

DESCRIPTION (Continued)

Item	Part Number	Description
10	3A329	Interconnecting Shaft
11	3B478	boot Clamp (Small)
12	3A331	Boot
13	3B478	Boot Clamp (Large)
14	N803655-S	Circlip
15	3K070	Dust Seal

(Continued)

Item	Part Number	Description
16	2C182	Speed-Indicator ring (Anti-Lock Brakes)
17	3B414	Inboard Tri-Plan CV Joint (If equipped)
18	2C182	Speed Indicator Ring (Anti-Lock Brakes)
19	3B414	Inboard Tri-Plan CV Joint (If equipped)

*NOTE: The Tri-Plan CV Joint can be identified by its large round outer race. This type CV Joint does not have a removable tripod.

Halfshaft Handling

Care should be exercised during halfshaft removal and installation, and during the various component disassembly and assembly procedures as outlined.

- Do not remove inboard CV joint by pulling on interconnecting shaft.
- The complete halfshaft should be handled by the interconnecting shaft to avoid pulling apart or potential damage to the inboard plunging CV joint.
CAUTION: Never hold the CV joint and halfshaft assembly by the inboard or outboard joint only.
- Do not over-angle CV joints beyond their capacity.
- Ensure that ground surfaces and splines are not damaged.
- Do not allow CV joint boots to come into contact with sharp edges or hot engine and exhaust components.
- Do not drop assembled halfshafts, as the impact will cut the CV joint boots from the inside without external evidence of damage.
- Halfshaft assembly is not to be used as a lever arm to position other front end components. Always support free end of halfshaft.
- Ensure internal CV joint cleanliness and proper grease refill when boot is replaced.
- An assembled inboard CV joint may be damaged if it is "over-plunged" outward from the joint housing.
- Never use a hammer to remove or install halfshafts.

Wheel and Tire Balancing, Front

WARNING: ON-VEHICLE FRONT WHEEL AND TIRE BALANCING WITH FRONT SUSPENSION IN THE FULLY EXTENDED (REBOUND) POSITION MAY OVERHEAT AND DAMAGE THE CV JOINTS. PROPER BALANCING REQUIRES THAT THE FRONT WHEEL(S) AND TIRE(S) BE LIFTED OFF THE GROUND BY PLACING A JACK UNDER THE FRONT SUSPENSION LOWER ARM.

ANOTHER METHOD IS TO REMOVE THE FRONT WHEEL(S) AND TIRE(S) FROM THE VEHICLE FOR BALANCING.

Hoisting

Never raise vehicle using the halfshafts as lift points. Refer to Section 00-02.

Towing

Never tow vehicle using the halfshafts as anchor points for tow truck cable chains.

Undercoating and Rustproofing

Extreme care must be taken during undercoating and rustproofing procedures to protect CV joint boots from coating materials. Foreign materials on the rubber boot convolutions will cause advanced wear.

OPERATION

The primary purpose of the front-wheel drive halfshaft is to transmit engine torque from the transaxle to the front wheels. Additionally, the constant velocity joints used must be capable of operating at varying angles and provide a means for shaft length changes to allow for vertical suspension (wheel) and engine dynamic movement.