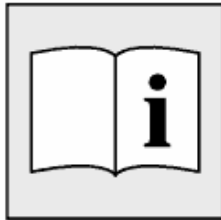
**Special tools required:**

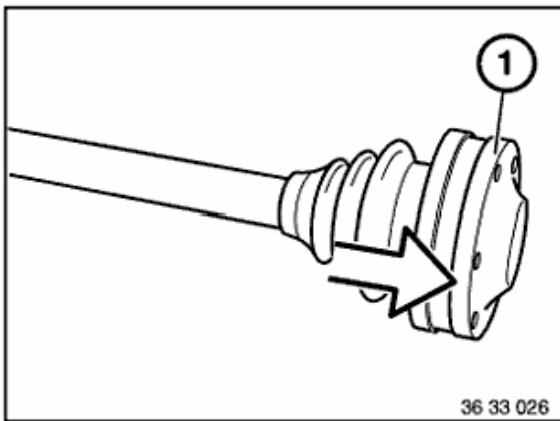
- 21 2 120
- 26 1 110
- 33 2 130



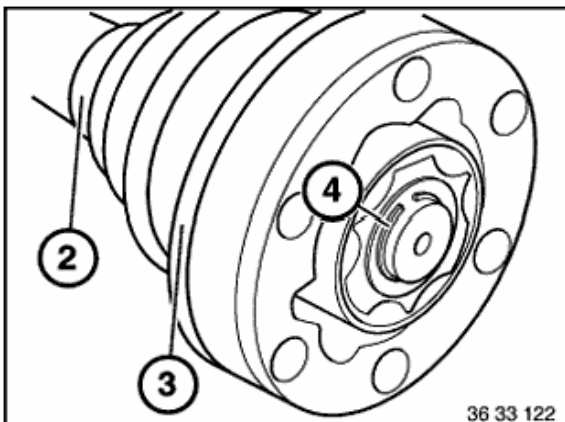
Clean output shaft.

Use rubber gaiter repair kit.

Remove and install output shaft.



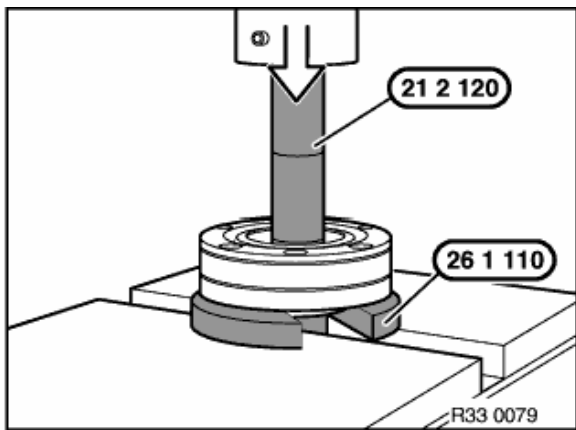
Press off sealing cap (1).



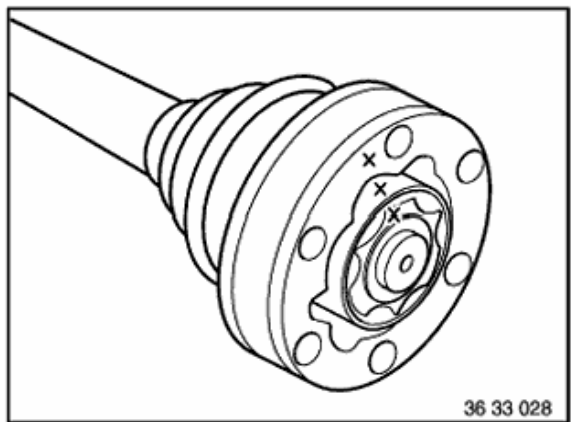
Release hose clamps (2).

Press off cap (3) with rubber gaiter.

