

SECTION

FAX

FRONT AXLE

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FAX

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PRECAUTIONS

PRECAUTIONS

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Caution

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- When installing rubber parts, final tightening must be carried out under unladen condition* with tires on ground.
- Oil will shorten the life of rubber bushes. Be sure to wipe off any spilled oil.
*: Fuel, radiator coolant and engine oil full. Spare tire, jack, hand tools and mats in designated positions.
- After installing removed suspension parts, check wheel alignment and adjust if necessary.

Observe the following precautions when disassembling and servicing drive shaft.

- Perform work in a location which is as dust-free as possible.
- Before disassembling and servicing, clean the outside of parts.
- Prevention of the entry of foreign objects must be taken into account during disassembly of the service location.
- Disassembled parts must be carefully reassembled in the correct order. If work is interrupted, a clean cover must be placed over parts.
- Paper shop cloths must be used. Fabric shop cloths must not be used because of the danger of lint adhering to parts.
- Disassembled parts (except for rubber parts) should be cleaned with kerosene which shall be removed by blowing with air or wiping with paper shop cloths.

PREPARATION

PREPARATION

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Special Service Tools (SST)

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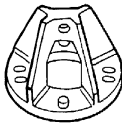
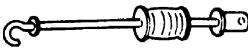
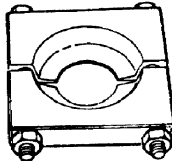
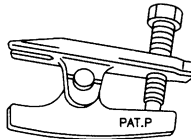
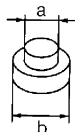
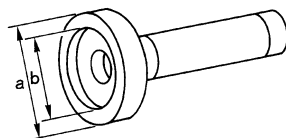
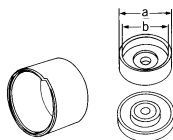
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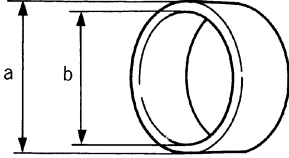
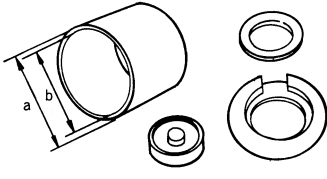
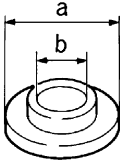
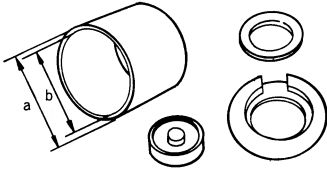
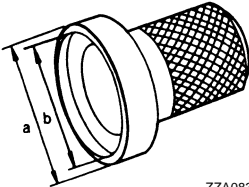
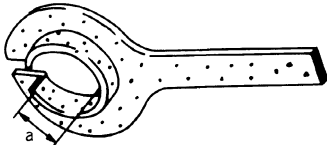
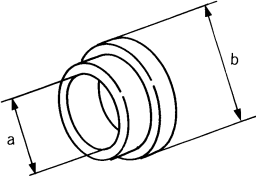
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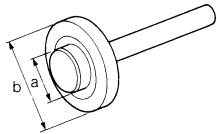
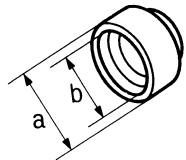
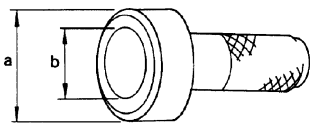
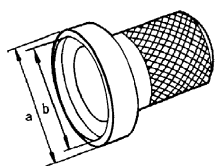
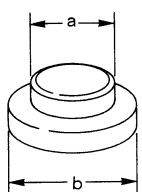
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Tool number Tool name		Description
KV401 04100 Attachment	 ZZA0804D	Removing wheel hub and bearing assembly
ST36230000 Sliding hammer	 ZZA0803D	Removing wheel hub and bearing assembly
ST30031000 Bearing replacer	 ZZA0700D	Removing inner race on outer side of wheel bearing
HT7252000 Ball joint remover	 S-NT146	Removing tie-rod outer end and lower ball joint
ST33061000 Drift a: 28.5 mm (1.122 in) dia. b: 38.0 mm (1.496 in) dia.	 ZZA0969D	Removing inner race on outer side of wheel bearings
KV38100200 Drift a: 65 mm (2.65 in) dia. b: 49 mm (1.93 in) dia.	 ZZA1143D	Removing wheel bearing
KV401052S0 Drift set KV40105210 KV40105220 Drift a: 75 mm (2.95 in) dia. b: 62 mm (2.44 in) dia. KV40105230	 ZZA1101D	Installing splash guard

PREPARATION

Tool number Tool name		Description
KV40106200 Drift a: 114.3 mm (4.50 in) dia. b: 105.3 mm (4.15 in) dia.	 ZZA0936D	Removing wheel bearings, installing splash guards
KV401047S0 Drift set KV40104710 Drift a: 76.3 mm (3.004 in) dia. b: 67.9 mm (2.673 in) dia. KV40104720-1 KV40104720-2 KV40104730	 ZZA0808D	Installing wheel bearings and splash guard
ST30022000 Drift a: 110 mm (4.33 in) dia. b: 46 mm (1.81 in) dia.	 ZZA0920D	Installing splash guard
KV401053S0 Drift set KV40105310 Drift a: 89.1 mm (3.508 in) dia. b: 80.7 mm (3.177 in) dia. KV40105320 KV40105330	 ZZA0808D	Installing wheel hub
ST35271000 Drift a: 72 mm (2.83 in) dia. b: 63 mm (2.48 in) dia.	 ZZA0837D	Assembling support bearings Installing wheel bearing
KV38107800 Protector a: 29 mm (1.14 in) dia. KV38105500 Protector a: 40 mm (1.57 in) dia.	 ZZA0835D	Installing drive shaft
KV40101840 Collar a: 67 mm (2.64 in) dia. b: 85 mm (3.35 in) dia.	 ZZA1113D	Installing sensor rotor

PREPARATION

Tool number Tool name		Description
ST17130000 Drift a: 32 mm (1.26 in) dia. b: 60 mm (1.57 in) dia.	 ZZA0836D	Disassembling support bearing
ST33252000 Drift a: 82 mm (3.23 in) dia. b: 60 mm (2.36 in) dia.	 ZZA0838D	Assembling support bearing
KV38100500 Drift a: 80 mm (3.15 in) dia. b: 60 mm (2.36 in) dia.	 ZZA0701D	Installing sensor rotor
ST35271000 Drift a: 72 mm (2.83 in) dia. b: 63 mm (2.48 in) dia.	 ZZA0814D	Installing wheel bearing
ST35300000 Drift a: 45.1 mm (1.776 in) dia. b: 59 mm (2.32 in) dia.	 ZZA0881D	Installing wheel hub

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NOISE, VIBRATION AND HARSHNESS (NVH) TROUBLESHOOTING

NOISE, VIBRATION AND HARSHNESS (NVH) TROUBLESHOOTING

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NVH Troubleshooting Chart

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Use the chart below to help you find the cause of the symptom. If necessary, repair or replace these parts.

