

vice, remove only the right halfshaft assembly from the transaxle. After removal, support it with a length of wire. Then, drive the left halfshaft assembly from the transaxle.

REMOVAL & INSTALLATION

▶ See Figures 21 thru 39

1. Disconnect the negative battery cable.
2. Remove the wheel cover/hub cover from the wheel and tire assembly, then loosen the lug nuts.
3. Raise and safely support the vehicle, then remove the wheel and tire assembly. Insert a steel rod in the rotor to prevent it from turning, then remove the hub nut and washer. Discard the old hub nut.

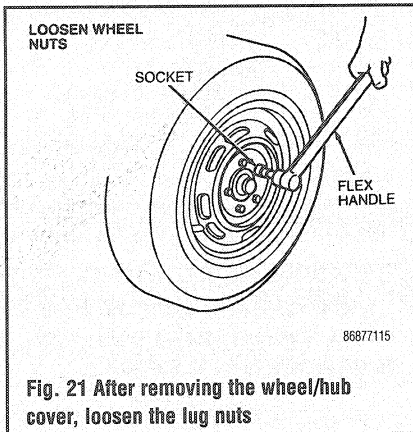


Fig. 21 After removing the wheel/hub cover, loosen the lug nuts

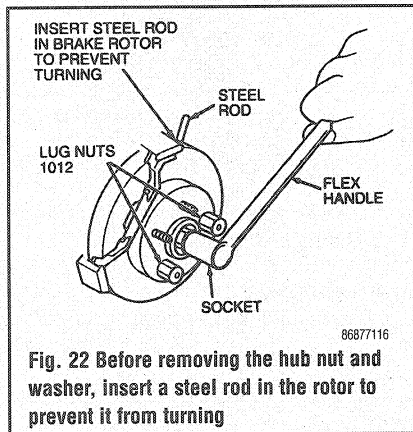


Fig. 22 Before removing the hub nut and washer, insert a steel rod in the rotor to prevent it from turning

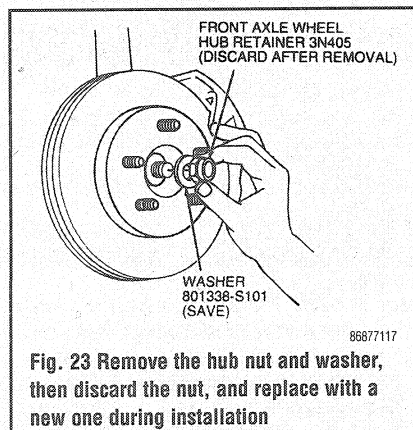


Fig. 23 Remove the hub nut and washer, then discard the nut, and replace with a new one during installation

4. Remove the nut from the ball joint to steering knuckle attaching bolts.
5. Drive the bolt out of the steering knuckle using a punch and hammer. Discard this bolt and nut after removal.
6. If equipped with anti-lock brakes, remove the anti-lock brake sensor and position it aside. If equipped with air suspension, remove the height sensor bracket retaining bolt and wire sensor bracket to inner fender. Position the sensor link aside.
7. Separate the ball joint from the steering knuckle using a suitable prybar. Position the end of the prybar outside of the bushing pocket to avoid damage to the bushing. Use care to prevent damage to the ball joint boot. Remove the stabilizer bar link at the stabilizer bar.

- a. Slide the link shaft out of the transaxle. Support the end of the shaft by suspending it from a convenient underbody component with a piece of wire. Do not allow the shaft to hang unsupported, damage to the outboard CV-joint may occur.
- b. Separate the outboard CV-joint from the hub using front hub remover tool T81P-1104-C or equivalent and metric adapter tools T83P-1104-BH, T86P-1104-A1 and T81P-1104-A or equivalent.

▶ Never use a hammer to separate the outboard CV-joint stub shaft from the hub. Damage to the CV-joint threads and internal components may result. The halfshaft assembly is removed as a complete unit.

- c. Install the CV-joint puller tool T86P-3514-A1 or equivalent, between CV-joint and transaxle

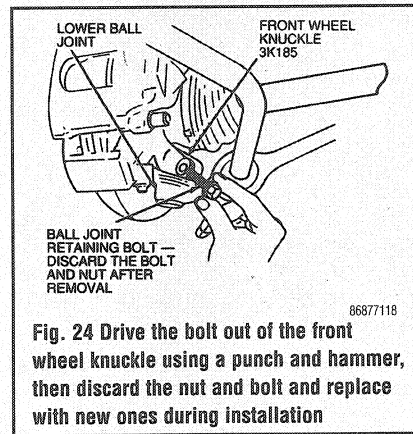


Fig. 24 Drive the bolt out of the front wheel knuckle using a punch and hammer, then discard the nut and bolt and replace with new ones during installation

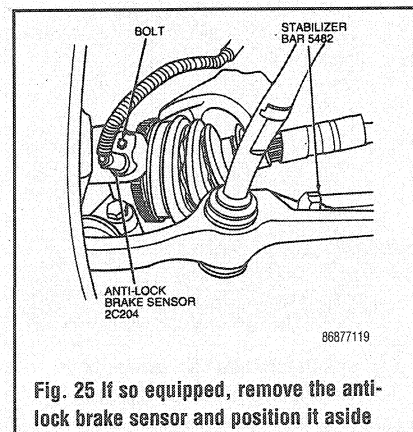


Fig. 25 If so equipped, remove the anti-lock brake sensor and position it aside



Fig. 26 When separating the ball joint from the steering knuckle, be careful not to damage to ball joint boot

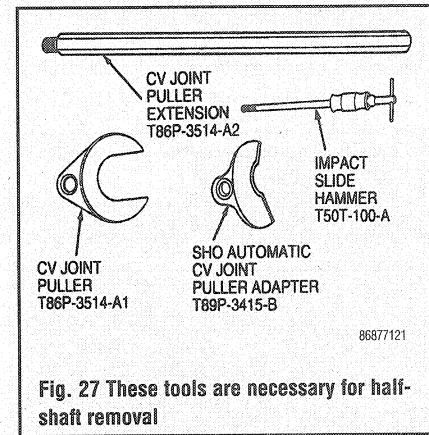


Fig. 27 These tools are necessary for halfshaft removal

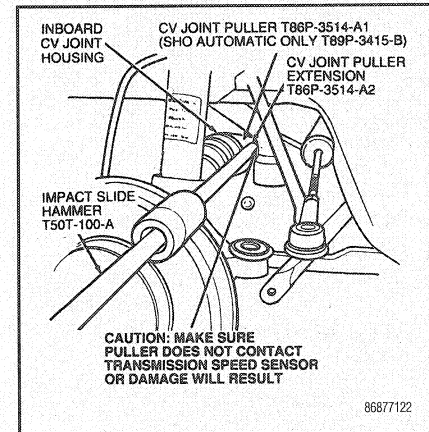


Fig. 28 Installing the specified tools to remove the halfshaft assembly from the vehicle

case. Turn the steering hub and/or wire strut assembly aside.

- d. Screw extension tool T86P-3514-A2 or equivalent, into the CV-joint puller and hand tighten. Screw an impact slide hammer onto the extension and remove the CV-joint.

- e. Support the end of the shaft by suspending it from a convenient underbody component with a piece of wire. Do not allow the shaft to hang unsupported, damage to the outboard CV-joint may occur.

- f. Separate the outboard CV-joint from the hub using front hub remover tool T81P-1104-C