

Front Drive Halfshafts -

General Specification

Item	Specification
Type	Fully floating, fixed length, solid shafts incorporating constant velocity joints at each end of shaft

Lubricant

Item	Specification
Outboard joint	Use grease supplied with replacement boot kit (Optimol MS139G)
Inboard joint	Use grease supplied with replacement boot kit (1 Luber C MS132G)

General Specification

Item	Specification
Type	Fully floating, solid shafts incorporating 'plug-in' constant velocity joint at inboard end and fixed constant velocity joint at outboard end of shaft

Torque Specifications

Description	Nm	lb-ft
* Stabilizer bar link nut	115	85
* Stabilizer link nut	115	85
* Tie rod end ball joint nut	76	56
Brake hose retaining bracket to wheel knuckle bolt	25	18
*+ Halfshaft retaining nut	230	169
Road wheel nuts	140	103

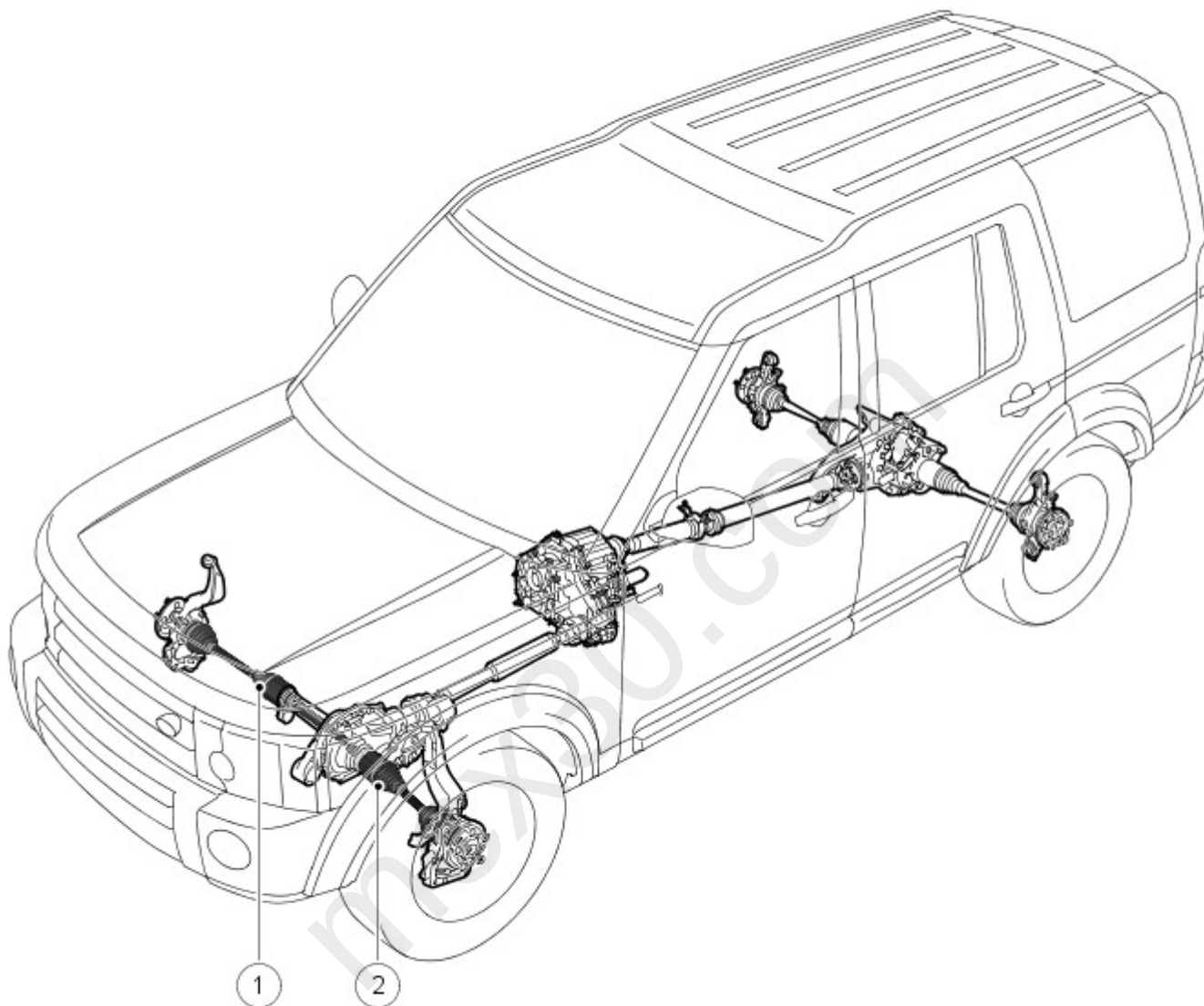
* New nut must be fitted

+ Stake nut on completion

Front Drive Halfshafts - Front Drive Halfshafts

Description and Operation

Front Drive Halfshaft Component Location



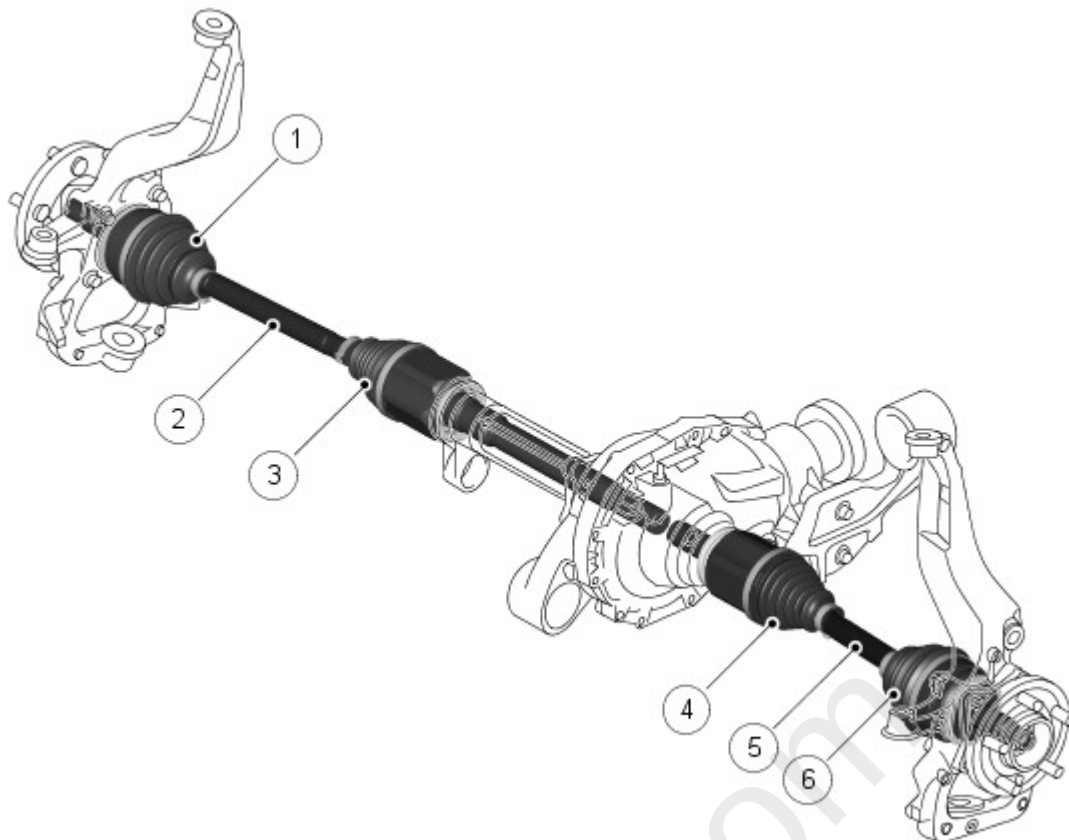
E46376

Item	Part Number	Description
1	-	RH front drive halfshaft
2	-	LH front drive halfshaft

GENERAL

The front drive shafts are handed components with the RH drive shaft being longer than the LH drive shaft. Both shafts are of similar construction with Constant Velocity (CV) joints at each end to allow for steering and suspension movement.

FRONT DRIVE HALFSHAFT ASSEMBLY



E46377

Item	Part Number	Description
1	-	RH outer CV joint
2	-	RH front drive halfshaft
3	-	RH inner CV joint
4	-	LH inner CV joint
5	-	LH front drive halfshaft
6	-	LH outer CV joint

The front drive shafts are similar in their construction. The only difference is the lengths of each shaft, the LH drive shaft is a longer shaft with an extended stem.

