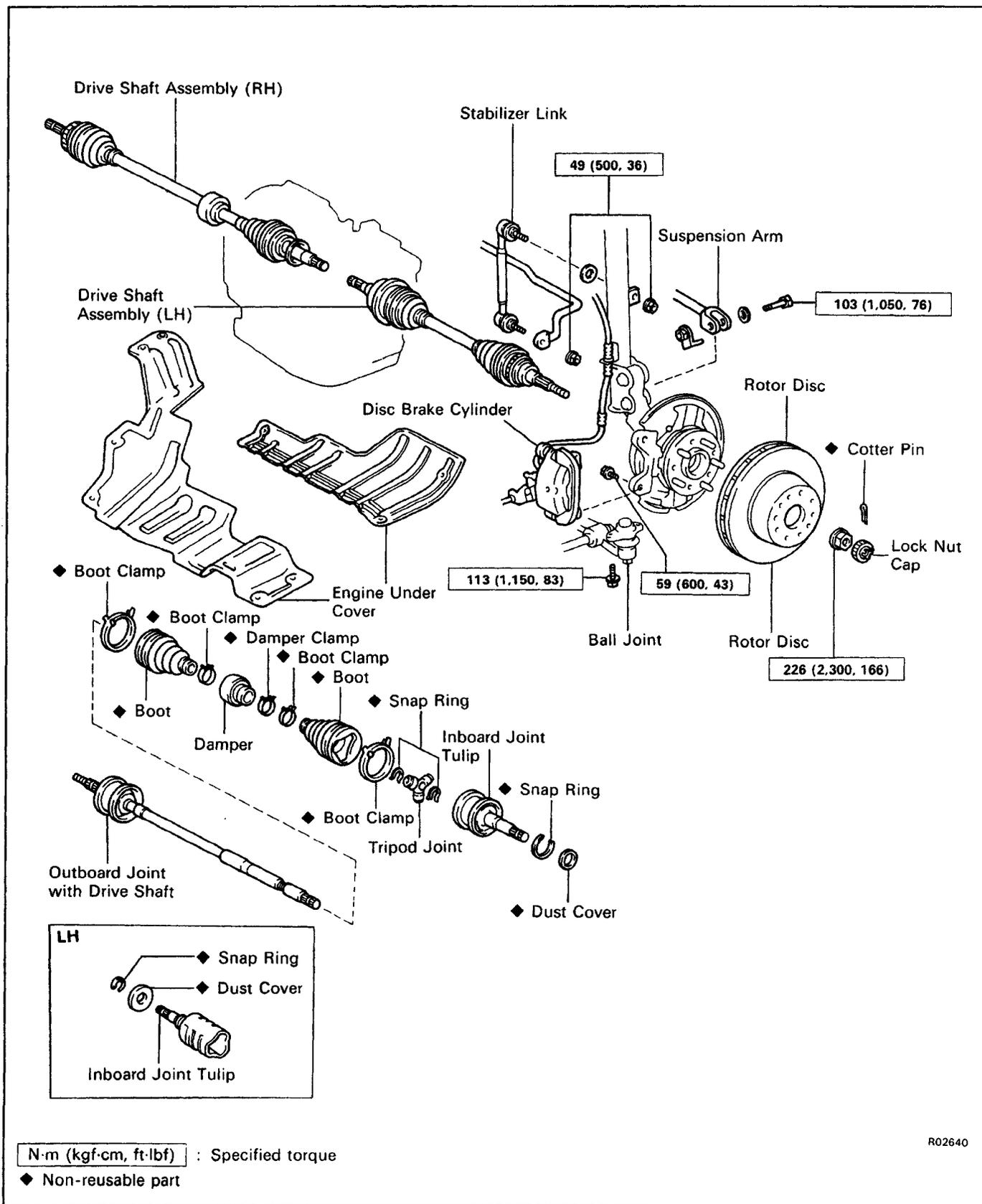


REAR DRIVE SHAFT COMPONENTS

8A0C8-01

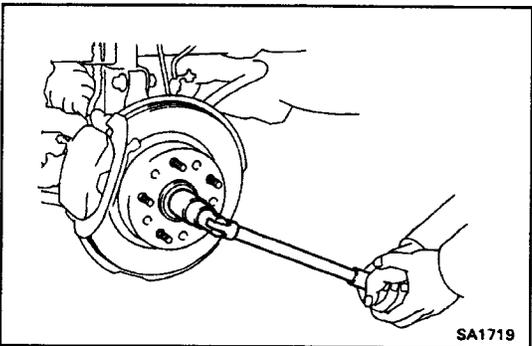
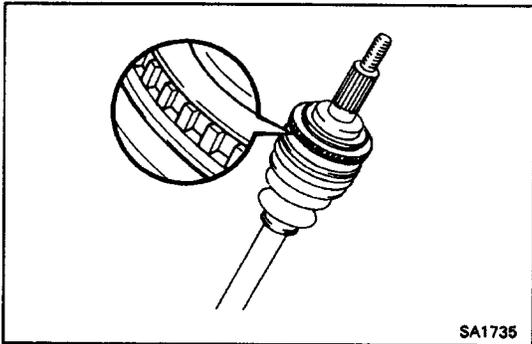
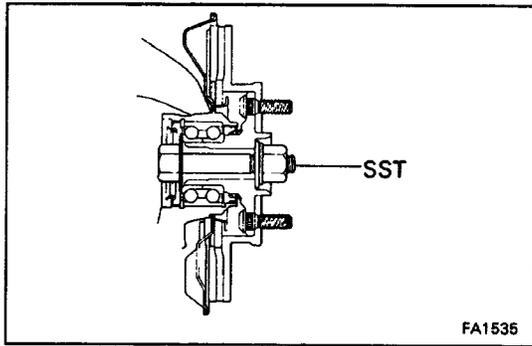


REAR DRIVE SHAFT REMOVAL

NOTICE:

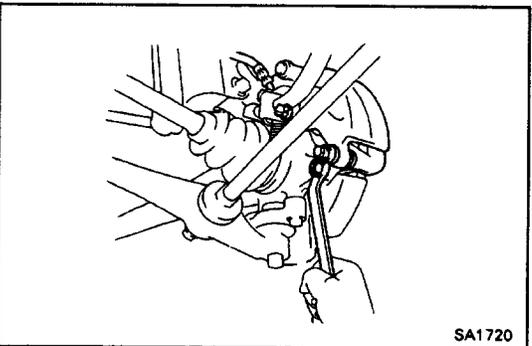
- The axle bearing could be damaged if it is subjected to the vehicle weight, such as when moving the vehicle with the drive shaft removed. Therefore, if it is absolutely necessary to place the vehicle weight on the axle bearing, first support it with SST.

