

**Haynes**
shows you how

BMW 3-Series and Z4 (99-05) Includes 2006 325ci/330ci Coupe and Convertible models Haynes Online Manual.

15 Driveshaft universal joints - check and replacement

Note:

On some models a rubber coupling is installed between the driveshaft and transmission instead of a universal joint.

Check

1 Wear in the universal joints is characterized by vibration in the transmission, noise during acceleration, and metallic squeaking and grating sounds as the bearings disintegrate. The joints can be checked with the driveshaft still installed noting that it will be necessary to remove the exhaust system and heat shields (see [Chapter 4](#)) to gain access.

2 If the driveshaft is in position on the vehicle, try to turn the driveshaft while holding the transmission/differential flange. Freeplay between the driveshaft and the front or rear flanges indicates excessive wear.

3 If the driveshaft is already removed, you can check the universal joints by holding the shaft in one hand and turning the yoke or flange with the other. If the axial movement is excessive, replace the driveshaft.

Replacement

4 At the time of writing, no spare parts were available to enable replacement of the universal joints to be carried out. Therefore, if any joint shows signs of damage or wear the complete driveshaft assembly must be replaced. Consult your BMW dealer for latest information on parts availability.

5 If replacement of the driveshaft is necessary, it may be worthwhile seeking the advise of an driveline specialist. They may be able to repair the original shaft assembly or supply a reconditioned shaft on an exchange basis.