



# Driveshafts

## Removal/Installation

### INSPECTION

#### Driveshaft Boot

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

If any damage is found, replace the boot.

#### Spline Looseness

Turn the driveshaft by hand and make sure the spline and joint are not excessively loose.

If damage is found, replace the inboard joint.

#### Twisted or Cracked

Make sure the driveshaft is not twisted or cracked.

Replace if necessary.

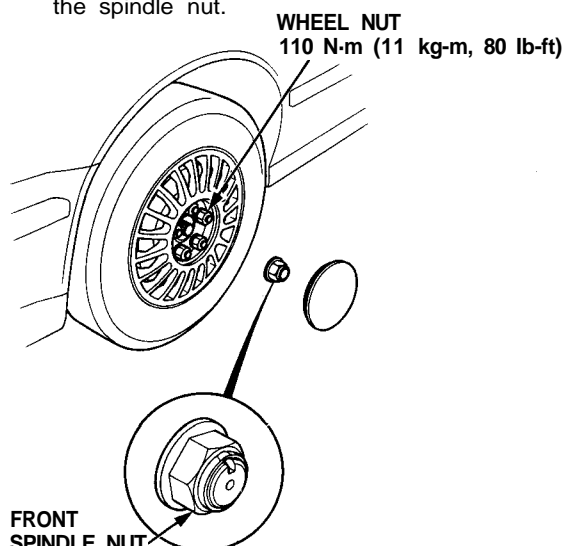
1. Raise the car, and place safety stands in the proper locations (see [section 1](#)).
2. Remove the front wheels.

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

3. Drain the oil from the differential (see page [15-4](#)).

**NOTE:** It is not necessary to drain the differential oil when only the left driveshaft is removed.

4. Raise the locking tab on the spindle nut, and loosen the spindle nut.



**WHEEL NUT**  
110 N-m (11 kg-m, 80 lb-ft)

**FRONT SPINDLE NUT**  
26 x 1.5 mm  
Replace.  
335 N-m (33.5 kg-m, 242 lb-ft)

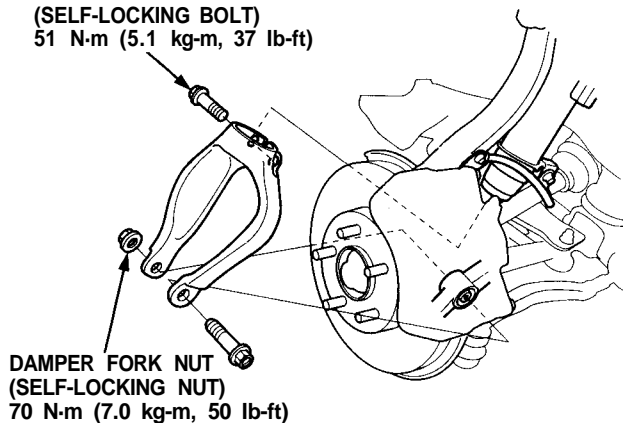
#### NOTE:

- Before installing the spindle nut, apply engine oil to the seating surface of the nut.
- After tightening, use a drift to stake spindle shoulder against the spindle.

5. Remove the damper fork nut and damper pinch bolt.

6. Remove the damper fork.

**DAMPER PINCH BOLT**  
(SELF-LOCKING BOLT)  
51 N-m (5.1 kg-m, 37 lb-ft)



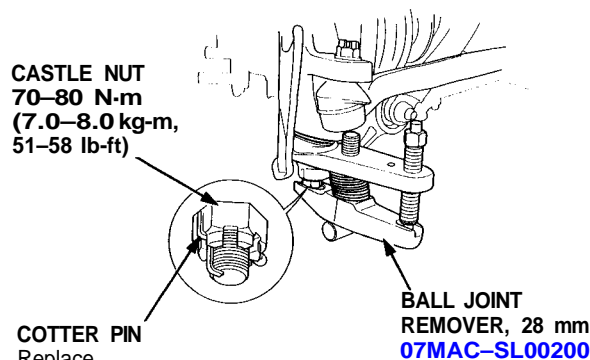
**DAMPER FORK NUT**  
(SELF-LOCKING NUT)  
70 N-m (7.0 kg-m, 50 lb-ft)

7. Remove the cotter pin from the lower arm ball joint castle nut, and remove the nut.
8. Install a 14 mm hex nut on the ball joint. Be sure that the 14 mm hex nut is flush with the ball joint pin end, or the threaded section of the ball joint pin might be damaged by the ball joint remover.
9. Remove the ball joint using the ball joint remover. Refer to page [18-12](#) for how to use the ball joint remover.
10. Position the special tool between the knuckle and lower arm as shown, then separate the lower arm.

#### CAUTION:

- Be careful not to damage the ball joint boot.
- Torque the castle nut to the lower torque specification, then tighten it only far enough to align the slot with the pin hole. Do not align the nut by loosening.

**CASTLE NUT**  
70-80 N-m  
(7.0-8.0 kg-m,  
51-58 lb-ft)



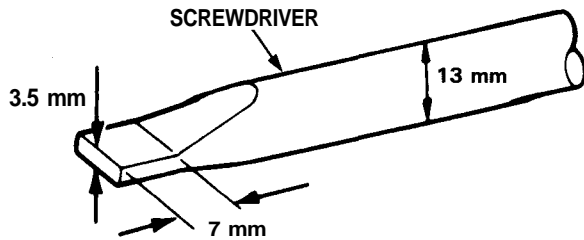
**COTTER PIN**  
Replace.  
On reassembly,  
bend the cotter pin as shown.

(cont'd)

# Driveshafts

## Removal/Installation (cont'd)

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

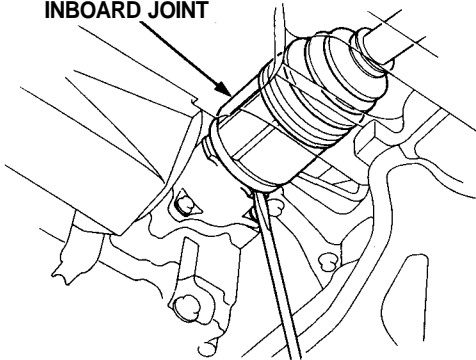


12. Pull the inboard joint and remove the driveshaft and CV joint from the differential case or intermediate shaft as an assembly

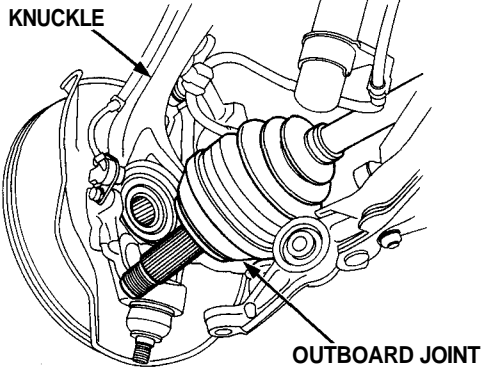
### CAUTION:

- 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.

### INBOARD JOINT



13. Remove the spindle nut.
14. Pull the knuckle outward and remove the driveshaft outboard joint from the front wheel hub using a plastic hammer.



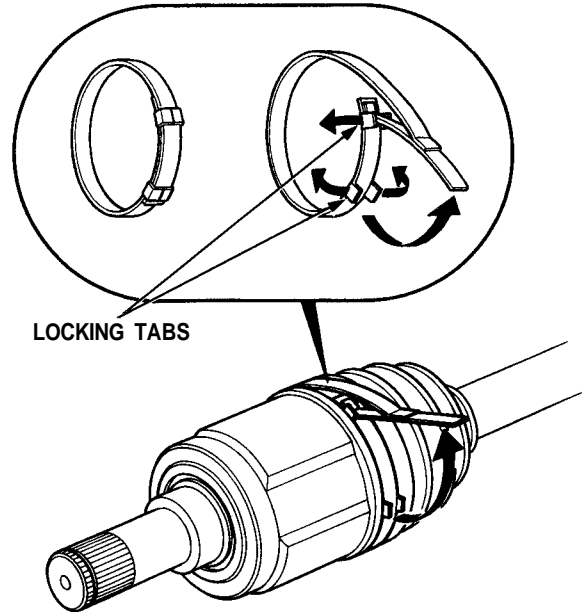
15. Install the driveshafts in the reverse order of removal.
16. After installing the driveshafts, adjust the wheel alignment (see [section 18](#)).

## Disassembly

1. To remove the boot band, pry up the locking tabs with a screwdriver, and raise the end of the band.

**CAUTION:** Take care not to damage the boots.

**NOTE:** Carefully clamp the driveshaft in a vise with soft jaws.



2. Remove the inboard joint and rollers.
3. Remove the stopper ring, then remove the spider with a bearing remover.

**NOTE:** Before disassembly, mark the spider and driveshaft so they can be reinstalled in their original positions.

