Dana 44 “Old School” Axle Set Installation Instructions

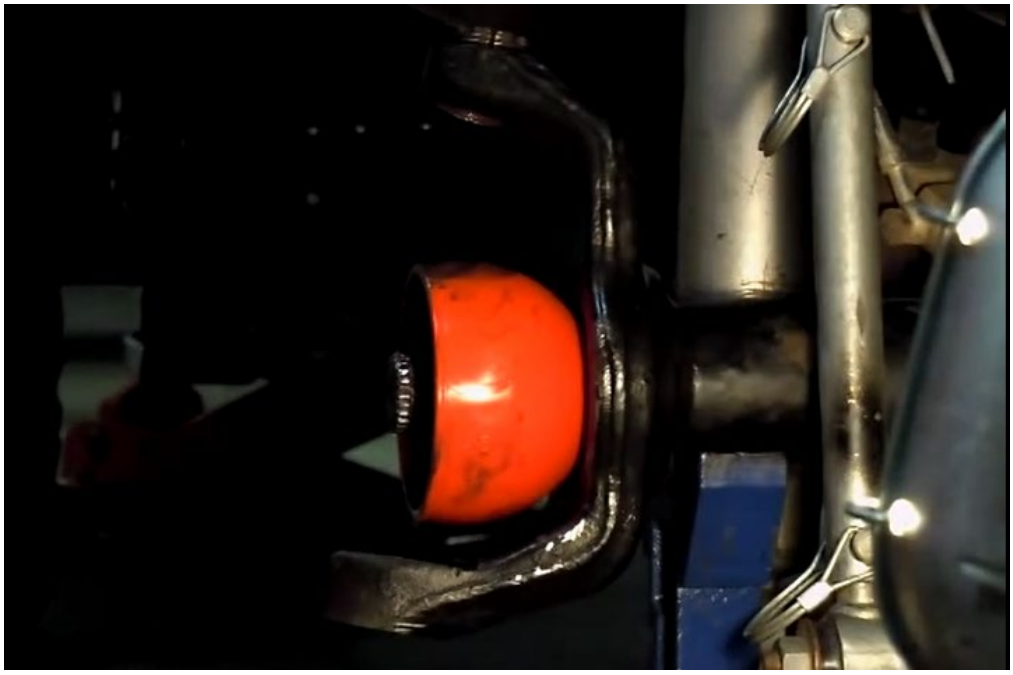
1. Remove your vehicles front axles per the manufacturer’s recommended procedures. Make sure to keep all hardware that is removed until assembly is all finished, as some of it may need to be reused.

   NOTE: ***If the axles are being installed in a Ford knuckle, the knuckle will not be needed to be removed. All other manufactures will need to have the knuckle removed to install our axles.***

2. Once the front axles are removed, it is time to install just the orange boot for test fitting purposes. This will help determine if any of the hub bolts, ball joint stubs, or anything else will need to be modified for extra clearance.

3. Once anything that needed to be modified, has been modified, the inner axle shaft can be inserted into the differential. Make sure that the axle shaft is fully inserted into the differential. This can be done by trying to rotate the axle shaft its self once it is believed to be seated. If the axle shaft has resistance to turning it is fully engaged into the differential.

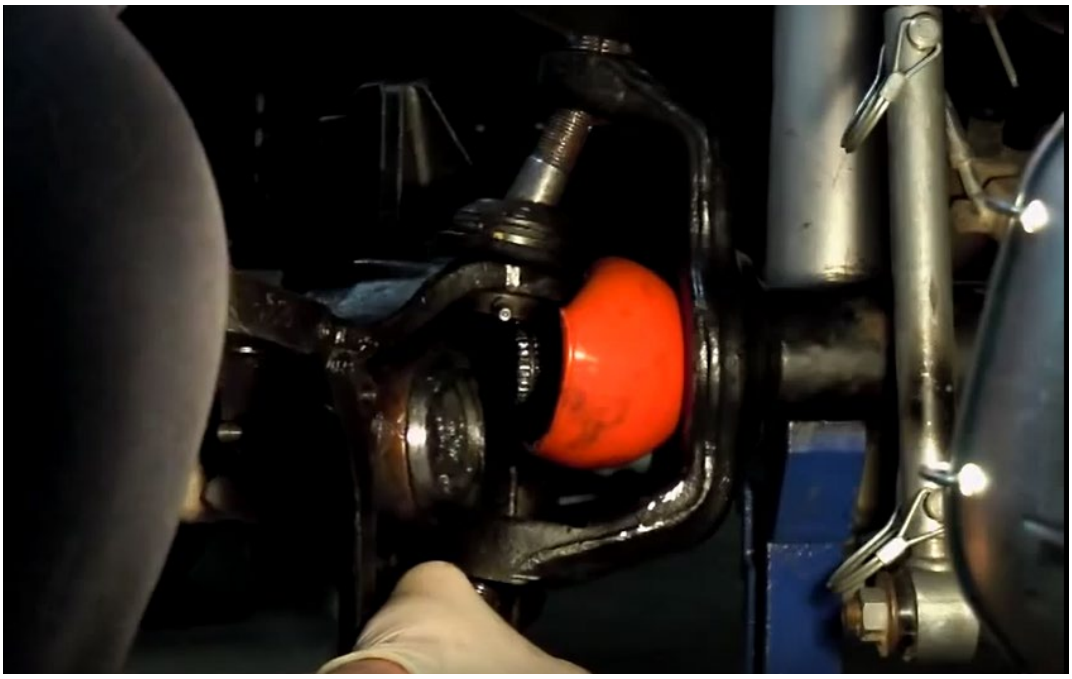
4. After the axle shaft has been fully inserted into the differential, you will need to slide the orange boot over the axle shaft.



5. Now, insert the stub shaft into the CV joint, aligning the holes in the stub shaft and CV joint. Once the holes are aligned, using a steel drift and a hammer, install the supplied roll pin into the hole.

6. Once the roll pin is installed and the stub shaft and the CV joint are essentially one part, put the stub shaft and CV assembly into the knuckle and reinstall the knuckle onto the differential housing per the manufacturer's instructions.

   NOTE: ***It will be necessary to bend the boot down to allow the knuckle enough clearance to get both of the ball joints oriented into their respective locations.***



7. Now that the knuckle is installed with the CV joint and stub shaft it is time to fully seat the orange boot onto the CV joint. This can be done by using 2 screwdrivers in between the orange boot and the axle tube to pop that boot onto the CV joint.

   NOTE: ***Putting a zip tie (wire tie) between the CV joint and the orange boot will make the job of seating that boot a lot easier as this allows the air to escape as it is pressed onto the CV joint.***

8. After the orange boot is fully seated on the CV joint, align the axle bar and CV joint. This will need to be done as the bar and its snap ring need to be seated into the CV joint. A scrap piece of 2x4 wood and a hammer followed by a few light blows, will help aid in this process.

9. Once the joint is seated on the inner axle shaft with the boot installed, go ahead and assemble the remainder of the axle hubs according to the manufacturer's instructions and torque specifications.

For installation videos, or other technical articles regarding this product please visit: www.rcvperformance.com/tech-info