REMOVAL AND INSTALLATION (Continued)

Item	Part Number	Description
4	—	RH Outboard CV Joint
5	—	Snap Rings (2 Req'd)
6	3C081	Link Shaft Assy
A		Tighten to 21-32 N·m (15.5-23 Lb-Ft)

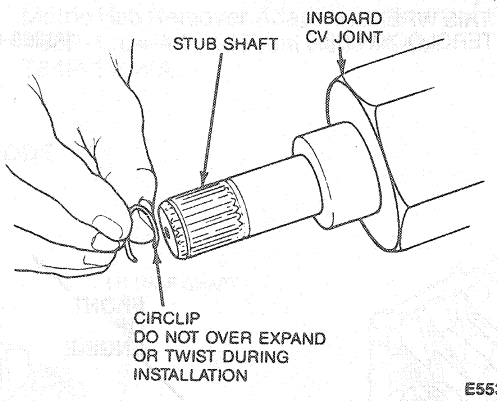
Installation

NOTE: To install the circlip properly, start one end in the groove and work the circlip over the stub shaft end and into the groove. This will avoid over-expanding the circlip.

CAUTION: DO NOT reuse circlip. A new circlip must be installed each time the inboard CV joint is installed into the transaxle differential.

1. Install a new circlip on the inboard CV joint stub shaft and / or link shaft.

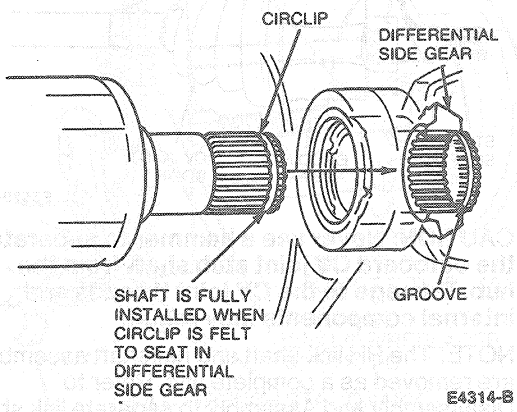
   The outboard CV joint stub shaft does not have a circlip.



   NOTE: A non-metallic mallet may be used to aid in seating the circlip into the differential side gear groove. If a mallet is necessary, tap only on the outboard CV joint stub shaft.

2. Carefully align splines of inboard CV joint stub shaft or link shaft with the splines in the differential. Exerting some force, push CV joint into differential until the circlip is felt to seat in the differential side gear. On MTX equipped vehicles, tighten link shaft bearing retaining bolts to 21-32 N·m (16-23 lb-ft).

   Use care to prevent damage to the differential oil seal.



3. Carefully align splines of outboard CV joint stub shaft with splines in hub and push the shaft into the hub as far as possible.
4. Temporarily fasten rotor to 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 CV joint installation.

   CAUTION: A new hub retainer nut must be installed.

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