

# INSTALLATION - SERVICE INSTRUCTIONS



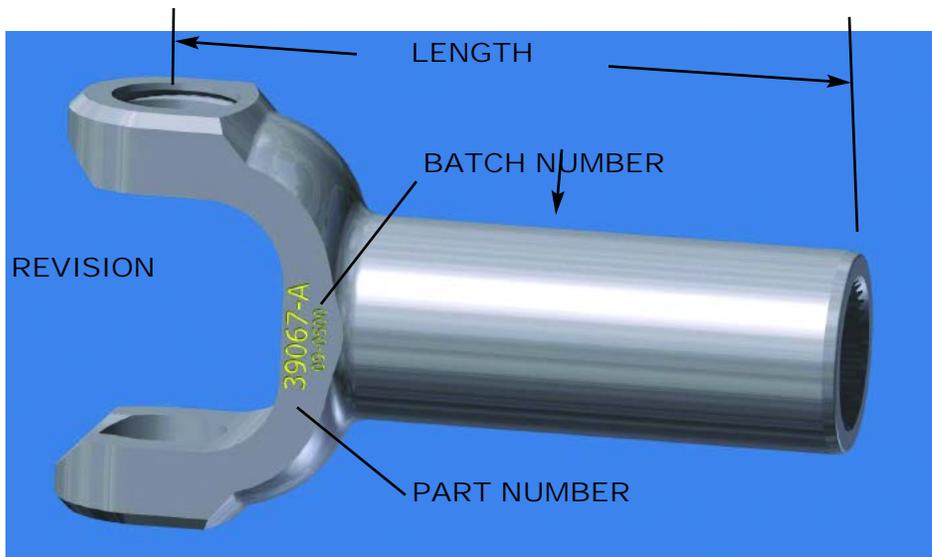
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## Part Numbers:

39034....."A" Style 6-1/8" Length 1.885 Barrel Dia. X 4-3/16" Journal Length  
39057....."A" Style 6-1/8" Length 1.888 Barrel Dia. X 4-3/16" Journal Length  
39067....."A" Style 6-7/16" Length 1.888 Barrel Dia. X 4-1/2" Journal Length  
39068....."A" Style 6-7/16" Length 1.888 Barrel Dia. X 4-1/2" Journal Length  
39069....."A" Style 6-7/16" Length 1.888 Barrel Dia. X 4-1/2" Journal Length  
39081....."B" Style Yoke, 1350 joint 32 Spline, 8-1/2" Length 1.888 Barrel Dia.  
39051 (RR-0)....."C" Style Yoke, 1350 joint 32 Spline, 6-1/16" Length 1.885 Barrel Dia.  
RR-1....."C" Style Yoke, 1350 joint 32 Spline, 5-1/2" Length 1.888 Barrel Dia.  
RR-2....."C" Style Yoke, 1350 joint 32 Spline, 8-5/8" Length 1.888 Barrel Dia.

## MODEL DIFFERENCES FOR 32 SPLINE TRANSMISSION YOKES



**1350 SERIES UNIVERSAL JOINT SIZE, STYLE "A"**

### P/N 39034 32 SPLINE 6-1/8" LENGTH, Style A

This is the original yoke produced for Jerico transmissions. There are 32 splines and is a Flat Root Side Fit spline. The bushing/ roller bearing barrel diameter is 1.885", which is the same diameter as the original bushed tail housing. This yoke has a .0682" spline space width and will accommodate male Transmission shafts with Fillet Root Side Fit form of which the major diameter is in the 1.3750"-1.3700" range, per ANSI B92.1-1966 specification. This part with a "1" revision or later incorporates an o-ring seal plug that improves the sealing qualities over conventional soft plugs.

