

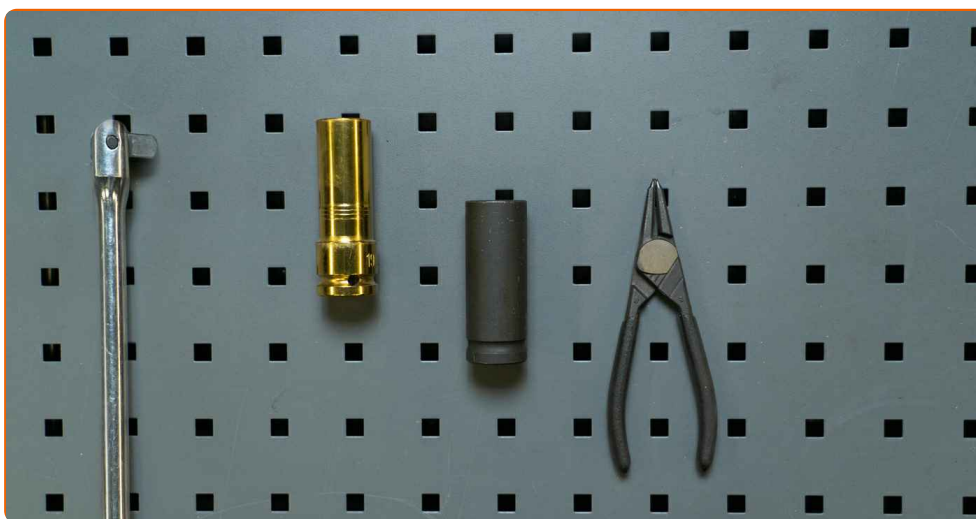


How to change CV boot  
on a car – replacement  
tutorial

**VIDEO TUTORIAL**



**REQUIRED TOOLS:**



- Tap wrench
- Wheel impact socket
- Impact socket
- Circlip pliers
- Jack
- Line stoppers

**BUY TOOLS**

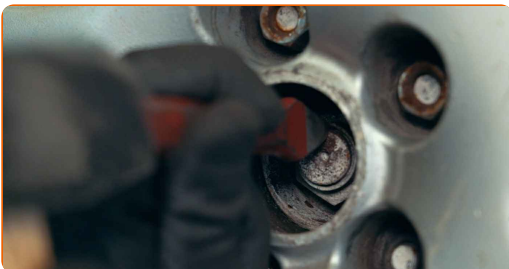
Please note!

- CV joints are fitted on each side of the axle shaft
- The location of the components depends on the drive type: front, rear, or all-wheel drive
- CV joints are subject to considerable stress and operate in places that are not protected against dirt and moisture
- That is why they always need to be permanently lubricated and protected from adverse environmental factors
- For this purpose, the joint is sealed tight with a dust boot
- Its quality and condition directly affect the service life of the CV joint

**1** To dismantle the outer CV boot, simply remove the CV joint from the wheel hub. When replacing the inner dust boot, it may be necessary to remove the complete CV axle



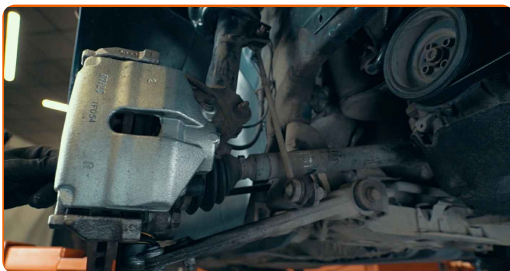
**2** The outer CV joint is usually secured to the hub with a bolt or nut. You need to unstake the fastener or remove the cotter pin from it and unscrew it



