



EVO-1046 EVO 44 Magnum Sealed Axle Sleeves



	QTY	PART#	DESCRIPTION
<input type="checkbox"/>	1	EVO-20012	Driverside Axle Sleeve JK Dana 30/44
<input type="checkbox"/>	1	EVO-20013	Pass Axle Sleeve JK Dana 30/44
<input type="checkbox"/>	1	EVO-301	Magnum Seal Pack
<input type="checkbox"/>	2	EVO-900235	Metric Flush Style Grease Fitting(Assembled)

By purchasing this kit you are starting the next level of performance. To install this kit it requires work and finesse. Drilling, Welding, and Grinding required; not bitching and moaning. This is a toy, it should be fun!

These 44 Magnum Sealed Axle Sleeves are intended to increase strength of the axle housing. The seal surface is designed to help prevent rocks, dirt and debris from entering the tube.

Through our extensive testing, different JK's years and models, we noticed a large variance in axle tube inner diameter deformation caused by a number of factory manufacturing processes, welding on spring perches, axle C's etc. Due to this variance and burrs from drilling the holes, we specifically designed the 44 Magnum sealed axle sleeves to have a slip fit with little to no need to be forced into place. The plug welds are more than sufficient to support the added strength.

Caution: This kit requires welding. Welding creates a very bright arc that should not be looked at without an approved protective shield/clothing. Welded surfaces and areas in their vicinity will be very hot for a long period of time after welding. Please use caution. All welding should be performed by a professional.

1. Elevate front of vehicle securely by frame, fully extend suspension.

2. Remove front wheels.

3. Remove front brake calipers

4. Remove 3 bolts holding front axle shaft to the turning knuckle, both sides. Removing tie-rods and drag link may aid in removing these bolts.

5. Disconnect wheel speed wire from knuckle.

6. Remove axle shafts.

7. With a rag and brake clean or other solvent/degreaser, clean inside of axle tubes of debris.

8. On passenger side, mark 6 holes on bottom of axle tube equally spaced. 5 holes on one side of control arm and one hole on other side of control arm, close to axle C.

9. Mark 3 holes equally spaced on top side of passenger axle tube, one at C.

10. Mark hole on back side of passenger axle tube close to axle C.

11. On driver side axle tube, mark one hole on top of axle tube 1" away from center housing.

12. On driver side axle tube, mark two holes under spring perch as close to top of tube as possible.

13. On driver side axle tube, mark three holes on bottom of tube, one 1" from housing through control arm pocket, one 1" center of axle tube and one 5" from axle C.

14. On driver side tube top of axle tube, mark one hole 1" from housing, one hole under spring perch as close to top as possible and one .5" from axle C.

15. Mark two holes equally spaced on front of axle tube.

16. Mark on hole on back of axle tube next to C.

17. Center punch center of all marked holes.



18. With a clean rag, securely tie a string or wire to the rag. String should be 36+” long.
19. Using a long dowel push clean rag all the way into tube up against inner seal with string. Do this in both axle tubes.
20. Drill all marked holes with a 1/2” drill. Drilling all holes with a smaller, 1/4” drill bit first before drilling larger hole will ease the drilling process.
21. After all holes have been drilled. Pull on string, slowly removing rag from axle tube. This will remove all drill shavings.
22. With a flashlight look into axle tubes to make sure all shavings and debris is removed. Clean if required.
23. Slide 44 Magnum tubes into housing. Long magnum on passenger side. Short magnum on driver side.
24. Insert sleeves on both sides until the zerk fitting is just about to stop the sleeve from going in any further (pretty much all the way in until machined step). Make sure zerk fitting is able to be greased with a needle fitting.
25. Rotate 44 magnums, so that zerk fitting is facing forward.
26. Recommended: Tack sleeve in place and reinstall axles and unbearing checking for free rotation. If free remove axle and bearing.
27. Weld all drilled holes fully and completely around end of tubes. **Weld all holes on bottom of axle tube first, and then proceed to weld the rest.** Do not weld zerk fitting.
28. Let weld cool before installing seals and paint.



29. Install seals as shown. Install all seals dry.
Dana 44 Axle (Rubicon Models): Use Black O-rings inner most groove, Large inner diameter felt seal on outer most groove
Dana 30 Axle (X, and Sahara Models): Use inner small diameter felt seal on inner groove and large diameter felt seal on outer groove.
Aftermarket Axle shafts: Use Dana 44 Seal instructions for both Dana44 and Dana30



30. Make sure felt seals are fully pressed into grooves on both side of seals. Pack all seals with grease.
31. Fully clean axle shafts.
32. Grease splines on axle shaft.
33. Using grease or spray lubricant, lubricate entire axle shaft liberally.
34. Install axle shaft into 44 Magnum's **rotating**



- axle shaft.** Rotate axle shaft through entire length until fully seated at knuckle.
35. Reinstall the wheel speed wire.
36. Reinstall 3 bolts holding axle shaft to knuckle. Torque to factory specifications
37. Reinstall brake rotor and caliper. Torque to factory specifications
38. Using a needle zerk fitting on your grease gun, give seals 2-3 pumps on each side. These seals should be greased every oil change.
39. If removed, reinstall drag link and tie rod and use a new cotter pin where applicable. Torque to factory specifications.
40. Reinstall wheels and tire. Torque to factory specifications.

