

DIFFERENTIAL AND DRIVELINE

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GENERAL INFORMATION

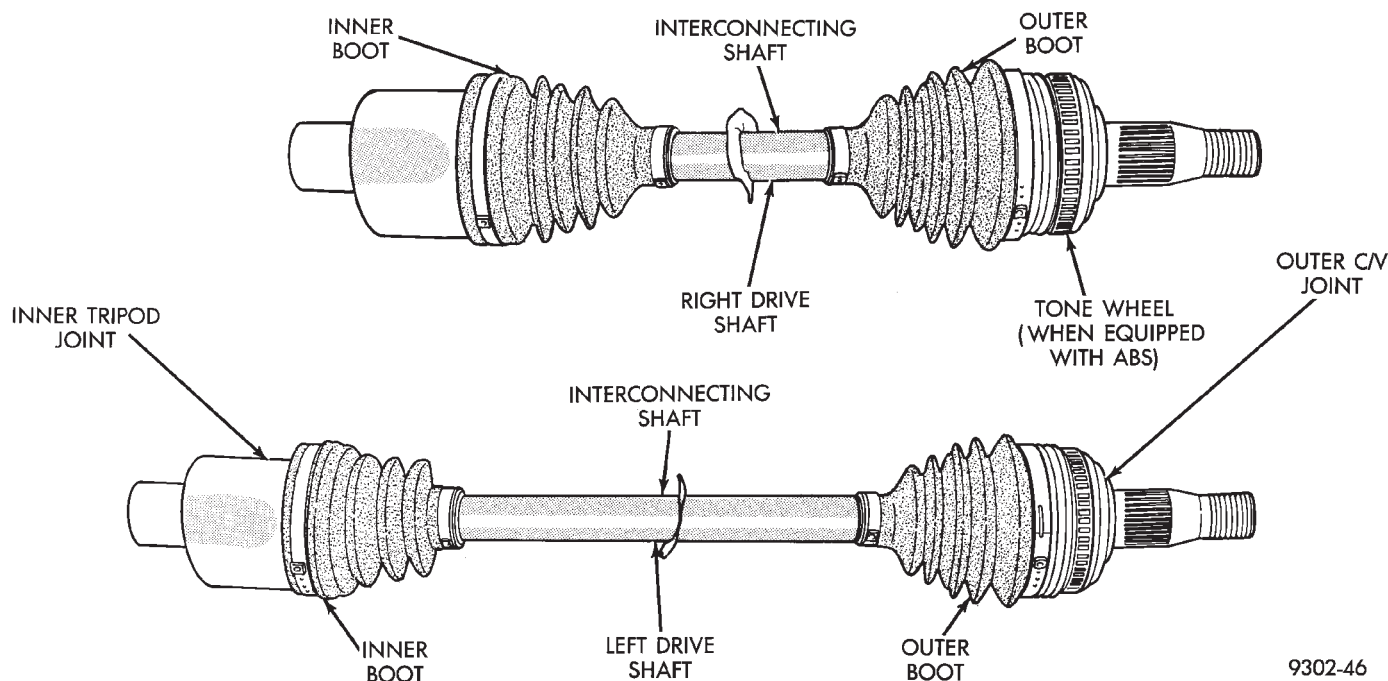
FRONT DRIVESHAFTS

All LH platform vehicles are equipped with an unequal length driveshaft system (Fig. 1). The left side of the vehicle is equipped with a longer drive-shaft than the right side of the vehicle. The LH platform uses solid interconnecting shafts on both sides of the vehicle.

The driveshaft assemblies are three piece units. Each driveshaft has a tripod joint, an interconnecting shaft and a outer C/V Joint. The tripod joint is splined onto the transaxle stub shaft, and the outer C/V joint has a stub shaft that is splined into the front wheel hub and bearing assembly.

NOTE: The inner tripod joint boots, on the LH platform vehicle are of different materials. The left inner boot is made of high temperature application silicone, and the right inner boot is made of Hytrel plastic. The right inner boot on the TLEV applications also have a silicone inner boot. When drive-shaft boots are replaced be sure boots of the correct material are used on the correct side of the vehicle.

The driveshafts used on the LH platform vehicles are supplied by Saginaw division for all available drivelines.



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Fig. 1 LH Platform Driveshafts (Halfshafts)

DESCRIPTION AND OPERATION

DRIVESHAFT SERVICE

Procedures for removal and installation of driveshafts on the LH platform vehicles are different and somewhat easier, than those on other front wheel drive vehicles. This new driveshaft design, allows both driveshafts to be removed from the vehicle without dismantling the transaxle.

CAUTION: Boot sealing is vital to retain special lubricants and to prevent foreign contaminants from entering the C/V joint. Mishandling, such as allowing the assemblies to dangle unsupported, pulling or pushing the ends can cut boots or damage C/V joints. The LH platform driveshafts use no retention system to retain the spider assembly in the tripod housing. During removal and installation procedures always support both ends of the driveshaft to prevent damage or disengaging tripod joint. Therefore, do not pull on the interconnecting shaft when attempting to remove drive shafts from vehicle.

DIAGNOSIS AND TESTING

DRIVESHAFT DIAGNOSIS

VEHICLE INSPECTION

(1) Check for grease in the vicinity of the inboard tripod joint and outboard C/V joint; this is a sign of inner or outer joint seal boot or seal boot clamp damage.

(2) A light film of grease may appear on the left inner tripod joint seal boot; this is considered normal and should not require replacement of the seal boot. All left (and right side TLEV applications) inner tripod joint seal boots are made of silicone rubber; which will allow the weeping (sweating) of the joint lubricant to pass through it while in operation.

NOISE AND/OR VIBRATION IN TURNS

A clicking noise and/or a vibration in turns could be caused by one of the following conditions:

(1) Damaged outer C/V or inner tripod joint seal boot or seal boot clamps. This will result in the loss and/or contamination of the joint grease, resulting in inadequate lubrication of the joint.

(2) Noise may also be caused by another component of the vehicle coming in contact with the driveshafts.

CLUNKING NOISE DURING ACCELERATION

This noise may be a result of one of the following conditions:

(1) A torn seal boot on the inner or outer joint of the driveshaft assembly.

(2) A loose or missing clamp on the inner or outer joint of the driveshaft assembly.

(3) A damaged or worn driveshaft C/V joint.

SHUDDER OR VIBRATION DURING ACCELERATION

This problem could be a result of:

(1) A worn or damaged driveshaft inner tripod joint.

(2) A sticking tripod joint spider assembly (inner tripod joint only).

(3) Improper wheel alignment. See Wheel Alignment in this group for alignment checking and setting procedures and specifications.

VIBRATION AT HIGHWAY SPEEDS

This problem could be a result of:

(1) Foreign material (mud, etc.) packed on the backside of the wheel(s).

(2) Out of balance front tires or wheels. See Group 22, Wheels And Tires for the required balancing procedure.

(3) Improper tire and/or wheel runout. See Group 22, Wheels And Tires for the required runout checking procedure.

REMOVAL AND INSTALLATION

FRONT DRIVESHAFTS

REMOVAL

(1) Raise vehicle on jackstands or centered on a frame contact type hoist. Refer to Hoisting, in the Lubrication and Maintenance section of this manual, for the required lifting procedure to be used for this vehicle.

(2) Remove the front wheel and tire assembly from the vehicle.

(3) Remove the front caliper assembly from the front steering knuckle assembly (Fig. 2). Refer to Front Disc Brake Service in the Brake Section of this service manual for caliper removal procedure.

(4) Remove front braking disk (rotor) from hub, by pulling it straight off wheel mounting studs (Fig. 3).

(5) Remove the speed sensor cable routing bracket from the strut assembly (Fig. 4).

(6) Remove the hub and bearing to stub axle retaining nut (Fig. 5).

(7) Install Puller, Special Tool 6790 on hub and bearing assembly (Fig. 6), using wheel lug nuts to secure it in place.

(8) Install a wheel lug nut on wheel stud to protect the threads on the stud. Install a flat blade pry tool to keep hub from turning. Using Puller, force the

REMOVAL AND INSTALLATION (Continued)