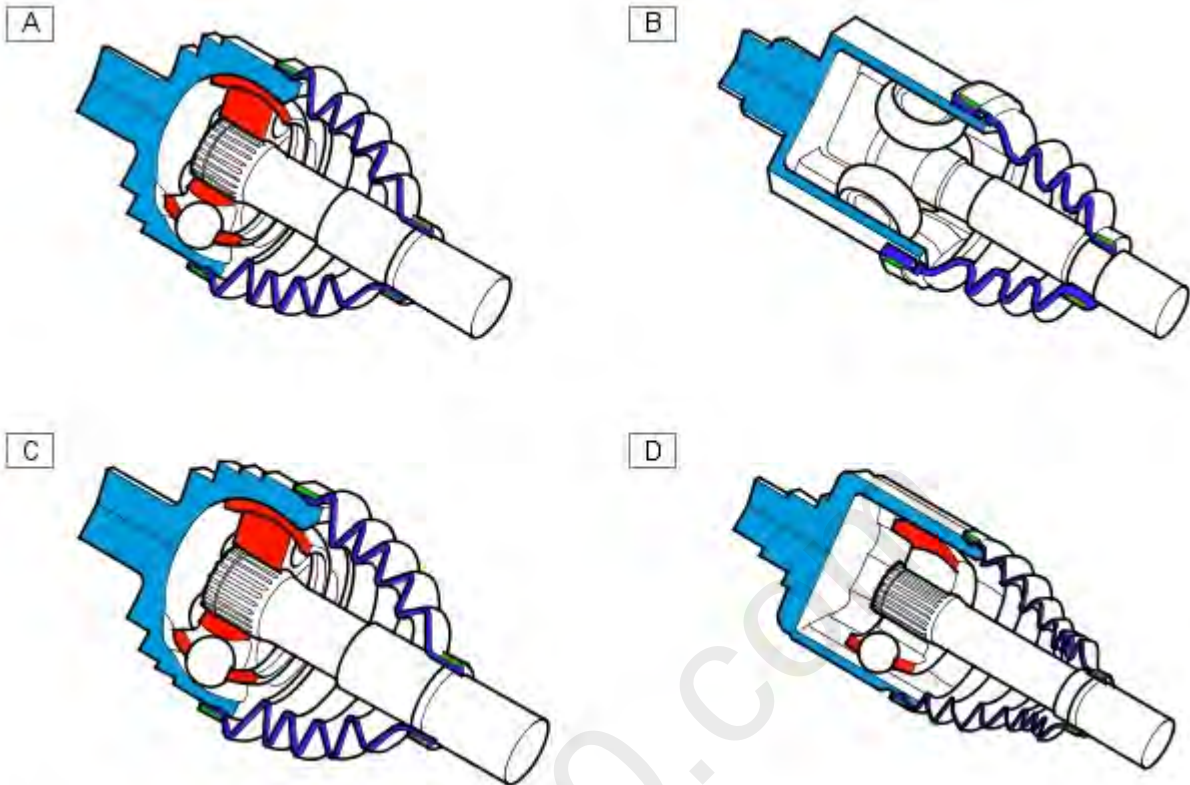
The outer CV joints have a target wheel on the outer diameter. This is used by the ABS wheel speed sensor for vehicle and wheel speed calculations.

Each drive shaft comprises two CV joints (inner and outer), boots, an outer tube and a solid barshaft, which is retained in the front differential by a circlip (see 'Halfshaft Joint' section for more information on CV joints).

Front Drive Halfshafts - Halfshaft Joint

Description and Operation

Front Drive HalfShaft – Sectional Views



E50637

Item	Part Number	Description
A	-	Front outboard halfshaft joint
B	-	Rear outboard halfshaft joint
C	-	Rear inboard halfshaft joint
D	-	Front inboard halfshaft joint

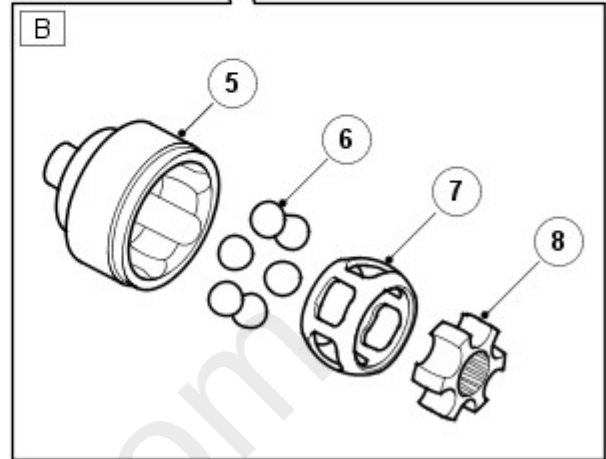
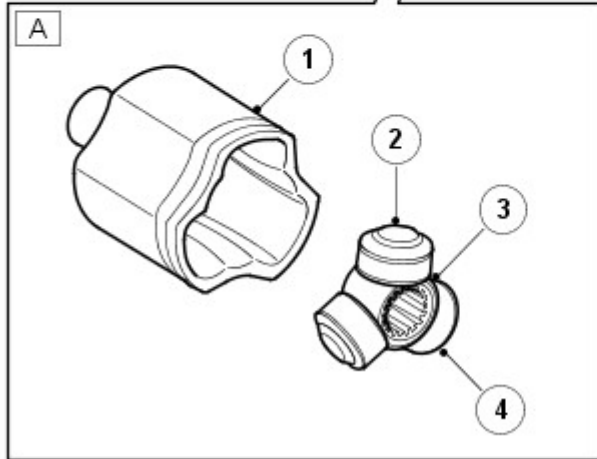
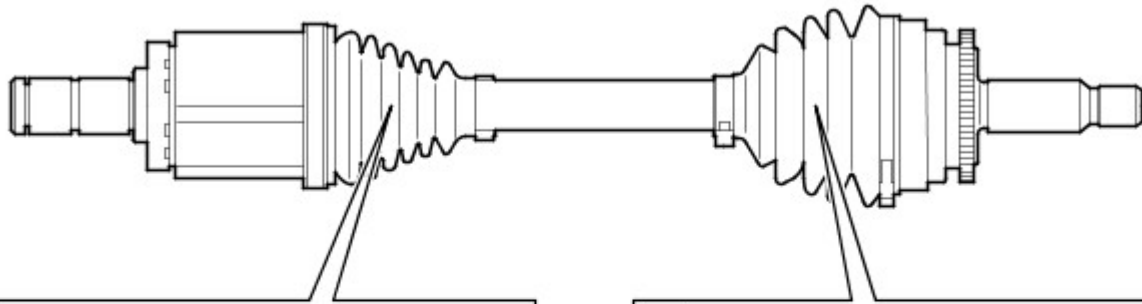
The outboard and rear inboard CV joints are of the Birfield design. This design uses longitudinal, elliptical grooves, which retain six steel balls. The balls are further retained by a cage. The constant velocity is achieved by the position of the steel balls. If a centre line is drawn through the balls and the driven hub or differential shaft, the two centre lines always bisect each other at the angle of drive. This condition allows the rotational speed of the driven shaft to be passed to the driven hub or differential shaft with no loss of rotational speed regardless of the shaft angle. The CV joints are packed with grease, which is retained in the joint by a synthetic rubber gaiter. The gaiter is retained at each end by a metal clamp, which provides a water tight seal to prevent the ingress of dirt and moisture. The CV joints are retained on their respective shaft or tube by an internal snap ring. The snap rings are located in a groove on each shaft or tube end and locate in a mating groove in the CV joint.



CAUTION: The inner hub is not retained in the joint body on this type of joint. The joint is held together in it's unfitted state only by the boot. Pulling on the barshaft can therefore pull the hub out of the joint body. For this reason care must be taken when handling and fitting the front driveshafts.

The shaft is a sliding fit inside the outer tube, which allows for the small length changes, which occur with articulation of the suspension. The shaft is located in a ball cage, which is retained inside the outer tube. The ball cage ensures that the shaft is held rigidly in the outer tube whilst allowing it to freely move in and out of the tube as necessary. A sealing plug is pressed into the outer tube and retains grease around the balls in the cage.

The inner CV joints are similar in design and operation to the outer joints except that the inner joints use rollers rather than balls to transmit the drive.



E46396

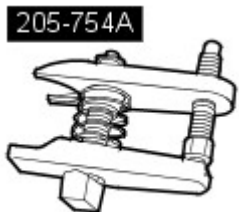
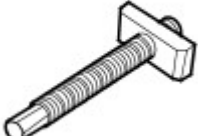
Item	Part Number	Description
A	-	Inner CV joint
B	-	Outer CV joint
1	-	Tulip outer race
2	-	Trunions (3 of)
3	-	Spider
4	-	Rollers (3 of)
5	-	Outer race
6	-	Steel balls (6 of)
7	-	Cage
8	-	Inner race

The front inboard joint is a 'tripode joint', having three 'feet' or 'podes'. The torque is transmitted from the outer race to the connecting shaft by means of rollers running on needle rollers around the trunions of the tripod spider. The roller tracks of the outer race enable the tripod assembly to move angularly and axially within the joint.

