

FITTING GUIDE FOR CV DRIVESHAFTS

Application: TR Stag & Innsbruck Fitted with BMW E30 Diff

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

When fitting these shafts and when fitted do not allow the max droop to exceed the dimension measured from the centre of the hub shaft to the return edge of the wheel arch when the dampers are installed.

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

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

Stag and Innsbruck cars have more room in which to work so the task is easier.

On receiving your drive shafts 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 outer CV and the hub are supplied assembled and preloaded with grease, so no need to dismantle. The inner joint is assembled but is not greased. See below for procedure.

As TRs have less room and are more difficult, this is the procedure:

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

Clean the inside of the trailing arm so no dirt will fall onto the spline (cover with yellow cap) / hub assembly.

The TR lever arm damper will have to be detached from its' chassis mounting. Stag / Innsbruck have telescopic which can remain in place.

The driveshaft goes into the hub from the diff side and then move back to engage the diff flange bolts.

Line up the holes in the gaiter with the holes in the CV joint.

The inner joints need to be loaded with grease: but one sachet's contents into the gaiter. Pull the CV joint back so there is a 20 mm depression, put one sachet's grease into this. Put the washers onto the socket head bolts and put 2 into the gaiter / cv joint assembly and then into the diff flange, screw in firmly. Now do the other 4.

Raise the trailing arm and reattach the 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. (16 lbs ft)

Now place the washer and the nut on the splined shaft and nip up. Tighten the diff flange bolts. (60 lbs ft)

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.