

Spline Lube

Pictures and Write-up by BMW Larry – Lube Rec by Ray Mayeux

Krytox GPL 223

-36 to 204°C

Krytox® GPL 220–227 anticorrosion greases are white greases that contain 2% sodium nitrite. These grades provide rust protection at ambient temperatures, corrosion protection at high temperatures, and antiwear protection.

What I got from McMaster was XHT-AC grade...

Krytox® XHT greases are designed for applications in the 204–399°C (400–750°F) temperature range for use in bearings, gears, chains, O-rings, sliding, and other mechanical components. These products are excellent for use in many harsh industrial applications and are currently used in mining, metal processing, power generation, textile, aviation, baking, and chemical applications. The addition of the XHT line provides a broadening of the overall Krytox® lubrication line to address long life lubrication needs from –73°C (–100°F) to 399°C (750°F).

Standard Grades

XHT-S and XHT-SX

250–320°C (482–608°F)

Typical Applications: Small or large bearings with relatively high speeds. Higher viscosity, lower evaporation of oil extends life.

Anticorrosion Grades

XHT-AC and ACX or XHT-RUF and RUFX

250–320°C (482–608°F)

Typical Applications: For machines that run for shorter duration with frequent starts and stops. Frequently cooled machines require anticorrosion additives.

Extra Bonding Grades

XHT-BD, BDX, and BDZ

300–400°C (572–752°F)

Typical Applications: For use when machine movement is not purely rotational. This grease is non-melting for hightemperature use and offers better adhesion to substrate.

Non-Melting Grades

XHT-NM and NMX

300–330°C (572–626°F)

Typical Applications: For slow moving applications at higher temperatures.

<http://gsgindustrial.com/detail.aspx?ID=168>

<http://www.mcmaster.com/>

Search for Krytox"

Yup. Go to McMaster.com and enter part #10195K25.

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2000 650 V-Star Classic

ISRA #3170 -- CC&D #510

[Blue Ridge SCRC #18001](#)

[Blue Ridge Cruisers](#)

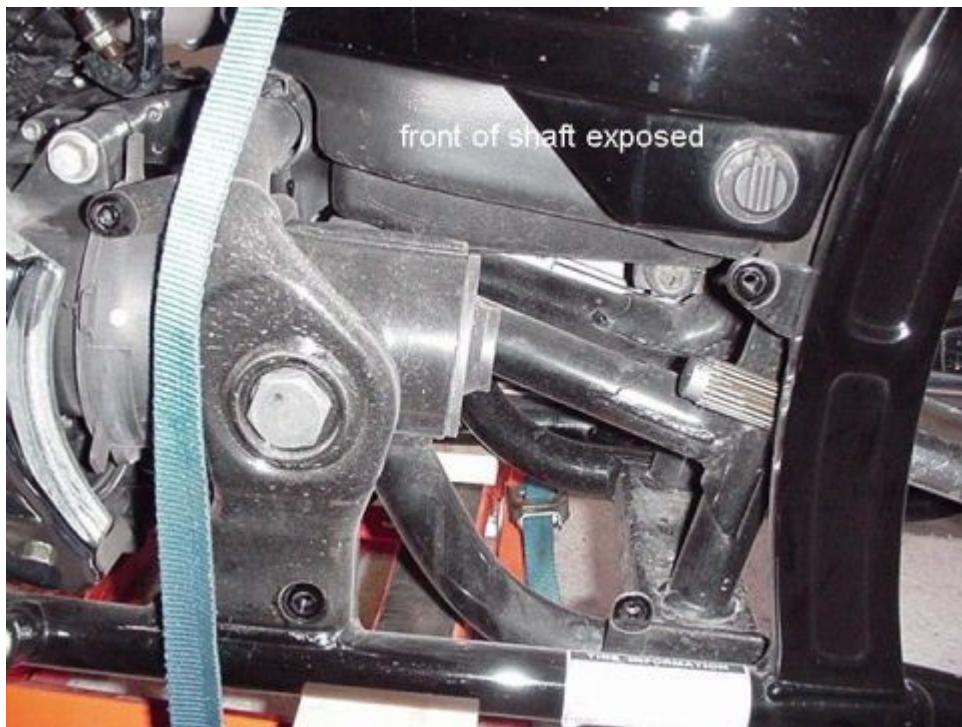
1. Remove the chrome piece on the left side of bike that hides the swing arm and front area of the drive shaft.