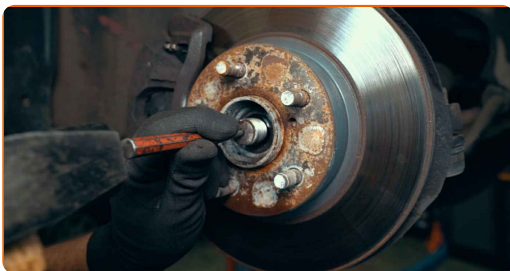
**Important!**

- To prevent the wheel from spinning and follow safety requirements, it is best to loosen the fastener while all wheels of the car are on the ground

- 3** If the CV axle shaft cannot be removed, make sure that there is enough clearance to get the CV joint out of the hub



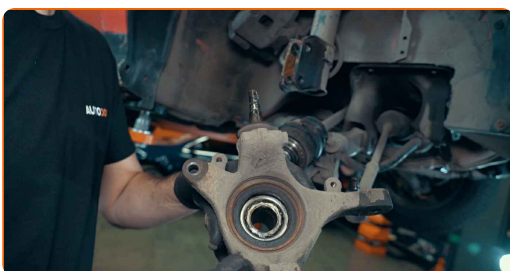
- 4** Use a punch and hammer to knock the joint out



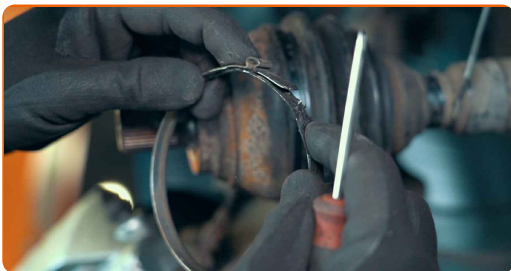
**AUTODOC recommends:**

- Only apply the punch to the centre hole of the CV joint so as not to damage the splines

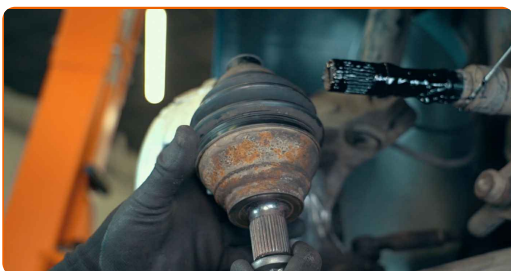
- 5** Remove the ball joint or detach the steering knuckle from the suspension strut



**6** Remove the dust boot clamps



**7** Detach the CV joint from the axle shaft



**AUTODOC experts recommend:**

- To remove a CV joint of this type, use its own fastening bolt

**8** Replace the circlip, inspect the axle shaft splines for wear



**9** Remove the boot and clean the old grease off the CV joint



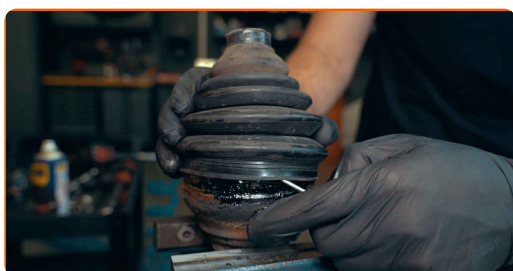
**10** Secure the CV joint in a vice



**Be careful!**

- To avoid damaging the splines, secure the part by its housing. You could also use wooden vice jaw liners

**11** Remove the boot from the CV joint by prying it off with a suitable tool. Proceed carefully as there is a large amount of grease inside



**Please note!**

- Stains of lubricant on the boot where it contacts the CV joint indicate loss of tightness
- This can be caused by corrosion on the joint's housing where the boot is attached to it

**12**

Remove the thrust washer, the plastic bushing that limits the articulation angle, and the fastening bolt



**13**

Rotate the inner part of the CV joint in different directions as far as possible and remove all the balls one by one



