Time to move on the car. The first phase of the ABS conversion installation is fitting the half-shafts and hubs in place of the standard non ABS ones. The process is simple… swap shafts and hubs.

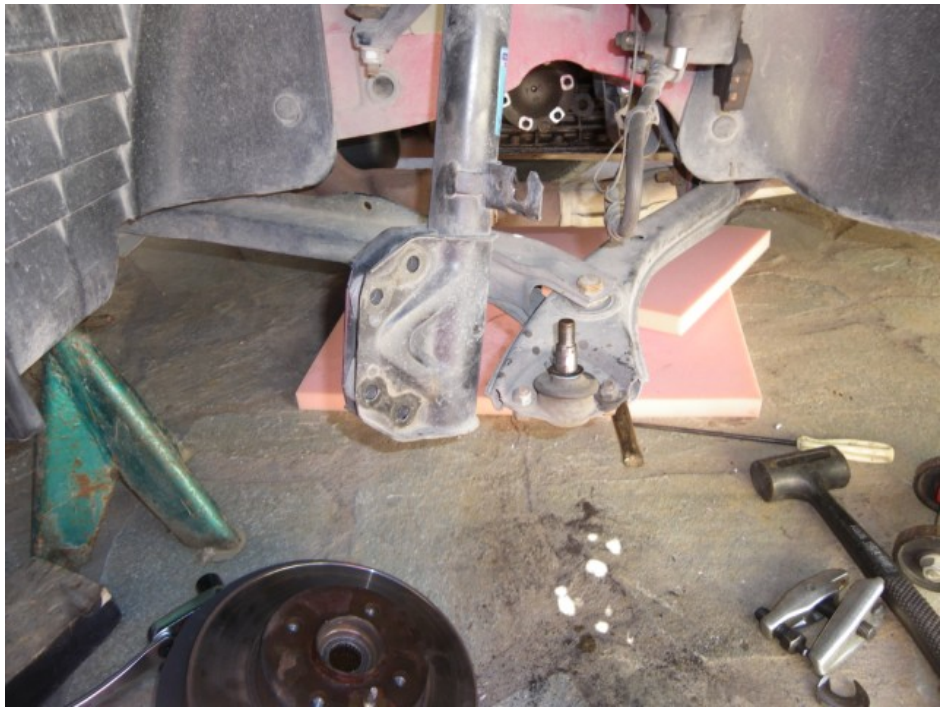
Using a 6mm Allen socket remove the half-shafts bolts on the inner CV joint. Be sure to use a good quality Allen key and be sure to fully insert the key in the bolt. In case the key is not inserted correctly, there is a great chance to strip the internal area.

Using the impact wrench remove the 36mm nut.

Remove the brake caliper and hang it above. Also remove the fixed bracket.

Going to the wheels side:

Remove the four bolts securing shock absorber to wheel hub, and pull outwards the wheel hubs in order to release the splined joint



The half-shaft can now be taken away. The non-ABS hub is also removed from its position.

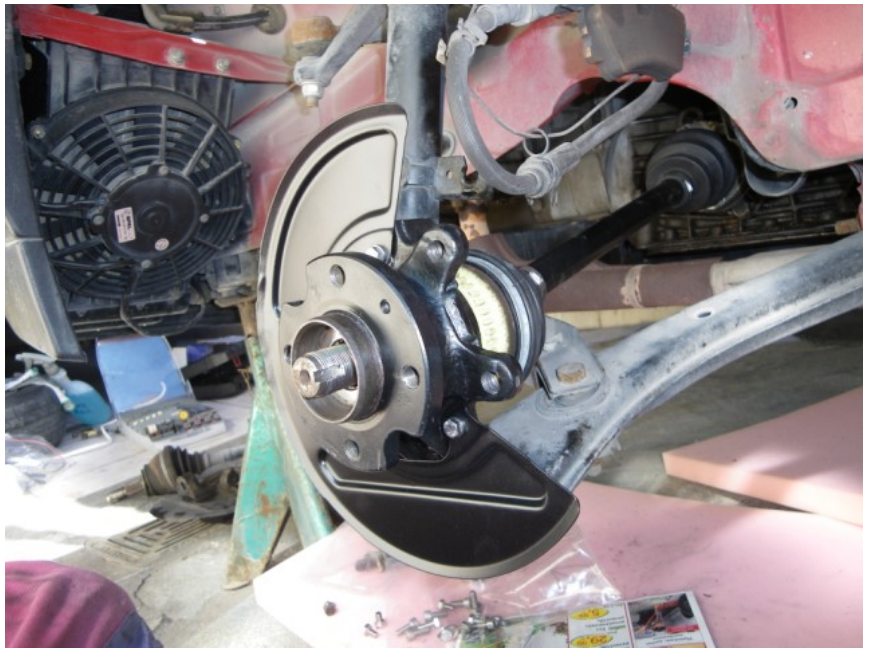
Place the new half-shaft on its relative position.

Install the wheel hub and secure it on the lower arm ball joint.

Install a couple of CV bolts so that the half-shaft sits correctly in its position.

Do the same for the shock absorber and hub bolts.

