

CVD Install Instructions

Step 1



You will need to save the set screw pin, from the stock half shafts.

Step 2



The set screw pin will be used to attach the drive cup to the diff shaft. (Note: the cup has 2 holes, these are for different shock positions.) Use the hole that will give you the most suspension travel.

Important note: do not allow cvd axle to bottom out on cup when suspension is compressed. A smart upgrade would be to use some fuel tubing on the shock shaft to keep the shock from bottoming out.

Assembly of pivot ball socket.

Step 3



These are the parts you will need to assemble the cvd. Part names from left to right. CVD shaft, 5mm barrel, M2x12mm pin, CVD axle and 1/2" spiral retaining ring. The spiral retaining ring keeps the pin from coming out. This is our preferred method. However we did include some set screws, to lock down the pin through the barrel (if using this method it is best to grind a small flat on the pin, to keep the pin from walking out. Also use Loctite on set screw).

Step 4



Assemble barrel into cvd shaft (Be sure to grease the barrel, I prefer to use some type of dry lubricant), then take the cvd axle and align the holes with the barrel in the cvd shaft and push the pin through. You do not want any binding here. If there is, there may have been a burr left from production, remove it and reassemble.

Upper arm install with stock parts.

Step 5



With all the cvds parts installed, it is now time to slide the spiral retaining ring over the cvd axle and onto the groove to capture the pin. (Note: I have used shrink tubing over the assembly to seal out dirt, however this is an option.)

Step 6



This is the cvd fully assembled. Simply slide the cvd axle into the bearing carrier and you are ready to go.