**AUTODOC recommends:**

- To reassemble the unit correctly, remember the way the inner race should face

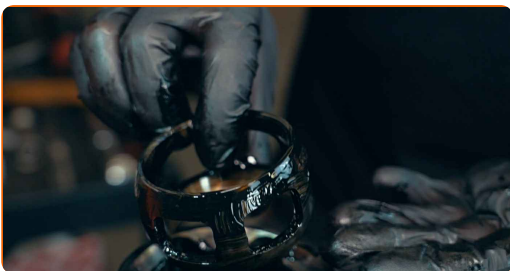
**14**

Rotate the cage 90° and remove it



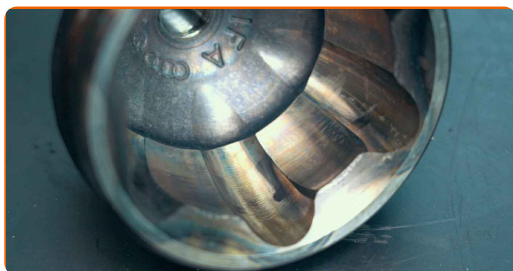
**15**

For this part, you should also note which side faces the assembly

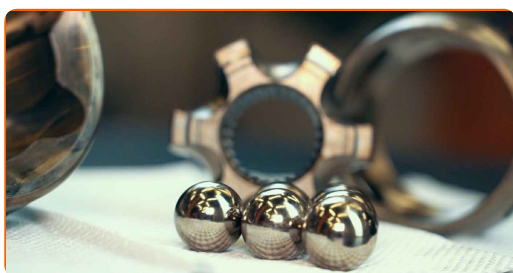




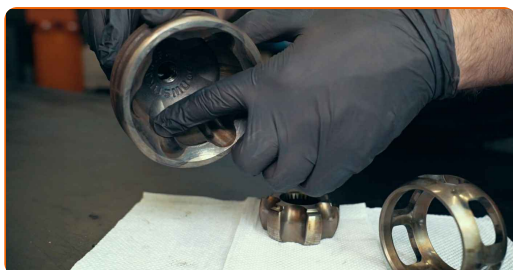
**16** Assess the amount of wear of the CV joint housing grooves



**17** Thoroughly clean all parts of the joint



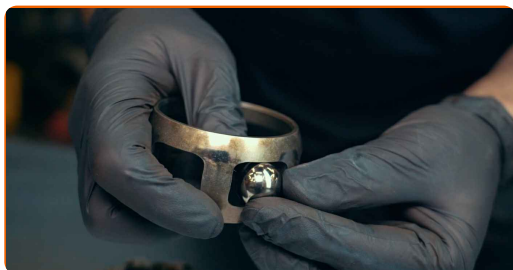
**18** Check that the CV joint components are in good condition



**19** Inspect them for scoring, deformation, and other damage

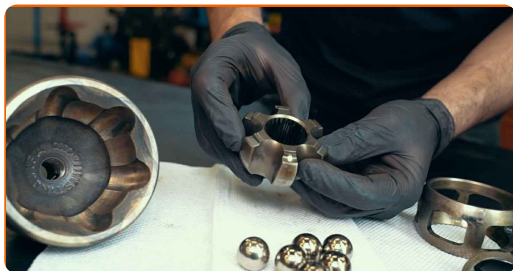


**20** Make sure that there are no signs of wear on the cage windows





**21** Inspect the inner race



**22** Use special grease for CV joints



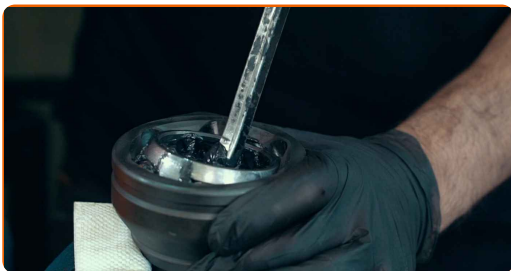
**Important!**

- Please note that the grease for the outer and inner CV joints is different.
- Do not mix greases of different types

