

# DRIVELINE

GROUP

# 05

(4000)

## SECTION 05-04 Halfshafts, Front Drive

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### VEHICLE APPLICATION

Taurus/Sable.

### DESCRIPTION

The front-wheel drive halfshaft employs constant velocity (CV) joints at both its inboard (differential) and outboard (wheel) ends for vehicle operating smoothness. The CV joints are connected by an interconnecting shaft. The interconnecting shafts (LH and RH) are splined at both ends and are retained in the inboard and outboard CV joints by circlips.

With the exception of the link shaft assembly used on the MTX transaxles on the RH side, the inboard CV joint stub shaft is splined and held in the differential side gear by a circlip. The link shaft assembly is retained by the support bearing. The outboard CV joint stub shaft is pressed on and secured with a prevailing torque nut. The CV joints are lube-for-life with a special CV joint grease and require no periodic lubrication. The CV joint boots, however, should be periodically inspected and replaced immediately when damage or grease leakage is evident. Continued operation would result in CV joint wear and noise due to contamination or loss of the CV joint grease.

The halfshaft design is similar for AXODE transmission applications except 3.8L powertrains are equipped with heavy duty halfshafts which include larger diameter, 32 tooth spline interconnecting shafts and internal CV joint components. The MTX equipped SHO vehicles employ a link shaft and support bearing in their design. SHO automatic transmission vehicles are equipped with Tri-Plan CV joints and no link shaft. Close attention should be given to service procedures as there are significant differences in design that affect disassembly and assembly. Halfshaft removal procedures also differ between automatic and manual transaxles. Halfshaft removal is accomplished (on AXODE and MTX applications) by applying a load to the back face of the inboard constant velocity (CV) joint assembly.