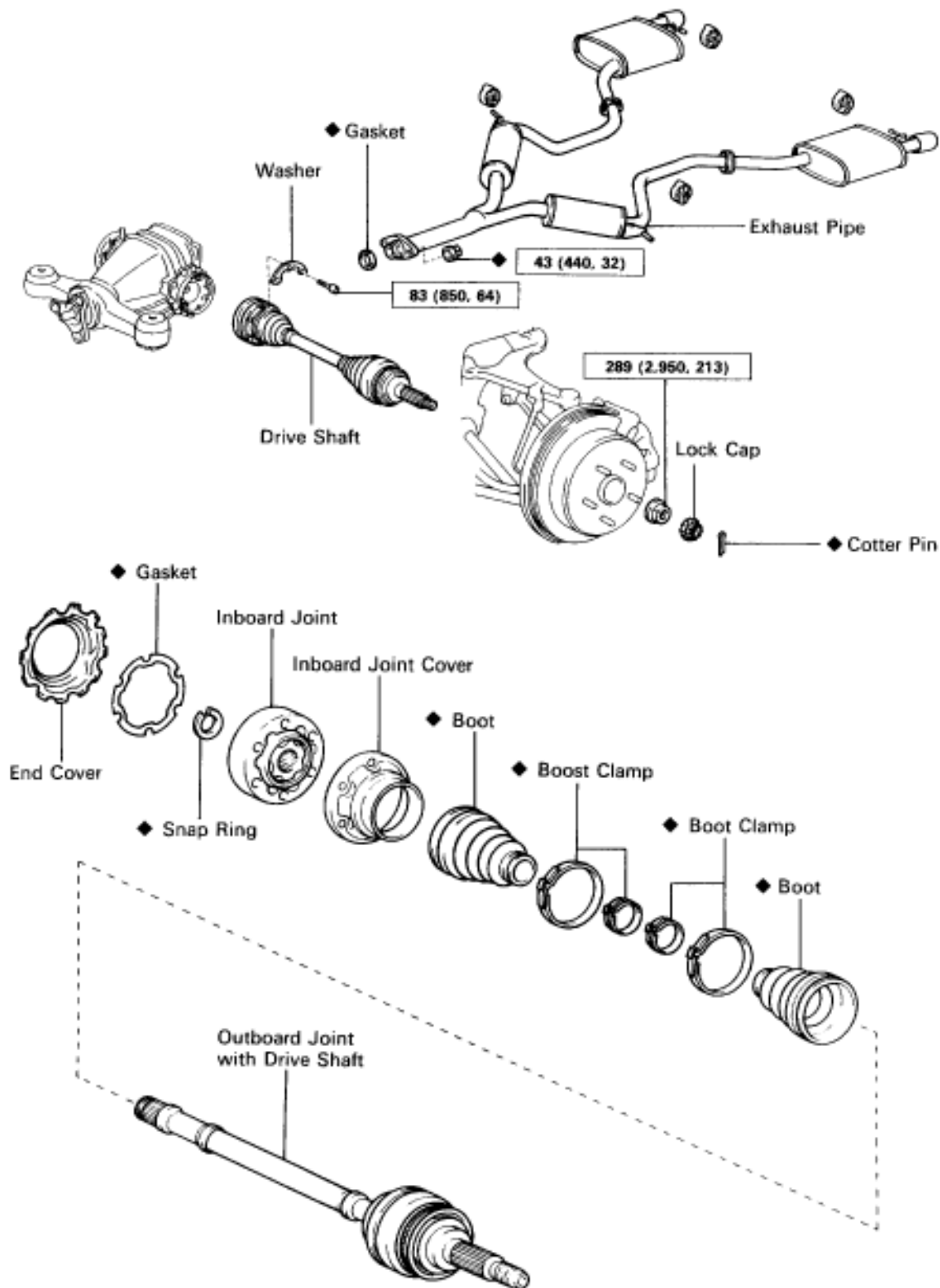


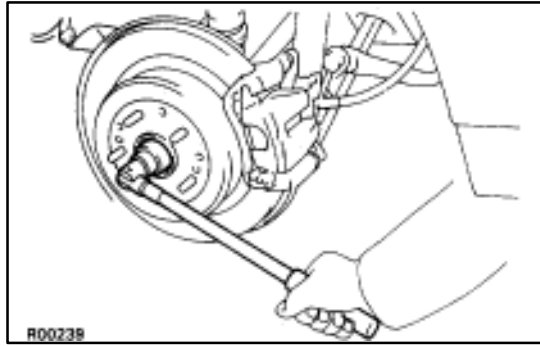
## Rear Drive Shaft COMPONENTS



N·m (kgf·cm, ft·lbf) : Specified torque

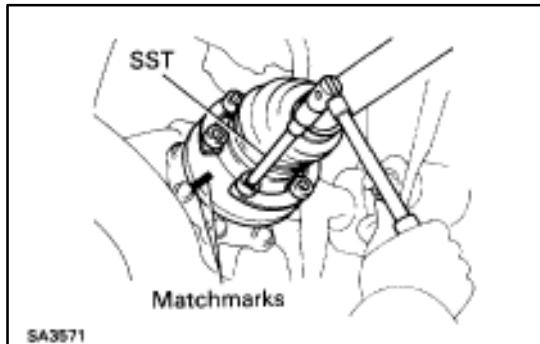
◆ Non-reusable part

N00778  
R00812



## REMOVAL OF REAR DRIVE SHAFT

1. JACK UP VEHICLE AND REMOVE REAR WHEEL
2. REMOVE EXHAUST PIPE
3. REMOVE COTTER PIN, LOCK NUT CAP AND LOCK NUT



### 4. REMOVE REAR DRIVE SHAFT

- (a) Place matchmarks on the drive shaft and side gear shaft.

**NOTICE:** Do not use a punch to mark the matchmarks. Use paint, etc.

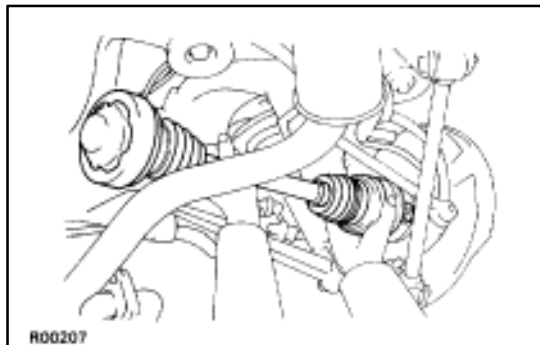
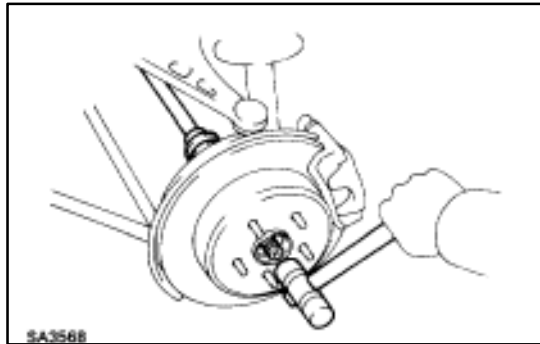
- (b) Using SST, remove the six hexagon bolts and two washers while depressing the brake pedal.

SST 09043-38100

- (c) Hold the inboard joint side of the drive shaft so that the outboard joint side does not bend too much.

- (d) Using a plastic-faced hammer, lightly tap the end of the drive shaft, disengage the axle hub and remove the drive shaft.

**NOTICE:** Be careful not to damage the boots and speed sensor rotor of the drive shaft, and oil seal of the axle hub.



## INSTALLATION OF REAR DRIVE SHAFT

### 1. INSTALL DRIVE SHAFT

- (a) Insert the outboard joint side of the drive shaft to the axle hub.

**NOTICE:**

- Be careful not to damage the boots and speed sensor rotor of the drive shaft, and oil seal of the axle hub.
- Make sure the outboard joint side of the drive shaft does not bend too much.

- (b) Align the matchmarks on the side gear shaft and drive shaft.

- (c) Apply a light coat of engine oil on the threads of the bolt.

