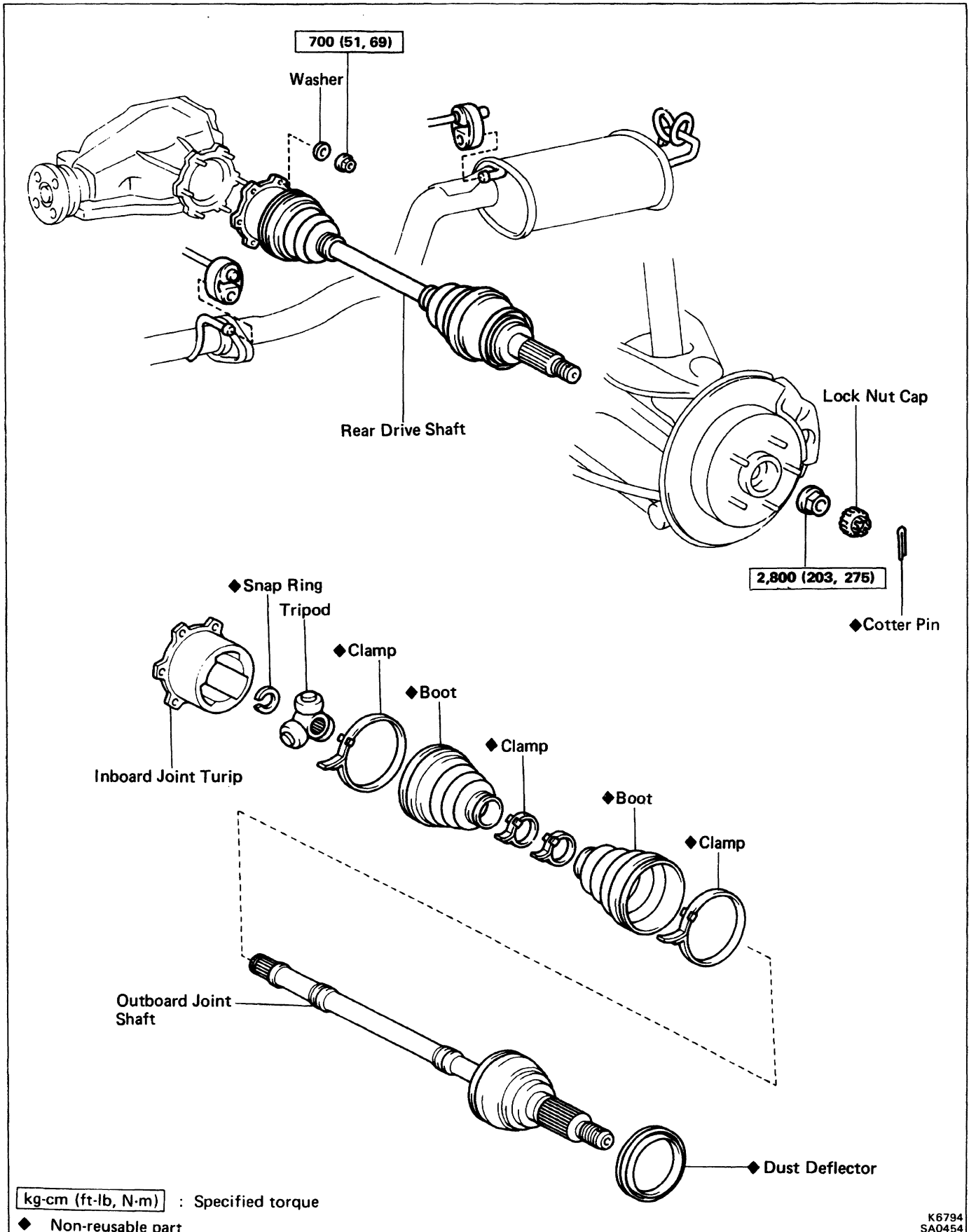
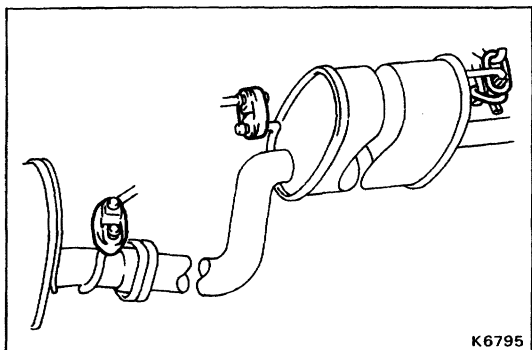