**23** After cleaning the components, reassemble the CV joint and pack it with grease



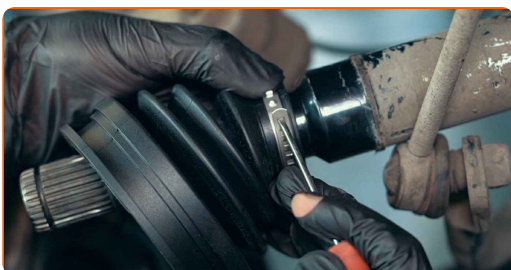
**24** Prevent grease from getting on the outside of the CV joint housing so that the boot can be fitted securely



**25** Degrease the CV boot's mounting seat and slide it onto the axle shaft



**26** Tighten the clamp and turn the boot inside out to prevent it from getting dirty



**27** Install the thrust washer and plastic bushing

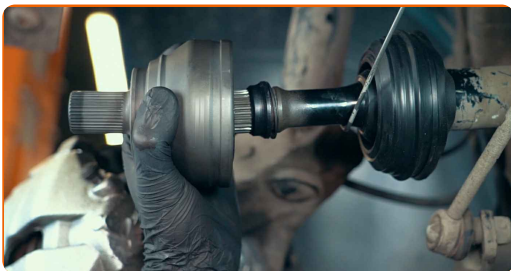


**28** Fit a new circlip



29

Align the splines of the CV joint with those on the axle shaft



30

Push the CV joint to overcome the resistance of the circlip and click the joint into place

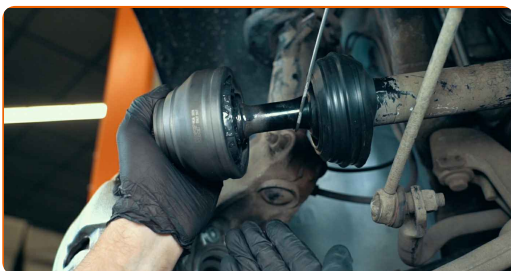


**Be careful!**

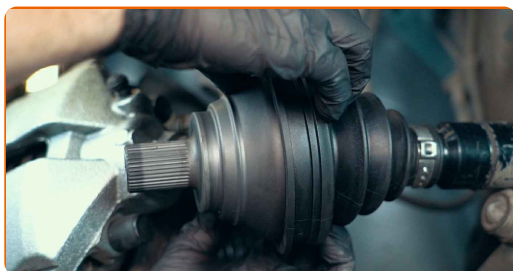
- To avoid damaging the splines, force must be applied to the housing via a sleeve or driver of a suitable diameter

31

Align the joint so that it is positioned at a right angle to the axle shaft



**32** Degrease the surface of the CV joint housing and put the boot on carefully



**33** Make sure that the clamps are installed correctly and that the boot is fitted in its mounting seat



**34** Removing this type of CV joint may require a special tool



**35** Use a puller and the axle nut to remove the CV joint from the axle shaft



**36** Clean all the components and check their condition



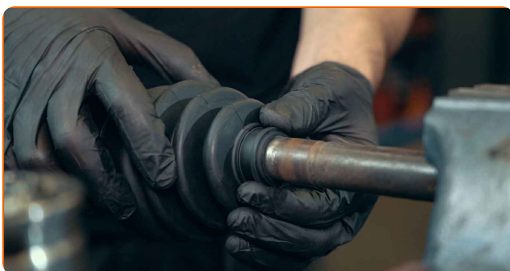
**37** Remember the position of the inner race and where the circlip is located



**38** Apply most of the grease to the inside of the CV joint while working the joint by hand at the same time

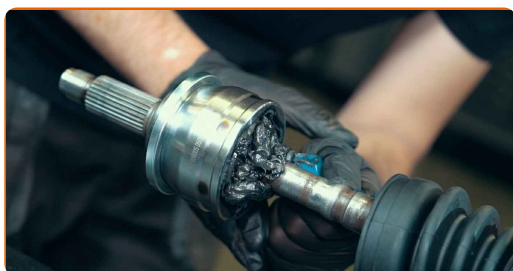


**39** Slide the boot farther away from its mounting seat on the axle shaft so that it does not get in the way while you are working.





