CV BOOT KITS
Recommended clamp tightening procedures

TYPE "OMEGA"

D-D

∅ D (mm)	L (mm)	Ep (mm)	P (N)	M₁ M₂ (mm)	M₁ – M₂ (mm)
< 50.5	10	0.8	5130±323N	1.2 ~ 4.0	≤ 0.4
> 50.5	10	1	5960±323N	1.2 ~ 4.0	≤ 0.4
< 120.5	7	0.6	2550±150N	1.2 ~ 4.0	≤ 0.4

TYPE "LOW-PROFILE"

BOOT CLAMP MUST BE HOOKED SURELY

Torque :

With HAZET 5110-2 CT plier or CLAS plier

. Clamp L=10mm – ∅ < 50.5

➢ Torque: 17.5 ±2Nm

. Clamp L=10mm – ∅ ≥ 50.5

➢ Torque : 20 ±4Nm

. Clamp L=7mm – ∅ ≤ 120.5

➢ Torque : 5 ±1Nm

Caution

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

(M1. M2 > à 4mm)

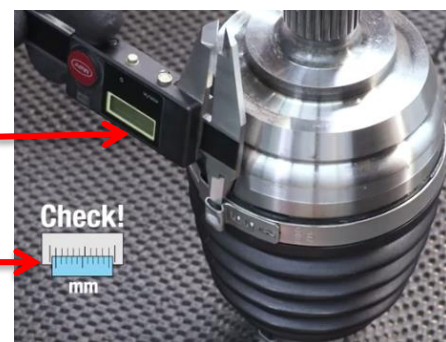➢ Grease leakage

. If the clip is **too tight:**

(M1. M2 < à 1.2mm)

➢ The CV boot can split and allow grease to leak
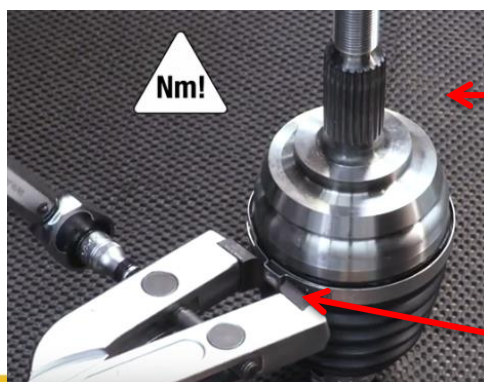
Step 2 : Please respect the recommended clamp tightening procedures according to ∅ and/or to the clamp width.

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 recommanded tools – Hazet or Clas tool

NTN. SNR ●●● With You

CONSEQUENCES WITH BAD TIGHTENING
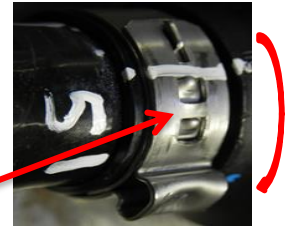
Tightening too weak

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: **http://lc.cx/catalog-ra**

FOLLOW THE RECOMMENDATIONS OF THE VEHICLE MANUFACTURER.