



A Visual Look At CV Axle Joints

A New CV Axle is the Best Replacement Practice to Ensure Proper Fit & Long Lasting Performance



CV joint housings are typically forged from iron billets. After the joint is machined, induction heat treating is used to harden wear surfaces. Wear in a CV joint typically occurs on the cage, gear and cup. This wear is typically caused by a loss of lubrication due to a boot failure, or debris in the joint. Once heat treated surfaces are damaged, they typically cannot be restored.

TrakMotive Advantage

All CV Joint Housings are precision engineered to meet OE specifications.



Rzeppa CV joint can be found on the majority of vehicles on the road. A typical Rzeppa joints allow 45°-48° of articulation.

TrakMotive Advantage Rzeppa CV joints go thru extensive testing to ensure they allow the proper OE required articulation.



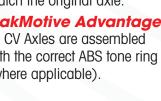
The materials used to make the boot are not just plastic or rubber. They're designed to last millions of cycles in a wide range of temperatures.

TrakMotive Advantage We only use premium Neoprene dust boots for long lasting performance and dependability.



Tone rings are often pressed onto a CV joint. Make sure the number of teeth or windows match the original axle.

TrakMotive Advantage All CV Axles are assembled with the correct ABS tone ring (where applicable).





New axles should always get a new axle nut.

TrakMotive Advantage All necessary hardware is attached including a new OE style axle nut.



Grease is often packed by hand at the factory. If there is too much grease, the grease will be pushed out of the boot. If you are servicing a joint, use only the recommended amount of grease or only what comes in the kit.

TrakMotive Advantage

We only use premium aviation grease.

Source: Brake and Front End - January 2018

Over 2400 New Window Regulators Now Available!

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