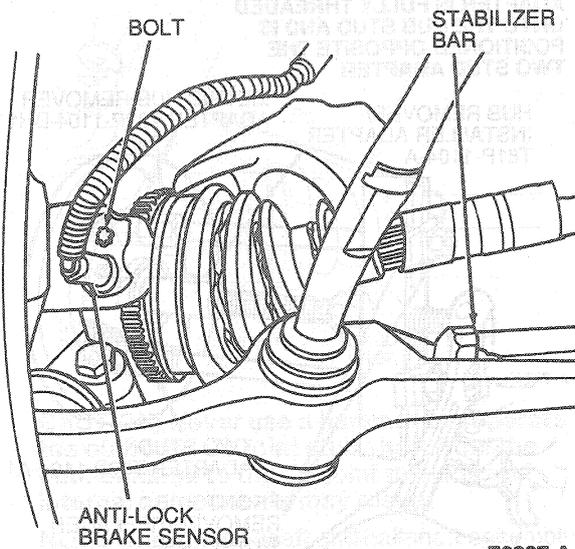


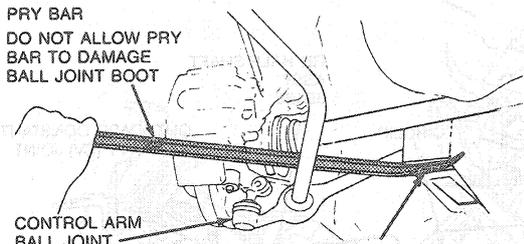
REMOVAL AND INSTALLATION (Continued)

5. If equipped with anti-lock brakes, remove anti-lock brake sensor and position out of way.



E8287-A

6. Separate ball joint from steering knuckle using a pry bar.
Position the end of the pry bar outside of bushing pocket to avoid damage to bushing.
Use care to prevent damage to the ball joint boot.
Remove stabilizer bar link at stabilizer bar.



PRY BAR
DO NOT ALLOW PRY BAR TO DAMAGE BALL JOINT BOOT

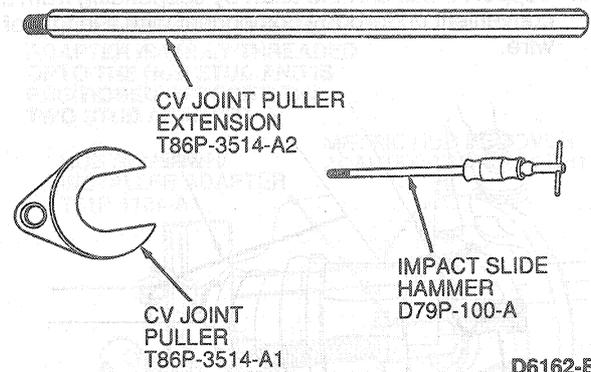
NOTE: EXERCISE CARE NOT TO DAMAGE OR CUT BALL JOINT BOOT. PRY BAR MUST NOT CONTACT LOWER ARM.

E4309-C

The remaining removal procedures for the RH and LH halfshafts are different depending on application. Refer to the appropriate procedure for the vehicle you are servicing.

Halfshaft — AXODE, RH and LH; MTX, LH

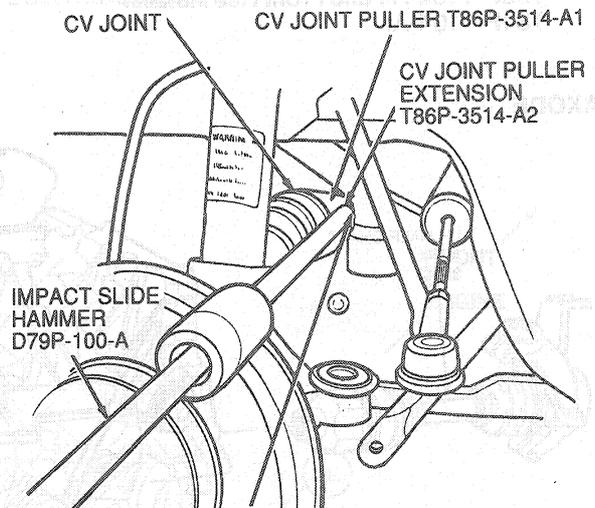
NOTE: The following tools are required to remove the inboard CV joints.



D6162-B

NOTE: Turn steering hub and / or wire strut assembly out of the way.

7. Install CV Joint Puller T86P-3514-A1 between CV joint and transaxle case.
8. Install CV Joint Puller Extension T86P-3514-A2 into CV joint puller and hand tighten.
Install Impact Slide Hammer D79P-100-A or equivalent onto extension.
9. Remove CV joint from transaxle.



CAUTION: MAKE SURE PULLER DOES NOT CONTACT TRANSMISSION SPEED SENSOR OR DAMAGE WILL RESULT.

D6161-F

CAUTION: Do not allow shaft to hang unsupported, damage to the outboard CV joint may result.