

CV AXLE ASSEMBLY INSTALLATION TIPS

1. Always torque the spindle nut to the proper specification listed in the product catalog.
**CAUTION: DO NOT USE POWER TOOLS TO TORQUE THE SPINDLE NUT!
YOU MAY DAMAGE THE THREADS AS WELL AS THE OUTER CV JOINT AND
WILL VOID THE WARRANTY!**
2. Certain vehicles (Ford and Subaru) require special tools for removal and installation of the outer joint in the wheel hub
3. When installing all axles, **DO NOT** let them hang from the differential/transaxle at any time. By doing so, you can damage the inboard joint and cause the axle to not function properly. This especially applies to Audi, VW, and Toyota with cross groove style inboard joints that will fall apart if hung from the differential/transaxle. Also, 95% of Chrysler products have a spring loaded inboard joint instead of the snap-ring style that most applications have to lock into the transmission. The Chrysler inboard joint will come apart inside the inboard joint, causing this axle to fail. Please handle all Chrysler product CV shafts with care. Removing them from the box roughly could cause the inboard spring to disconnect and make the axle inoperable.
4. **PRIOR TO INSTALLATION, CAREFULLY MATCH THE REPLACEMENT UNIT TO THE OLD UNIT TO VERIFY THE APPLICATION. AT TIMES, AXLES ARE SHIPPED THAT MAY NOT APPEAR THE SAME AS THE ORIGINAL, BUT WILL FUNCTION PROPERLY. PAY ATTENTION TO:**
 - a. Overall compressed length
 - b. Inner and outer joint stub length and spline count
 - c. Inner and outer seal diameters.
5. Any axle with a circlip on the inner spline should be checked to ensure that no pieces of metal remain in the differential.
6. Axles with ABS applications **MUST** be handled with extreme caution. There is a sensor ring around the outer joint that will cause the ABS system to malfunction if damaged.
7. Check the transmission fluid for a burnt smell, discoloration, or contamination, and carefully examine the transaxle seal. Replace the fluid and seal if necessary.
8. After installing a circlip type axle into the transmission, check to ensure the axle is properly retained in the transmission by pulling gently on the inboard housing.
9. If the inner joint of an axle was pulled apart or has a ripped or stretched boot, check the condition of the motor mount, all suspension parts, carriage/motor/transmission alignment and unibody or frame damage.