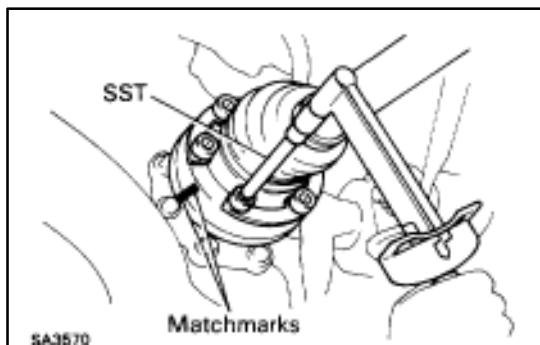
- (d) Install the six hexagon bolts and two washers.

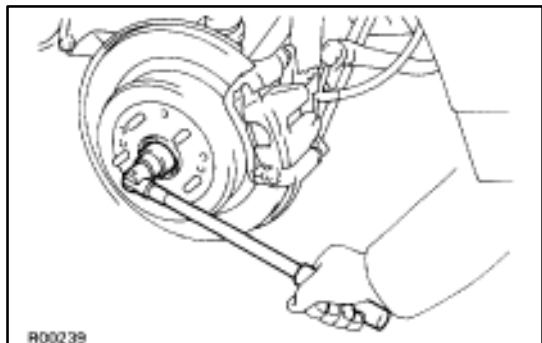
- (e) Using SST, torque the bolts.

SST 09043-38100

Torque: 83 N·m (850 kgf·cm, 64 ft·lbf)

### 2. INSTALL EXHAUST PIPE

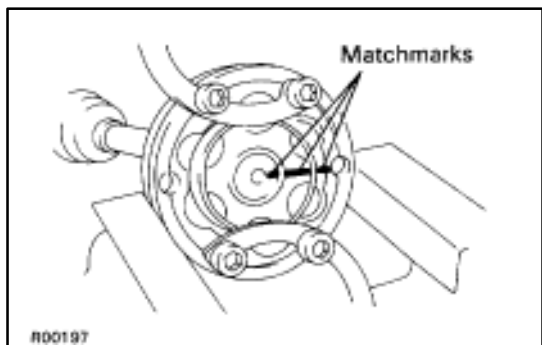
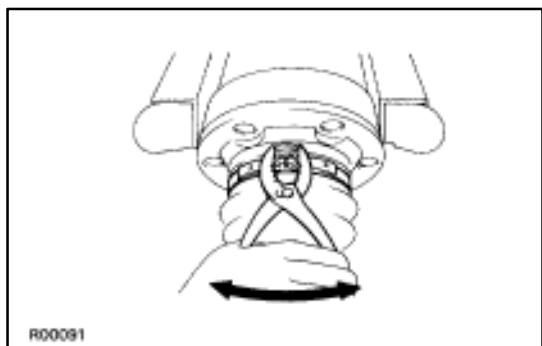
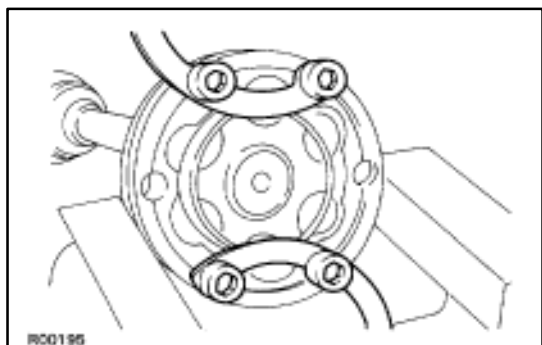
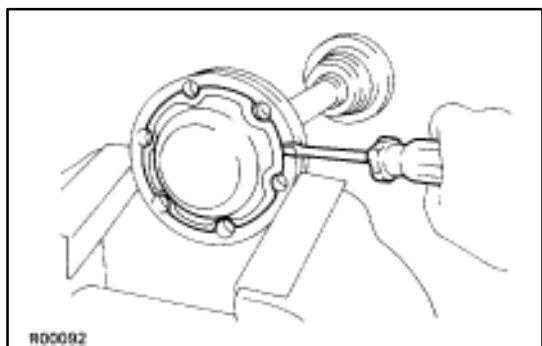
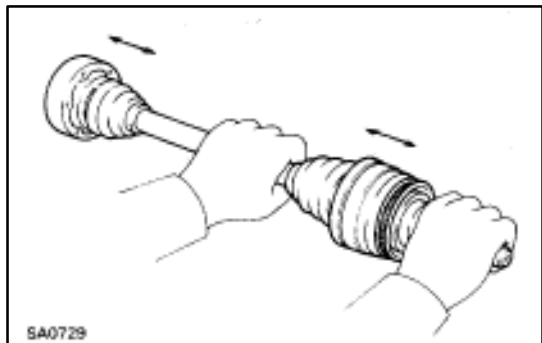




