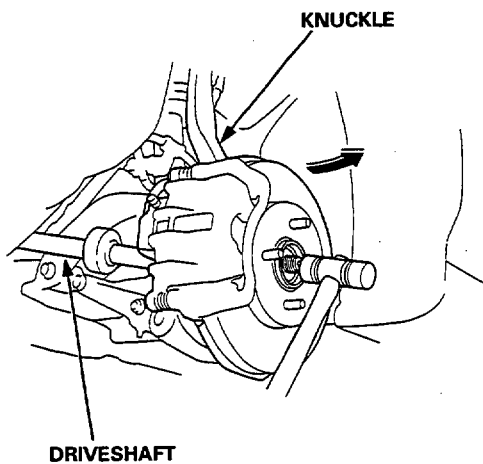


13. Pull the knuckle outward, and remove the driveshaft outboard joint from the front wheel hub using a plastic hammer.

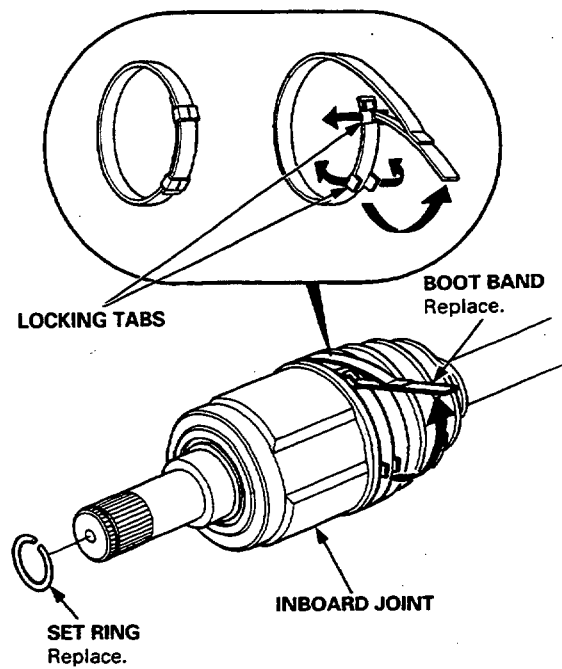


## Disassembly

1. Remove the set ring from the inboard joint.
2. To remove the boot band, pry up the locking tabs with a screwdriver and raise the end of the band.

**CAUTION:** Take care not to damage the boot.

**NOTE:** Carefully clamp the driveshaft in a vise with soft jaws.



(cont'd)

# Driveshafts

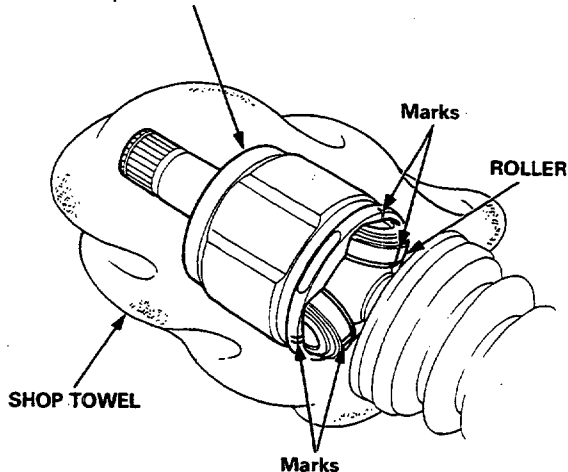
## Disassembly (cont'd)

3. Mark each roller and inboard joint to identify the locations of rollers and grooves in the inboard joint. Then remove the inboard joint on the shop towel.

**NOTE:** Be careful not to drop the rollers when separating them from the inboard joint.

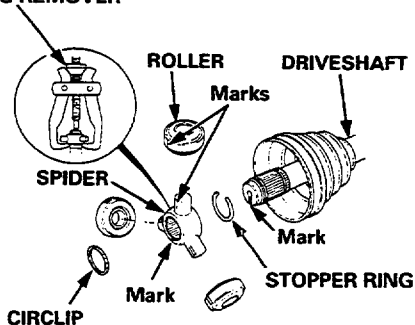
### INBOARD JOINT

Check splines for wear or damage.  
Check inside bore for wear.  
Inspect for cracks.



4. Mark the rollers and spider to identify the locations of rollers on the spider, then remove the rollers.
5. Remove the circlip.
6. Mark the spider and driveshaft to identify the position of the spider on the shaft.
7. Remove the spider using a commercially available bearing remover.
8. Remove the stopper ring.

### BEARING REMOVER



9. Wrap the splines on the driveshaft with vinyl tape to prevent damage to the boots and dynamic damper.

10. Remove the boot band and inboard boot.

**CAUTION:** Take care not to damage the boot.

11. Remove the dynamic damper band and dynamic damper.

**CAUTION:** Take care not to damage the dynamic damper.

12. Remove the boot bands and outboard boot, then remove the vinyl tape.

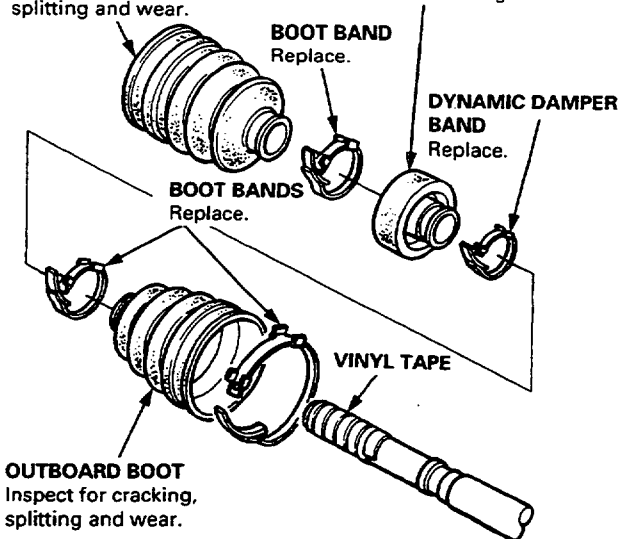
**CAUTION:** Take care not to damage the boot.

### INBOARD BOOT

Inspect for cracking, splitting and wear.

### DYNAMIC DAMPER

Check for damage.



13. Inspect the outboard joint for faulty movement and wear. If any roughness or excess play is felt, replace the outboard joint.

14. Check the outboard ring for damage.

