

7-8 DRIVE TRAIN

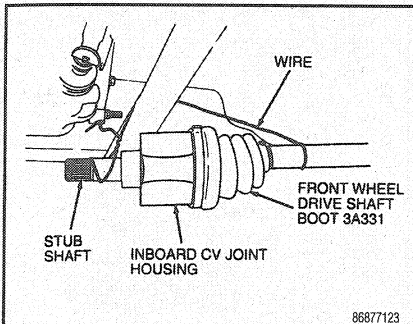


Fig. 29 Support the end of the shaft by suspending it from a convenient underbody component with a piece of wire. Do not allow the shaft to hang unsupported, since damage to the outboard CV-joint may occur

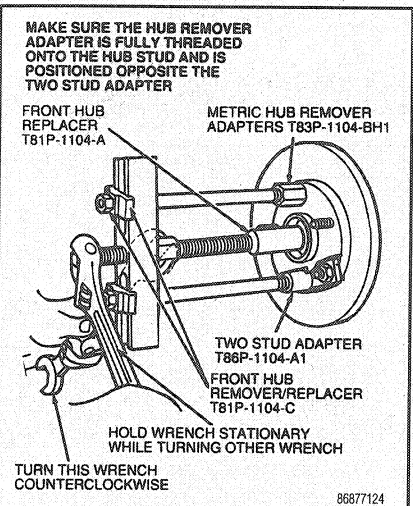


Fig. 30 Separate the outboard CV-joint from the hub using front hub remover tool T81P-1104-C or equivalent, and metric adapter tools T83P-1104-BH, T86P-1104-AI and T81P-1104-A or equivalent, then remove the halfshaft assembly from the vehicle

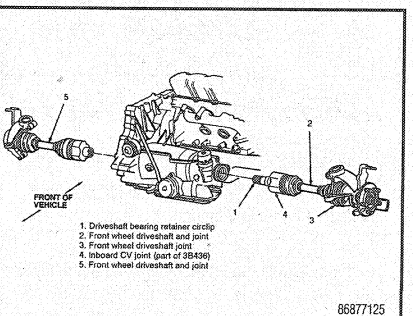


Fig. 31 Exploded view of the halfshaft assemblies and related components—automatic transaxle

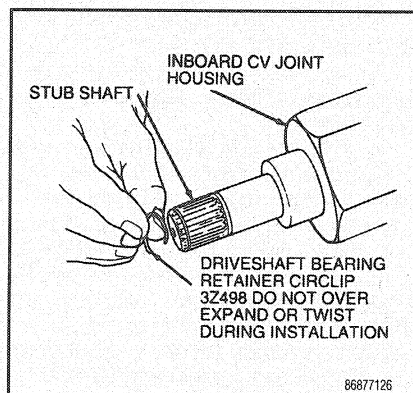


Fig. 32 Always use a new circlip on the inboard CV-joint stub shaft and/or link shaft. When installing the new circlip, start one end in the groove and work the circlip over the stub shaft end into the groove. This will avoid overexpanding the circlip

or equivalent and metric adapter tools T83P-1104-BH, T86P-1104-AI and T81P-1104-A or equivalent.

g. Remove the halfshaft assembly from the vehicle.

To install:

8. Install a new circlip on the inboard CV-joint stub shaft and/or link shaft. The outboard CV-joint does not have a circlip. When installing the circlip, start one end in the groove and work the circlip over the stub shaft end into the groove. This will avoid overexpanding the circlip.

➔ **The circlip must not be re-used. A new circlip must be installed each time the inboard CV-joint is installed into the transaxle differential.**

9. Carefully align the splines of the inboard CV-joint stub shaft with the splines in the differential. Exerting some force, push the CV-joint into the differential until the circlip is felt to seat in the differential side gear. Use care to prevent damage to the differential oil seal. If equipped, tighten the link shaft bearing to 16–23 ft. lbs. (22–31 Nm).

➔ **A non-metallic mallet may be used to aid in seating the circlip into the differential side**

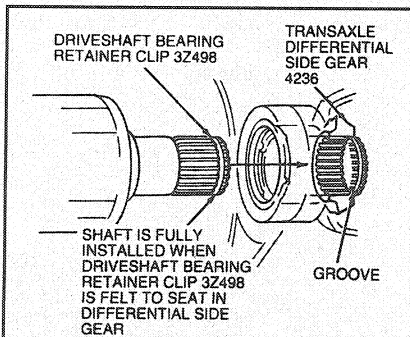


Fig. 33 Carefully align the splines of the inboard CV-joint stub shaft with the splines in the differential

gear groove. If a mallet is necessary, tap only on the outboard CV-joint stub shaft.

10. Carefully align the splines of the outboard CV-joint stub shaft with the splines in the hub and push the shaft into the hub as far as possible.

11. Temporarily fasten the rotor to the hub with washers and two wheel lug nuts. Insert a steel rod into the rotor and rotate clockwise to contact the knuckle to prevent the rotor from turning during the CV-joint installation.

12. Install the hub nut washer and a new hub nut. Manually thread the retainer onto the CV-joint as far as possible.

13. Connect the control arm to the steering

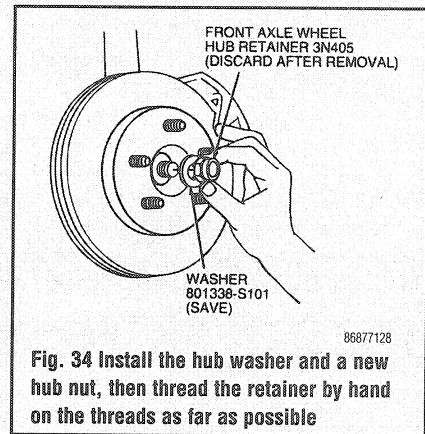


Fig. 34 Install the hub washer and a new hub nut, then thread the retainer by hand on the threads as far as possible

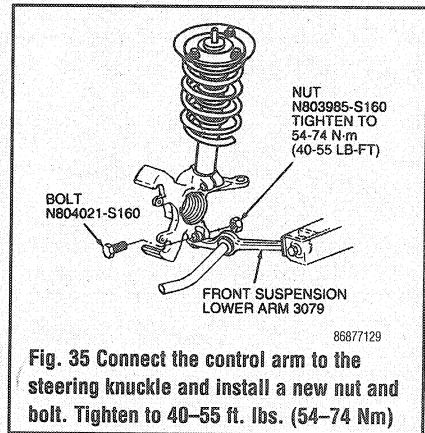


Fig. 35 Connect the control arm to the steering knuckle and install a new nut and bolt. Tighten to 40–55 ft. lbs. (54–74 Nm)

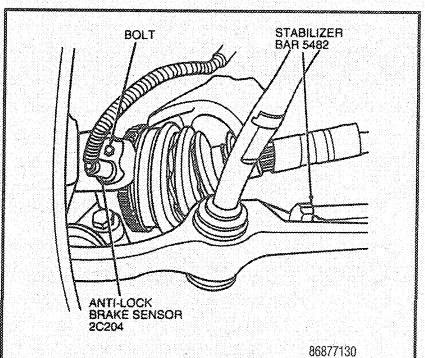


Fig. 36 If equipped, install the anti-lock brake sensor