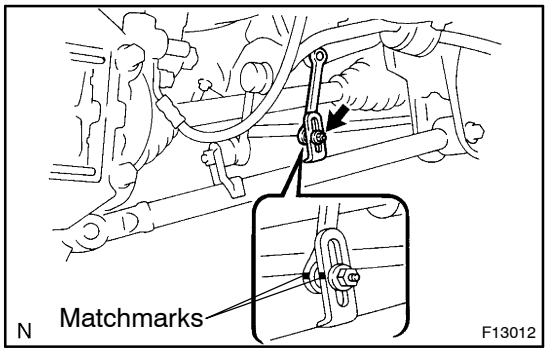
SA0JS–05

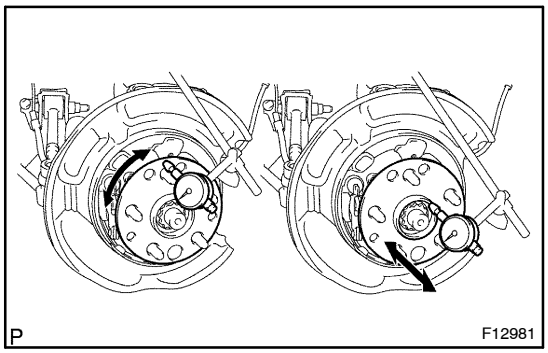
# REMOVAL

**1. REMOVE REAR WHEEL**
**Torque: 103 N·m (1,050 kgf·cm, 76 ft·lbf)**




**2. DISCONNECT HEIGHT CONTROL SENSOR LINK**
(a) Place matchmarks on the link and bracket.
(b) Remove the nut and disconnect the sensor link.
**Torque: 5.4 N·m (55 kgf·cm, 48 in.·lbf)**

**3. REMOVE REAR BRAKE CALIPER AND DISC**
(a) Remove the 2 bolts and brake caliper.
**Torque: 78 N·m (800 kgf·cm, 58 ft·lbf)**
(b) Support the brake caliper securely.
(c) Place matchmarks on the disc and axle hub.




**4. CHECK BEARING BACKLASH AND AXLE HUB DEVIATION**
(a) Place the dial indicator near the center of the axle hub and check the backlash in the bearing shaft direction.
**Maximum runout: 0.05 mm (0.0020 in.)**
If the backlash exceeds the maximum, replace the bearing.
(b) Using a dial indicator, check the deviation at the surface of the axle hub outside the hub bolt.
**Maximum runout: 0.07 mm (0.0028 in.)**
If the deviation exceeds the maximum, replace the axle hub.

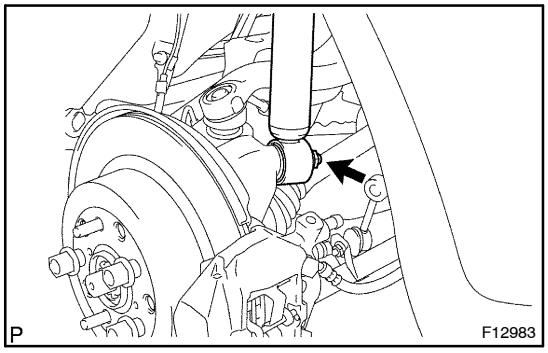
**5. REMOVE REAR DRIVE SHAFT (See page SA–58)**

**6. REMOVE PARKING BRAKE SHOE AND CABLE (See page BR–50)**

**7. DISCONNECT ABS SPEED SENSOR AND WIRE HARNESS**
Remove the 3 bolts, ABS speed sensor and wire harness.
**NOTICE:**
**When removing them from right side do not disconnect the pad wear indicator connector.**
**Torque: 8.0 N·m (82 kgf·cm, 71 in.·lbf)**

**8. REMOVE LOWER SUSPENSION ARM (See page SA–109)**

**9. REMOVE TOE CONTROL LINK (See page SA–114)**




**10. LOOSEN BOLT ON LOWER SIDE OF SHOCK ABSORBER**

HINT:

Do not remove the bolt.

**Torque: 70 N·m (720 kgf·cm, 52 ft·lbf)**

**11. REMOVE AXLE CARRIER WITH UPPER SUSPENSION ARM**

(a) Remove the 2 upper suspension arm set nuts.

**Torque: 90 N·m (910 kgf·cm, 66 ft·lbf)**

(b) Remove the bolt on lower side of the shock absorber.

(c) Remove the 2 upper suspension arm set bolts and axle carrier with upper suspension arm.