



GROUP
TRANS

MODEL
All Models
w/6-speed A/T

NUMBER
047 [Rev 1, 1/25/2013]

DATE
January 2013

TECHNICAL SERVICE BULLETIN

SUBJECT: AXLE SHAFT SERVICEABILITY BY MODEL

*NOTICE

This bulletin has been revised most recently to include additional information. New/revised sections of this bulletin are indicated by a black bar in the margin area.

This bulletin provides information regarding axle shaft serviceability for Kia vehicles equipped with a six-speed automatic transmission. Refer to the table below for a detailed list of vehicle models. Individual service parts such as axle boots, joints and hardware for inner joint are now available through your parts department.



YEAR	Model	Engine
2011>	Optima (TF & QF)	2.0L Theta II & 2.4L Theta II
2011>	Optima Hybrid (TF HEV)	2.4L Theta II (Hybrid)
2011>	Sorento (XMa)	2.4L Theta II & 3.5L Lambda II
2012>	Soul (AM)	1.6L Gamma GDI & 2.0L Nu
2011>	Sportage (SL)	2.0L Theta II & 2.4L Theta II
2011>	Sedona (VQ)	3.5L Lambda II
2011>	Forte (TD) Sedan, Koup & 5-Door	2.0L Theta II & 2.4L Theta II
2012>	Rio (UB) 4 and 5 door	1.6L Gamma GDI

File Under: <Transmission>

Circulate To: General Manager Service Manager Parts Manager
 Service Advisor(s) Technician(s) Body Shop Manager Fleet Repair

***NOTICE**

Replacement of the axle shaft assembly for an inner joint related repair may be considered and over-repair if affected parts are available separately. Such claims may be subject to charge-back.

***NOTICE**

Information regarding the individual component replacement is also available in the drive axle repair section located in the shop manual on KGIS. Labor times and operation codes are available in the Labor Time Standards Guide.

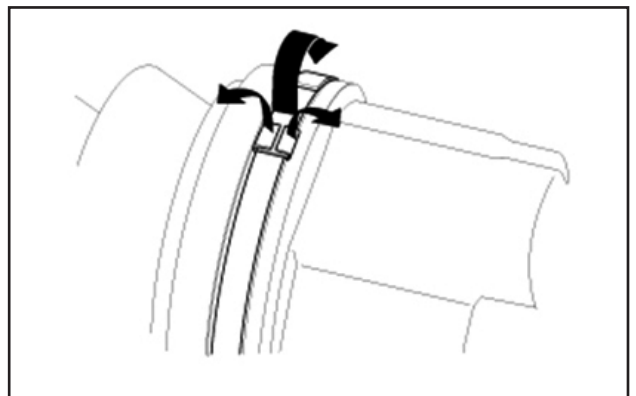
! CAUTION

- Use a pry bar being careful not to damage the transaxle and joint.
- Do not insert the pry bar too deep, as this may cause damage to the oil seal.
- Do not pull the driveshaft using excessive force. This may cause components inside the joint kit to dislodge resulting in a torn boot or a damaged bearing.
- Plug the hole of the transaxle case with the oil seal cap to prevent contamination.
- Support the driveshaft properly.

1. Remove the axle from the vehicle by referring to the appropriate section of the service information on KGIS.
2. Remove both clamps from the inner tripod joint boot (transaxle side) using a flat-bladed tool, as shown.

***NOTICE**

Boot clamps cannot be reused following removal.



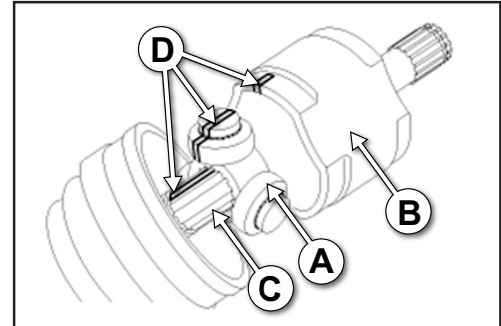
3. Carefully slide the boot along the driveshaft and away from the tripod joint. Clean excess grease from the assembly using a shop towel.

