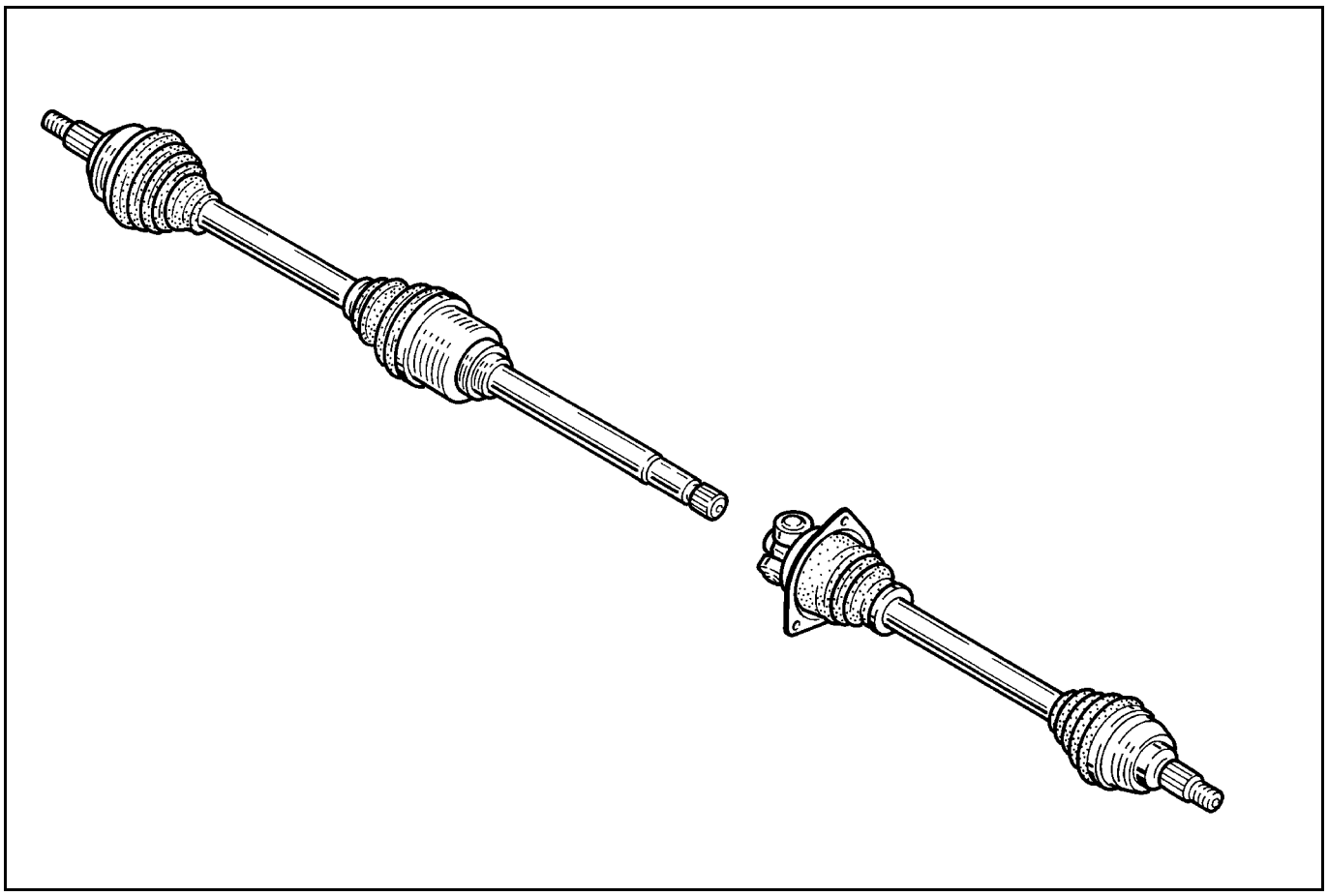
PK GEARBOX DRIVESHAFT



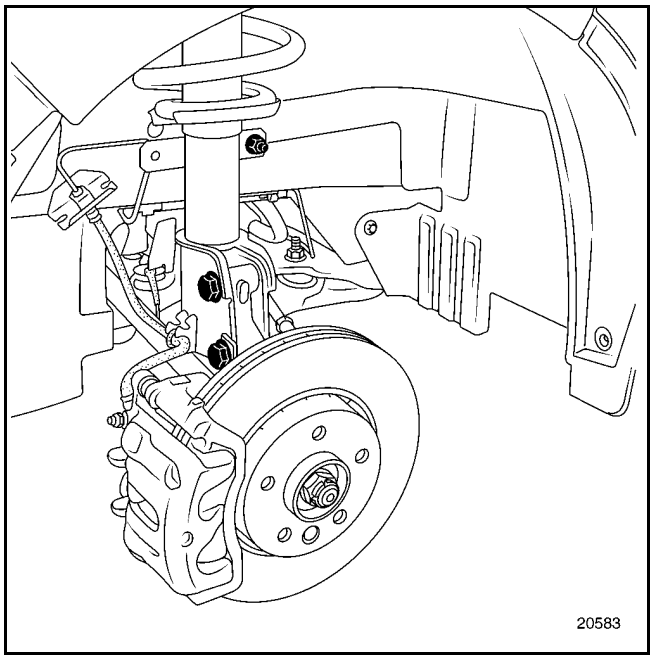
SPECIAL TOOLING REQUIRED	
T. Av. 476	Ball joint extractor

TIGHTENING TORQUES (in daNm)	
Shock absorber lower bolt	18
Track rod end nut	3.7
Hub nut	28
Wheel bolt	14.2
Mounting bolt on gearbox	4.4
Mounting bolt on intermediate bracket	4.4
Stud on gearbox	0.8

