

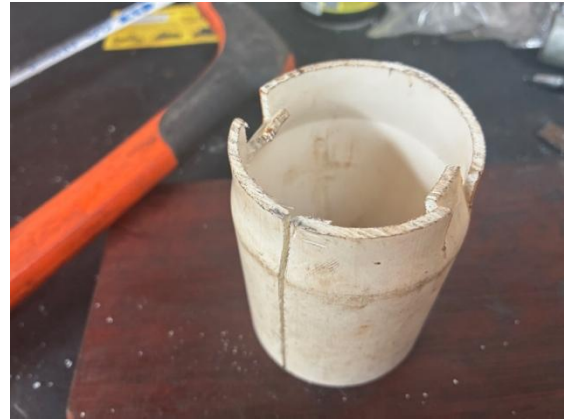
A quick and easy tool to install a Guzzi UJ into the swingarm carrier bearing.

I used to have trouble with the carrier bearings in my V7 Sport and often had the universal joint out. It's a long story but the issue, common to that model I heard, was eventually fixed. In the reassembly I always found that getting the UJ back into the carrier bearing of the swingarm was an infuriating fiddle. It would be easier to push a pair of fighting Pit Bulls into a vet clinic.

This year I rebuilt the UJ, but after a few frustrating minutes of trying to wriggle the well-frozen UJ into the warmed carrier bearing, I recalled the angst of the past and stopped to make a device. I found a piece of PVC water pipe and cut off the bell-end with an inch or two of the narrow section.



The UJ wouldn't quite fit, so I made a full-length longitudinal split in it with a hack saw. I made two tabs with shallow cuts across the narrow end of the pipe at right angles to the split.



With a heat gun I warmed the two tabs and bent them inwards a little.

When I slid my universal joint into the bell-end from below it stopped at the tabs which lodged firmly in the ears of the input yoke of the UJ.



They gripped firmly and held the nose of the UJ dead straight. I inserted the driveshaft into the bottom of the UJ (chilled again) and slid it into the swingarm. The nose dropped all the way straight into the carrier bearing. The problem is solved forever.