SST 09608-16441 (09608-02020, 09608-02040)



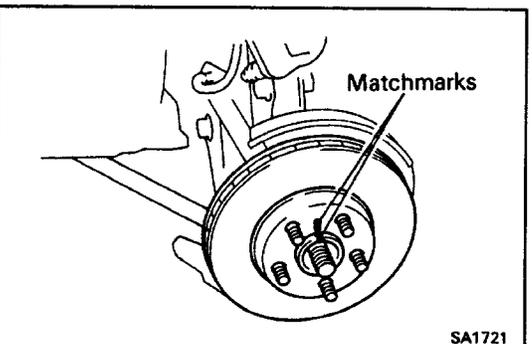
- JACK UP VEHICLE AND REMOVE REAR WHEEL
- REMOVE ENGINE UNDER COVER
- DRAIN TRANSAXLE OIL
- REMOVE COTTER PIN, LOCK NUT CAP, BEARING LOCK NUT AND PLATE WASHER

- Remove the cotter pin and lock nut cap.
- With the parking brake engaged, remove the bearing lock nut.



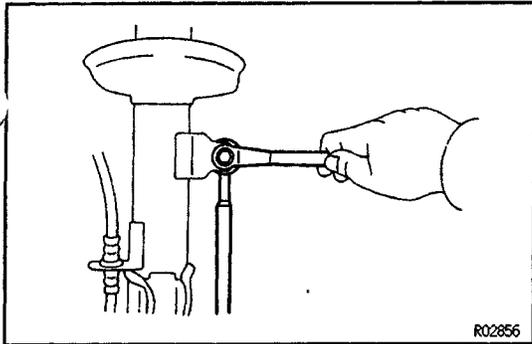
5. REMOVE BRAKE CALIPER

Remove the two bolts and brake caliper from the axle carrier and suspend it with wire.

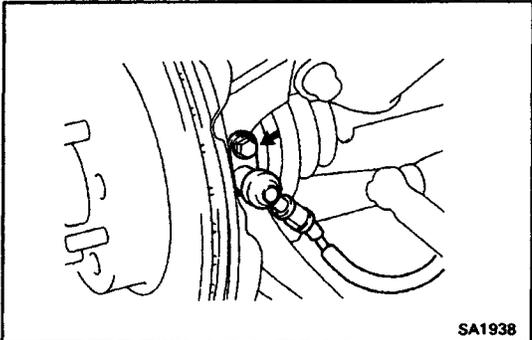


6. REMOVE ROTOR DISC

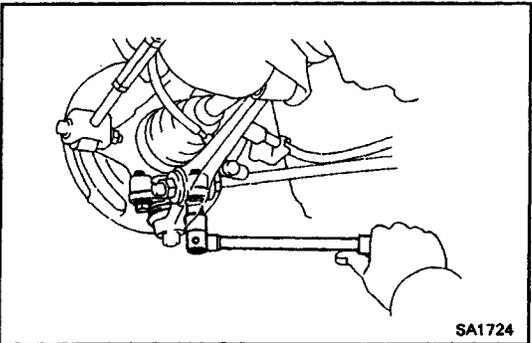
HINT: Before removing the rotor disc, place the matchmarks on the axle shaft and rotor disc.

**7. DISCONNECT STABILIZER LINK**

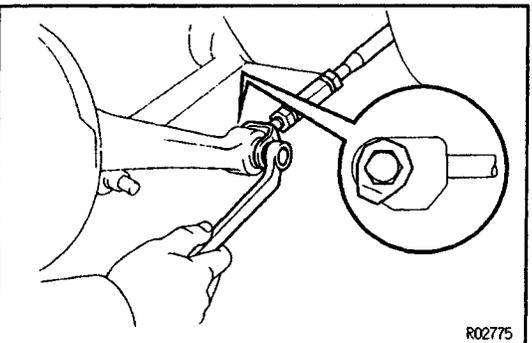
Remove the upper side nut and disconnect the link.
 HINT: If the ball joint stud turns together with the nut, use a hexagon wrench 5 mm (0.197 in.) to hold the stud.

**8. (w/ ABS)****REMOVE SPEED SENSOR FROM AXLE CARRIER**

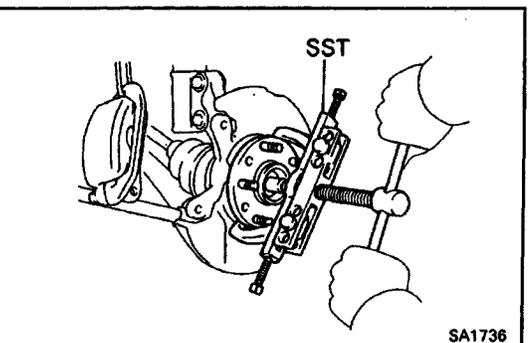
Remove the bolt and pull out the speed sensor.

**9. DISCONNECT LOWER ARM FROM REAR AXLE CARRIER**

- (a) Remove the two bolts holding the ball joint to the lower arm.
- (b) Disconnect the lower arm.

**10. DISCONNECT SUSPENSION ARM**

- (a) Remove the suspension arm mounting nut and bolt, disconnect the suspension arm from the rear axle carrier.
- (b) Similarly disconnect the other side.

**11. DISCONNECT DRIVE SHAFT FROM AXLE CARRIER**

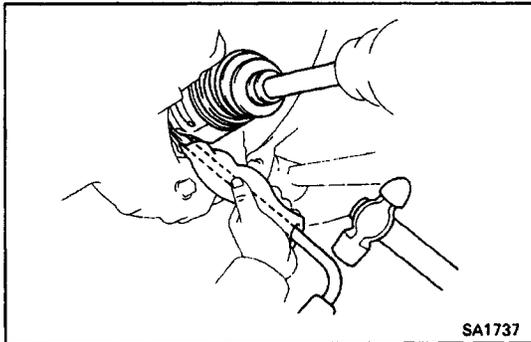
Using SST, disconnect the drive shaft from the axle carrier.

SST 09950-20017

NOTICE:

- Cover the drive shaft boot with cloth to protect it from damage.

- (w/ ABS)
Be careful not to damage the sensor rotor of the drive shaft.

