

## Constant Velocity (CV) Boot Installation Instructions

**The procedure is the same for both sides.** As with all projects--work safely!!! A couple of notes: The outer CV retaining nut **does not** need to be removed from the spindle leave it alone as the nuts are one time use only. Brakes **need not** be adjusted or bled to change boots. The center section does not need to be drained as the axles are above the fluid level. No need for the metal pipe to remove the outer joint, as it is left on the axle. All of this saves time and makes the job pretty easy.

1. Place rear of vehicle on jack stands, placing the stands under the frame to allow the suspension to droop. Remove both rear wheels.
2. Remove calipers and pads and hang them out of the way leaving brake hoses attached. Remove just the caliper; leave the pad bracket on the spindle. (If the brake pedal is not depressed the brakes will not need to be adjusted or bled).
3. Using a large screw driver or pry bar, pop both inner CV joints out of the center section. They should pop out about ½ an inch or so, just far enough to release the spring clip on the end of the CV joint from the center section.
4. Remove the three spindle bolts and remove the spindle and axle as one unit.
5. Place the complete assembly on a disposable surface. For those who assembled the shafts the first time this is nothing new. For those who bought them as assembled this is a really messy job, not hard but messy. Did I say messy? We recommend old clothes, gloves and lots of paper towels.
6. Remove the clamps from the inner CV boot and slide the tri-lobe off and clean out old grease. Slide the boot along the axle.
7. Take a pair of snap ring or lock ring pliers (different in that the ends are duck billed) and slide the snap ring along the shaft, an inch or so is plenty.
8. Move the tri-lobe drive along the shaft and then remove the spring clip at the innermost end of the axle. A small screw driver will get under it to slip it off.
9. Slide the tri-lobe off and remove the snap ring.
10. Remove the clamps from the outer boot and then remove the inner and outer boots. Again, this is messy.
11. One of the reasons the rubber boots fail is too much grease. If the outer CV joint has a lot of grease and is in good condition, leave it alone and just replace the boot. The equivalent of one pack of grease is what is needed.  
**DO NOT PUT TOO MUCH GREASE IN THE JOINT.**
12. Place the outer boot on the shaft and install clamps.
13. Install the inner boot on shaft.
14. Re-install the snap ring, tri-lobe and spring clip.
15. Push the tri-lobe up against the spring clip and then make sure the snap ring is back in the groove.
16. Put the equivalent of one pack of grease into the hollow section of the inner CV joint. Again **INSTALL ONLY ONE PACK OF GREASE**-no more. This is the one cleaned out so it should be only one pack.
17. Put the CV joint back together, slide the boot over the tri-lobe and install clamps.
18. Insert the inner CV joint back into the center section, reinstall the spindle and caliper. Torque spindle bolts with a load on the spindle. This can be done with a jack underneath the hub to simulate ride height. Install wheels and tires.

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