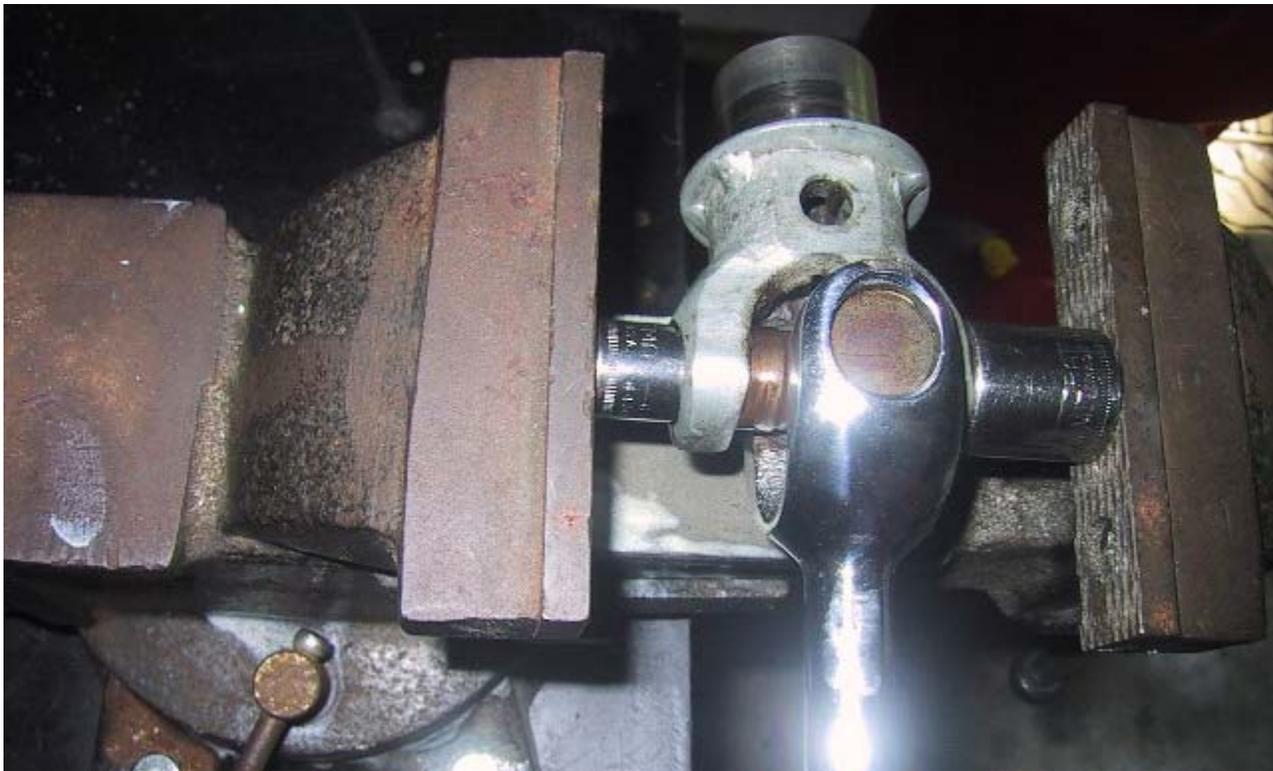
**...remove all 4 snap rings.**



**If some of the rings are frozen in place, use some penetrating oil, a socket and hammer and tap them softly to loosen so they can be removed.**



After removing the snap rings, the bearing caps must be pressed out. Here the caps of the U-joint splined fork are being removed. One way is use a 13 mm and 19 mm socket along with a vise to press them out slightly. The caps are being pressed out of the universal joint splined fork in this picture.



The left cap is being pressed through with the 13 mm while the right cap is pushed into the wider 19 mm socket. Just press it through so that 5 mm or so of the cap is showing. If you press to much you will damage the cup and seal on the right side cross arm.



**When enough of the cap is press out, remove the driveshaft and clamp the vise onto the exposed cap and twist back and forth slowly...**