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## **P/N 39057 32 Spline 6-1/8" LENGTH, Style A**

This is the same as part number 39034 but has a larger barrel diameter of 1.888" for the roller bearing for a closer fit on Transmissions with the tail housing roller bearings. The spline is 32 teeth and is Flat Root Side Fit spline. This yoke will only work on transmissions with the roller bearing tail housing. Tail housings with the O.E. type bushing will be too tight. This yoke has a .0682" spline space width and will accommodate male Transmission shafts with Fillet Root Side Fit form, which the major diameter is in the 1.3750"-1.3700" range, per ANSI B92.1-1966 specification. This part with a "C" revision or later incorporates an o-ring seal plug that improves the sealing qualities over conventional soft plugs.

## **P/N 39067 32 SPLINE INDEXING, WITH ONE TOOTH OMITTED 6-7/16" LENGTH, Style A**

This yoke is produced with a Major Diameter Spline Fit and has an increased space width of .0766"/.0746" to allow a bind free operation under conditions of transmission shaft torsion wind up. One spline is omitted to reduce the possibility of hydraulic resistance. The barrel diameter is designed for the roller bearing and has the larger 1.888" diameter. This yoke has an increased length to 6-7/16" from center of joint to spline end of yoke. This part with a "I" revision or later incorporates an o-ring seal plug that improves the sealing qualities over conventional soft plugs.

This yoke will accommodate a male transmission shaft with Fillet Root Side Fit form, but the maximum diameter of the transmission shaft must be controlled. A diameter in the range of 1.3730" to 1.3720" is desired. If the main shaft of the transmission is over a 1.374" diameter there can be an interference problem. Most transmission shaft major diameters are not controlled to these dimensions. The side fit spline tolerance is quite large and most shafts are produced to the maximum size (1.3750"). This size creates a problem that results in customers thinking that the spline in the yoke is undersize, when the actual problem is in the male spline. If this problem exists it can be easily corrected by reducing the shaft major diameter to the 1.373/1.372" range. The 39067 yoke is 100% gauged with a 1.3735" diameter gauge. This part with revision "A" or later incorporates an o-ring seal plug that improves the sealing qualities over conventional soft plugs.

## **P/N 39068 32 SPLINE INDEXING, WITH TWO TEETH OMITTED 6-7/16" LENGTH, Style A**

This yoke is produced with a Flat Root Side Fit with a space width of .072" space width (slightly wider than standard) to allow for transmission shaft torsion wind up. Two splines are omitted to reduce the possibility of hydraulic resistance. The barrel diameter is designed for the roller bearing and has the larger 1.888" diameter. This yoke length is 6-7/16" from center of joint to spline end of yoke.

This yoke will accommodate a male transmission shafts with Fillet Root Side Fit form, with the major diameter up to 1.375". This part is recommended for transmissions that have the output shaft that have outside diameter output shaft over the recommended 1.373" diameters. This part also incorporates an o-ring seal plug that improves the sealing qualities over conventional soft plugs.

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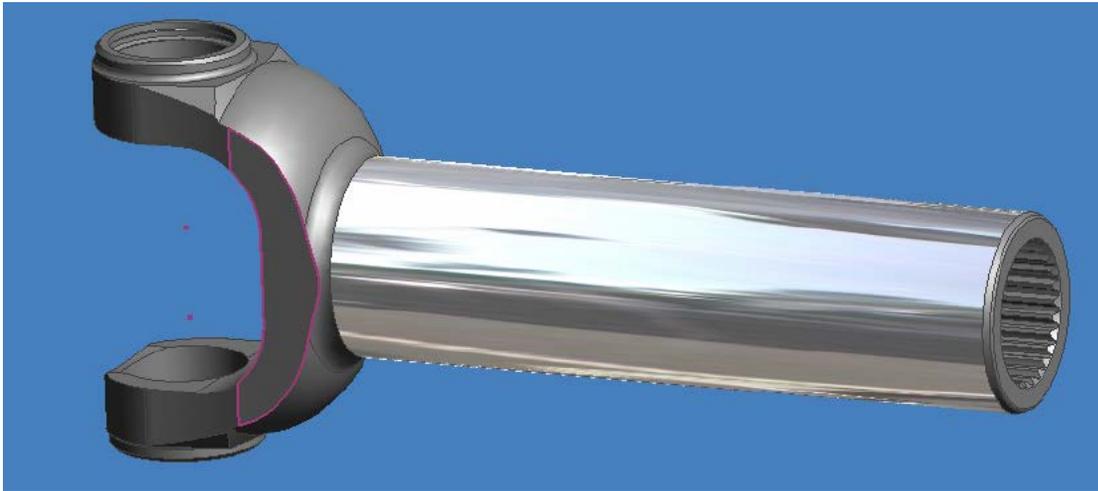


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765 South Pierce Avenue, Louisville, CO 80027 (303) 665-6901 / 800-525-1963

## P/N 39069 32 SPLINE INDEXING, WITH TWO TEETH OMITTED 6-7/16" LENGTH

This is the same yoke as the 39068 but with the addition of Teflon Electroless Nickel plating that reduces the friction on the splines.



## 39081 REDUCED MASS SERIES TYPE "B"

### P/N 39081 32 SPLINE , TWO OMITTED, 8-5/8" LENGTH, REDUCED MASS Style B

This yoke length is 8-1/2" from center of joint to spline end of yoke (no revision) 8-5/8" (revision A). This yoke is produced with a Flat Root Side Fit with a space width of .072" space width (slightly wider than standard) to allow for transmission shaft torsion wind up. Two splines are omitted to reduce the possibility of hydraulic resistance. The barrel diameter is designed for the dual roller bearing transmission tail housings and has the 1.888" diameter. This part is produced from an aircraft alloy forging 100% machined and shot peened on the head section. The head has extensive machining to lessen the centrifugal forces that reduce the universal joint pre load. This part also incorporates an o-ring seal plug that improves the sealing qualities over conventional soft plugs.

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## 39051 R-R TYPE STYLE "C"

### **P/N 39031 (RR-0) 32 SPLINE , ROTATION RESEARCH, 6-1/16" LENGTH, Style C**

This yoke length is 6.046" from center of joint to spline end of yoke . This yoke is produced with a Flat Root Side Fit with a space width of .072" space width (slightly wider than standard) to allow for transmission shaft torsion wind up. Two splines are omitted to reduce the possibility of hydraulic resistance. The barrel diameter bushing transmission tail housings and has the 1.885" diameter. This part is produced from a aircraft alloy forging 100% machined and shot peened on the head section. The head profile is the smallest to reduce rotatring weight. This part incorporates an o-ring seal plug that improves the sealing qualities over conventional soft plugs.

### **P/N RR-1 32 SPLINE , ROTATION RESEARCH, 5-1/2" LENGTH, SHORT Style C**

This yoke the shortest in this series, length is 5.546" from center of joint to spline end of yoke . This yoke is produced with a Flat Root Side Fit with a space width of .072" space width (slightly wider than standard) to allow for transmission shaft torsion wind up. Two splines are omitted to reduce the possibility of hydraulic resistance. The barrel diameter for roller transmission tail housings and has the 1.888" diameter. This part is produced from a aircraft alloy forging 100% machined and shot peened on the head section. The head profile is the smallest to reduce rotatring weight. This part incorporates an o-ring seal plug that improves the sealing qualities over conventional soft plugs.

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## **P/N RR-2 32 SPLINE , ROTATION RESEARCH, 8-5/8" LONG, LENGTH Style C**

This yoke the longest in this series, length is 8-5/8" from center of joint to spline end of yoke . This yoke is produced with a Flat Root Side Fit with a space width of .072" space width (slightly wider than standard) to allow for transmission shaft torsion wind up. Two splines are omitted to reduce the possibility of hydraulic resistance. The barrel diameter roller bearing transmission tail housings and has the 1.888" diameter. This part is produced from a aircraft alloy forging 100% machined and shot peened on the head section. The head profile is the smallest to reduce rotatring weight. This part incorporates an o-ring seal plug that improves the sealing qualities over conventional soft plugs.

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