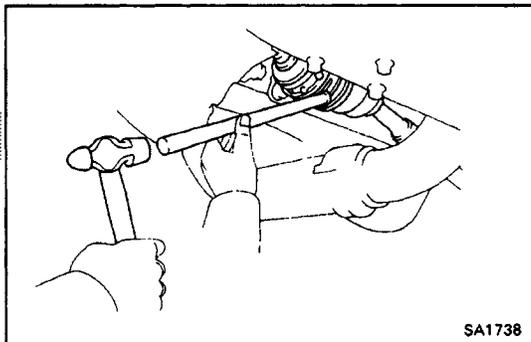


12. REMOVE LH DRIVE SHAFT

Using a hammer and hub nut wrench or an equivalent, remove the LH drive shaft.

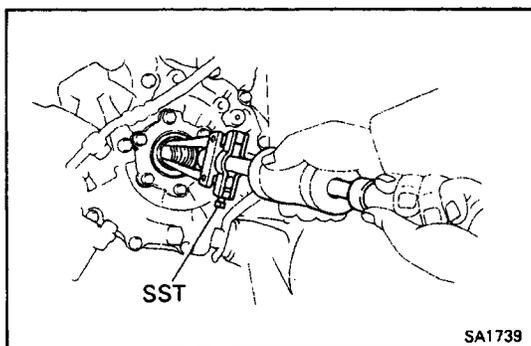
NOTICE:

- Be careful not to damage the dust cover.
- Cover the hub nut wrench or an equivalent with cloth so as not to damage the transaxle body.



13. REMOVE RH DRIVE SHAFT

Using a hammer and brass bar, drive out the RH drive shaft.



OIL SEAL REPLACEMENT

1. REMOVE OIL SEAL

Using SST, drive out the oil seal.
SST 09308 = 00010

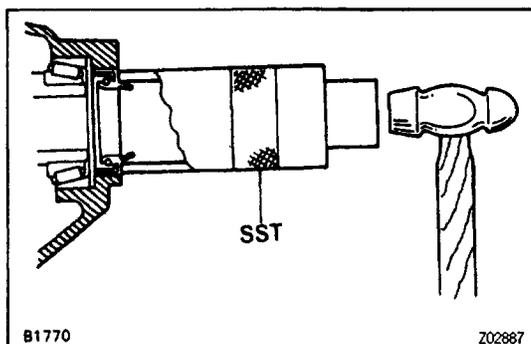
2. INSTALL NEW OIL SEAL

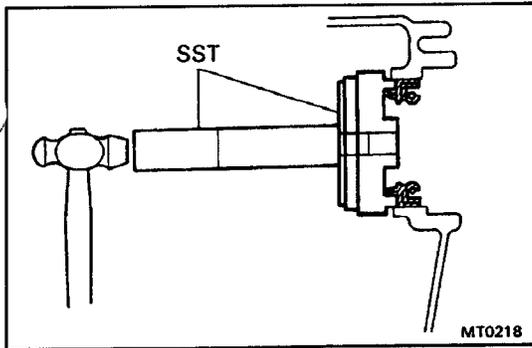
(a) (M/T)

Using SST and hammer, tap in a new oil seal.

SST 09316-60010 (09316-00010)

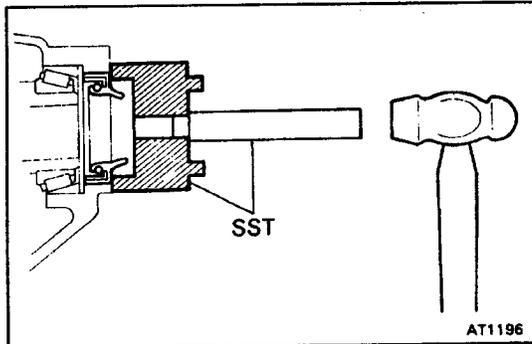
HINT: Coat the oil seal lip with MP grease.





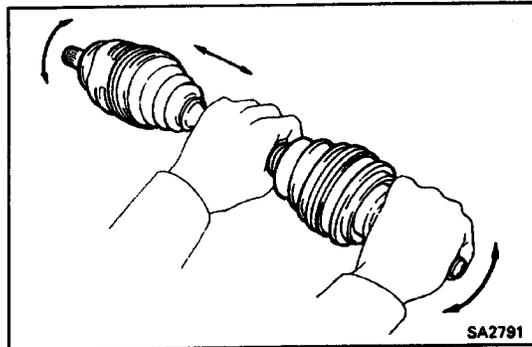
(b) (A/T)

Using SST and hammer, tap in a new LH oil seal.
 SST 09350-32014 (09351-32111, 09351-32150)
 HINT: Coat the oil seal lip with MP grease.



(c) (A/T)

Using SST and hammer, tap in a new RH oil seal.
 SST 09350-32014 (09351-32130, 09351-32150)
 HINT: Coat the oil seal lip with MP grease.



REAR DRIVE SHAFT DISASSEMBLY

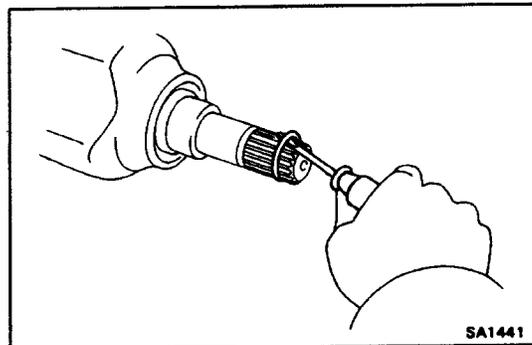
SA0CB-01

1. CHECK DRIVE SHAFT

- Check to see that there is no play in the outboard joint.
- Check to see that inboard joint slides smoothly in the thrust direction.
- Check to see that there is no remarkable play in the radial direction of the inboard joint.
- Check for damage to boots.

