

Outer CV boot replacement on B5.5 Passat

Notice: use this procedure at your own risk. You are responsible for taking all safety precautions. You are responsible for the results.

Start by gaining access to the center bolt of the axle.



Apply the brake using tool VAG 1869/2. If you don't have this tool, have an assistant apply brake firmly using one or two feet, a real heavy weight, or equivalent.



Use a 17mm hex bit or key with appropriate leverage to loosen the bolt. Note: you might find a 27mm hex head bolt instead of the 17mm internal hex bolt.



Here's a closer look at fitting the bit fully into the bolt.



Once this bolt is loosened, loosen the 17mm wheel bolts, jack up the car, and support it on a jack stand. Remove the wheel but leave the large bolt in place for now.

Remove the T25 Torx screw for the sound baffle. There's a tab on the other side of the top of the sound baffle securing it to the car. Slip the sound baffle out and maneuver it out of the car.



Optional: I like to disconnect the wiring connector and slip the wiring out of the holder on the left side. This allows the cable to be moved around while removing the XZN bolts.



On the right side, remove the three 6mm internal hex bolts for the heat shield and remove the shield.



The axle is removed from the transmission end using an XZN 10 (10mm triple-square) bit. There are six bolts. I used an extension to reach from outside the wheel housing, and rotated the axle to position each bolt. The extension rested on top of the brake caliper. I loosened each in a diagonal pattern. This is the pattern to use when tightening during installation. You will need to apply the brake while loosening/tightening these bolts (see previous brake application step).



Remove the large bolt and maneuver the axle shaft out of the car. I found it best to turn the left side wheel to the right, and the right side wheel to the left, to aid in removing the axle from the hub. The transmission end of the shaft was moved rearward on the left side, and forward on the right side.

Once the axle is out, examine the damage and evaluate if the joint is too far gone for just a reboot. This one was not.



Use a flat blade screwdriver to pry up the end of the boot band clamp to free it. Repeat for the other band clamp.



Cut off the boot remnants.



Clean out as much of the old grease from the joint as you can. The replacement grease, even if from VW, may not be compatible with the replacement grease.

Clamp the axle in a vise. Holding the joint straight (use the old large bolt screwed in part way), whack it really hard to release the joint from the shaft. I used a large rubber mallet to remove the one pictured above. The following picture shows a shaft disassembled. It did not come apart so easily. I had to use a heavy metal hammer (note the dimples on the joint). Don't worry; this joint is not going back into a car. I have also found that a Harbor Freight five pound slide hammer will screw in and work quite well at pulling off the joint that has an M14 bolt.



Clip 2 is still in the groove in the shaft. Clip 1 goes in the groove near the end of the shaft. Remove all the parts as shown, including clip 2.

Clean out the axle splines and the joint.

Note: The VW procedure shows the use of tool 3207 to remove the joint. It does not work on this hollow axle.

After everything is cleaned up, it is time to install the new parts. Install the small band on the axle, then the boot, then the other pieces in the sequence shown. The concave of the dished washer faces the thrust washer. The inner diameter of the washer touches clip 2 and the outer diameter touches the thrust washer. For clarity, think of a soup bowl. The side you put the soup in is the concave side. Put the washer on with the soup side facing towards the shaft end.



Pack the joint with grease and pack some of the grease inside the boot to lubricate it.



Install the joint onto the axle spines, and rap into place with a rubber mallet. Position the boot onto the joint. Wrap the large band around the boot, and hook it together.



Use a common band clamp tool to crimp the band tight onto the joint. Repeat for the other band clamp.



Install the axle back into the car. Assembly is the reverse of removal.

Tighten the XZN bolts first to 10 Nm in a diagonal pattern. Then go around again tightening them to 77 Nm.

Tighten heat shield bolts to 25 Nm.

Install the large bolt finger tight. Install the wheel and tighten bolts to 120 Nm. Put the back on the ground. Tighten the new large bolt to 190 Nm plus half a turn if it is an M16 bolt joint. Tighten to 115 Nm plus half a turn if it is an M14 bolt. Yes, that is very tight.