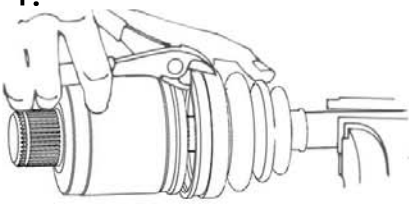


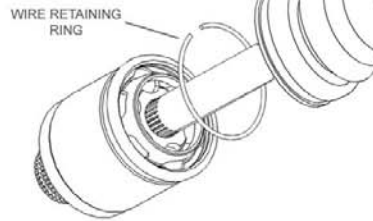
INBOARD JOINT REMOVAL AND INSPECTION

1.



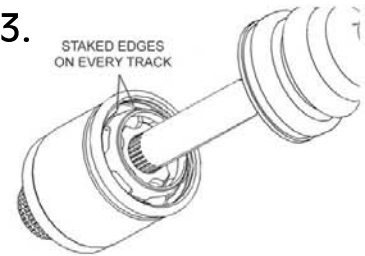
Clamp the axle shaft in a vice, be sure to protect the axle from damage. Cut the boot clamps at each end of the boot with side cutters. Cut the boot lengthwise and discard. Wipe away all grease from the face of the joint and determine how the joint is retained on the shaft.

2.



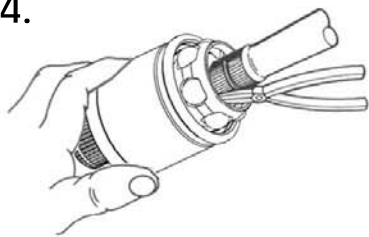
Inboard Joints are held on to the axle assembly by two different methods. Most inner housings are retained using a wire ring along the bottom of the joint. The retaining ring needs to be removed to access the cage, race & balls.

3.



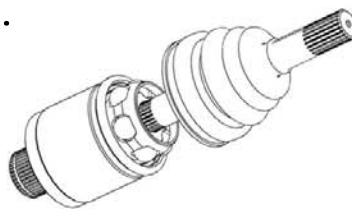
If your inboard joint is not held onto the axle by a wire retaining ring then it would be retained by staking the metal from the housing into the track. This metal needs to be filed down with the included tool to allow access to the cage, race & balls.

4.



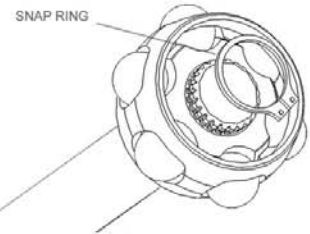
The inner races are held onto the bar by two different methods. Some Polaris & Bombardier can be released by expanding a front facing snap ring and sliding the race off the bar.

5.



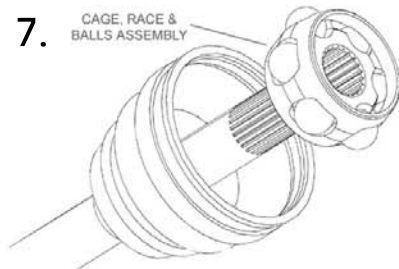
Most other inner races are held onto the bar with a snap ring that can only be seen by removing the housing.

6.



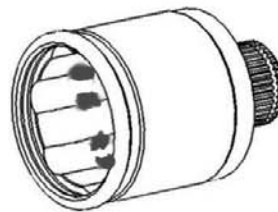
Wipe away the grease from the end of the bar to see the snap ring holding the race onto the bar. This snap ring must be removed.

7.



After the snap ring has been removed you should be able to lift off the cage & race assembly. In some cases it may be a press on fit and will require you to tap the assembly off with a small hammer.

8.



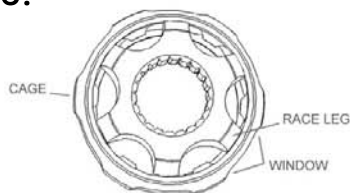
After degreasing the inboard housing you should look for contact wear in the area where the ball moves back and forth in the grooves. Housing wear is normal and increases with mileage. Rebuilding should not be performed on a joint when the wear pattern becomes extreme.

9.



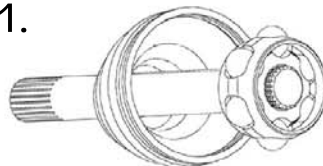
Assemble the new cage & race by dropping the inner race into the cage. Align the race spherical lands with the cage windows. You should refer to the original part to make sure that you have the orientation of the cage and race in the proper directions.

10.



Next you will need to turn the race so that the ball bearings can be installed into the cage & race. The race legs would be on either side of the windows to provide proper assembly.

11.



Install new boot onto bar followed by sliding the cage, race & ball assembly onto the bar spline. Do not forget to replace the snap rings for the inner race and the housing during re-assembly. If your application required that you remove the metal staking from the housing you will need to use a punch and hammer and re-stake the housing after the components are installed.

12.

When greasing the inboard assembly it is best to put 1/2 of the bag into the bottom of the joint, grease will be forced around the bearings when the joint is plunged assuring that the proper amount of lubrication has been used to protect the bearings in the CV joint. The remaining grease needs to be pushed into the boot. Finish by clamping the boot with the included straps.