Reference page			—	FAX-14	—	FAX-7, FAX-11	—	NVH in PR section.	NVH in RFD section.	NVH in RAX and RSU sections.	Refer to FRONT AXLE in this chart.	NVH in WT section.	NVH in WT section.	Refer to DRIVE SHAFT in this chart.	NVH in BR section.	NVH in PS section.
Possible cause and SUSPECTED PARTS			Excessive joint angle	Joint sliding resistance	Imbalance	Improper installation, looseness	Parts interference	PROPELLER SHAFT	DIFFERENTIAL	REAR AXLE AND REAR SUSPENSION	FRONT AXLE	TIRES	ROAD WHEEL	DRIVE SHAFT	BRAKES	STEERING
Symptom	DRIVE SHAFT	Noise	x	x				x	x	x	x	x	x		x	x
		Shake	x		x			x		x	x	x	x		x	x
	FRONT AXLE	Noise				x	x	x	x	x		x	x	x	x	x
		Shake				x	x	x		x		x	x	x	x	x
		Vibration				x	x	x		x		x		x		x
		Shimmy				x	x			x		x	x		x	x
		Judder				x				x		x	x		x	x
		Poor quality ride or handling				x	x			x		x	x			

x: Applicable

FRONT WHEEL HUB AND KNUCKLE

FRONT WHEEL HUB AND KNUCKLE

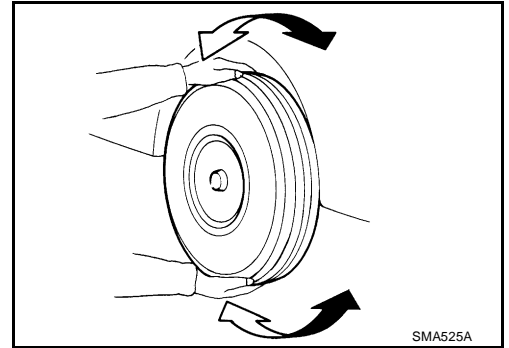
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On-Vehicle Inspection

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Inspect to check that there is no excessive play, cracking, wear, or other damage to front axle.

- Turn front wheels (left/right) and check the play.
- Check that no nails or other foreign objects are embedded.
- Retighten all axle nuts and bolts to the specified torque.



FRONT WHEEL BEARINGS

With the vehicle raised, inspect the following.

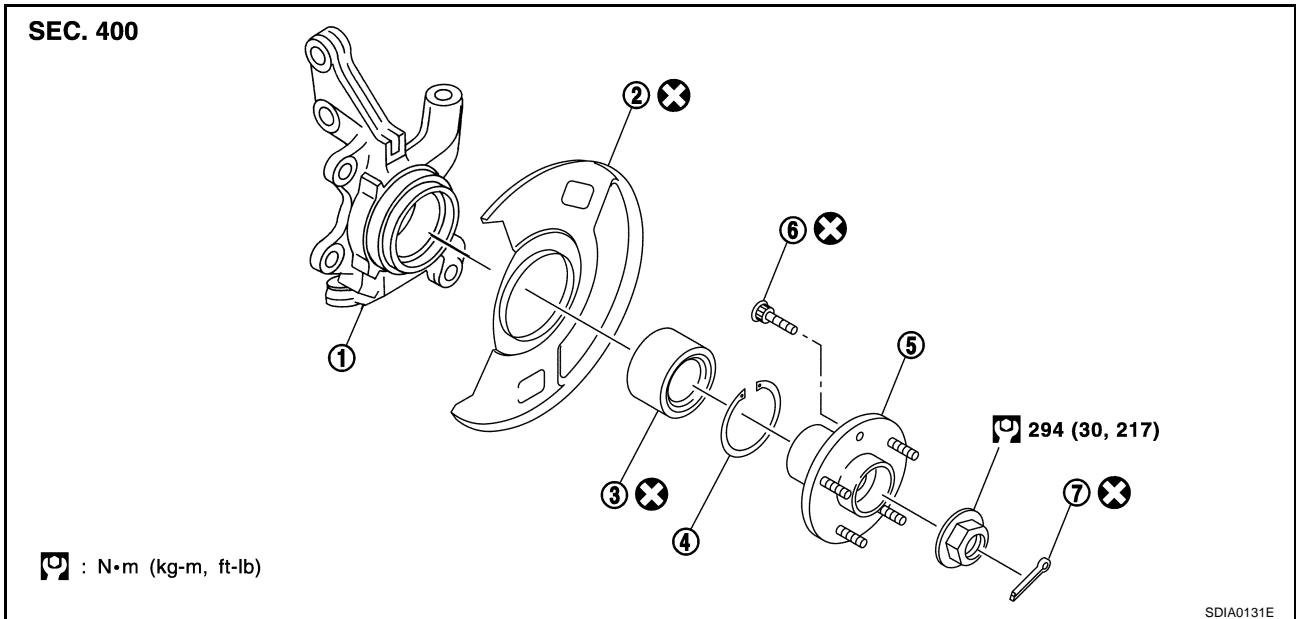
- Move wheel hub in the axial direction by hand. Check that there is no looseness of front wheel bearings.

Axial end play : 0.05 mm (0.002 in)

- Rotate wheel hub and check that there is no unusual noise or other irregular conditions. If there are any irregular conditions, replace the wheel bearing.

Removal and Installation

EDS0005S



- | | | |
|---------------------|-----------------|---------------------------|
| 1. Steering knuckle | 2. Splash guard | 3. Wheel bearing assembly |
| 4. Snap ring | 5. Wheel hub | 6. Hub bolt |
| 7. Cotter pin | | |

REMOVAL

1. Remove tyre. Remove brake hose lock plate from strut.
2. Remove brake caliper from steering knuckle. Hang it in a place where it will not interfere with work. Refer to [BR-27, "FRONT DISC BRAKE"](#).

CAUTION:

Avoid depressing the brake pedal with brake caliper removed.

3. Remove wheel sensor from steering knuckle. Refer to [BRC-116, "WHEEL SENSORS"](#).

CAUTION:

Do not pull on wheel sensor harness.

