



Driveshafts

Removal

INSPECTION

Driveshaft Boot

Check the boots on the driveshaft for cracks, damage, leaking grease and loose boot bands.

If any damage is found, replace the boot.

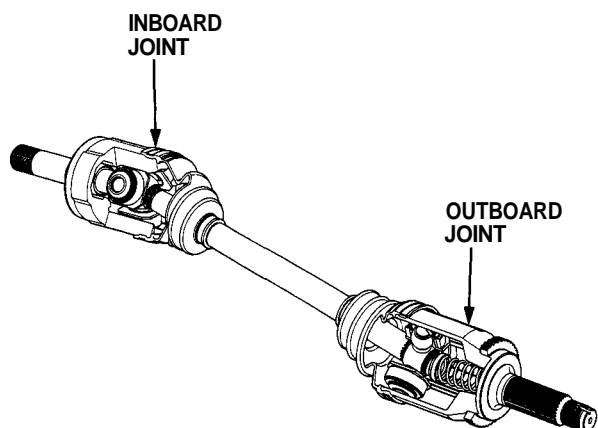
Spline Looseness

Turn the driveshaft by hand, and make sure the splines and joints are not excessively loose.

If damage is found, replace the joints if necessary.

Twisted or Cracked

Make sure the driveshaft is not twisted or cracked. Replace if necessary.



1. Raise the car, and place safety stands in the proper locations (see [section 1](#)).
2. Remove the rear wheels.
3. Drain the transmission oil or fluid (see [section 13](#) M/T or [section 14](#) A/T).

NOTE: It is not necessary to drain the transmission oil when the right driveshaft is removed.

4. Raise the locking tab on the spindle nut, then remove the nut.

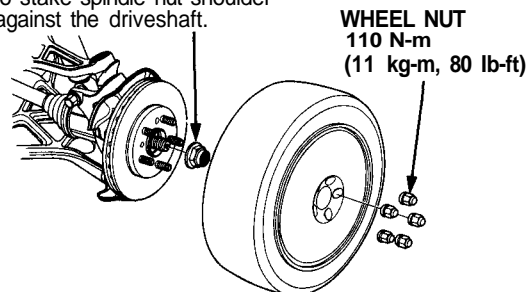
NOTE: Before installing the wheel, clean the mating surfaces of the brake disc and inside of the wheel.

26 x 1.5 mm SPINDLE NUT

Replace.

335 N-m (33.5 kg-m, 242 lb-ft)

After tightening, use a drift to stake spindle nut shoulder against the driveshaft.



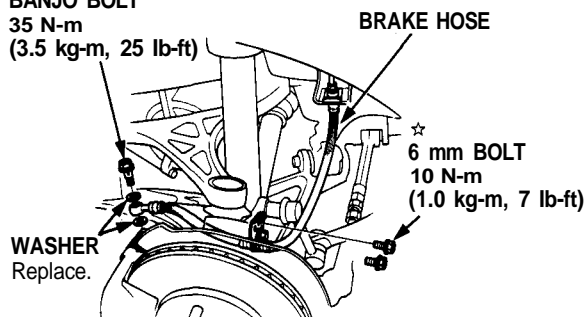
5. Remove the banjo bolt, and disconnect the brake hose, then remove the brake hose clamp from the knuckle.

CAUTION: Avoid spilling brake fluid on painted, plastic or rubber surfaces as it can damage the finish; wash spilled brake fluid off immediately with clean water.

NOTE: Cover the end of the brake hose with a clean rag to prevent contamination of the system. Then secure the hose to the suspension arm.

BANJO BOLT

35 N-m
(3.5 kg-m, 25 lb-ft)



☆ Corrosion resistant bolt

(cont'd)

Driveshafts

Removal (cont'd)

6. Remove the wheel sensor from the knuckle and the rear of the lower arm, then secure the wheel sensor wire to the suspension arm.

NOTE:

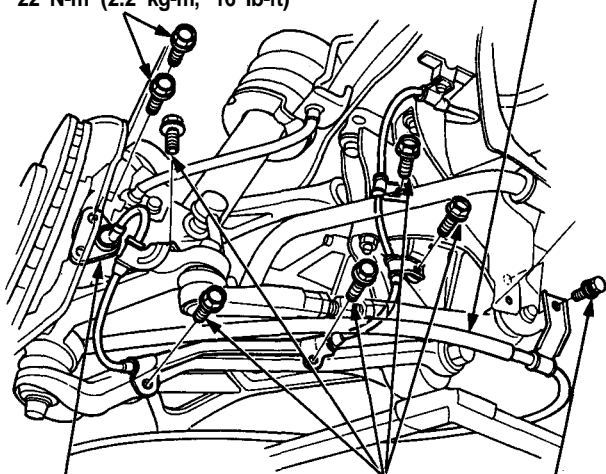
- Do not disconnect the wheel sensor.
- Avoid twisting the wires when reinstalling the wheel sensor.

