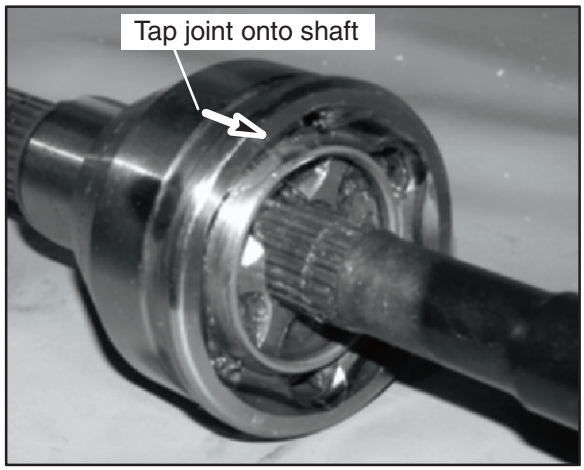
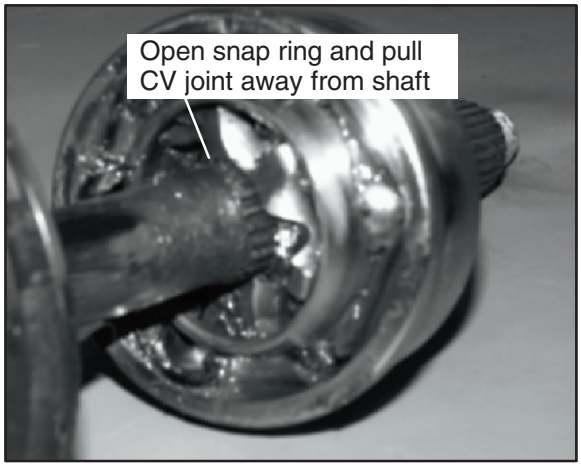
5. Refit CV joint on interconnecting shaft by tapping with a plastic hammer on the joint housing. Take care not to damage threads on the outboard CV joint. The joint is fully assembled when the snap ring is located in the groove on the interconnecting shaft.



6. Install and tighten large boot clamp with boot clamp pliers.
7. Remove any excess grease from the CV joint external surfaces and position joint boot over housing, making sure boot is seated in groove. Position clamp over boot end and make sure clamp tabs are located in slots. **NOTE:** Before tightening boot clamp on inboard joint, make sure any air pressure which may have built up in joint boot has been released. The air should be released after the plunging joint has been centered properly. Tighten boot clamp using boot clamp pliers.



Boot Replacement

1. Remove CV joint from end of shaft. (See Page 7.20)
2. Remove boot from shaft.

NOTE: When replacing a damaged boot, check the grease for contamination by rubbing it between two fingers. A gritty feeling indicates contamination. If the grease is not contaminated, the boot can be replaced without cleaning the CV joint. Use the recommended amount of grease for *boot replacement* only (see below). Proceed to Boot Installation.

CV Joint Cleaning / Replacement

NOTE: Shiny areas in ball tracks and on the cage spheres are normal. Do not replace CV joints because parts have polished surfaces. Replace CV joint only if components are cracked, broken, worn or otherwise unserviceable.

3. Thoroughly clean and dry the CV joint and inspect ball tracks and cages for wear, cracks or other damage.

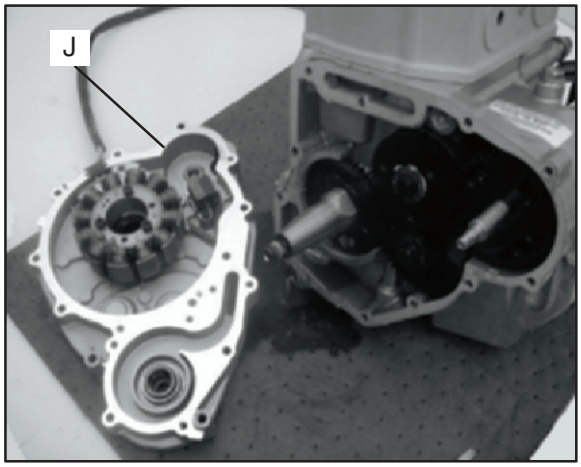
4. Add the recommended amount of grease for *CV joint cleaning* to the joint as shown below. Be sure grease penetrates all parts of the joint.