- 40** Apply the remaining grease on the top of the assembly and make sure it does not get on the dust boot's mounting seat



**Important!**

- When you steer the wheels, all the grease will spread evenly throughout the mechanism and inside the CV boot

- 41** Carefully put the boot on



- 42** Make sure that the boot does not turn and fits snugly around the CV joint housing



- 43** Install the clamps and make sure they are positioned correctly, without misalignment



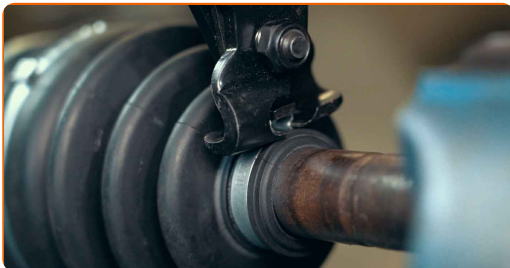
**Be careful!**

- Avoid overtightening them, as this could damage the dust boot

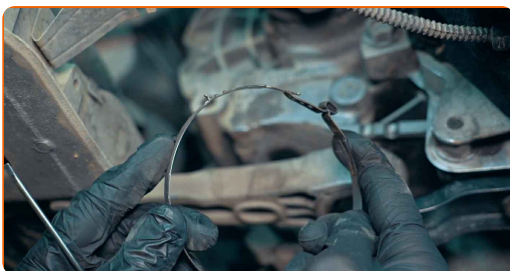
**44** Use a special tool to tighten the clamps



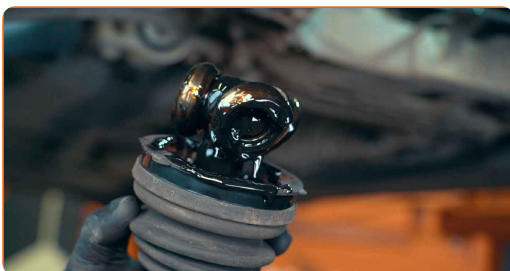
**45** Alternatively, you can use side or end cutting pliers to tighten the clamp and then use a hammer to tap the spot where it was tightened



**46** To replace the inner CV boot, remove the larger clamp

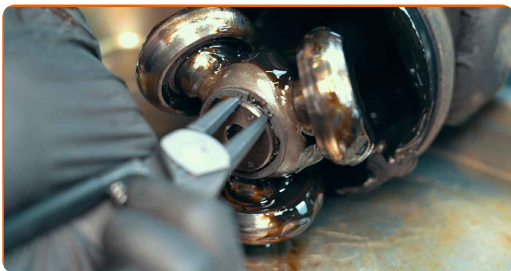


**47** Remove the axle shaft together with the tripod from the inner CV joint housing





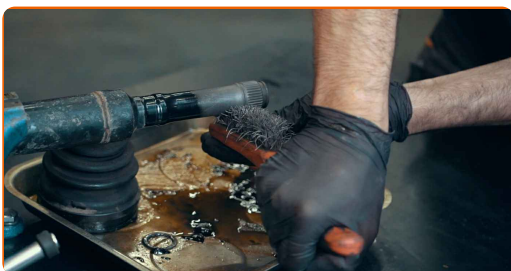
**48** Remove the circlip at the front of the CV joint