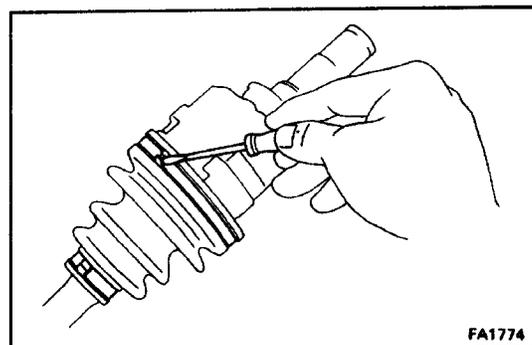
2. REMOVE SNAP RING FROM INBOARD JOINT SHAFT

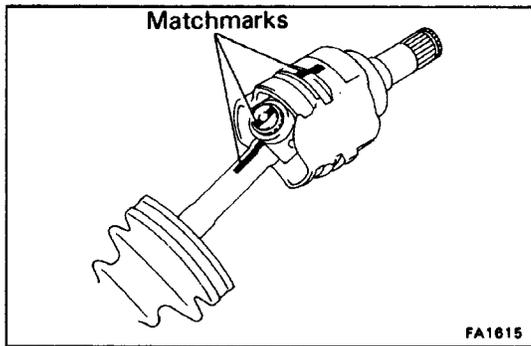
Using a screwdriver, pry out the snap ring.



3. REMOVE INBOARD JOINT BOOT CLAMPS

- Using a screwdriver, remove the two boot clamps.
- Slide the inboard joint boot toward the outboard joint.



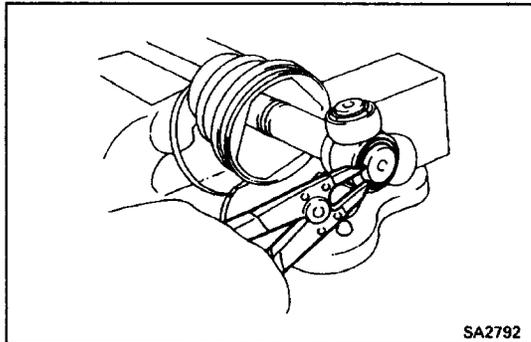


4. DISASSEMBLY INBOARD JOINT

- (a) Place matchmarks on the inboard joint tulip, tripod and the shaft.

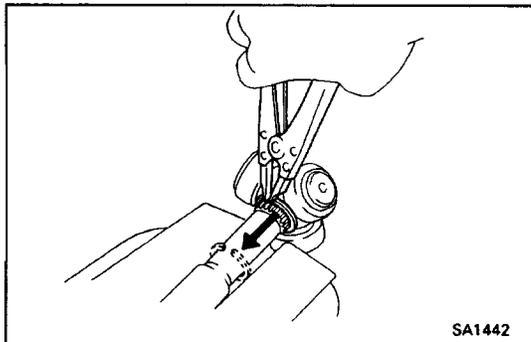
NOTICE: Do not punch the marks.

- (b) Remove the inboard joint tulip from the drive shaft.

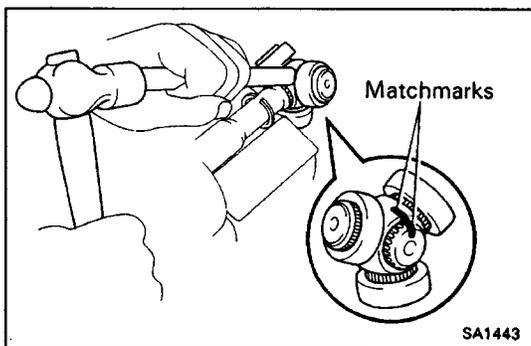


5. DISASSEMBLY TRIPOD JOINT

- (a) Using a snap ring expander, remove the snap ring.



- (b) Using a snap ring expander, temporarily slide the snap ring toward the outboard joint side.

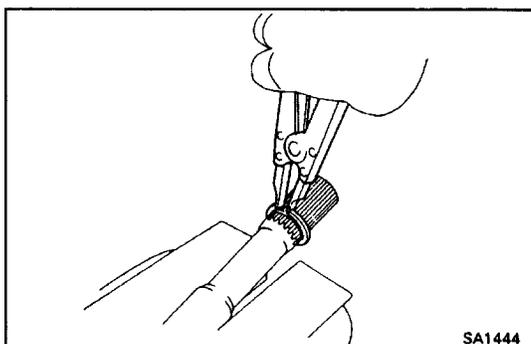


- (c) Place the matchmarks on the drive shaft and tripod.

NOTICE: Do not punch the marks.

- (d) Using a brass bar and a hammer, remove the tripod joint from the drive shaft.

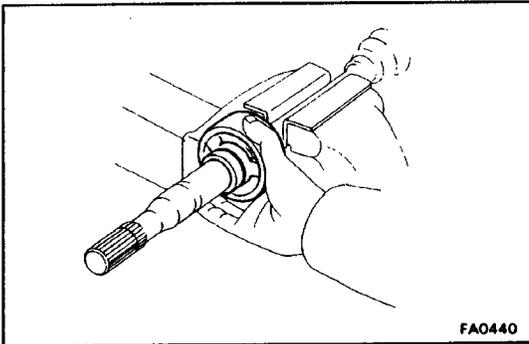
NOTICE: Do not tap the roller.



- (e) Using a snap ring expander, remove the snap ring.

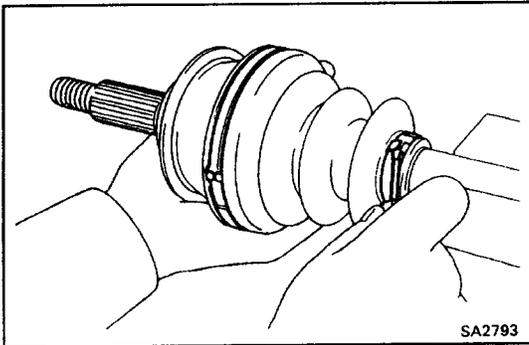
6. REMOVE INBOARD JOINT BOOT

Slide out the inboard joint boot.



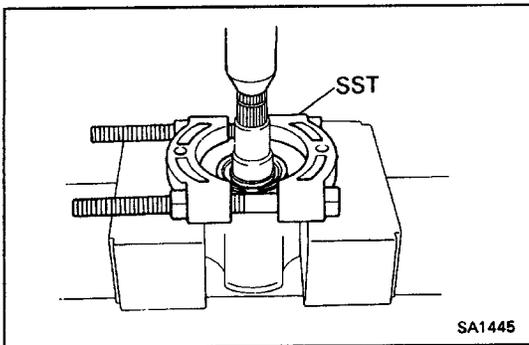
7. REMOVE DAMPER

- (a) Using a screwdriver, remove the damper clamp.
- (b) Slide out the damper.



