

## Porsche Cayenne / VW Touareg Driveshaft Support Bearing Kit Installation Tips

The following is a guideline for installation of this kit and illustrates the basic steps. A trained technician following the factory workshop manual and repair procedures is necessary to properly complete this repair.

- Remove driveshaft assembly with damaged center support from vehicle following standard shop safety procedures.

**Note:** it is highly recommended that both front and rear flanges be indexed as well as the outline of the existing shaft support to ensure the shaft is reinstalled with the same orientation after the repair. This will help ensure that the balance and alignment are maintained.

- With shaft securely located on a bench carefully cut the outer metal jacket and rubber CV boot located near the center support bearing. Remove the boot assembly and discard.

**Note:** Make sure to not get metal shavings or debris into the CV joint assembly.



- A careful examination where the splined shaft enters the joint will reveal the retaining key way.



- Using a fine pointed punch or drift begin tapping the exposed end of the metal key radially.



- Once a sufficient amount of the metal retainer key is exposed the remainder can be withdrawn with a pair of pliers.



**Note:** Removal of this retaining key is the only way the splined sections of the shaft can be separated to allow servicing of the support bearing.

- Clean the exposed splines of grease and index with a paint mark the point where the shaft enters the inner CV joint race.



**Note:** This is critical to proper reassembly later.

- Using a suitable press or puller separate the splined section of the shaft from the CV joint taking great care not to damage the CV joint.



- Take short section of shaft containing the support bearing and press off the failed unit; then clean and press on the new support.

**Note:** At no time should pressure be applied to the outer housing of the new support during the reassembly process. This will damage the rubber insulator and lead to a failure of the part voiding any warranty.

- Slip the newly supplied rubber CV boot onto the short splined shaft and fold forward toward the support bearing assembly to provide clearance for the next step.
- Offer up the short section of the shaft to the CV joint and carefully make sure the previously made paint markings are perfectly aligned.



- Clean and lightly lubricate the splines and press together the shaft sections making sure to stop at the indexing paint mark.

**Note:** This is critical so the key retaining slot is properly exposed allowing the new locking key to be fitted.

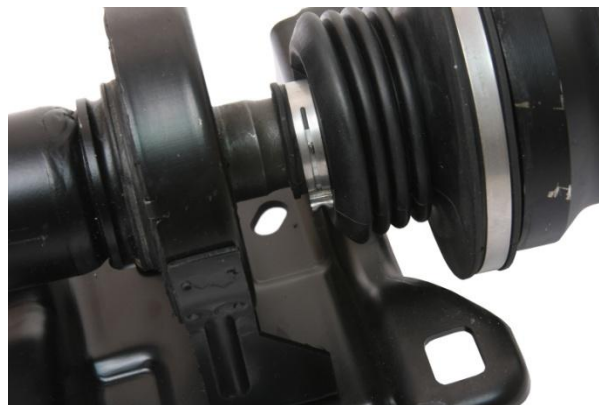
- Take new locking key provided and begin feeding it into the exposed slot working it in slowly and carefully with pair of pliers. Hold the key at the very base to avoid kinking the key as it is fed into the slot.



**Note:** Once the key is sufficiently located into the slot it may be possible to carefully tap the end of it with a suitable drift to push the remainder home.

- If CV joint appears dry or has lost grease it is advisable to repack it with suitable CV grease before fitting the boot.
- Fit the large end of the new boot carefully to the outer CV race and secure both sides with the supplied clamps.

**NOTE:** Small end of boot should be slid rearward (toward joint) as far as possible before clamping into place.



- The repaired shaft is now ready for reinstallation into the vehicle following the factory shop manual as a guide.

**Note:** The use of the factory driveshaft alignment tools is highly recommended but may not be necessary if careful indexing was done prior to disassembly.