

Remanufactured

CONSTANT VELOCITY DRIVE AXLE

CARDONE has extensive experience in remanufacturing CV Drive Axles - we've spent over two decades re-engineering materials and processes to arrive at a superior, longer-lasting product. Our proprietary pneumatic clamping machines create a perfect seal between the boot and housing, creating a water-tight seal. The perfect geometry of the ball groove is maintained to allow for proper grease flow, significantly increasing longevity. Additionally, all CV Drive Axle shafts are individually verified for straightness, resulting in vibration-free performance at all speeds.

- 100% Neoprene boots ensure excellent environmental stress resistance, which eliminates cracking, a leading cause of boot failure.
- Boot clamps are pneumatically crimped creating a perfect seal between the boot and housing.
- High-quality grease withstands high-temperature and pressure extremes, which extends joint life.
- High-tech grinding machines maintain the original design of the outer housing, race and cage to guarantee reliable performance.
- CV Drive Axle shafts are inspected 100% for run out to prevent vibrations.
- CV Drive Axle is measured 100% after assembly to ensure proper fit.
- Splines are chased 100% to ensure proper fit of the axle into the mating hub and transmission, which eliminates installation hassles.
- Threads are chased 100% to ensure proper fit of the new retaining nut supplied with each CV drive axle.

Product Description

Features and Benefits

Signs of Wear and
Troubleshooting

FAQs



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Tech Service: 888-280-8324

Rev Date: 022618

Signs of Wear and Troubleshooting

- Vibration
- Loud clunk sound when accelerating
- Grinding or clicking noises when turning

FAQs

Are the CV Drive Axle shafts balanced at the factory?

- Shafts are inspected 100% for run out to prevent vibrations. Only shafts that meet the specifications for run out are utilized in the remanufacturing of a CV Drive Axle assembly.

My vehicle does not have ABS. The axle that I ordered has an ABS reluctor ring. Can install the replacement axle?

- Yes. The ABS reluctor ring can be removed or left in place. The ring will not interfere with installation or cause a drivability issue.

How is the length of the axle measured?

- The length of an axle is measured overall (OAL) with both joints fully compressed. Both the inboard and outboard joints of the axle must be compressed against a hard vertical or horizontal surface to take the overall length.

What does ABS stand for?

- ABS is the abbreviation for Anti-Lock Braking system.

How do I know if my vehicle is equipped with ABS?

- The easiest way to verify if your vehicle has ABS would be to check for an ABS light on your dash. The ABS light illuminates during start up. If the system is functioning properly, the ABS light should turn off once the vehicle is running. This could also be determined by checking to see if the vehicle has a wheel speed sensor at the hub assembly or an ABS reluctor ring on the original axle.

I installed a replacement CV drive axle and now my ABS light is on and won't go out. Why?

- When the replacement drive axle was installed, the sensor ring, sensor, or sensor wiring on or near the axle was damaged, causing an erratic speed signal to the ABS module and setting the light on.

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When I cut the wheel hard and step on the gas, I hear loud clicking and snapping. What's making that noise?

- The most likely cause is a defective or worn outer CV drive axle joint. It may be time to get it replaced.

When I step on the gas, I hear a loud thump and feel a bad vibration. What's wrong?

- The most likely cause is the drive train shifting in the chassis due to a broken engine mount or hardware, causing misalignment of the CV drive axle and causing the inner joint to bind or hang up.

I hear a grinding noise from the front end while driving and see grease on the chassis and suspension. What is causing this?

- The most likely problem is the outer CV drive axle boot has ruptured, causing the grease to leak out, allowing contamination (water and dirt) to enter and damage the joint.

I removed both CV drive axles at the same time and now I am having problems reinstalling them. What can I do?

- The transaxle gear alignment has been lost. On some vehicles it will be necessary to disassemble the transaxle to properly align the output gears. ALWAYS remove and install one CV drive axle at a time.

The old CV Drive Axle has a locking style (prevailing torque) nut. Should I reuse it?

- NO! A prevailing torque lock nut should never be reused. Always discard the old nut and install a new one.

The CV Drive Axle outboard joint stub shaft is stuck in the hub assembly. What's the best way to remove it?

- Always use the proper press type tool to remove the old stub shaft. NEVER strike the outer joint stub shaft with a hammer. It will damage the unit and possibly do damage to the hub bearing assembly.

Is it OK to use an impact hammer to install the retaining nut?

- Never use an impact wrench to install the retaining nut on the CV Drive Axle. Always use a torque wrench and torque the nut to manufacture's specifications.

When I replace the CV drive axles, should I reuse the old seals?

- When replacing CV Drive Axle assemblies, always install new transaxle seals to avoid leaking.

Can I let the CV Drive Axles hang while I am working on the car?

- Never allow the CV Drive Axles to hang unsupported. This can lead to axle separation and damage to the inner joint.

The wheels wobble when I make a turn. What's the problem?

- The most likely cause is a broken bearing cage due to excessive torque load. This is typically an outboard joint problem.

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