

16

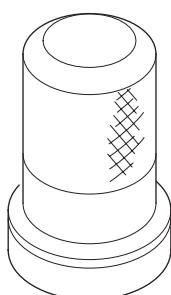
Driveline/Axle

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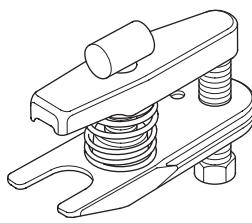


Special Tools

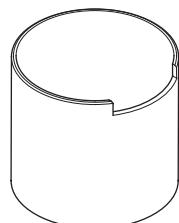
Ref. No.	Tool Number	Description	Qty
1	07GAD-PH70201	Oil Seal Driver	1
2	07MAC-SL00200	Ball Joint Remover, 28 mm	1
3	07NAF-SR30101	Half Shaft Base	1
4	07XAC-0010200	Threaded Adapter, 24 x 1.5 mm	1
5	07746-0010400	Attachment, 52 x 55 mm	1
6	07746-0030400	Attachment, 35 mm I.D.	1
7	07749-0010000	Driver	1
8	07936-5790001	Sliding Hammer Set	1
9	07947-SB00100	Oil Seal Driver	1



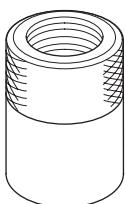
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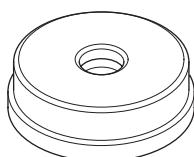
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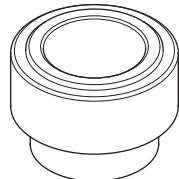
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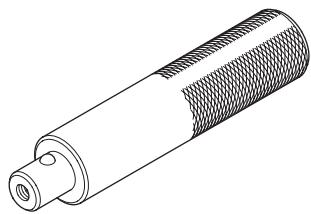
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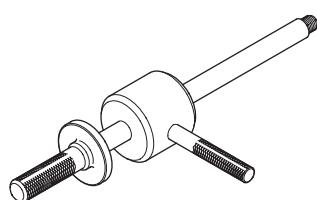
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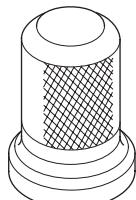
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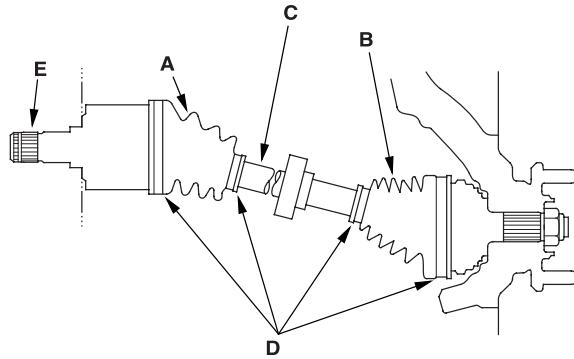


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Driveshaft Inspection

1. Check the inboard boot (A) and the outboard boot (B) on the driveshaft (C) for cracks, damage, leaking grease, and loose boot bands (D). If any damage is found, replace the boot and boot bands.



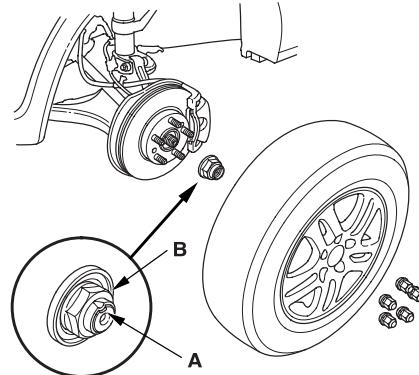
2. Turn the driveshaft by hand, and make sure the splines (E) and joint are not excessively loose.
3. Make sure the driveshaft is not twisted or cracked; if it is, replace it.

Front Driveshafts Removal

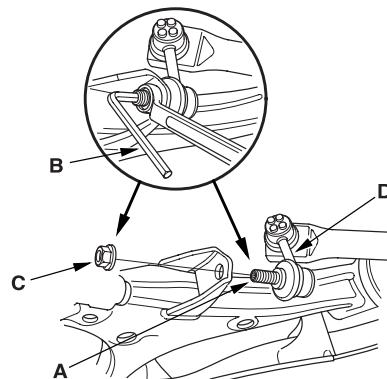
Special Tool Required

Ball joint remover, 28 mm 07MAC-SL00200

1. Loosen the wheel nuts slightly.
2. Raise the front of the vehicle, and support it with safety stands in the proper locations (see page 01-7).
3. Remove the wheel nuts and front wheels.



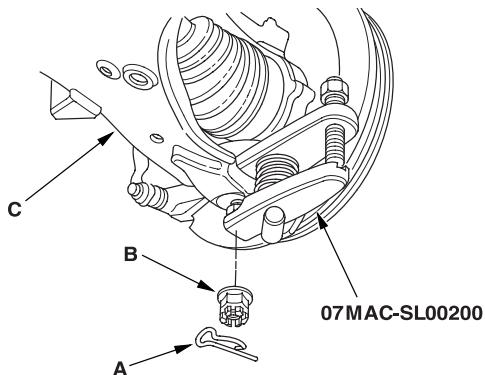
4. Lift up the locking tab (A) on the spindle nut (B), then remove the nut.
5. If the left driveshaft is removed, drain the manual transmission fluid (see page 13-4) or automatic transmission fluid (see page 14-131). It is not necessary to drain the transmission fluid when the right driveshaft is removed (for vehicles with intermediate shaft).
6. Hold the stabilizer ball joint pin (A) with a hex wrench (B), and remove the flange nut (C). Separate the front stabilizer link (D) from the lower arm.



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Front Driveshafts Removal (cont'd)

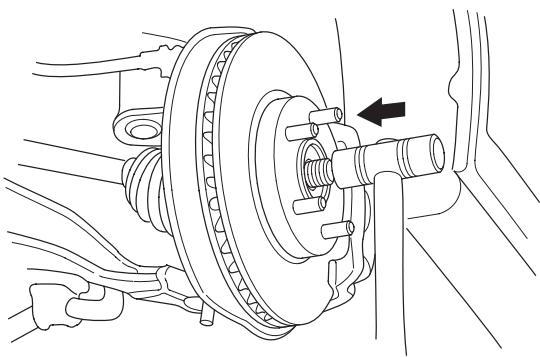
7. Remove the cotter pin (A) from the lower arm ball joint castle nut (B), and remove the nut.



8. Separate the ball joint from the lower arm (C) with the special tool (see page 18-10).

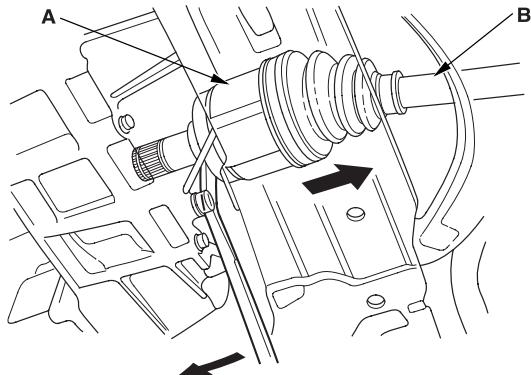
9. Pull the knuckle outward, and remove the driveshaft outboard joint from the front wheel hub.

10. Remove the driveshaft outboard joint from the front wheel hub using a plastic hammer.

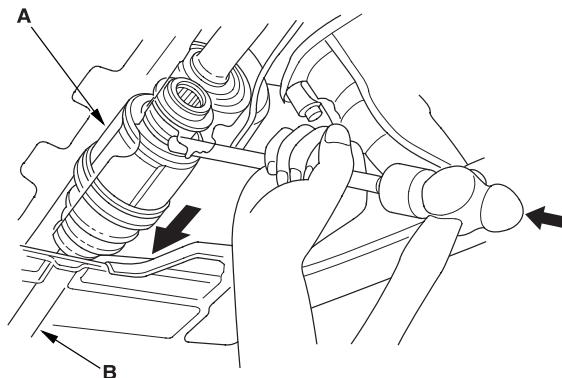


11. Pry (left driveshaft)/tap (right driveshaft), the inboard joint (A) with a prybar, and remove the driveshaft from the differential case or bearing support as an assembly. Do not pull on the driveshaft (B), because the inboard joint may come apart. Draw the driveshaft straight out to avoid damaging the differential oil seal.

Left driveshaft



Right driveshaft





Front Driveshafts Disassembly

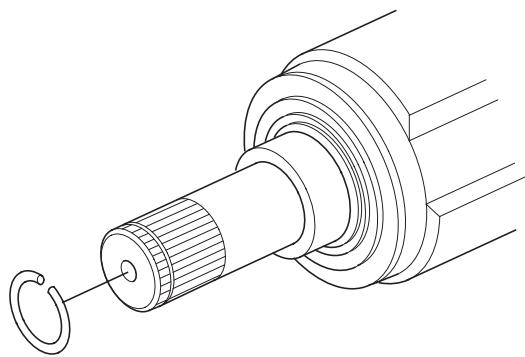
Front Driveshafts Disassembly

Special Tools Required

- Threaded adapter, 24 x 1.5 mm 07XAC-0010200
- Sliding hammer set 07936-5790001
- Boot band pincers, commercially available

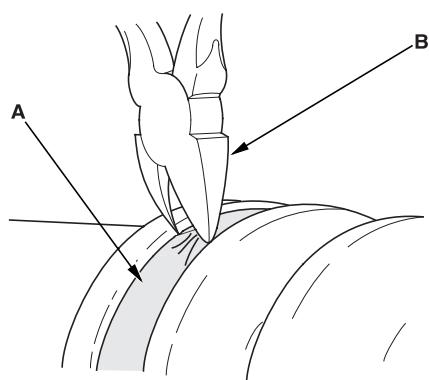
Inboard Joint Side:

1. Remove the set ring from the inboard joint.

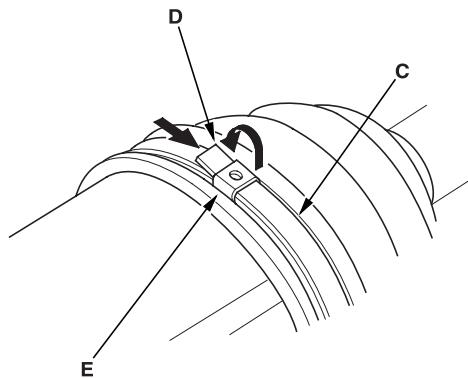


2. Remove the boot bands. Be careful not to damage the boot and dynamic damper.
 - If the boot band is a welded type (A), cut the boot band (B).
 - If the boot band is a double loop type (C), lift up the band bend (D), and push it into the clip (E).
 - If the boot band is a low profile type (F), pinch the boot band using a commercially available boot band pincers (G).

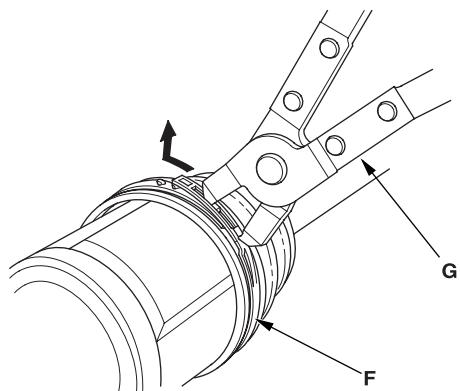
Welded Type



Double Loop Type



Low Profile Type

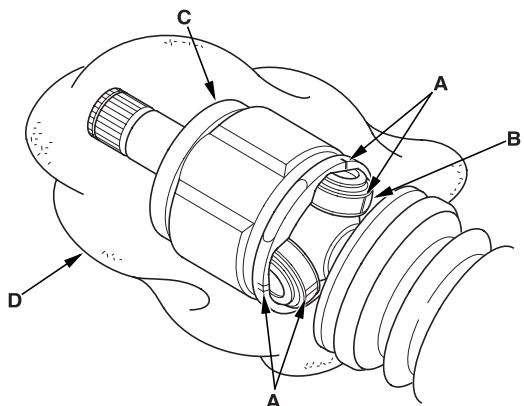


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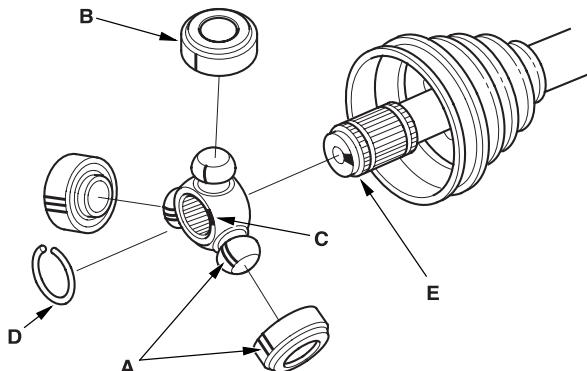
Front Driveshafts Disassembly (cont'd)

Inboard Joint Side: (cont'd)

3. Make a mark (A) on each roller (B) and inboard joint (C) to identify the locations of rollers and grooves in the inboard joint. Then remove the inboard joint on the shop towel (D). Be careful not to drop the rollers when separating them from the inboard joint.