FRONT WHEEL HUB AND KNUCKLE

4. Remove cotter pin. Use a hub lock nut wrench to remove lock nut from drive shaft.
5. Remove disc rotor from wheel hub.
6. Remove cotter pin. Use a ball joint remover to remove tie rod from steering knuckle.

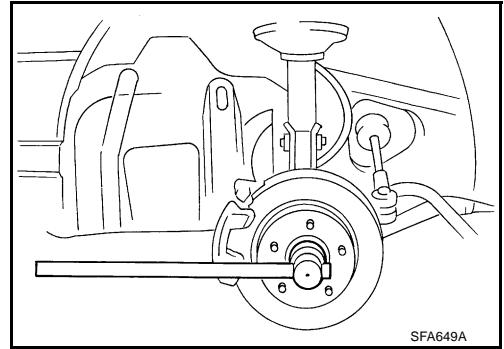
CAUTION:

When using a ball joint remover, install nuts temporarily.

7. Remove steering knuckle from strut.
8. Remove drive shaft from steering knuckle.
9. Remove cotter pin. Use a ball joint remover to remove transverse link from steering knuckle.

CAUTION:

When using a ball joint remover, install nuts temporarily.



INSPECTON AFTER REMOVAL

Check for deformity, cracks and damage on each parts, replace if necessary.

Ball Joint Inspection

- Check for boot breakage, axial looseness, and torque of transverse link ball joint. Refer to [FSU-10, "INSPECTION AFTER REMOVAL"](#).

INSTALLATION

- Refer to [FAX-7, "Removal and Installation"](#) for tightening torque. Install in the reverse order of removal.

NOTE:

Refer to component parts location and do not reuse non-reusable parts.

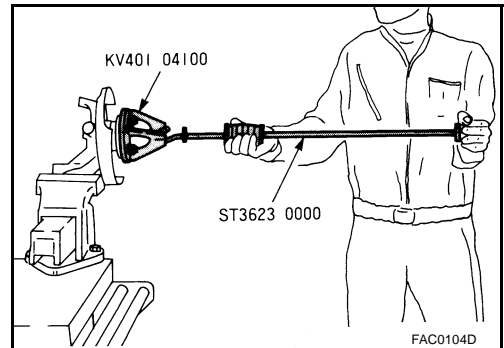
Disassembly and Assembly

DISASSEMBLY

1. Set steering knuckle on bench vise at point where strut is attached. Use a sliding hammer (SST) and attachment (SST) to remove wheel hub and bearing assembly from steering knuckle.

CAUTION:

When placing onto vise, be careful not to damage strut mounting surface of steering knuckle. Use an aluminum plate or another suitable tool.

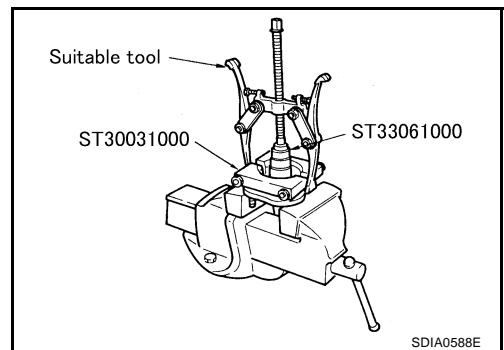


2. As shown in the figure, use a puller (suitable tool), drift (SST), and bearing replacer (SST) to remove inner race of outer wheel bearing from wheel hub.
3. Use a flat-bladed screwdriver or similar tool to remove snap ring.

CAUTION:

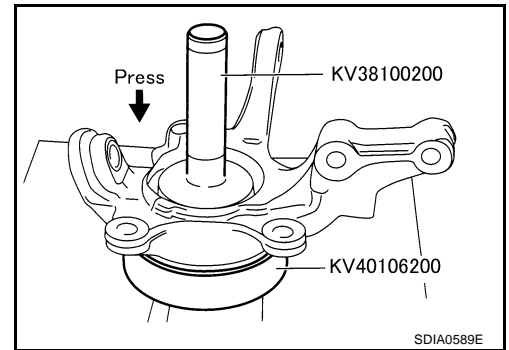
Be careful not to scratch the steering knuckle.

4. Fix steering knuckle to bench vise. Use a flat-bladed screwdriver and hammer to remove splash guard from steering knuckle.



FRONT WHEEL HUB AND KNUCKLE

5. Use a drift (SST) and a press to remove wheel bearing.



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INSPECTION AFTER DISASSEMBLY

Wheel Hub

- Check wheel bearings for damage, seizure, and corrosion. Also check wheel hubs for cracks (using a die test or other method). Replace if any irregular conditions are found.

Steering Knuckle

- Check steering knuckle for deformation, cracks, and other damage. Replace if any irregular conditions are found.

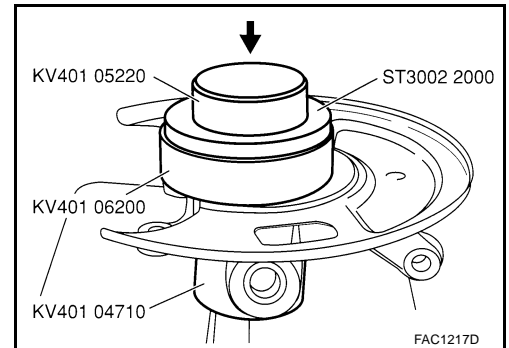
Snap Ring

- Check snap ring for wear or other damage. Replace if any irregular conditions are found.

ASSEMBLY

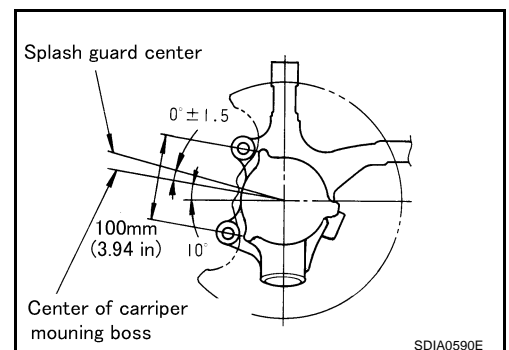
1. Use a drift (SST) to install splash guard onto steering knuckle.

CAUTION:
Discard the old splash guard; replace with a new one.



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- Install splash guard in position shown in the figure.

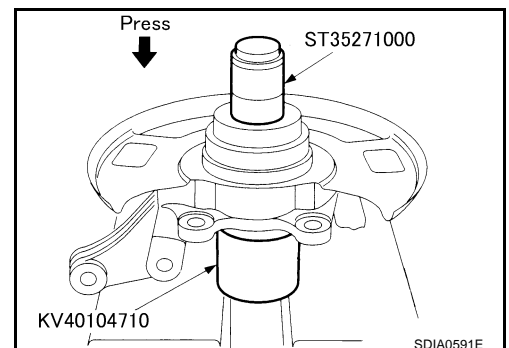


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2. Use a drift (SST) and a press to press-fit wheel bearing onto steering knuckle.

CAUTION:
Discard the old wheel bearing; replace with a new one.

3. Install snap ring onto steering knuckle.

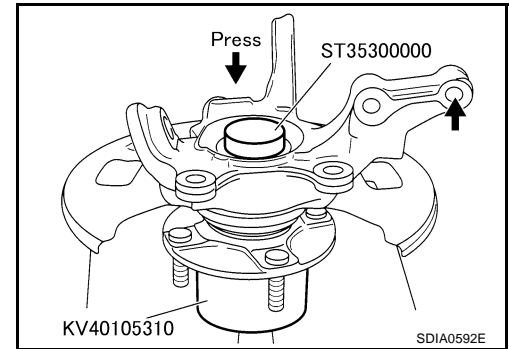


FRONT WHEEL HUB AND KNUCKLE

4. Use a drift (SST) and a press to install wheel hub.
5. As shown in the figure, apply a load of 34,324 – 49,033 N (3500 – 5,000 kg, 7718 – 11,025 lb). Rotate in forward and reverse directions 10 times each to ensure a good fit.
6. At a rotation speed of 10 ± 2 rpm, place a spring balance at the point where strut is joined (upper-side bolt hole). Measure rotating torque. Refer to [FAX-19, "Wheel Bearing"](#).

Rotating torque : 1.645 N·m (0.17 kg-m, 15 in-lb) or less

Spring balance : 10.6 N (1.1 kg, 2.4 lb) or less reading



NOTE:

If a load of 34,300 – 49,033 N (3,500 – 5,000 kg, 7718 – 11,025 lb) cannot be applied, carry out the following actions.

- Assemble drive shaft and tighten wheel hub lock nuts to specified torque. Then rotate in forward and reverse direction 10 times each to ensure a good fit.
- At a rotation speed of 10 ± 2 rpm, place a spring balance on hub bolt to measure torque.

Rotation torque : 2.215 N·m (0.22 kg-m, 19 in-lb) or less

Spring balance reading : 37.2 N (3.8 kg, 8.4 lb) or less

FRONT DRIVE SHAFT

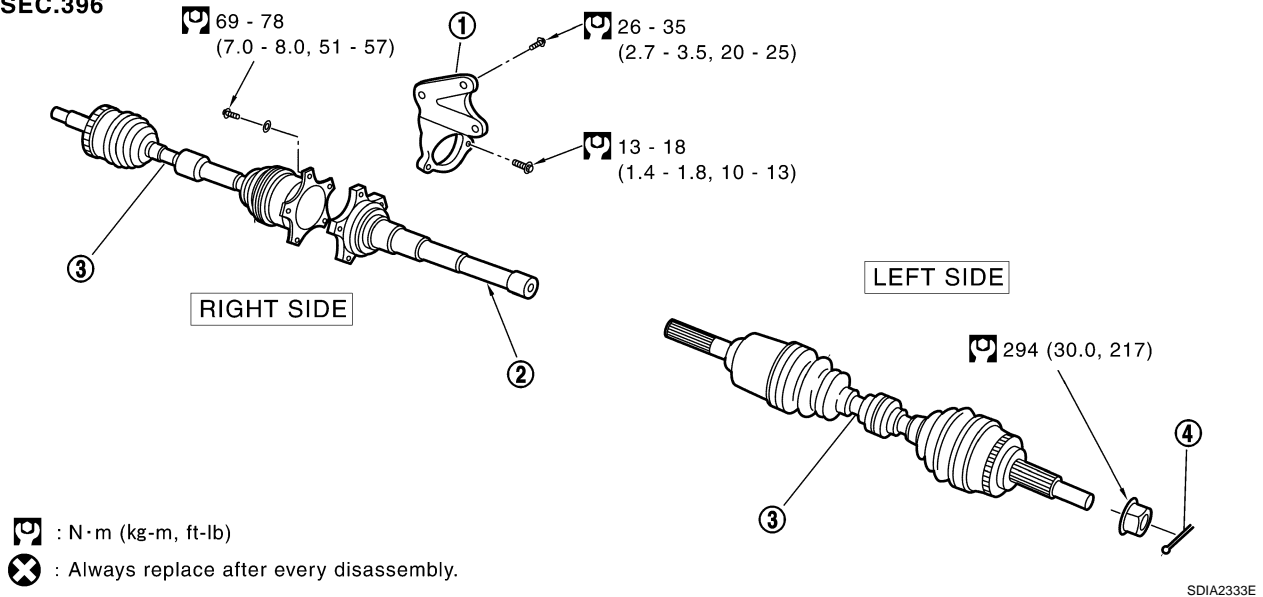
FRONT DRIVE SHAFT

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Removal and Installation

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1. Support bearing bracket
2. Side flange
3. Drive shaft
4. Cotter pin

REMOVAL

1. Remove tyre from vehicle.
2. Remove cotter pin. Use a hub lock nut wrench to remove lock nut.
3. Remove wheel sensor from steering knuckle. Refer to [BRC-116, "WHEEL SENSORS"](#).
4. Use a pitman arm puller to remove tie rod from steering knuckle.
5. Remove lock plate from strut. Disconnect brake hose from strut. Refer to [BR-11, "Removal and Installation of Front Brake Piping and Brake Hose"](#).
6. Remove steering knuckle and strut installation bolts and nuts.

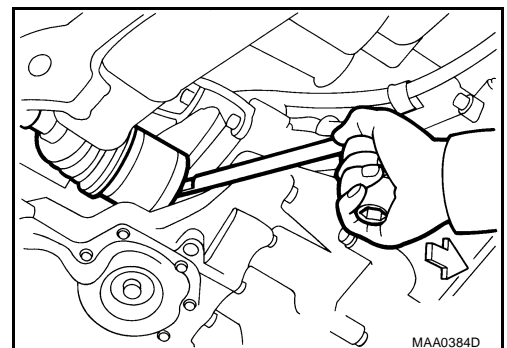
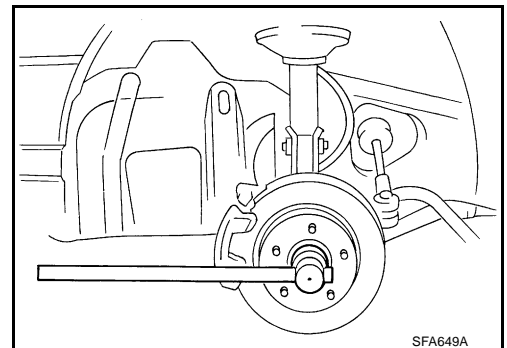
CAUTION:

Do not apply an excessive angle (22° or more) to drive shaft joint. Firmly support steering knuckle so that slide joint is not excessively extended.

7. Use a puller to remove drive shaft from steering knuckle.
8. As shown in the figure, use a wheel wrench or other tool to remove drive shaft from transaxle.

CAUTION:

- When removing drive shaft from vehicle, be careful to avoid interfering with brake hose, wheel sensor harness, and other parts.
- When removing drive shaft, do not apply an excessive angle (22° or more) to drive shaft joint. Also be careful not to excessively extend slide joint.
- Do not lift drive shaft, with axle attached, by grasping counter shaft only.
- Do not allow drive shaft, with transaxle inserted, to hang down without support for counter shaft, wheel joints, and other parts.
- When the drive shaft listed below have been removed, check that a circular clip is attached to the end.



FRONT DRIVE SHAFT

Engine type	Drive shaft with circular clip	
	Right	Left
QR20DE and QR25DE	–	×
YD22DDTi	–	×

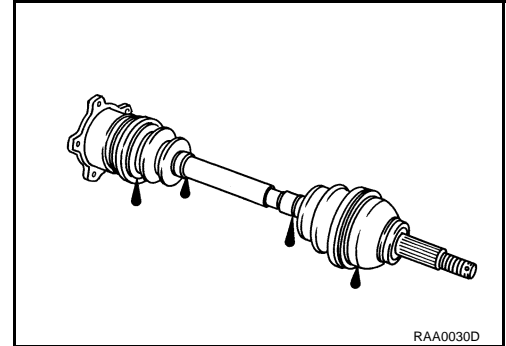
×: Applicable

–: Not applicable

- Remove installation bolts from right-side drive shaft support bearing bracket. Then remove bracket from engine.
- Remove installation bolts from right-side drive shaft and remove drive shaft from side shaft.

INSPECTION AFTER REMOVAL

- Move joint in up/down, left/right, and axial directions. Check for motion that is not smooth and for significant looseness.
- Check for cracking and damage of boots, and for grease leakage.



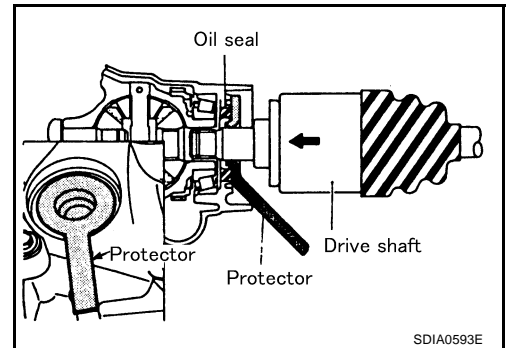
INSTALLATION

- Install support bearing bracket onto engine and tighten installation bolts to specified torque. Refer to [FAX-11, "Removal and Installation"](#).
 - Install drive shaft to side shaft and tighten installation bolts to specified torque. Refer to [FAX-11, "Removal and Installation"](#).
1. In order to prevent damage to differential side oil seal, first fit a protector onto oil seal before inserting drive shaft. Slide drive shaft slide joint and tap with a hammer to install securely.

CAUTION:

Be sure to check that circular clip is securely fastened.

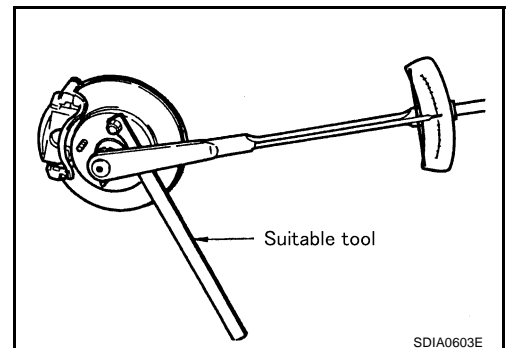
Model type	Protector SST No.
RH	KV38107800
LH	KV38105500



2. Insert drive shaft into steering knuckle. Install lock nut and then temporarily tighten lock nut. Refer to [FAX-11, "Removal and Installation"](#).
3. Install installation bolts for steering knuckle and strut.
4. Use lock plate to fix brake hose to strut.
5. Install tie rod to steering knuckle.
6. Install wheel sensor.
7. Tighten lock nuts to specified torque. Refer to [FAX-11, "Removal and Installation"](#).
8. Install cotter pin.

CAUTION:

Discard the old cotter pin; replace with a new one.

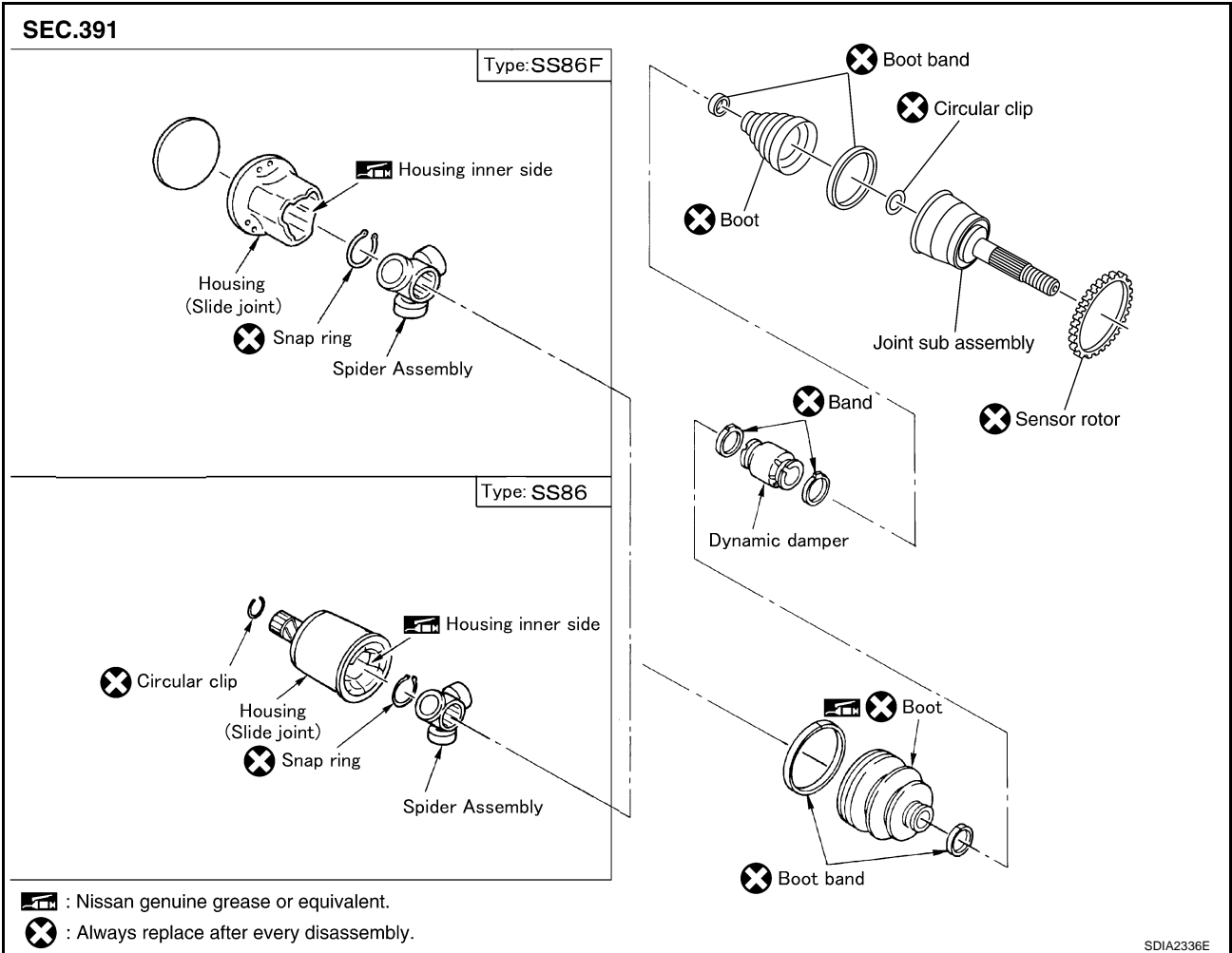


FRONT DRIVE SHAFT

Disassembly and Assembly

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DISASSEMBLY

Transaxle Side

1. Remove boot bands.
2. Fix shaft to bench vise.

CAUTION:

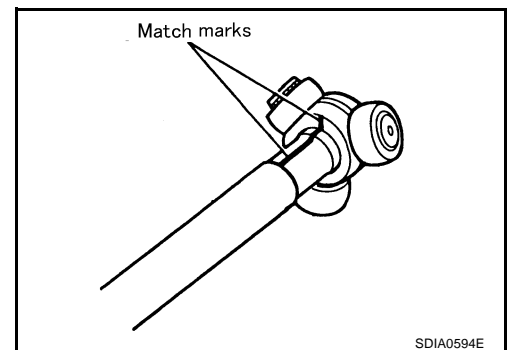
When fixing shaft to bench vise, be sure to protect it with a copper or aluminum sheet.

3. Put match marks on shaft and spider assembly.

CAUTION:

Use paint or similar substance for alignment marks. Do not scratch the surface.

4. Remove snap ring. Remove spider assembly from shaft.
5. Remove boot from shaft.
6. Remove dynamic damper from shaft.



FRONT DRIVE SHAFT

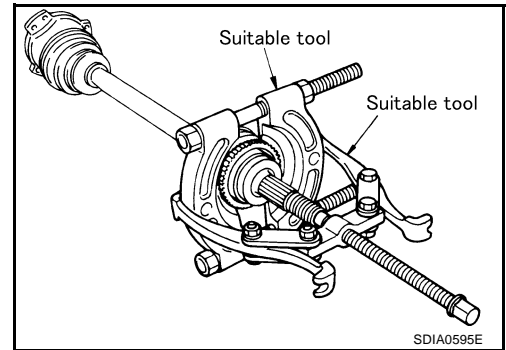
Wheel Side

1. As shown in the figure, use a bearing replacer (suitable tool) and puller (suitable tool) to remove sensor rotor from drive shaft.
2. Press shaft in a vise.

CAUTION:

When retaining shaft in a vise, always use copper or aluminum plates between vise and shaft.

3. Remove boot bands. Then remove boot from joint sub-assembly.

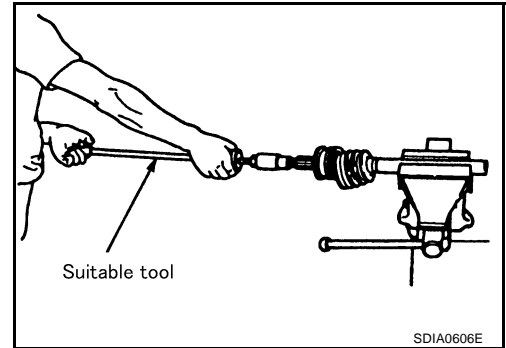


4. Screw a drive shaft puller (suitable tool) 30 mm (1.18 in) or more into threaded part of joint sub-assembly. Pull joint sub-assembly out of shaft.

CAUTION:

- If joint sub-assembly cannot be removed after five or more unsuccessful attempts, replace the entire drive shaft assembly.
- Align sliding hammer and drive shaft and remove them by pulling directly.

5. Remove boot from shaft.
6. Remove circular clip from shaft.
7. While rotating ball cage, remove old grease on joint sub-assembly with paper towels.



INSPECTION AFTER DISASSEMBLY

Shaft

- Replace shaft if there is any runout, cracking or other damage.

Joint Sub-Assembly

- Make sure there is no rough rotation or unusual axial looseness.
- Make sure there is no foreign material inside joint sub-assembly.
- Check joint sub-assembly for compression scars, cracks or fractures.

CAUTION:

If there are any irregular conditions of joint sub-assembly components, replace the entire joint sub-assembly.

Slide Joint Side

Housing and spider assembly

- If roller or roller surface of spider assembly has scratch or wear, replace housing and spider assembly.
- If there is circumferential looseness or rough rotation of spider roller, replace spider assembly.

NOTE:

Housing and spider assembly are components which are used as a set.

FRONT DRIVE SHAFT

ASSEMBLY

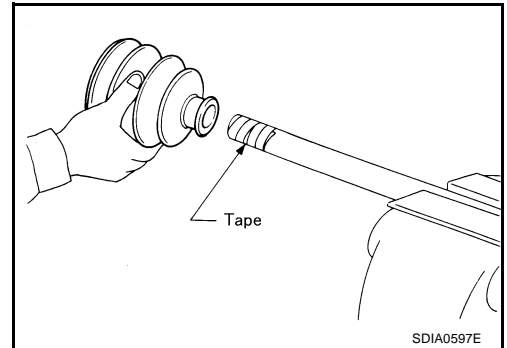
Transaxle Side

1. Wind serrated part of drive shaft with tape. Install boot band and boot to shaft. Be careful not to damage boot.

CAUTION:

Discard the old boot band and boot: replace with new ones.

2. Remove protective tape wound around serrated part of shaft.

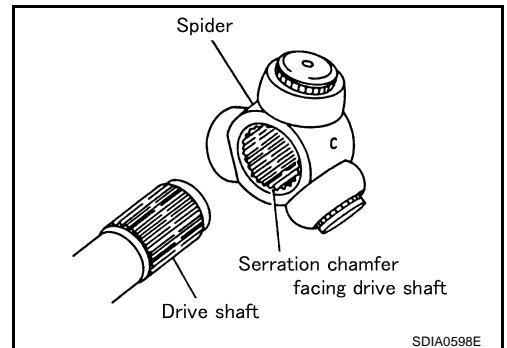


3. Line up alignment marks which were made when spider assembly was removed. Install spider assembly, with serration chamfer facing drive shaft.
4. Secure spider assembly with snap ring.

CAUTION:

Discard the old snap ring: replace with new ones.

5. Apply Nissan genuine grease or equivalent to spider assembly and sliding surface.
6. Install sliding joint housing to spider assembly. Add remaining grease up to the amount listed below.

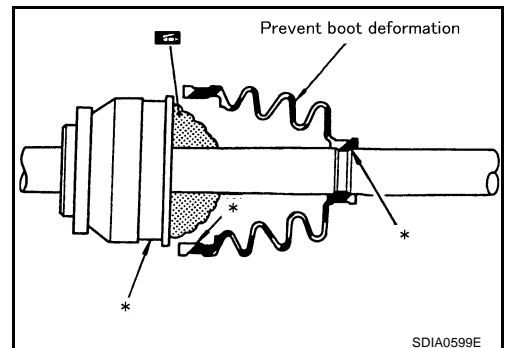


Grease amount : 132 - 142 g (4.69 - 5.04 oz)

7. Install boot securely into grooves (indicated by * marks) shown in the figure.

CAUTION:

If there is grease on boot mounting surfaces (indicated by * marks) of joint, boot may come off. Remove all grease from surfaces.



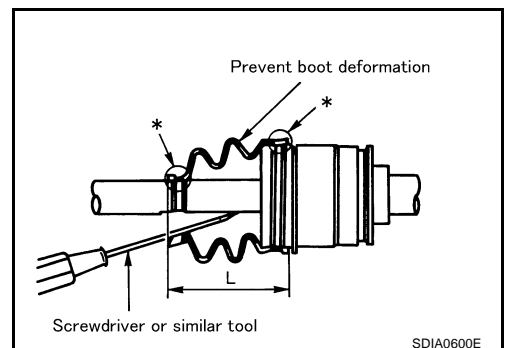
8. Check that boot installation length "L" is the length indicated below. Insert flat bladed screwdriver or similar tool into smaller side of boot to prevent boot deformation.

Boot installation length:

84 - 86 mm (3.31 - 3.39 in)

CAUTION:

- Boot may break if boot installation length is less than standard value.
- Be careful that screwdriver tip does not contact inside surface of boot.

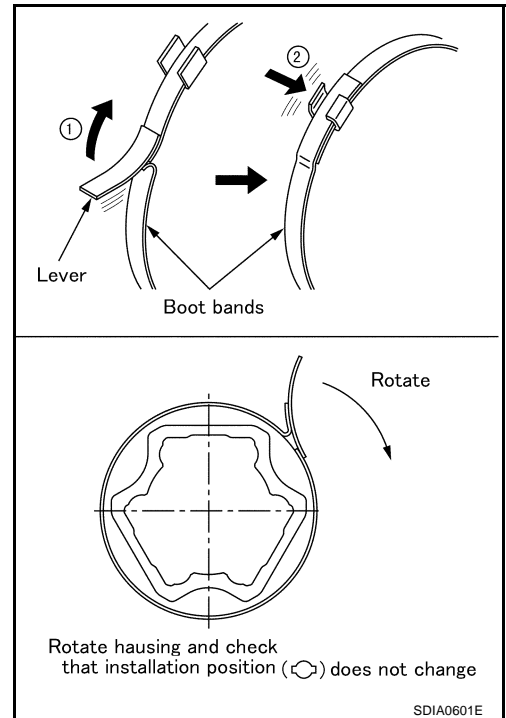


FRONT DRIVE SHAFT

- Secure big and small ends of boot with new boot bands as shown in figure.

CAUTION:

Rotate housing and check that boot installation position does not change. If position changes, reinstall boot bands.



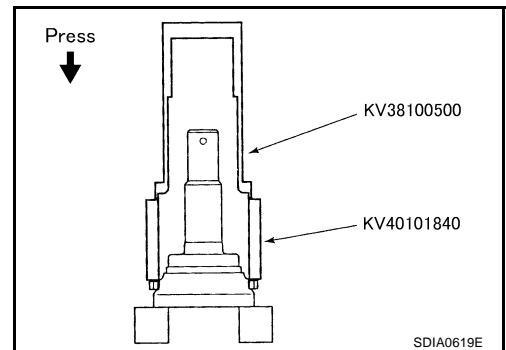
Wheel Side

- Use a drift (SST) to press-fit sensor rotor into joint sub-assembly.

CAUTION:

● Discard the old sensor rotor; replace with a new one.

- Insert the amount of grease (NISSAN genuine grease or equivalent) into joint sub-assembly serration hole until grease begins to ooze from ball groove and serration hole. After inserting grease, use a shop cloth to wipe off old grease that has oozed out.



- Wind serrated part of shaft with tape. Install new boot band and boot to shaft. Be careful not to damage boot.

CAUTION:

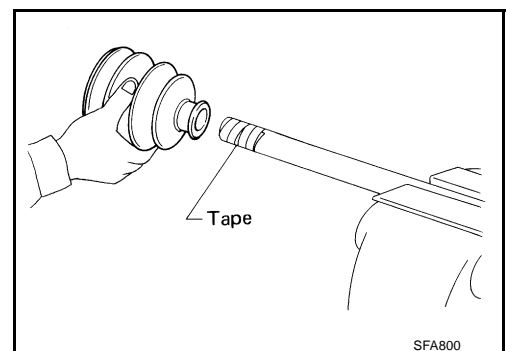
Discard old boot band; replace with new ones.

