

# Bulletin ServiceLink<sup>SM</sup>

SERVICE TIPS FOR THE PROFESSIONAL TECHNICIAN



Bulletin SL5-96

## SERVICING HONDA MULTI-LINK SUSPENSION CV DRIVE SHAFTS

To service the drive shafts, the shafts must be removed from the vehicle. The complete drive shaft will not fit through the wishbone which connects the strut to the lower control arm. The normal service procedure is to disconnect the wishbone at the control arm and strut, figure 1.

The problem is the bolt that connects the wishbone to the control arm runs through a rubber bushing. The bolt often seizes to the inner sleeve of the bushing; forcing the bolt to turn can destroy the bushing. Replacing the bushing may require replacing the control arm, depending on the model and year.

An alternate service procedure is to disassemble the inner CV joint. Begin by performing the normal steps of loosening the axle nut, separating the lower ball joint and starting the outer joint back through the hub. Then remove the large diameter clamp on the inner joint and slide the tripod out of the tulip by pulling the strut/hub assembly outward, figure 2. Be sure to hold the tripod rollers to keep them from falling. Finish separating the outer joint from the hub and then pull the shaft through the wishbone to remove it from the vehicle, figure 3.

To install the drive shaft, reverse the procedure. Insert the inner joint, less the tulip, through the wishbone. Start the outer joint into the hub. Then refill the tulip and assemble it to the drive shaft. Position a new clamp on the boot and crimp it. A universal "Bandit" clamp is shown in figure 4.