The inner CV joint shaft is splined and mates with splines in the front differential. There is no internal retaining mechanism for this type of joint so care must be taken during service as the shaft and CV joint can separate.

Front Drive Halfshafts - Front Halfshaft LH

Removal and Installation

Special Tool(s)	
 205-754A E45276	Ball joint separator 205-754(LRT-54-027)
 204-506/1 E49618	Halfshaft remover/replacer 204-506/1(LRT-60-030/1)
 204-506/3 E49620	Halfshaft remover/replacer 204-506/3(LRT-60-030/3)
 204-506-01 E49622	Halfshaft installer adapter 204-506-01(LRT-60-030/4)
 204-506/5 E49621	Retainers - halfshaft remover/replacer 204-506/5(LRT-60-030/5)
 308-005 E54134	Axle oil seal remover 308-005(LRT-37-004/2)
 100-012 E54135	Impulse extractor 100-012(LRT-99-004)

 308-626/2 E54137	Installer/Guide halfshaft oil seal 308-626/2
 308-626/1 E54136	Installer halfshaft oil seal 308-626/1

Removal

• CAUTIONS:



Do not store or install halfshafts with joints at maximum articulation or damage may occur to the joint.



Do not allow halfshafts to hang unsupported at one end or joint damage will occur.

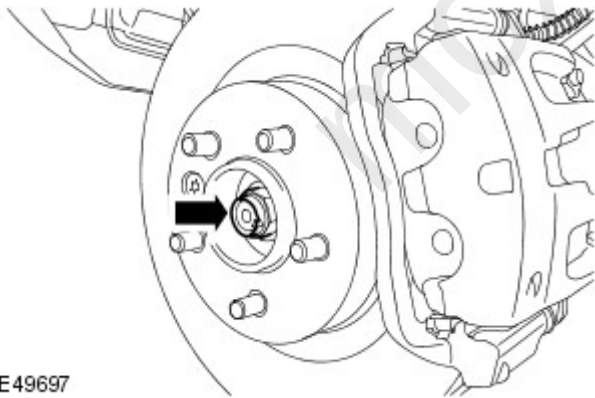


Angularly Adjusted Roller (AAR) joints, used at the inboard end of some halfshafts have no internal retaining mechanism and can separate.

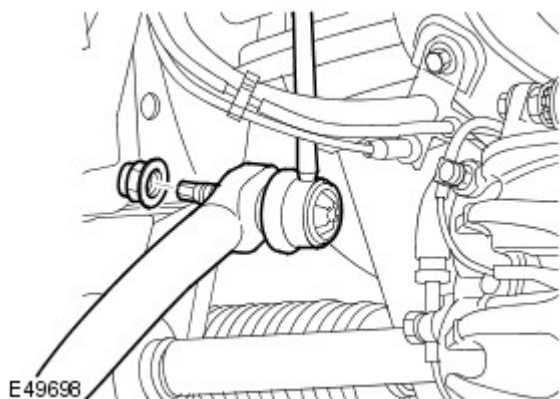
-  **WARNING:** Do not work on or under a vehicle supported only by a jack. Always support the vehicle on safety stands.

Raise and support the vehicle.

- Drain the differential lubricant.
For additional information, refer to: [Differential Draining and Filling](#) (205-03 Front Drive Axle/Differential, General Procedures).
- Remove the wheel and tire.
- Remove the halfshaft retaining nut.
 - Discard the nut.



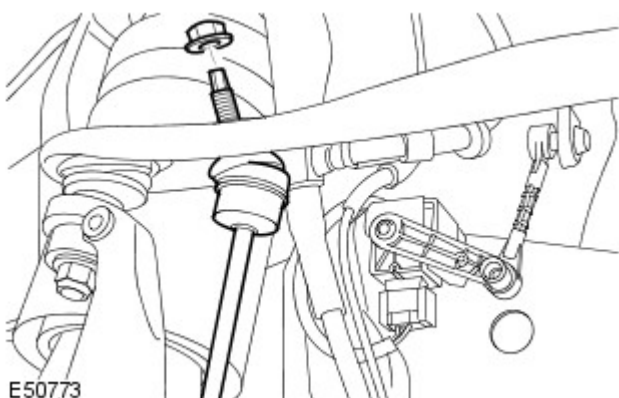
E49697



5.  **CAUTION:** Use a wrench on the hexagon provided to prevent the ball joint rotating.

Disconnect the RH stabilizer bar link.

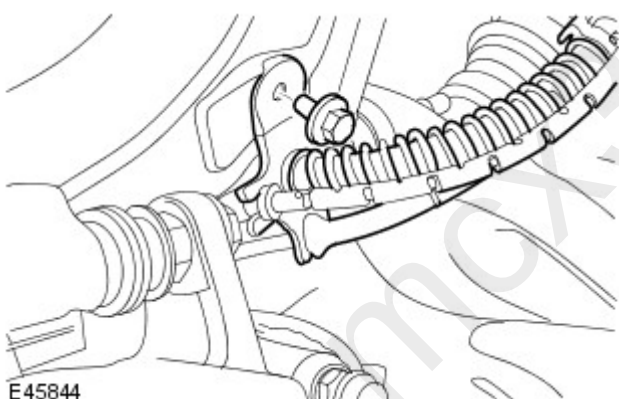
- Remove and discard the nut.



6.  **CAUTION:** Use a wrench on the hexagon provided to prevent the ball joint rotating.

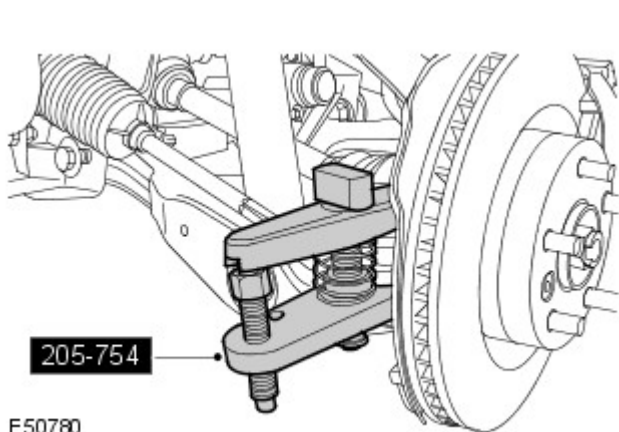
Remove the stabilizer bar link nut.

- Remove and discard the nut.



7. Release the brake hose bracket from the wheel knuckle.

- Remove the bolt.



8. Loosen the tie-rod end ball joint retaining nut.

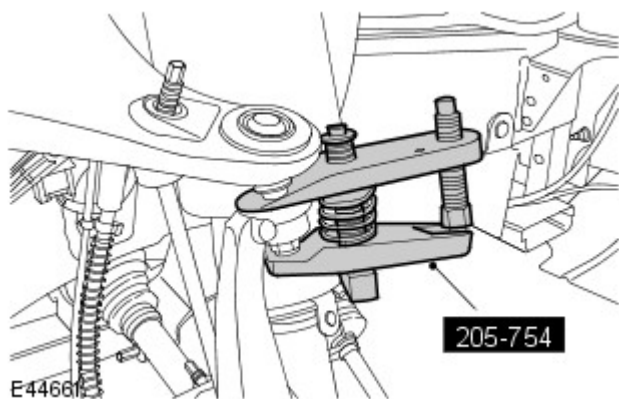
9.  **CAUTION:** Make sure the ball joint seal is not damaged. A damaged seal will lead to the premature failure of the joint.

Using the special tool, release the tie-rod end ball joint from the wheel knuckle.

- Discard the nut.

10.  **CAUTION:** To prevent the wheel knuckle falling outwards and disconnection of the halfshaft inner joint, support the wheel knuckle.

Loosen the upper arm retaining nut.



11. ⚠ CAUTION: Make sure the ball joint seal is not damaged. A damaged seal will lead to the premature failure of the joint.

Using the special tool, release the upper arm ball joint.

- Remove and discard the retaining nut.

12. CAUTIONS:



The lower arm ball joint can be damaged by excessive articulation. The wheel knuckle must be fully supported at all times. Do not allow the wheel knuckle to hang on the lower arm. Failure to follow this instruction will result in damage to vehicle.



Do not use a hammer to detach the halfshaft from the hub assembly, failure to follow this instruction may result in damage to the halfshaft.

