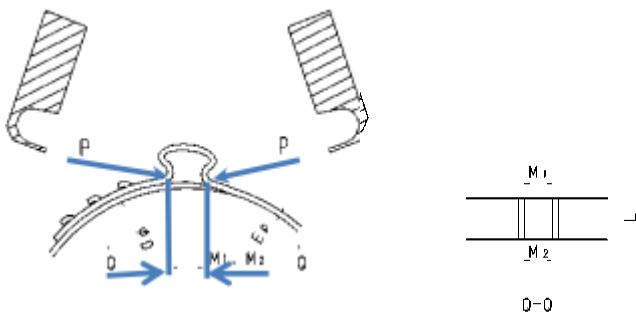




CVJ BOOT KITS

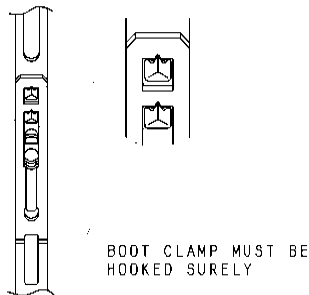
Recommended clamp tightening procedures

TYPE 'OMEGA'



ϕD (mm)	L (mm)	Ep (mm)	P (N)	$\frac{M_1}{M_2}$ (mm)	$M_1 - M_2$ (mm)
< 60.5	10	0.8	6130 ± 323N	1.2 ~ 4.0	≤ 0.4
> 60.5	10	1	6960 ± 323N	1.2 ~ 4.0	≤ 0.4
< 120.5	7	0.6	2550 ± 150N	1.2 ~ 4.0	≤ 0.4

TYPE 'LOW-PROFILE'



Caution

If the clamp is **not tight enough** :

($M_1, M_2 > 4\text{mm}$)

- Grease leakage

If the clip is **too tight**:

($M_1, M_2 < 1.2\text{mm}$)

- The CV boot can split and allow grease to leak

Torque

With **CLAS OM9396 + OM0780** plier

Clamp L=10mm – $\phi < 50.5$

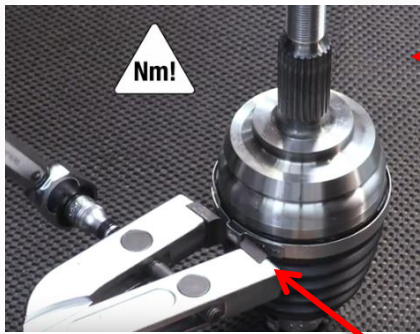
- Torque: $17.5 \pm 2\text{Nm}$

Clamp L=10mm – $\phi \geq 50.5$

- Torque : $20 \pm 4\text{Nm}$

Clamp L=7mm – $\phi \leq 120.5$

- Torque : $5 \pm 1\text{Nm}$



Step 2 : Please respect the recommended clamp tightening procedures according to \varnothing and/or to the clamp width.

Step 3 : check the conformity of the tightening checking the gap the clamp side. (see the table)



Step 1 : Do the tightening of the clamp using the recommended tools – Clas

CONSEQUENCES WITH BAD TIGHTENING

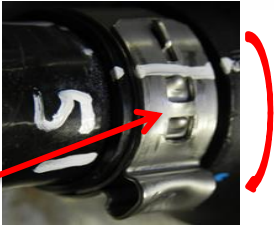
Tightening too weak

The radial compression of the boot is not enough.



Grease leakage

or



Clamp rotation

Tightening too strong/tight

The radial compression of the boot is higher to the acceptable limits by the boot. The compression will cause a cutting on the boot.



Cutting area on the boot caused by the deflection running





Recommendations

The manufacturers fitting instructions and specified torque setting should always be followed. The correct tools should always be used for the removal and fitment process.

Refer to the vehicle applications in our online catalogue: [e-shop](#)



Scan this QR code to
access our online
catalogue.

**ALWAYS FOLLOW THE VEHICLE
MANUFACTURERS FITTING
RECOMMENDATIONS**

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