**3. INSTALL LOCK NUT, LOCK NUT CAP AND NEW COTTER PIN**

Torque: 289 N·m (2,950 kgf·cm, 213 ft·lbf)

**4. INSTALL REAR WHEEL AND LOWER VEHICLE**



## DISASSEMBLY OF REAR DRIVE SHAFT

### 1. CHECK DRIVE SHAFT

- Check that operation of the joint is smooth within the sliding region in the axial direction.

**HINT:** If a large angle is used for the cross-groove type joint, the joint will feel like it is catching, but this does not indicate an abnormality.

- Check that there are no cracks, damage or grease leaks with the boots.
- Check that there are no scratches on the speed sensor rotor.

### 2. REMOVE END COVER

- Using a screwdriver, remove the end cover.

- Use bolts, nuts and washers to keep the inboard joint together.

**NOTICE:** Tighten the bolt by hand to avoid scratching the flange surface.

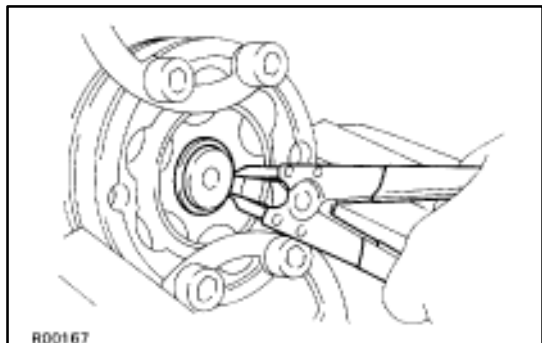
### 3. REMOVE BOOT CLAMPS

Using pliers, remove the clamps.

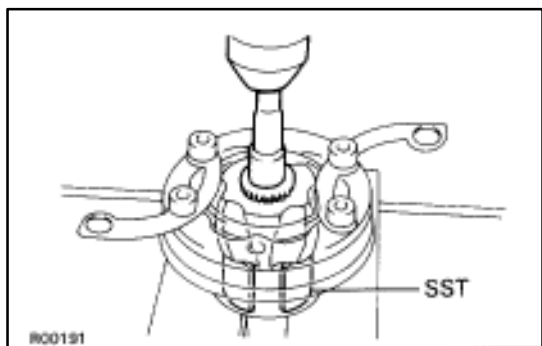
### 4. REMOVE INBOARD JOINT

- Place matchmarks on the inboard joint and drive shaft.

**NOTICE:** Do not punch the marks.

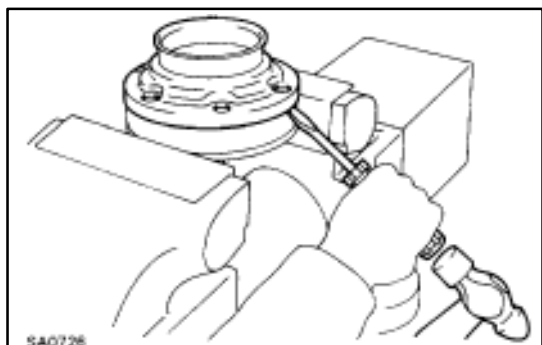


(b) Using snap ring expander, remove the snap ring.



(c) Using SST, an extension bar and a press, press out the inboard joint from the drive shaft.

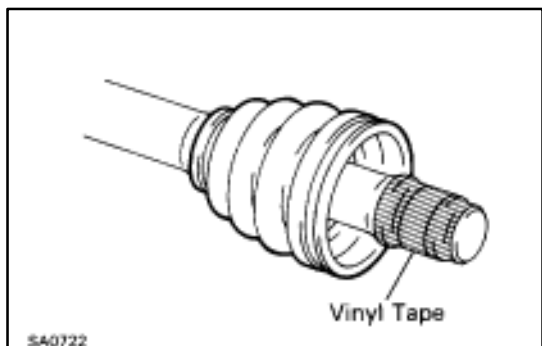
SST 09726-12022 (09726-01030)



(d) Mount the inboard joint in a soft jaw vise.

