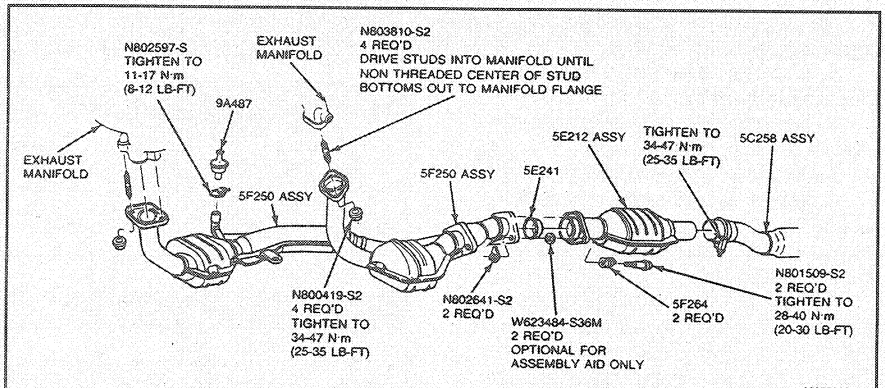

Fig. 15 Remove the front exhaust pipe, converter assembly, and mounting bracket

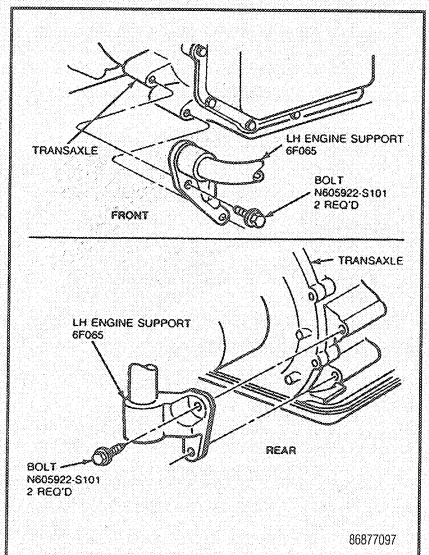

Fig. 16 Remove the bolts from the left engine support, then remove the support

31. Separate the transaxle from the engine, then carefully lower the transaxle from the vehicle.

To install:

a. Clean the transaxle oil cooler lines.

b. Install new circlips on the CV-joint seals.

c. Carefully install the halfshafts in the transaxle by aligning the splines of the CV-joint with the splines of the differential.

d. Attach the lower ball joint to the steering knuckle with a new nut and bolt. Tighten the nut to 37–44 ft. lbs.

e. When installing the transaxle to the engine, verify that the converter-to-transaxle engagement is maintained. Prevent the converter from moving forward and disengaging during installation.

f. Adjust the TV and manual linkages. Check the transaxle fluid level.

g. Tighten the following bolts to the torque specifications listed:

- Transaxle-to-engine bolts: 41–50 ft. lbs. (55–68 Nm)
- Control arm-to-knuckle bolts: 36–44 ft. lbs. (49–60 Nm)
- Stabilizer U-clamp-to-bracket bolts: 60–70 ft. lbs. (81–95 Nm)
- Tie rod-to-knuckle nut: 23–35 ft. lbs. (31–47 Nm)
- Starter-to-transaxle bolts: 30–40 ft. lbs. (41–54 Nm)
- Converter-to-flywheel bolts: 23–39 ft. lbs. (31–53 Nm)
- Insulator-to-bracket bolts: 55–70 ft. lbs. (75–95 Nm)

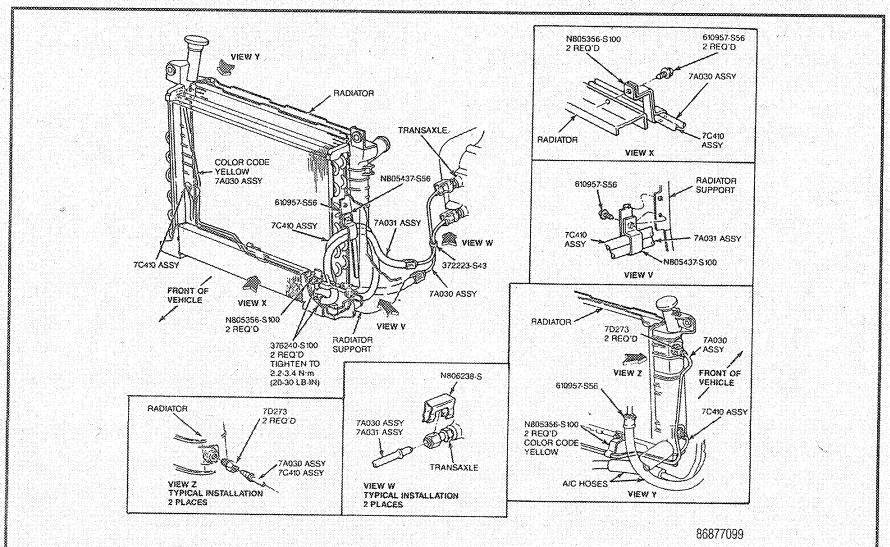

Fig. 17 Transaxle cooler line locations

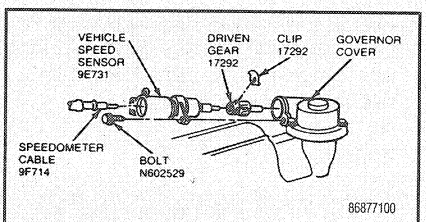

Fig. 18 Remove the vehicle speed sensor from the transaxle

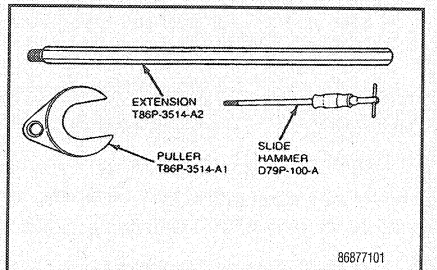

Fig. 19 Tools necessary to remove the halfshafts

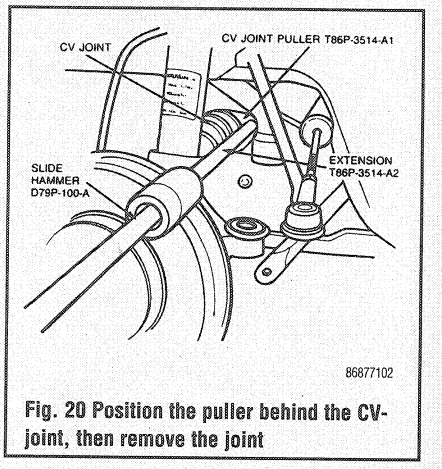

Fig. 20 Position the puller behind the CV-joint, then remove the joint

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1. Transaxle removal in these vehicles necessitates the dropping of the sub-frame assembly.

2. If it is necessary to remove the transaxle for repair, follow the same procedure as the engine removal.

Halfshafts

When removing both the left and right halfshafts, install suitable shipping plugs to prevent dislocation of the differential side gears. Should the gears become misaligned, the differential will have to be removed from the transaxle to re-align the side gears.

➡Due to the automatic transaxle case configuration, the right halfshaft assembly must be removed first. Differential Rotator T81P-4026-A or equivalent is then inserted into the transaxle to drive the left inboard CV-joint assembly from the transaxle. If only the left halfshaft assembly is to be removed for ser-