

Important Notice! Please read – Vehicles with suspension lift / modified suspension

Driveshaft inspection, shaft length & cv boot adjustment guidelines

- **The maximum suspension lift** value should only be used as a **general guide**. Other modifications can affect driveshaft angles and geometry.
- After installing driveshafts, inspect them at **full suspension drop** and at **ride height**. Ensure:
 - No contact with suspension, steering or chassis components.
 - Shafts are **not over-extending or bottoming** out (see guide below).
- **Before removing the old drive shaft**, carry out the same checks – especially if you're planning to install a longer or shorter shaft. This helps to confirm whether a different shaft length is required. (See compression guide below)
- **Inspect shaft cv boots:**
 - As driveshaft angles and geometry change due to suspension modifications the CV boots must be visually inspected to ensure they are not rubbing on external components or excessively on itself.
 - If necessary, adjustments can be made by removing small clamp, then extending or compressing CV boot to optimal position, and reinstalling CV clamp.
 - Boot adjustments must be performed with vehicle at ride height, as this represents the position the vehicle will spend most of its operational life in.
 - **Please note:** Vehicles that have been excessively modified may require complete CV boot replacements to achieve proper clearances. Any such replacements are not included in the driveshaft purchase and will incur additional cost.

Checking shaft compression (over- extension / bottoming out)

- Remove the hub nut or C-clip holding the outer CV joint in place.
- Reinstall the wheels and lower the vehicle to normal ride height.
- Measure the position of the CV stub (thread tip) when:
 - The outer CV joint is fully seated against the hub.
 - Then push the shaft inward towards the differential and measure how much the stub has moved.
- **Nominal compression:** 25mm:
- **Less than 10mm or no movement:** consider a shorter shaft: if no movement, double check that cv joint isn't seized up in hub and or inner joint internals haven't come away and out of inner joint housing causing bind up.
- **More than 40mm plunge** consider using a longer shaft: shaft is likely too short and may result in inner joint internals coming away from inner joint housing. Recommended further inspection:
 - Remove inner CV joint boot while the old shaft is still in the vehicle at ride height.
 - Inspect the distance between the CV joint internals midpoint and the edge of joint housing.
 - Internals midpoint: tripod internals will be the midpoint of tripod roller and joints using ball bearings the midpoint will be the center of the ball.

Warranty will be void if the above precautionary steps are not followed, please ensure you have:

- performed pre installation inspections on the original driveshaft unit.
- Confirmed the correct driveshaft to use for application (longer, Shorter or Same length).
- Conduct inspections after installing new driveshafts.
- If necessary, adjusted cv boots.

For support or further information, feel free to reach out to your supplier.