

Stickyboot



Split Universal CV Boot

PART NUMBER: BNS18

Unique concept in drive shaft boots
Glue together tongue and groove seam

- Straight section for reduced wear on lock
- New & Improved design boot
- Improved profile
- Saves up to four hours in replacement time
- Suitable for professional and DIY use
- All you need is in the kit
- No specialist tool required
- No dismantling required

Made In The UK



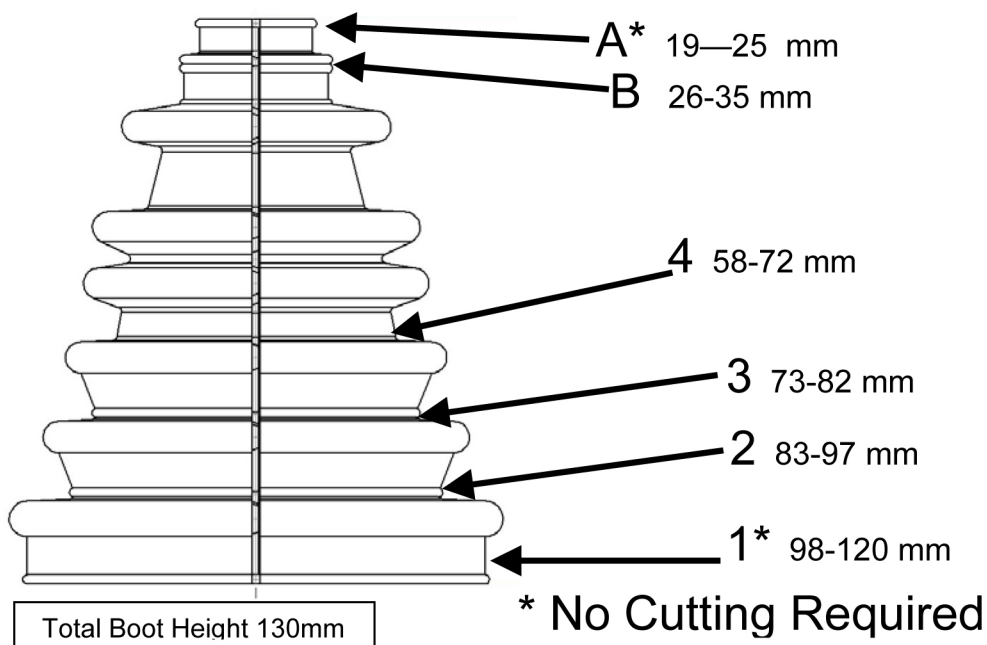
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BNS18 Universal Split Boot Installation Guide

How to determine correct boot diameter

Remove the damaged boot from the vehicle and compare the diameters of the old boot at both ends with the new Split Boot. Measure the diameters with a vernier or ruler if necessary, and compare with the sizes on the diagram below. If cutting is required use the knife provided or a sharp pair of scissors and remove surplus parts of the Split Boot.

READ THE INSTRUCTIONS BEFORE FITTING THE BOOT



Kit Contents

- | | |
|-------------------------|---------------------------|
| 1 Universal Split Boot | 1 3g tube rubber adhesive |
| 1 60 g sachet CV Grease | 1 Pair protective gloves |
| 2 Stainless steel ties | 1 Knife |

Patents

UK: 2156916B, 2156452B, 232899
EUROPE: 0157559, 0873484

USA: 5027665, 6227748
AUSTRALIA: 731440

CANADA: 2242988
SOUTH AFRICA: 97/0354

IMPORTANT! READ ALL INSTRUCTIONS BEFORE FITTING BOOT

Jack up the car and support it safely on blocks or stands. Access will be improved by removal of the wheel and brake caliper, although this is not essential.

Check the size required for your split boot using the application list overleaf. Remove the old boot and compare with the size suggested in the application list. **If in doubt, cut to the same size as the original boot.**

Wipe away the old grease. If the CV joint contains water or dirt, clean it as much as possible. **Clean the driveshaft and flange thoroughly.** If the working area is awkward, wrap the joint and shaft in film, such as Clingfilm or a seat protector to avoid contaminating the new boot with grease.

Wash and dry your hands thoroughly. The following steps cannot be done with oily or wet hands. Before glueing, practice fitting the boot joint faces together, 1 or 2 centimetres at a time, starting with the small end. Don't try to hold the whole seam together, it is almost impossible without the glue.

Stretch the boot at the small end. There is no risk of tearing the rubber. Put the small end of the boot around the shaft. Put on the rubber gloves provided. Stretch the boot at the small end, pulling each side around the shaft so that it overlaps at the join if you can. Hold it overlapped for a few seconds to take the tension out of the rubber.

Starting at the small end, smear a little glue across the joint face and fill the groove for about 2 centimetres, to the start of the first convolution. Now make the joint carefully, readjusting if necessary until the tongue and groove are neatly settled in. Hold the joint still for about 45 seconds to allow the glue to set. Don't work with your hands around the driveshaft in case you become glued to the car, and hold the joint with fingers away from the glue.

In very cold or very dry weather allow a little more time for the glue to set. Release carefully to make sure the joint has taken. If glue has squeezed out and formed a blob on the surface, it will take time to harden but the join will not be affected. Scrape away the excess glue with a piece of card at the end of the job.

Glue the next 2 centimetres and assemble in the same way. As it is not under tension, it only needs to be held together for 20 seconds. Repeat to the end of the boot, then allow the glue to cure for 20 minutes.

Cut the corner of the grease sachet and direct the grease into the joint. There is no need to put grease into the boot, but it doesn't matter if you do – once made, the glued joint is not affected by the grease.

Fit the boot over the CV joint and fit the ties securely at both ends. If you removed the brake caliper and wheel, put them back, then lower the car.