



Haynes
shows you how

BMW 3-Series 320i & 320xi (12-14), 325i, 325xi, 330i & 330xi (06) & 328i & 328xi (07-14) Haynes Online Manual

8 Driveaxles - removal and installation

Front (AWD models only)

Removal

1 With the vehicle resting on its wheels, remove the wheel trim/hub cap (as applicable) and loosen the driveaxle retaining nut or bolt. Loosen the wheel bolts. **Note:** *Before loosening the driveaxle nut, use a hammer and punch to push out the staked portion of the nut (see illustration 8.9) .*

Note:

On F-series chassis models, always replace the driveaxle bolt and small compression spring whenever they are removed.

2 Block the rear wheels, raise the front of the vehicle and support it securely on jackstands. Remove the relevant front wheel.

3 Remove the ABS wheel speed sensor and unbolt and set aside the brake caliper, but do not disconnect the brake fluid hose (see [Chapter 9](#)).

4 Disconnect the stabilizer bar link from the strut. Separate the tension strut and the control arm from the knuckle (see [Chapter 10](#)).

5 Use a puller to push the driveaxle stub through the hub, while pulling the steering knuckle outward until it is free of the driveaxle.

6 Use a suitable tool to pry the inboard CV joint away from the front differential housing. You will feel when the driveaxle is free.

7 When prying out the inner end of the right driveaxle, you should pry against the bearing bracket, not the differential.

Installation

Note:

On F-series chassis models, always replace the driveaxle bolt and small compression spring whenever they are removed.

8 Remove the snap-ring from the inboard end of the driveaxle, then install a new snap-ring before installation.

9 The remainder of installation is the reverse of removal, noting the following points:

A. Lubricate the nut-to-wheel bearing contact area and tighten the nut to the specified torque. Do not oil the threads. If necessary, wait until the vehicle is lowered to the ground, then tighten the nut to the specified torque. Once tightened, use a hammer and punch to stake the nut (see illustration).

B. Install new inner joint retaining bolts and plates (where equipped) and tighten to the specified torque.

8.9 There are two areas in the hub nut that can be staked - when removing the hub nut, use a hammer and punch to drive the staked area(s) outward



Rear

Note:

On E-series chassis models new driveaxle-to-differential bolts will be required on installation.

Removal

10 With the vehicle resting on its wheels, remove the wheel trim/hub cap (as applicable) and loosen the driveaxle retaining nut. Loosen the wheel bolts. **Note:** *Before loosening the driveaxle nut, use a hammer and punch to push out the staked portion of the nut (see illustration 8.9) .*

11 Block the front wheels, raise the rear of the vehicle and support it securely on jackstands. Remove the relevant rear wheel.

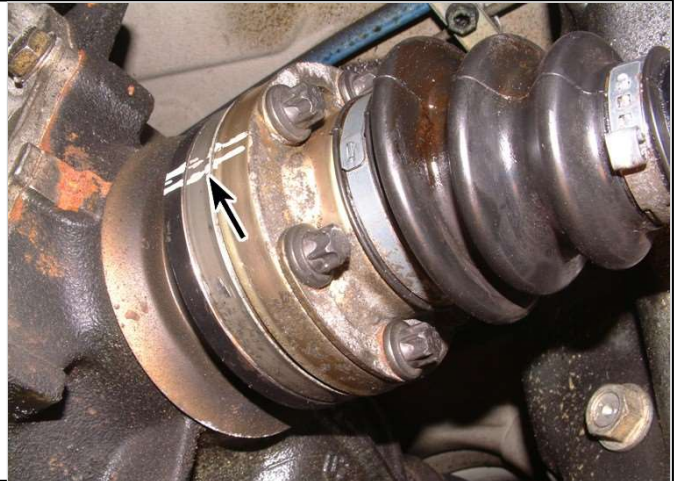
E-series chassis models

12 If the left driveaxle is to be removed, remove the exhaust system tailpipe to improve access (see [Chapter 4](#)).

13 Loosen and remove the left- and right-hand stabilizer bar mounts and pivot the bar downwards (see [Chapter 10](#)).

14 Make alignment marks, then loosen and remove the bolts securing the driveaxle constant velocity joint to the rear differential and the retaining plates (where applicable) (see illustration) . Position the driveaxle clear of the flange and tie it to the vehicle underbody using a piece of wire. **Note:** *Do not allow the driveshaft to hang under its own weight, as the CV joint may be damaged.*

8.14 Make alignment marks before removing the Torx bolts



15 Withdraw the driveaxle outer constant velocity joint from the hub assembly. The outer joint will be very tight; tap the joint out of the hub using a soft-faced mallet. If this fails to free it from the hub, the joint will have to be pressed out using a suitable tool that bolts to the hub.

16 Remove the driveshaft from underneath the vehicle.

F-series chassis models

17 Remove the driveaxle nut and push the axle in slightly.

18 Support the rear differential then remove the mounting bolt/nuts (see [Section 12](#)) and lower the differential. Slightly rotate the unit until the axles have enough room to be removed, then secure the axles using a strap or wire.

19 Use a suitable tool to pry the inboard CV joint away from the rear differential housing. You will feel when the driveaxle is free.

20 Slide the driveaxle out of the differential and remove the axle from the vehicle.

Note:

Have a drain pan ready to catch the rear differential lubricant that will spill out once the driveaxle has been removed.

Installation

21 Installation is the reverse of removal, noting the following points:

- A. On E-series chassis models, install new inner joint retaining bolts and plates (where applicable) and tighten to the specified torque.
- B. On F-series chassis models, Check the dust plate and replace if needed. Replace the circlip on the end of the driveaxle making sure it is seated. into the groove on the axle, then coat the seal contact surface with differential oil. Slide the driveaxle into the rear differential until an audible click is heard and the driveaxle can't be easily pulled out. Reinstall the rear differential assembly (see [Section 12](#)) and refill the differential (see [Chapter 1](#)).
- C. Lubricate the nut-to-hub flange contact area and tighten the nut to the specified torque. Do not oil the threads. If necessary, wait until the vehicle is lowered to the ground, then tighten the nut to the specified torque. Once tightened, use a hammer and punch to stake the nut (see illustration 8.9).

© 2024 Haynes Manuals, Inc. Contact us