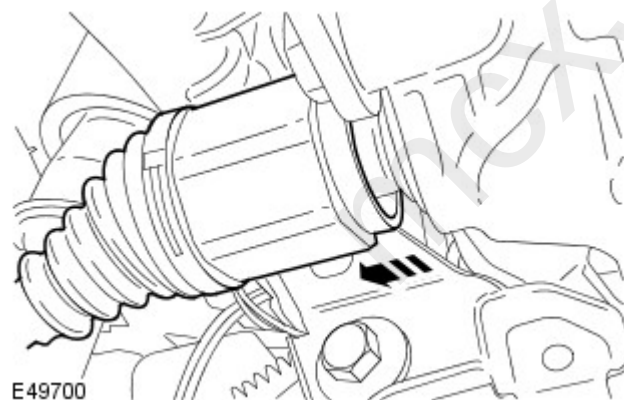
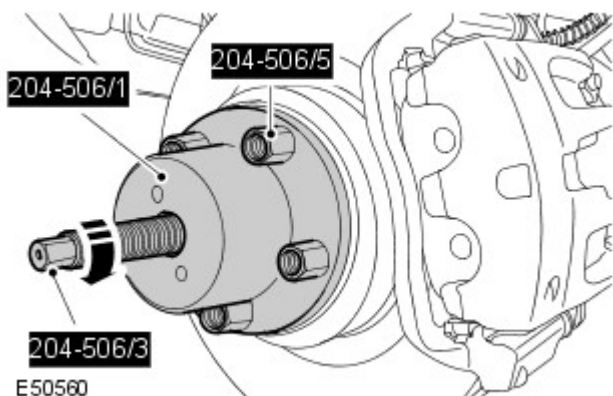


Do not use a hammer to detach the halfshaft from the hub assembly, failure to follow this instruction may result in damage to the halfshaft.

Using the special tools, release the halfshaft from the wheel hub.

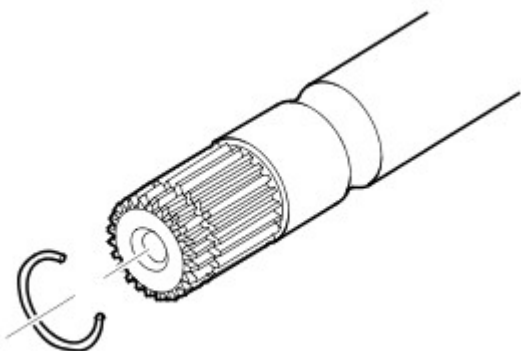
13. Release the halfshaft from the wheel knuckle.

14. Release the halfshaft from the differential housing.

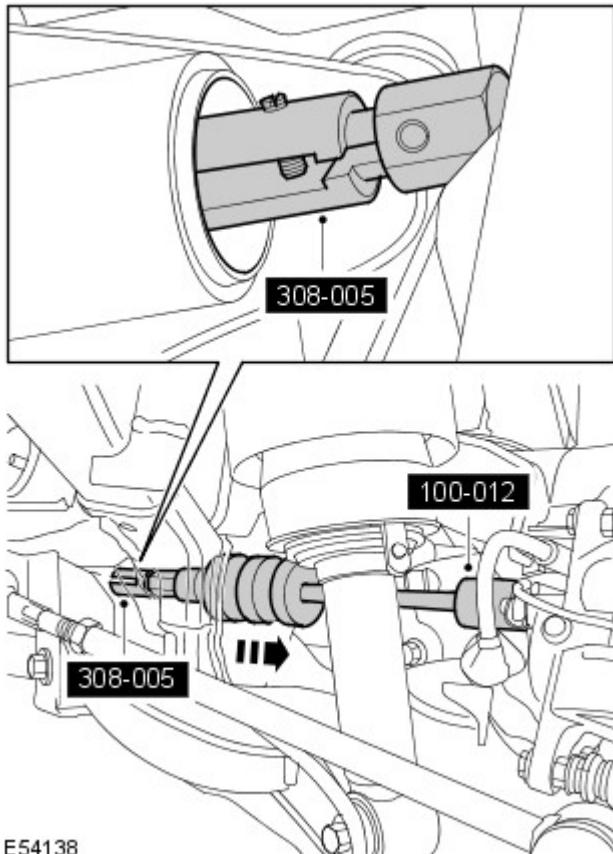


15. Remove the halfshaft.

- Raise the stabilizer bar to allow removal of the halfshaft.
- Remove and discard the snap ring.



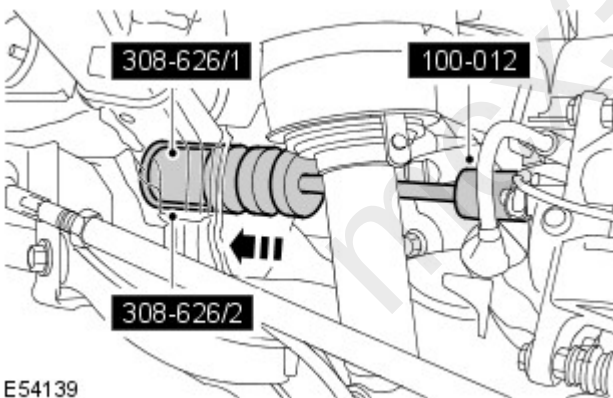
16. Using the special tools, remove and discard the halfshaft oil seal.



E54138

Installation

1. Clean the components.
2. Using the special tools, install a new halfshaft oil seal.
 - The halfshaft oil seal protector must be left in place, until the halfshaft is fully installed.

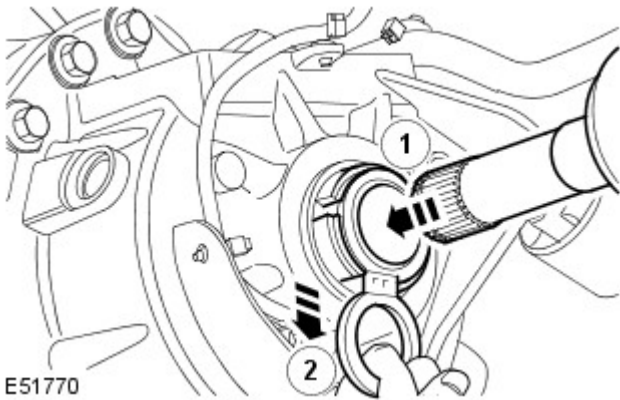


E54139

3. **NOTE:** Do not fully engage the halfshaft until the oil seal protector has been removed.

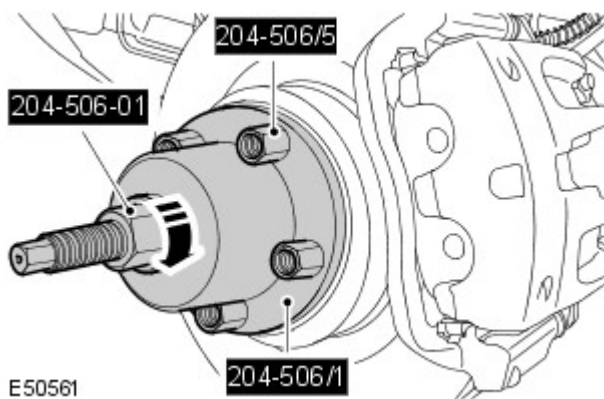
Install the halfshaft.

- Install the snap ring.
- Lubricate the seal and the bearing running surfaces with clean axle oil.
- Make sure the snap ring is fully engaged and retains the halfshaft.
- Open the halfshaft oil seal protector.



4. NOTE: The oil seal protector is designed to break into two pieces.

Remove and discard the halfshaft oil seal protector.



5. CAUTION: The lower arm ball joint can be damaged by excessive articulation. The wheel knuckle must be fully supported at all times. Do not allow the wheel knuckle to hang on the lower arm. Failure to follow this instruction will result in damage to vehicle.

Using the special tools, install the halfshaft in the wheel hub.

6. Connect the upper arm and wheel knuckle.

- Install a new nut and tighten to 70 Nm (52 lb.ft).

7. Secure the stabilizer bar link.

- Install a new nut and tighten to 115 Nm (85 lb.ft).

8. Connect the tie-rod end ball joint.

- Install a new nut and tighten to 76 Nm (56 lb.ft).

9. CAUTION: Install the halfshaft nut finger tight.

Install a new halfshaft retaining nut and lightly tighten.

10. Secure the brake hose retaining bracket to the wheel knuckle.

- Tighten the bolt to 22 Nm (16 lb.ft).

11. Secure the RH stabilizer link.

- Install a new nut and tighten to 115 Nm (85 lb.ft).

12. CAUTION: Do not use air tools to install the nut. Failure to follow this instruction may result in damage to the component.

Tighten the new halfshaft retaining nut to 230 Nm (170 lb.ft).

- Stake the nut to the halfshaft.

13. Install the wheels and tires.

- Tighten the wheel nuts to 140 Nm (103 lb.ft).

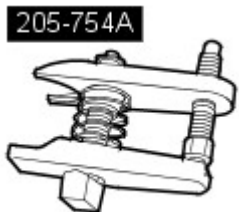
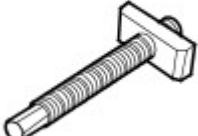
14. CAUTION: Do not fill the differential with lubricant up to the filler plug. The filler plug is only used to fill the differential with lubricant, and not to act as a level indicator.

Fill the differential with the correct amount of lubricant.
For additional information, refer to: [Differential Draining and Filling](#) (205-03 Front Drive Axle/Differential, General Procedures).

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Front Drive Halfshafts - Front Halfshaft RH

Removal and Installation

Special Tool(s)	
 205-754A E45276	Ball joint separator 205-754(LRT-54-027)
 204-506/1 E49618	Halfshaft remover/replacer 204-506/1(LRT-60-030/1)
 204-506/3 E49620	Halfshaft remover/replacer 204-506/3(LRT-60-030/3)
 204-506-01 E49622	Halfshaft installer adapter 204-506-01(LRT-60-030/4)
 204-506/5 E49621	Retainers - halfshaft remover/replacer 204-506/5(LRT-60-030/5)
 308-005 E54134	Axle oil seal remover 308-005(LRT-37-004/2)
 100-012 E54135	Impulse extractor 100-012(LRT-99-004)

 308-626/2 E54137	Installer/Guide halfshaft oil seal 308-626/2
 308-626/1 E54136	Installer halfshaft oil seal 308-626/1
 205-819 E54141	Halfshaft bearing installer 205-819

Removal

• CAUTIONS:



Angularly Adjusted Roller (AAR) joints, used at the inboard end of some halfshafts have no internal retaining mechanism and can separate.



Do not allow halfshafts to hang unsupported at one end or joint damage will occur.

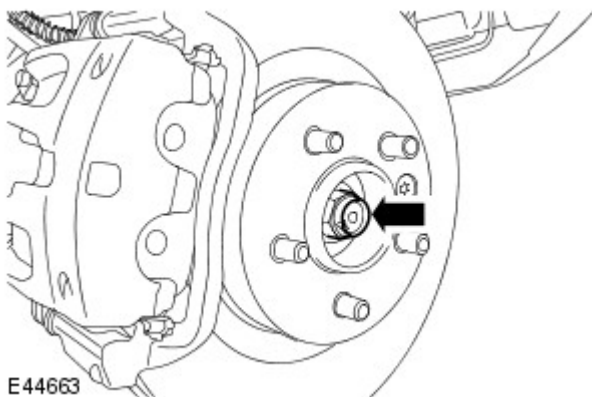


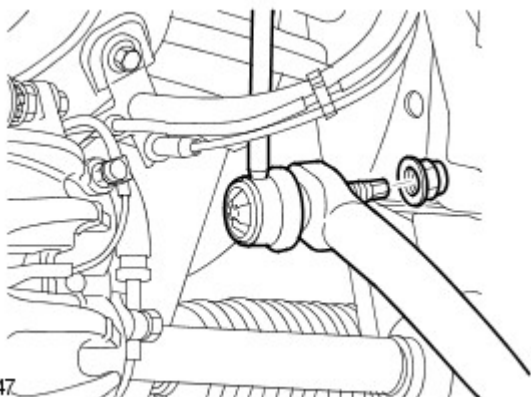
Do not store or install halfshafts with joints at maximum articulation or damage may occur to the joint.

-  **WARNING:** Do not work on or under a vehicle supported only by a jack. Always support the vehicle on safety stands.

Raise and support the vehicle.

- Drain the differential lubricant.
For additional information, refer to: [Differential Draining and Filling](#) (205-03 Front Drive Axle/Differential, General Procedures).
- Remove the wheels and tires.
- Remove the halfshaft retaining nut.
 - Discard the nut.



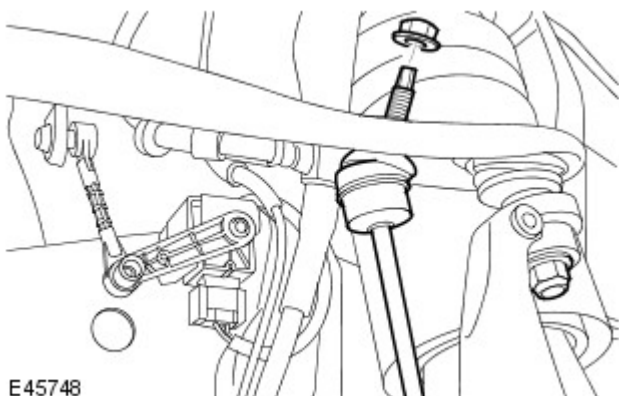


E45747

5.  **CAUTION:** Use a wrench on the hexagon provided to prevent the ball joint rotating.

Disconnect the LH stabilizer bar link.

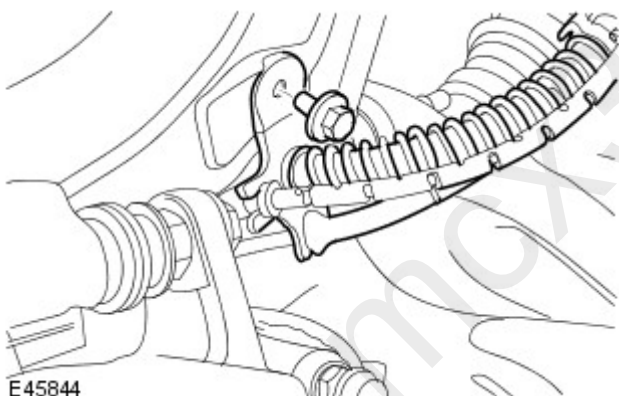
- Remove and discard the nut.



E45748

6.  **CAUTION:** Use a wrench on the hexagon provided to prevent the ball joint rotating.

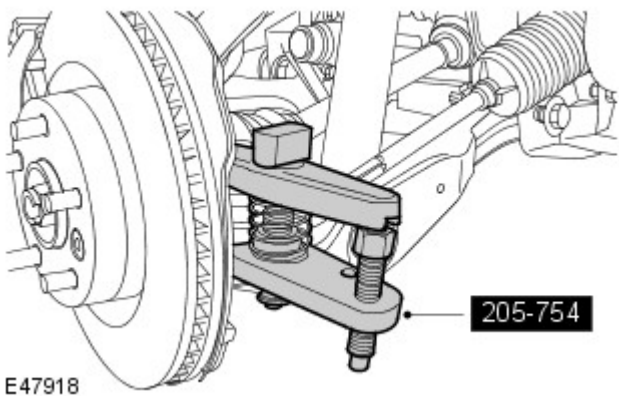
Remove the stabilizer bar link nut.



E45844

7. Release the brake hose bracket from the wheel knuckle.

- Remove the bolt.



E47918

8. Loosen the tie-rod end ball joint retaining nut.

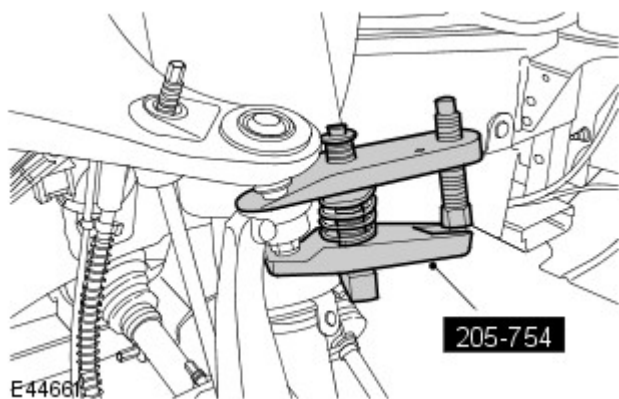
9.  **CAUTION:** Make sure the ball joint seal is not damaged. A damaged seal will lead to the premature failure of the joint.

Using the special tool, release the tie-rod end ball joint from the wheel knuckle.

- Discard the nut.

10.  **CAUTION:** To prevent the wheel knuckle falling outwards and disconnection of the halfshaft inner joint, support the wheel knuckle.

Loosen the upper arm retaining nut.



11. ⚠ CAUTION: Make sure the ball joint seal is not damaged. A damaged seal will lead to the premature failure of the joint.

Using the special tool, release the upper arm ball joint.