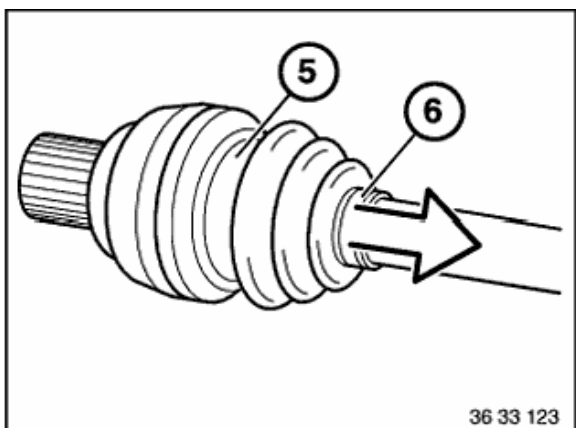
Remove snap ring (4).



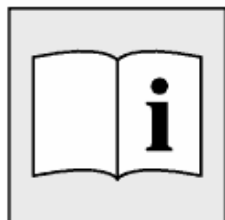
special tool 26 1 110 must be used in accordance with diameter of output shaft. Bearing inner race must rest on rib of special tool. Press splined shaft onto constant velocity joint. In event of hollow shaft, also use special tool 21 2 120 . Do not disassemble joint. Check joint for contamination or damage. Detach rubber gaiter.



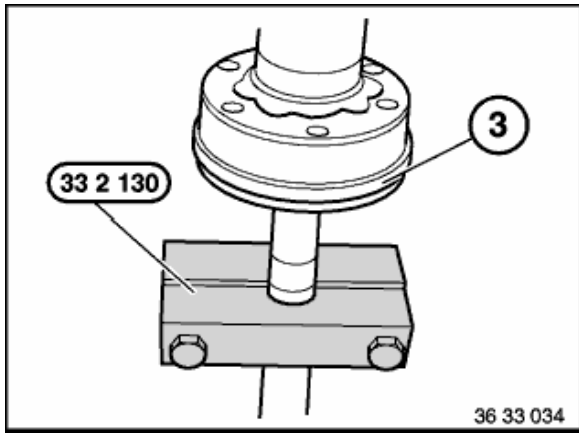
Note:
If constant velocity joint has to be disassembled: Mark positions of ball hub, ball cage and joint with respect to each other using an electric inscriber. Ensure all parts are clean prior to assembly.



Release hose clamps (5) and (6). Pull off rubber gaiter over splined shaft.



Clean constant velocity joint while it is assembled and remove all traces of old grease. Repair kit includes new grease; apply this grease inside joint. Mount transmission-side rubber gaiter. Remove adhesive tape. Coat sealing surface of cap (3) with sealing gel and press onto constant velocity joint with a thrust ring. Sealing gel, refer to BMW Parts Service. Pull new dust cover on.



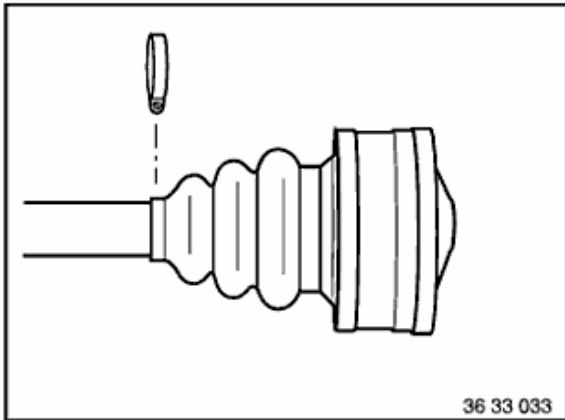
Fit special tool 33 2 130.

Press constant velocity joint with cap (3) over bearing inner race onto splined shaft.

Install new circlip.

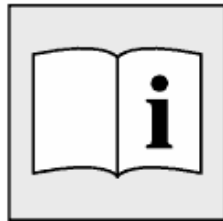
Fill joint with grease.

Pull rubber gaiter over cap (3).



Fit new hose clips.

Fastener of large hose clamp must be located between two bore holes of constant velocity joint.



Coat sealing surfaces of sealing cap with sealing gel.

Press on sealing cap with a thrust ring.

Sealing gel,

refer to BMW Parts Service.