- Remove protective tape wound around serrated part of shaft.
- Attach new circular clip to shaft. At this time, circular clip must fit securely into shaft groove. Attach nut to joint sub-assembly.

CAUTION:

Discard old circular clip; replace with new ones.

- Insert the amount of new grease (NISSAN genuine grease or equivalent) listed below into housing from large end of boot.



Grease amount : 115 – 125 (4.01 – 4.41 oz)

FRONT DRIVE SHAFT

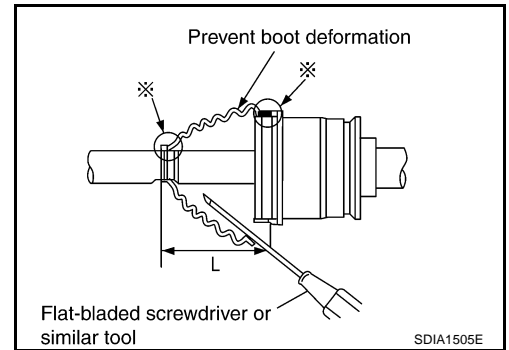
7. Install boot securely into grooves (indicated by * marks) shown in the figure.

CAUTION:

If there is grease on boot mounting surfaces (indicated by * marks) of shaft and housing, boot may come off. Remove all grease from surface.

8. Make sure boot installation length "L" is the length indicated below. Insert a flat-bladed screwdriver or similar tool into smaller side of boot. Bleed air from boot to prevent boot deformation.

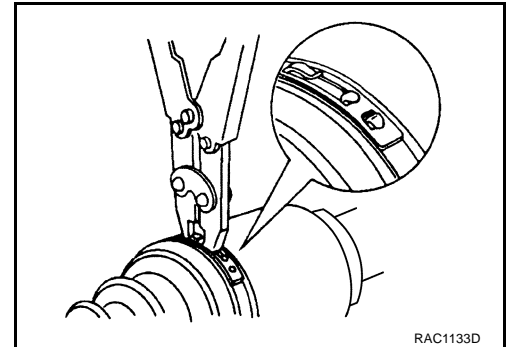
Boot installation length "L" : 100 – 103 mm (3.94 – 4.06 in)



CAUTION:

- Boot may brake if boot installation length is than standard value.
- Be careful that screwdriver tip does not contact inside surface of boot.

9. Install new larger and smaller boot bands securely with a suitable tool.

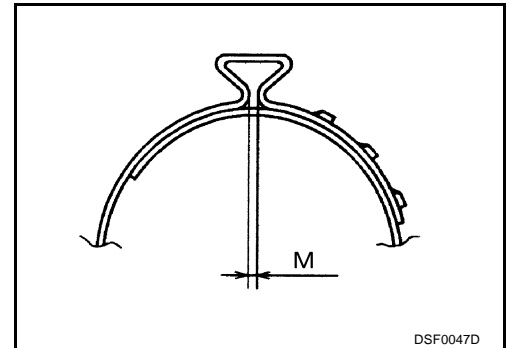


CAUTION:

- Secure boot band so that dimension "M" shown at right satisfies the following:

Dimension "M" : 2.0 – 3.0 mm (0.079 – 0.018 in)

10. After installing housing and shaft, rotate boot to check whether or not the actual position is correct, secure boot with new boot bands again.

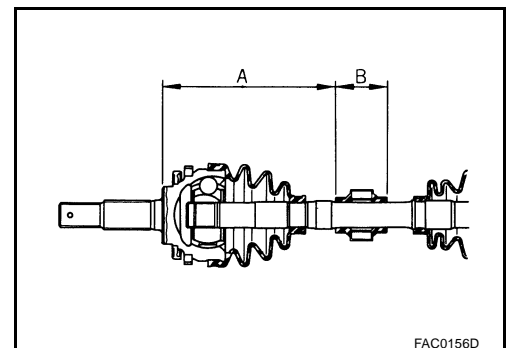


Dynamic Damper

- When dynamic damper has been removed, secure with bands as shown in the figure so that measurements from fixed-joint side are as listed below.

CAUTION:

Discard the old dynamic damper: replace with a new one.



FRONT DRIVE SHAFT

Mounting Dimensions

Drive shaft model	Applied model	Specification	Dimension A	Dimension B
ZF100SS86	All	Left	205 - 215 mm (8.07 - 8.46 in)	70 mm (2.76 in)
ZF100SS86F+B	LHD: QR20DE A/T models RHD: QR25DE A/T models QR25DE: M/T models	Right	207 - 213 mm (8.15 - 8.39 in)	70 mm (2.76 in)
	QR20DE/YD22DDTi: M/T models			50 mm (1.97 in)

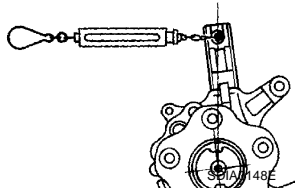
SERVICE DATA AND SPECIFICATIONS (SDS)

SERVICE DATA AND SPECIFICATIONS (SDS)

PFP:00030

Wheel Bearing

EDS000IG

Axial end play	0.05 mm (0.0020 in)
Rotating torque	1.645 N·m (0.17 kg-m, 15 in-lb) or less
Spring balance reading	10.6 N (1.1 kg, 2.4 lb) or less
Installation location of spring scale	

Drive Shaft

ZF100SS86, ZF100SS86F, ZF100SS86F+B

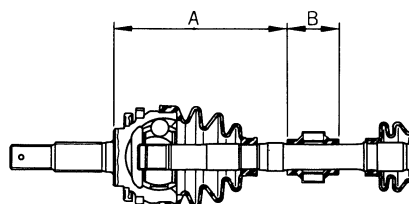
EDS000IH

Joint type	Wheel side	Transaxle side
Grease amount	115 - 125 g (4.01 - 4.41 oz)	132 - 142 g (4.69 - 5.04 oz)
Boot length	100 - 103 mm (3.94 - 4.06 in)	84 - 86 mm (3.31 - 3.39 in)

Dynamic Damper

EDS000II

Drive shaft model	Applied model	Specification	Dimension A	Dimension B
ZF100SS86	ALL	Left	205 - 215 mm (8.07 - 8.46 in)	70 mm (2.76 in)
ZF100SS86F+ B	RHD: QR25DE A/T models QR25DE: M/T models	Right	267 - 273 mm (10.51 - 10.75 in)	70 mm (2.76 in)
	QR20DE/YD22DDTi M/T models			50 mm (1.97 in)



FAC0156D

SERVICE DATA AND SPECIFICATIONS (SDS)
