

INSTALLATION

1. INSTALL DRIVE SHAFT TO DIFFERENTIAL

- (a) Install a new snap ring to the inboard joint shaft.
- (b) Apply the gear oil to the inboard joint shaft and differential case sliding surface.
- (c) Set the snap ring with the opening side facing downward.
- (d) Using a brass bar and hammer, install the drive shaft.

NOTICE:

Be careful not to damage the dust cover and oil seal.

HINT:

Whether the inboard joint shaft is in contact with the pinion shaft or not can be known from the sound or feeling when driving it in.

- (e) Check that there is 2 – 3 mm (0.08 – 0.12 in.) of play in the axial direction.
- (f) Check that the drive shaft cannot be removed by hand.

2. LH drive shaft:

INSTALL LH SHOCK ABSORBER (See page [SA-68](#))

3. CONNECT DRIVE SHAFT TO STEERING KNUCKLE

NOTICE:

Be careful not to damage the oil seal, boots and dust seal.

4. CONNECT LOWER SUSPENSION ARM TO LOWER BALL JOINT

- (a) Connect the lower suspension arm to the lower ball joint.
- (b) Install the nut and a new cotter pin.

If the holes for the cotter pin are not aligned, tighten the nut further up to 60°.

HINT:

Face the hole for the cotter pin forward.

Torque: 140 N·m (1,450 kgf·cm, 103 ft·lbf)

5. INSTALL DRIVE SHAFT LOCK NUT

- (a) While applying brakes, install the nut.

Torque: 235 N·m (2,400 kgf·cm, 173 ft·lbf)

- (b) Install the lock cap and a new cotter pin.

If the holes for the cotter pin are not aligned, tighten the nut further up to 60°.

6. FILL DIFFERENTIAL WITH HYPOID GEAR OIL (See page [SA-36](#))

7. INSTALL ENGINE UNDER COVER

8. INSTALL FRONT WHEEL

Torque: 110 N·m (1,150 kgf·cm, 83 ft·lbf)