Drive line vibration, after u-joint replacement, is usually the result of a u-joint not properly positioned, or yoke ears which are binding. In either case the problem can usually be pinpointed by articulating the drive shaft. The problem area will show itself as restricted or binding motion, fig.1.

Driveline vibration can sometimes occur after after u-joint replacement when plastic injection was the original means of retention, fig.2. The replacement u-joint, even though centered, could cause the shaft to vibrate.

![FIG.2](image)

When drive shafts using plastic injection are assembled one of the last steps is balancing. If a u-joint is lightly off center the shaft could still run smoothly after balancing, fig.3.

![FIG.3](image)

However, when the u-joint is replaced and "C" clips are used for retention the replacement u-joint will be in a different position. This can cause the drive shaft to become out of balance. To correct the problem the drive shaft will have to be balanced.

The snap ring ("C" clip) retention design is a more conventional method of fitting the u-joint in the yoke. The grooves and ring are a fixed dimension and fit against a machined surface in the yoke, fig. 4.