Engineering Improvement to Classic Cars

CLASSIC DRIVING DEVELOPMENT LTD

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FITTING GUIDE FOR CV DRIVESHAFTS

Application: TVR M Series with Triumph 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.

The spring/damper assembly may have to be detached to allow the hub to fall low enough to avoid the exhaust.

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

The driveshaft is provided assembled and all joints preloaded with grease, so no need to dismantle.

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

NB: be careful of the hub studs' security; and clean the mounting face.

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

The driveshaft goes into the hub from the diff side and then move it back to engage the diff flange bolts, engage the nuts to hold in place.

Raise the hub and reattach the spring/ damper, then raise 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 hub studs.

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