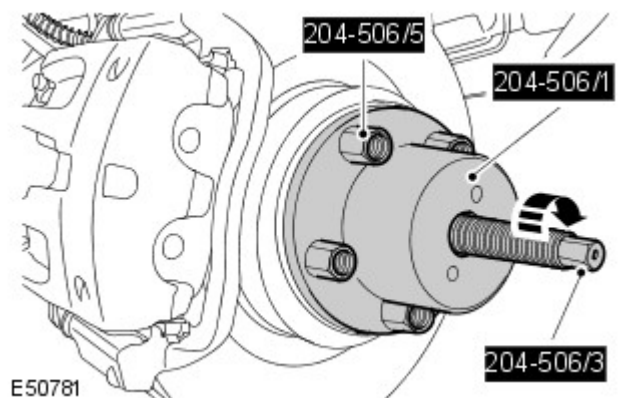
- Remove and discard the retaining nut.

12. CAUTIONS:

⚠ The lower arm ball joint can be damaged by excessive articulation. The wheel knuckle must be fully supported at all times. Do not allow the wheel knuckle to hang on the lower arm. Failure to follow this instruction will result in damage to vehicle.

⚠ Do not use a hammer to detach the halfshaft from the hub assembly, failure to follow this instruction may result in damage to the halfshaft.

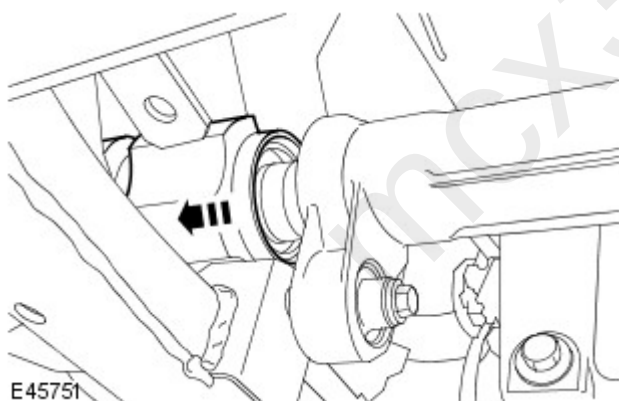
Using the special tools, release the halfshaft from the wheel hub.



13. Release the halfshaft from the wheel knuckle.

14. Position a container to collect the oil spillage.

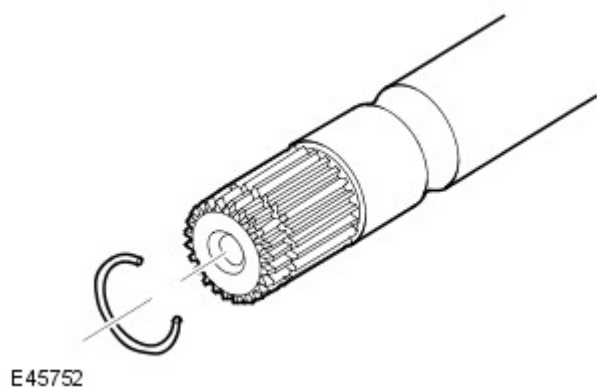
15. Release the halfshaft from the differential housing.



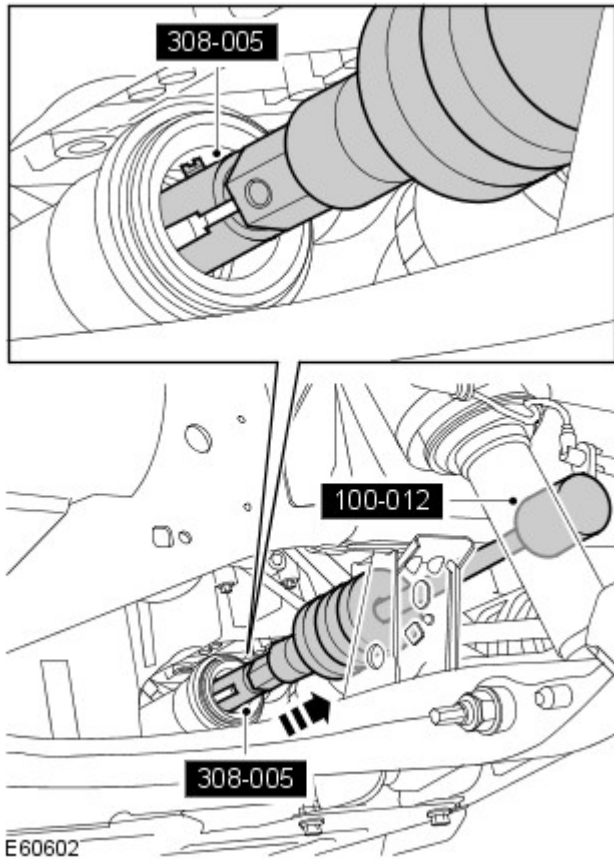
16. ⚠ CAUTION: Keep the halfshaft horizontal to avoid damaging the oil seal.

Remove the halfshaft.

- Raise the stabilizer bar to allow removal of the halfshaft.
- Remove and discard the snap ring.

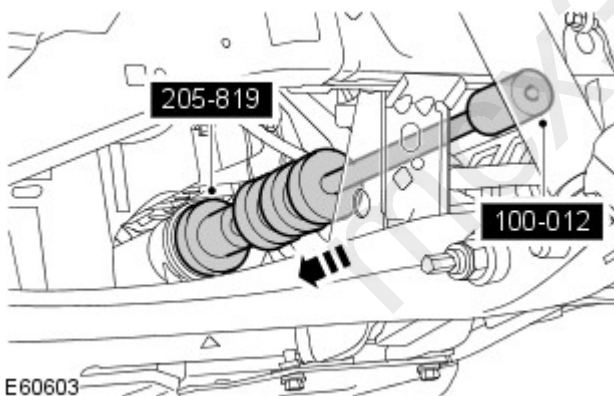


17. Using the special tools, remove and discard the halfshaft oil seal.



Installation

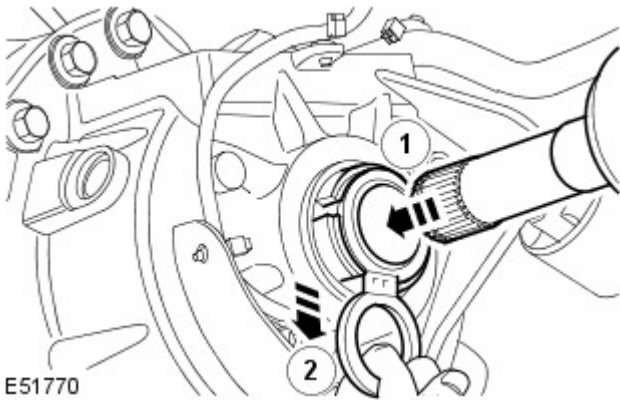
1. Clean the components.
2. Using the special tools, install a new halfshaft oil seal.
 - The halfshaft oil seal protector must be left in place, until the halfshaft is fully installed.



3. **NOTE:** Do not fully engage the halfshaft until the oil seal protector has been removed.

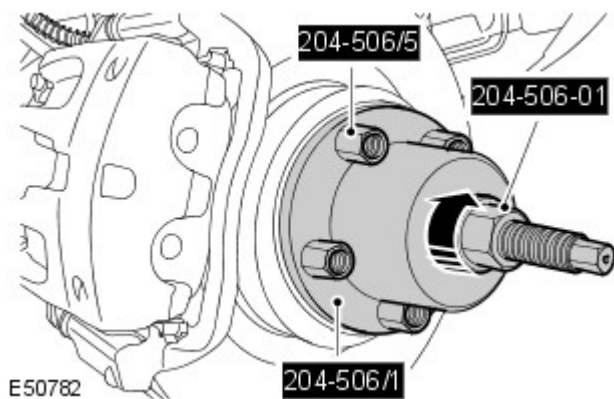
Install the halfshaft.

- Install the snap ring.
- Lubricate the seal and the bearing running surfaces with clean axle oil.
- Make sure the snap ring is fully engaged and retains the halfshaft.
- Open the halfshaft oil seal protector.



4. NOTE: The oil seal protector is designed to break into two pieces.

Remove and discard the halfshaft oil seal protector.



5. ⚠ CAUTION: The lower arm ball joint can be damaged by excessive articulation. The wheel knuckle must be fully supported at all times. Do not allow the wheel knuckle to hang on the lower arm. Failure to follow this instruction will result in damage to vehicle.

Using the special tools, install the halfshaft in the wheel hub.

6. Connect the upper arm and wheel knuckle.

- Install a new nut and tighten to 70 Nm (52 lb.ft).

7. Secure the stabilizer bar link.

- Install a new nut and tighten to 115 Nm (85 lb.ft).

8. Connect the tie-rod end ball joint.

- Install a new nut and tighten to 76 Nm (56 lb.ft).

9. ⚠ CAUTION: Install the halfshaft nut finger tight.

Install a new halfshaft retaining nut and lightly tighten.

