

What is the Staked-In Design.....

Universal joints are widely used in motor vehicle axles and driveshafts.

Snap rings and staking are the two most common retention methods used to retain bearing cups to the yokes and simultaneously center and align the axis of rotation of the shafts.

Staking operations use expensive machinery to center the bearing cups and yokes, and then deform the yokes to secure the bearing cups in position. Therefore, the number of repair shops that are capable re-staking u-joints is limited. It is difficult to securely re-stake a bearing cup in a yoke that has been previously staked due to the already deformed yokes and therefore, most staked u-joint axles & driveshafts are not serviced but are instead, replaced.



Snap rings are more commonly used to secure the bearing cups within the yokes in place of staking and allow for ease of serviceability. Motor Master Powersports has discovered that many of the Suzuki rear axle u-joints & yokes that are staked-in do, in fact, have either a machined surface on the inside of the yoke ears or the forging was designed with a flat surface that allows us to manufacture u-joints with inside "C" clip style snap ring retainers to fit this area. You are able to remove the original factory staked-in universal joints and replace them with the MMPS u-joints, saving yourself money to service instead of purchasing new axles to fix your Suzuki axle shafts.



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