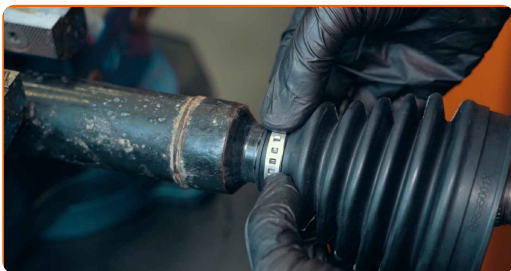
**AUTODOC recommends:**

- If the tripod cannot be removed from the axle shaft, use a puller

**49** Clean all the components of the joint as well as its mounting seat on the axle shaft



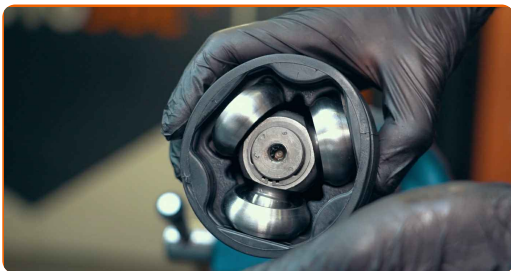
**50** Put a new boot on the axle shaft



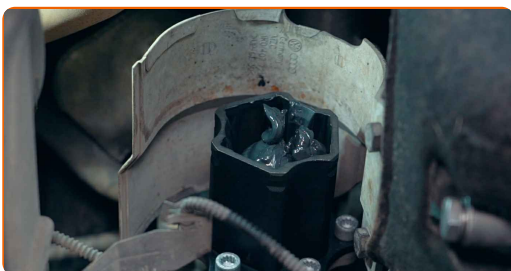
**51** Press-fit the tripod



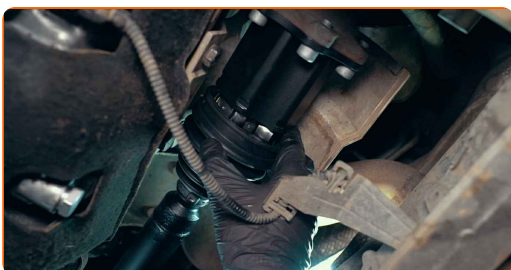
**52** Adjust the position of the boot so that the recesses inside it align with the joint's rollers



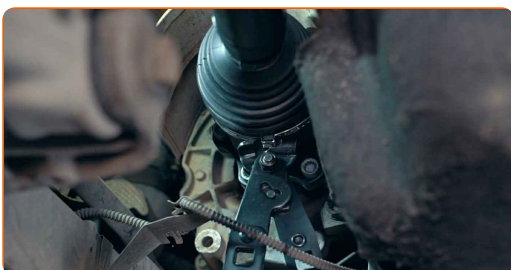
**53** Pack the CV joint housing with the required amount of grease



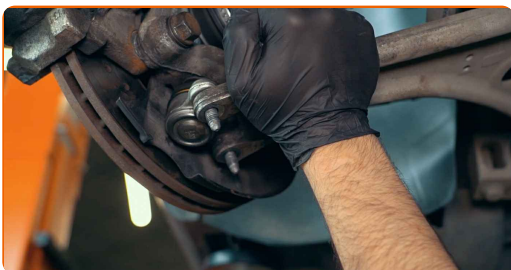
**54** Install the CV axle together with the joint and work the joint by hand to distribute the grease evenly



**55** Tighten the boot clamps

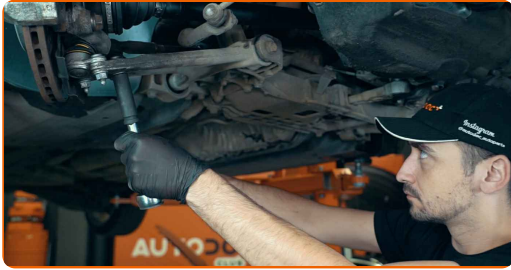


**56** Reinstall all the suspension components you removed



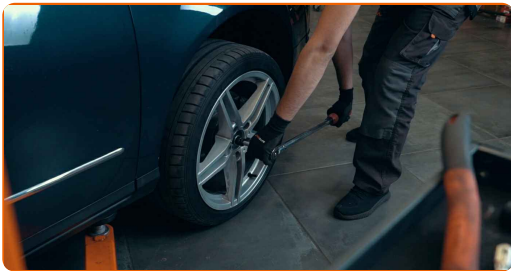
**57**

Tighten the fasteners to the manufacturer's recommended torque



**58**

Use a torque wrench to tighten the axle fastener.



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