

The single-side (set half) contains with: Interconnecting axle with inner tripod joint and outer B-F cv joint, sideplate with bearing, stub axle, seal, seeger circlip, outer joint's boot clamps, grease and nyloc nut.



- Dismount the differential mechanism with half-shafts from the gearbox body.
- Disassemble the differential mechanism, and remove the half-shafts with the "stones".
- Introduce the stub axles into the differential side (crown) gears.



- Assemble the differential casing with original bearing covers.
- Regulate precisely the side bearing tension and final drive clearance. (!!!)



- Install the side bearing carriers (included in the set). Take an attention to the o-ring position (!), and screw tight the M6 bolts.
- Pull out the stub axle, using the hole in the splined end. Fix the stub axle in the right position by seeger circlip.
- Place the seal rings in the side plates casing.
- Repeat the stub axle installation process for other side of the car.

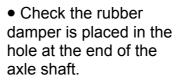


- Install the joint housing on to the splined part of the stub axle. You may have to tap it on with a hammer.
- Attach the joint housing to the stub axle using the provided 27mm nyloc self-locking nut.

Apply the nyloc nut with the locking ring FIRST! (opposite to standard use).

 Tighten the nut to the factory recommended torque.
Be sure to check the bearing preload and make sure the axle rotates freely.







• Fill up the joint housing with a half of the grease

volume, and introduce the joint ball-cage into the housing.



• Install the wire ring into the channel inside the joint housing to keep the ball-cache on place.



• Install the inner joint of the driveshaft onto the gearbox stub axle, pulling the joint to outside direction. (There is a spring inside the joint).



• Fill the joint housing and the cv joint boot with second half of grease.



- Slide the rubber boot onto outer joint.
- Place one end of the wire clamp ring onto the clamp place, and using the small clamp as a guide, rotate the axle until the wire ring is completely on place. This will install the wire ring without damaging the rubber boot.



- Close the shaft side of the joint boot with a universal clamp.
- Repeat the joint installation process for other side of the car.

This completes the installation.