Haflinger Technik Ltd

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Repair of corroded MK2 CV Joints

The following tip came from Andrew Edwards in Wales, who has come up with an interesting method of repairing a MK2 CV joint which was badly corroded on the ball.
In short, he has modified the MK2 joint to take the rubber gaiter from a MK1 type joint !

Please find attached a photograph of the results of mating a Mk1 rubber gaiter with the Mk2 CV joint. The original ball was too pitted to seal properly as it looked like it had been left standing for some time. Otherwise it appears serviceable.

Briefly the procedure goes like this, (sorry no ongoing pictures as my hands were greasy and nobody else around to hold the camera).

Remove the splash shield shown on the right of the photo. This is only held in place by an 'O' ring and comes off with a few sharp taps to its inner edge with a suitable blunt tool.

Next remove the cup/seal which the new gaiter is to replace. I found that I had to cut it off. An angle grinder is easiest with little chance of doing any damage to the hardened CV ball.

Wash out all the old grease and any metal particles with a suitable solvent.

With a small amount of lubricant, trial fit the new gaiter. With it pushed fully home, mark the farthest extent that it reaches over the ball. Remove the rubber.

Place the CV joint in a lathe. Cup side in the jaws and swing axle side in a 'centre' secured in the tail stock. Take care of securing the free end as if it were to come loose.....

Take some time to mask off the CV working parts to prevent ingress of metal swarf.

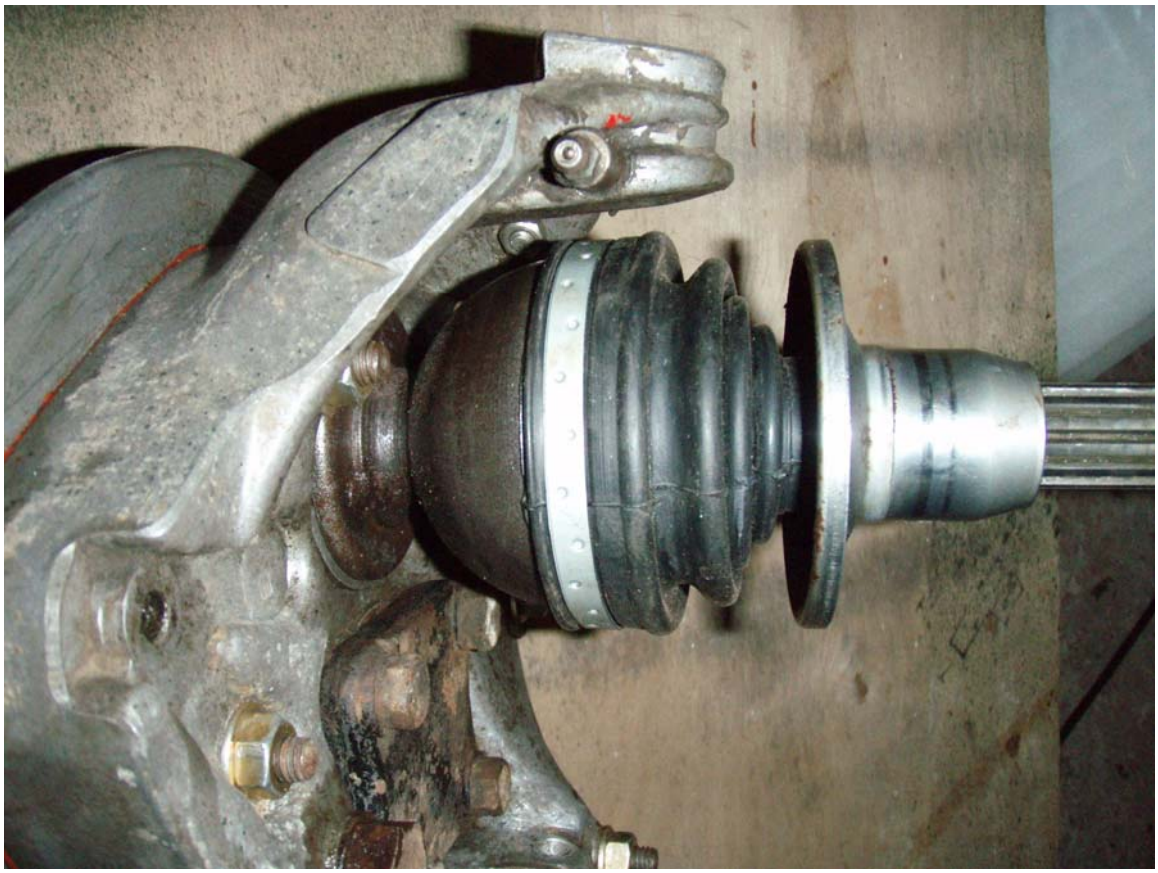
Now to cut a slot to coincide with the moulded ridge on the gaiter. To mark the slot location, turn the gaiter inside out so that the moulded ridge is visible. Using the line previously made to show the furthest the rubber fits over the ball, mark the location of the slot where it coincides with the raised rubber section. I then ran the lathe at a slow speed and used a fine permanent marker to continue the lines around the ball.

Cutting the slot proved difficult due to the ball being extremely hard. A tungsten carbide tip went blunt in no time. Eventually I ran the lathe in reverse and used a fine cutting disk on an angle grinder to work the slot to the correct size. Be sure to protect the bed of the lathe as the hot sparks created can do some damage. There is a small ridge around the swing arm part which located the original cup/seal. I also removed this to give a little more room for the rubber gaiter.

Clean any metal particles away before removing the masking. Check the CV joint is spotless before refilling with grease. The correct grease is supplied with the gaiter. The joint was secured in a vice and the grease was spooned onto the CV while working it back and forth. By

continuously repeating this I was surprised at how much grease the joint held, though I was not able to use all that was supplied.

Next fit the new gaiter. Secure with the supplied metal ties. I am not sure if it sits exactly as it should as I have never seen the earlier gaiter in position, however it seems to work ok.



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