(e) Using a screwdriver and hammer, tap out the inboard joint cover from the inboard joint.

**NOTICE:** Make sure the cage and inner race are not positioned too much to one side of the outer race.

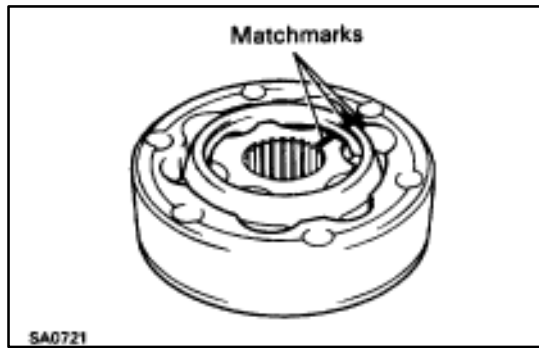


## 5. REMOVE BOOTS

(a) Remove the inboard joint boot and outboard boot.

(b) Check the inside and outside of the boots for damage.

HINT: When reusing the boots, wrap vinyl tape around the spline of the shaft to prevent damaging the boots.

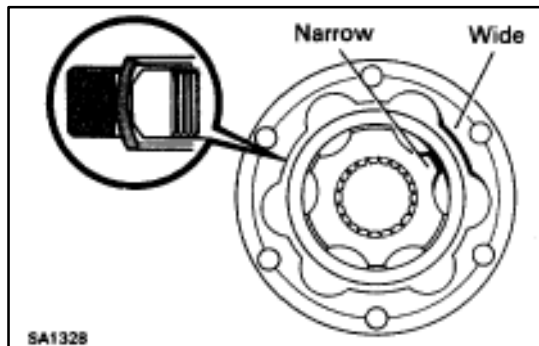


## ASSEMBLY OF REAR DRIVE SHAFT

### 1. ASSEMBLE INBOARD JOINT

If the joint has come apart, reassemble it in the following order.

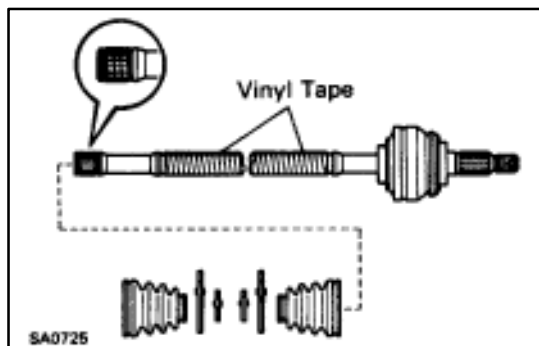
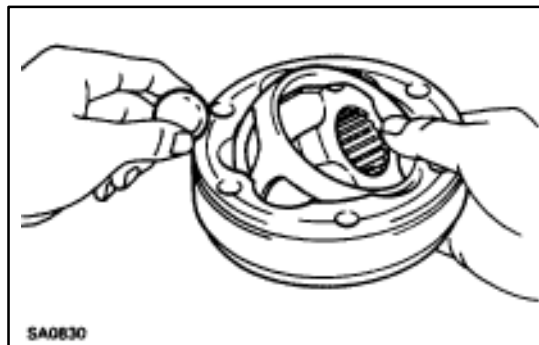
- (a) Align the matchmarks placed before removal.



**HINT:** When the matchmarks have disappeared, perform the following procedure.

- (1) Install the inner race to the cage so that the indented bevelled part of the inner race is on the opposite side to the bevelled top of the cage.
  - (2) Install the outer race so that the indented side of the outer race is facing the same side as the bevelled surface of the cage.
  - (3) Match the narrow projections of the inner race with the wide projections of the outer race.
- (b) As shown in the illustration, tilt the cage and inner race to the side and insert the balls one by one.

**NOTICE:** When the cage and inner race are tilted over, support the joint with your hand to prevent the balls from falling out.



### 2. TEMPORARILY INSTALL NEW BOOTS AND NEW BOOT CLAMPS

**HINT:** Before installing the boots, wrap vinyl tape around the spline of the shaft to prevent damaging the boots.

### 3. INSTALL INBOARD JOINT COVER

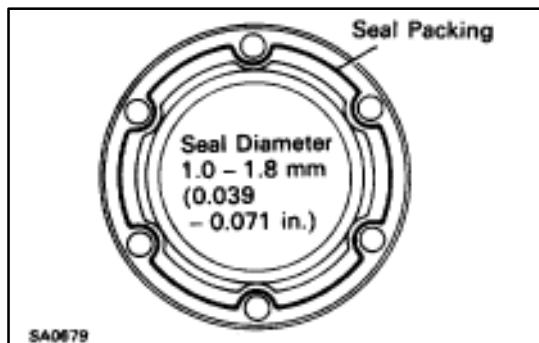
- (a) Apply seal packing to the inboard joint cover as shown in the illustration.

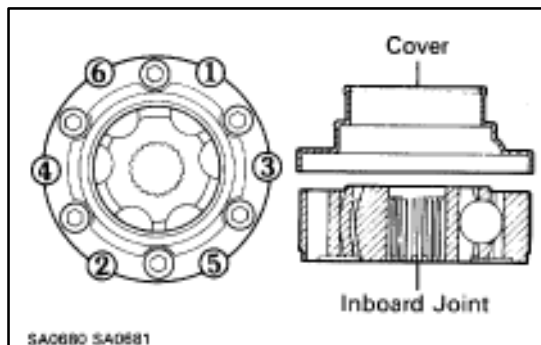
**Seal packing: Part No. 08826-00801, THREE BOND 1121 or equivalent**

- Install a nozzle that has been cut to a 1 mm (0.04 in.) opening.

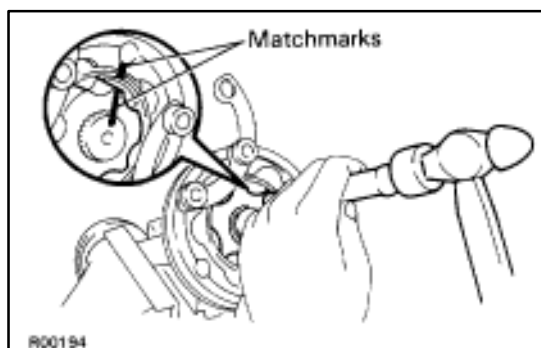
**HINT:** Avoid applying an excess amount to the surface.

- (b) Remove grease from the surface of the inboard joint facing the cover.





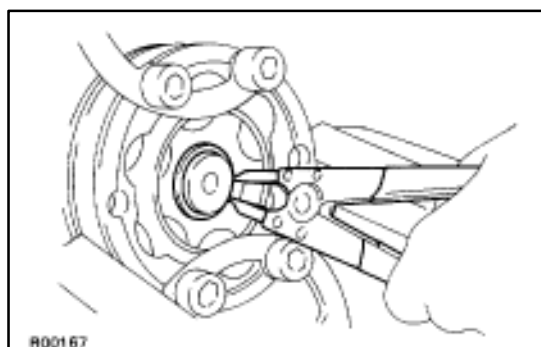
- (c) Align the bolt holes of the cover with those of the inboard joint, then insert the hexagon bolts.
- (d) Use a plastic-faced hammer to tap the rim of the inboard joint cover into place. Do this in the order shown, and repeat several times.



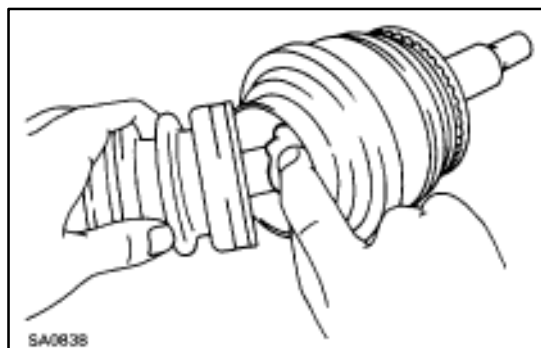
#### 4. INSTALL INBOARD JOINT

- (a) Align the matchmarks placed before removal.
- (b) Using a brass bar and hammer, tap the inboard joint onto the drive shaft.

**NOTICE:** Check that the brass bar is touching the inner race, and not the cage.



- (c) Using a snap ring expander, install a new snap ring.



