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## 930-AXLES Installation Notes

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- 1) Be sure to orient the CV joint properly. The shoulder of the inner star faces toward the boot and the groove in the outer case of the CV faces toward the transmission/stub axle.
- 2) Only three circlips per axle are used to constrain the CV joints. The transmission side CV joint needs both an inner and an outer circlip. The wheel side CV joint only receives a retaining clip on the wheel side of the CV.
- 3) The larger flange of the new stub axle does not fit through the opening in the trailing arm with the bearing carrier bolted in place. At minimum it will be necessary to loosen the four bolts that secure the bearing carrier, then tilt the carrier so the larger stub axle can be installed. We *highly recommend* that the bearing carrier be removed entirely, cleaned, inspected, and re-lubricated. The removal of the old stub axle and installation of the new one will likely introduce dirt into an otherwise sealed bearing system. This is an ideal time to replace the rear bearings.
- 4) External lock ring pliers are required to remove and install the transmission flanges. You may have to reverse the orientation of the concave washer to get the flanges fully seated and locked into place. This has no negative effect on the assembly.
- 5) The fit between the 930 CV joints and the 930 axles is a loose slip-fit, not a tighter press-fit like the original axles and joints. *This is normal and will cause no issues.*
- 6) Use of high quality, high-temperature CV grease, such as Redline CV-2, is **imperative** for best performance and lifespan.
- 7) Torque the rear axle nut to its proper spec of 360 ft-lbs and install the provided new cotter pin. This is what holds your rear wheel on, so it is **IMPORTANT!**
- 8) The torque required on the new CV bolts is *much higher* than stock! **They should be tightened to 45 ft-lbs. and re-torqued after 100 miles.** *NOTE: THESE BOLTS ARE NOT METRIC: A 12 PT., 3/8" SOCKET IS REQUIRED!*



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