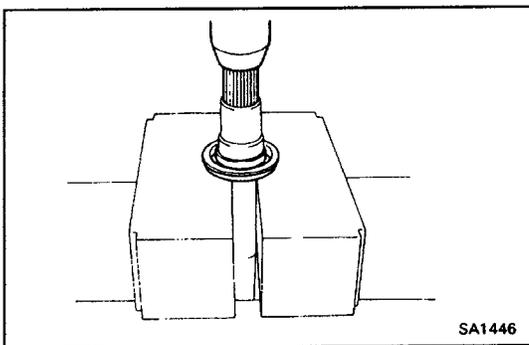
8. REMOVE OUTBOARD JOINT BOOT CLAMPS AND BOOT

- (a) Using a screwdriver, remove the two boot clamps of the outboard joint boot.
- (b) Slide out the boot from the outboard joint.
NOTICE: Do not disassemble the outboard joint.

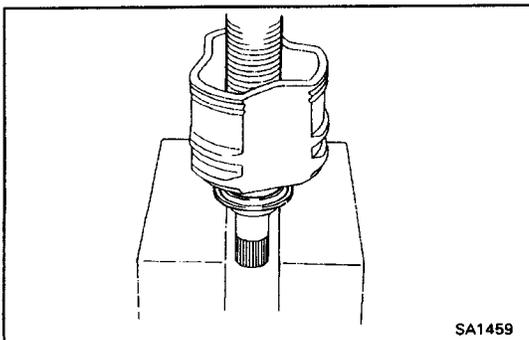


9. REMOVE DUST COVER

- (a) (LH Drive Shaft)
Using SST and press, press out the dust cover from the inboard joint tulip.
SST 09950-00020



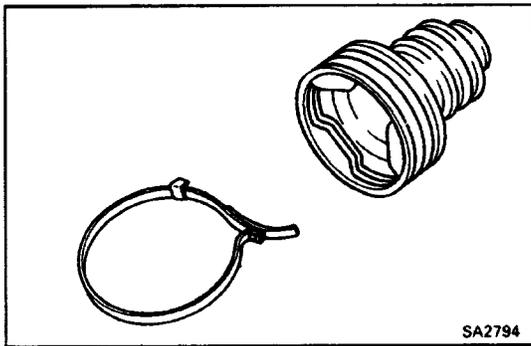
- (b) (RH Drive Shaft)
Using a press, press out the dust cover.



REAR DRIVE SHAFT ASSEMBLY

1. INSTALL DUST COVER

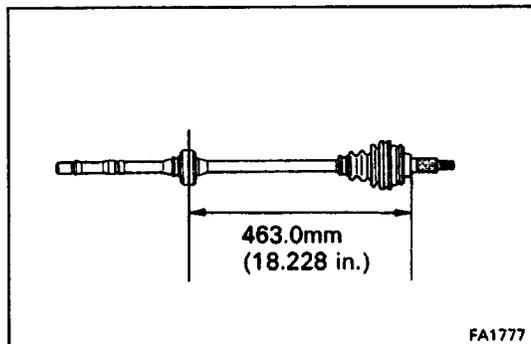
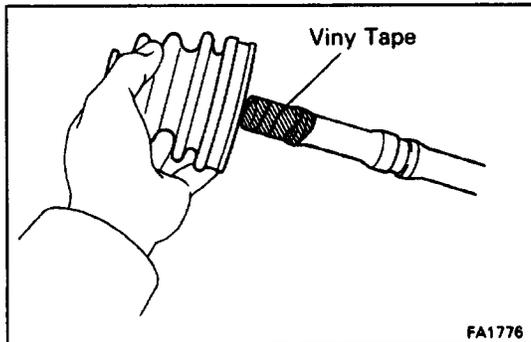
- Using a press, press into a new dust cover.



2. TEMPORARILY INSTALL NEW OUTBOARD JOINT BOOT AND NEW BOOT CLAMPS

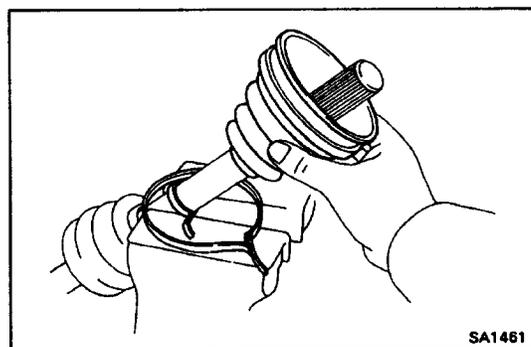
Temporarily install a new boot and two new boot clamps for the outboard joint to the drive shaft.

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



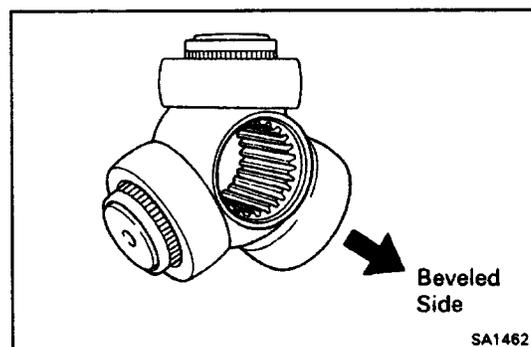
3. TEMPORARILY INSTALL DAMPER AND NEW DAMPER CLAMP

HINT: Fix the clamp position in line with the groove of the drive shaft.



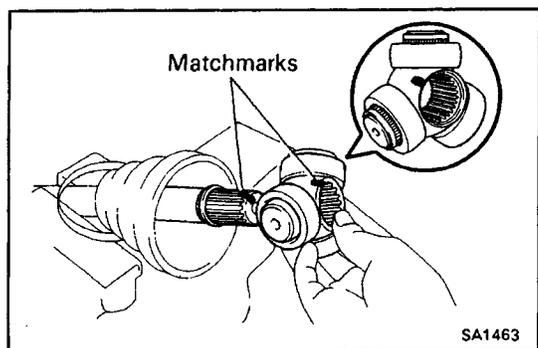
4. TEMPORARILY INSTALL NEW INBOARD JOINT BOOT AND NEW BOOT CLAMPS

Temporarily install a new boot and two new boot clamps for the inboard joint to the drive shaft.

