

## Fiat 126/500 Motomax driveshaft mounting instruction.

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The single-side (set half) contains with:  
Interconnecting axle with inner tripod joint and outer B-F cv joint, sideplate with bearing, stub axle, seal, seeger circlip, outer joint's boot clamps, grease and nyloc nut.



- Dismount the differential mechanism with half-shafts from the gearbox body.
- Disassemble the differential mechanism, and remove the half-shafts with the "stones".
- Introduce the stub axles into the differential side (crown) gears.



- Assemble the differential casing with original bearing covers.
- Regulate precisely the side bearing tension and final drive clearance. (!!!)



- Install the side bearing carriers (included in the set). - Take an attention to the o-ring position (!), and screw tight the M6 bolts.
- Pull out the stub axle, using the hole in the splined end. Fix the stub axle in the right position by seeger circlip.
- Place the seal rings in the side plates casing.
- Repeat the stub axle installation process for other side of the car.



- Install the joint housing on to the splined part of the stub axle. You may have to tap it on with a hammer.
- Attach the joint housing to the stub axle using the provided 27mm nyloc self-locking nut.

**Apply the nyloc nut with the locking ring FIRST! (opposite to standard use).**



- Tighten the nut to the factory recommended torque. Be sure to check the bearing preload and make sure the axle rotates freely.



- Check the rubber damper is placed in the hole at the end of the axle shaft.



- Fill up the joint housing with a half of the grease volume, and introduce the joint ball-cage into the housing.



- Install the wire ring into the channel inside the joint housing to keep the ball-cache on place.



- Install the inner joint of the driveshaft onto the gearbox stub axle, pulling the joint to outside direction. (There is a spring inside the joint).



- Fill the joint housing and the cv joint with second half of grease.



- Slide the rubber boot onto outer joint.
- Place one end of the wire clamp ring onto the clamp place, and using the small clamp as a guide, rotate the axle until the wire ring is completely on place . This will install the wire ring without damaging the rubber boot.



- Close the shaft side of the joint boot with a universal clamp.
- Repeat the joint installation process for other side of the car.

This completes the installation.