

# Axle Shaft Assembly: Service and Repair

## FRONT DRIVE AXLE

1. DRIFT PUNCH
2. 6 POINT DEEP WELL SOCKET

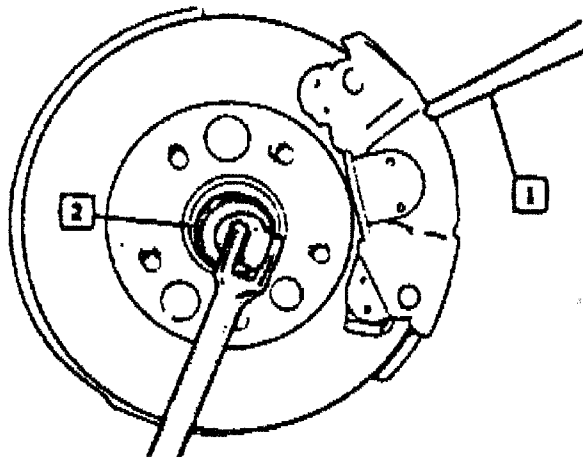


Fig. 7 Axle Shaft Nut Removal.

1. J-28733
2. TURN FORCING SCREW UNTIL AXLE SPLINES ARE JUST LOOSE

*No  
Need*

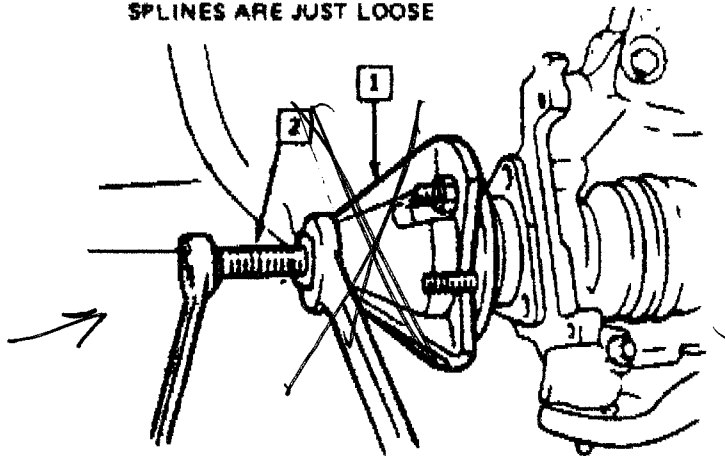
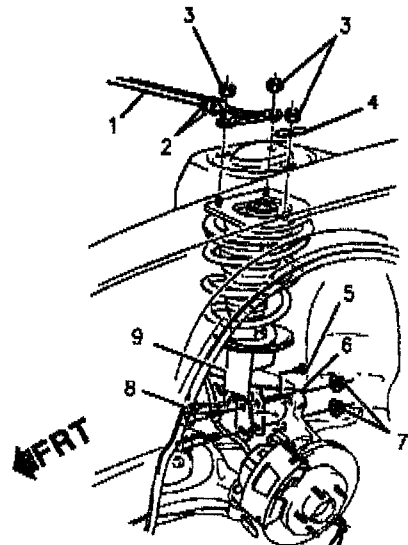


Fig. 8 Drive Axle Outer Joint Removal.

*Put the nut  
flush at the ~~top~~  
top of the spindle so not to damage treads  
hit the spindle and nut and the  
shaft will come loose. take the  
nut off and pull the shaft out.*



- 1 STRUT HOUSING TIE BAR
- 2 THROUGH-BOLTS, 37 Nm (27 LB. FT.)
- 3 NUT, STRUT MOUNT, 24 Nm (18 LB. FT.)
- 4 WASHER
- 5 BOLT, FRONT WHEEL SPEED SENSOR BRACKET, 17 Nm (13 LB. FT.)
- 6 RETAIN KNUCKLE ONCE STRUT IS REMOVED
- 7 NUT, STRUT TO KNUCKLE, 190 Nm (140 LB. FT.)
- 8 BOLT, BRAKE LINE BRACKET, 17 Nm (13 LB. FT.)
- 9 STRUT

FLOOR JACK UP

TO FIT LOWER BALL and CONTROL ARM.

BE CAREFUL HERE IF IT LOOKS LIKE IT WILL SLIP REPOSITION.