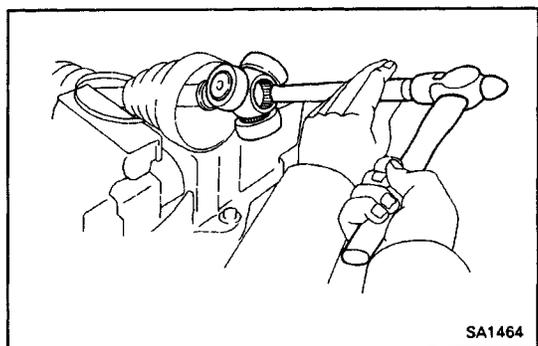


5. ASSEMBLE TRIPOD JOINT

(a) Place the beveled side of the tripod axial spline toward outboard joint.

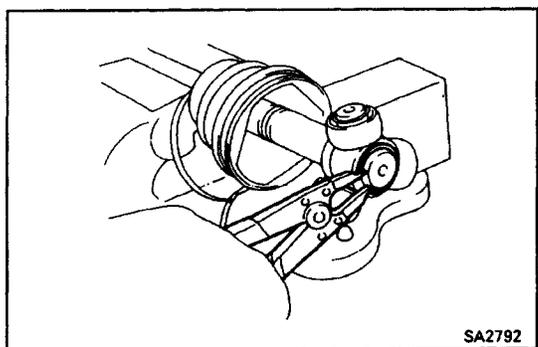


(b) Align the matchmarks placed before disassembly.

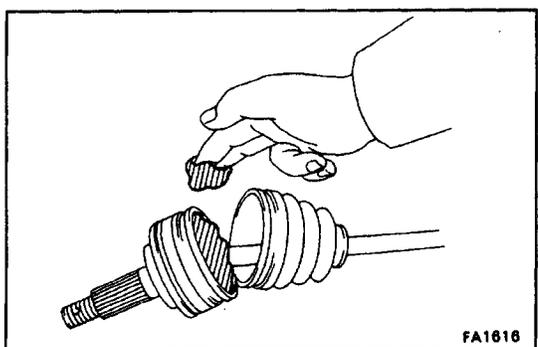


(c) Using a brass bar and hammer, tap in the tripod joint to the drive shaft.

NOTICE: Do not tap the roller.



(d) Using a snap ring expander, install a new snap ring.



6. INSTALL BOOT TO OUTBOARD JOINT

Before assembling the boot, fill grease into the outboard joint and boot.

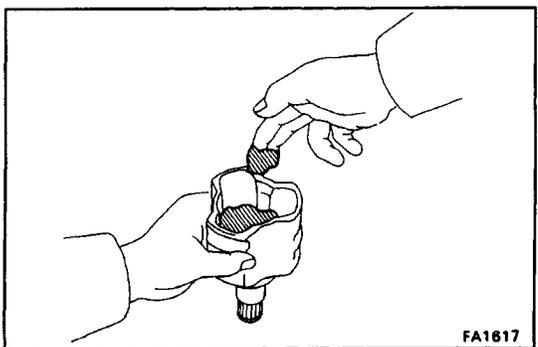
HINT: Use the grease supplier in the boot kit.

Grease capacity:

120-130 g (0-26-0.29 lb)

Grease color:

Black



7. INSTALL INBOARD JOINT TULIP TO REAR DRIVE SHAFT

(a) Pack in the grease to the boot and inboard joint tulip.

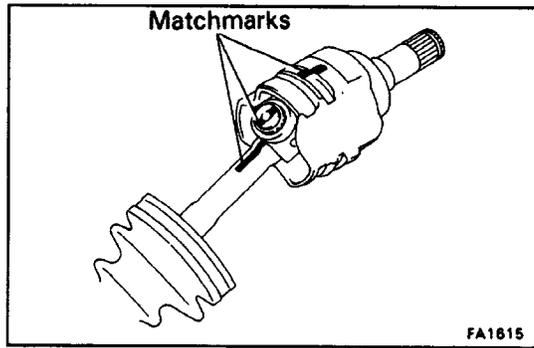
HINT: Use the grease supplied in the boot kit.

Grease capacity:

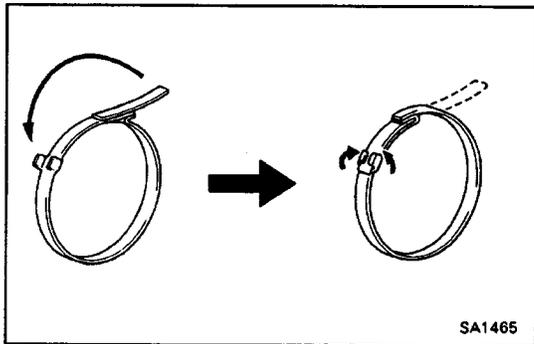
232-242 g (0.51-0.53 lb)

Grease color:

Yellow ocher

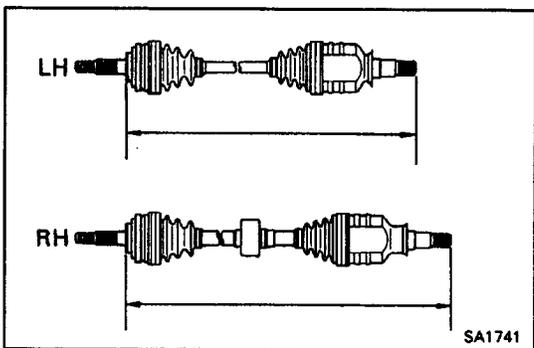


- (b) Align the matchmarks placed before remove, and install the inboard joint tulip to the drive shaft.
- (c) Install the boot to the inboard joint tulip.



8. ASSEMBLE BOOT CLAMPS AND DAMPER CLAMP

- (a) Be sure the boot is on the shaft groove.
- (b) Using a screwdriver, bend the clamp and lock it as shown.

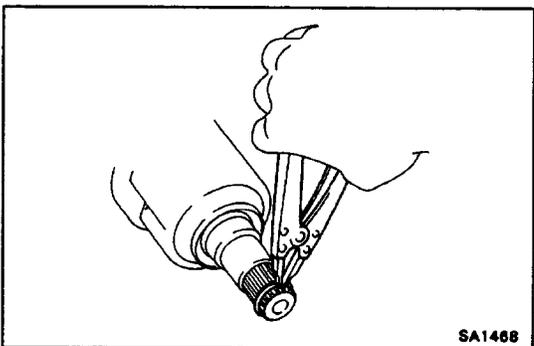


- (c) Insure that the boot is not stretched or contacted when the drive shaft is at standard length.

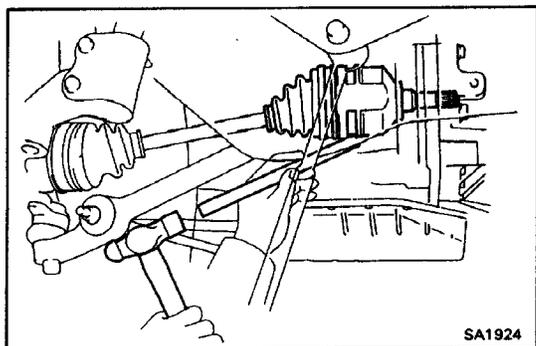
Drive shaft standard length:

LH 540.3±5.0 mm (21.272±0.197 in.)

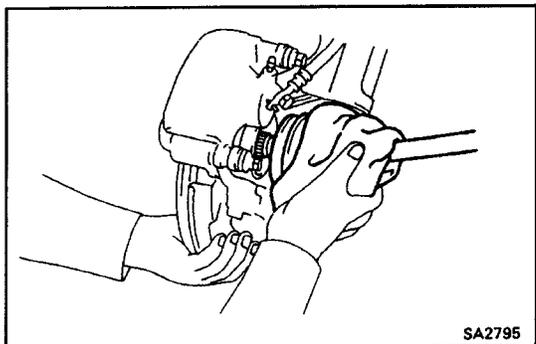
RH 831.4±5.0 mm (32.732±0.197 in.)



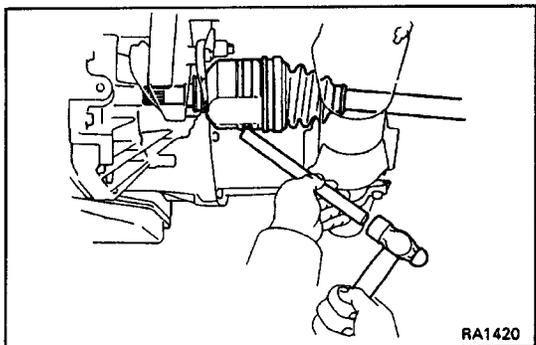
- (d) Using a snap ring expander, install a new snap ring.



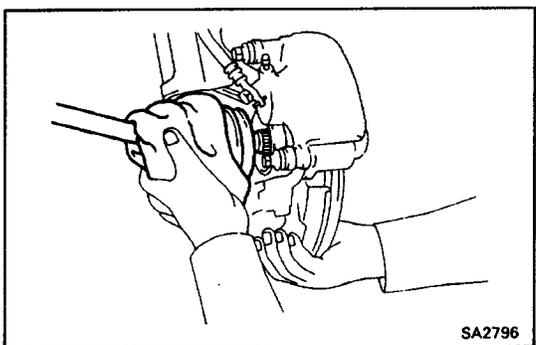
SA1924



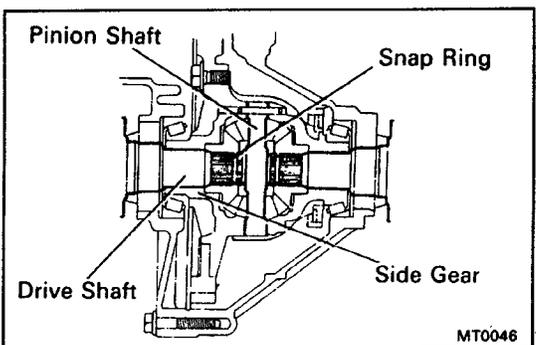
SA2795



RA1420



SA2796



MT0046

REAR DRIVE SHAFT INSTALLATION

1. INSTALL LH DRIVE SHAFT

- (a) Coat the oil seal lip with MP grease.
- (b) Using a brass bar and hammer, drive in the drive shaft until it marks contact with the pinion shaft.

NOTICE: Be careful not to damage the boots.

HINT:

- Before installing the drive shaft, set the snap ring opening side facing downward.
- Whether or not the drive shaft is making contact with the pinion shaft can be known by sound or feeling when driving it in.

- (c) Install the outboard joint side of the drive shaft to the axle shaft.

NOTICE:

- Be careful not to damage the boots.
- (w/ ABS)
Be careful not to damage the speed sensor rotor of the drive shaft.

2. INSTALL RH DRIVE SHAFT

- (a) Coat the oil seal lip with MP grease.
- (b) Using a brass bar and hammer, drive in the drive shaft until it makes contact with the pinion shaft.

NOTICE: Be careful not to damage the boots.

HINT:

- Before installing the drive shaft, set the snap ring opening side facing downward.
- Whether or not the drive shaft is making contact with the pinion shaft can be known by sound or feeling when driving it in.

- (c) Install the outboard joint side of the drive shaft to the axle shaft.

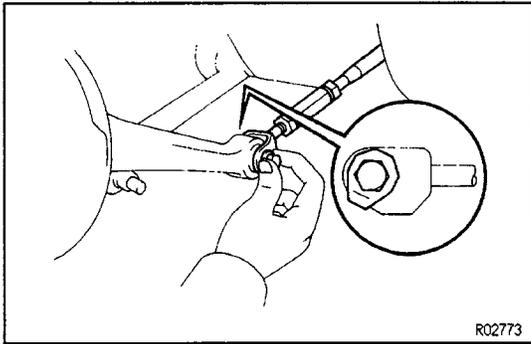
NOTICE:

- Be careful not to damage the boots.
- (w/ ABS)
Be careful not to damage the speed sensor rotor of the drive shaft.

3. CHECK INSTALLATION OF REAR DRIVE SHAFT

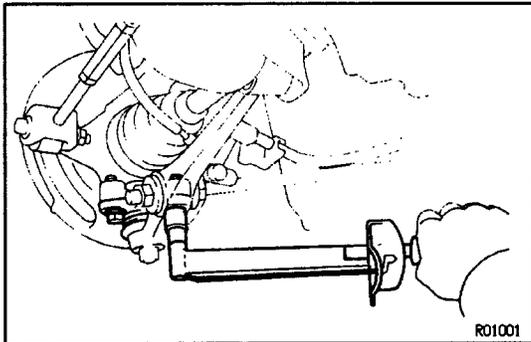
- (a) Check that there is 2–3 mm (0.08–0.12 in.) of play in axial direction.
- (b) Check that the drive shaft will not come out by trying to pull it completely out by hand.

HINT: When checking pull the inboard joint so as not to damage the boots.