2. Place bike on a lift and lift so that the rear tire is just off the ground.

3. Remove the rear wheel as described in the manual.

4. The drive shaft will come out of the forward U joint.

5. Lift the bike higher to allow you to remove the entire rear wheel and drive assembly.





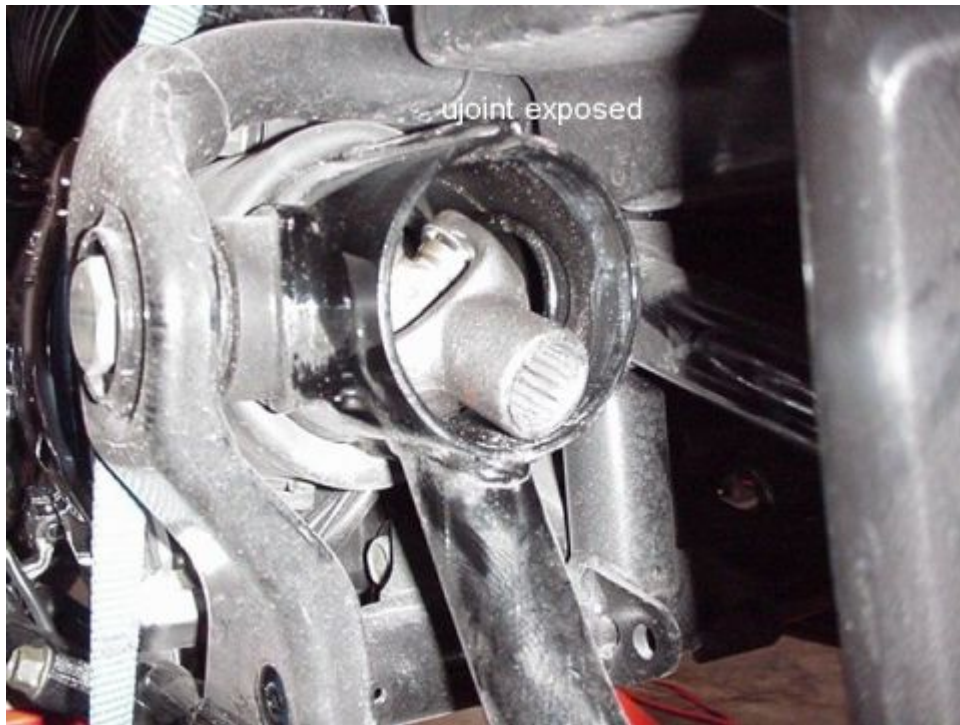
close up of front shaft



u joint end showing rubber plug



front u joint with removal of rubber plug



u joint exposed



6. Remove the 4 cap nuts and washers from the rear drive assembly that hold the shaft into the rear drive.



7. Pull the front of the housing towards the front end of the drive shaft, this will expose the rear end of the shaft.



8. Pull the shaft out of the rear end coupling.



9. Pull the rubber boots from the coupling. Don't lose the little spring inside of the rear shaft.



10. Grease all the spline ends and coupling ends with Krytox High Temp lube. A little bit will do it, I use a toothbrush to apply (3 spline ends and 3 coupling ends).

11. Reassemble and use a torque wrench to tighten everything down properly according to [FinalDrivealignProc1.pdf](#).

I slid the rear wheel and driveshaft assembly back under the bike then lowered the bike carefully to allow easier placement of the whole assembly back onto the bike. You may need an assistant to help guide the front end of the shaft back into the universal joint. The wheel can be turned if need to align the front spline to the front U joint.

Q. Can you mix Krytox® with another grease?

A. We recommend that you do not mix greases. Krytox® greases will not react with the other grease, but they will not mix either and could degrade grease performance.

Q. How do I clean off Krytox®?

A. The good news is that you really do not have to clean off Krytox® completely before relubricating. You only need to clean off any solid particulate that is embedded in the grease. If you must clean off the grease completely, DuPont publishes a list of acceptable cleaners.

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