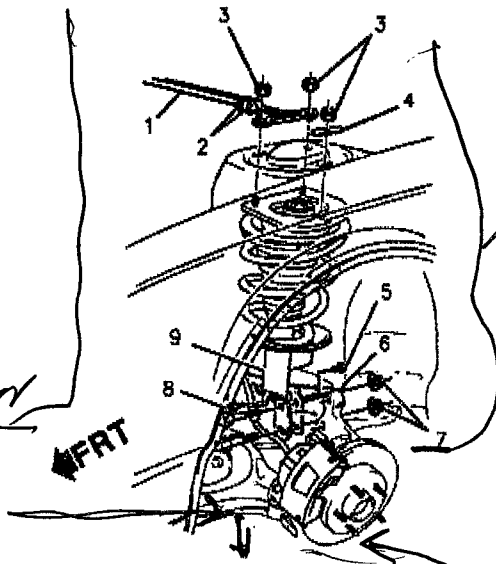
The SHAFT, when put into TRANS. IS IMPORTANT it locks in PAST the clip.



you have to SLAM it in by HAND normally just the weight of the shaft is enough to power it by the clip (which compresses into place) once in you should NOT be able to remove by HAND.

put the other end in to the STRUT PART. DRAW the shaft in once you have enough tread to put the ~~nut~~ (spindle nut) on the spindle. CRANK it IN.

SEE  
SECOND  
COPY  
FOR MORE  
INSTRUCTION



ALL THIS STAYS ON DO NOT REMOVE

PRY

THIS DOWN

AND

PULL ON

ROTOR SO

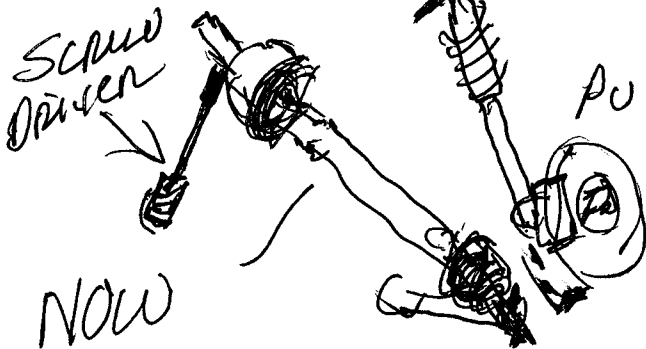
THE REST OF

THE SHAFT WILL  
COME OUT.

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Remove Lower  
BALL JOINT  
NUT with open  
END WRENCH

Then you need to  
get a big BAR

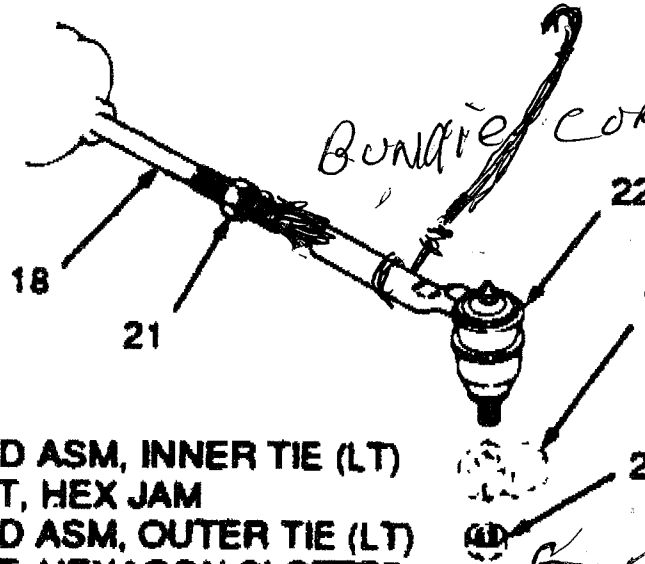


NOW  
POP OUT  
SHAFT

PULL AWAY  
AND  
WIRE IT  
OUT OF THE WAY

When you install new shaft put grease on the inside spline fit into the trans and send it home. You have to get by the spring clip

IF YOU HAVE TO GET A PIECE OF AXLE AND BRING IT IN YOU WILL KNOW WHEN SO DON'T BABY IT.

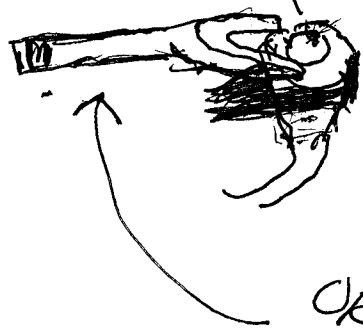


*BONDIE* CORD OUT OF THE WAY  
 BUT LEAVE THE STEERING KNUCKLE END ATTACHED

- 18-ROD ASM, INNER TIE (LT)
- 21-NUT, HEX JAM
- 22-ROD ASM, OUTER TIE (LT)
- 25-NUT, HEXAGON SLOTTED

Remove the nut  
 MAY HAVE A COTTER PIN  
 A good hit will separate the two.  
 OR A PICKUP FORK

