

## GROUP 26 FRONT AXLE

### GENERAL

#### OUTLINE OF CHANGES

- The disassembly and reassembly procedures for the axle hub have been added to correspond to the addition of the diesel-powered vehicle. In addition, the procedures are the same as for 1600 models.

Applicable models: 1900D

## GROUP 27 REAR AXLE

### GENERAL

#### OUTLINE OF CHANGES

- The service procedures for the rear axle hub have been changed to correspond to the change of the rear wheel-speed sensor.  
Applicable models: Vehicles with rear disc brake
- The service procedures for the rear axle hub have been added, because the rear drum brakes have had the ABS system.

Applicable models: Vehicles with rear drum brake and ABS

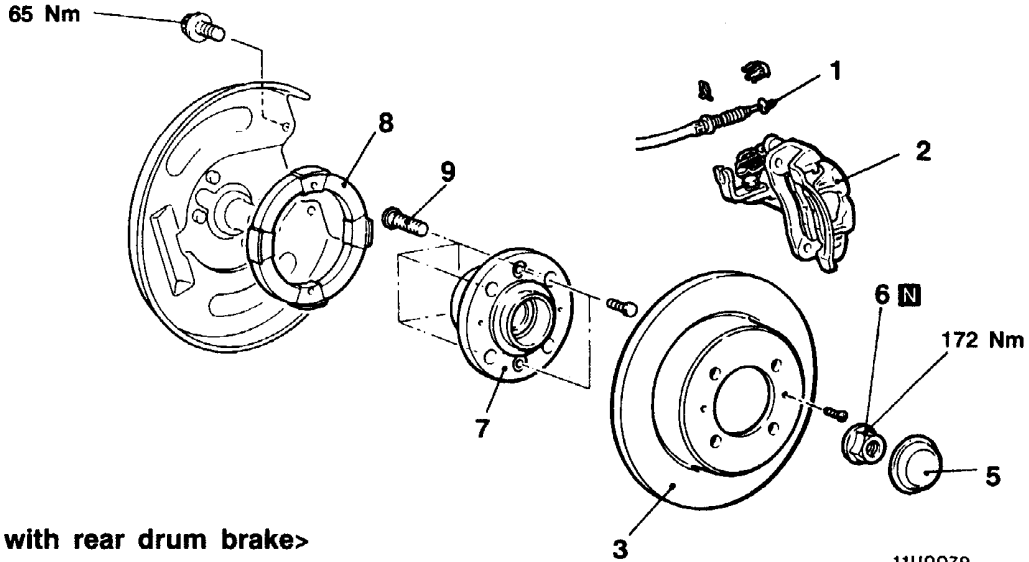
# REAR AXLE HUB

## REMOVAL AND INSTALLATION

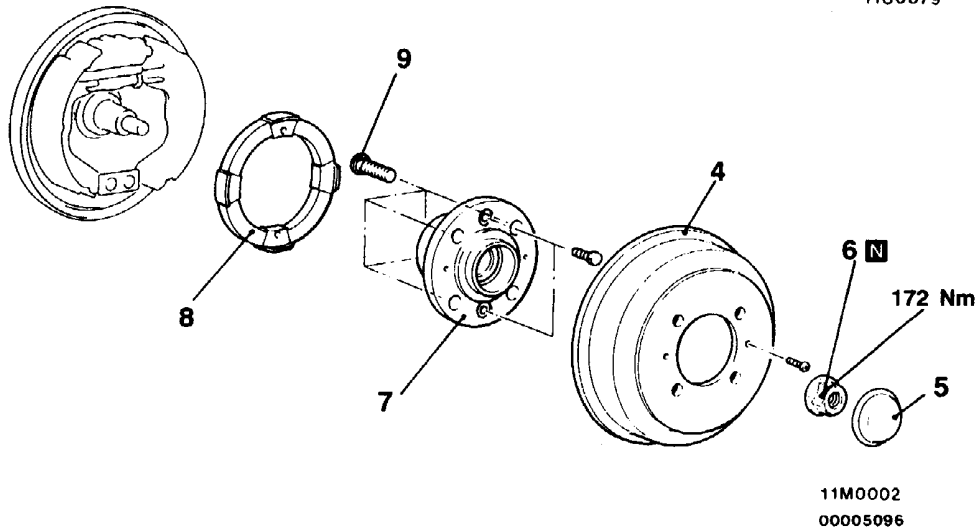
**Post-Installation Operation**

- Adjustment of Parking Brake  
<Vehicles with rear disc brake>

<Vehicles with rear disc brake>



<Vehicles with rear drum brake>



**Removal steps**



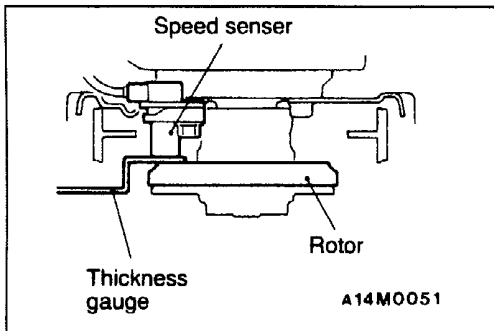
1. Parking brake cable connection
2. Caliper assembly
3. Brake disc
4. Brake drum
5. Hub cap
6. Flange nut
7. Rear hub assembly
8. Rotor <Vehicles with ABS>
9. Hub bolt

**Caution**

- (1) The rear hub unit bearing should not be dismantled.  
When removing the rear hub assembly, the wheelbearing inner race may be left at the spindle side.  
In this case, always replace the rear hub assembly, otherwise the hub will damage the oil seal, causing oil leaks or excessive play.
- (2) Care must be taken not to scratch or otherwise damage the teeth of the rotor. The rotor must never be dropped. If the teeth of the rotor are chipped, resulting in a deformation of the rotor, it will not be able to accurately detect the wheel rotation speed, and the system will not function normally.

**REMOVAL SERVICE POINT****◀A▶ CALIPER ASSEMBLY REMOVAL**

Remove the caliper assembly and suspend it.

**INSTALLATION SERVICE POINT****▶A◀ REAR HUB ASSEMBLY INSTALLATION <VEHICLES WITH ABS>****Caution**

Be careful that the pole piece at the end of the speed sensor and the rotor teeth do not become damaged by striking them against the metal parts.

Insert a thickness gauge into the space between the speed sensor's pole piece and the rotor's toothed surface, and check the clearance is the standard value all around.

**Standard value: 0.1 - 1.9 mm**

**INSPECTION**

- Check the oil seal for crack or damage.
- Check the rear hub unit bearing for wear or damage.
- Check the rear rotor for chipped teeth.