# REAR DRIVE SHAFT COMPONENTS



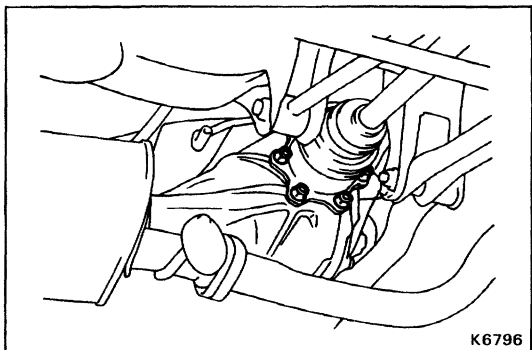


## REMOVAL OF REAR DRIVE SHAFT

1. REMOVE REAR WHEEL
2. REMOVE COTTER PIN, LOCK NUT CAP AND LOCK NUT
3. (LH REAR DRIVE SHAFT)

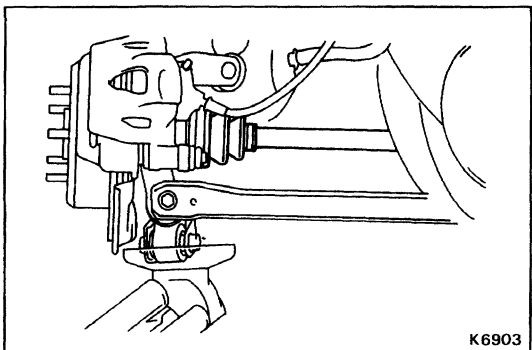
### REMOVE O-RINGS FROM TAIL PIPE

- (a) Remove the O-rings.
- (b) Suspend the tail pipe with wire.

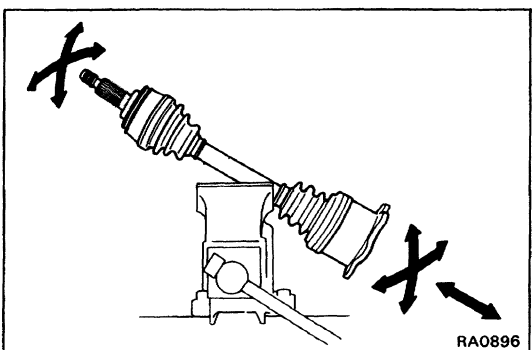


### 4. REMOVE REAR DRIVE SHAFT

- (a) Remove the drive shaft set nuts.



- (b) Using a jack, raise the rear axle carrier until the drive shaft is horizontal.
- (c) Disconnect the drive shaft from the differential and remove it.

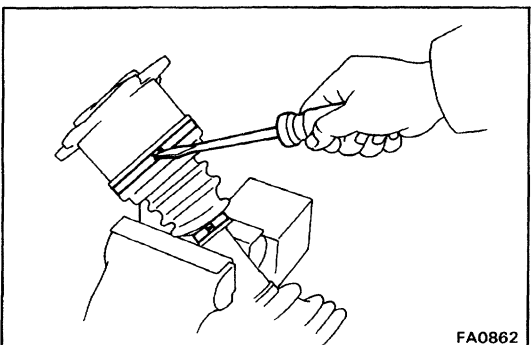


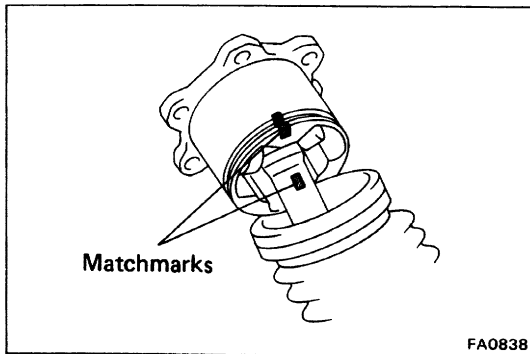
## DISASSEMBLY OF REAR DRIVE SHAFT

### 1. CHECK REAR DRIVE SHAFT

- (a) Check to see there is no play in the inboard and outboard joints.
- (b) Check to see that the inboard joint slides smoothly in the thrust direction.
- (c) Check to see that there is no noticeable play in the radial direction of the universal joints.
- (d) Check the damage of the boot.

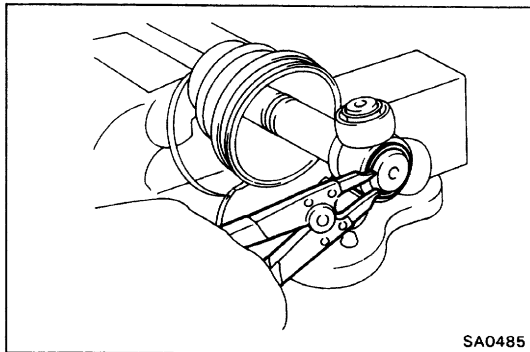
### 2. REMOVE INBOARD JOINT BOOT CLAMPS





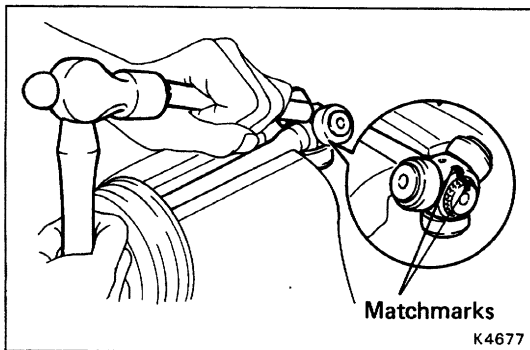
### 3. DISASSEMBLE INBOARD JOINT TULIP

- (a) Place matchmarks on the inboard joint tulip and shaft.  
**NOTICE: Do not punch the marks.**
- (b) Remove the inboard joint tulip from the rear drive shaft.

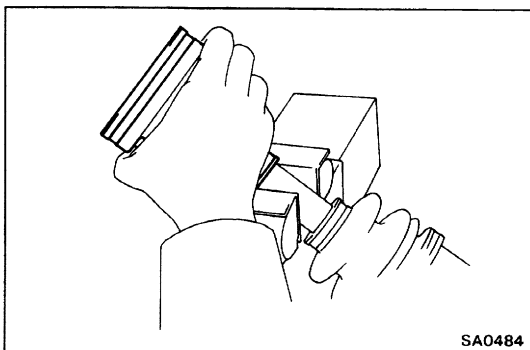


### 4. DISASSEMBLE TRIPOD JOINT

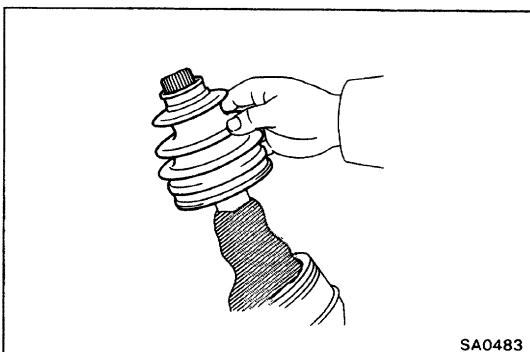
- (a) Using snap ring pliers, remove the snap ring.



- (b) Place matchmarks on the shaft and tripod.
- (c) Using a brass bar and hammer, remove the tripod joint from the drive shaft.