10. Secure the brake hose retaining bracket to the wheel knuckle.

- Tighten the bolt to 22 Nm (16 lb.ft).

11. Secure the LH stabilizer link.

- Install a new nut and tighten to 115 Nm (85 lb.ft).

12. ⚠ CAUTION: Do not use air tools to install the nut. Failure to follow this instruction may result in damage to the component.

Tighten the new halfshaft retaining nut to 230 Nm (170 lb.ft).

- Stake the nut to the halfshaft.

13. Install the wheels and tires.

- Tighten the wheel nuts to 140 Nm (103 lb.ft).

14. ⚠ CAUTION: Do not fill the differential with lubricant up to the filler plug. The filler plug is only used to fill the differential with lubricant, and not to act as a level indicator.

Fill the differential with the correct amount of lubricant.
For additional information, refer to: [Differential Draining and Filling](#) (205-03 Front Drive Axle/Differential, General Procedures).

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Front Drive Halfshafts - Outer Constant Velocity (CV) Joint Boot

Removal and Installation

Removal

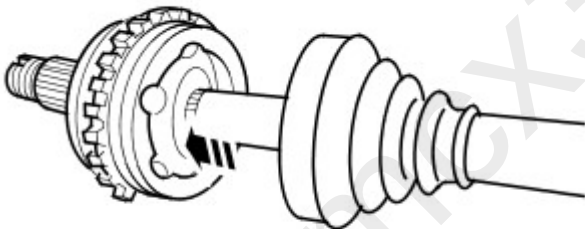
1.  **WARNING:** Do not work on or under a vehicle supported only by a jack. Always support the vehicle on safety stands.

Raise and support the vehicle.

2. Remove the wheel and tire.
3. Remove the halfshaft.
For additional information, refer to: [Front Halfshaft LH](#) (205-04 Front Drive Halfshafts, Removal and Installation).
4. Clamp the halfshaft in a vise.
5. Remove and discard the CV joint boot retaining clamps.



6. Slide the CV joint boot along the halfshaft to gain access to the joint.
7. Using a drift against the inner part of the CV joint, remove the CV joint from the halfshaft.
 - Remove and discard the snap ring.



8. Remove the outer CV joint boot.

Installation

1. Clean the components.
2. Install the CV joint boot.
3. Install the outer CV joint.
 - Install the snap ring.
 - Position the CV joint on the halfshaft, press the snap ring into its groove and push the CV joint fully on to the halfshaft.
 - Pull on the CV joint to ensure the snap ring has fully engaged.
4. Pack the CV joint with the grease supplied.



E137494

5. CAUTIONS:



Make sure the CV boot is not pushed too far onto the drive shaft and the recess is exposed, failure to follow this instruction may result in damage to the component.



After the clamps have been secured do not adjust them, failure to follow this instruction may result in damage to the component.

Install the CV joint boot to the CV joint.

- Using a suitable tool, secure the CV joint boot with the new clamps.

6. Install the halfshaft.

For additional information, refer to: [Front Halfshaft LH](#) (205-04 Front Drive Halfshafts, Removal and Installation).

7. Install the wheel and tire.

- Tighten the wheel nuts to 140 Nm (103 lb.ft).

Front Drive Halfshafts - Outer Constant Velocity (CV) Joint

Removal and Installation

Removal

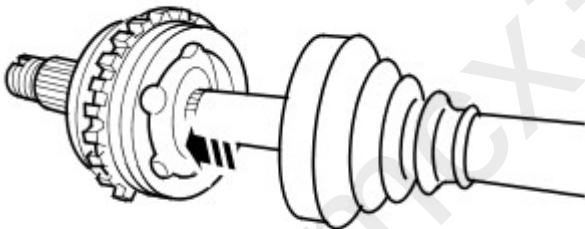
1.  **WARNING:** Do not work on or under a vehicle supported only by a jack. Always support the vehicle on safety stands.

Raise and support the vehicle.

2. Remove the wheel and tire.
3. Remove the halfshaft.
For additional information, refer to: [Front Halfshaft LH](#) (205-04 Front Drive Halfshafts, Removal and Installation).
4. Clamp the halfshaft in a vise.
5. Remove and discard the CV joint boot retaining clamps.



6. Slide the CV joint boot along the halfshaft to gain access to the joint.
7. Using a drift against the inner part of the CV joint, remove the CV joint from the halfshaft.
 - Remove and discard the snap ring.



8. Remove the outer CV joint boot.

Installation

1. Clean the components.
2. Install the CV joint boot.
3. Install the outer CV joint.
 - Install the snap ring.
 - Position the CV joint on the halfshaft, press the snap ring into its groove and push the CV joint fully on to the halfshaft.
 - Pull on the CV joint to ensure the snap ring has fully engaged.
4. Pack the CV joint with the grease supplied.



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5. CAUTIONS:



Make sure the CV boot is not pushed too far onto the drive shaft and the recess is exposed, failure to follow this instruction may result in damage to the component.



After the clamps have been secured do not adjust them, failure to follow this instruction may result in damage to the component.

Install the CV joint boot to the CV joint.

- Using a suitable tool, secure the CV joint boot with the new clamps.

6. Install the halfshaft.

For additional information, refer to: [Front Halfshaft LH](#) (205-04 Front Drive Halfshafts, Removal and Installation).

7. Install the wheel and tire.

- Tighten the wheel nuts to 140 Nm (103 lb.ft).

Front Drive Halfshafts - Inner Constant Velocity (CV) Joint Boot

Removal and Installation

Removal

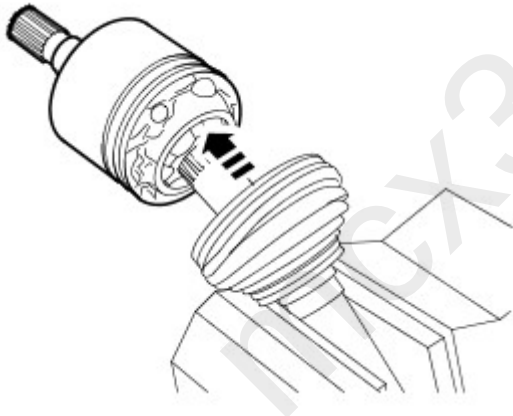
1.  **WARNING:** Do not work on or under a vehicle supported only by a jack. Always support the vehicle on safety stands.

Raise and support the vehicle.

2. Remove the wheel and tire.
3. Remove the halfshaft.
For additional information, refer to: [Front Halfshaft LH](#) (205-04 Front Drive Halfshafts, Removal and Installation).
4. Clamp the halfshaft in a vise.
5. Remove and discard the CV joint boot retaining clamps.

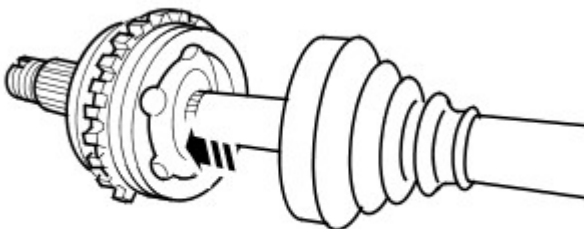


6. Slide the CV joint boot along the halfshaft to gain access to the joint.



7. Using a drift against the inner part of the CV joint, remove the CV joint from the halfshaft.

- Remove and discard the snap ring.



8. Remove the inner joint boot.

Installation

1. Clean the components.
2. Install the inner joint boot.

3. Install the inner joint.

- Install a new snap ring.
- Position the CV joint on the halfshaft, press the snap ring into its groove and push the CV joint fully on to the halfshaft.
- Pull on the CV joint to ensure the snap ring has fully engaged.

4. Pack the joint with the grease supplied.

5. Install the CV joint boot to the CV joint.

- Secure with the new clamps.

6. Install the halfshaft.

For additional information, refer to: [Front Halfshaft LH](#) (205-04 Front Drive Halfshafts, Removal and Installation).

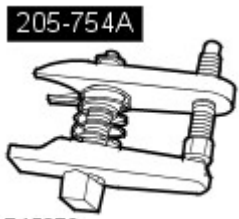
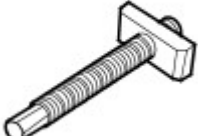
7. Install the wheel and tire.

- Tighten the wheel nuts to 140 Nm (103 lb.ft).

