Tools Required:

1. Mechanic's pick(s)
2. Small Screwdriver
3. Hammer
4. Snap ring pliers (optional)
5. Boot clamp pliers(type depends on clamp used)
6. Bench vice (optional)

Parts/Supplies Required:

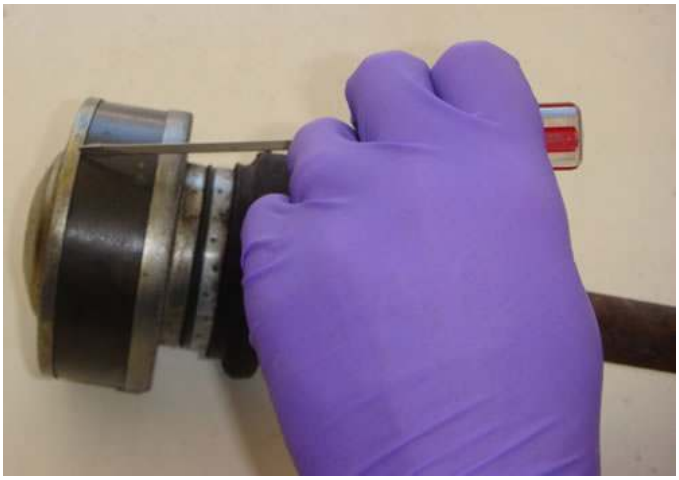
1. CV Boot Kit(s) which includes boot, grease and new snap ring
2. Spray degreaser or your favorite concentrate degreaser (i.e. NAPA Mac's Degreaser)
3. Roll of paper towels or a stack of shop rags.
4. Nitrile gloves (optional but recommended)

Estimated Time for Completion: 30 minutes/joint

Difficulty Level: Medium

Procedure:
This How-to assumes the drive shaft is I hand and ready for rebuild.
Step1: Remove boot clamps, if present, and pull old boot back a bit


Step2: With the screwdriver and hammer, lightly tap off the joint cover plate to expose the joint.




Step3: Wipe off the surface of the joint to expose the snap ring. Using either your mechanic's picks or snap ring remover, remove the ring. Be cautious here to not allow the ring to shoot off as it can and may injure!



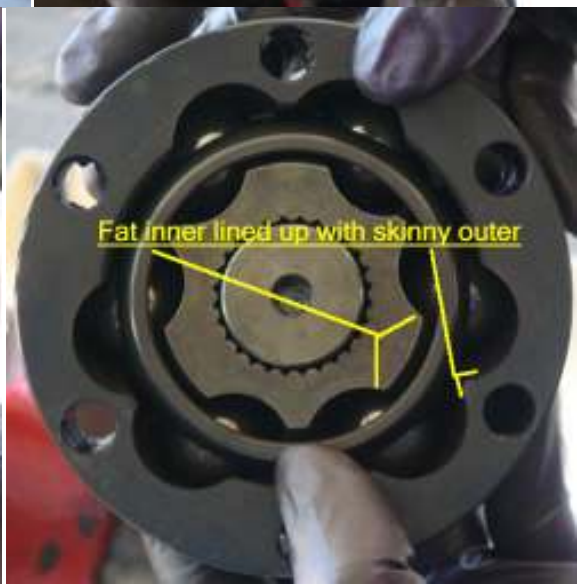
Step4: Now you can remove the joint from the shaft, being careful to secure both the inner and outer races so as to not allow the joint to disassemble. Go ahead and remove the old boot, clean the shaft end and install the new boot.

** How you choose to clean your joint will dictate how you approach this next step. 5a will cover the easier of the two methods but requires more time than 5b. 5b allows you to do a thorough inspection of all the joint components but reassembly of the joint can be tricky. Personally I prefer 5b because it is. IMO, faster and does not leave me with a bucket of dirty cleaner that I don't know how to dispose of.

Step5a: If you opt to submerge your joint assembly in cleaner as a means of cleaning the joint simply tie some wire around the joint(s) and submerge the assembly in a container of your favorite concentrate degreaser; I have in the past used NAPA Mac's Degreaser, you can get it in gallon jugs, as well as NAPA Mac's carb cleaner, you can get it in 5 gallon jugs. Again, my only real issue with this method is the disposal of the cleaner when I'm done, BUT it works wonders if you have a joint that is really bad with really hard grease. Proceed to step 7 if you chose to clean your joint this way.

Step5b: If you opt to disassemble the joint, then now push down on one side of the inner race to pop out the bearings and remove the inner race and gate from the outer race. Spray the components with your favorite cleaner and wipe clean.

Step6: Reassembly can be tricky but not impossible with some patience. You may prefer to reassemble with the joint on the shaft or off, I prefer off but start out with it on in this example. Reassembly is more of an art than science and trying to explain “the” way of doing it is probably impossible so I will leave it at this: get one bearing in at a time and work the inner race back and forth as you reinstall the bearings one at a time.
!!IMPORTANT!! You must pay attention to the alignment of the inner race with respect to the outer race, failure to do so may result in joint failure. Note that when the joint is assembled the “Fat gap” of the inner race should line up with the ”skinny gap” of the outer race. Make sure your joint lines up in this manner.



Step7: When reinstalling your assembled joint be careful not force it on to hard without securing the inner and

outer race as you could push the joint apart. Once you have the joint back on you are ready to reinstall the snap ring using either your snap ring pliers or mechanic's pick & screwdriver. Like before, be certain to use caution as the ring can pop off if not properly seated and cause injury.


Step8: Now you are ready to repack the joint. Starting on the cap side, work about half of your grease into the bearing channels on both sides of the bearings until you have the joint well packed. Since the clip has been installed you can grasp the joint and gyrate it around to work in the grease. Once you have about half the grease packed in on the cap side, reinstall the cap by lightly tapping around the edge of the cap. Make sure you have aligned the bolt holes before tapping the cap on. With the cap on you are ready to repack the boot side of the joint. Work in the remaining grease on the boot side.





Step9: With the joint repacked you are ready to slide the new boot over the joint flange and clamp. Depending on the style of clap that comes with your kit you may need special pliers to finish this process. The kit used on this How-To came with wide heavy duty zip ties and are secured using regular needle nose pliers and a knife to trim back the excess.

Step10: With the rebuild complete, gyrate the joint around to ensure that it moves freely with minimal resistance. Congratulations you are ready to repeat this process as necessary to finish the remaining joints!