7. Disconnect the parking brake cable from the body.

☆ Corrosion resistant bolt

☆ 8 mm FLANGE BOLTS
22 N-m (2.2 kg-m, 16 lb-ft)

PARKING BRAKE CABLE



WHEEL SENSOR ☆ 6 mm BOLT-WASHER
10 N-m (1.0 kg-m, 7 lb-ft)

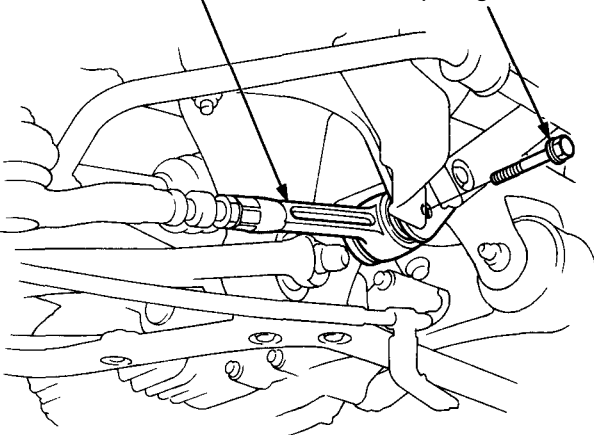
☆ 8 mm BOLT-WASHER
22 N-m (2.2 kg-m, 16 lb-ft)

8. Remove the flange bolt, then disconnect the toe control arm from the body.

☆ Corrosion resistant bolt

TOE CONTROL ARM

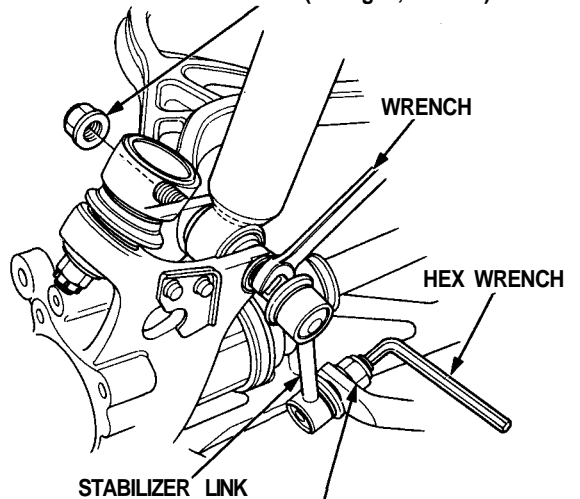
☆ FLANGE BOLT
12 x 1.25 mm
95 N-m (9.5 kg-m, 69 lb-ft)



9. Hold the damper lower mount of stabilizer link with a wrench, and remove the damper mounting nut.
10. Hold the ball pin of the stabilizer link with a hex wrench, and loosen the self-locking nut.

☆ Corrosion resistant nut

☆ DAMPER MOUNTING NUT
12 x 1.25 mm
Replace.
95 N-m (9.5 kg-m, 69 lb-ft)



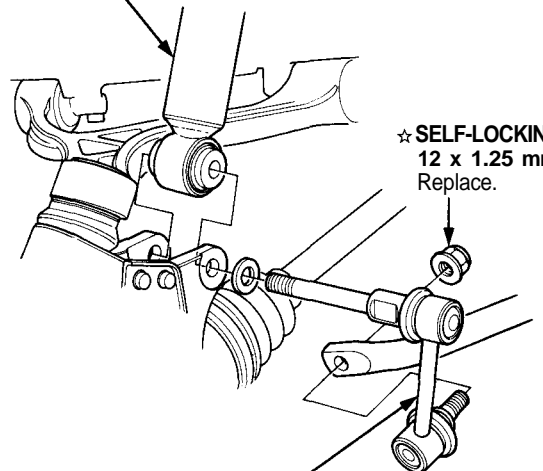
STABILIZER LINK

☆ SELF-LOCKING NUT
12 x 1.25 mm
Replace.
85 N-m (8.5 kg-m, 61 lb-ft)

11. Remove the self-locking nut, then remove the stabilizer link from the stabilizer bar and knuckle.

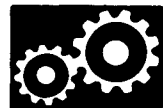
☆ Corrosion resistant nut

REAR DAMPER



STABILIZER LINK

☆ SELF-LOCKING NUT
12 x 1.25 mm
Replace.