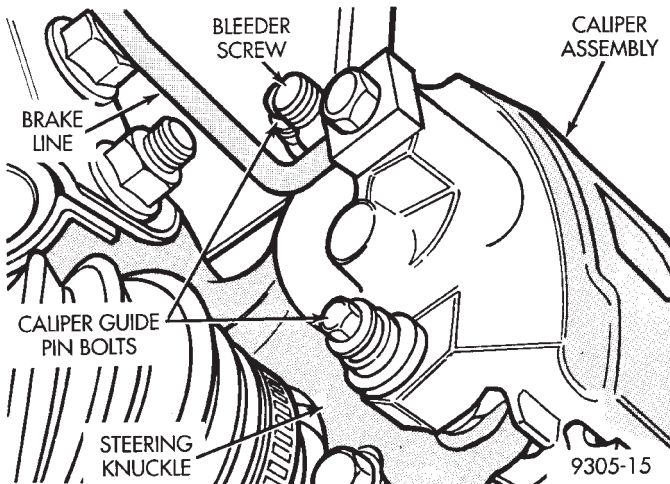


Fig. 2 Disc Brake Caliper Mounting

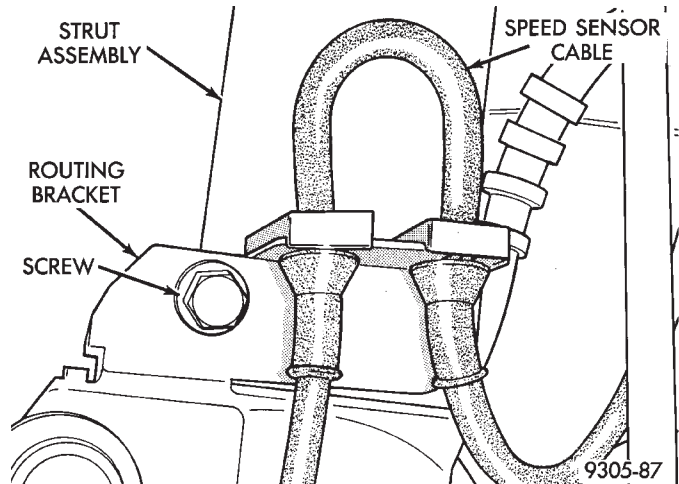


Fig. 4 Speed Sensor Cable Routing Bracket

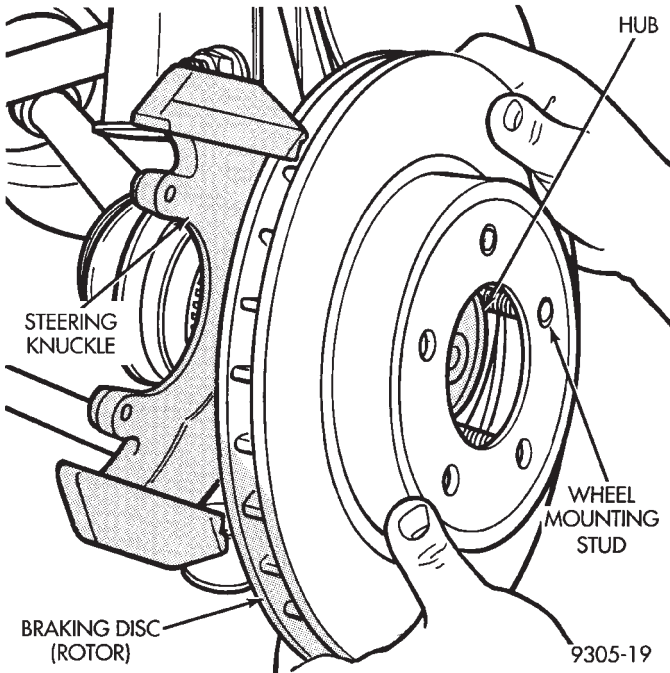


Fig. 3 Removing Braking Disc

outer stub axle from the hub and bearing assembly (Fig. 7).

(9) Dislodge inner tripod joint from stub shaft retaining snap ring on transaxle assembly (Fig. 8). Inner tripod joint is dislodged from stub shaft retaining snap ring, by inserting a pry bar between transaxle case and inner tripod joint and prying on tripod joint. **Only disengage the inner tripod joint from the retaining snap ring. Do not attempt to remove the inner tripod joint from the transmission stub shaft at this time.**

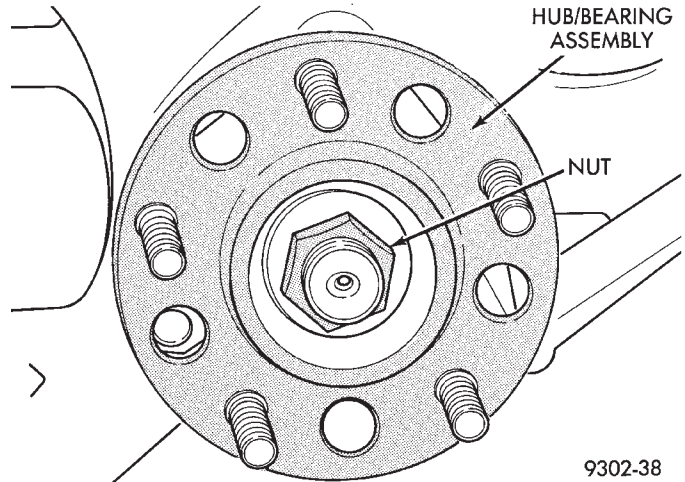


Fig. 5 Hub And Bearing To Stub Axle Retaining Nut

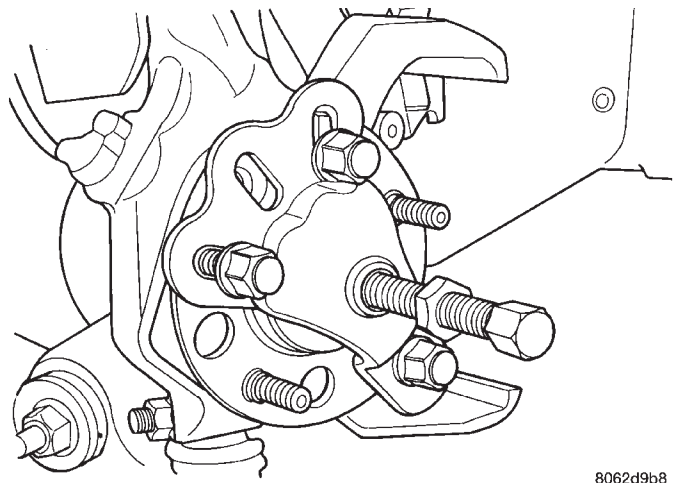
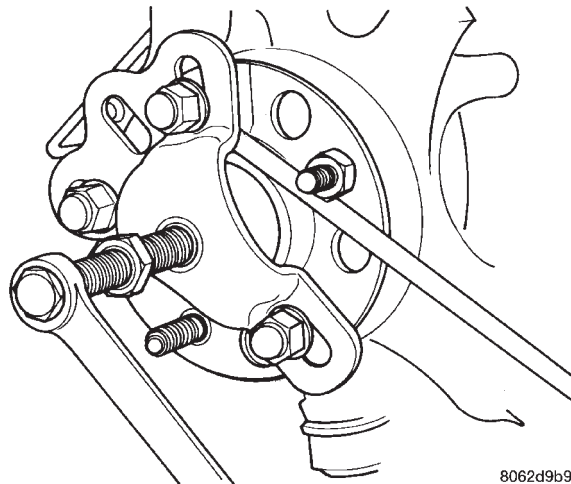
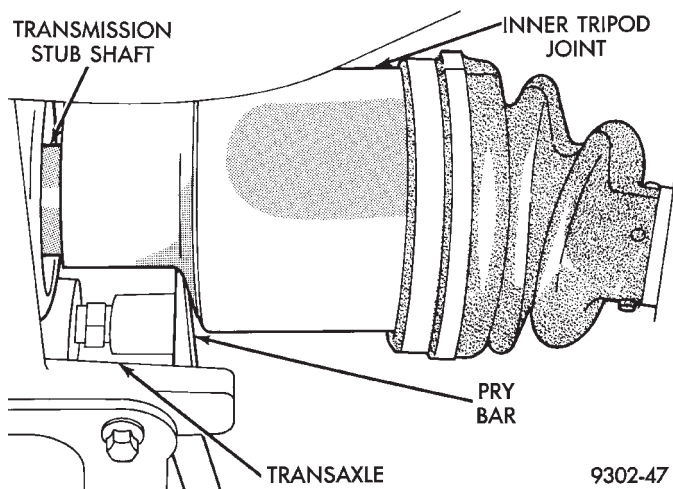


Fig. 6 Puller Installed On Hub/Bearing Assembly

REMOVAL AND INSTALLATION (Continued)



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Fig. 7 Removing Stub Axle From Hub/Bearing

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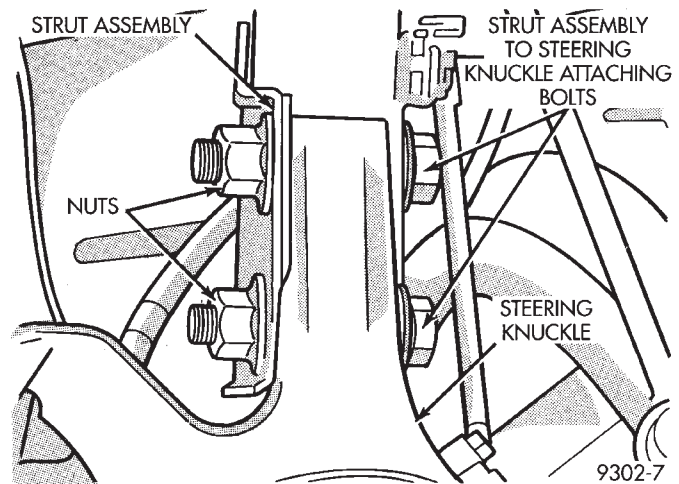
Fig. 8 Inner Tripod Joint Removal From Stub Shaft

CAUTION: The strut assembly to steering knuckle bolts are serrated where they go through strut assembly and steering knuckle. When removing bolts, turn nuts off bolts. **DO NOT TURN BOLTS IN STEERING KNUCKLE.** If bolts are turned, damage to steering knuckle will result.

(10) Remove the strut assembly to steering knuckle attaching bolts (Fig. 9).

(11) Remove the top of the steering knuckle from the strut assembly.

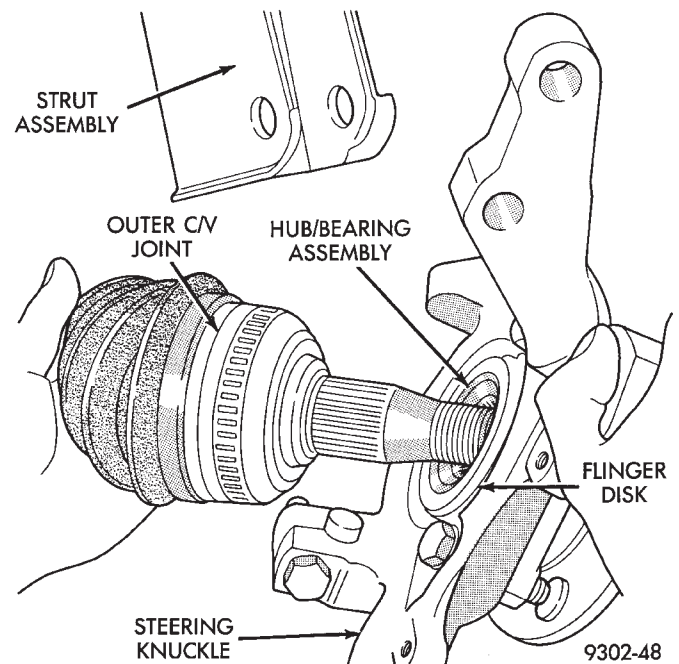
CAUTION: When removing outer C/V joint from hub and bearing assembly, do not allow the flinger disk (Fig. 10) on hub and bearing assembly to become damaged. Damage to the flinger disk will cause dirt and water intrusion into bearing. Premature bearing failure will result.



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Fig. 9 Strut Assembly To Steering Knuckle Attaching Bolts

(12) Hold outer C/V joint assembly with one hand. Grasp steering knuckle with other and rotate it out and to the rear of the vehicle, until outer C/V joint clears hub and bearing assembly (Fig. 10).



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Fig. 10 Outer C/V Joint Removal From Hub and Bearing

(13) Remove driveshaft inner tripod joint from transaxle stub shaft. **When removing driveshaft, do not pull on interconnecting shaft to remove inner tripod joint from stub shaft. Removal in this manner will separate the spider assembly from the tripod joint housing.** Grasp inner tripod joint (Fig. 11) and interconnecting shaft and pull on both pieces at the same time.

REMOVAL AND INSTALLATION (Continued)

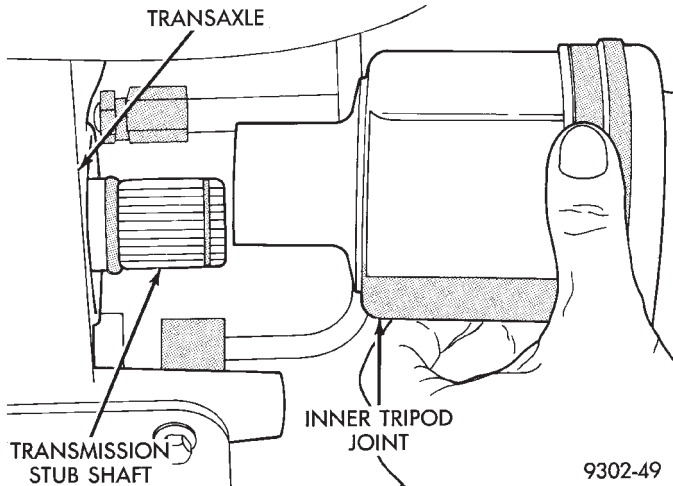


Fig. 11 Inner Tripod Joint Removal From Stub Shaft
INSTALLATION

CAUTION: The inboard tripod joint retaining circlip and O-ring seal (Fig. 12) on the transaxle stub shaft are not re-usable. Whenever the inboard tripod joint is removed from the stub shaft, the retaining circlip and O-ring seal **MUST BE REPLACED**. The retaining circlip and O-ring seal is included in all service kits requiring removal of the inboard tripod joint from the stub shaft.

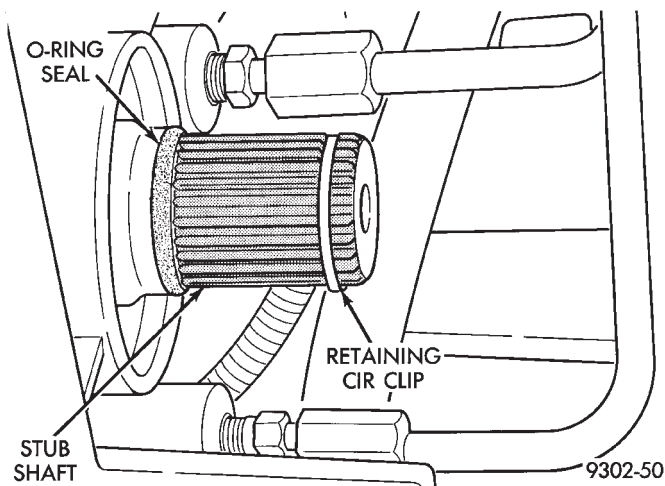


Fig. 12 Tripod Joint Retaining Circlip And O-Ring Seal

(1) Replace O-ring seal and tripod joint retaining circlip (Fig. 12) on the transaxle stub shaft.

(2) Evenly apply a bead of grease, such as Mopar Multi-Purpose Lubricant or an equivalent, around spline of inner tripod joint (Fig. 13) where the O-ring seats against tripod joint. This will spread grease onto stub shaft during tripod joint installation preventing corrosion and help to seal the O-ring.

(3) Install driveshaft through hole in splash shield. Grasp inner tripod joint in one hand and intercon-

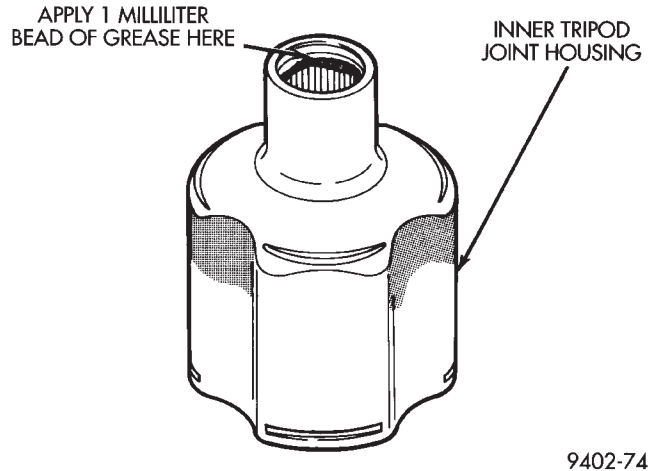


Fig. 13 Grease Applied To Inner Tripod Joint Housing Spline

necting shaft in the other. Align inner tripod joint spline with stub shaft spline on transaxle (Fig. 14). Use a rocking motion with the inner tripod joint, to get it past the circlip on the transaxle stub shaft.

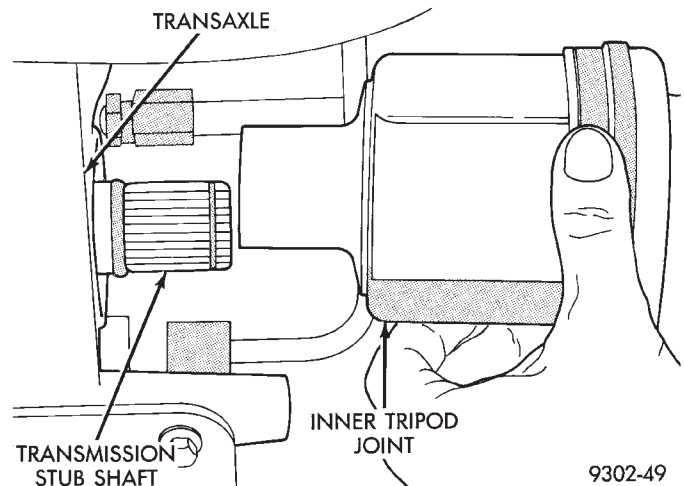


Fig. 14 Inner Tripod Joint Installation On Stub Shaft

(4) Continue pushing tripod joint onto transaxle stub shaft until it stops moving. The O-ring seal on the stub should not be visible when inner tripod joint is fully installed on stub shaft. **To check that inner tripod joint retaining circlip is locked into tripod joint, grasp inner tripod joint and pull on it by hand. If circlip is locked into tripod joint, tripod joint will not move on stub shaft.**

CAUTION: When installing outer C/V joint into the hub and bearing assembly, do not allow the flinger disk on hub and bearing assembly to become damaged. Damage to the flinger disk can cause dirt and water intrusion into bearing and premature bearing failure.

REMOVAL AND INSTALLATION (Continued)

(5) Hold outer C/V joint assembly with one hand. Grasp steering knuckle with other hand and rotate it out and to the rear of the vehicle. Install outer C/V joint into the hub and bearing assembly (Fig. 15).

