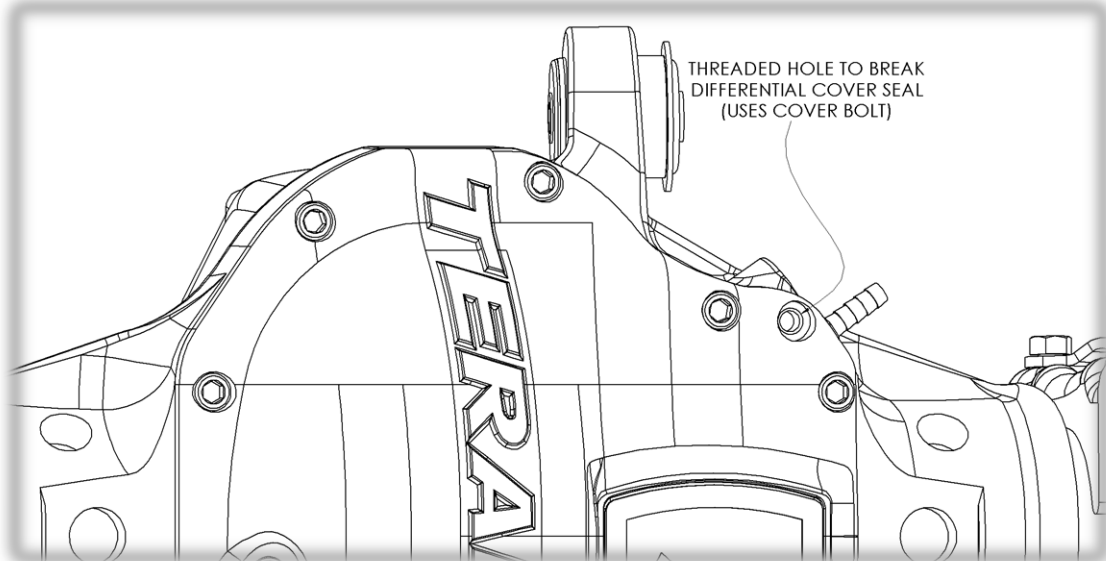


- A new ductile iron differential cover has been designed for maximum steering clearance and durability. The bottom section of the cover is nearly $\frac{3}{4}$ " thick for ultimate durability when the trail gets rough. The cover features a built in "seal-breaker" to aid in cover removal for differential service.



- The DOM (drawn over mandrel) tubing used in the axle housing has been increased from 3.00" diameter tube to 3.25" diameter. At the same time, the tube thickness has been reduced from 0.500" to 0.375". The axle tubing is approximately 14% lighter and 3% more resistant to bending when compared to the CRD60 front axle. Strength has been engineered into the axle using geometry rather than adding more material.
- Stamped spring perches replace the fabricated perches found on the CRD60 to eliminate spring bow. The stamped perches feature threaded inserts for bump stop extensions, limit strap mounting and coil spring retainers.