Fig. 14 Outer Tie Rod Replacement



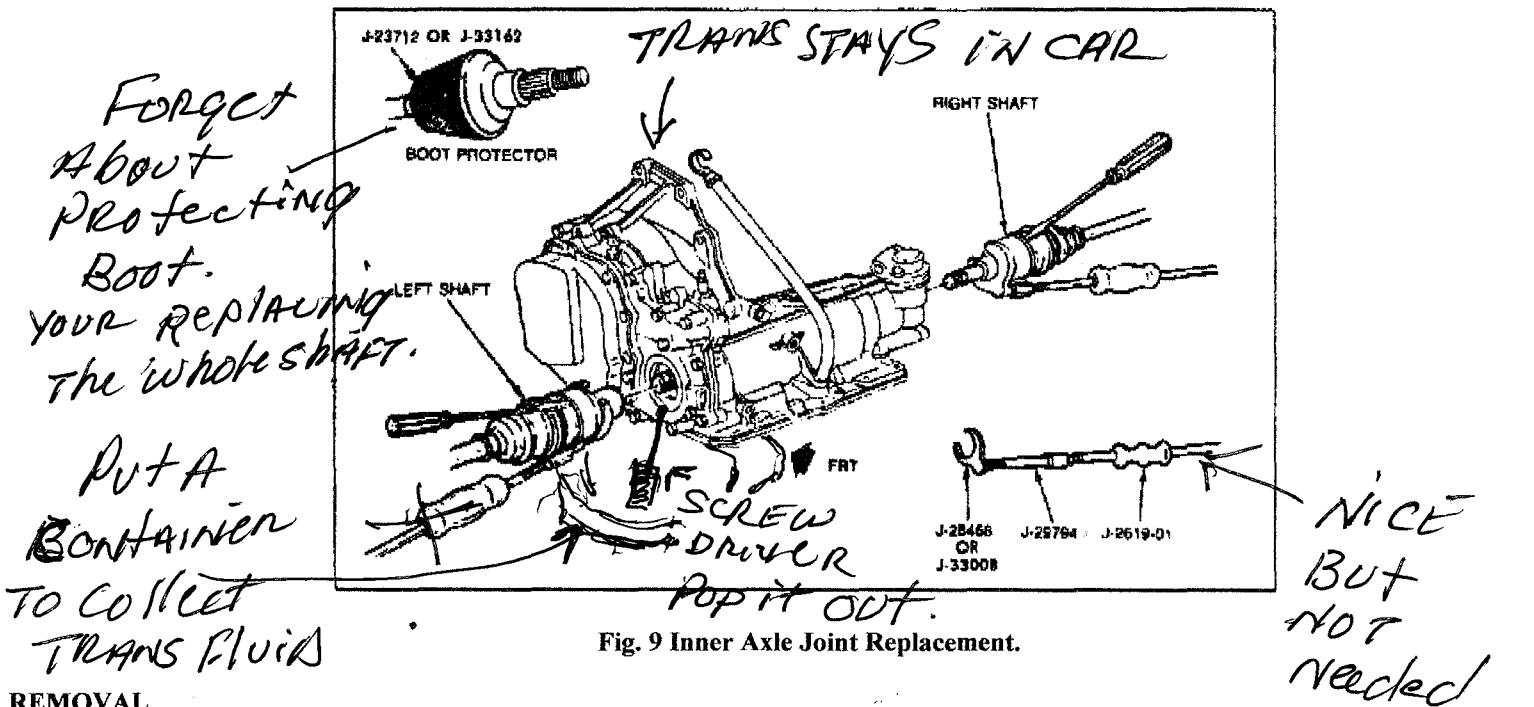


Fig. 9 Inner Axle Joint Replacement.

**REMOVAL**

1. Raise and support vehicle, then remove tire and wheel assembly.
2. Install a brass drift or a screwdriver to prevent the rotor from turning, Fig. 7.
3. Remove axle nut and washer.
4. Remove stabilizer shaft or link from control arm.
5. Remove nut from ball joint, then separate ball joint from steering knuckle using separator tool No. J-36226, or equivalent.
6. Remove drive axle from hub and bearing assembly using front hub spindle remover tool No. J-28733-A, or equivalent, Fig. 8.
7. Remove drive axle from transaxle using axle shaft remover puller tool Nos. J-33008, J-29794 and slide hammer tool No. J-2619-01, or equivalents, if necessary, Fig. 9.

**INSTALLATION**

1. Install drive axle into the transaxle using seal protector J-37292-B, or equivalent
2. Seat snap ring by placing a screwdriver into the groove on the joint housing and tapping until seated, Fig. 9.
3. Grasp the inner housing and pull outward. If the snap ring is properly seated, the axle will remain in place.
4. Install drive axle into hub and bearing assembly.
5. Install lower ball joint to steering knuckle and tighten to specifications.
6. Install stabilizer shaft or link to control arm, tighten to specifications.
7. Insert a screwdriver or drift into caliper and rotor to prevent rotor from turning, Fig. 7.
8. Install new hub nut and washer, tighten to specification.
9. Install tire and wheel assembly, then lower vehicle.