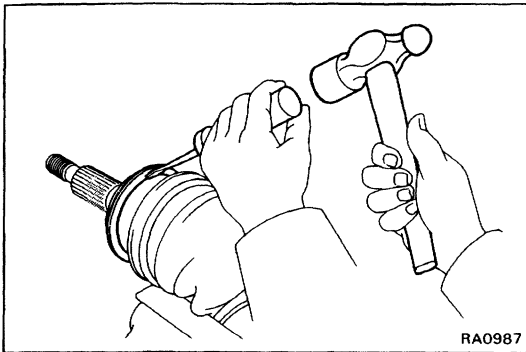


### 5. REMOVE INBOARD JOINT BOOT



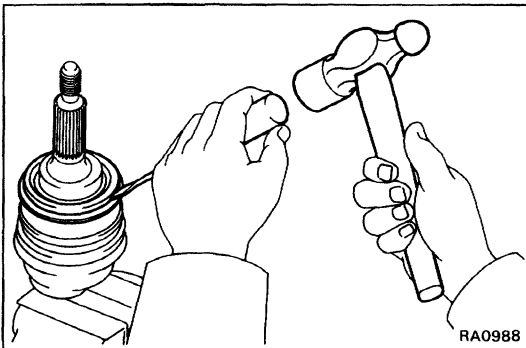
### 6. REMOVE OUTBOARD JOINT BOOT CLAMPS AND BOOT

- NOTICE: Do not disassemble the outboard joint.**



## 7. REMOVE DUST DEFLECTOR

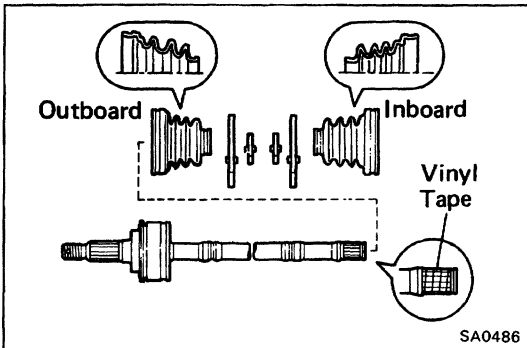
Using a screwdriver and hammer, remove the dust deflector.



## ASSEMBLY OF REAR DRIVE SHAFT

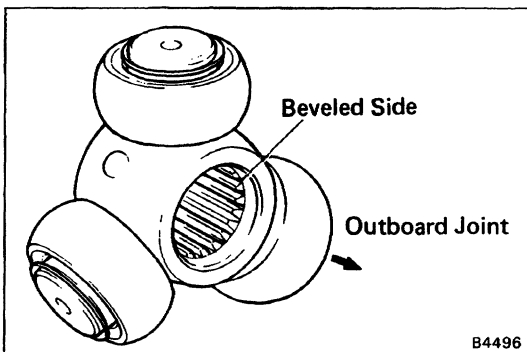
### 1. INSTALL DUST DEFLECTOR

Using a hammer and screwdriver, install a new dust deflector.



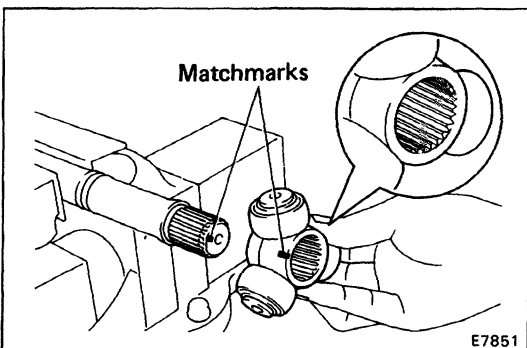
### 2. TEMPORARILY INSTALL BOOTS AND NEW CLAMPS

- (a) Before installing a new boots, wrap vinyl tape around the spline of the drive shaft to prevent damaging the boots.
- (b) Temporarily install following parts:
  - Outboard joint boot
  - Four new clamps
  - Inboard joint boot