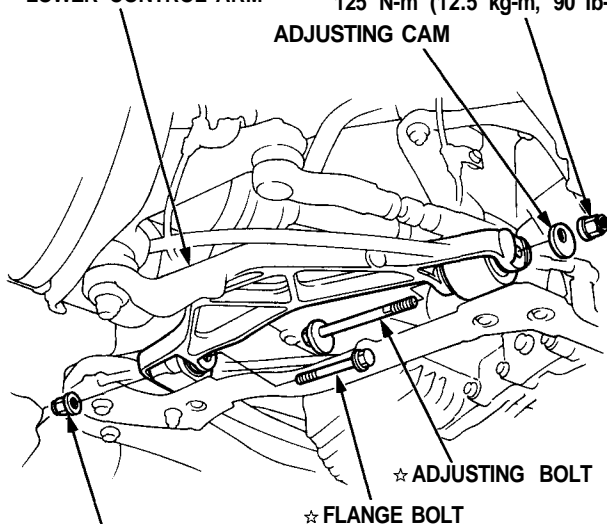
12. Remove the self-locking nut and flange bolt.
13. Remove the self-locking nut and adjusting bolt, then disconnect the lower control arm from the sub-frame.

☆ Corrosion resistant bolt/nut

☆ SELF-LOCKING NUT
14 x 1.5 mm
Replace.
125 N-m (12.5 kg-m, 90 lb-ft)

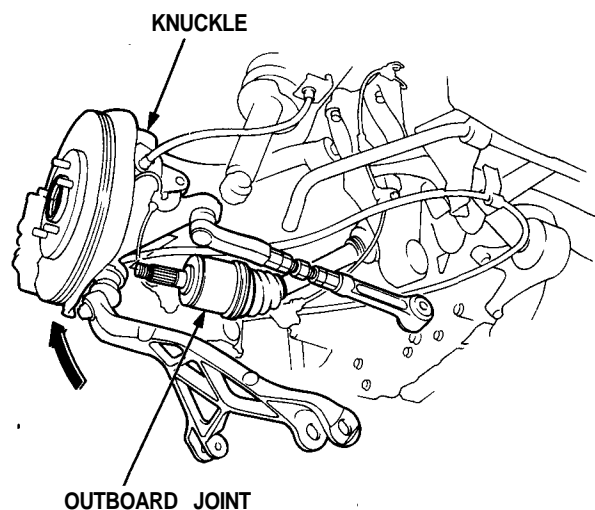
ADJUSTING CAM

LOWER CONTROL ARM

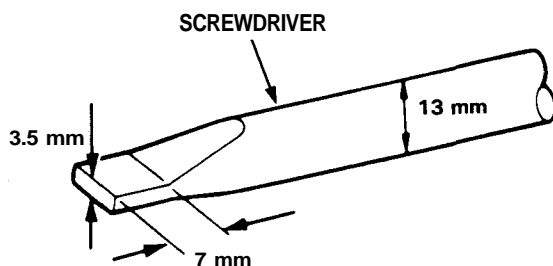


☆ SELF-LOCKING NUT
14 x 1.5 mm
Replace.
125 N-m (12.5 kg-m, 90 lb-ft)

14. Pull the knuckle outward, and remove the driveshaft outboard joint from the knuckle using a plastic hammer.



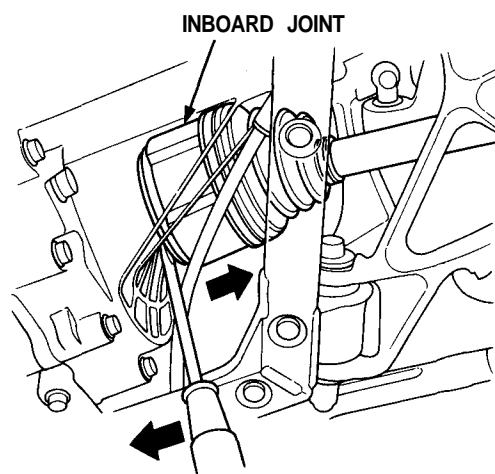
15. Pry the driveshaft assembly with a screwdriver as shown to force the set ring past the groove.



16. Pry the inboard joint outward, then remove the driveshaft and CV joint from of the differential case or intermediate shaft as an assembly.

CAUTION:

- Do not pull on the driveshaft, as the CV joint may come apart.
- Use care when prying out the assembly, and pull it straight to avoid damaging the differential oil seal or intermediate shaft dust seal.



17. Installation is the reverse order of removal. After installing the driveshafts, adjust the wheel alignment (see [section 18](#)).