Engineering Improvement to Classic Cars

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FITTING GUIDE FOR CV DRIVESHAFTS

Application: TVR M Series with Salisbury Differential

Follow all proper safety precautions and good practice. If in doubt DO NOT DO IT !

Jack up the rear of the car and support on axle stands under the chassis.

Use a separate jack under the hub to raise and lower it.

On receiving your driveshafts remove the outer nut and washer and while holding the alloy hub and the drive flange together pull it off the CV joint spline. Place on a clean surface, flange uppermost.

The driveshaft is provided assembled. Now remove the inner black adaptors (6 off M8 cap head bolts + schnoor washers)

Follow recommended procedures to remove the standard driveshaft / hub assemblies.

NB: Check the rear upright's studs' security, replace if necessary, then and clean the mounting face.

Clean the inside of the hub casting so no dirt will fall onto the spline / hub assembly.

Clean the diff flanges thoroughly. The black adaptors bolt to the diff flange's 4 studs, tighten to 40lbs ft.

Use protective gloves, this bit can get messy: The driveshaft goes into the hub from the diff side and then move it back towards the diff flange adaptor, pull the CV gaitor back and put 2 sachets of grease into the void between the CV joint and the gaitor, put the M8 cap head bolts with their schnoor washers back into the holes in the gaitor and CV joint, now pull the CV joint out and put one sachet of grease into the hollow of the CV joint. Now pull the driveshaft assy towards the adaptor on the diff flange and engage the 6 bolts to hold in place. Torque to 25 ft lbs.

Raise the hub as far as possible towards the normal ride height of the car (do not lift off the main vehicle supports)

Align the CV Joint splined shaft in the centre of the hub and engage the hub assembly with the splines and the hub studs. Do up the upright studs, 16 to 18 ft lbs.

Now place the washer and the nut on the splined shaft and nip up. Tighten the diff flange bolts.

Complete and check all operations.

Replace the drum and road wheel.

When the car is on the ground engage the hand brake and chock the wheels.

Tighten the driveshaft nut (32 mm AF) to 290 Nm or 215 lb ft.

Test Drive and check all fastenings after 200 miles