

Flying Spares

INSTRUCTIONS TO FIT THE DRIVESHAFT BOOT (UG11121P)

The Workshop Manual (attached) states when the Driveshaft has been removed from the car, the Trunnion Pinion should be pressed out to allow easier replacement of the driveshaft boot. Due to the press loadings of removing and refitting the pinion and the final measurements when fitting to the shaft, this in service may not be practical.

We recommend placing the Driveshaft Boot in hot water to soften the rubber for ease of fitting and to use a CV Boot Tool.

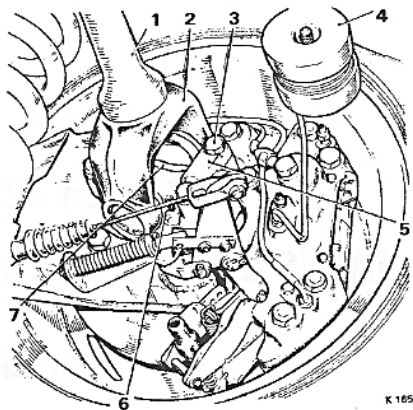


FIG. J14 HARDY SPICER OUTER JOINT

- 1 Half-shaft outer end
- 2 Hardy Spicer universal assembly
- 3 Bearing cap retaining setscrew
- 4 Harmonic damper
- 5 Bearing Cap
- 6 Grease nipple
- 7 Retaining strap, Hardy Spicer races

Half-shaft—To dismantle

1. Remove the circlip and washer retaining the ball and trunnion joint body and housing and remove the housing from the splined shaft.
2. Remove the drain plug from the joint housing and drain the oil from the housing (each joint holds approximately 150 c.c. of S.A.E.90 EP lubricant); after draining, clean and refit the plug.
3. Release the large clip, securing the convoluted seal to the joint body.
4. Position the shaft with the drain plug horizontal, ease the seal over the edge of the body and carefully withdraw the ball and trunnion assembly, taking care when handling the shaft not to dislodge the button assemblies.
5. Remove the trunnion buttons, adjusting washers, bearing outer races and needle rollers from the trunnion pin. Keep each assembly separate from the other and note from which side of the pin each assembly has been removed.
6. Whilst dismantled, the trunnion bearing assemblies should be lubricated and wrapped in greaseproof paper for protection.
7. If the Hardy Spicer outer joint is to be removed, clean any paint or dirt away from the yoke eyes, and using circlip pliers remove the circlip retainers.
8. Hold the half-shaft horizontally and using a hide mallet, shock drive the bearing races from their locations
Care must be taken to avoid damage to the lip seals.
9. Thoroughly clean the half-shaft and visually inspect the shaft bearing bores and trunnion pin for signs of damage, cracks or surface flaws.
10. Inspect the ball and trunnion joint seal for serviceability; if necessary it should be renewed.

Ball and trunnion joint seal—To renew

If a ball and trunnion joint seal requires renewal, the half-shaft and trunnion assembly must be removed from the car.

1. Carry out Operations 1 to 4 inclusive of 'Half-shaft—To remove'.
2. Remove the trunnion buttons, adjusting washers, rollers and retainers from the trunnion pin as described previously, under 'Half-shaft—To dismantle'.
3. The trunnion pin must be pressed out using pressing equipment capable of exerting a pressure of up to 15 ton/sq. in.
Heat must not be used for this operation.
4. Remove the pin and remove the joint seal.
5. Fit a new seal to the shaft and press the trunnion pin into position.
The trunnion pin must be pressed in squarely and the length of pin which protrudes from each side of the shaft must be equal to within 0.006 in. (0.152 mm.).
If the original pin and the bore are in good condition and the minimum pressing load of 2½ ton/sq. in. can be achieved, the original pin may be used again, if not it is recommended that a new trunnion pin is fitted.
6. After renewing the seal the half-shaft should be assembled as instructed under 'Half-shaft—To assemble'.

Half-shaft—To assemble

The half-shaft should be assembled by reversing the procedure given for dismantling.