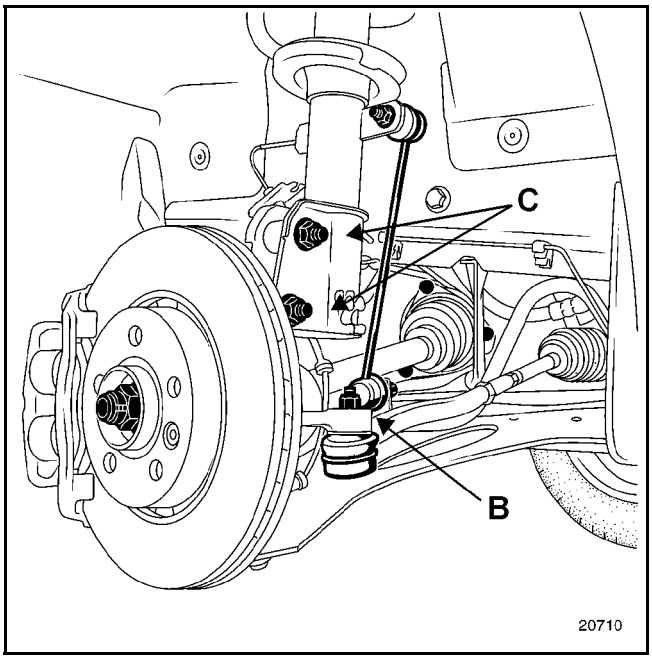
REMOVAL - WHEEL SIDE

Put the vehicle on a two-post lift.

Remove:
– the wheel hubcap,
– the hub nut,
– the front wheels,



– the track rod end nut (B),
– the shock absorber lower mounting bolts (C).

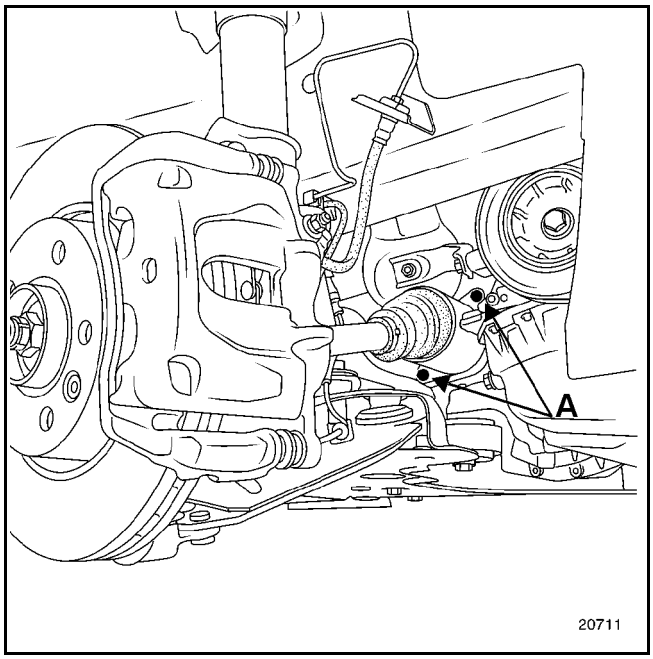


Push the driveshaft back into the stub-axle carrier, whilst tilting the stub-axle carrier.

