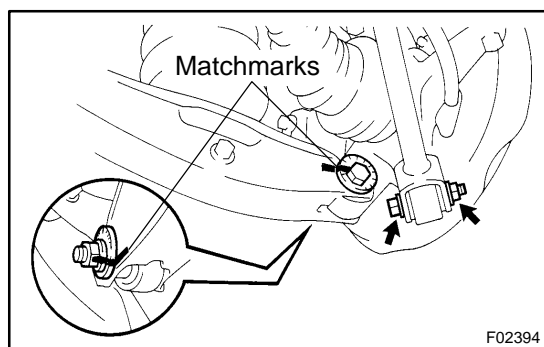


REMOVAL

1. REMOVE EXHAUST PIPE (See page EM-97 or EM-119)
2. REMOVE PROPELLER SHAFT (See page PR-4)



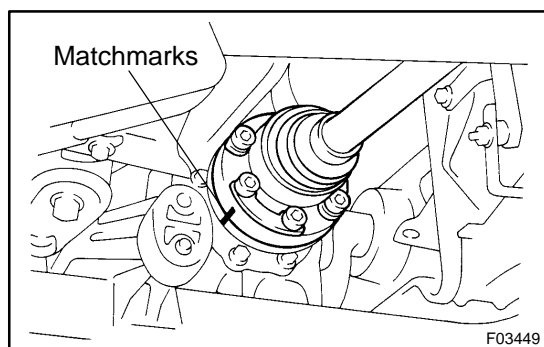
3. DISCONNECT REAR DRIVE SHAFTS

- (a) Place matchmarks on the adjusting cam and lower suspension arm.
- (b) Remove the bolt and nut, disconnect the No.2 lower suspension arm from the axle hub.

Torque: 110 N·m (1,120 kgf-cm, 81 ft-lbf)

- (c) Remove the bolt and nut, disconnect the No.1 lower suspension arm from the axle hub.

Torque: 75 N·m (765 kgf-cm, 55 ft-lbf)



- (d) Place matchmarks on the 2 drive shafts and side gear shafts.

NOTICE:

Do not punch to mark the matchmarks. Use paint etc.

- (e) Using a 10 mm hexagon wrench, remove the 6 hexagon bolts and 2 washers with depressing the brake pedal.

Torque: 83 N·m (850 kgf-cm, 61 ft-lbf)

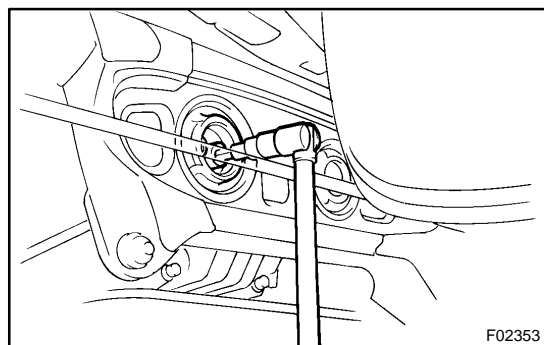
HINT:

At the time of installation, apply a light coat of engine oil on the threads of the bolts.

- (f) Disconnect the drive shafts from the differential carrier.

4. REMOVE DIFFERENTIAL

- (a) Support the differential carrier with a jack.



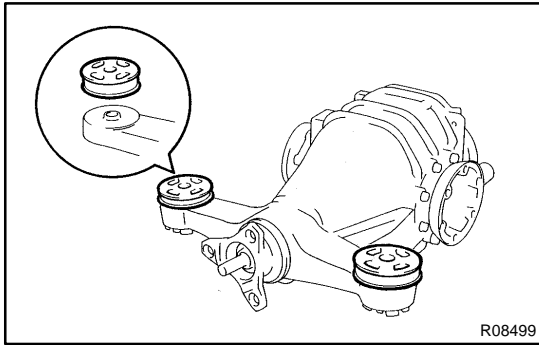
- (b) Using a 12 mm hexagon wrench, remove the 3 hexagon bolts

Torque: 142 N·m (1,450 kgf-cm, 105 ft-lbf)

- (c) Remove the 2 bolts and lower mount stoppers.

Torque: 123 N·m (1,250 kgf-cm, 90 ft-lbf)

- (d) Remove the differential.



- (e) Remove the 2 upper mount stoppers from the differential carrier.