

# AMAROK EXTREME ANGLE CV JOINT INSTALLATION GUIDELINES



**PROFORMANCE**  
MOTORSPORT

## AMAROK EXTREME CV JOINT INSTALLATION GUIDELINES

Many factors can alter the suspension geometry, CV joint Articulation angle and CV Joint Axle Plunge including:

- Lift Kits
- Aftermarket Shocks
- Non Standard Shock Lengths
- Non Standard Shock Ends/Mounts
- Extended Shock Absorber Shafts
- Shock Spacers
- Diff Drops
- Aftermarket Arms
- Diff Relocation Systems
- Arm Pivot Relocation Systems
- Aftermarket Ball Joints
- Any many more



In addition to the above factors, as motor vehicles are mass produced, chassis components are not always perfectly straight, and components are not always positioned exactly from year to year

Factory Chassis Components and suspension geometry are often “misaligned” during heavy driving or the use of “Snatch Straps” during vehicle recovery

***For the above reasons, it is critical that the plunge of the Extreme Angle CV joint is checked BEFORE driving the vehicle.***

### AXLE REMOVAL

Remove the OEM Axle with CV joints attached

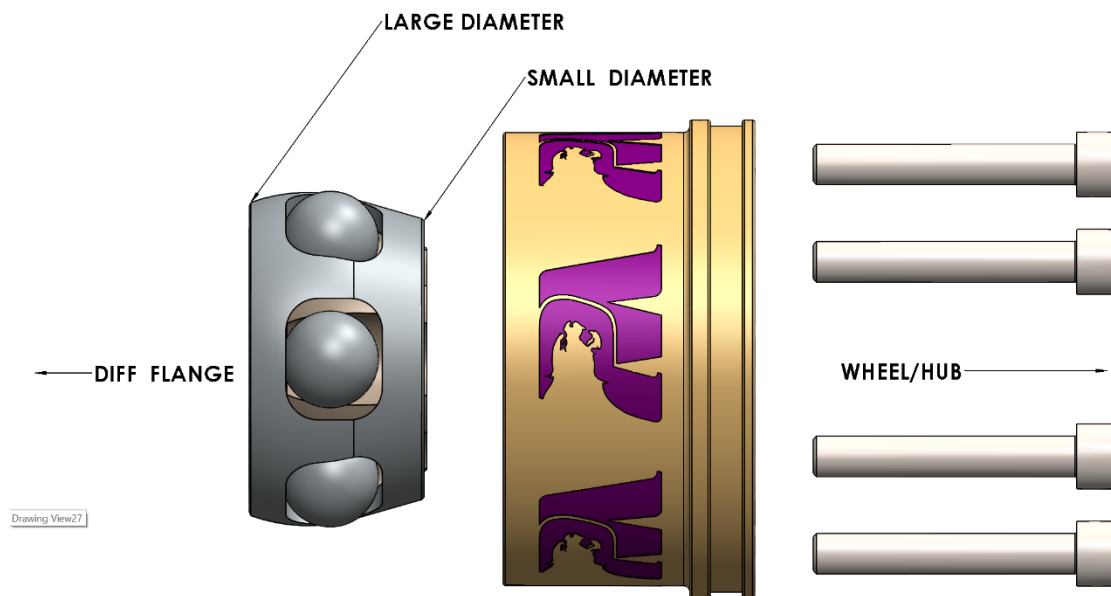
- Disconnect Upper Arm Ball Joint
- Lift and Support Upper Arm Joint
- Remove the Shock Absorber/Spring assembly
- Remove 6 x CV Joint Bolts at the Inner CV Joint
- Remove the Axle Retaining Bolt (At the hub)
- Remove the Axle Assembly with CV joints still attached

### INNER CV JOINT REMOVAL

- Remove the Inner CV Joint End Cap (Steel Punch May Be Required)
  - This will not be re used and can be discarded
- Remove Axle Circlip and the OEM Inner CV joint
- Remove the Inner CV Joint Boot
- Clean the Axle spline

