CV Axle Replacement Procedure

Loosen upper strut mount bolts (This way you won't mess up the upper mount when you pull the wheel outward)

Jack-up both front tires. The axle will need to be rotated.

Remove the tire

Unstake axle nut

Stomp on brake and remove axle nut (it's a big socket) you have new nut? You may need a 1/2" drive and pipe for leverage

Rotate axle locate small hole in axle by trans- unlock steering (a nail can be used for a punch- find size on the new axle) (you got a new pin?)

Remove bolts that hold lower BJ (this is easier than removing hub to BJ)

Remove brake line bolt to strut. (for extra brake line play)

Pull front of wheel out from car and remove axle from wheel hub. you will be pulling the tie rod also, the other tire will swing in, the steering needs to be unlocked. Guide the axle out, take care not to damage the bearing seal, if it is old it will be hard, Take care not to damage boots or drop the axle.

Guide axle assy out of the car. pull axle off the trans shaft.

Check the rebuilt axle with old one, pin hole size, diameter of hub where the pin goes, pin to long? Length, splines, axle nut fits?

For the record let us know if the new boots have o-rings in the small diameter of the boots as a new SVX axle would.

Assy is reversed. Line up the trans shaft pin hole and axle hole before you start putting it in.

Take care guiding the axle splines through the wheel hub.

You need torque values and they are:

- Axle nut: 123-152
- Ball joint to knuckle: 33-43
- Ball joint to ctrl. arm: 79-101.

Another method or description:

Jack up and support car and remove the wheel.

Remove caliper/rotor

Disconnect brake line from strut and hang out of the way

Disconnect sway bar link and move out of the way

Unbolt the hub assembly from the strut assembly. There're two big bolts that are vertical in relation to one another. Take 'em out.

Pivot the entire hub ass'y down

Crawl under car, rotate the axle until you see the spring pin, and bang the bejeezus out of it with some kind of punch or bolt just slightly smaller than the hole. I found that using a long bolt worked best because it gave me some clearance from the transmission

Once the spring pin is out, pull the axle off the transmission

When you're pulling the axle out, you'll notice that the sway bar is in the way. You COULD match mark the sway bar nuts and pull the whole thing off, but we used a pry bar to lift the bar out of the way for 4 seconds while we removed the old axle and for another 4 seconds while we re-inserted the new one. It seemed to work fine and nothing got bent.

When hooking the new axle up to the transmission, make sure that you've got the spring pinholes lined up. For the longest time it didn't seem like I could get them lined up, but then we gave a couple extra taps on the axle and it seated down a little further than I thought it would. Presto.

Bolt everything back up. I'm sure everything has a torque value, but we pretty much played it by ear, with the exception of the axle nut.

It should NOT be necessary to remove the ABS sensor. Doing so will undoubtedly result in its failure, as it did in my case. And it's a $110 part. Ugh.

Torque values

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- Ball joint to knuckle: 33-43
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