

I'm back! I have done my homework and have come up with a solution for the final drive u-joint. There are two suppliers I have come up with, one is part # 1-0475 by NEAPCO and the other is part # 5-0400QG by QUALITY GEAR. You will have to do some checking to find them, I ended up purchasing one at a driveline shop.

I have added pictures of my procedures and will do my best to explain them.

1- Grind the crimping tabs (that hold the caps in) off flush with the bore using a die grinder or Dremmel.

2- Push the caps out with a arbor press or vice. The caps won't come out all the way but far enough to grab them in the vice and knock the yoke off.

3- The replacement u-joint comes with outside snap rings which the ones shown in the picture turned out to be packaged wrong and had to get proper ones from a supplier. In my case I was able to machine snap ring grooves in the bore. But if you don't have that option then may I suggest Mig welding a spot or two in the bore right beside the caps. Be careful not to burn the caps or you will be starting back at #1.

Hope this helps someone in the future seeing as Honda has not had the drive coupler available for some time. If you have any question please contact me.

Bob Henshaw













