

Cv joint re-work

Removing the centre:

First secure the cv joint in a vice preferably with soft jaws.



To remove the ball bearings use a soft punch (aluminium) and a hammer and strike down on the outer cage directly above a singular ball bearing location. With some persuasion the ball bearing opposite to this location will rise to its highest point and come free from the cage, remove the ball bearing and repeat the striking process on the opposite ball bearing location.



Move around the cv working in opposites until all the ball bearings are removed.



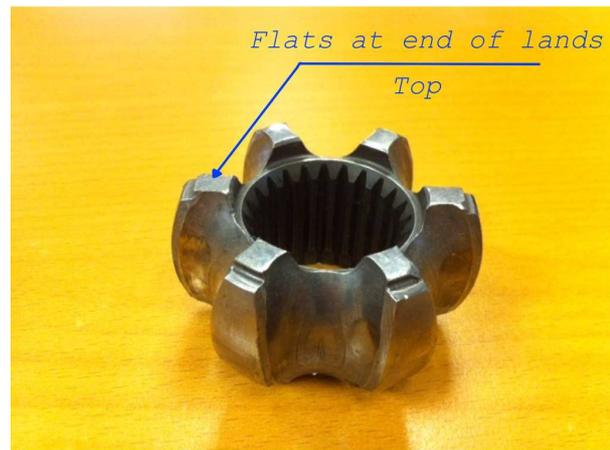
Rotate the cage inside the cv socket so it is standing vertical, line the 2 opposite openings in the cage up with the cv socket walls and the cage will lift free from the housing. This may take some persuasion.



Once the cage is free from the cv socket rotate the inner spider until the outer land of the spider lines up with the openings in the cage, the spider can now be rolled out the bottom of the cage keeping one of the lands located in one of the cage openings.



(The bottom of the cage is the end with the larger inner opening and closest to the openings where the ball bearings locate, the top of the spider inner is recognised by the flats on the ends of the lands.)



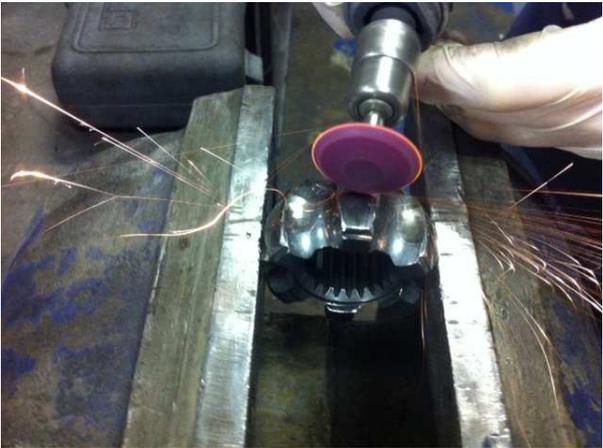
Dressing the components:

Assess the spider inner, cage and CV housing for high spots caused by overloading. If any of the components have splits or cracks do not use and contact us for a replacement part.





Use a die grinder with a metal cutting tool to remove the high spots and to restore the components to their original shape, test fit the components together and check for ease of movement. The components should move smoothly and not bind tight.



Change the metal grinding tool in the die grinder to a flapper type tool and finish the previous ground areas to a smooth finish, refit all components in reverse order to removal and check for smoothness.



Fill the CV with K48 Moly grease and refit to vehicle.

