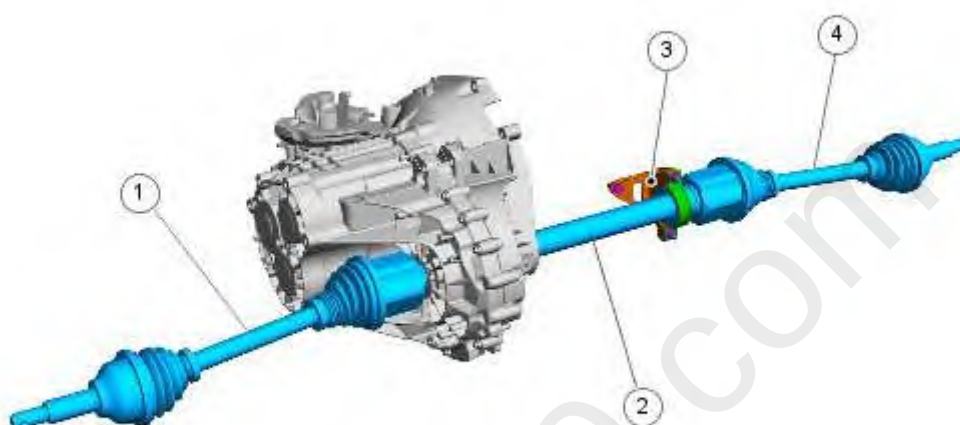


Description and Operation

- The halfshafts have constant velocity joints at both ends to ensure that driving is smooth.
- The inner constant velocity joints are slip joints.
- On the wheel side, constant velocity joints without longitudinal adjustment are installed.
- The left-hand constant velocity joint is secured in the differential by a circlip.
- The intermediate shaft (right-hand) is located in position in the differential by the intermediate shaft center bearing.
- The wheel-side constant velocity joints are attached to the wheel hubs.



E147790

Item	Description
1	Left-hand halfshaft
2	Intermediate shaft
3	Intermediate shaft bearing
4	Right-hand halfshaft

How the halfshafts work

- The halfshafts transfer the engine torque to the wheels.
- In order to permit vertical movement of the wheels and also engine movement, the halfshafts operate with different lengths and angles.
- The tripod joints permit a change in the halfshaft lengths when there are axial movements.

Handling halfshafts



NOTICE: Make sure that the inner constant velocity (CV) joint does not separate.

When removing and installing halfshafts, and also dismantling and assembling them, the following points must be followed:

- The inner CV joint must not be bent more than 21 degrees, the outer CV joint must not be bent more than 45 degrees!
- Halfshafts must be suspended in a professional way so that the maximum bending angle is not exceeded.
- Check the finished surfaces and splines for damage.

- The boots and retaining straps must not come into contact with sharp edges, a hot engine or a hot exhaust system.
- Do not allow the halfshafts to drop, as this can damage the inside of the boots without there being any signs of damage on the outside.
- Never use halfshafts as a lever to install other components.
- The tripod joint can be damaged by impacts outside the joint enclosure.

Wheel balancing, front

Whenever possible, wheels should be removed for balancing, and balanced using a stationary wheel balancing unit.

When the wheels are balanced dynamically using a portable wheel balancing unit, care must be taken that the lower arms are in the driving position.

Where necessary, the lower arms must be brought into the appropriate position using a jack.

This prevents the joints being bent too far when the wheels are balanced.

Raising the vehicle

NEVER use joints or driveshafts as leverage points.

Underbody protection and corrosion prevention

The boots must be protected when underbody protection or corrosion prevention is applied!

Foreign bodies can be the cause of premature material wear. Foreign matter on the halfshafts can cause the imbalance.