

Driveshafts

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Driveshafts

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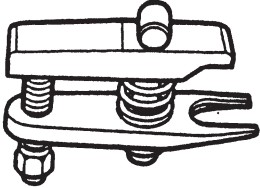
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Special Tools

Ref. No.	Tool Number	Description	Q'ty	Page Reference
①	07MAC—SL00200	Ball Joint Remover, 28 mm	1	16-3



①



Driveshafts

Removal

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.

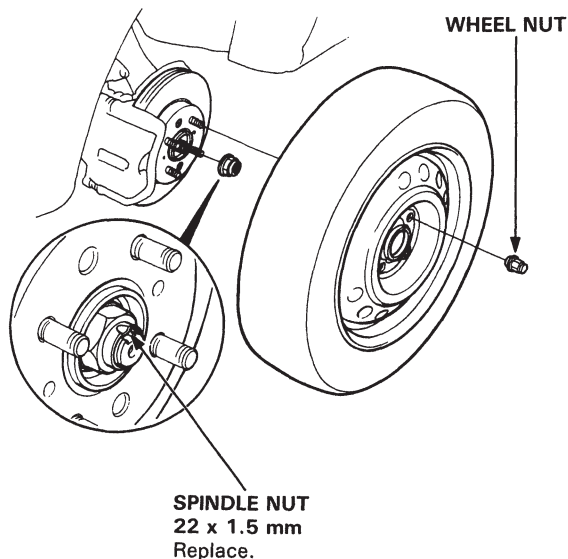
Spline Looseness

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.

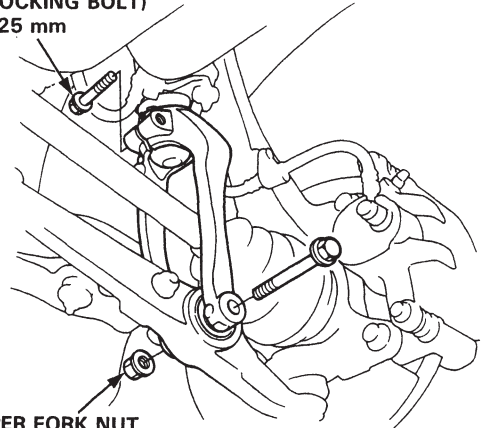
1. Raise the car and place safety stands in the proper locations (see Section 1).
2. Remove the front wheels.
3. Drain the transmission oil (see Section 15).
4. Raise the locking tab on the spindle nut and remove it.



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

6. Remove the damper fork.

**DAMPER PINCH BOLT
(SELF-LOCKING BOLT)**
10 x 1.25 mm

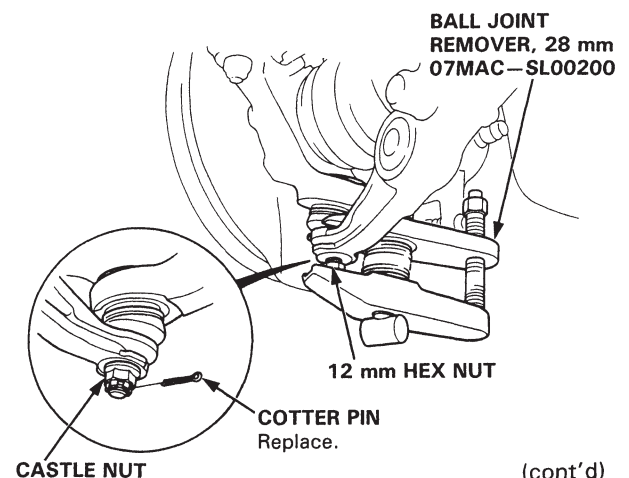


7. Remove the cotter pin from the lower arm ball joint castle nut and remove the nut.
8. Install the 12 mm hex nut on the ball joint. Be sure that the 12 mm hex nut is flush with the ball joint pin end, or the threaded section of the ball joint pin might be damaged by the ball joint remover.

NOTE: Use the Ball Joint Remover, 28 mm, as shown on page 18-11, to separate the ball joint and lower arm.

9. 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.