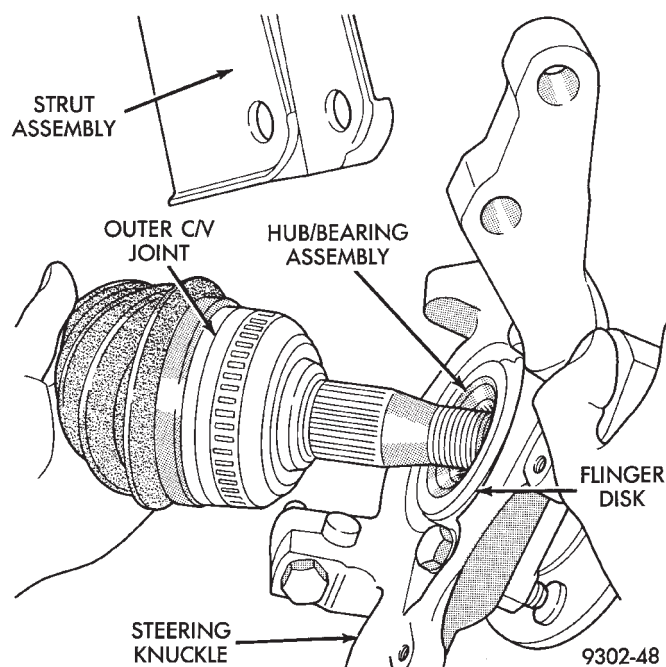


Fig. 15 Outer C/V Joint Installation Into Hub and Bearing

(6) Install the top of the steering knuckle into the strut assembly. Align the steering knuckle to strut assembly mounting holes.

CAUTION: The strut assembly to steering knuckle bolts are serrated where they go through strut assembly and steering knuckle. When installing bolts, turn nuts onto bolts. **DO NOT TURN BOLTS IN STEERING KNUCKLE.** If bolts are turned, damage to steering knuckle will result.

(7) Install the strut assembly to steering knuckle attaching bolts. Install nuts on attaching bolts (Fig. 16). Tighten the strut assembly to steering knuckle bolt nuts to 169 N·m (125 ft. lbs.). **TURN NUTS ON BOLTS. DO NOT TURN BOLTS.**

CAUTION: The hub and bearing assembly to stub shaft retaining nut is a prevailing torque nut and can not be re-used. A **NEW** retaining nut **MUST** be used when assembled.

(8) Install a **NEW** hub and bearing assembly to stub shaft retaining nut (Fig. 17). **Tighten, but do not torque the hub nut at this time.**

(9) Install speed sensor cable routing bracket on front strut assembly. Install and securely tighten routing bracket screw.

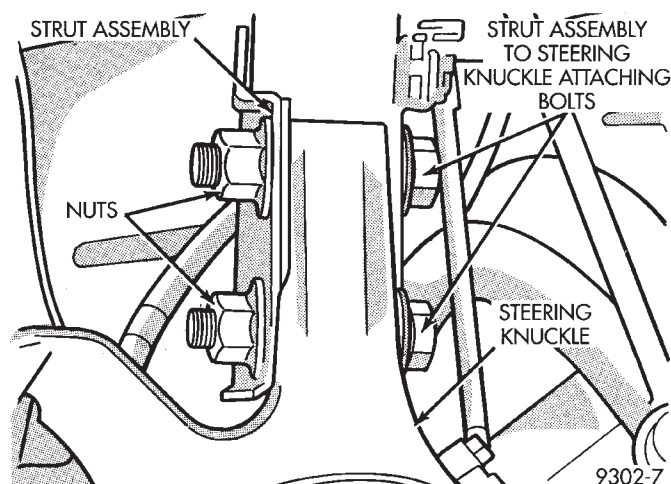


Fig. 16 Strut Assembly to Steering Knuckle Attaching Bolts

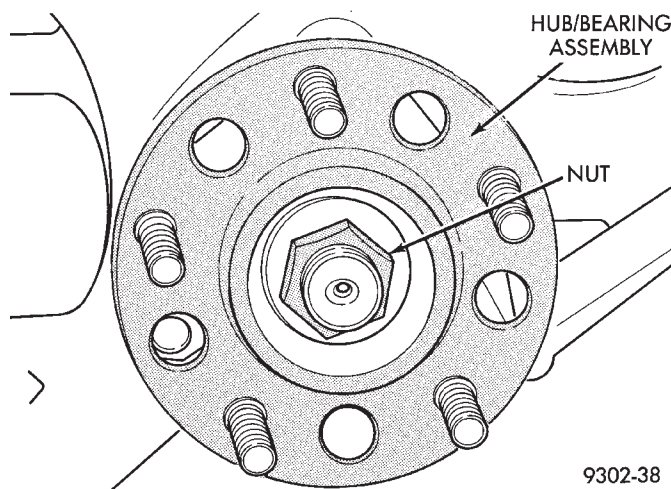


Fig. 17 Hub And Bearing To Stub Axle Retaining Nut

(10) Install the braking disk on the hub and bearing assembly (Fig. 18).

(11) Install front brake caliper over braking disc and align with caliper mounting holes on steering knuckle (Fig. 19). Refer to Front Disc Brake Service in the Brake Section of this service manual for caliper installation procedure. Install the caliper to steering knuckle bolts. Tighten bolts to 19 N·m (168 in. lbs.).

(12) Install wheel and tire assembly on vehicle. Tighten the wheel mounting stud nuts in proper sequence (Fig. 20), until all nuts are tightened to half specification. Then repeat the tightening sequence to the full specified torque of 129 N·m (95 ft. lbs.).

(13) Lower vehicle to the ground.

CAUTION: When tightening hub and bearing assembly to stub shaft retaining nut, do not exceed the maximum torque of 163 N·m (120 ft. lbs.). If the maximum torque is exceeded this may result in a failure of the driveshaft.

REMOVAL AND INSTALLATION (Continued)

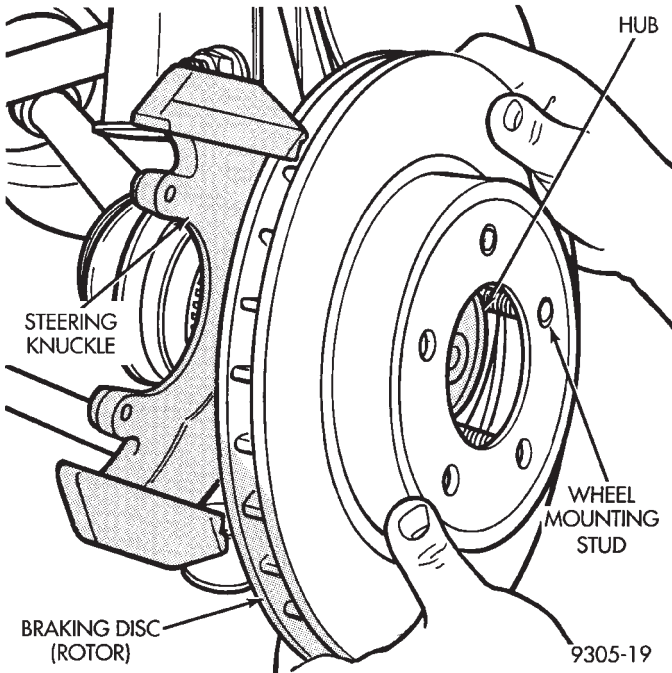


Fig. 18 Installing Braking Disc

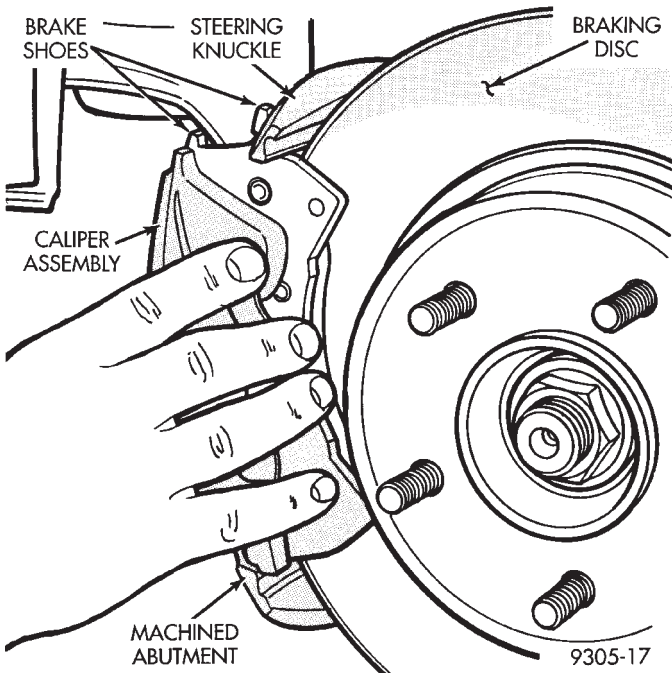


Fig. 19 Disc Brake Caliper Mounting

(14) Apply the vehicle's brakes to keep vehicle from moving. Tighten the **NEW** stub shaft to hub and bearing assembly retaining nut to 163 N·m (120 ft. lbs.) (Fig. 21).

