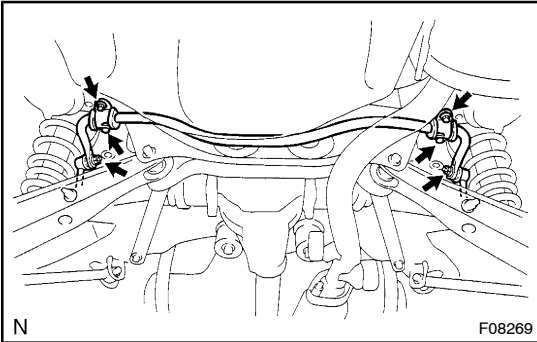


REMOVAL

1. REMOVE NO. 1 REAR FLOOR BOARD
2. DRAIN DIFFERENTIAL OIL



3. DISCONNECT STABILIZER BAR BRACKETS

Remove the 4 bolts and 2 brackets from the rear suspension member.

4. DISCONNECT STABILIZER BAR LINK FROM STABILIZER BAR

Remove the 2 nuts and disconnect the stabilizer bar link.

HINT:

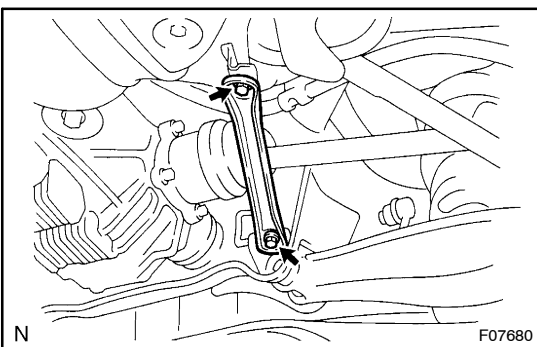
If the ball joint turns together with the nut, use a hexagon wrench (5 mm) to hold the stud.

5. 1G-FE Engine:

REMOVE PROPELLER SHAFT (See Pub. No. RM684E on page PR-10)

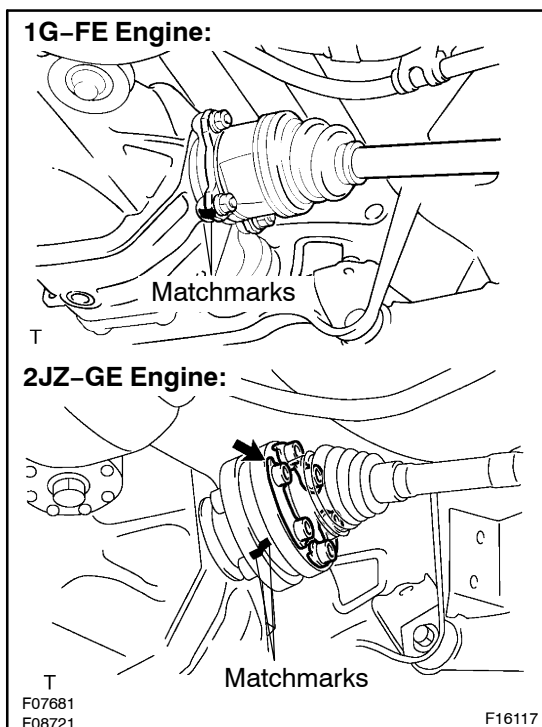
6. 2JZ-GE Engine:

REMOVE PROPELLER SHAFT (See page PR-3)



7. REMOVE RH AND LH REAR SUSPENSION MEMBER BRACES

- (a) Remove the 2 bolts and suspension member brace.
- (b) Employ the same manner described above to the other side.



8. DISCONNECT RH AND LH DRIVE SHAFTS FROM SIDE GEAR SHAFTS

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

NOTICE:

Do not punch to mark the matchmarks. Use paint, ect.

- (b) 1G-FE Engine:
- (1) Remove the 4 nuts and washers while depressing the brake pedal.
 - (2) Push and compress the inboard joint and disconnect the drive shaft from the side gear shaft.
- (c) 2JZ-GE Engine:
- (1) Using a 8 mm hexagon wrench, remove the 6 hexagon bolts and 3 washers, while applying the brakes.
 - (2) Disconnect the drive shaft from the differential side gear shaft.

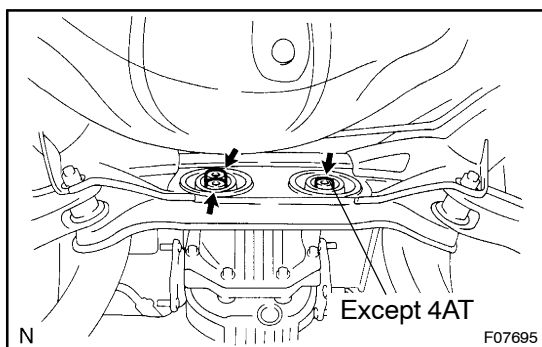
NOTICE:

Be careful not to damage the boots and end cover.

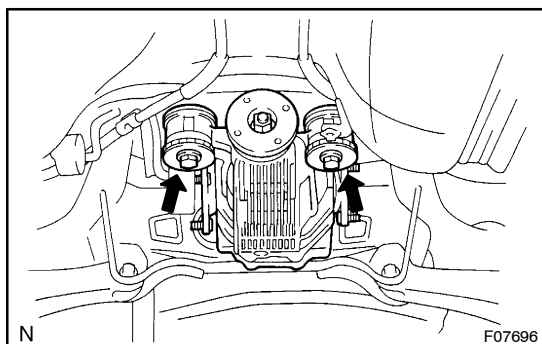
- (d) Support the drive shaft securely.
- (e) Employ the same manner described above to the other side.

9. REMOVE REAR DIFFERENTIAL CARRIER ASSEMBLY

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



- (b) Using a hexagon wrench (12 mm), remove the 2 or 3 hexagon bolts.



- (c) Remove the 2 bolts, lower mount stoppers and rear differential carrier assembly from the rear suspension member.

NOTICE:

Do not let the rear differential carrier assembly interfere with the drive shaft.

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