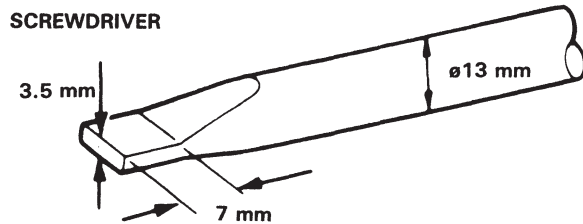


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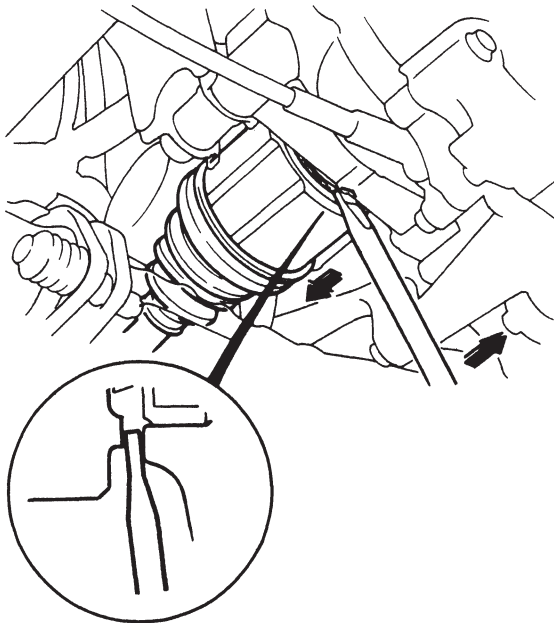
Driveshafts

Removal (cont'd)

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



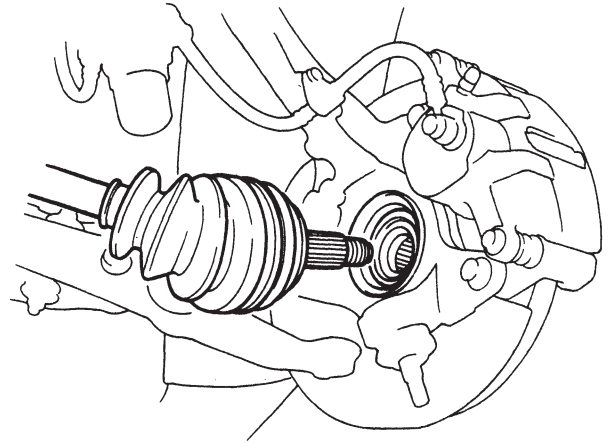
11. Pull the inboard joint and remove the driveshaft and CV joint from the differential case as an assembly.



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.

12. Pull the knuckle outward and remove the driveshaft outboard joint from the front wheel hub using a plastic hammer.



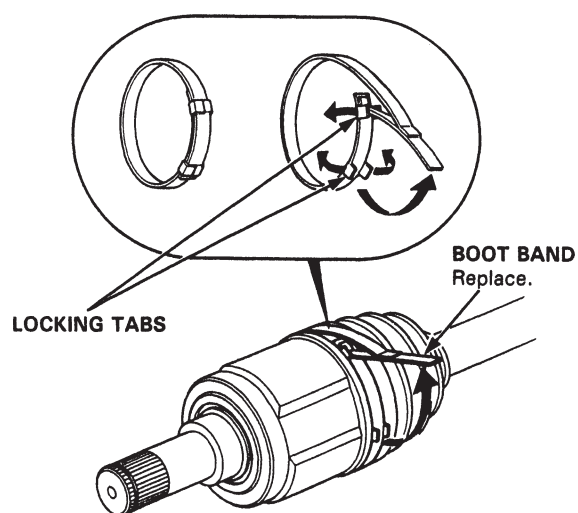


Disassembly

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

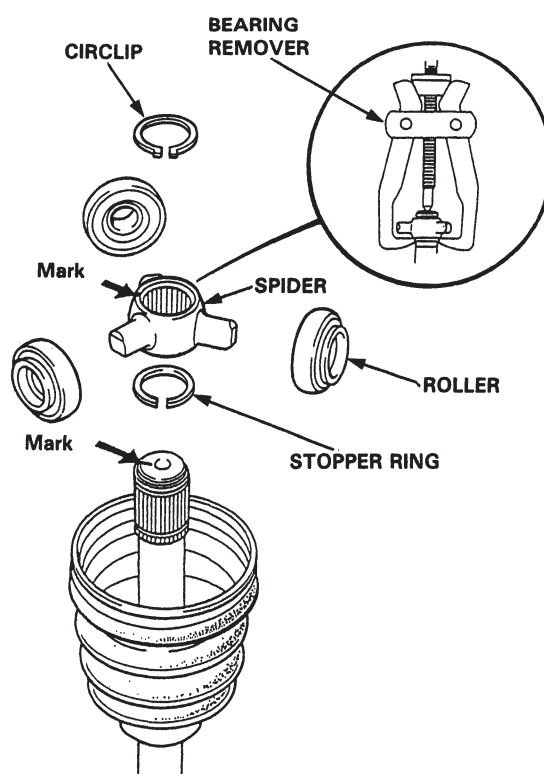
NOTE: Carefully clamp the driveshaft in a vise with soft jaws.