REMOVAL - GEARBOX SIDE

Right-hand side

Remove:
– the two mounting bolts (A) of the intermediate support,

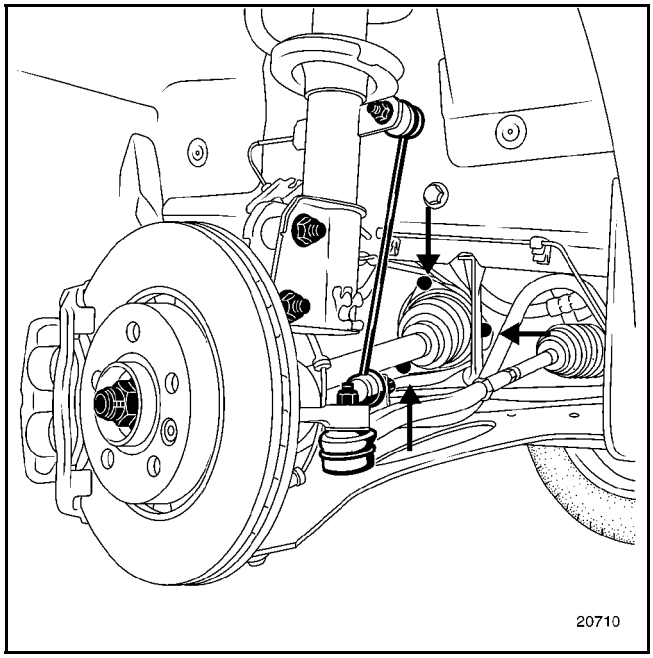


– the driveshaft on the gearbox side.

Left-hand side

Drain the gearbox.

Remove:
– the three gaiter mounting bolts on the gearbox,

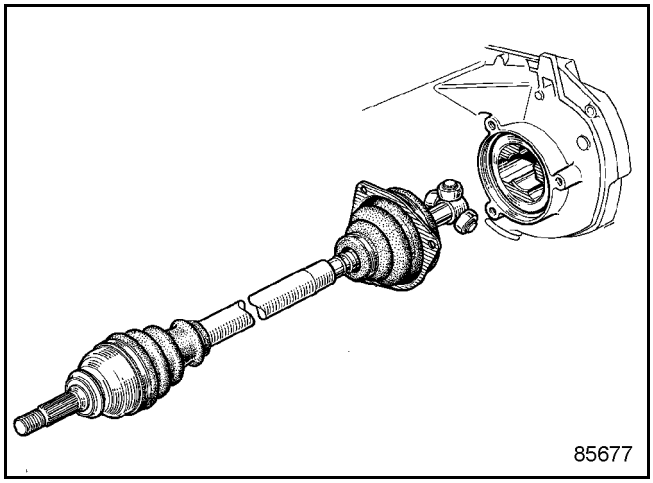


– the driveshaft on the gearbox side.

REFITTING

Left-hand side

Remove the plastic protector from the bearing gaiter and insert the driveshaft as horizontally as possible.

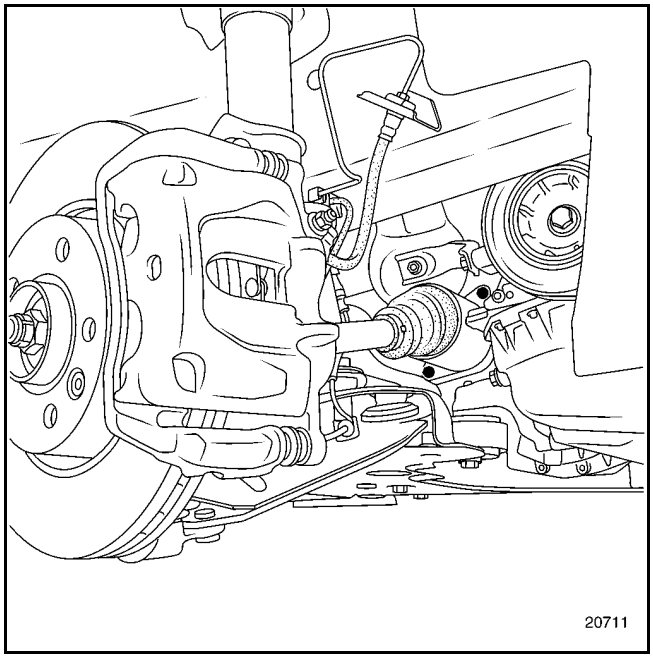


The driveshaft should enter freely until the thread protrudes allowing the stub axle nut to be fitted.

