

HOW TO CHANGE THE INNER CV BOOT/DRIVE SHAFT

This guide illustrates how to remove and replace the drive shafts and CV boots. The image below shows the passengers side drive shaft with CV boots in good condition. Over time the boots perish and split and the centrifugal force spits the grease all over the place. A burning smell coming through the air ducting is a good indicator that this has happened.



Before we start, it is worth mentioning that the drive shafts on an FTO with ABS are different to those on an FTO without ABS. If you happen to require new drive shafts, make sure you procure the correct ones.

TOOLS REQUIRED

- 17 MM SOCKET.
- 17 MM RING SPANNER.
- 23 MM RING SPANNER OR 23 MM SOCKET WITH A AIR GUN
- CV BOOT PLIERS.
- SNUB NOSE PLIERS
- CIRCLIP PLIERS
- PRIZE BARS OR LARGE SCREW DRIVERS.
- OIL CONTAINER, DRIP TRAY.
- JACK AND AXEL STANDS
- BALL HAMMER
- GENERAL AUTO GREASE.
- DEXRON III TRANSMISSION FLUID (FOR TIPTRONIC).

PARTS REQUIRED

INNER CV BOOT KIT -MR232221
NEW SPLIT PINS

Step 1. Loosen the wheel nuts on the appropriate side of the car. Make sure the car is in gear/park and the handbrake is on.

Step 2. Jack up the car and place the axel stands underneath in a safe place. Do not climb under the car until you have done this. Release the car so that it is sitting on the axel stands.

Step 3. Remove the wheel. You should now be faced with a picture similar to that below.



Step 4. Remove the ABS brackets or detach the ABS line from the brackets. Mine are held on by a hose clamp, but this is not always the case. NOTE: If you dont have ABS on your FTO, ignore this step.

Step 5. Remove the brake line clip. This can be achieved by pulling on it with a pair of pliers.

Step 6. Remove the nuts off the 2 strut bolts. Having done this, your car should look similar to the picture below.



Step 7. Remove the split pin from the crown nut. Once the pin is removed, it should appear as below.



The split pin and strut nuts are pictured below:



Step 8. Loosen the crown bolt. If you have a rattle gun, this bit is fairly easy. If not, get someone to put their foot on the brake while you attack the nut with a socket. Once you have loosened it, wind it off most of the way (as pictured below).



Step 9. Give the nut a tap with a hammer. The shaft should move in the direction of the arrow.

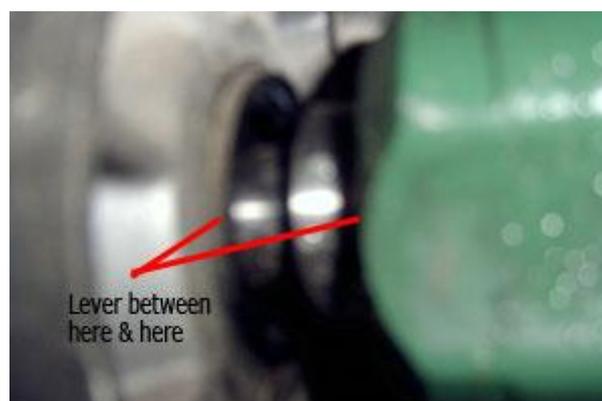
Step 10. Pull out the strut bolts and let the disc assembly fall towards you. Pull the driveshaft out of the back of the assembly.



The inner side of the drive shaft is secured by a circlip (as shown below). This has to be compressed so that it can be removed.



Step 11. Place your bucket under the location where the inner shaft meets the gearbox (as shown below)



This is a little hard to see and the picture isnt great Look for the green bit.

Step 12. With one person under the car with a screw driver and another levering from the wheel well area, apply enough leverage to the circlip to remove the drive shaft. The picture above shows a driveshaft that has already been sprung. You will need to lever between the 2 points shown.

This process is much easier with a hoist. Try and keep the shaft level and with a bit of fiddling it will pop out. Be aware that the moment this happens, the transmission fluid will start to drain out of the hole shown below.



This is a picture of a manual transmission. The tip looks similar though.

At this stage the shaft can be removed. An ABS shaft will have the cogs as shown below. A non ABS shaft will not have these.



Step 13. The CV boot is held in by circlips. I dont have a picture of this at the moment (or a split boot) as I was slack and got the boots fitted by someone else, so I cant really show this very easily.

The boot is actually what is holding the joint together. If you have a split one, you will be able to pull the 2 sides apart. You then just need to remove the old boot and replace it with a new one. Make sure the new boot is packed with grease before reassembling.

JOB COMPLETE