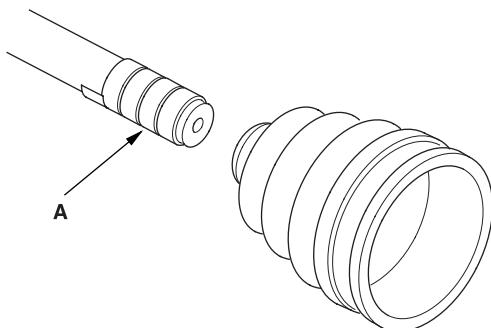


4. Make a mark (A) on the rollers (B) and spider (C) to identify the locations of the rollers on the spider, then remove the rollers.



5. Remove the circlip (D).
6. Mark the spider (C) and driveshaft (E) to identify the position of the spider on the shaft.
7. Remove the spider (C).

8. Wrap the splines on the driveshaft with vinyl tape (A) to prevent damage to the boot.



9. Remove the inboard boot. Be careful not to damage the boot.

10. Remove the vinyl tape.

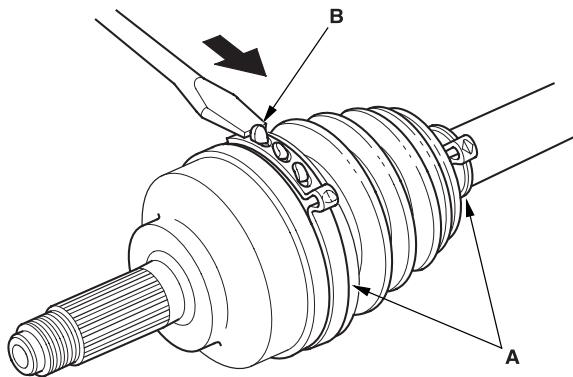


Front Driveshafts Disassembly

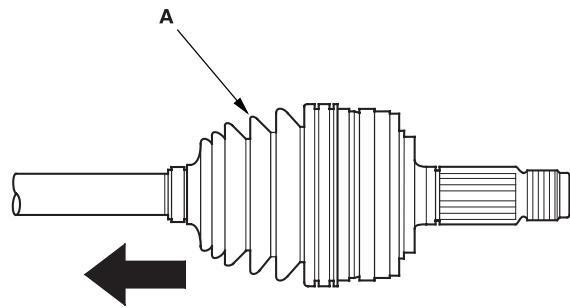
Outboard Joint Side:

1. Remove the boot bands. Be careful not to damage the boot and dynamic damper.
If the boot band is an ear clamp type (A), lift up the three tabs (B) with a screwdriver.

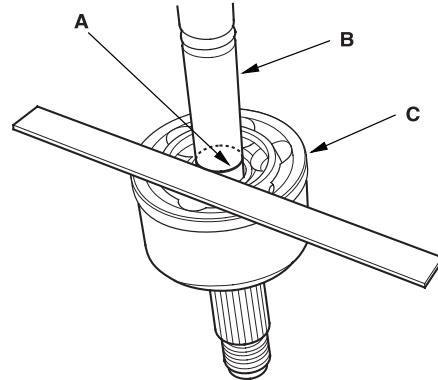
Ear Clamp Type



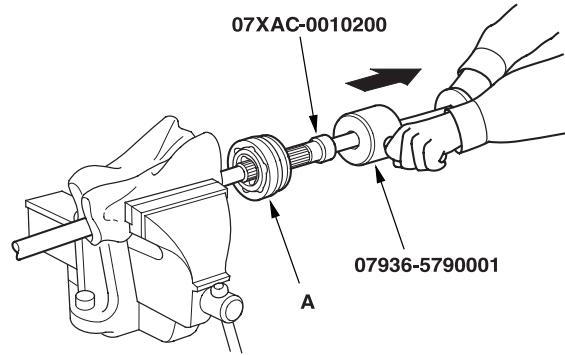
2. Slide the outboard boot (A) to the inboard joint side. Be careful not to damage the boot.



3. Wipe off the grease to expose the driveshaft and the outboard joint inner race.
4. Make a mark (A) on the driveshaft (B) at the same position of the outboard joint end (C).



5. Carefully clamp the driveshaft in a vise.



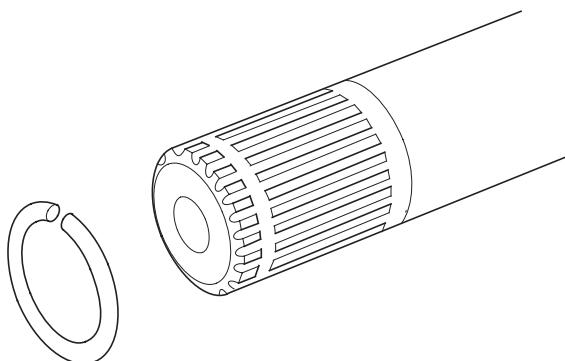
6. Remove the outboard joint (A) using the special tool as shown.
7. Remove the driveshaft from the vise.

(cont'd)

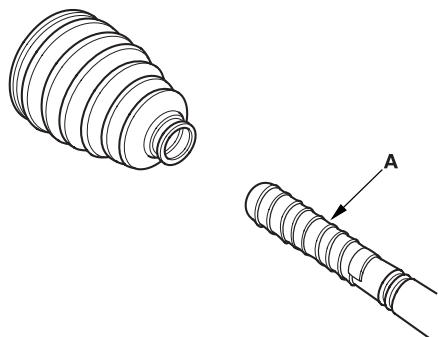
Front Driveshafts Disassembly (cont'd)

Outboard Joint Side: (cont'd)

- Remove the stop ring from the driveshaft.



- Wrap the splines on the driveshaft with vinyl tape (A) to prevent damage to the boot.

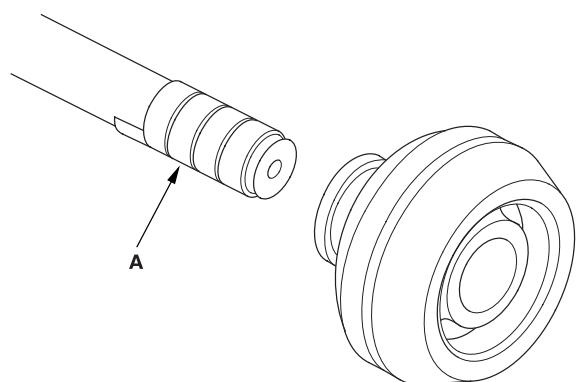


- Remove the outboard boot. Be careful not to damage the boot.

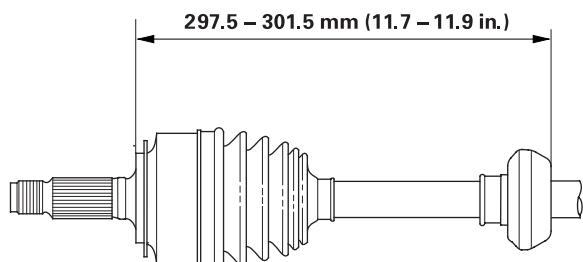
- Remove the vinyl tape.

Dynamic Damper Replacement

- Remove the inboard joint (see page 16-5).
- Remove the dynamic damper bands. Be careful not to damage the dynamic damper (see page 16-5).
 - If the boot band is a welded type, cut the boot band.
 - If the boot band is a double loop type, lift up the band bend, and push it into the clip.
 - If the boot band is a low profile type, pinch the boot band using the commercially available boot band pincers.
- Wrap the splines on the driveshaft with vinyl tape (A) to prevent damage to the dynamic damper.



- Remove the dynamic damper. Be careful not to damage the dynamic damper.
- Adjust the length of the dynamic damper to the figure below.



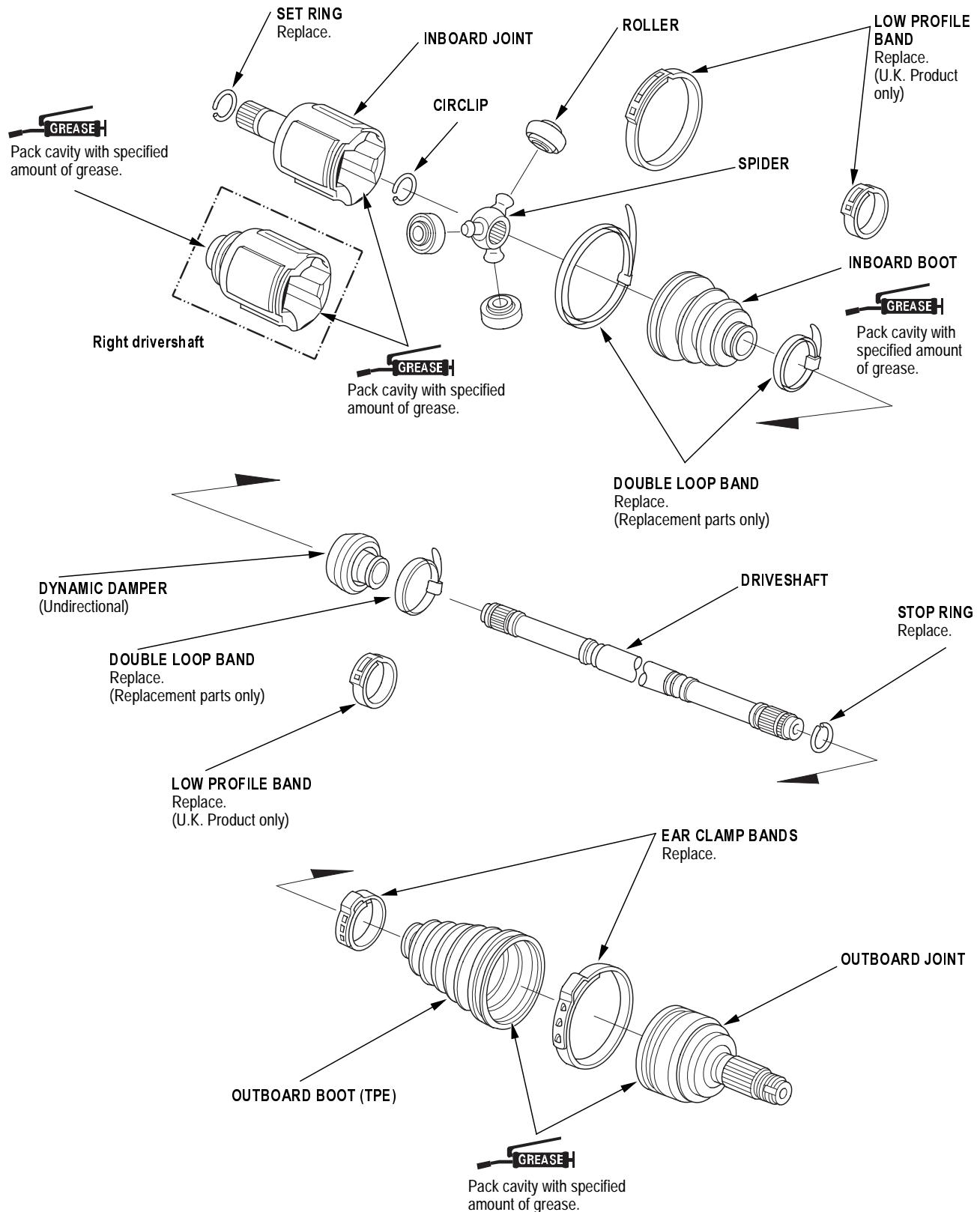
- Install the dynamic damper band (see step 9 on page 16-11).
- Install the inboard joint (see step 1 on page 16-10).



Front Driveshafts Reassembly

Front Driveshafts Reassembly

Exploded View



(cont'd)

Front Driveshafts Reassembly (cont'd)

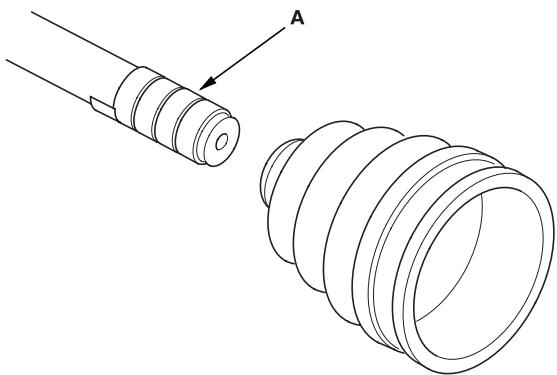
Special Tools Required

- Boot band tool, KD-3191 or equivalent, commercially available
- Boot band pincers, Kent-Moore J-35910 or equivalent, commercially available

NOTE: Refer to the Exploded View as needed during this procedure.

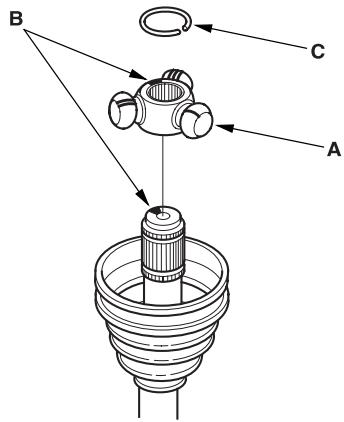
Inboard Joint Side:

1. Wrap the splines with vinyl tape (A) to prevent damage to the inboard boot.

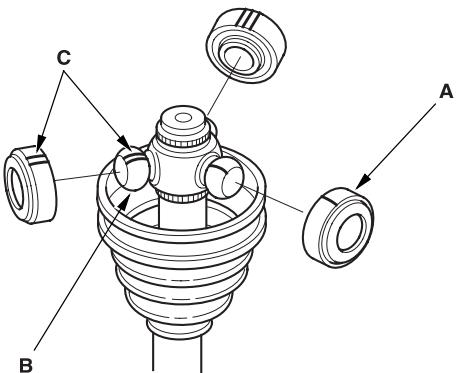


2. Install the inboard boot onto the driveshaft then remove the vinyl tape. Be careful not to damage the inboard boot.

3. Install the spider (A) onto the driveshaft by aligning the marks (B) on the spider and the end of the driveshaft.



4. Fit the circlip (C) into the driveshaft groove. Always rotate the circlip in its groove to make sure it is fully seated.
5. Fit the rollers (A) onto the spider (B) with their high shoulders facing outward, and note these items:
 - Reinstall the rollers in their original positions on the spider by aligning the marks (C).
 - Hold the driveshaft pointed up to prevent the rollers from falling off.



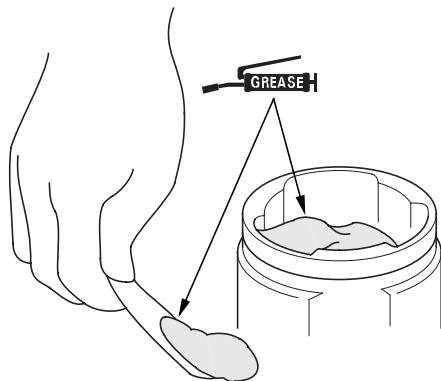


Front Driveshafts Reassembly

6. Pack the inboard joint with the joint grease included in the new driveshaft set.

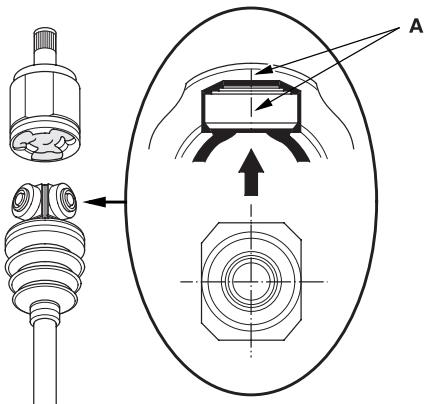
Grease quantity

Inboard joint: 150 - 160 g (5.3 - 5.7 oz)



7. Fit the inboard joint onto the driveshaft, and note these items:

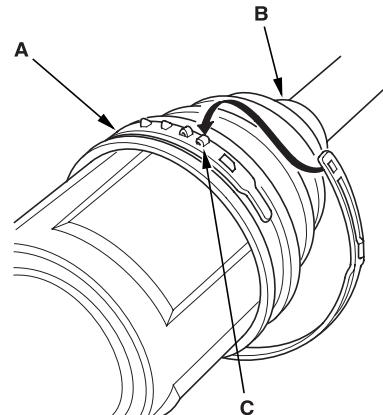
- Reinstall the inboard joint onto the driveshaft by aligning the marks (A) on the inboard joint and the rollers.
- Hold the driveshaft with the inboard joint pointing up to prevent it from falling off.



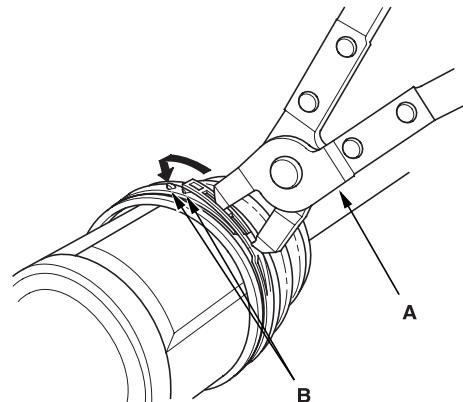
8. Make sure the ends of the boot are seated in the grooves in the driveshaft and joint, then install the boot bands.

- For the double loop type, go to step 12. (Replacement boot bands only)
- For the low profile type, go to step 9. (U.K. Product only)

9. Install the new low profile band (A) onto the boot (B), then hook the tab (C) of the band.



10. Close the hook portion of the band with a commercially available boot band pincers (A), then hook the tabs (B) of the band.



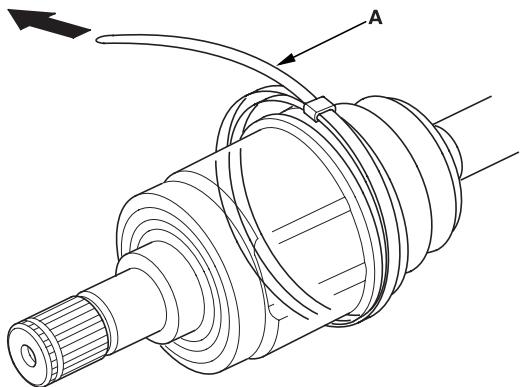
11. Install the boot band on the other end of the boot, and repeat steps 9 and 10.

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Front Driveshafts Reassembly (cont'd)

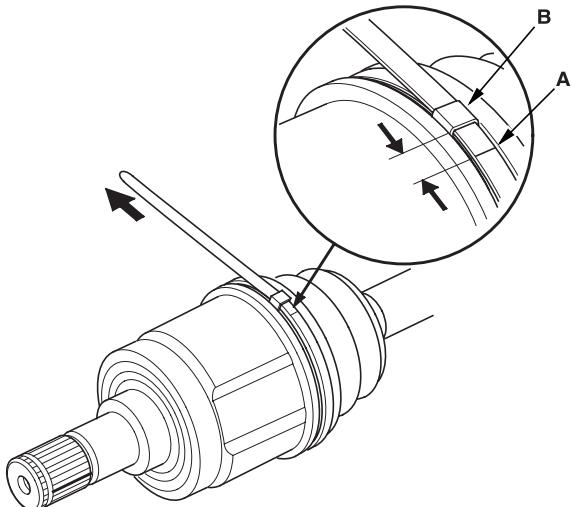
Inboard Joint Side: (cont'd)

12. Set the new double loop band (A) onto the boot with the band end toward the front of the vehicle.

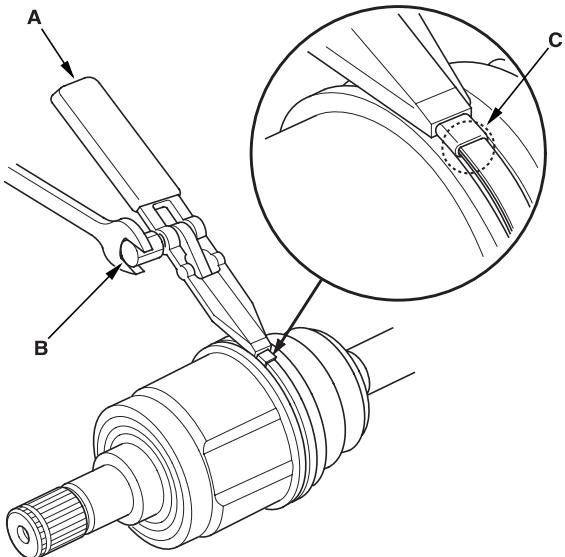


13. Pull up the slack in the band by hand.

14. Make a mark (A) on the band 10 - 14 mm (0.4 - 0.6 in.) from the clip (B).

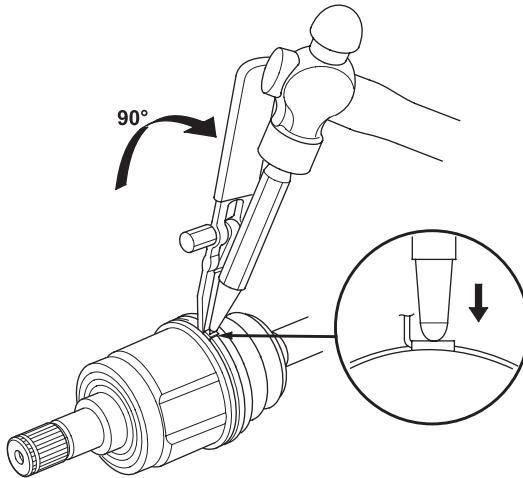


15. Thread the free end of the band through the nose section of the commercially available boot band tool KD-3191 or equivalent (A), and into the slot on the winding mandrel (B).



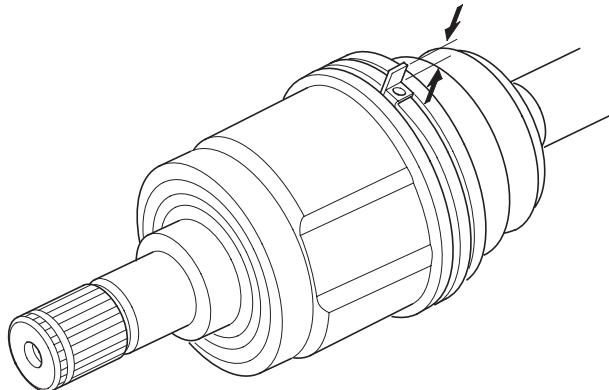
16. Place a wrench on the winding mandrel of the boot band tool, and tighten the band until the marked spot (C) on the band meets the edge of the clip.

17. Lift up the boot band tool to bend the free end of the band 90° to the clip. Center-punch the clip, then fold over the remaining tail onto the clip.

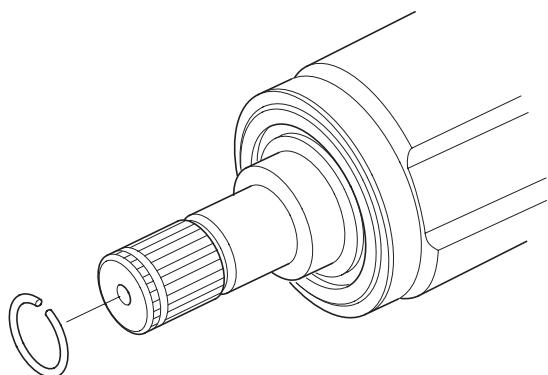




18. Unwind the boot band tool, and cut off the excess free end of the band to leave a 5 - 10 mm (0.2 - 0.5 in.) tail protruding from the clip.



21. Install the new set ring.

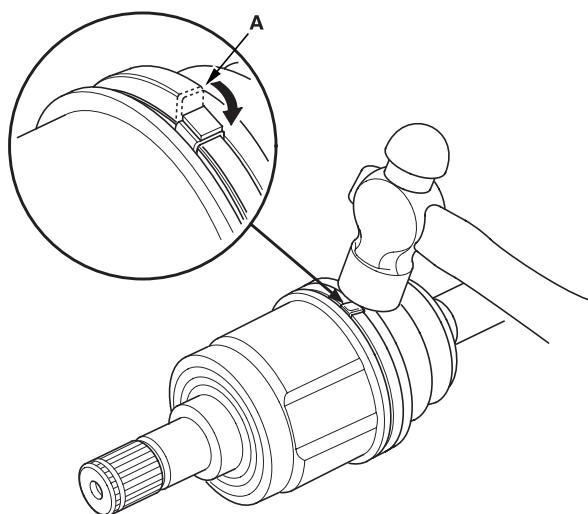


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19. Bend the band end (A) by tapping it down with a hammer.

NOTE:

- Make sure the band and clip do not interfere with anything, and the band does not move.
- Remove any grease remaining on the surrounding surfaces.