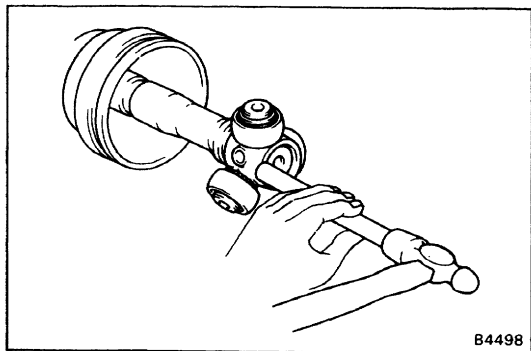


### 3. INSTALL TRIPOD JOINT

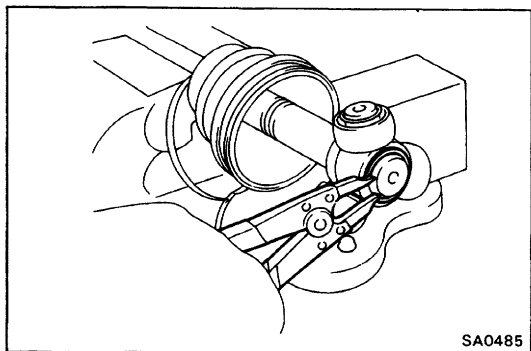
- (a) Place the beveled side of the tripod axial spline toward the outboard joint.



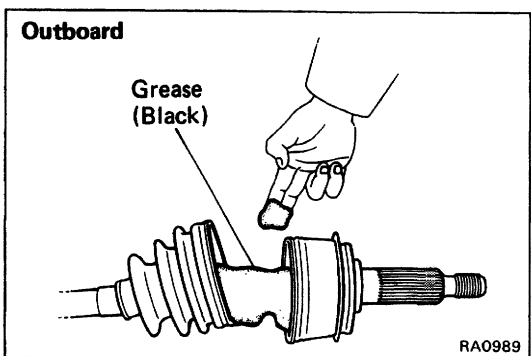
- (b) Align the matchmarks placed before removal.



- (c) Using a brass bar and hammer, tap in the tripod joint to the rear drive shaft.



- (d) Using snap ring pliers, install a new snap ring.

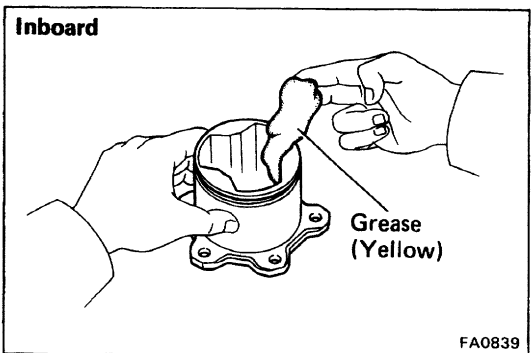


#### 4. ASSEMBLE BOOT TO OUTBOARD JOINT

Before assembling a new boot, pack in an adequate amount of grease.

HINT: Use the grease (black) supplied in the boot kit.