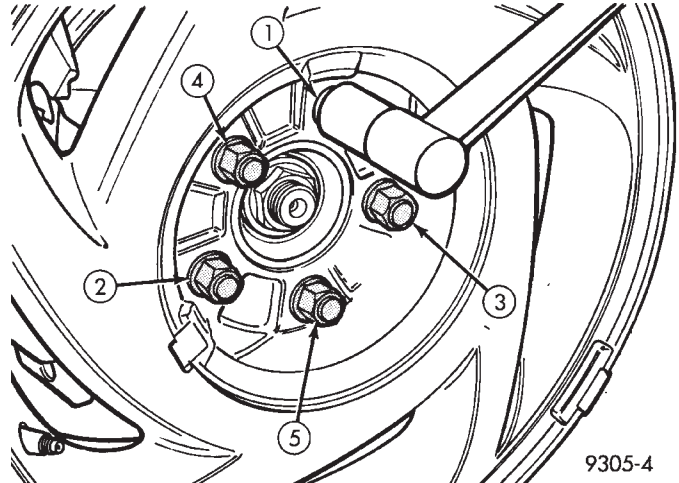


Fig. 20 Tightening Wheel Nuts

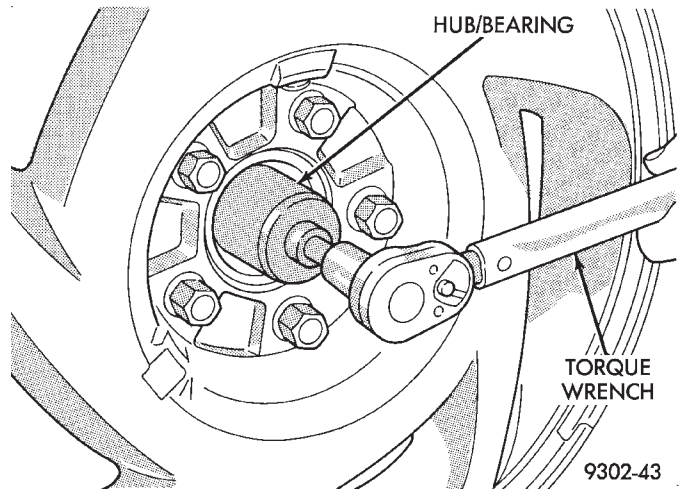


Fig. 21 Tighten Hub And Bearing Retaining Nut
DISASSEMBLY AND ASSEMBLY

DRIVESHAFT RECONDITIONING PROCEDURE

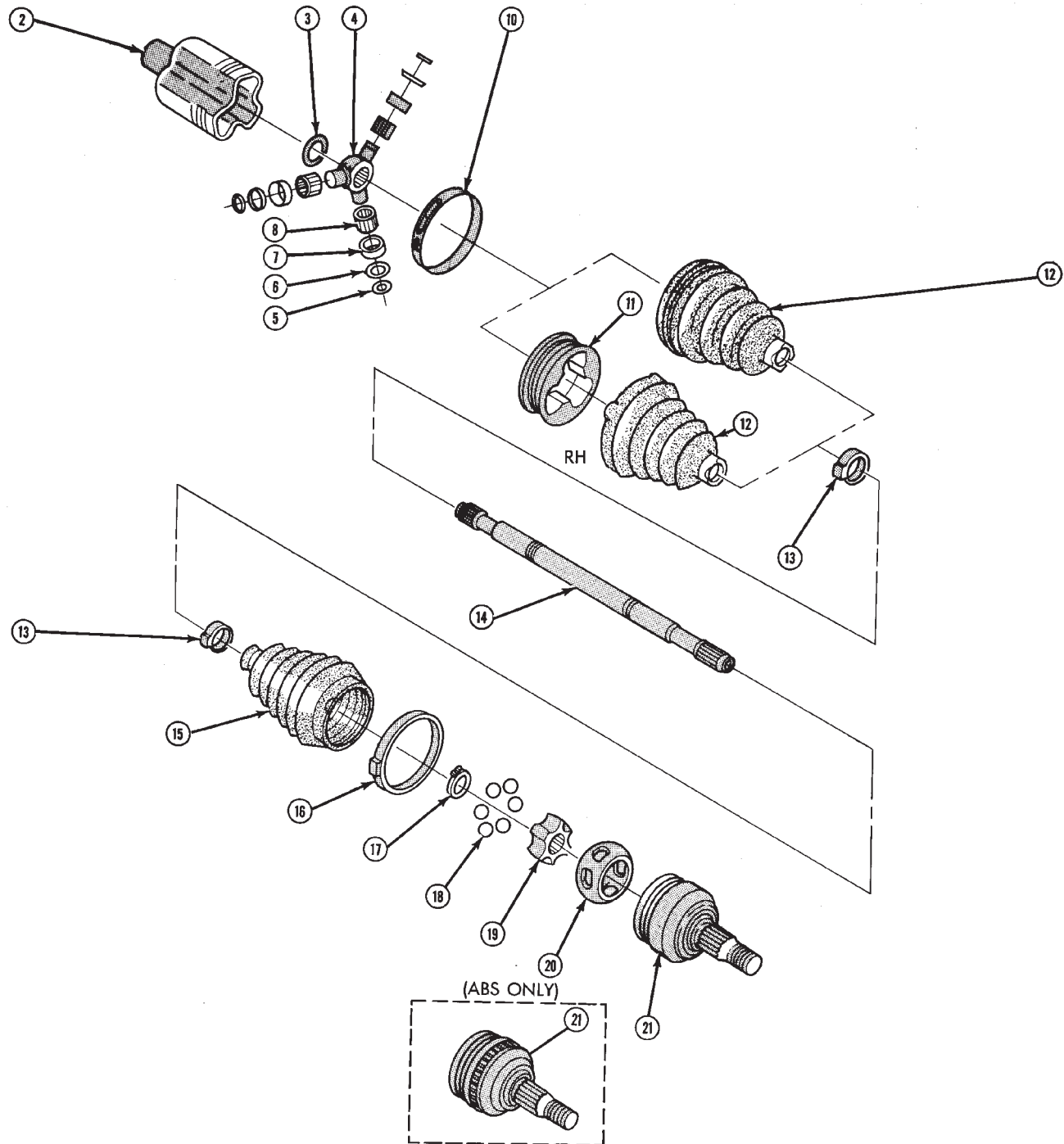
NOTE: The only service which is to be performed on the driveshaft assemblies is the replacement of the driveshaft seal boots.

If any failure of internal driveshaft components is diagnosed during a vehicle road test or disassembly of the driveshaft, the driveshaft will need to be replaced as an assembly.

NOTE: Lubricant requirements and quantities are different for inner joints than for outer joints. Use only the recommended lubricants.

See (Fig. 22) for the exploded view of the front driveshaft components and their location in the assembly.

DISASSEMBLY AND ASSEMBLY (Continued)



- 2. - HOUSING ASM, RETAINER &
- 3. - RING, SPACER
- 4. - SPIDER, TRIPOT JOINT
- 5. - RING, RETAINING
- 6. - RETAINER, BALL & ROLLER
- 7. - BALL, TRIPOT JOINT
- 8. - ROLLER, NEEDLE
- 10. - CLAMP, SEAL RETAINING
- 11. - BUSHING, TRILOBAL TRIPOT
- 12. - SEAL, DRIVE AXLE INBOARD

- 13. - CLAMP, SEAL RETAINING
- 14. - SHAFT, AXLE (RH SHOWN, LH SIMILAR)
- 15. - SEAL, DRIVE AXLE OUTBOARD
- 16. - CLAMP, SEAL RETAINING
- 17. - RING, RACE RETAINING
- 18. - BALL, CHROME ALLOY
- 19. - RACE, C/V JOINT INNER
- 20. - CAGE, C/V JOINT
- 21. - RACE, C/V JOINT OUTER

Fig. 22 LH Platform Driveshaft Components

DISASSEMBLY AND ASSEMBLY (Continued)

INNER TRIPOD JOINT SEAL BOOT

REMOVAL

To remove sealing boots from driveshafts for replacement, the driveshaft assemblies must be removed from the vehicle. See Servicing Driveshaft in this section of the service manual for the required driveshaft removal and replacement procedure.

The Saginaw inner tripod joints used on the LH platform vehicles use no internal retention in the tripod housing to keep the spider assembly in the housing. Therefore do not pull on the interconnecting shaft to disengage tripod housing from transmission stub shaft. Removal in this manner will cause damage to inboard boots.

(1) Remove the driveshaft requiring boot replacement from the vehicle. See Servicing Driveshaft in this section of the service manual for the required driveshaft removal procedure.

(2) Remove large boot clamp which retains inner tripod joint sealing boot to tripod joint housing (Fig. 23) and discard. Remove small clamp which retains inner tripod joint sealing boot to interconnecting shaft and discard. Remove the sealing boot from the tripod housing and slide it down the interconnecting shaft.

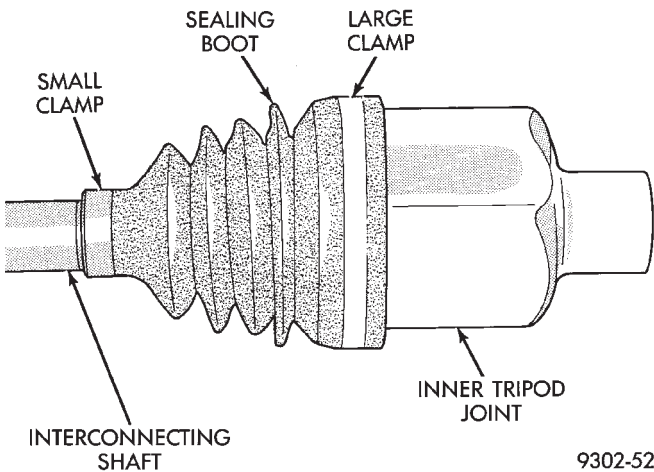


Fig. 23 Inner Tripod Joint Sealing Boot Clamps

CAUTION: When removing the spider joint from the tripod joint housing. Hold the rollers in place on the spider trunions to prevent the rollers and needle bearings from falling away.

(3) Slide the interconnecting shaft and spider assembly out of the tripod joint housing (Fig. 24).

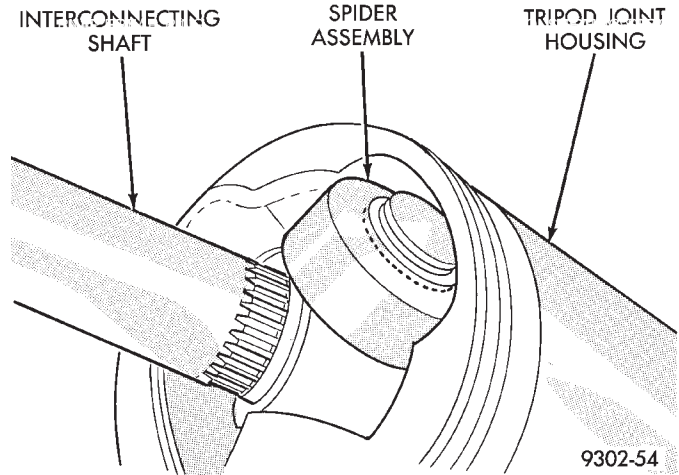


Fig. 24 Spider Assembly Joint Removal From Housing

(4) Remove snap ring which retains spider assembly to interconnecting shaft (Fig. 25). Then remove the spider assembly from interconnecting shaft. If spider assembly will not come off interconnecting shaft by hand, it can be removed by tapping the end of the spider body with a brass drift. **Do not hit the outer tripod bearings in an attempt to remove spider assembly from interconnecting shaft.**

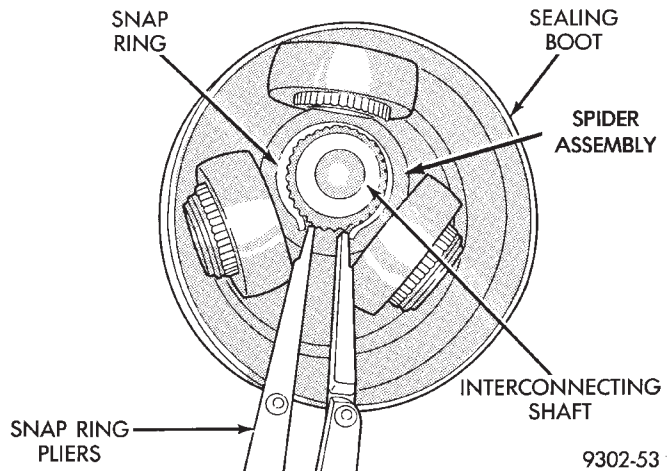


Fig. 25 Spider Assembly Retaining Snap Ring Removal

(5) Slide failed sealing boot off the interconnecting shaft.

(6) Thoroughly clean and inspect spider assembly, tripod joint housing and interconnecting shaft for any signs of excessive wear. **If any parts show signs of excessive wear, the driveshaft assembly will require replacement. Component parts of the LH platform driveshaft assemblies are not serviceable.**

DISASSEMBLY AND ASSEMBLY (Continued)

INSTALLATION

NOTE: The inner tripod joint sealing boots used on the LH platform vehicles are made from 2 different types of material. High temperature applications use silicone rubber. Standard temperature applications use Hytrel plastic. The silicone sealing boots are soft and pliable. The Hytrel sealing boots are stiff and rigid. The replacement sealing boot **MUST** be the same type of material as the sealing boot which was removed.

(1) Slide inner tripod joint seal boot retaining clamp, onto interconnecting shaft. Then slide replacement inner tripod joint sealing boot onto the interconnecting shaft. **Inner tripod joint seal boot MUST be positioned on interconnecting shaft, so only the thinnest (sight) groove on interconnecting shaft is visible (Fig. 26).**

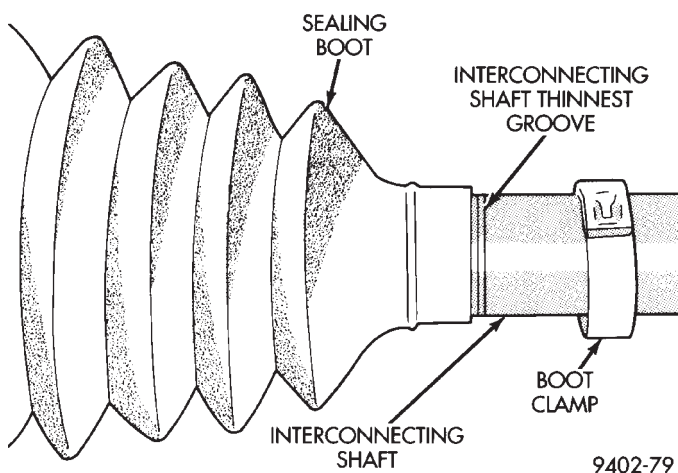


Fig. 26 Seal Boot Correctly Positioned On Interconnecting Shaft

(2) Install the spider assembly onto the interconnecting shaft. Spider assembly must be installed on interconnecting shaft far enough to fully install the retaining snap ring. If spider assembly will not fully install on interconnecting shaft by hand, it can be installed by tapping the spider body with a brass drift. **Do not hit the outer tripod bearings in an attempt to install spider assembly on interconnecting shaft.**

(3) Install the spider assembly to interconnecting shaft retaining snap ring into groove on end of interconnecting shaft (Fig. 27). Verify the snap ring is fully seated into groove on interconnecting shaft.

(4) Distribute 1/2 the amount of grease provided in the seal boot service package (DO NOT USE ANY OTHER TYPE OF GREASE) into tripod housing. Put the remaining amount into the sealing boot.

(5) Slide the spider assembly and the interconnecting shaft into the tripod joint housing (Fig. 28).

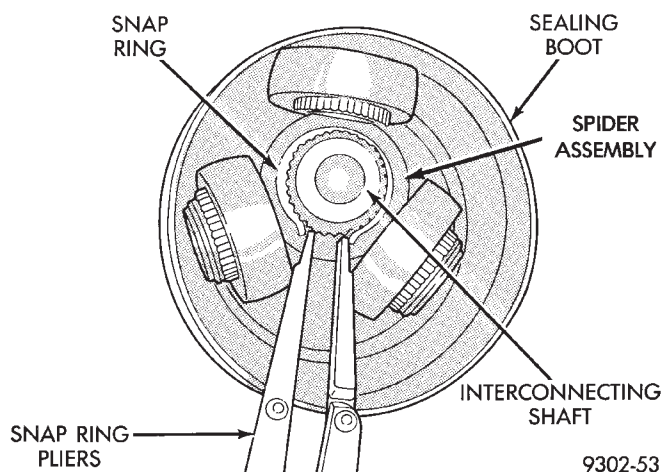


Fig. 27 Spider Assembly Retaining Snap Ring Installation

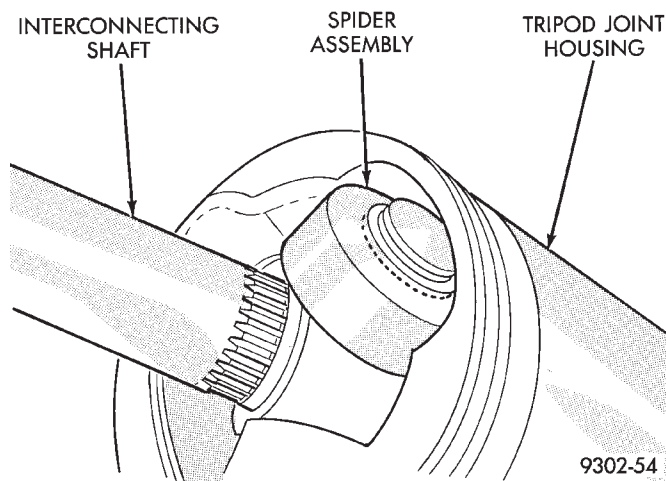


Fig. 28 Spider Assembly Installed In Housing

(6) Install inner tripod joint seal boot to interconnecting shaft clamp evenly on sealing boot.

(7) Clamp sealing boot onto interconnecting shaft using Crimper, Special Tool C-4975 and the following procedure. Place crimping tool C-4975 over bridge of clamp (Fig. 29). Tighten nut on crimping tool C-4975 until jaws on tool are closed completely together, face to face (Fig. 30).

CAUTION: Seal must not be dimpled, stretched or out of shape in any way. If seal is **NOT** shaped correctly, equalize pressure in seal and shape it by hand.

(8) Position the sealing boot into the tripod housing retaining groove (Fig. 31). Install seal boot retaining clamp evenly on sealing boot.