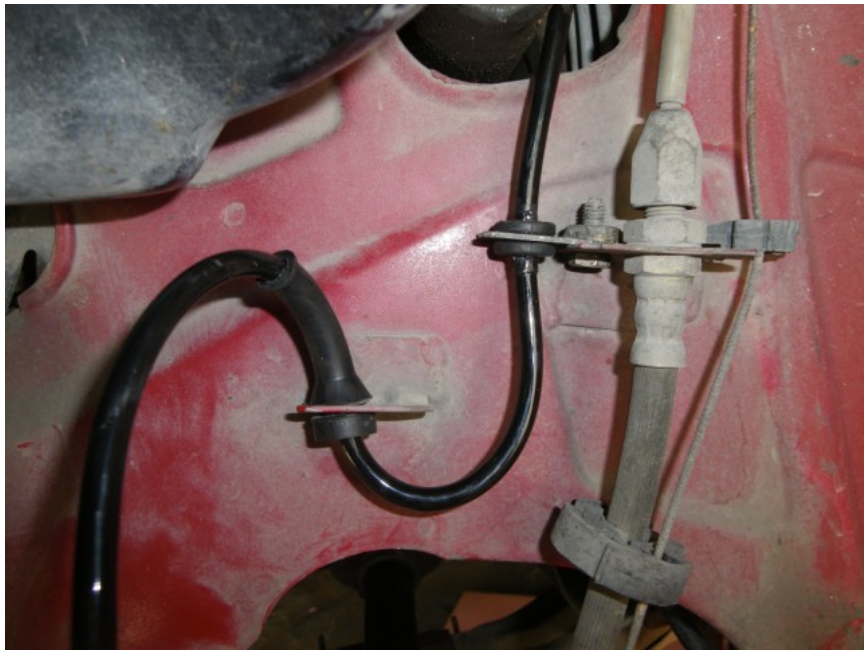
The half-shaft now sits correctly on its place. It is now time to have the inner CV bolts, lower ball joint nut and shock absorber to hub bolts tightened up.



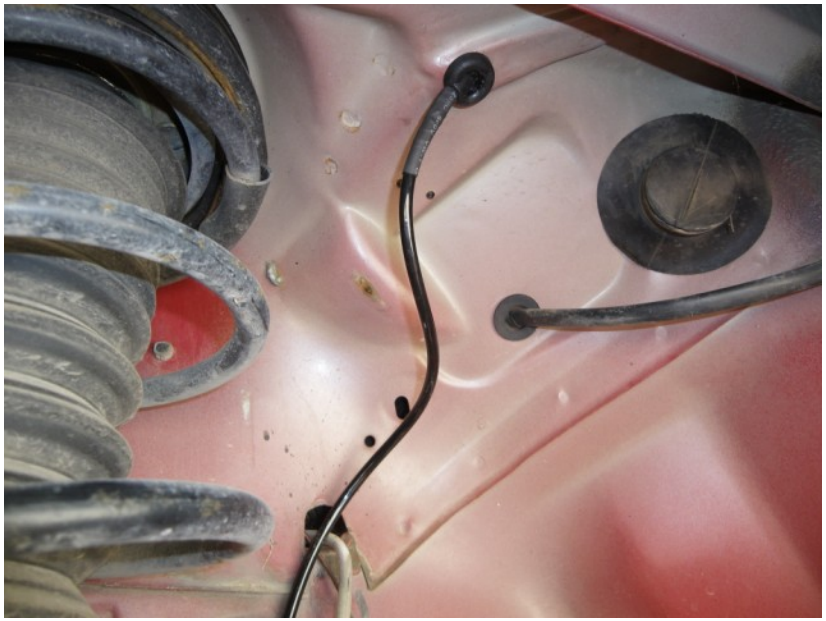
Install the disk brake dust shield…

Brake disk …

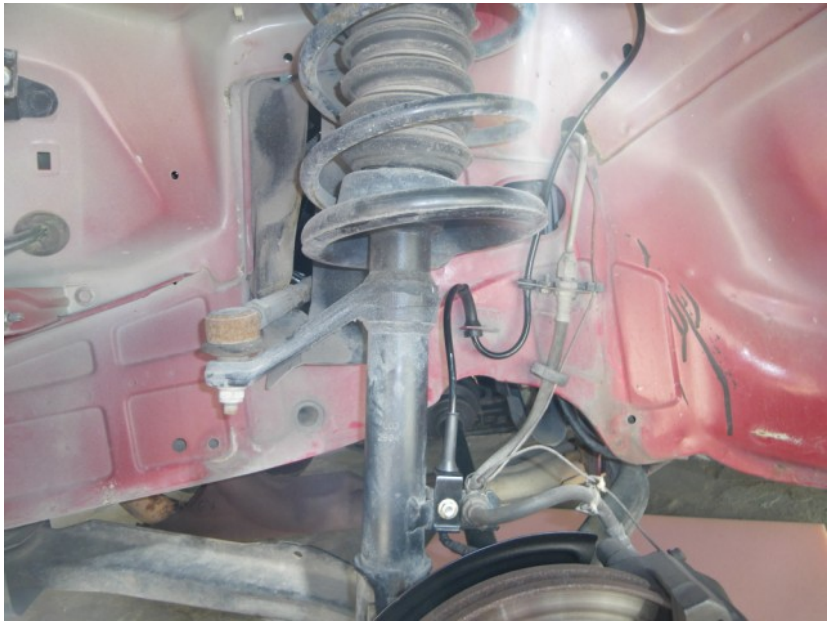
… and brake caliper. Install the ABS sensor on the specified bracket.



Root the ABS sensor cabling through the specified brackets on the shock absorber and vehicle chassis…



Remove the blanking rubber grommet and pass the connector through



This is how the final installation should look like

Install the 36mm half-shaft nut and torque it using the impact wrench. Be sure to lock it using a punch as shown above.

The inner CV joint now looks as the photo above.

Wheel hub from the inside showing ABS sensor, CV joint induction teeth.