**Grease capacity: 155 – 165 g (0.34 – 0.36 lb)**

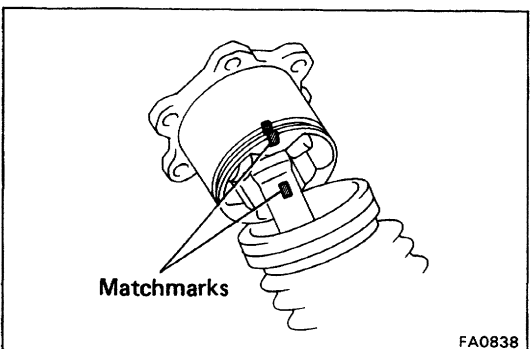


#### 5. ASSEMBLE INBOARD JOINT TULIP

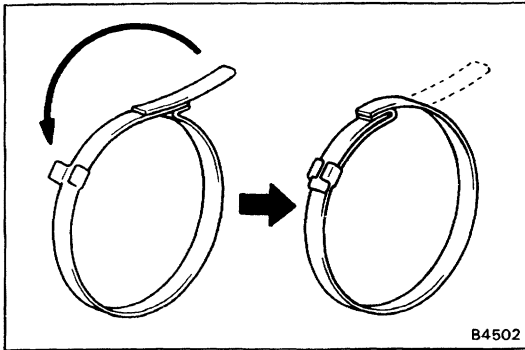
- (a) Pack in grease to the inboard tulip and boot.

HINT: Use the grease (yellow) supplied in the boot kit.

**Grease capacity: 270 – 280 g (0.60 – 0.62 lb)**

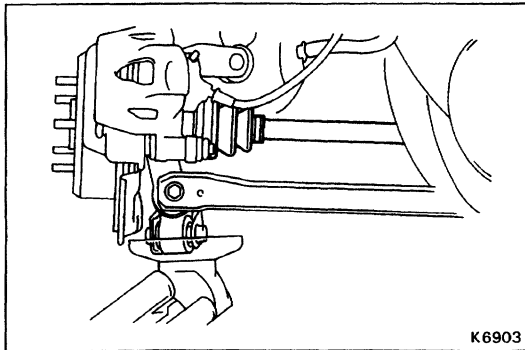


- (b) Align the matchmarks placed before disassembly.  
 (c) Install the boot to the inboard tulip.



## 6. ASSEMBLE BOOT CLAMPS TO BOTH BOOTS

- (a) Be sure the boot is on the shaft groove.
- (b) Bend the band and lock it as shown in the figure.

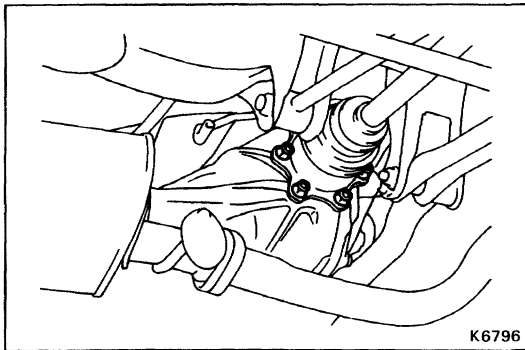


## INSTALLATION OF REAR DRIVE SHAFT

### 1. INSTALL REAR DRIVE SHAFT

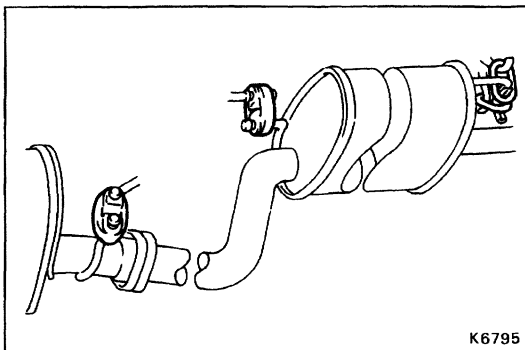
- (a) Using a jack, raise the rear axle carrier until the No.2 suspension arm is horizontal.
- (b) Install the outboard joint shaft to the axle hub.

**NOTICE: Do not damage the boot and oil seal.**



- (c) Connect the drive shaft to the differential.

**Torque: 700 kg-cm (51 ft-lb, 69 N-m)**



### 2. (LH REAR DRIVE SHAFT)

#### INSTALL O-RINGS TO TAIL PIPE

### 3. INSTALL LOCK NUT, LOCK NUT CAP AND NEW COTTER PIN

- (a) Torque the lock nut while depressing the brake pedal.  
**Torque: 2,800 kg-cm (203 ft-lb, 275 N-m)**
- (b) Install the lock nut cap and a new cotter pin.

### 4. INSTALL REAR WHEEL