CAUTION: Take care not to damage the boots.



2. Remove the inboard joint and rollers.
3. Remove the circlip, then remove the spider using a commercially-available bearing remover.

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



Driveshafts

- Disassembly/Inspection

Disassembly/Inspection

NOTE:

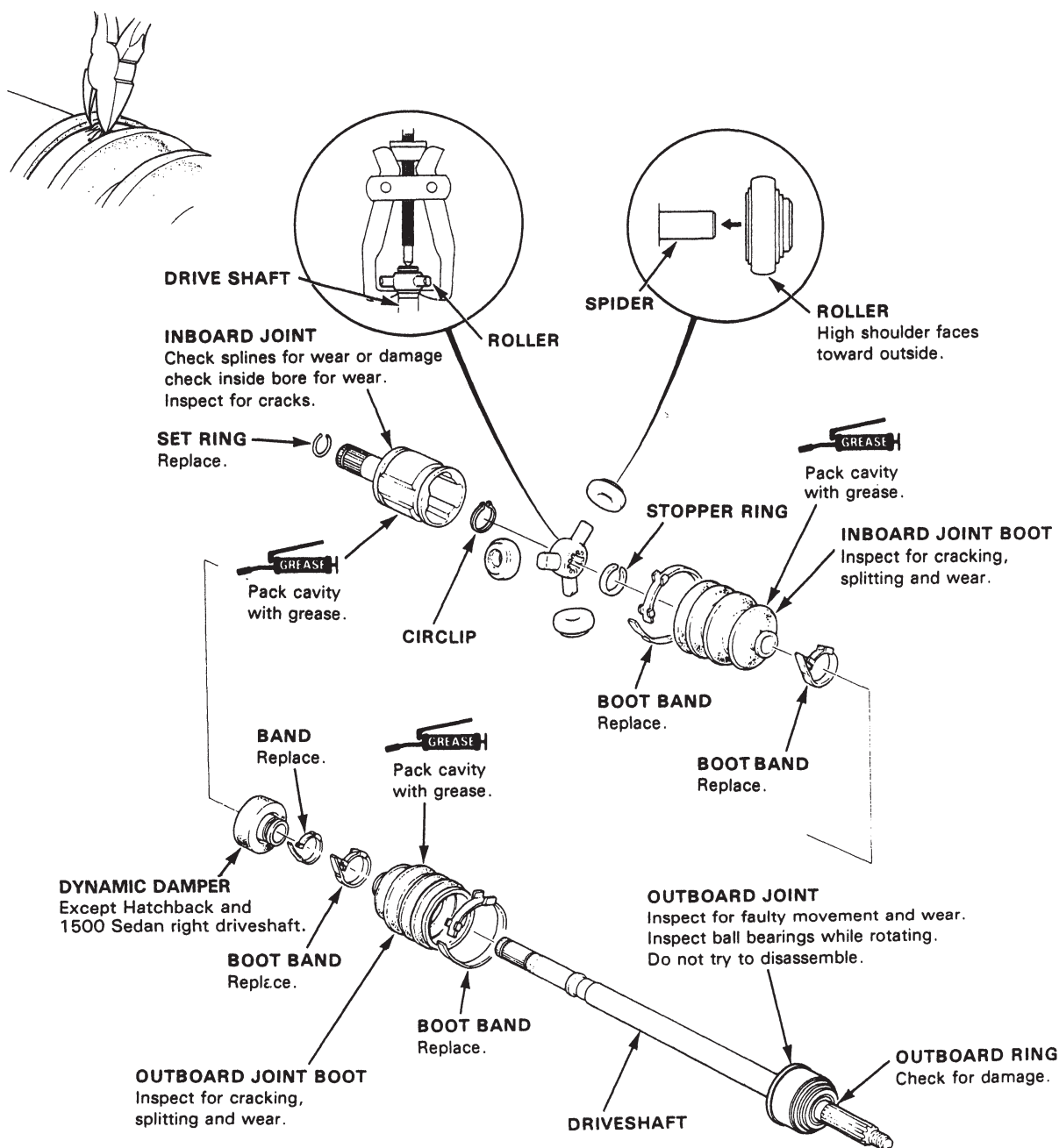
- Mark the rollers and roller grooves during disassembly to ensure proper positioning during reassembly.
- Before disassembly, mark the spider and driveshaft so they can be reinstalled in their original positions.
- The inboard joint must be removed to replace the boots.
- If the boot band is the welded type, cut off as shown.

