



## Installation Guidelines for Replacement Support Center Driveshaft Bearing

### Directions Apply To:

1986-91 5000Q, 100Q, 200Q; Mdls; 1990-94 V8Q; 1992-94 100Q, 1995-98 A6Q W/4spd Auto trans (exc. manual trans),  
1996-01 A4Q, 2000-01 S4Q; 1983-95 - 4000Q, 80/90Q Models.

Note: If you have already disassembled your drive shaft you may have failed to perform step 3. If you failed to perform step 3 you will likely have a drive shaft balance problem mentioned in step 7.

1. Remove entire drive shaft as a unit, PAYING CLOSE ATTENTION to any SPACERS between center bearing mounting plate and the car body. Mark position of spacers in relationship to vehicle frame using a scribe as these will be re-used upon reassembly.
2. Remove grease zirk from center U-Joint. DO NOT take this U-Joint apart. Removing grease zirk will give you access to the bolt holding the yolk to the driveshaft.  
  
3a. Important: Take care to mark the EXACT positions of each driveshaft half relative to each other. (see warning in step 7) . Failure to reassemble the drive shaft half's in the same orientation will cause drive shaft vibration. Remove bolt holding U-Joint yolk to driveshaft. This will allow you to separate yolk and shaft with the center bearing from the driveshaft. The Original Manufacturer has used a "Liquid Thread Locker" on this bolt and it may have to be heated slightly to soften the adhesive bond.  
3b. Note: Removing yolk from driveshaft may be difficult due to the fact that these parts may have been together for some time. BLAUfergnügen! Inc. uses a threaded nut and bolt that puts pressure on the driveshaft and universal joint to force the separation of the U-Joint yolk from the driveshaft. A "Liquid Thread Locker" may also have been applied on the splined shaft and it too, may have to be heated slightly to soften the bond.
4. Once yolk with center bearing has been separated from rest of driveshaft, Press off old Center Bearing. Note original bearing orientation (front/rear) before removal.
5. Important: REMOVE The Existing Center Dust Washer(s) still on front and rear shaft halves.  
Important: Failure to Remove washers will interfere with center rubber section of the new support bearing causing Failure.
6. Press on new bearing in the same orientation as was the old bearing.  
Important: The "hollowed out" portion of the rubber surrounding the new bearing, should be facing towards the rear driveshaft when installed. Be sure to press only on "Center Race" of new bearing when installing to shaft to avoid damaging the bearing.
7. Important: Before Reassembling the driveshaft halves, make sure that the universal joint that was used as a bearing surface in step 3b to press the yoke from the drive shaft is not binding. Make sure that it can be rotated or flexed in all directions without binding. It may be necessary to tap on the u-joint yoke ends to stress relief the u-joint. Installing a u-joint that is binds when flexed in different directions will cause drive shaft vibration.
8. Reassemble driveshaft halves in the EXACT same positions as previously noted in step 3.  
Important: If driveshaft is not reassembled in position previously marked, severe driveshaft vibration will occur. Tighten bolt, replace grease zirk and grease universal joint.

9. Fill driveshaft output flanges at transmission and rear final drive with CV grease.

10. Install driveshaft in reverse order of removal. Be sure to reinstall any factory spacers as mentioned in step 1.

Tightening torques:

U-joint yolk to driveshaft: "make it tight" (no torque value available)

Driveshaft to transmission: 55 Nm (41 lbs-ft)

Driveshaft to rear final drive: 55 Nm (41 lbs-ft)

Center support bearing to body: 20 Nm (15 lbs-ft)