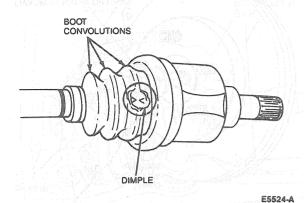
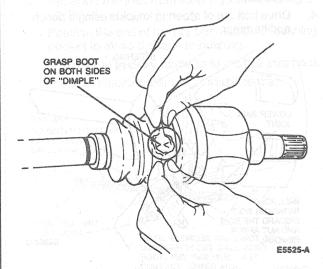
INSPECTION (Continued)

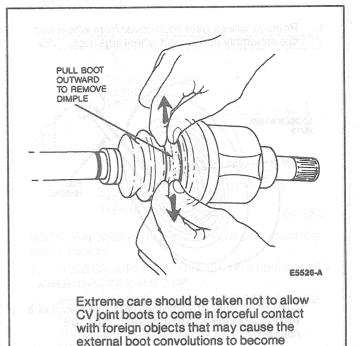
 Inspect the boot(s) for any sign of grease leakage in the dimple which would indicate a cut. Replace the boot if a cut exists or if there is evidence of other damage.



- If the boot is in good condition, the dimple can be removed as follows:
 - Grasp the dimpled convolution on either side of the dimple using the forefinger and thumb of each hand.



b. While grasping boot, pull the convolution by moving hands in opposite directions. The dimple should "pop out." If the dimple does not invert or if it dimples again, one clamp should be removed and the internal and external air pressure equalized. Refer to Boot Installation for the necessary procedure.



REMOVAL AND INSTALLATION

indented.

Halfshaft Assembly

Removal

Tools Required:

- Front Hub Installer T81P-1104-A
- Metric Hub Remover Adapter T86P-1104-A1
- Front Hub Remover/Replacer T81P-1104-C
- Transaxle Plugs T81P-1177-B
- Metric Hub Remover Adapter T83P-1104-BH
- CV Joint Puller Extension T86P-3514-A2
- Impact Slide Hammer D79P-100-A

CAUTION: When removing both the LH and RH halfshafts on MTX equipped vehicles, Transaxle Plugs T81P-1177-B must be installed. Failure to use these tools can result in dislocation of the differential side gears. Should the gears become misaligned, the differential will have to be removed from the transaxle to re-align the gears.

CAUTION: Do not begin this removal procedure unless the following parts are available:

- A new hub retainer nut assembly (Step 1).
- A new lower control arm-to-steering knuckle retaining bolt and nut (Step 4).
- A new inboard CV joint stub shaft circlip.
- A new link shaft snap ring.

Once removed, these parts must not be reused during assembly. Their torque holding ability or retention capability is diminished during removal.