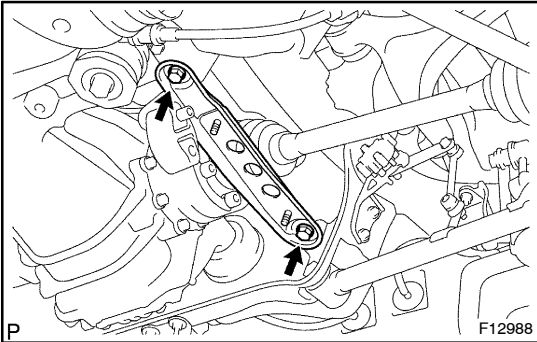


REMOVAL

1. REMOVE REAR DRIVE SHAFT

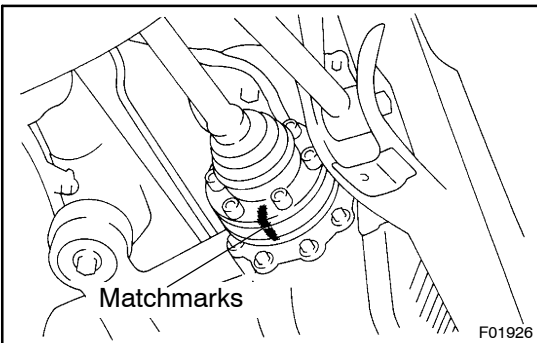
- (a) Remove tailpipe (See page EM-123).
- (b) Remove the 2 nuts and bolt with under cover.

Torque: 5.4 N·m (55 kgf·cm, 48 in·lbf)



- (c) Remove the 2 bolts and suspension member brace.

Torque: 50 N·m (510 kgf·cm, 37 ft·lbf)



- (d) Place matchmarks on the drive shaft and side gear shaft.
- (e) Using another jack, lift up the wheel until the drive shaft is positioned horizontally.

If the drive shaft cannot be removed after performing the above, restore it to original condition and remove the lower suspension arm (See page SA-109).

- (f) 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.

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

2. REMOVE REAR WHEEL

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

3. REMOVE COTTER PIN, LOCK CAP AND LOCK NUT

- (a) Remove the cotter pin and lock cap.
- (b) With depressing the brake pedal, remove the nut.

Torque: 290 N·m (2,960 kgf·cm, 214 ft·lbf)

- (c) Using a brass bar and 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, end cover and speed sensor rotor of the drive shaft, and oil seal of the axle hub.

HINT:

At the time of installation, temporary tighten the lock nut and connect the drive shaft to the axle hub side.