*NOTICE

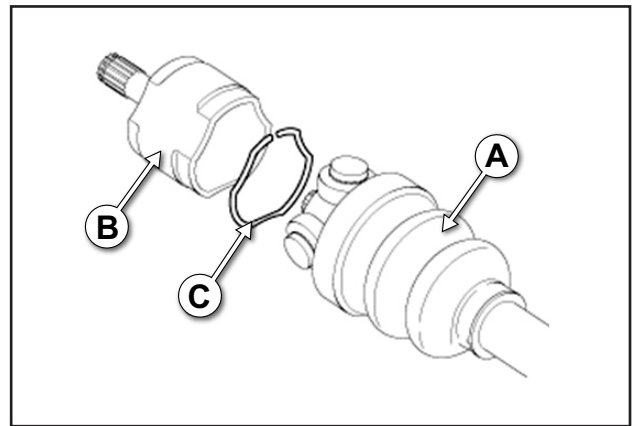
If inner joint is **NOT** being replaced:

Ensure drive shaft balance integrity by marking the trunnion (A), tripod joint case (B), and the splines (C) of the driveshaft, as shown (D).

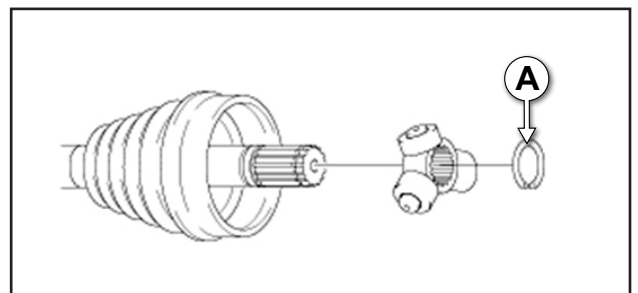
Torn CV joint boots damaged during the repair process are not covered under warranty



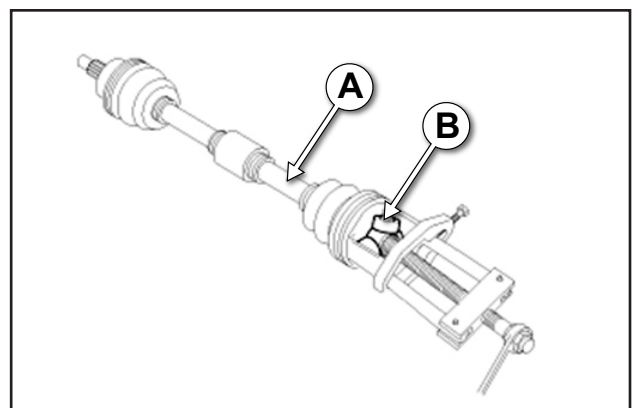
4. Carefully remove retaining clip (C) (if equipped) from tripod joint case (B) using snap-ring pliers or an equivalent tool.
5. Separate the tripod joint case from the assembly.



6. Using snap-ring pliers, or an equivalent tool, carefully remove the snap ring (A) from the driveshaft, as shown.



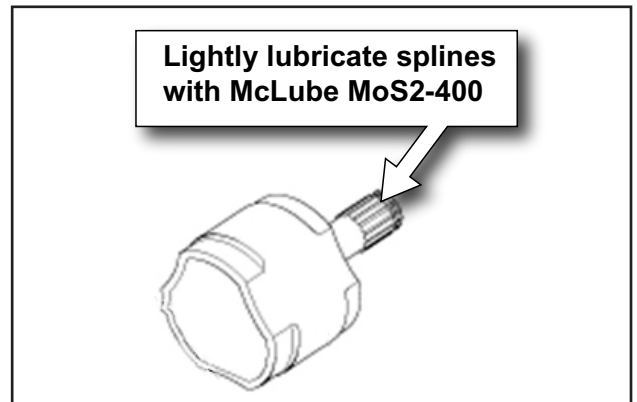
7. Carefully remove the trunnion assy. (B) from the driveshaft (A) using a suitable puller. Use a shop towel to remove any excess grease.



SUBJECT:

AXLE SHAFT SERVICEABILITY BY MODEL

8. Use a small brush to apply a light coating of McLube MoS2-400 high temperature grease onto splines.



9. Replace all affected parts and reassemble the axle by reversing the order of removal. Be sure to follow exact instructions as outlined on KGIS information to prevent boot damage during reassembly

***NOTICE**

Before installing the boot clamp, use the supplied grease to completely pack the CV joint.