Boot Installation

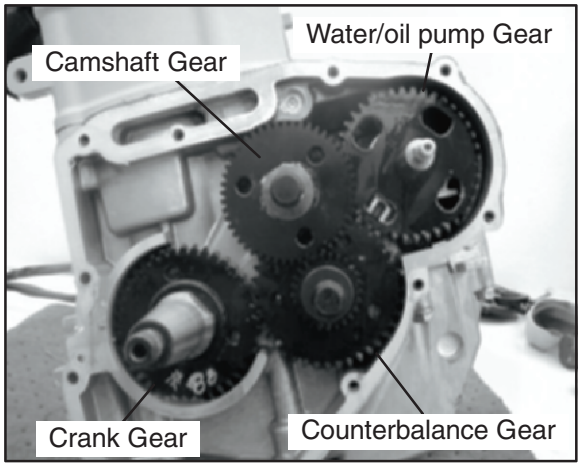
5. Fit joint boot and clamps on interconnecting shaft. Make sure small end of boot is fully seated in groove.
6. Position small clamp over small end of boot. Be sure it is seated all the way around in the clamp recess on the boot.
7. Tighten small boot clamp using boot clamp pliers.
8. Fill boot with grease supplied from boot service kit and spread evenly inside CV joint. Be sure to use only the Constant Velocity Joint grease supplied with boot service kit. **NOTE:** IF CV JOINT WAS CLEANED, add the recommended amount of grease to the joint *in addition* to the grease pack supplied with boot kit.

ENGINE DISASSEMBLY CONT'D

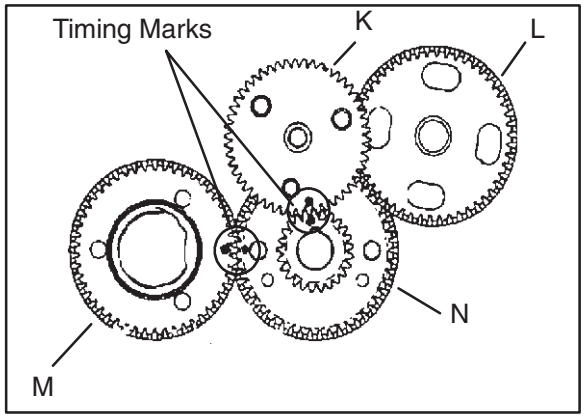
6. Remove the gear/stator housing bolts and remove the gear/stator housing cover (J) and gasket from the crankcase. Be sure to catch the excess oil from the crankcase.



7. Note the positions of the gears in the photo.



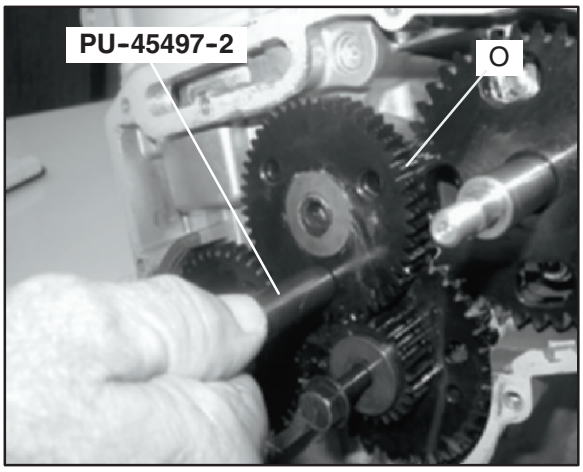
8. Use a white pen to accent the timing marks on the gears. This will ensure proper gear alignment and timing during reassembly of the gears.



NOTE: It is recommended to replace all of the gears if any of the following gears are to be replaced: camshaft gear (K), water/oil pump gear (L), crankshaft gear (M), or counterbalance gear (N).

Cam Gear Removal

9. Use the Cam Gear Tooth Alignment Tool (**PU-45497-2**) (O) to align the cam split gear assembly. With the split gear aligned, remove the bolt and cam gear assembly.



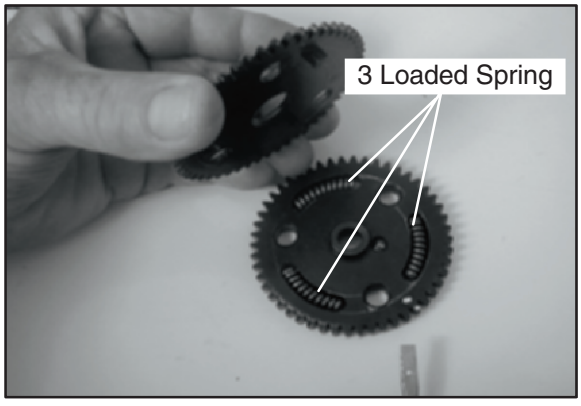
NOTE: Install the Cam Gear Tooth Alignment Tool (**PU-45497-2**) into the assembly hole counter clockwise from the timing mark as shown.

Cam Gear Alignment Tool:

(PU-45497-2)

Cam Gear Disassembly

10. Inspect the cam gear teeth and check to make sure there is spring tension offsetting the teeth between the two gears. If there is no tension, check the springs inside of the cam gear assembly.



11. The cam gear assembly contains three loaded springs. To open the cam gear assembly: