

REMOVAL

1. REMOVE REAR WHEEL

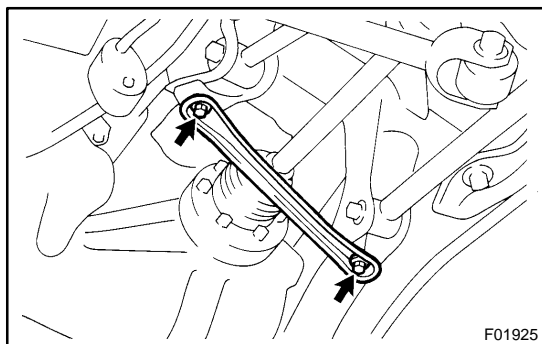
Torque: 103 N·m (1,050 kgf·cm, 76 ft·lbf)

2. REMOVE EXHAUST PIPE (See page EM-119)

3. REMOVE COTTER PIN, LOCK CAP AND LOCK NUT

- Remove the cotter pin and lock cap.
- With depressing the brake pedal, remove the nut.

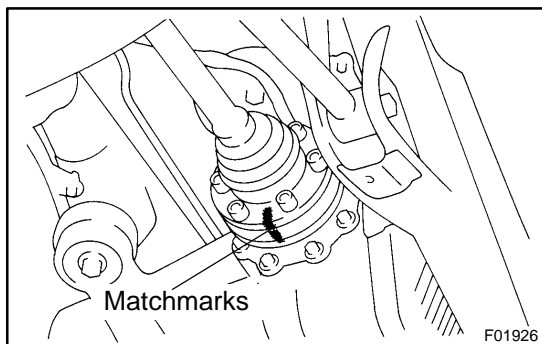
Torque: 289 N·m (2,950 kgf·cm, 213 ft·lbf)



4. REMOVE REAR DRIVE SHAFT

- Remove the 2 bolts and suspension member brace.

Torque: 50 N·m (510 kgf·cm, 37 ft·lbf)



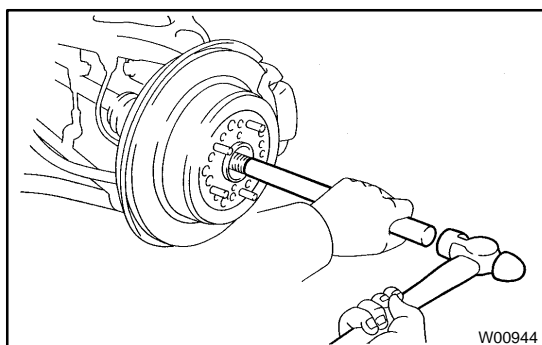
- Place matchmarks on the drive shaft and side gear shaft.
- Using a 10 mm hexagon wrench, remove the 6 hexagon bolts and 2 washers with depressing the brake pedal.

Torque: 83 N·m (850 kgf·cm, 61 ft·lbf)

HINT:

At the time of installation, apply a light coat of engine oil on the threads of the bolts.

- Hold the inboard joint side of the drive shaft so that the outboard joint side does not bend too much.



- Using a brass bar and hammer, lightly tap the end of the drive shaft, disengage the axle hub and remove the drive shaft.

NOTICE:

Be careful not to damage the boots, end cover and speed sensor rotor of the drive shaft, and oil seal of the axle hub.

HINT:

At the time of installation, temporarily tighten the lock nut and connect the drive shaft to the axle hub side.