



CVJ – ENG/01 – 05/2019



## Recommendations for the correct fitment of CVJ's

### HANDLING RECOMMENDATIONS

- Always hold the CV joint by the connecting shaft and the tulip section to stop the joints from pulling apart and damaging the internal components of the joints.



- Do not handle the driveshaft by the boots / Do not touch the machined area's
- Tighten the stub axle nut/bolt firstly by hand and then to the specified torque using a torque wrench.
- Do not tighten the nut of the driveshaft when the vehicle is on the floor.
- Avoid shocks on the machined area's and/or on the deflector



**Never use a CV joint that has suffered an impact, even if there is no apparent damage.**

## HOW TO AVOID PROBLEMS

### Deflection angle too high

- Never bend the wheel side of the CV joint assembly to its maximum deflection angle (45° in most cases).

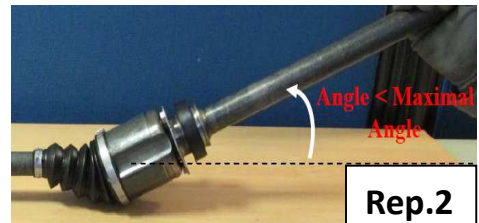
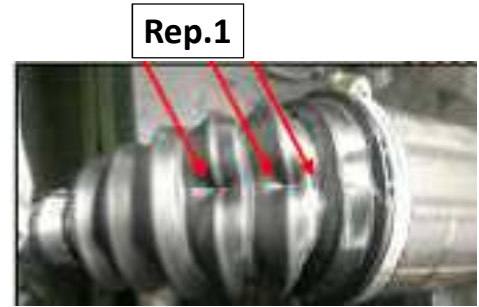
**(Rep.1)**

- The angle between the tulip section (gearbox side of the CV joint) and the shaft must not exceed the maximum recommended angle. A shallow angle prevents any risk of pinching the CV gaiter causing it to split **(Rep.2)**

Maximum angles are :

Wheel side : 45°

Gearbox side : 25°



Excessive deflection will damage the boots and the internal components of the joint.

### Bad tightening of the clamp on the boot

Incorrect tightening of the clamp (too high or not enough), will result in a loss of grease, this will cause component damage. **(Rep.3)**



Not enough tightening :  
**Grease leakage**



Tightening too strong : **Boot cutting caused**

### Recommendations

The manufacturers fitting instructions and specified torque setting should always be followed. The correct tools should always be used for the removal and fitment process.

Refer to the vehicle applications in our online catalogue: <http://lc.cx/catalog-ra>



**FOLLOW THE RECOMMENDATIONS  
OF THE VEHICLE MANUFACTURER.**