

## Installation Manual BMW X5 E53 Repair Kit - Front Drive Shaft

In the BMW X5 E53 models, the transfer case is connected to the front differential (front differential) via a drive shaft (Jockey shaft / Kadan shaft). The problem in the drive shaft is the toothed end. Over the years, the teeth are used and thus ruined the teeth in the transfer case. It is therefore necessary to replace both the shaft and the transfer case, with repair costs of several thousand EUR/USD.



Here we offer a perfect and affordable solution to repair the vehicle quickly and in time. This is possible because the length of the teeth in the transfer case is much longer than the teeth of the original drive shaft. Therefore, you can extend this with our repair shaft.



The following steps here in this manual will show you how to do the repair even without removing the transfer case and disassembling the exhaust system:

The front drive shaft connects the transfer case to the front differential. To reach these parts first you have to remove the front reinforcement plate (underrun protection). Put the transmission into neutral position before lifting the vehicle.

When removing the drive shaft, it is important to mark the alignment and the connection points of the flexible disc (also called Hardy disc, universal joint, or Giubo coupling), as this may only be installed in one position and direction.

Now you can loosen the screws of the flexible disc (16mm nut). It is recommended to replace all self-locking nuts afterwards.

On this occasion you can also immediately check the condition of the flexible disc and replace it if necessary.

In order to get the drive shaft out of the transfer case without dismantling it is necessary to turn the centering flange (cross / star) in front. Then you can carefully pry the drive shaft out with a tire iron.

From the removed drive shaft you can now remove the sealing ring with the cover.

The teeth part must be cut off from the shaft at the original weld.



Before one begins with the split off, one must, however, draw the exact position of the interface on the new repair shaft. As a result, we know then how far the repair shaft must be inserted into the original drive shaft, so that afterwards the sealing ring is again at the original location exactly on the housing of the transfer case.

After you have cut off the teeth part approximately at the position of the old weld, you can put the repair shaft in the drive shaft to the previously marked position.

The two shafts must now be welded together. Before doing that, you should test the length of the shaft still briefly on the vehicle.

Now the drive shaft can be reinstalled. Due to the longer tothing and the special induction hardened material, the connection will last for many years.

When installing, make sure that you do not mount the Hard disk laterally.

Maybe you should give the drain hose of the climate a little to the side so that the condensation does not drip directly on the shaft.



All conversion is at your own risk and should only be carried out by qualified specialist personnel. For completeness and correctness no liability is assumed. Depending on the vehicle, there may be certain deviations. Make the conversion only in a specialist workshop with suitable tools and protective equipment.  
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BMW Part numbers:

