

# Driveshafts



## Removal

### Inspection

#### Driveshaft Boot

Check the boots on the driveshaft for cracks, damage, leaking grease or loose boot bands.

If any damage is found, replace the boot.

#### Spline Looseness

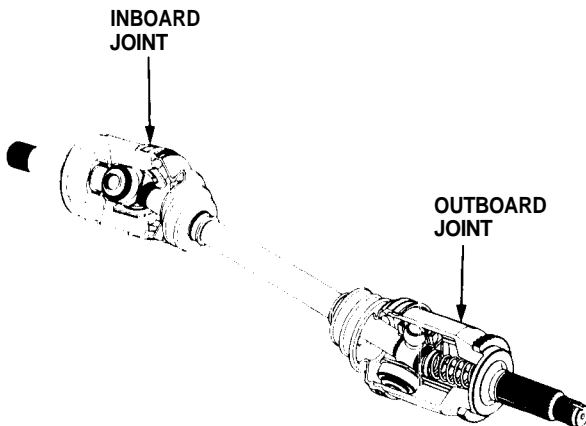
Turn the driveshaft by hand, and make sure the splines and joints are not excessively loose.

If damage is found, replace the joints if necessary.

#### Twisted or Cracked

Make sure the driveshaft is not twisted or cracked.

Replace if necessary.



1. Raise the vehicle, and place safety stands in the proper locations (see [section 1](#)).
2. Remove the rear wheels.
3. Drain the transmission fluid (see [section 13](#) M/T or [section 14](#) A/T).

NOTE: It is not necessary to drain the transmission fluid when the right driveshaft is removed.

4. Raise the locking tab on the spindle nut, then remove the nut.

NOTE: Before installing the wheel, clean the mating surfaces of the brake disc and inside of the wheel.

#### 26 x 1.5 mm SPINDLE NUT

Replace.

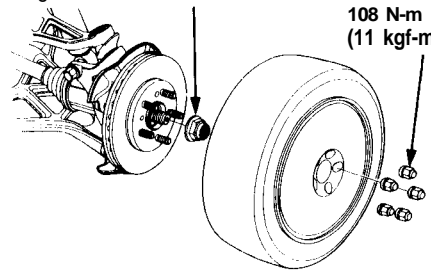
329 N-m (33.5 kgf m, 242 lbf ft)

After tightening, use a drift to stake spindle nut shoulder against the driveshaft.

#### WHEEL NUT

108 N-m

(11 kgf-m, 80 lbf-ft)



5. Remove the banjo bolt, and disconnect the brake hose, then remove the brake hose clamp from the knuckle.

**CAUTION:** Avoid spilling brake fluid on painted, plastic or rubber surfaces as it can damage the finish; wash spilled brake fluid off immediately with clean water.

NOTE: Cover the end of the brake hose with a clean rag to prevent contamination of the system. Then secure the hose to the suspension arm.

#### BANJO BOLT

34 N-m

(3.5 kgf m, 25 lbf-ft)

#### BRAKE HOSE

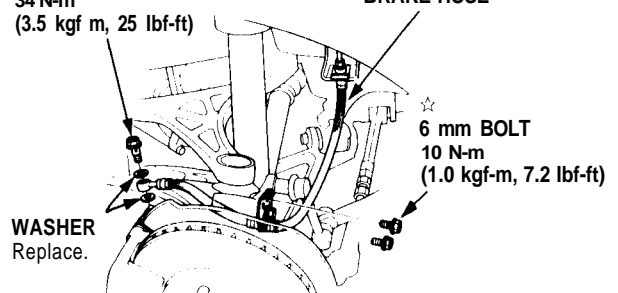
#### 6 mm BOLT

10 N-m

(1.0 kgf-m, 7.2 lbf-ft)

#### WASHER

Replace.



☆ Corrosion resistant bolt

(cont'd)

# Driveshafts

## Removal (cont'd)

6. Remove the wheel sensor from the knuckle and the rear of the lower arm, then secure the wheel sensor wire to the suspension arm.

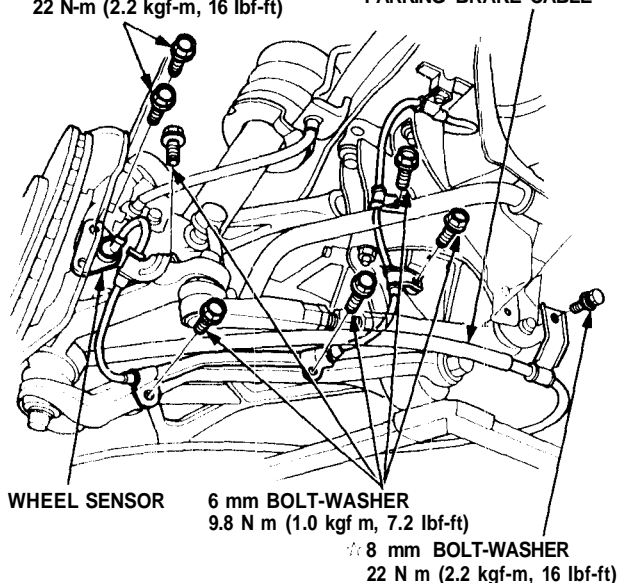
### NOTE:

- Do not disconnect the wheel sensor,
- Avoid twisting the wires when reinstalling the wheelsensor.

### ★ Corrosion resistant bolt

★ 8 mm FLANGE BOLTS  
22 N·m (2.2 kgf-m, 16 lbf-ft)

PARKING BRAKE CABLE

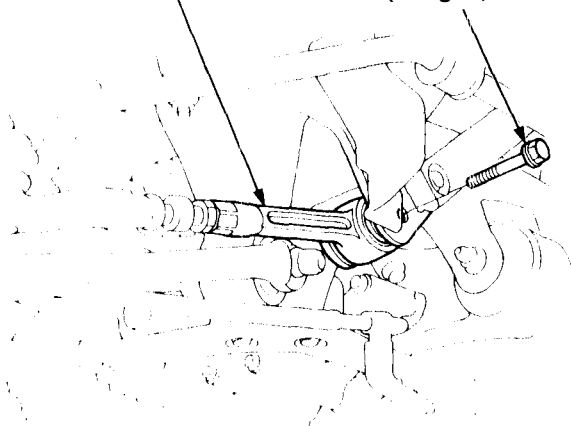


7. Disconnect the parking brake cable from the body.
8. Remove the flange bolt, then disconnect the toe control arm from the body.

### ★ Corrosion resistant bolt

TOE CONTROL ARM

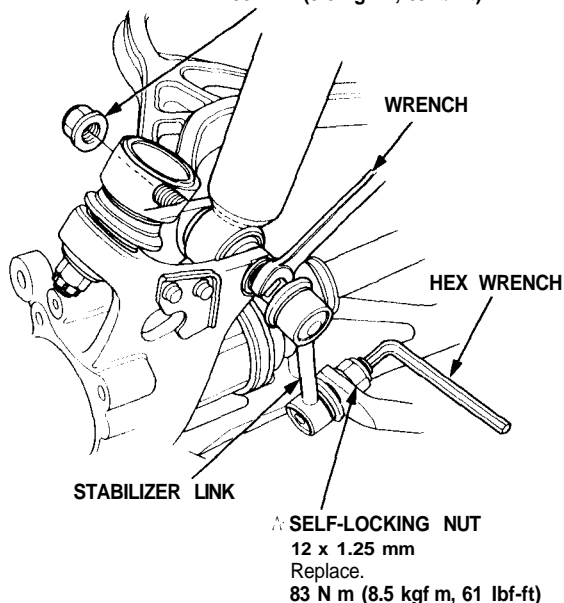
★ FLANGE BOLT  
12 x 1.25 mm  
93 N·m (9.5 kgf in, 69 lbf ft)



9. Hold the damper lower mount of stabilizer link with a wrench, and remove the damper mounting nut.

### ★ Corrosion resistant nut

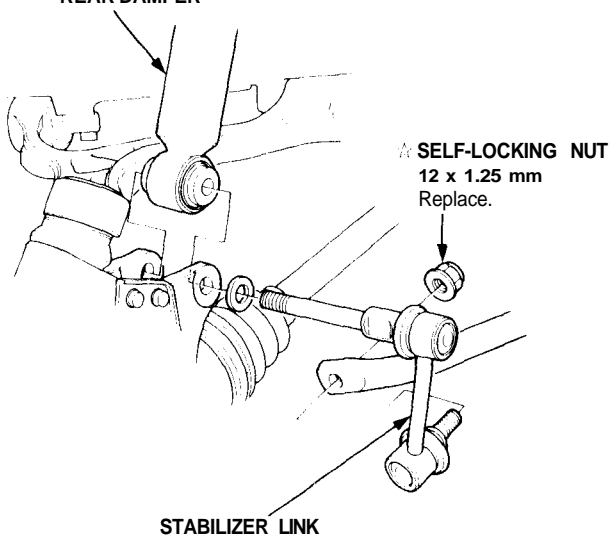
A DAMPER MOUNTING NUT  
12 x 1.25 mm  
Replace.  
93 N·m (9.5 kgf-m, 69 lbf-ft)



10. Hold the ball pin of the stabilizer link with a hex wrench, and loosen the self-locking nut.
11. Remove the self-locking nut, then remove the stabilizer link from the stabilizer bar and knuckle.

### ★ Corrosion resistant nut

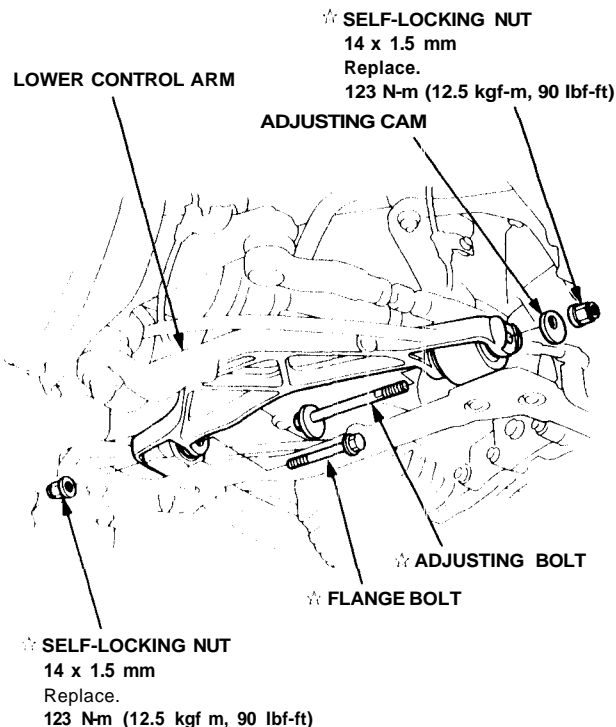
REAR DAMPER





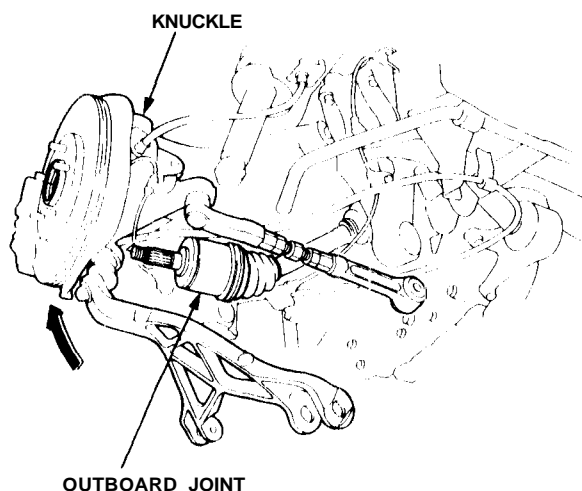
12. Remove the self-locking nut and flange bolt.

☆ Corrosion resistant bolt/nut

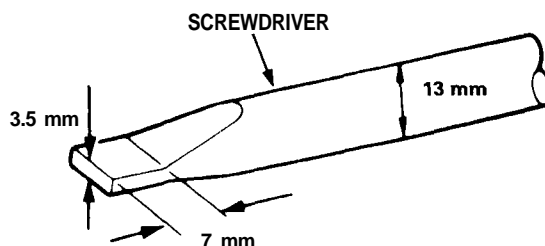


13. Remove the self locking nut and adjusting bolt, then disconnect the lower control arm from the sub-frame.

14. Pull the knuckle outward, and remove the driveshaft outboard joint from the knuckle using a plastic hammer.



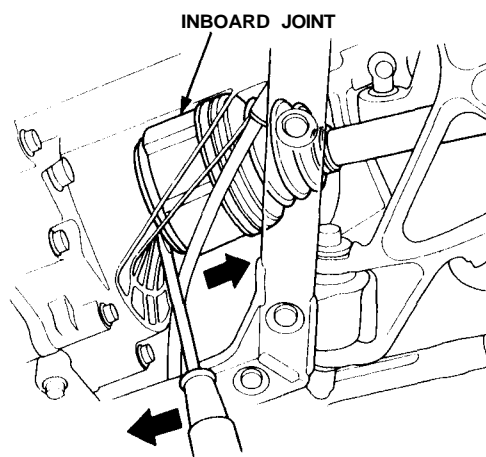
15. Pry the driveshaft assembly with a screwdriver as shown to force the set ring past the groove.



16. Pry the inboard joint outward, then remove the inboard joint from of the differential case or intermediate shaft as an assembly.

**CAUTION:**

- Do not pull on the driveshaft, as the inboard joint may come apart.
- Use care when prying out the assembly, and pull it straight to avoid damaging the differential oil seal or the intermediate shaft dust seal.



17. Installation is the reverse order of removal. After installing the driveshafts, adjust the wheel alignment (see [section 18](#)).