(9) Before crimping sealing boot to tripod housing clamp, **the inner tripod joint must be at the correct stroke positioned (Fig. 32).** This procedure is required to ensure that the proper amount of air is

DISASSEMBLY AND ASSEMBLY (Continued)

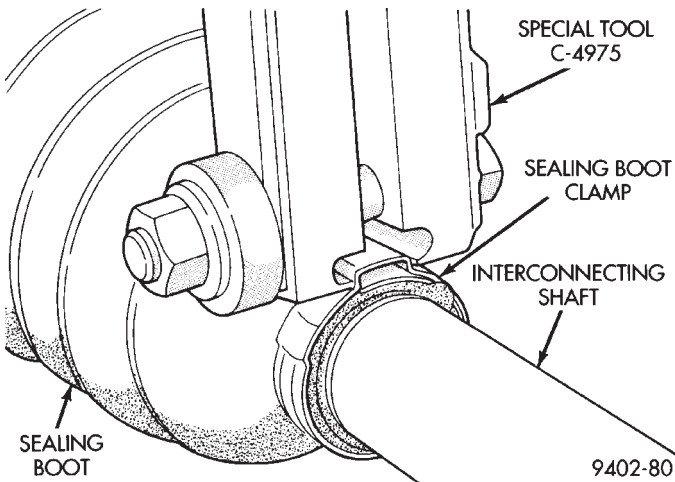


Fig. 29 Crimping Tool Installed On Sealing Boot Clamp

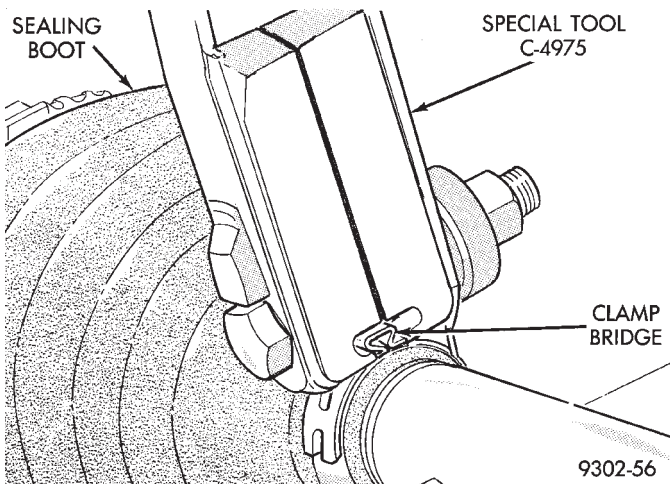


Fig. 30 Sealing Boot Retaining Clamp Installed

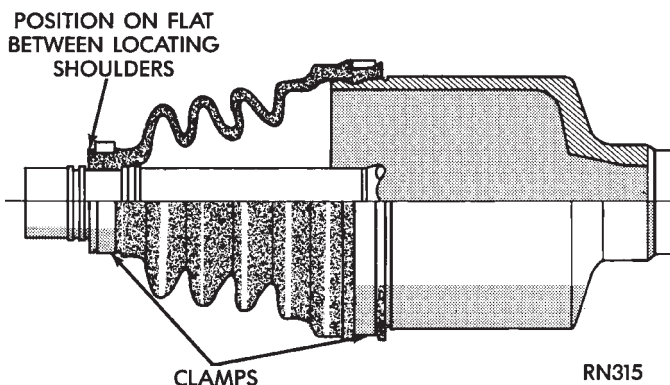


Fig. 31 Boot and Clamp Positioning

inside sealing boot before clamp is crimped. **Failure to perform this operation will result in inner tripod sealing boot failure.**

(10) Clamp sealing boot onto tripod housing using Crimper, Special Tool C-4975 and the following procedure. Place crimping tool C-4975 over bridge of clamp.

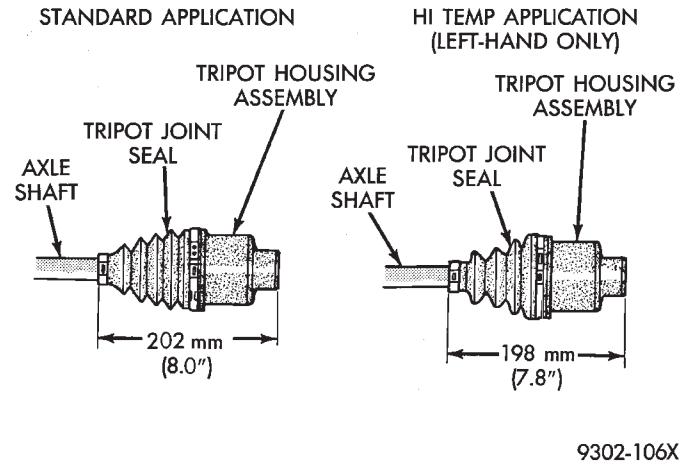


Fig. 32 Proper Inner Tripod Joint Stroke Position

Tighten nut on crimping tool C-4975 until jaws on tool are closed completely together, face to face.

(11) Install the driveshaft back into the vehicle. See Servicing Driveshaft in this section of the service manual for the required driveshaft installation procedure.

OUTER C/V JOINT SEALING BOOT SERVICE

REMOVAL

To remove outer C/V joint sealing boot from a driveshaft for replacement, the driveshaft assembly must be removed from the vehicle. See Servicing Driveshaft in this section of the service manual for the required driveshaft removal and replacement procedure.

(1) Remove driveshaft assembly requiring boot replacement from vehicle. See Servicing Driveshaft in this section of the service manual for the required driveshaft removal procedure.

(2) Remove large boot clamp, retaining C/V joint sealing boot, to C/V joint housing (Fig. 33) and discard. Remove small clamp which retains outer C/V joint sealing boot to interconnecting shaft and discard. Remove sealing boot from outer C/V joint housing and slide it down interconnecting shaft.

(3) Wipe away grease to expose outer C/V joint to interconnecting shaft retaining ring. Spread ears apart on C/V joint assembly to interconnecting shaft retaining snap ring (Fig. 34). Slide outer C/V joint assembly off end of interconnecting shaft.

(4) Slide failed sealing boot off interconnecting shaft.

(5) Thoroughly clean and inspect outer C/V joint assembly and interconnecting joint for any signs of excessive wear. **If any parts show signs of excessive wear, the driveshaft assembly will require replacement. Component parts of the LH platform driveshaft assemblies are not serviceable.**

DISASSEMBLY AND ASSEMBLY (Continued)

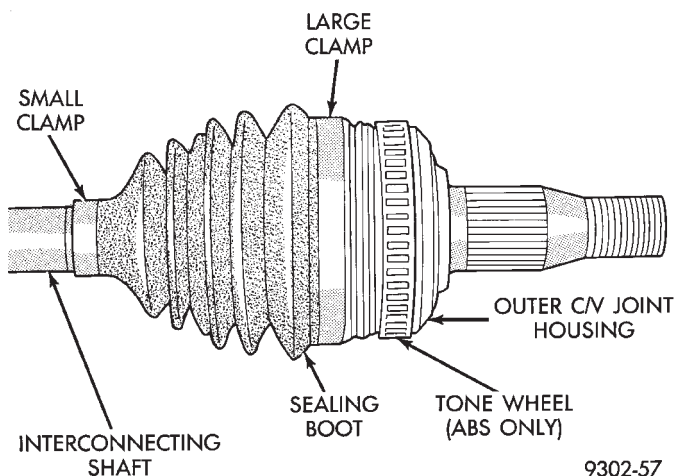


Fig. 33 Outer C/V Joint Seal Boot Clamps

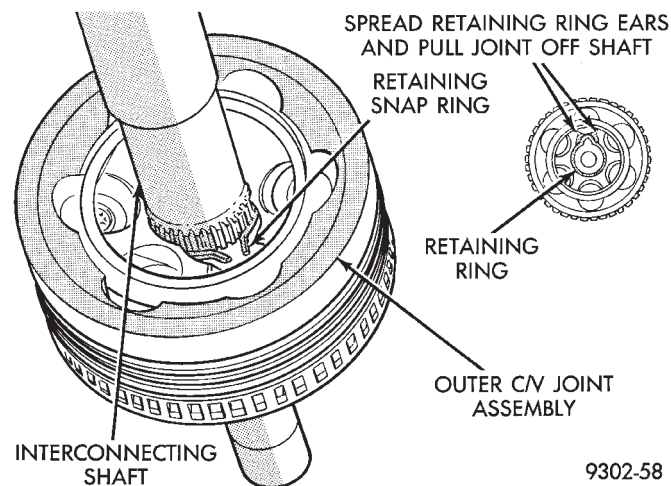


Fig. 34 Outer C/V Joint Removal From Interconnecting Shaft

INSTALLATION

(1) Slide a new seal boot to interconnecting shaft retaining clamp, onto the interconnecting shaft. Then slide the replacement outer C/V joint assembly sealing boot onto the interconnecting shaft.

(2) Install outer C/V joint assembly onto interconnecting shaft. Joint is installed on interconnecting shaft, by pushing interconnecting shaft into outer C/V joint, until retaining snap ring is seated in groove on interconnecting shaft (Fig. 35). Verify the snap ring is fully seated into groove on interconnecting shaft.

(3) Distribute 1/2 the amount of grease provided in seal boot service package (DO NOT USE ANY OTHER TYPE OF GREASE) into outer C/V joint assembly housing. Put the remaining amount into the sealing boot.

