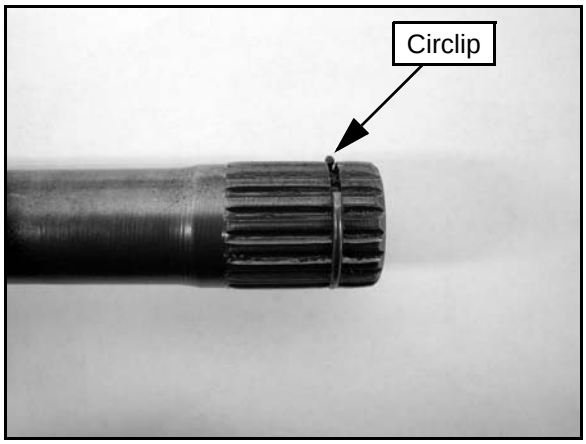
IMPORTANT: Tap on inner race only!

6. Make sure the circlip is still on the shaft and not left in the joint.



7. Remove the boot from the shaft.

⚠ CAUTION

Complete disassembly of the plunging joint is NOT recommended. The internal components are a precision fit and develop their own characteristic wear patterns. Intermixing the internal components could result in looseness, binding, and/or premature failure of the joint.

IMPORTANT: If the grease in the joint is obviously contaminated with water and/or dirt, the joint should be replaced.

8. Thoroughly clean the joint with an appropriate solvent and dry the joint to prevent any residual solvent from being left in the joint upon reassembly.

9. Visually inspect the joint for damage. Replace if needed.

10. Clean the splines on the end of the shaft and apply a light coat of grease prior to reassembly.

11. Slide the small boot clamp and boot (small end first) onto the drive shaft and position the boot in its groove machined in the shaft.

12. Install a NEW circlip on the end of the shaft.

13. Grease the joint with the special CV joint grease provided in the boot replacement kit. Fill the cavity behind the balls and the splined hole in the joint's inner race. Pack the ball tracks and outer face flush with grease. Place any remaining grease into the boot.

⚠ CAUTION

The grease provided in the replacement kit is specially formulated for wear resistance and durability. DO NOT use substitutes or mix with other lubricants.

NOTE: The amount of grease that's provided is pre-measured, so use all the grease.

Boot Replacement Grease Requirements:

Grease Only Service Kits
PN 1350059 - 20g / PN 1350046 - 30g / PN 1350047 - 50g

Inner Plunging Joint Capacity:
Front - 60g / Rear - 100g

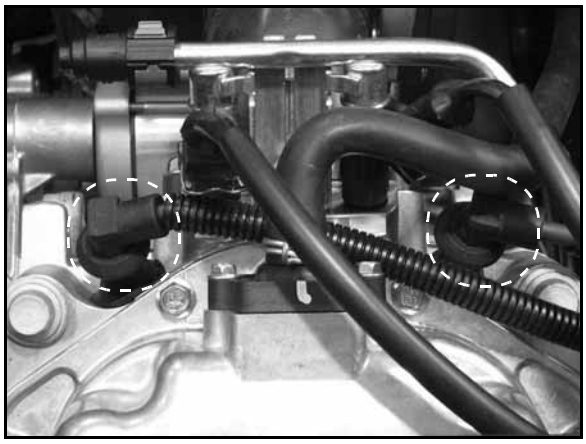
14. Fully compress the joint and push the drive shaft firmly into the inner race.

15. Align the circlip with the lead-in chamfer.

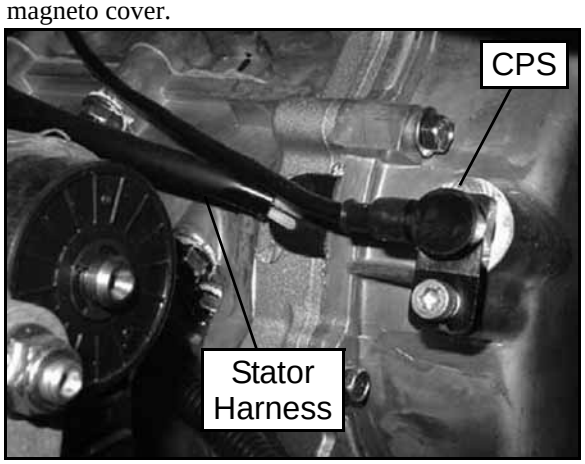
16. Use a soft-faced hammer to tap the joint onto the drive shaft until you reach the end of the splines and the joint locks in place.

13. Disconnect the fuel injectors at the harness connectors as shown below.

14. Remove the spark plug high tension leads.



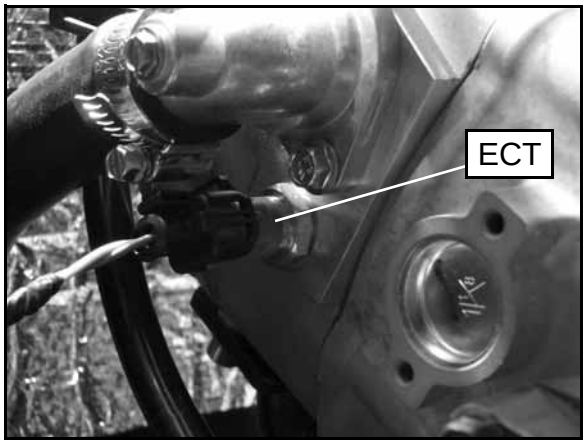
15. Disconnect the stator harness and crankshaft position sensor (CPS) harness or remove the (CPS) from the magneto cover.



16. Remove the outer clutch cover with PVT outlet duct, drive belt, drive clutch, driven clutch and inner clutch cover (see Chapter 6 “Clutching”).

17. Remove the rear PVT inlet hose from the engine crankcase.

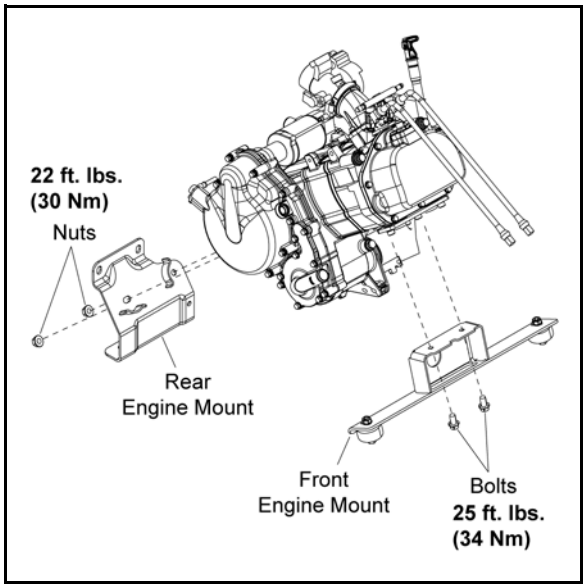
18. Disconnect the engine coolant temperature (ECT) sensor from the left side of the cylinder head.



19. Remove the coolant hoses from the engine. Properly dispose of any coolant drained from the engine or hoses.

20. Remove the battery cables from the starter motor. When removing starter cables, note and mark ground cable and positive (+) cable mounting angle and locations.

21. Remove front and rear engine mount fasteners as shown below.



22. Carefully remove the engine through top of seat base frame. Lift the engine forward to free it from the rear mount and then lift the engine out from the vehicle.

NOTE: Rotating the engine to the left 90 degrees (valve cover facing left) may ease engine removal.

NOTE: Use caution when lifting the engine out of frame. Use an engine lift or other means, if the engine appears too heavy to be lifted manually.