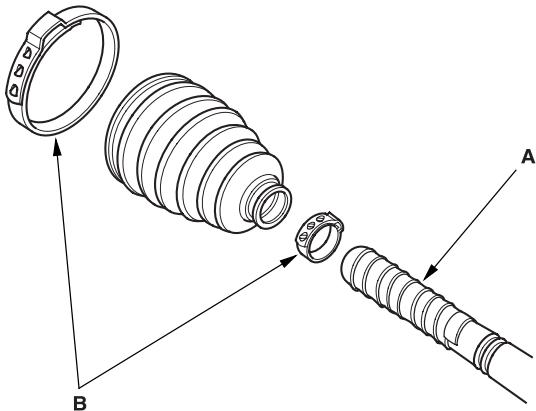


20. Install the boot band on the other end of the boot, and repeat steps 12 through 19.

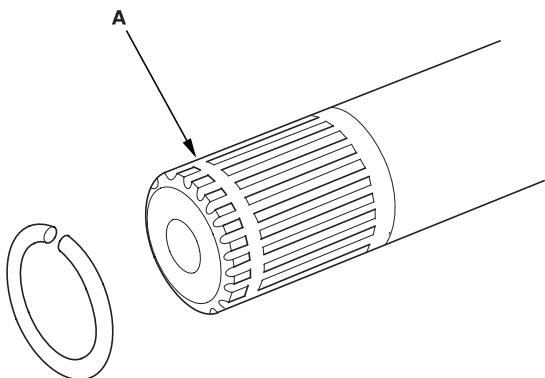
Front Driveshafts Reassembly (cont'd)

Outboard Joint Side:

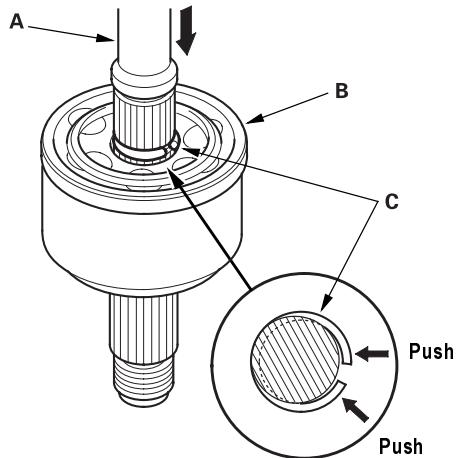
1. Wrap the splines with vinyl tape (A) to prevent damage to the outboard boot.



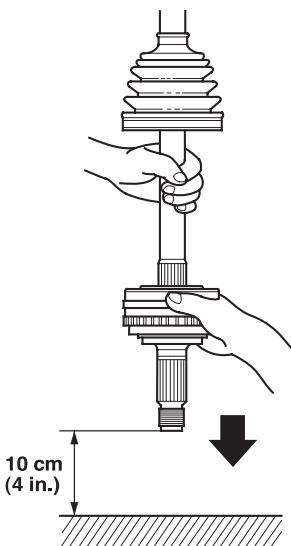
2. Install the new boot bands (B).
3. Install the outboard boot. Be careful not to damage the outboard boot.
4. Remove the vinyl tape.
5. Install the new stop ring into the driveshaft groove (A).



6. Insert the driveshaft (A) into the outboard joint (B) until the stop ring (C) is close to the joint.



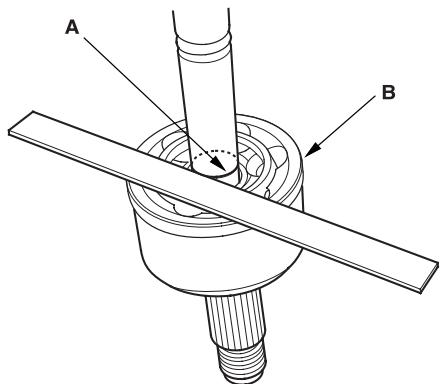
7. To completely seat the outboard joint, pick up the driveshaft and joint, and drop them from about 10 cm (4 in.) onto a hard surface. Do not use a hammer as excessive force may damage the driveshaft.





Front Driveshafts Reassembly

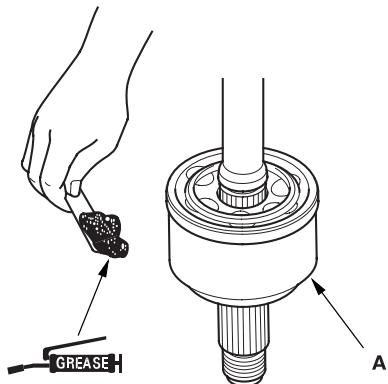
8. Check the alignment of the paint mark (A) with the outboard joint end (B).



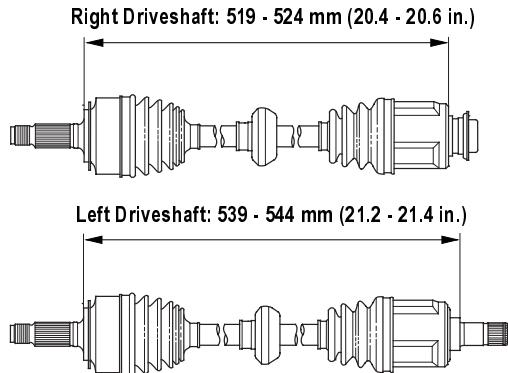
9. Pack the outboard joint (A) with the joint grease included in the new joint boot set.

Grease quantity

Outboard joint: 140 - 150 g (4.9 - 5.3 oz)



10. Adjust the length of the driveshafts to the figure below, then adjust the boots to halfway between full compression and full extension. Make sure the ends of the boots seat in the groove of the driveshaft and joint.

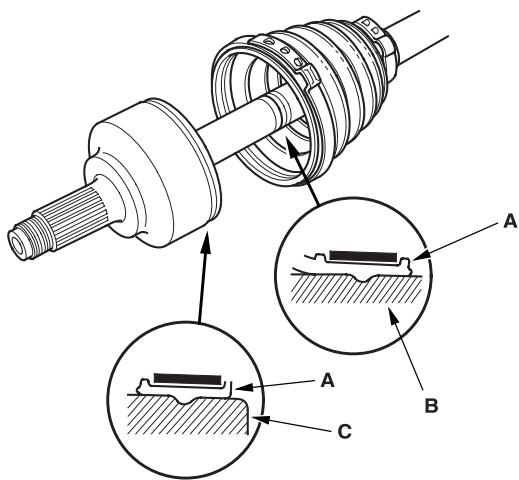


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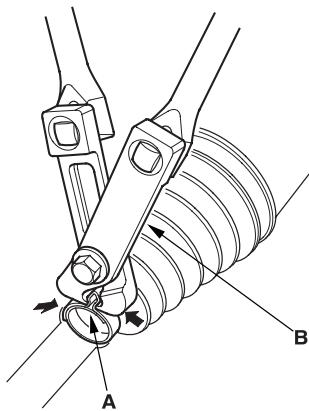
Front Driveshafts Reassembly (cont'd)

Outboard Joint Side: (cont'd)

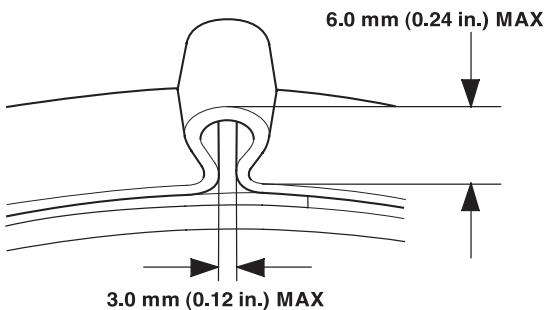
11. Fit the boot (A) ends onto the driveshaft (B) and outboard joint (C).



12. Close the ear portion (A) of the band with a commercially available boot band pincers (B).



13. Check the clearance between the closed ear portion of the band. If the clearance is not within the standard, close the ear portion of the band further.

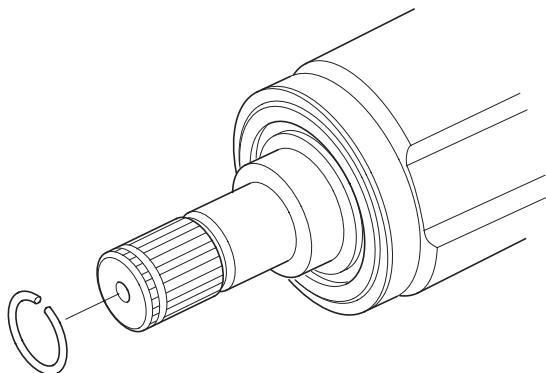


14. Repeat steps 13 and 14 for the band on the other end of the boot.

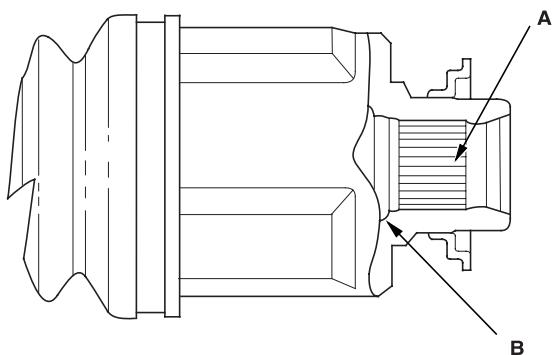


Front Driveshafts Installation

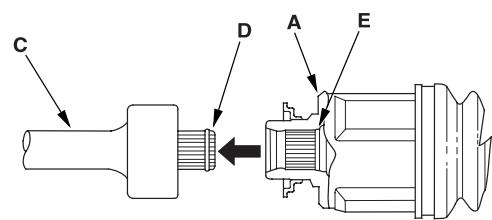
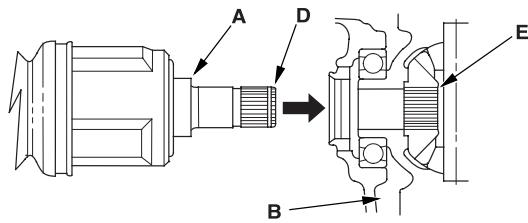
1. Install a new set ring onto the set ring groove of the driveshaft (left driveshaft).



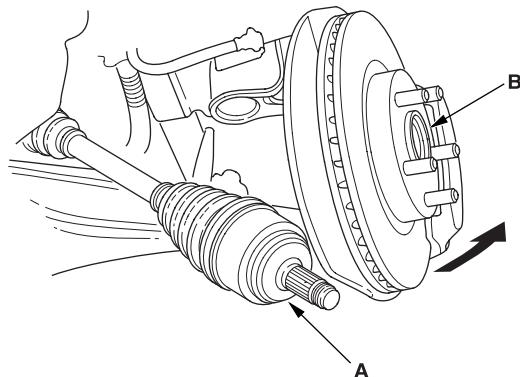
2. Apply 0.5 - 1.0 g (0.02 - 0.04 oz) of specified grease to the whole splined surface (A) of the right driveshaft. After applying grease, remove the grease from the splined grooves at intervals of 2 - 3 splines and from the set ring groove (B) so that air can bleed from the intermediate shaft.



3. Clean the areas where the driveshaft contacts the differential thoroughly with solvent or carburetor cleaner, and dry with compressed air. Insert the inboard end (A) of the driveshaft into the differential (B) or intermediate shaft (C) until the set ring (D) locks in the groove (E).



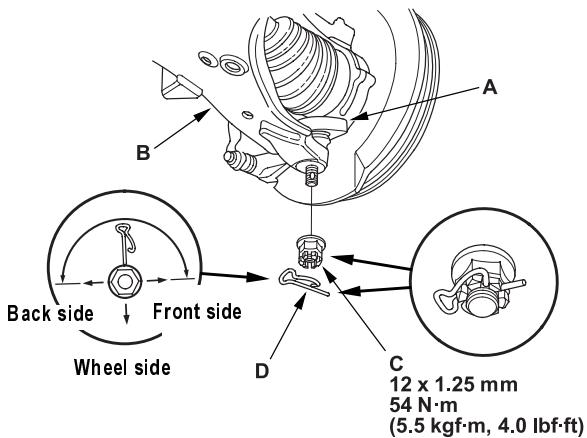
4. Install the outboard joint (A) into the front hub (B).



(cont'd)

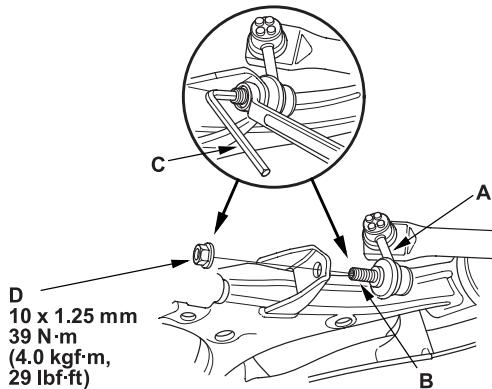
Front Driveshafts Installation (cont'd)

5. Install the knuckle (A) onto the lower arm (B). Wipe off the grease before tightening the nut at the ball joint. Torque the castle nut (C) 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.

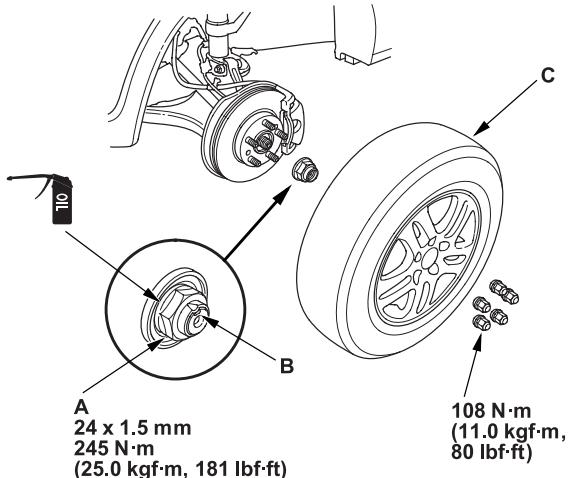


6. Install the new lock pin (D) into the pin hole as shown.

7. Connect the front stabilizer link (A) to the lower arm. Hold the stabilizer link ball ball pin (B) with a hex wrench (C), and tighten the new flange nut (D).



8. Install a new spindle nut (A), then tighten the nut. After tightening, use a drift to stake the spindle nut shoulder (B) against the driveshaft.



9. Clean the mating surfaces of the brake disc and the front wheel, then install the front wheel with the wheel nuts.

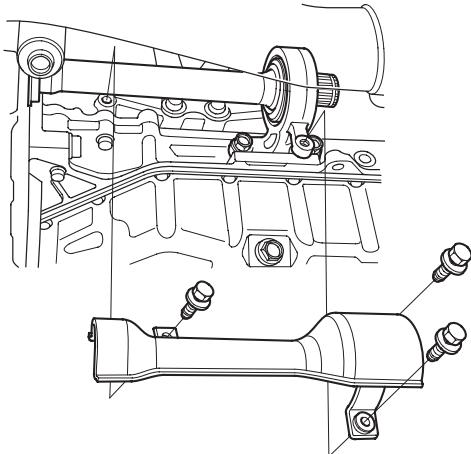
10. Refill the transmission with recommended manual transmission fluid (see page 13-4), or automatic transmission fluid (see page 14-131).

11. Check the front wheel alignment, and adjust it if necessary (see page 18-4).

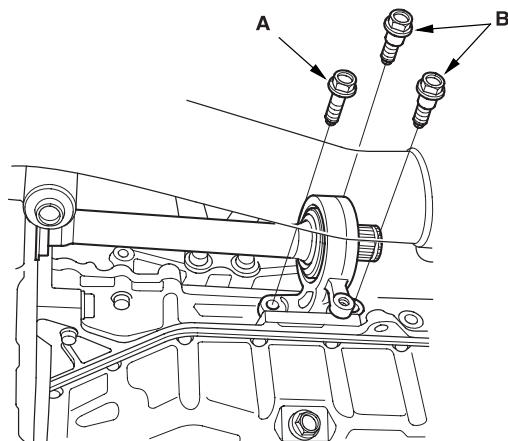
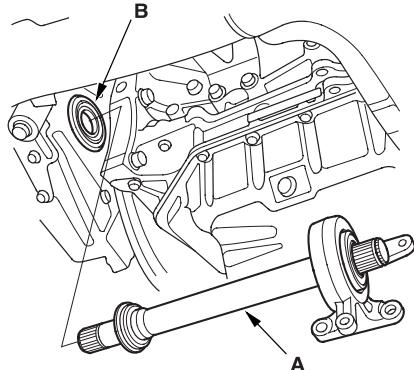


Intermediate Shaft Removal

1. Remove the right driveshaft (see page 16-3)
2. Remove the heat cover.



3. Remove the flange bolt (A) and two dowel bolts (B).
4. Remove the intermediate shaft (A) from the differential. Hold the intermediate shaft horizontal until it is clear of the differential to prevent damage to the differential oil seal (B).

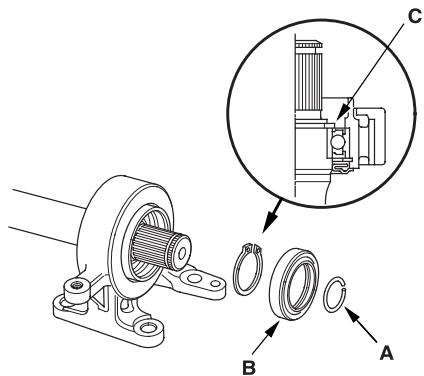


Intermediate Shaft Disassembly

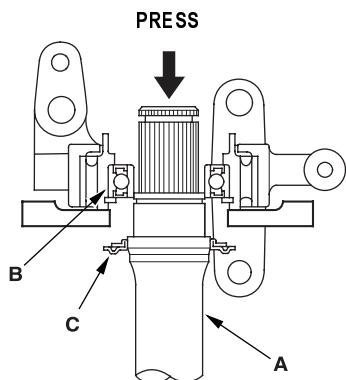
Special Tools Required

- Oil seal driver 07947-SB00100
- Half shaft base 07NAF-SR30101

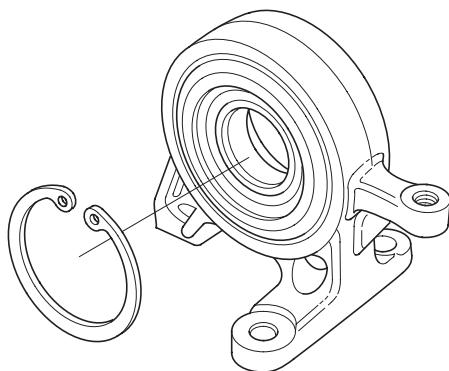
1. Remove the set ring (A), outer seal (B), and external snap ring (C).



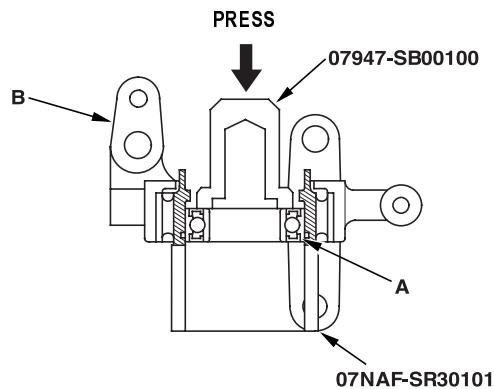
2. Press the intermediate shaft (A) out of the intermediate shaft bearing (B) using a press. Be careful not to damage the metal rings (C) on the intermediate shaft during disassembly.



3. Remove the internal snap ring.



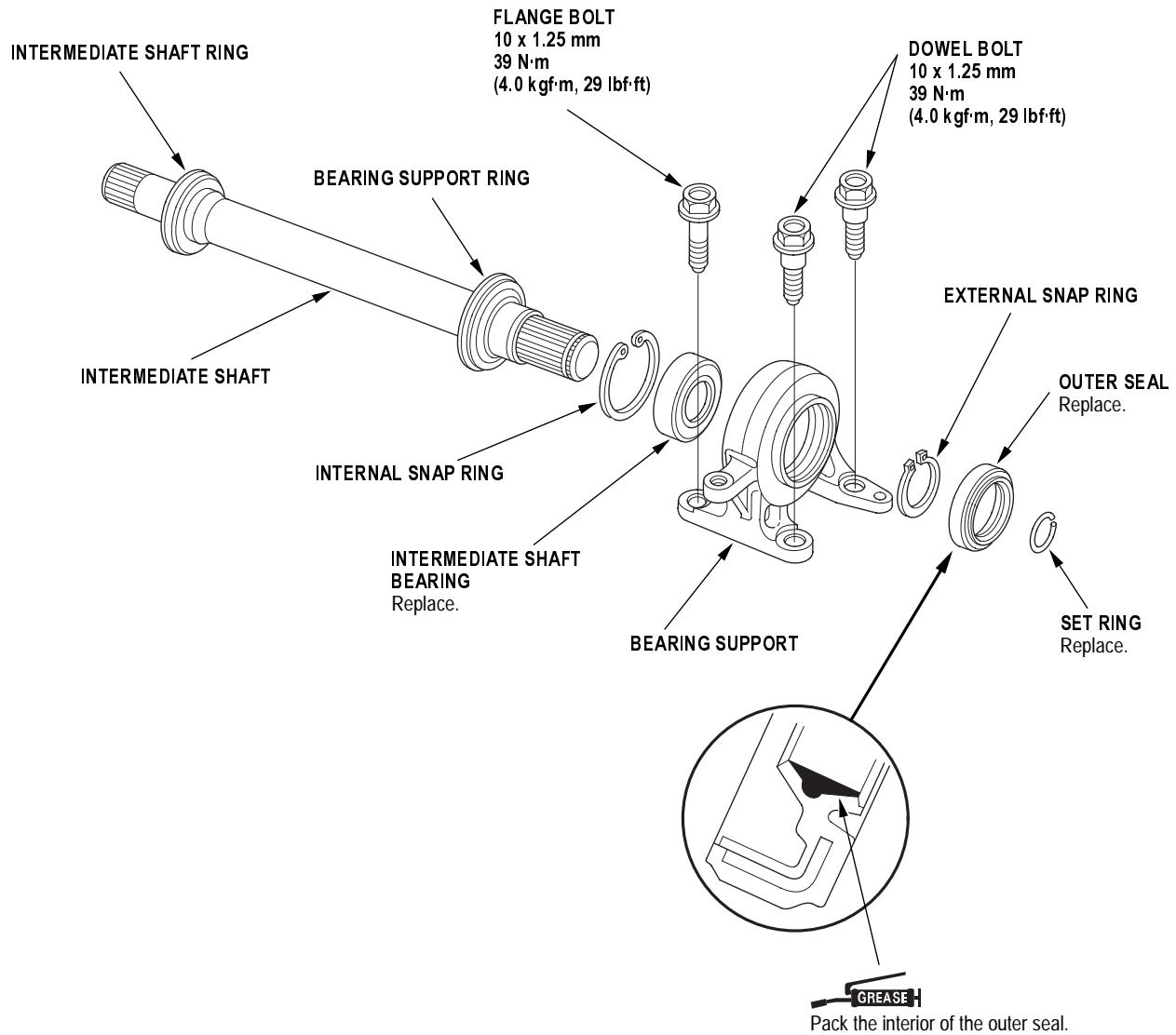
4. Press the intermediate shaft bearing (A) out of the bearing support (B) using the special tools and a press.





Intermediate Shaft Reassembly

Exploded View



(cont'd)

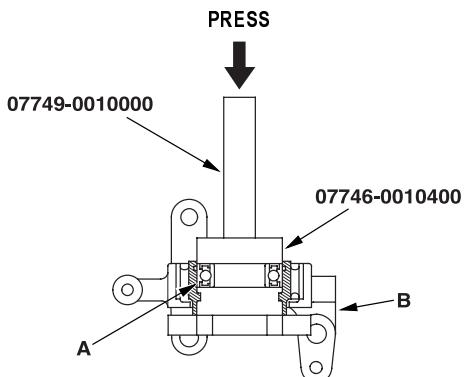
Intermediate Shaft Reassembly (cont'd)

Special Tools Required

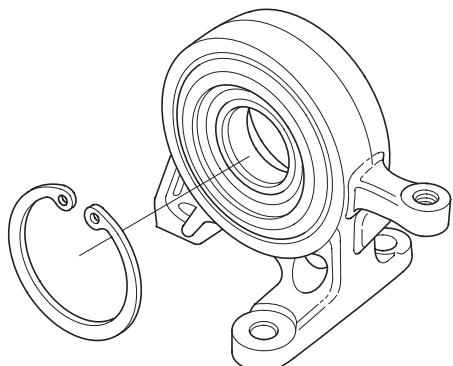
- Driver 07749-0010000
- Attachment, 52 x 55 mm 07746-0010400
- Attachment, 35 mm I.D. 07746-0030400
- Oil seal driver 07GAD-PH70201

NOTE: Refer to the Exploded View as needed during this procedure.

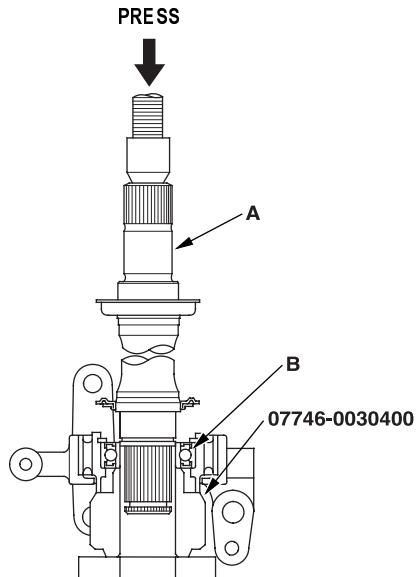
1. Clean the disassembled parts with solvent, and dry them with compressed air. Do not wash the rubber parts with solvent.
2. Press the intermediate shaft bearing (A) into the bearing support (B) using the special tools and a press.



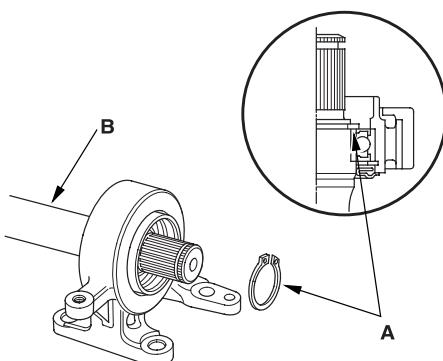
3. Seat the internal snap ring into the groove of the bearing support.



4. Press the intermediate shaft (A) into the shaft bearing (B) using the special tool and a press.



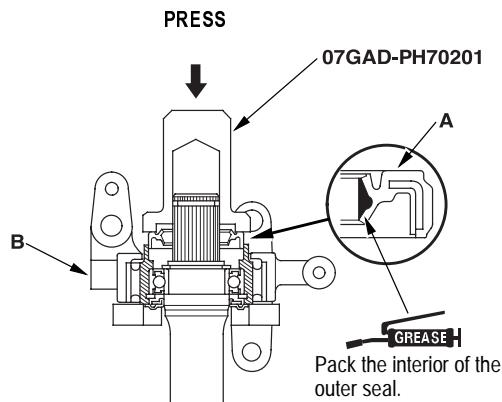
5. Seat the external snap ring (A) into the groove of the intermediate shaft (B).



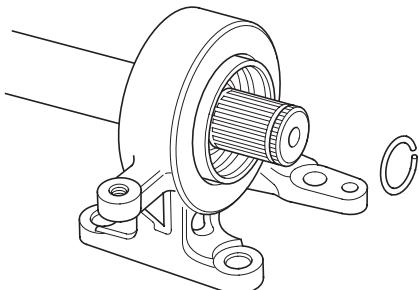


Intermediate Shaft Installation

6. Install the outer seal (A) into the bearing support (B) using the special tool and a press.

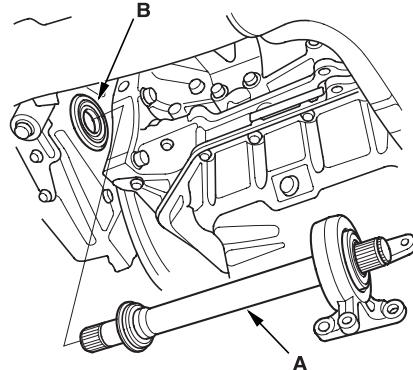


7. Install the set ring.

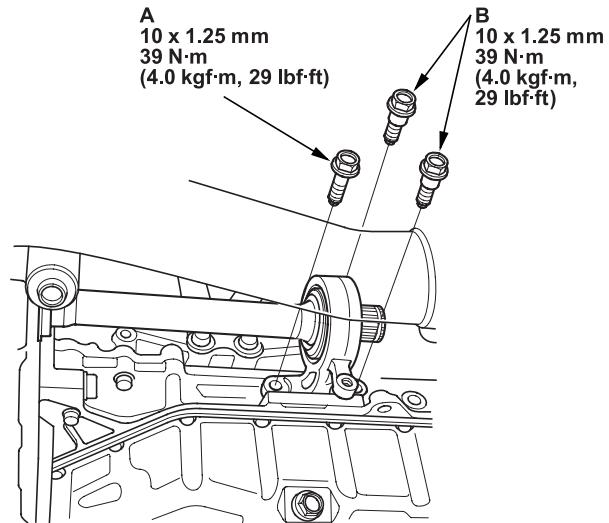


Intermediate Shaft Installation

1. Use solvent or carburetor cleaner to thoroughly clean the areas where the intermediate shaft (A) contacts the transmission (differential), and dry with compressed air. Insert the intermediate shaft assembly into the differential. Hold the intermediate shaft horizontal to prevent damage to the differential oil seal (B).



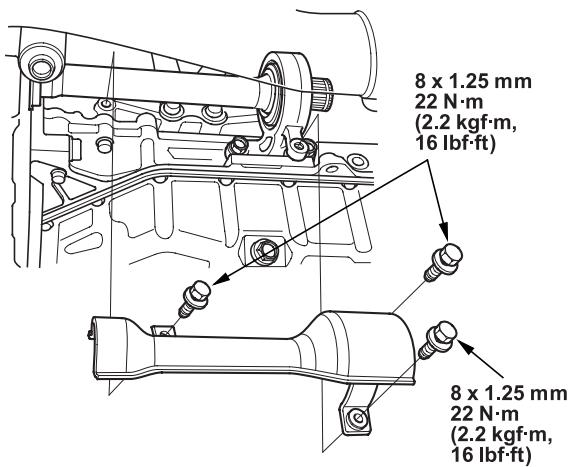
2. Install the flange bolt (A) and two dowel bolts (B).



(cont'd)

Intermediate Shaft Installation (cont'd)

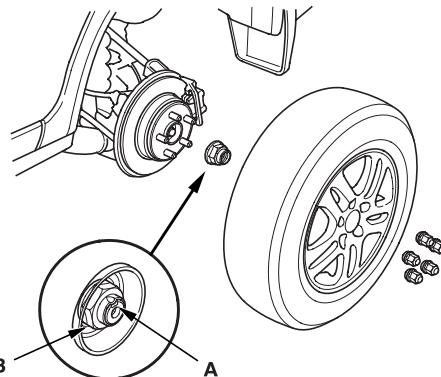
- Install the heat cover, and tighten the three bolts.



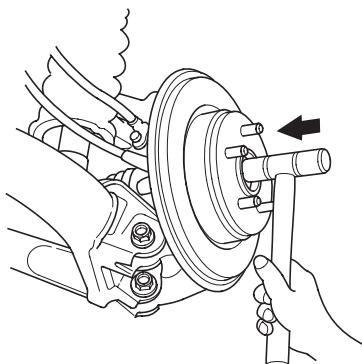
- Install the right driveshaft (see page 16-17).

Rear Driveshafts Removal

- Loosen the wheel nuts slightly.
- Raise the front of the vehicle, and support it with safety stands in the proper locations (see page 01-7).
- Remove the wheel nuts and front wheels.



- Lift up the locking tab (A) on the spindle nut (B), then remove the nut.
- Remove the rear driveshafts from the rear differential assembly (see step 9 on page 15-14).
- Remove the rear driveshaft outboard joint from the trailing arm and rear hub using a plastic hammer or a puller if necessary.



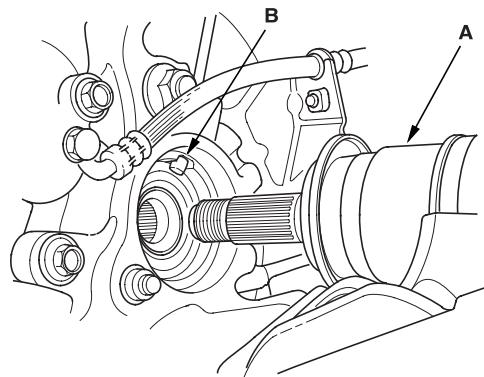


Rear Driveshafts Disassembly

7. Remove the rear driveshaft (A).

NOTE:

- Be careful not to damage the ABS wheel sensor (B).
- Pull on the outer joint. Do not pull on the driveshaft because the joint may come apart.

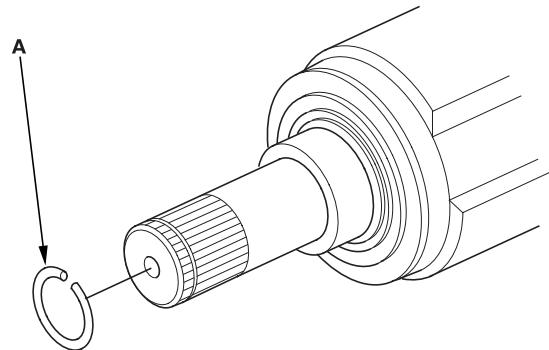


Rear Driveshafts Disassembly

NOTE:

- Due to the amount of work required to replace one damaged boot, it is best to replace both boots at the same time.
- These instructions are for the inboard joint. The same procedure applies to the outboard joint.

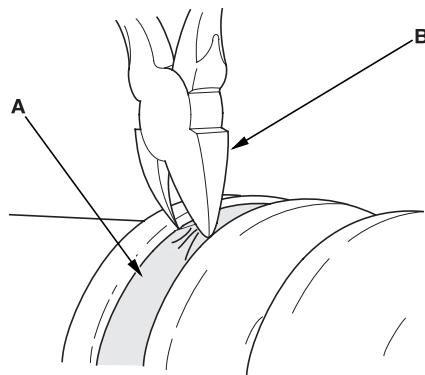
1. Remove the set ring (A) from the inboard joint.



2. Remove the boot bands. Be careful not to damage the boot and dynamic damper.

- If the boot band is a welded type (A), cut the boot band (B).
- If the boot band is a double loop type (C), lift up the band bend (D), and push it into the clip (E).
- If the boot band is a low profile type (F), pinch the boot band using a commercially available boot band pincers (G).

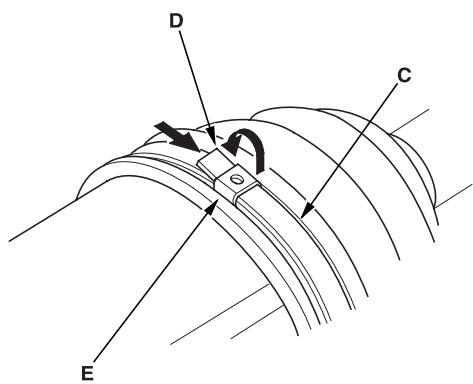
Welded Type



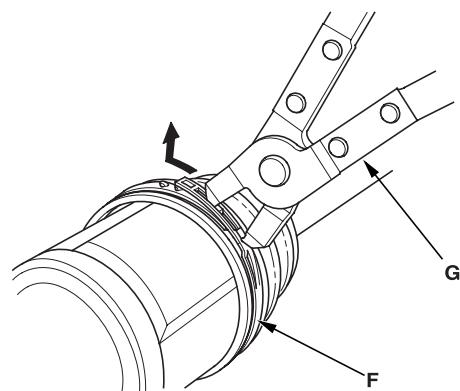
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Rear Driveshafts Disassembly (cont'd)

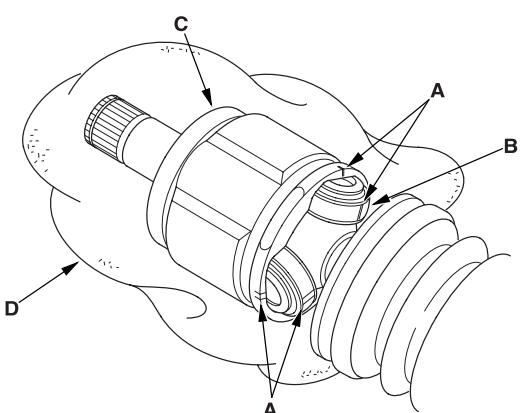
Double Loop Type



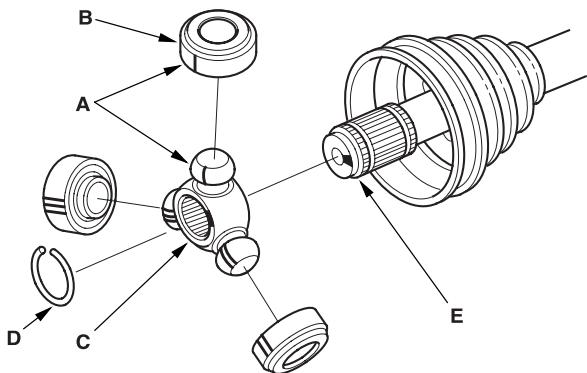
Low Profile Type



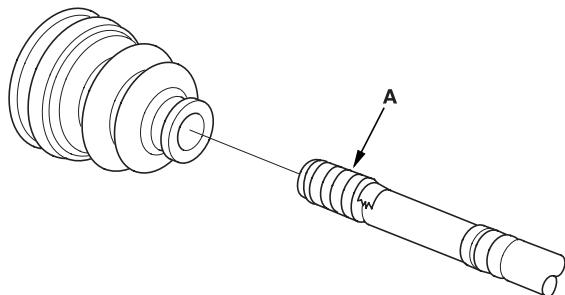
3. Make a mark (A) on each roller (B) and inboard joint (C) to identify the locations of rollers and grooves in the inboard joint. Then remove the inboard joint on the shop towel (D). Be careful not to drop the rollers when separating them from the inboard joint.



4. Make a mark (A) on the rollers (B) and spider (C) to identify the locations of the rollers on the spider, then remove the rollers.



5. Remove the circlip (D).
 6. Mark the spider (C) and driveshaft (E) to identify the position of the spider on the shaft.
 7. Remove the spider (C).
 8. Wrap the splines on the driveshaft with vinyl tape (A) to prevent damage to the boot.



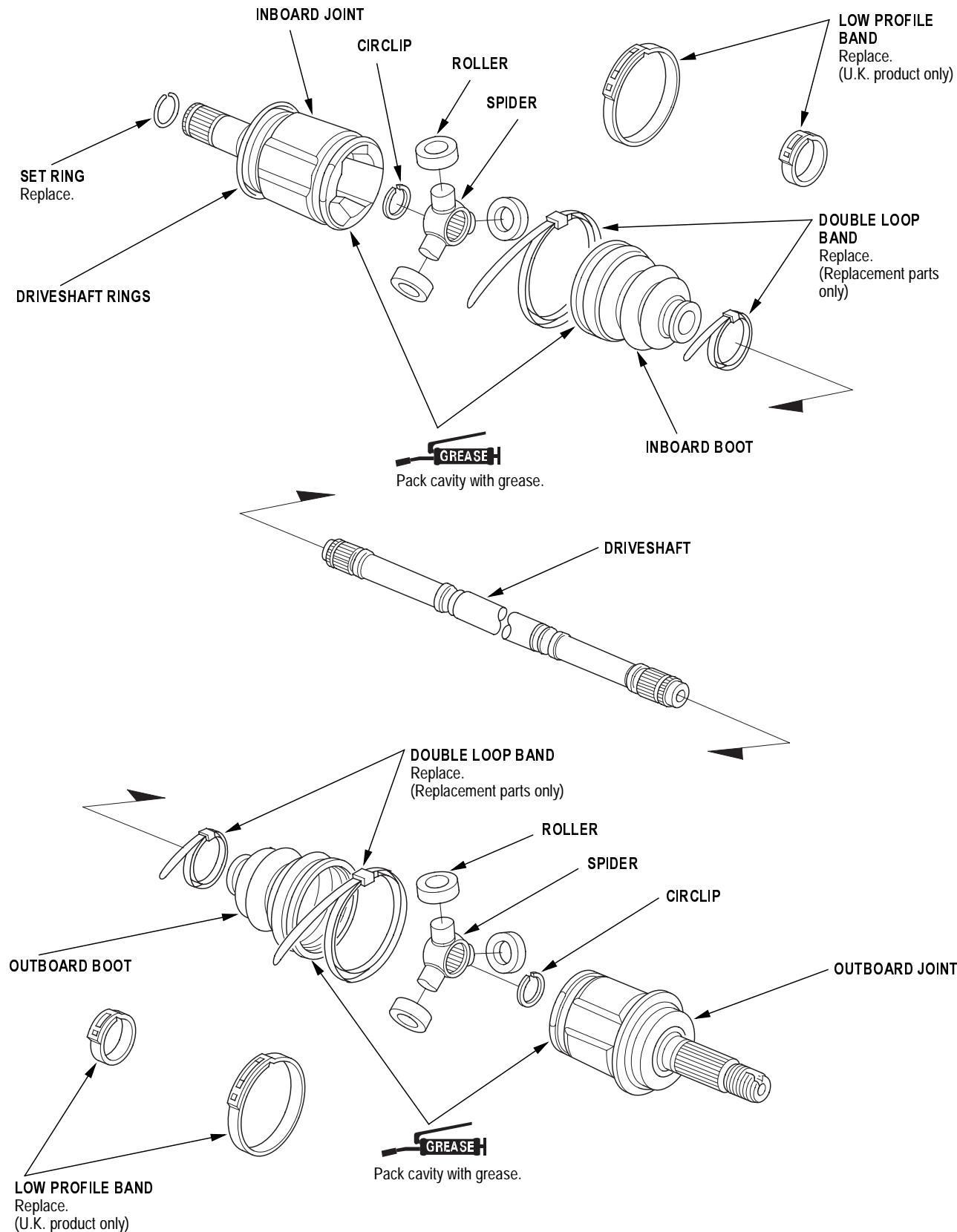
9. Remove the inboard boot. Be careful not to damage the boot.
 10. Remove the vinyl tape.



Rear Driveshafts Reassembly

Rear Driveshafts Reassembly

Exploded View



(cont'd)

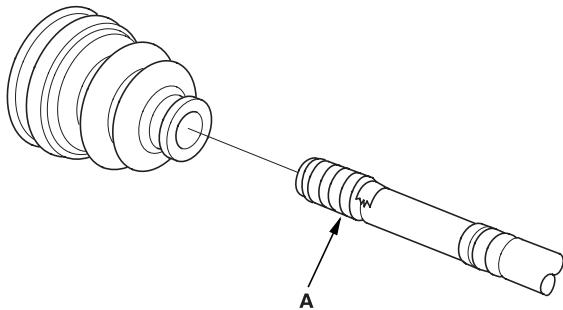
Rear Driveshafts Reassembly (cont'd)

Special Tools Required

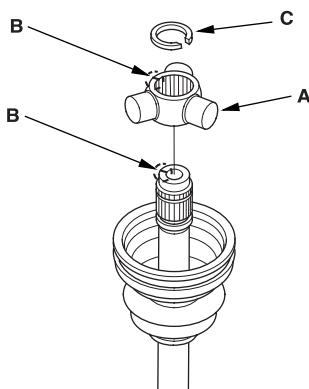
- Boot band tool, KD-3191 or equivalent, commercially available
- Boot band pincers, commercially available

NOTE: Refer to the Exploded View as needed during this procedure.

1. Wrap the splines with vinyl tape (A) to prevent damage to the inboard boot.

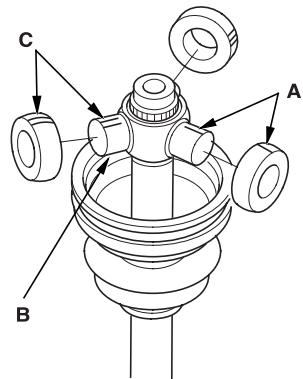


2. Install the inboard boot onto the driveshaft, then remove the vinyl tape. Be careful not to damage the inboard boot.
3. Install the spider (A) onto the driveshaft by aligning the marks (B) on the spider and the end of the driveshaft.



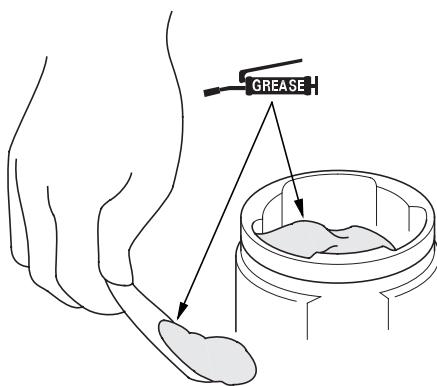
4. Fit the circlip (C) into the driveshaft groove. Always rotate the circlip in its groove to make sure it is fully seated.

5. Fit the rollers (A) onto the spider (B) with their high shoulders facing outward, and note these items:
 - Reinstall the rollers in their original positions on the spider by aligning the marks (C).
 - Hold the driveshaft pointed up to prevent the rollers from falling off.



6. Pack the inboard joint with the joint grease included in the new driveshaft set.

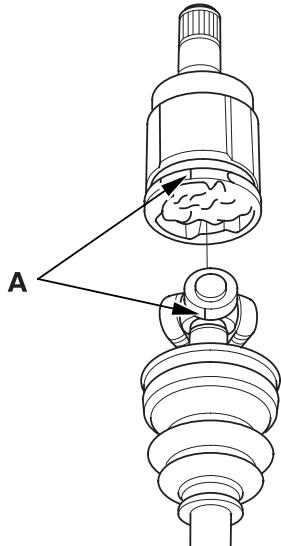
Grease quantity
Inboard joint: 80 - 90 g (2.8 - 3.2 oz)





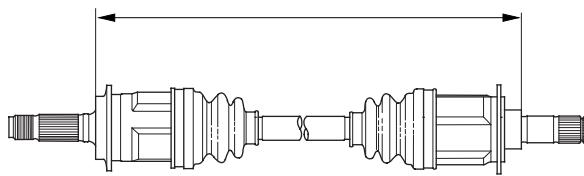
Rear Driveshafts Reassembly

7. Fit the inboard joint onto the driveshaft, and note these items:
 - Reinstall the inboard joint onto the driveshaft by aligning the marks (A) on the inboard joint and the rollers.
 - Hold the driveshaft so the inboard joint points up to prevent it from falling off.



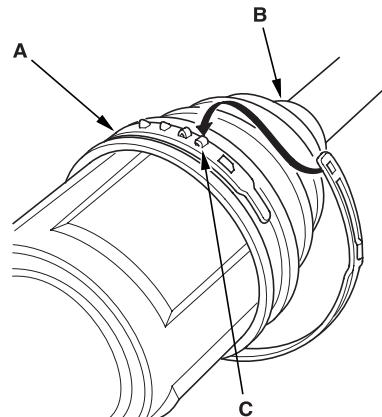
8. Adjust the length of the driveshafts to the figure below, then adjust the boots to halfway between full compression and full extension. Make sure the ends of the boots seat in the grooves of the driveshaft and joint.

Left driveshaft: 633 - 637 mm (24.9 - 25.1 in.)
Right driveshaft: 690 - 694 mm (27.2 - 27.3 in.)

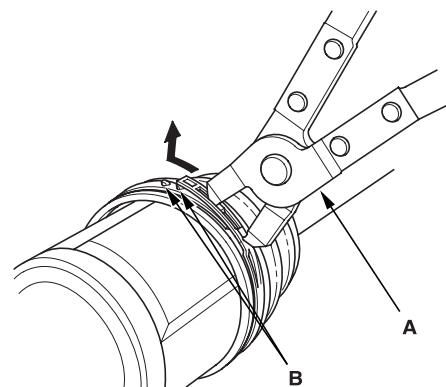


9. Make sure the ends of the boot are seated in the grooves in the driveshaft and joint, then install the boot bands.
 - For the double loop type, go to step 13. (Replacement boot bands only)
 - For the low profile type, go to step 10. (U.K. Product only)

10. Install the new low profile band (A) onto the boot (B), then hook the tab (C) of the band.



11. Close the hook portion of the band with a commercially available boot band pincers (A), then hook the tabs (B) of the band.

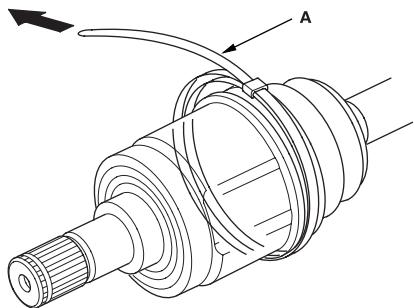


12. Install the boot band on the other end of the boot, and repeat steps 10 and 11.

(cont'd)

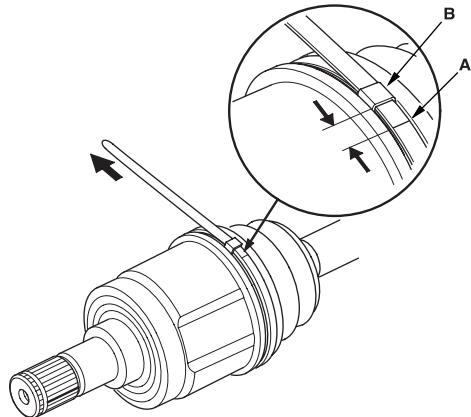
Rear Driveshafts Reassembly (cont'd)

13. Fit the boot ends onto the driveshaft and the inboard joint, then install the new double loop band (A) onto the boot.

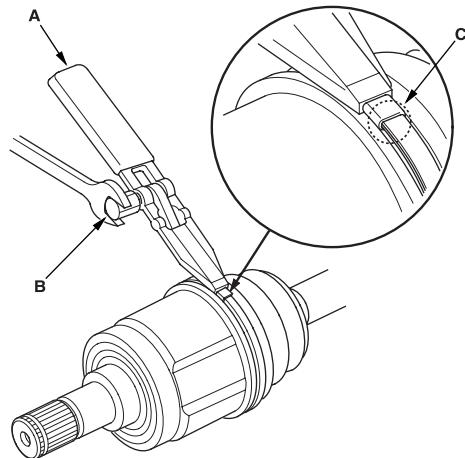


14. Pull up the slack in the band by hand.

15. Mark a position (A) on the band 10 -14 mm (0.4 - 0.6 in.) from the clip (B).

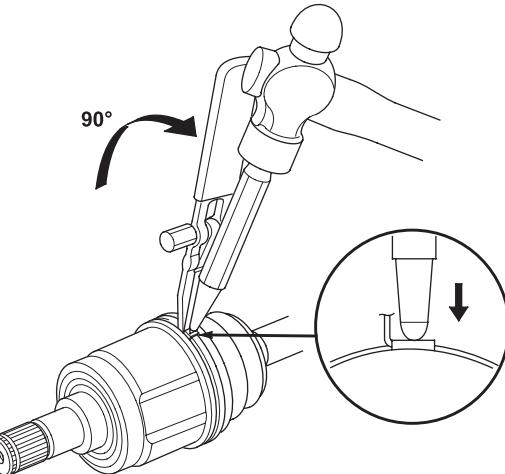


16. Thread the free end of the band through the nose section of the commercially available boot band tool KD-3191 or equivalent (A), and into the slot on the winding mandrel (B).

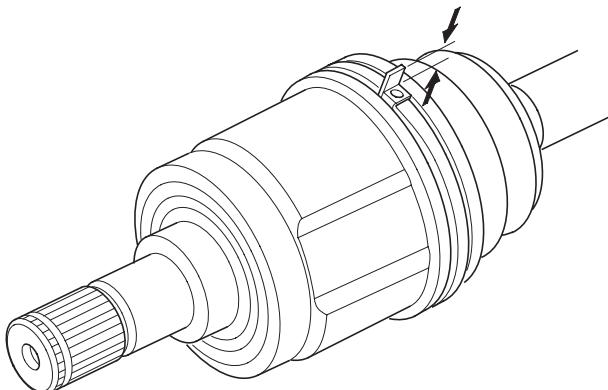


17. Place a wrench on the winding mandrel of the boot band tool, and tighten the band until the marked spot (C) on the band meets the edge of the clip.

18. Lift up the boot band tool to bend the free end of the band 90° to the clip. Center-punch the clip, then fold over the remaining tail onto the clip.



19. Unwind the boot band tool, and cut off the excess free end of the band to leave a 5 - 10 mm (0.2 - 0.4 in.) tail protruding from the clip.



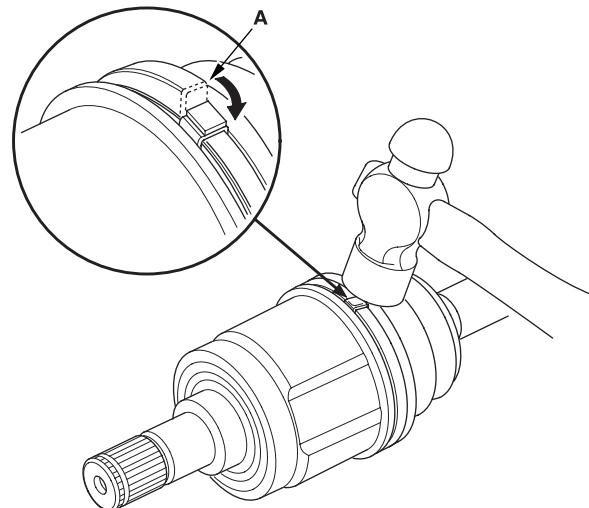


Rear Driveshafts Installation

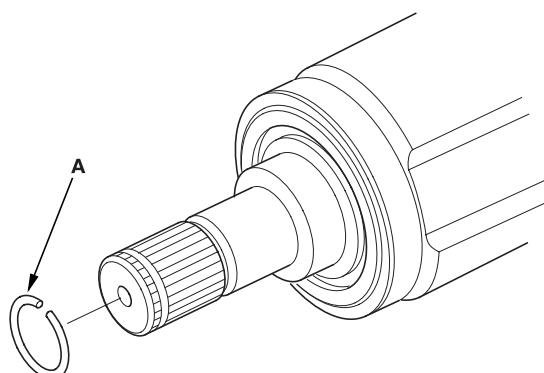
20. Bend the band end (A) by tapping it down with a hammer.

NOTE:

- Make sure the band and clip do not interfere with anything and the band does not move.
- Remove any grease remaining on the surrounding surfaces.



21. Install the new set ring (A).

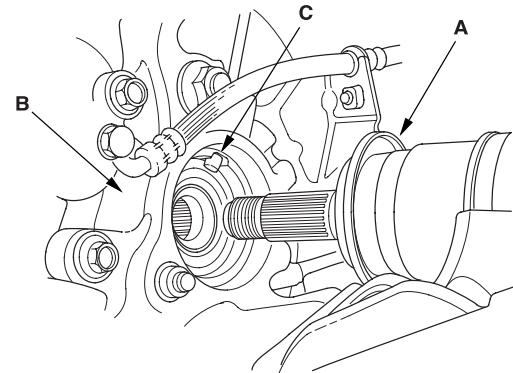


Rear Driveshafts Installation

NOTE: Before starting installation, make sure the mating surfaces of the joint and the spline section are free from dirt or dust.

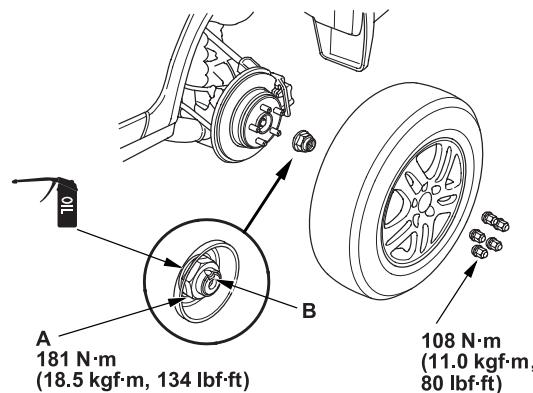
1. Install the outboard joint (A) into the rear hub (B).

NOTE: Be careful not to damage the ABS wheel sensor (C).



2. Install the rear driveshafts into the rear differential assembly (see step 3 on [page 15-25](#)).

3. Apply a small amount of engine oil to the seating surface of the new spindle nut (A).



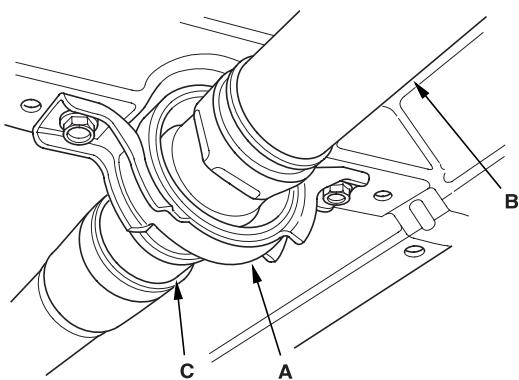
4. Install a new spindle nut, then torque the nut. After tightening, use a drift to stake the spindle nut shoulder against the driveshaft (B).

5. Clean the mating surfaces of the brake disc and the wheel, then install the rear wheel and torque the wheel nuts.

Propeller Shaft Inspection

Universal Joint and Boots

1. Shift the transmission to Neutral.
2. Raise the vehicle off the ground, and support it with safety stands in the proper locations (see page 01-7).
3. Check the center support bearing (A) for excessive play or rattle. If the center support has excessive play or rattle, replace the propeller shaft assembly (B).



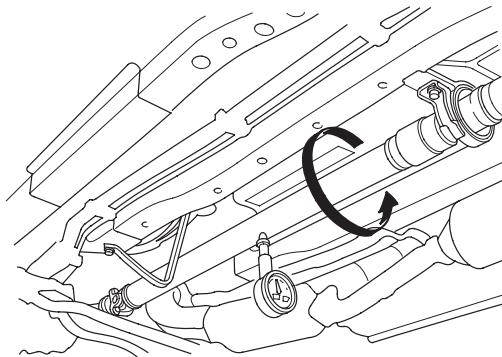
4. Check the universal joint boots (C) for damage and deterioration. If the boots are damaged or deteriorated, replace the propeller shaft assembly.
5. Check the universal joints for excessive play or rattle. If the universal joints have excessive play or rattle, replace the propeller shaft assembly.

Propeller Shaft Runout

6. Install a dial indicator with its needle on the center of the No. 1 or No. 2 propeller shaft.
7. Turn the other propeller shaft slowly, and check the runout. Repeat this procedure for the other propeller shaft.

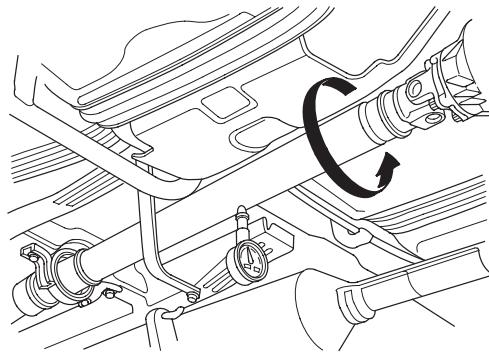
No. 1 Propeller Shaft Runout:

Service Limit: 1.5 mm (0.06 in.)



No. 2 Propeller Shaft Runout:

Service Limit: 1.5 mm (0.06 in.)



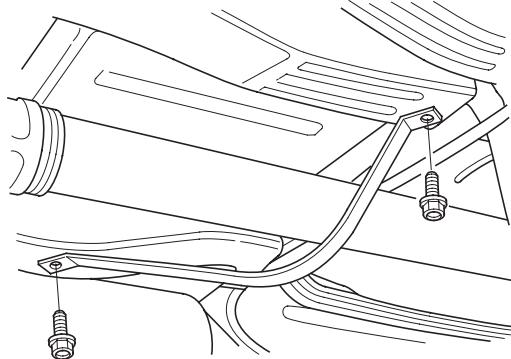
8. If the runout on either propeller shaft exceeds the service limit, replace the propeller shaft assembly.



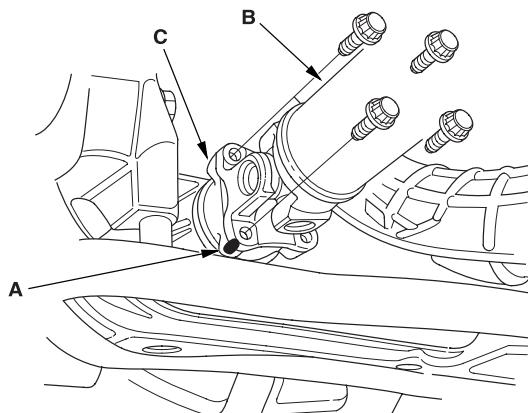
Propeller Shaft Removal

Propeller Shaft Removal

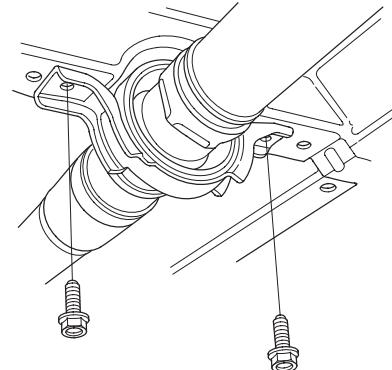
1. Raise the vehicle off the ground, and support it with safety stands in the proper location (see page 01-7).
2. Remove the No. 2 propeller shaft protector.



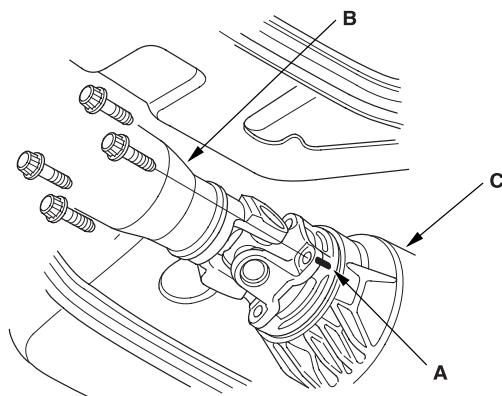
3. Make a reference mark (A) across the propeller shaft (B) and transfer companion flange (C).



4. Separate the propeller shaft from the transfer assembly.
5. Remove the center support bearing mounting bolts.



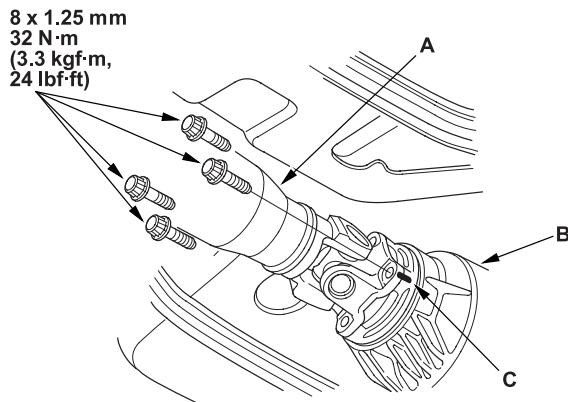
6. Make a reference mark (A) across the propeller shaft (B) and rear differential companion flange (C).



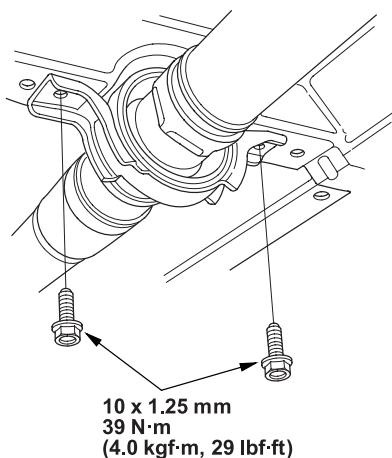
7. Separate the propeller shaft from the rear differential, then remove the propeller shaft.

Propeller Shaft Installation

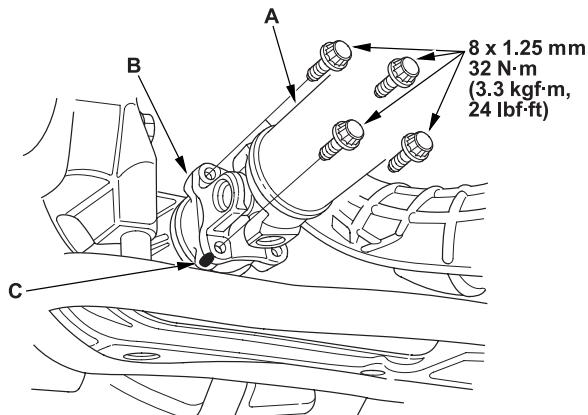
1. Install the propeller shaft (A) onto the rear differential (B) by aligning the reference mark (C).



2. Install the center support bearing mounting bolt. Make sure you use a new bolt.



3. Install the propeller shaft (A) onto the transfer (B) by aligning the reference mark (C).



4. Install the No. 2 propeller shaft protector.

