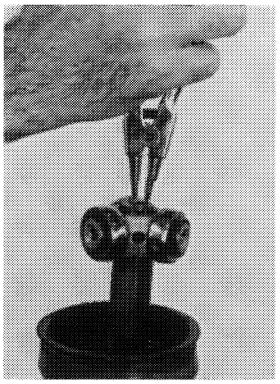
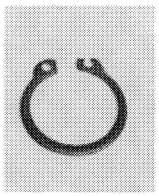
21-27.

DISMANTLING AND CHECKING DRIVE SHAFTS WITH THREE-LOBE JOINTS AND CONSTANT VELOCITY JOINTS


P3M032B01


P3M032B02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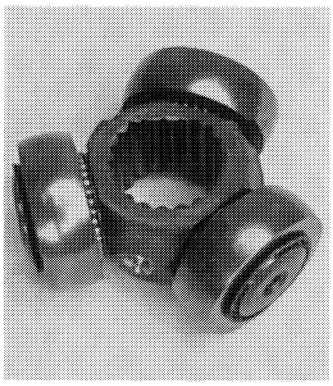
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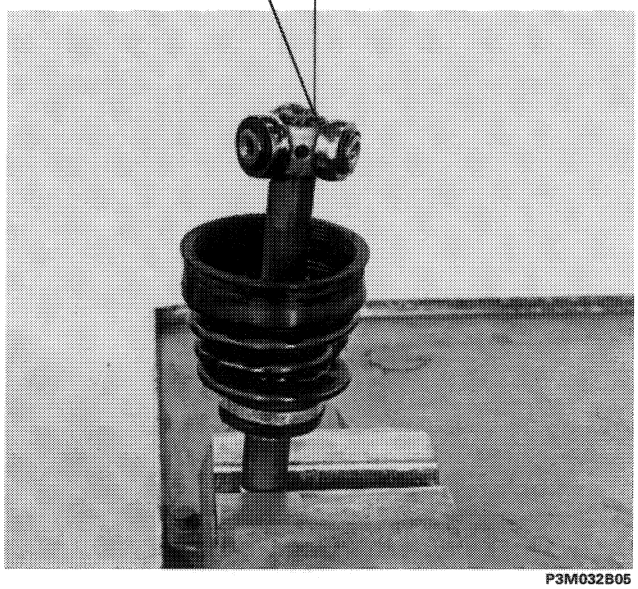

P3M032B05

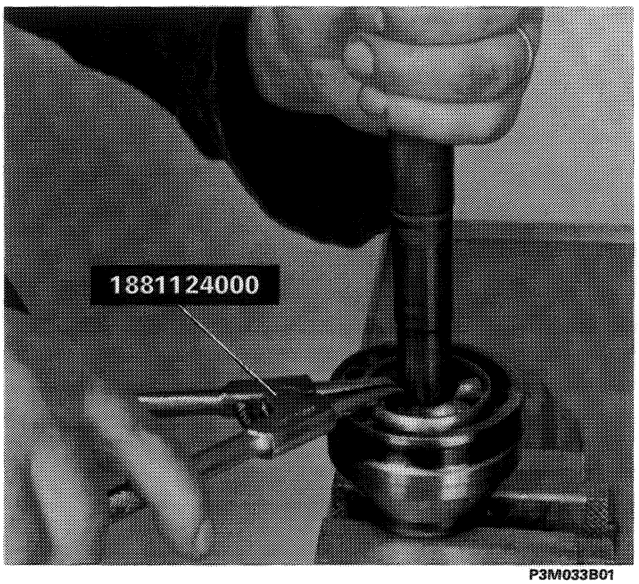
Dismantling and reassembling three-lobe joint

NOTE *If any problems are found with the three-lobe joint, it should be replaced.*


P3M032B06

Removing constant velocity joint protective boot

It is advisable to replace the boot each time it is removed.



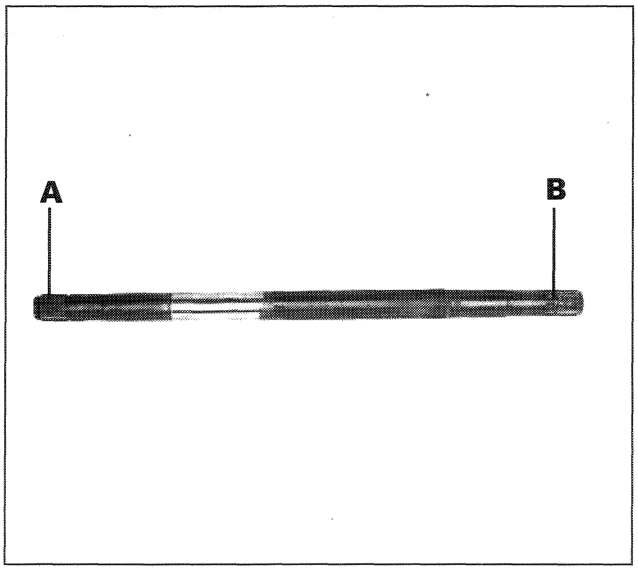
P3M033B01

Removing-refitting constant velocity joint

Before refitting the constant velocity joint fit the new boot on the drive shaft.

Constant velocity joint

Thoroughly wash the constant velocity joints with diesel oil or petrol and visually inspect that the balls and housings are perfectly specular and free from traces of seizing or grooves. If any faults are found with the constant velocity joint it should be replaced.



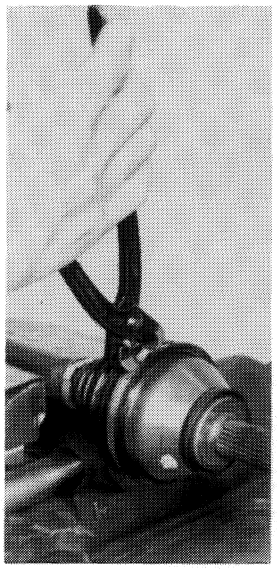
P3M033B02

Checking drive shaft

A – Three-lobe joint side

B – Constant velocity joint side

Check that the drive shaft is not distorted or off centre and that the contact surfaces for the gasket are not worn.



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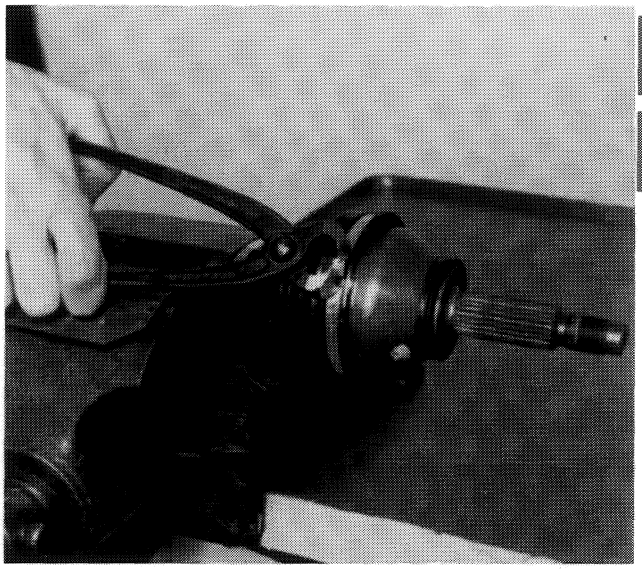
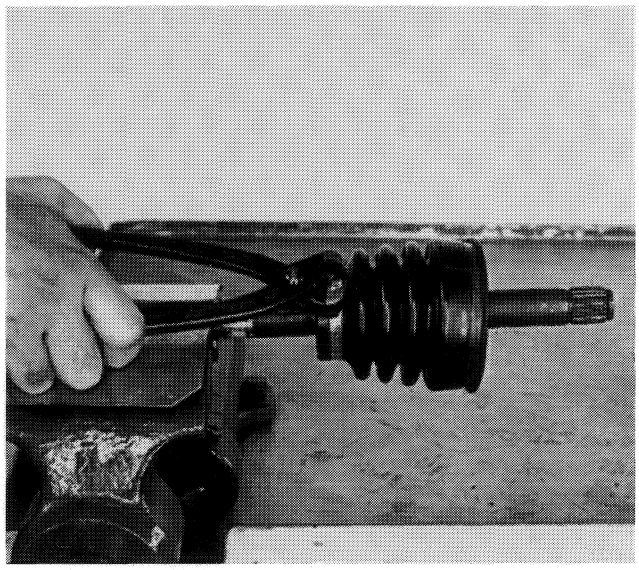


P3M033B04

Removing-refitting constant velocity joint protective boot

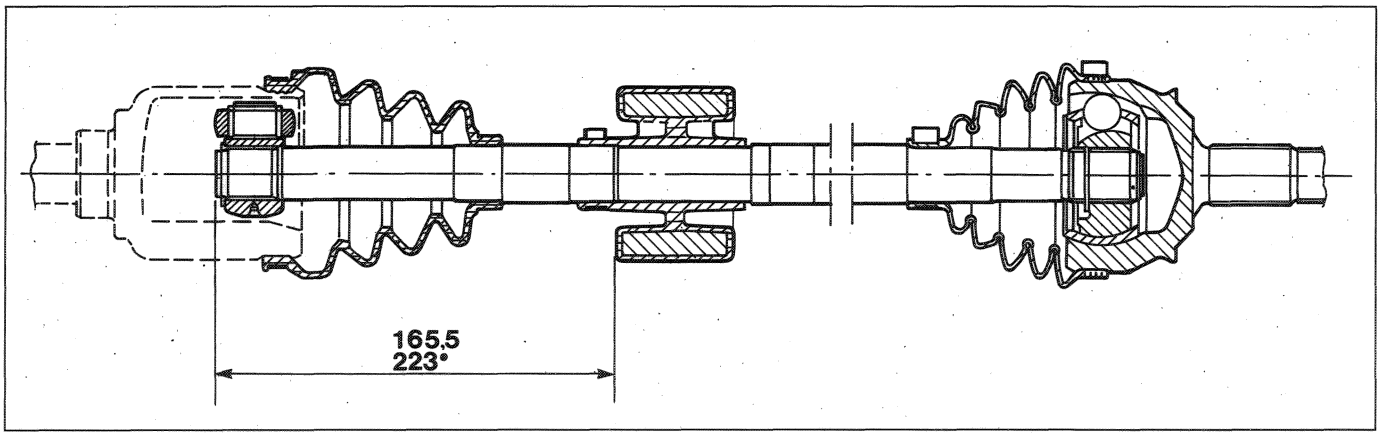
Fill both the constant velocity joint and the boot with TUTELA MRM2 grease.



P3M034B01

Fitting oil seal boot on drive shaft

Drive shaft cross section

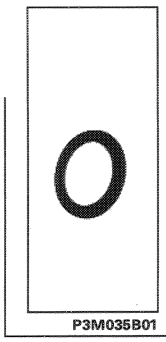


P3M034B02

Positioning damper on right drive shaft

NOTE *In the case of repairs to the right drive shaft which involve removing the damper, when refitting it must be placed in the same position as shown in the diagram.*

- For 1242 versions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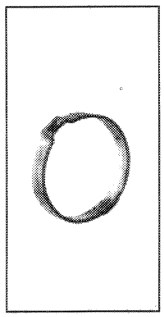
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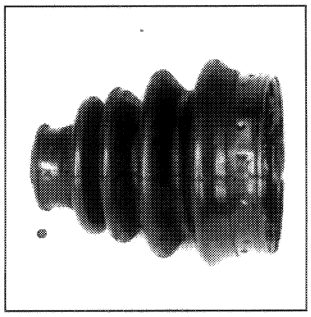
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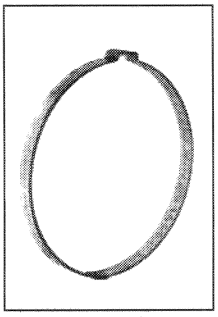
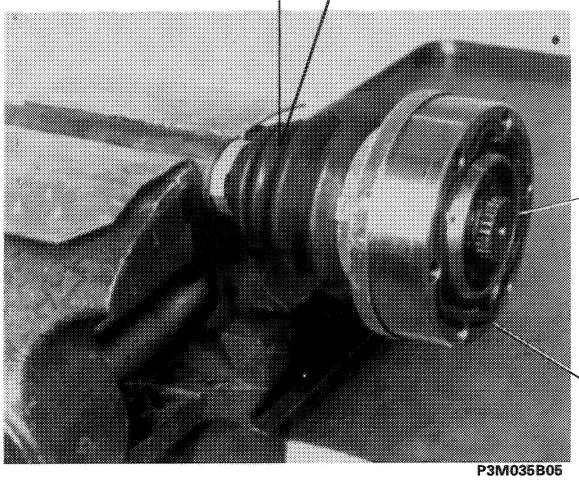

P3M035B04

DISMANTLING AND CHECKING DRIVE SHAFTS WITH CONSTANT VELOCITY JOINTS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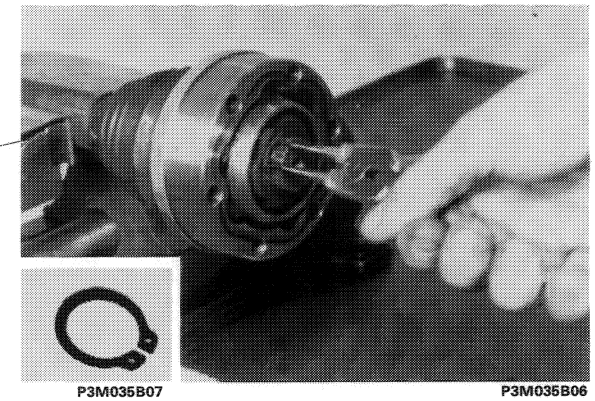
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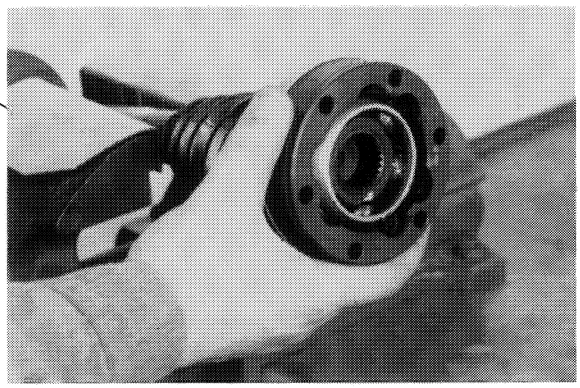
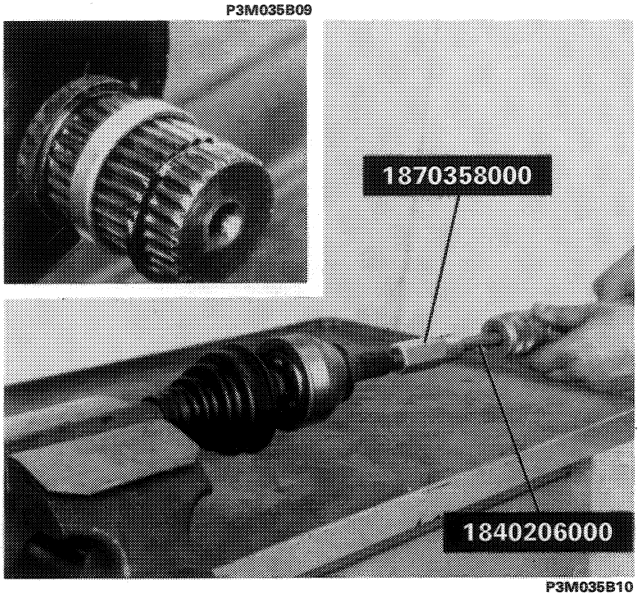
P3M035B07


P3M035B08

Removing constant velocity joint, gearbox side

Remove the constant velocity joint circlip, the 2 boot retaining bands, the constant velocity joint, the protective boot and lastly remove the flexible washer.

P3M035B09



P3M035B10

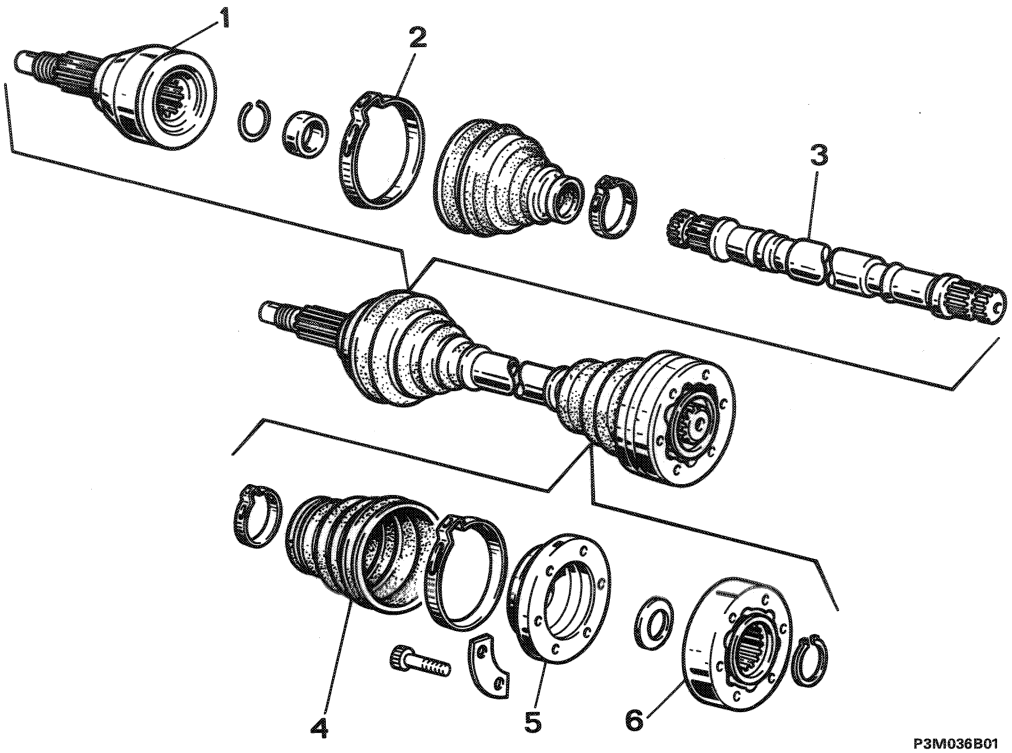
When refitting the constant velocity joints, gearbox side they should be matched with the shaft as shown in the table below.

Shaft classification		Joint classification	
Grade	Colour	Grade	Colour
A	Blue	A	Blue
		B	White
B	Red	C	Red

The grade B joints match with both grades of drive shaft.

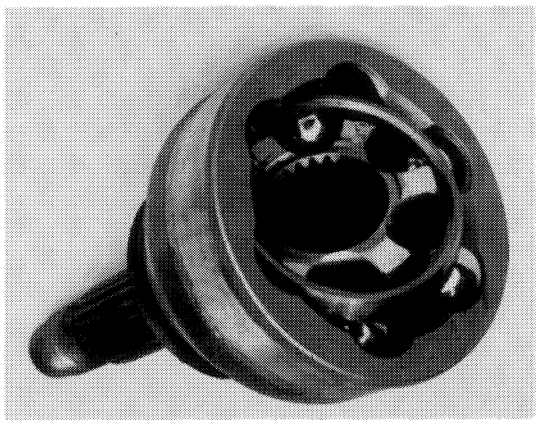
Removing-refitting constant velocity joint, wheel side.

Power transmission components

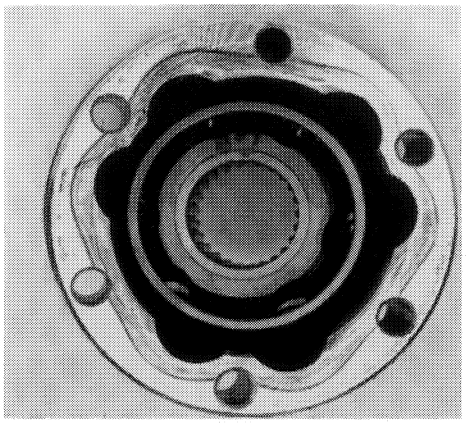


P3M036B01

1. Constant velocity joint, wheel side
2. Boot retaining band
3. Drive shaft
4. Constant velocity joint protective boot
5. Flange for constant velocity joint, gearbox side
6. Constant velocity joint, gearbox side



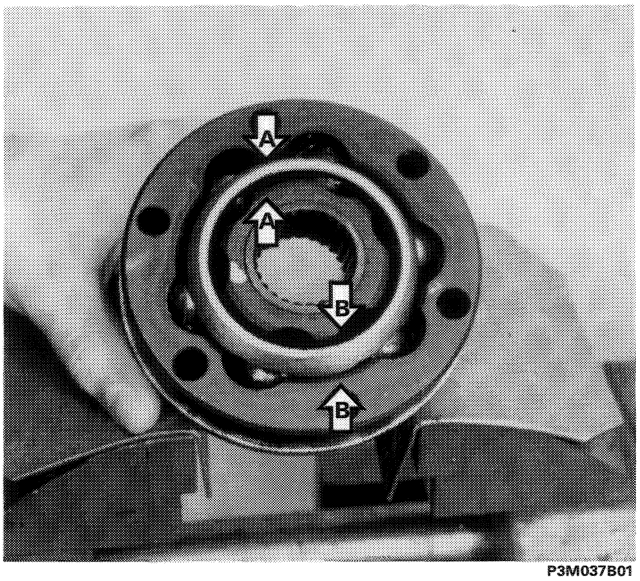
P-3M036B02



P3M036B03

Constant velocity joint, wheel side and constant velocity joint, gearbox side

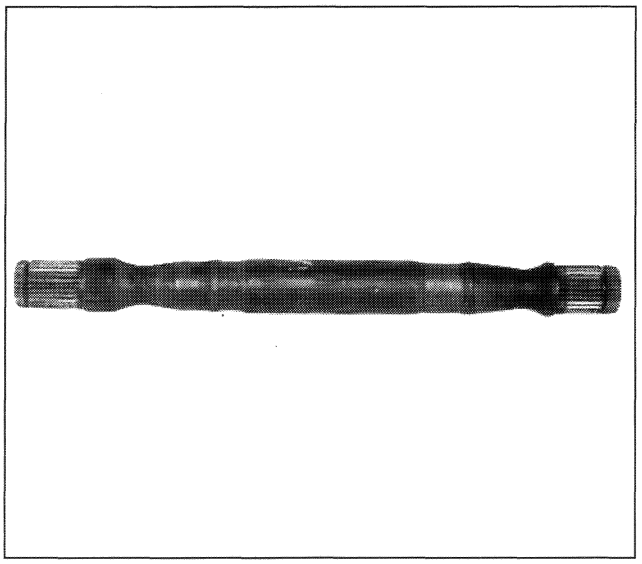
Thoroughly clean the constant velocity joints with diesel oil or petrol and visually inspect that the balls and the seats are perfectly specular and free from traces of seizing or grooves.



P3M037B01

Positioning constant velocity joint, wheel side

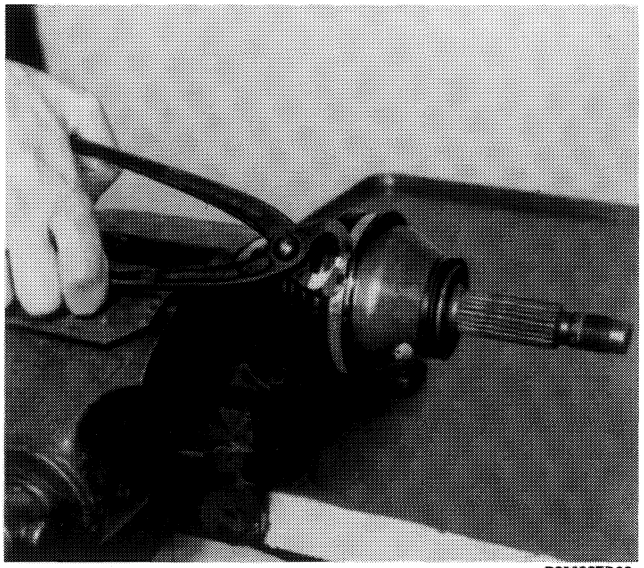
NOTE *If when removing the joints the balls should come out of their housings, in order to refit them correctly refer to the diagram: "A" coincides with "A" and "B" with "B". The reverse applies if the join becomes stuck.*



P3M037B02

Checking drive shaft

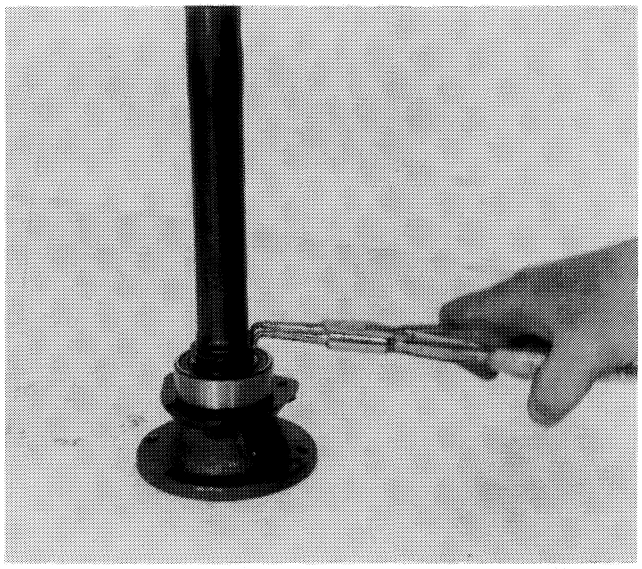
Check that the drive shaft is not distorted or off centre.



P3M037B03

Fitting constant velocity joint protective boot

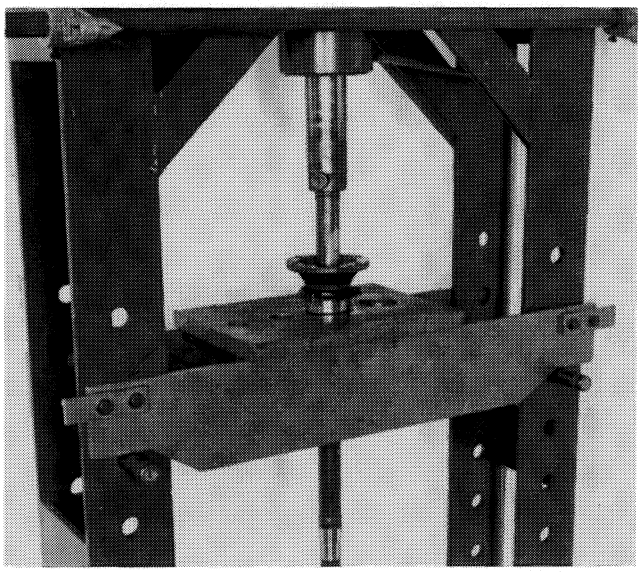
Fill both the constant velocity joint and the boot with TUTELA MRM2 grease.



P3M038B01

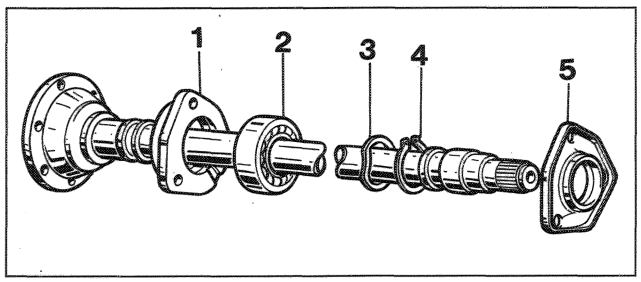
DISMANTLING AND CHECKS

Removing bearing circlip



P3M038B02

Fitting support bearing on intermediate shaft



P3M038B03

Checking intermediate shaft components

1. Bearing retaining plate
2. Ball bearing
3. Flexible washer
4. Bearing circlip
5. Cap for bearing

Check that the intermediate shaft is not distorted or off centre and that the bearing does not show signs of grooves, hot spots or excessive wear.

The bearing is not available as spares therefore each time there is a problem with it the complete intermediate shaft has to be replaced.