Right-hand side

Clean the bore of the bearing into which the bearing is inserted.

Check the condition of the contact surface of the lip seal on the relay shaft.



NOTE: the differential output lip seal must always be replaced.

With the protector in place, coat the splines of the seal, gearbox end, with **MOLYKOTE BR 2** grease.

Position the driveshaft and insert it.

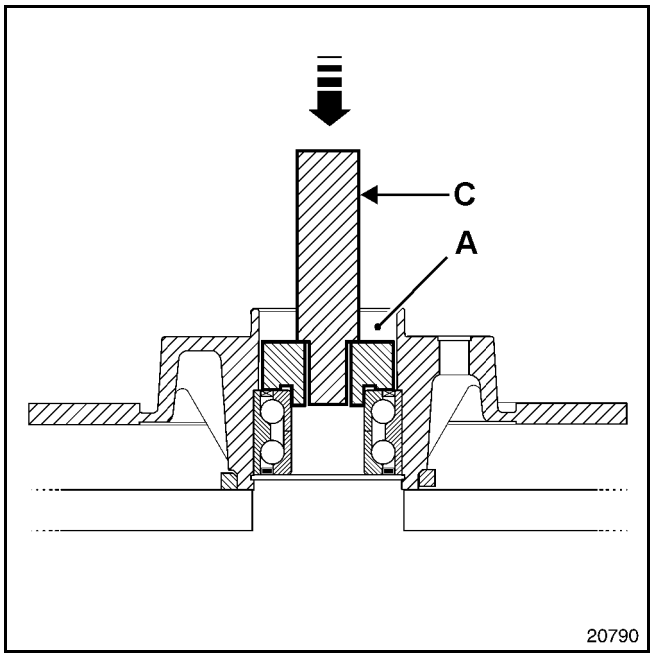
The driveshaft should enter freely until the thread protrudes allowing the stub axle nut to be fitted.

Proceed in the reverse order to removal.

SPECIAL TOOLING REQUIRED	
T. Ar. 1623	Tool kit for replacing the rear bearings

REMOVAL

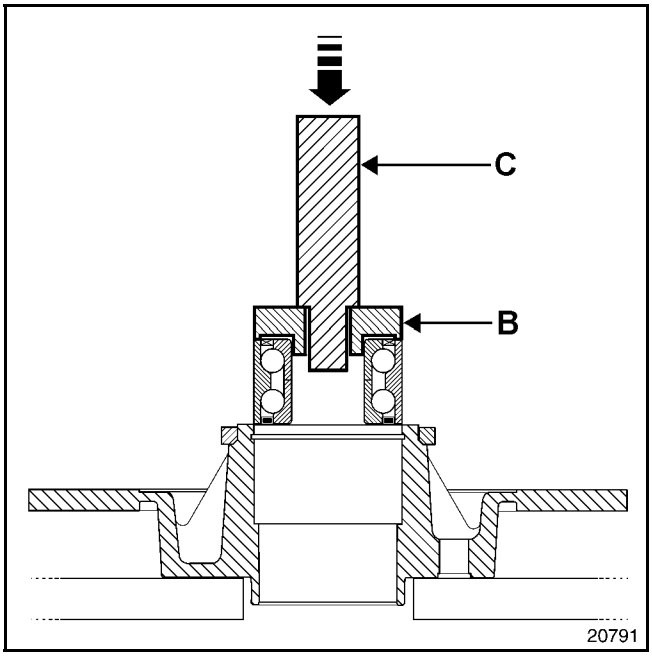
Remove:
– the brake disc (refer to the relevant procedure),
– the brake disc circlip.



– the bearing using tools A and C.

NOTE:
It is essential to fit a new bearing.

REFITTING



Refit:
– the bearing using tools B and C,
– the brake disc circlip,
– the brake disc (refer to the relevant procedure).