

FITTING INSTRUCTIONS FOR CV DRIVESHAFTS

Application: VITESSE GT6 with Rotoflex fitment

- Follow recognised safe working practices when working on the car.
- Refer to a recognised workshop manual if necessary.
- If in doubt don't do it. Ring your supplier for advice.

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

Follow recommended procedures in the workshop manual page 99 to remove the standard driveshaft / hub assemblies.

Various exhaust systems may have been fitted over the life of your car; so there may be slightly different procedures necessary.

The driveshaft is provided assembled and all joints preloaded with grease, so no need to dismantle. The four bolts in the inner end are inserted to stop the grease in the inner joint from escaping.

Remove the shims from the spline end of the old Rotoflex driveshaft and assemble onto the new CV shaft. Unless the bearings have been changed there should be no need to reshim the hub / bearing assembly.

The driveshaft goes into the hub from the diff side and then moves back to engage the diff flange bolts, remove these just before fitting the shaft but do not compress the joint as it will push grease out of the 4 bolt holes.

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

Insert the bolts with their schnorr washers through the flange and tighten. (35 lbs ft)

Now place the washer and the nut on the splined shaft and nip up.

Complete and check all operations.

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

Tighten the driveshaft nut to 105 lb ft, and then knock the outer ring of the nut into the recess on the end of the shaft to lock the nut securely.

The tightness of fasteners should be checked after 100 miles or so. And subsequently at the service intervals.