#### 5. ASSEMBLY BOOT TO OUTBOARD JOINT

Before assembling the boot, pack in only the same amount of grease that was wiped off.

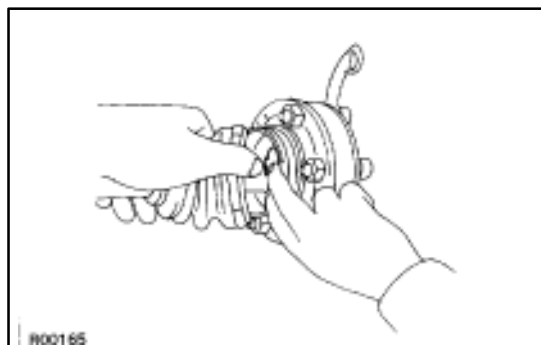
**Grease capacity: 100–105 g**

(0.22–0.23 lb, 3.5–3.7 oz.)

**HINT:** Use the grease supplied in the boot kit.

**NOTICE:**

- Keep grease off the joint connection groove of the boot.
- Pack in grease all over the ball contact surface inside the joint.



#### 6. ASSEMBLE BOOT TO INBOARD JOINT

Before assembling the boot, pack in grease.

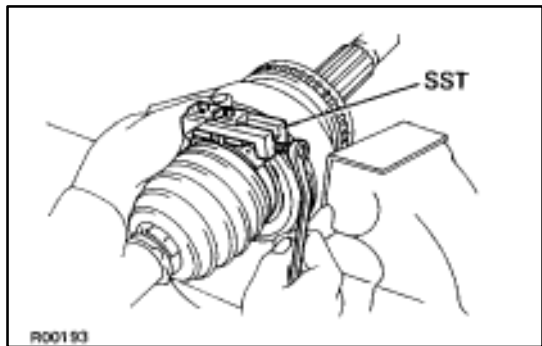
**Grease capacity: 100–105 g**

(0.22–0.23 lb, 3.5–3.7 oz.)

**HINT:** Use the grease supplied in the boot kit.

**NOTICE:**

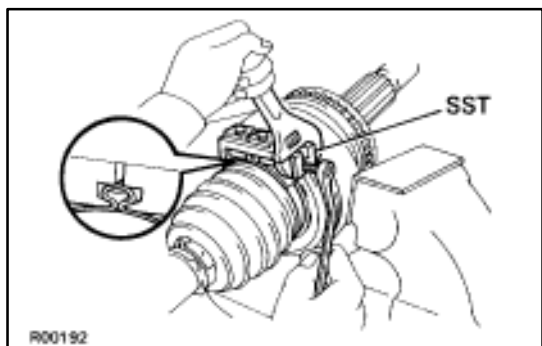
- Keep grease off the joint connection groove of the boot.
- Pack in grease all over the ball contact surface inside the joint.



## 7. INSTALL NEW BOOT CLAMPS TO BOTH BOOTS.

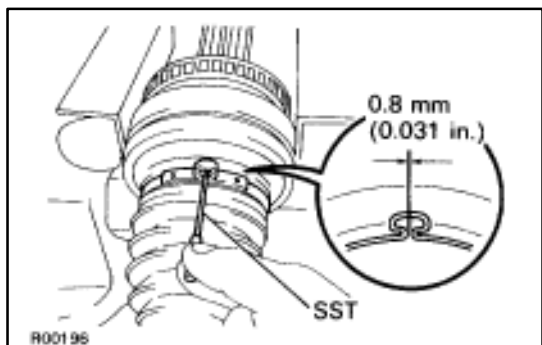
- (a) Using SST, while pushing the clamp to the boots, temporarily wring the it.

SST 09521-24010



- (b) Using SST, wring the boots.

SST 09521-24010

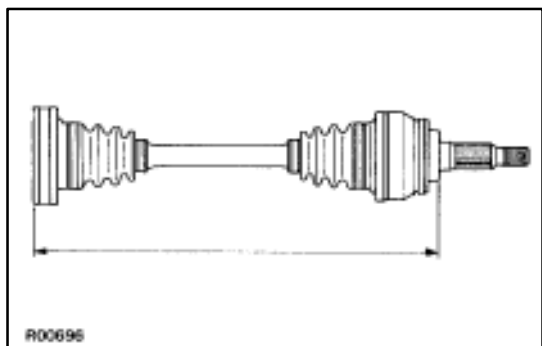


- (c) Using SST, check the clearance of the boots.

