



COMMANDER STANDARD AXLE INSTALLATION INSTRUCTIONS

PARTS INCLUDED:

- 2 Front Axle Shafts
- 2 Rear Axle Shafts
- 16 Long Band Clamps



TOOLS NEEDED:

- Needle Nose Pliers
- Small Flat Blade Screw Driver
- Diagonal Cutters
- Moly CV Joint Grease
- Large Dead Blow Hammer
- Bench Mounted Vice
- Band Clamp Tightening Tool
- Nytrile Gloves
- Rags

Axle Shaft Sizes:

X-TR +6 A-Arms **M-TS** +4 A-Arms

Front Axle Shaft	24.125"	22.125"
Rear Axle Shaft	26"	24"

Shown in Overall Lengths

1. Axle Shaft Removal:

First, you need to remove the front and rear hub and spindle assemblies from the a-arms, as well as the trailing arms. To remove the axle from the differential, all that is needed is a swift pull on the shaft straight out. You can use the slide motion of the CV joint to assist. It should only take a couple of quick thrusts to pop them out of the differentials by hand.

2. Axle Shaft Disassembly:

Work in a clean area with lots of rags handy, as this will be a messy job. Take care not to get any contaminants in the joints to aid in reassembly. Now that the axle assemblies are removed, you will want to clean them thoroughly using a degreaser and rags. Remove all dirt and sand etc. before you take them apart. You will need to remove the boot clamps by using a small flat blade screw driver to open them up or cut them with diagonal pliers. Pull the boots away from the CV joint. The CV needs to be taken apart using a vice and hammer as shown in Fig. 1. Grasp the joint, and hit the CV joint as shown. It will take a decent amount of force to pop them loose. Remove the small clip as shown in Fig. 2. Slide the boot off of the shaft. Repeat this process for the other side. Take note, as each end of the axle is different, and it is important that they go together the correct way. All axles use the same system to remove. But please note, not all parts are the same, so we recommend doing them one at a time. The axle shafts are the same left to right, but the differential side cv joints are not the same.

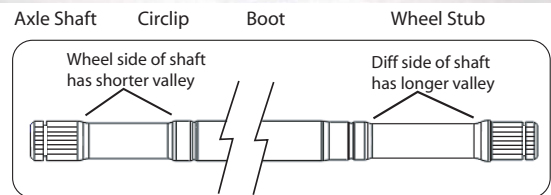
Fig 1



Fig 2



Wheel Hub End



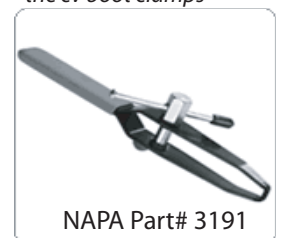
3. Axle Shaft Reassembly:

You will need to find the right length axle shaft for the location you are working on, using the chart above. Pick an end to start on using the pictures above as a guide. Slide the boot onto the axle shaft. Then install the small circlip into the groove using needle nose pliers. Take the wheel side stub end, and rest it on a table with the joint facing up. Slide the shaft into the CV joint, and make sure it is pointing straight up. Tap on the end of the axle to compress the snap ring, and it will fall into place. Make sure the axle is fully seated in the CV joint by trying to pull it back out. Then, on the other side, slide on the other boot, then repeat the process. Now you can pack the CV joints with high quality moly CV joint grease. Now slide the boots into position. To install the new straps, insert the thin end into the slot of the other end, and pull it through similar to a zip tie. Position the strap around the groove on the boot and make sure it is even. Using the installation tool, put tension on the strap, and rotate tool over the buckle. Use the tool to cut the strap. Fold over the strap so the strap is flat. Then fold over the 2 small ears to hold the strap. You can go to any automotive parts store and purchase or rent a cv boot strap tightening tool.

For more help go to YouTube.com for a video:
<http://www.youtube.com/watch?v=lxqsKbXrYyY>



You can rent these tension type tools from local auto parts stores to help install the cv boot clamps



4. Axle Shaft Installation:

Place the differential end of the shaft into the differential. Make sure the splines are lined up, and that it is partially seated into the differential. You can use a dead blow hammer to tap the shaft in until it is fully seated, or just push it in by hand.