4. CONNECT SUSPENSION ARM

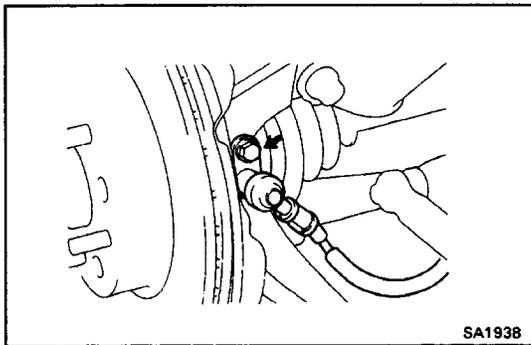
Temporarily connect the suspension arm to rear axle carrier with the bolt and nut.



5. CONNECT BALL JOINT TO AXLE CARRIER

- (a) Connect the ball joint to the axle shaft.
- (b) Install and torque the two bolts.

Torque: 113 N-m (1,150 kgf-cm, 83 ft-lbf)

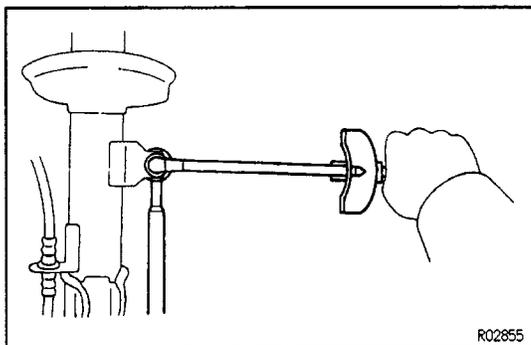


6. (w/ ABS)

INSTALL SPEED SENSOR TO AXLE CARRIER

Torque: 7.4 N-m (80 kgf-cm, 69 ft-lbf)

HINT: Before installing, check that there is no ferric clip or foreign material on the sensor tip.

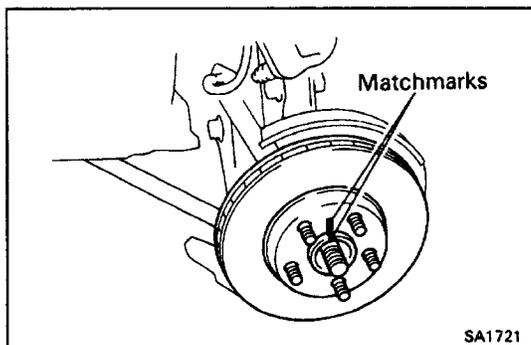


7. CONNECT STABILIZER LINK

Connect the upper side nut to the stabilizer link.

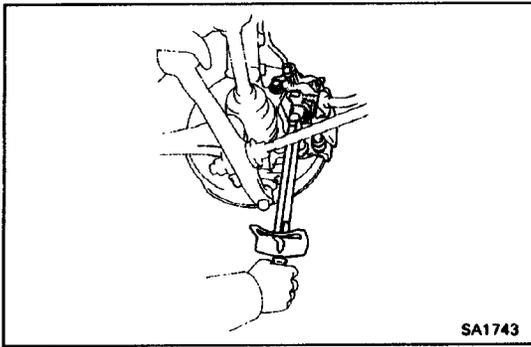
Torque: 49 N-m (500 kgf-cm, 36 ft-lbf)

HINT: If the ball joint stud turns together with the nut, use a hexagon wrench 5 mm (0.197 in.) to hold the stud.



8. INSTALL ROTOR DISC TO AXLE CARRIER

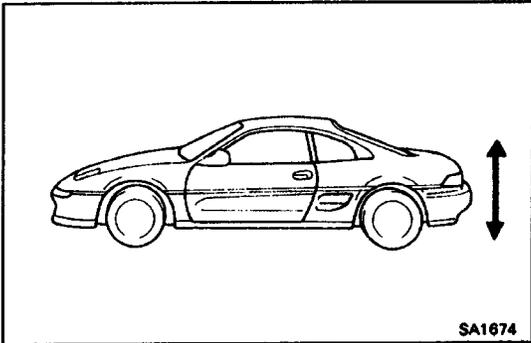
HINT: Before removing the rotor disc, place the matchmarks on the axle shaft and rotor disc.



9. INSTALL BRAKE CALIPER

Install the brake caliper to the axle carrier with the two bolts.

Torque: 59 N-m (600 kgf-cm, 43 ft-lbf)

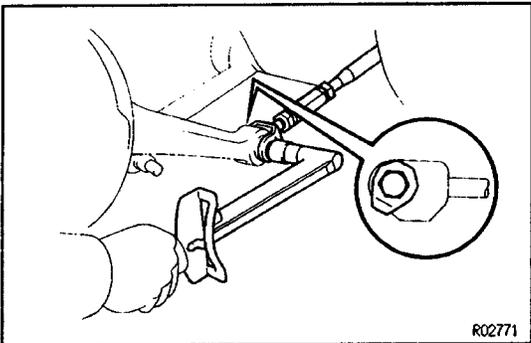


10. STABILIZE SUSPENSION

(a) Install the rear wheel and lower the vehicle.

Torque: 103 N-m (1,050 kgf-cm, 76 ft-lbf)

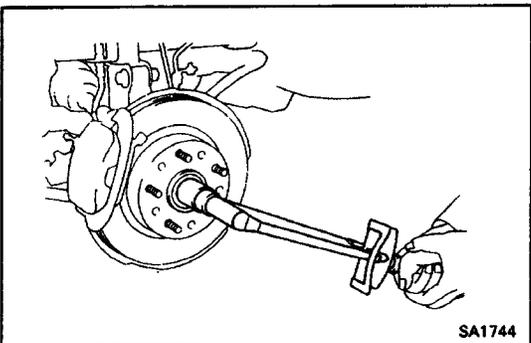
(b) Bounce the vehicle up and down several times to allow the suspension to settle.



11. TORQUE BOLT AND NUT

Torque the suspension arm mount bolt and nut with the vehicle load applied on the suspension.

Torque: 103 N-m (1.050 kgf-cm, 76 ft-lbf)



12. INSTALL BEARING LOCK NUT, LOCK NUT CAP AND COTTER PIN

(a) Remove the rear wheel.

(b) Install the washer and lock nut.

(c) With the parking brake engaged, and tighten the nut.

Torque: 226 N-m (2,300 kgf-cm, 166 ft-lbf)

(d) Install the lock cap, and using pliers, install a new cotter pin.

13. FILL TRANSAXLE WITH GEAR OIL

Fluid type:

ATF DEXRON® II

14. INSTALL ENGINE UNDER COVER