## FITTING THE CV JOINT

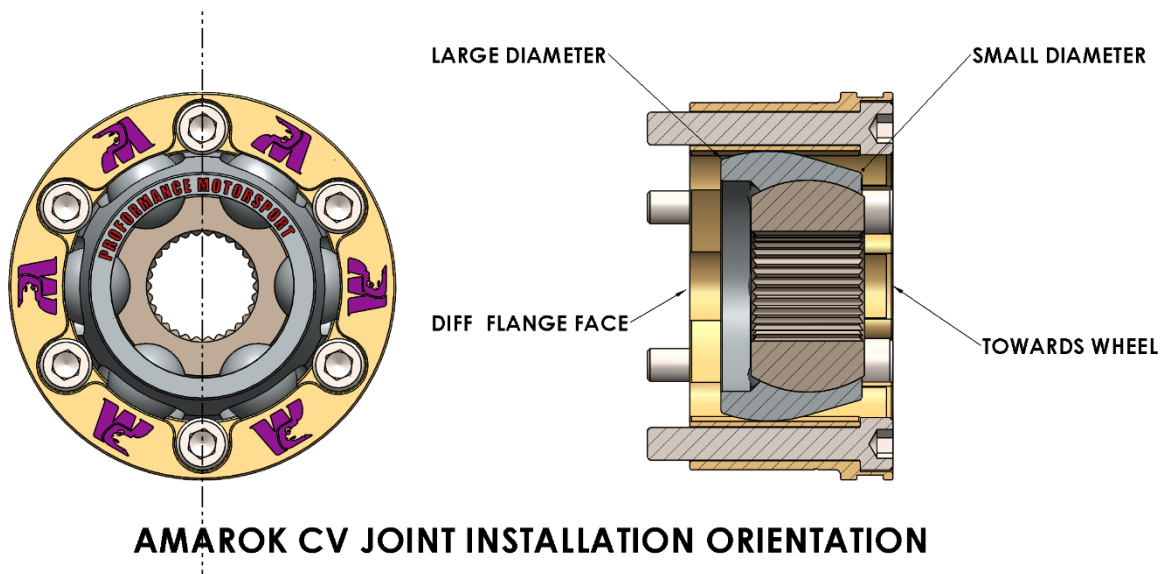
- Install the CV Joint onto the axle as shown below:
- Install Axle Circlip
- **DO NOT APPLY GREASE**
- **DO NOT FIT THE BOOT**



## AMAROK CV JOINT INSTALLATION ORIENTATION

## ORIENTATION CONFIRMATION

- Ensure the new Extreme Angle CV Joint is fitted to the OEM Axle as shown below:
- The inner CV Cage must have the small end towards the wheel
- **DO NOT APPLY GREASE**
- **DO NOT FIT THE BOOT**



## AMAROK CV JOINT INSTALLATION ORIENTATION

## PLUNGE CONFIRMATION

- Install the 6 x CV Joint Bolts
- **DO NOT INSTALL THE AXLE BOLT into the end of the axle/wheel hub**
- Connect the Upper Arm Ball Joint and Tighten
- Measure the CV Plunge by Pushing the Axle in and out of the hub (axle bolt not installed in the hub) at:
  - Full Droop
  - Axle Horizontal
  - Full Bump
- The CV joint should move freely in and out as the axle slides in the hub spline and the CV joints should NOT strike the inner tracks of the CV joint.
  - The Axle should be free to move towards the diff 2-3mm as the axle slides in the hub spline at the various ride heights (Above)
- The CV joint should have at least 2-3mm of clearance from the CV ball to the end of the CV joint tracks when the axle is fully engaged into the hub at the various ride heights (Above)
- If the CV balls are striking the CV tracks when the axle is fully engaged at the hub, then the CV Joint may have been installed onto the axle the wrong way around.
  - Remove the axle and cv, and ensure the CV joint was installed onto the axle as per the images above.
- If the Balls of the CV joint are striking the CV joint tracks at any point throughout the suspension travel, please contact Proformance or your nearest reseller.

## FINAL INSTALLATION

After the plunge inspection has been completed:

- Remove the axle
- Remove the CV Joint
- Fit the boot to the axle
- Apply Grease to the CV joint
- Fit the CV joint to the axle
- Fit the circlip
- Fit Boot Clamps
- Reinstall Axle, Upper Arm and Shock Absorber/Spring Assembly

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