SST 09240-00020

**Clearance: 0.8 mm (0.031 in.) or less**

- (d) If the clearance is not with the specification, using SST, wring again the boots.

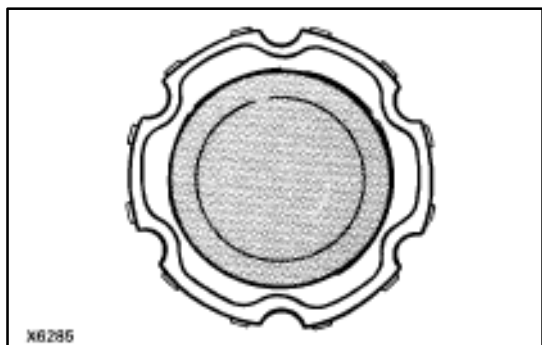


- (e) Check that the boots are not stretched or contracted when the drive shaft is at standard length.

**Drive shaft length:**

**RH 538.5 mm (21.201 in.)**

**LH 492.5 mm (19.390 in.)**



## 8. INSTALL NEW END COVER

- (a) Pack grease into the end cover.

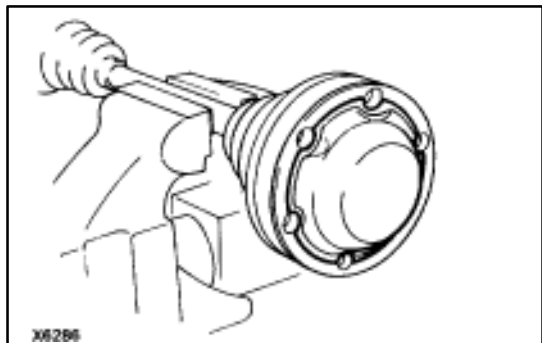
**Grease capacity: 50-55 g**

**(0.11-0.12 lb, 1.8-1.9 oz.)**

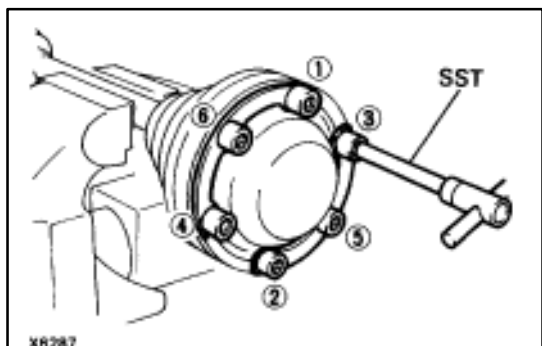
- (b) Remove grease from the surface of the inboard joint facing the cover.

- (c) Glue on a new gasket, with the side with adhesive on it facing toward the outer race side of the inboard joint.





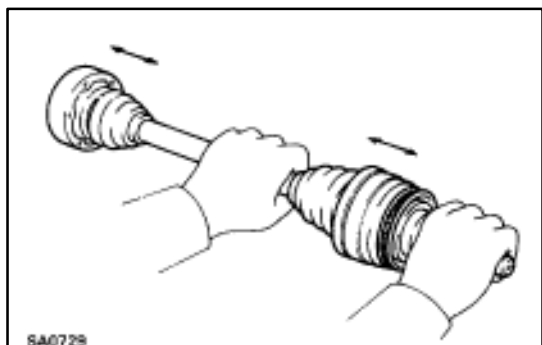
- (d) Align the bolt holes of the cover with those of the inboard joint.



- (e) Install the six hexagon bolts and washer from the end cover side.  
 (f) Install the six nuts to the boot side.  
 (g) Using SST, tighten the bolts. Do this in the order shown, and repeat several times.

SST 09043-38100

- (h) Check that the claw of the end cover touch to the inboard joint.



## 9. CHECK DRIVE SHAFT

Check that operation of the joint is smooth within the sliding region in the axial direction.

HINT: If a large angle is used for the Cross-groove type joint, the joint will feel like it is catching, but this does not indicate an abnormality.