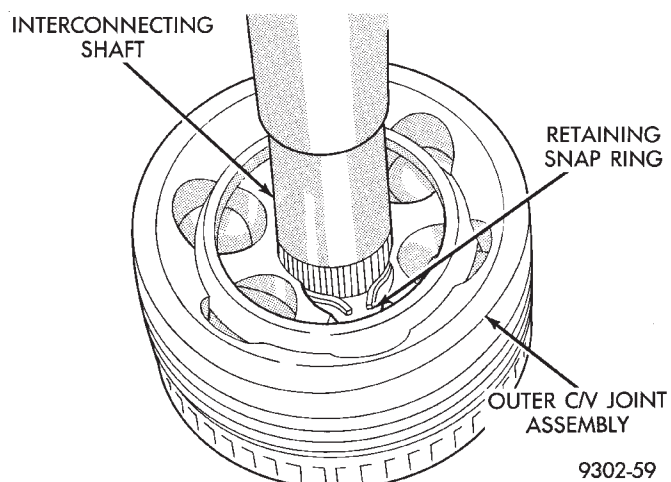


Fig. 35 Outer C/V Joint Installed On Interconnecting Shaft

(4) Install outer C/V joint seal boot retaining clamp, onto interconnecting shaft. Install replacement outer C/V joint sealing boot onto interconnecting shaft. **Outer C/V joint seal boot MUST be positioned on interconnecting shaft, so only the thinnest (sight) groove on interconnecting shaft is visible (Fig. 36).**

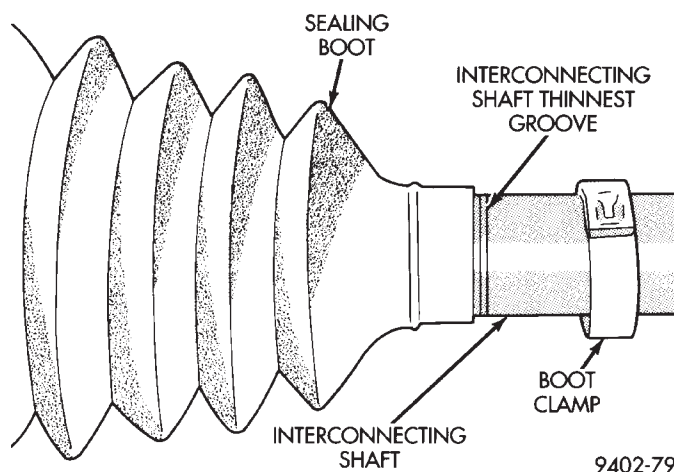


Fig. 36 Seal Boot Correctly Positioned On Interconnecting Shaft

(5) Clamp sealing boot on interconnecting shaft using Crimper, Special Tool C-4975 and the following procedure. Place crimping tool C- 4975 over bridge of clamp (Fig. 37). Tighten nut on crimping tool C- 4975 until jaws on tool are closed completely together, face to face (Fig. 38).

CAUTION: Seal must not be dimpled, stretched or out of shape in any way. If seal is NOT shaped correctly, equalize pressure in seal and shape it by hand.

DISASSEMBLY AND ASSEMBLY (Continued)

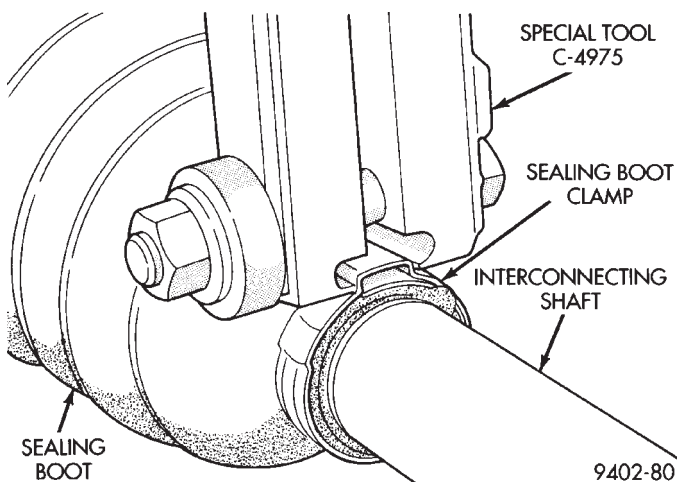


Fig. 37 Crimping Tool Installed On Sealing Boot Clamp

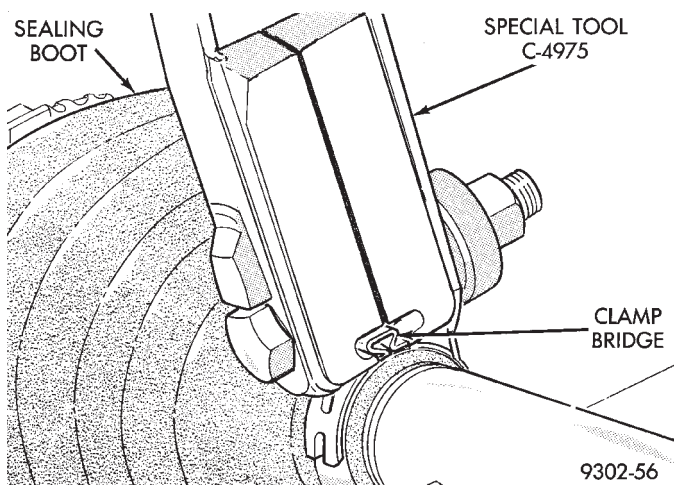


Fig. 38 Sealing Boot Retaining Clamp Installed

(6) Position outer C/V joint seal boot, into boot retaining groove on outer C/V joint housing (Fig. 39). Install seal boot to outer C/V joint retaining clamp evenly on sealing boot.

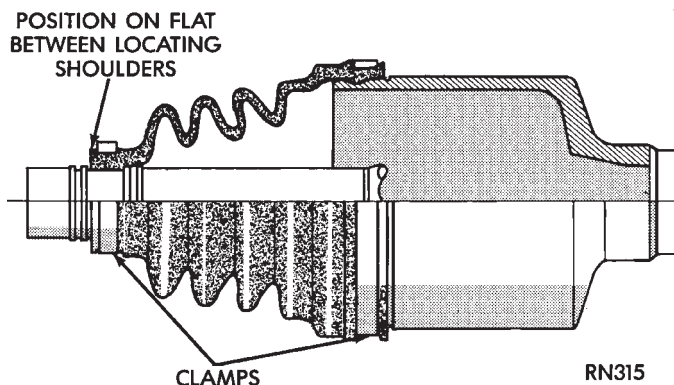


Fig. 39 Boot and Clamp Positioning

(7) Clamp sealing boot onto outer C/V joint housing using Crimper, Special Tool C-4975 and the fol-

lowing procedure. Place crimping tool C- 4975 over bridge of clamp (Fig. 40). Tighten nut on crimping tool C-4975 until jaws on tool are closed completely together, face to face (Fig. 41).

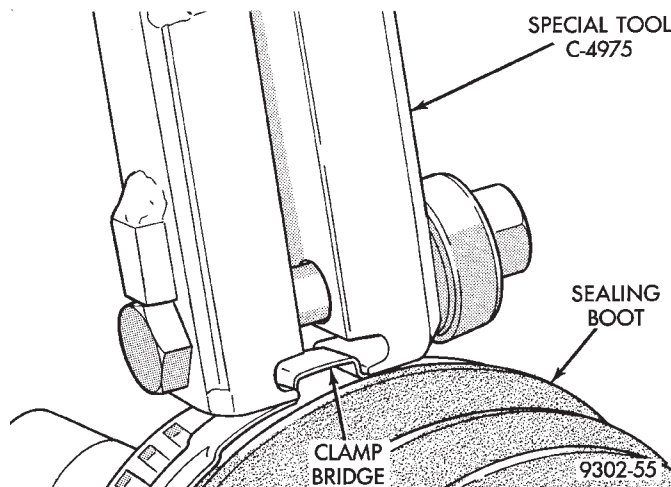


Fig. 40 Crimping Tool Installed On Sealing Boot Clamp

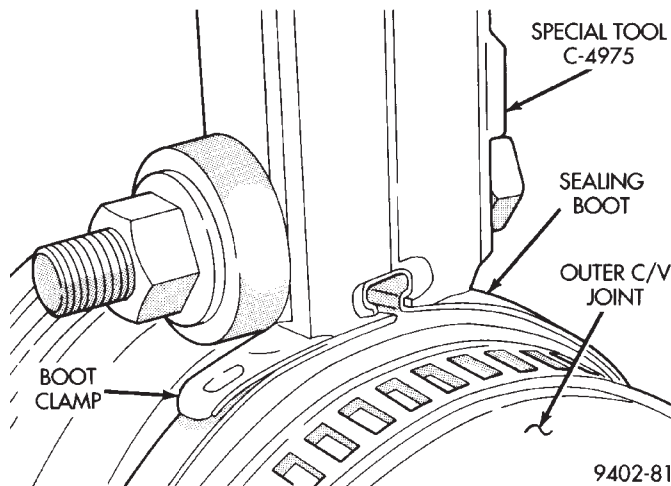


Fig. 41 Sealing Boot Retaining Clamp Installed

(8) Install the driveshaft requiring boot replacement back on the vehicle. See Servicing Driveshaft in this section of the service manual for the required driveshaft installation procedure.

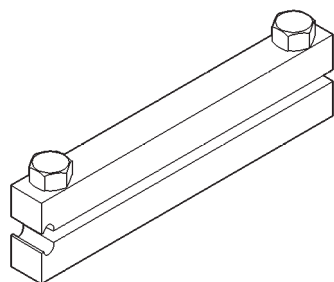
SPECIFICATIONS

TORQUE SPECIFICATIONS

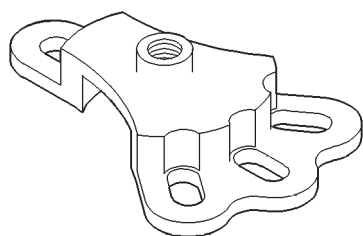
DESCRIPTION	TORQUE
Caliper To Knuckle Bolts	19 N·m (168 in. lbs.)
Driveshaft Nut	163 N·m (120 ft. lbs.)
Front Wheel Lug Nuts	135 N·m (100 ft. lbs.)
Knuckle To Strut Bolt Nuts	169 N·m (125 ft. lbs.)
Tie Rod End To Knuckle	61 N·m (45 ft. lbs.)

SPECIAL TOOLS

DRIVESHAFT



Boot Clamp Installer C-4975A



Puller 6790