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Front Drive Halfshafts - Halfshaft Seal LH

Removal and Installation

Special Tool(s)	
 205-754A E45276	Ball joint separator (LRT-54-027) 205-754
 204-506/1 E49618	Halfshaft remover/replacer (LRT-60-030/1) 204-506/1
 204-506/3 E49620	Halfshaft remover/replacer (LRT-60-030/3) 204-506/3
 204-506-01 E49622	Halfshaft installer adapter 204-506-01
 204-506/5 E49621	Retainers - halfshaft remover/replacer (LRT-60-030/5) 204-506/5
 308-005 E54134	Axle oil seal remover (LRT-37-004/2) 308-005
 100-012 E54135	Impulse extractor (LRT-99-004) 100-012

 308-626/2 E54137	Installer/Guide halfshaft oil seal 308-626/2
 308-626/1 E54136	Installer halfshaft oil seal 308-626/1

Removal

• CAUTIONS:



Do not store or install halfshafts with joints at maximum articulation or damage may occur to the joint



Do not allow halfshafts to hang unsupported at one end or joint damage will occur.

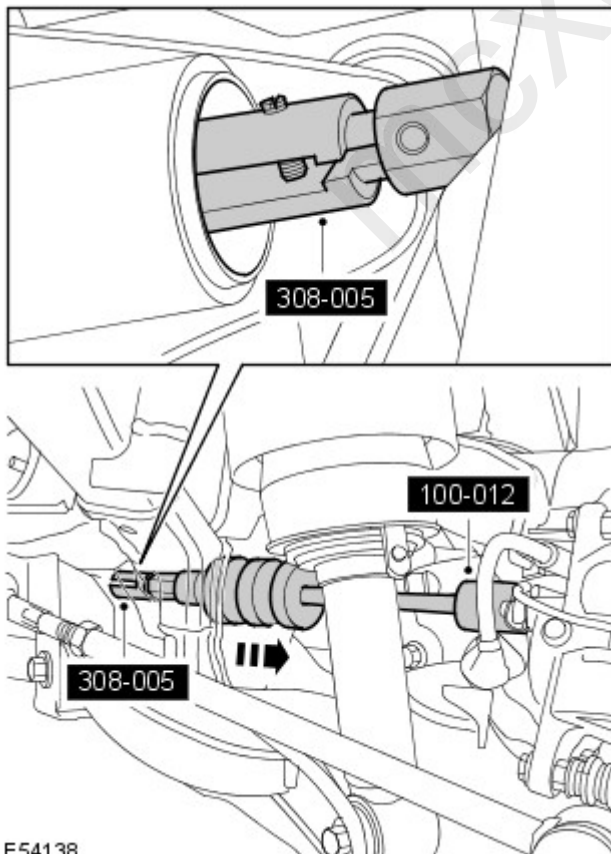


Angularly Adjusted Roller (AAR) joints, used at the inboard end of some halfshafts have no internal retaining mechanism and can separate.

-  **WARNING:** Do not work on or under a vehicle supported only by a jack. Always support the vehicle on safety stands.

Raise and support the vehicle.

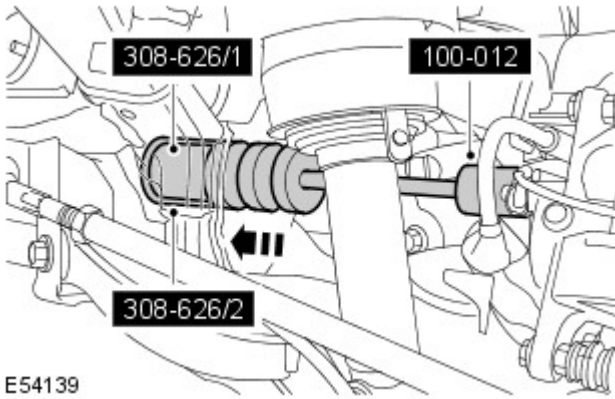
- Remove the LH halfshaft.
For additional information, refer to: [Front Halfshaft LH](#) (205-04 Front Drive Halfshafts, Removal and Installation).
- Using the special tools, remove and discard the halfshaft oil seal.



Installation

1. Using the special tools, install a new halfshaft oil seal.

- The halfshaft oil seal protector must be left in place, until the halfshaft is fully installed.



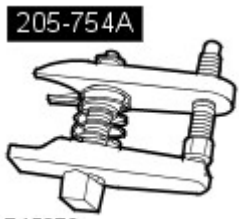
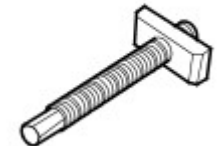
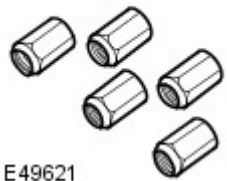
2. Install the LH halfshaft.

For additional information, refer to: [Front Halfshaft LH](#) (205-04 Front Drive Halfshafts, Removal and Installation).

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Front Drive Halfshafts - Halfshaft Seal RH

Removal and Installation

Special Tool(s)	
 205-754A E45276	Ball joint separator (LRT-54-027) 205-754
 204-506/1 E49618	Halfshaft remover/replacer (LRT-60-030/1) 204-506/1
 204-506/3 E49620	Halfshaft remover/replacer (LRT-60-030/3) 204-506/3
 204-506-01 E49622	Halfshaft installer adapter 204-506-01
 204-506/5 E49621	Retainers - halfshaft remover/replacer (LRT-60-030/5) 204-506/5
 308-005 E54134	Axle oil seal remover (LRT-37-004/2) 308-005
 100-012 E54135	Impulse extractor (LRT-99-004) 100-012

 308-626/2 E54137	Installer/Guide halfshaft oil seal 308-626/2
 308-626/1 E54136	Installer halfshaft oil seal 308-626/1

Removal

• CAUTIONS:



Angularly Adjusted Roller (AAR) joints, used at the inboard end of some halfshafts have no internal retaining mechanism and can separate.

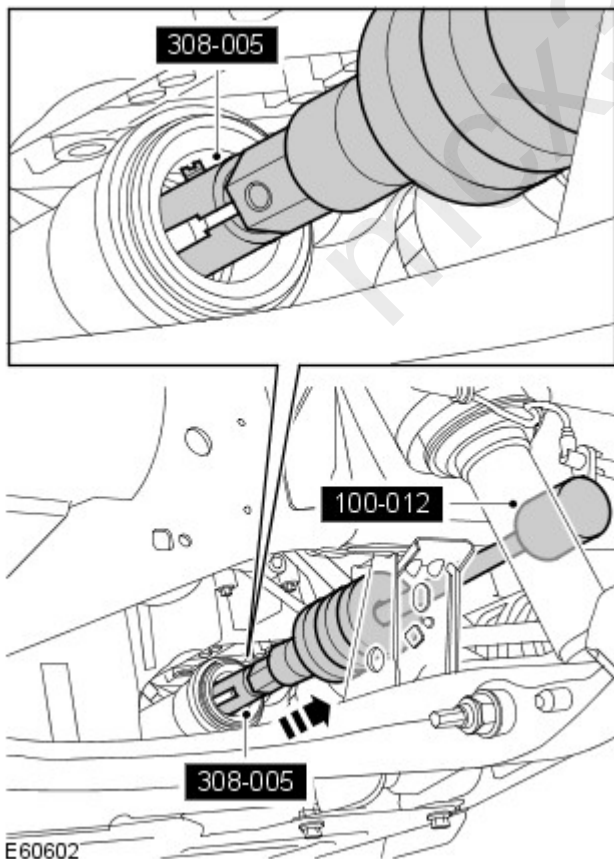


Do not allow halfshafts to hang unsupported at one end or joint damage will occur.

-  **WARNING:** Do not work on or under a vehicle supported only by a jack. Always support the vehicle on safety stands.

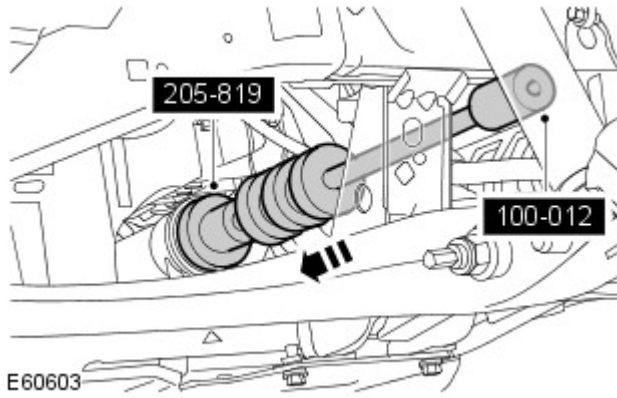
Raise and support the vehicle.

- Remove the RH halfshaft.
For additional information, refer to: [Front Halfshaft RH](#) (205-04 Front Drive Halfshafts, Removal and Installation).
- Using the special tools, remove and discard the halfshaft oil seal.



Installation

1. Using the special tools, install a new halfshaft oil seal.



2. Install the RH halfshaft.

For additional information, refer to: [Front Halfshaft RH](#) (205-04 Front Drive Halfshafts, Removal and Installation).

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