

Date: Thu, 24 Nov 2005 14:23:07 -0800
From: "XJ650RJ" <>
To: <xj-owners@micapeak.com>
Subject: U-Joint problem resolved - XJ-CD addition
Message-ID: <>

Listers & Listerettes -

I've found the problem, and it's major.

I'd even recommend adding this check to the XJ-CD immediately.

Everybody should go check their U-joints before you have my problem.

I admit I like going fast, and doing hard starts. And it caught up with me.

My U-joint was within a few miles of complete self-destruction. I will be sending pics and the bad joint to Mike Oberle (if he wants to post them), as the now-removed U-joint is scary.

If you've got over 50K miles on your bike, then this is critical.

Procedure: Put bike on centerstand, put in 5th gear. Rotate the back tire back and forth. There should be minimal slack. If there is more than 1/2 inch, you probably have a serious problem. Pull the boot on the shaft back as far as possible and use a flashlight or a finger to probe for metal peelings on the arms of the joint. If you can feel shards or what feels like bent metal, get a new U-joint and replace it ASAP.

It's a bother to tear it down and actually see the joint in the clear light, but comparing the two side by side gave me the willies. The seals on the old joint are totally gone, the metal on one arm is blued, the only thing keeping one arm in the U-joint is blockage by an arm of the other side of the U-joint, and that one arm has metal peeling away from the joint. Pictures are worth taking just for the scare-factor.

I drove at moderate highway speeds on a bad joint for less than 5 miles and the thing could have destroyed itself at any time. As soon as you feel the vibration that shakes the whole bike, pull over and get the bike towed home. It's worth doing that than ending up with a destroyed crankshaft, U-joint, spline-shaft, etc.

I count myself very lucky that I did this in time.

Best wishes to all,