

# Bulletin ServiceLink<sup>SM</sup>



Bulletin SL10-96

SERVICE TIPS FOR THE PROFESSIONAL TECHNICIAN

## CV SHAFT REMOVAL, LIGHT DUTY 1996-88 "K" SERIES GM 4X4

The normal service procedure to remove the front drive shafts on these vehicles involves separation of both the upper and lower ball joints, figure 1. This is necessary to provide sufficient clearance to remove the steering knuckle, figure 2. The average time to remove the ball joint stud nuts, separate the ball-joint tapers and clear the steering knuckle is one half hour. In areas where rust and corrosion levels are high the labor time to separate ball joints can potentially be longer.

An alternate service procedure is to leave the ball joints intact and remove the drive shaft in a manner similar to procedures used on many Volkswagen passenger cars.

After the axle nut is removed, support the control arm, disconnect the lower shock absorber mount and push the shock up out of the way. Remove the bolts holding the inner joint to the output shaft flange. Compress the inner joint so it can be moved down, and out through the center of the lower control arm, between the control arm and frame. Slide the outer joint out of the hub and remove the drive shaft for service, figure 3.

To install the drive shaft reverse the procedure described above. Torque the inner joint flange bolts to 60 foot pounds. Reconnect the shock absorber and torque it to 66 foot pounds. Torque the drive shaft hub nut to 175 foot pounds.