 Thoroughly pack the inboard joint and both joint boots with joint grease included in the new driveshaft set.

Grease Quantity:

Inboard Joint	120–130 g (4.2–4.6 oz)
Outboard Joint	90–100 g (3.2–3.5 oz)

CAUTION: Take care not to damage the boots.

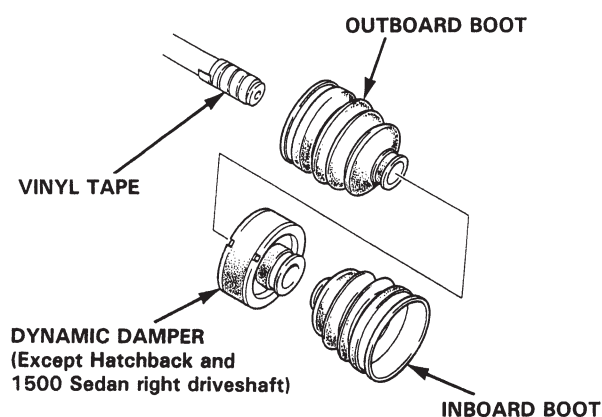




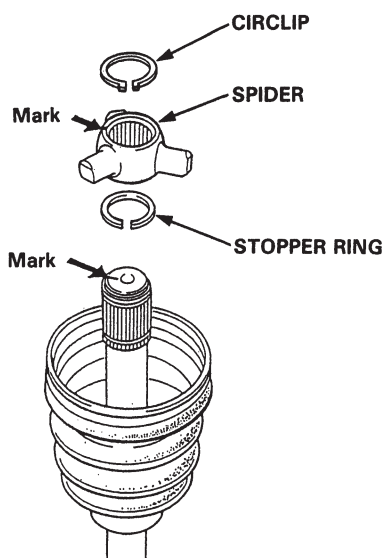
Reassembly

NOTE: Clean the driveshafts before reassembly.

1. Wrap the splines with vinyl tape to prevent damage to the boots and dynamic damper (except Hatchback and 1500 Sedan right driveshaft).
2. Install the outboard boot, dynamic damper (except Hatchback and 1500 Sedan right driveshaft) and inboard boot to the driveshaft, then remove the vinyl tape.



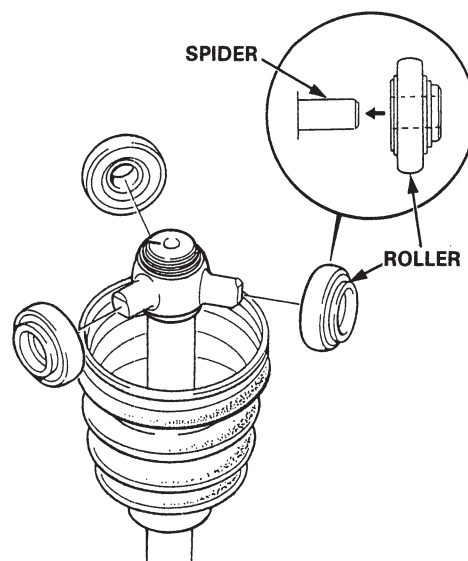
3. Install the stopper ring into the driveshaft groove.
4. Install the spider on the driveshaft by aligning the marks on the spider and end of the driveshaft.
5. Fit the circlip into the driveshaft groove.



6. Fit the rollers to the spider with their high shoulders facing outward.

CAUTION:

- Reinstall the rollers in their original positions on the spider.
- To prevent it from falling off, hold the driveshaft assembly so the spider and roller point up.

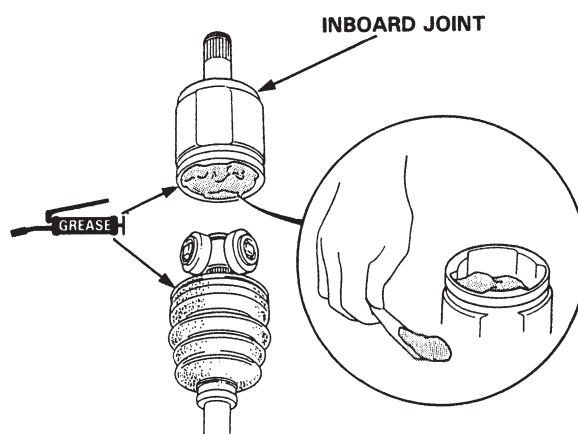


7. Pack the inboard joint with the joint grease included in the new driveshaft set.

Grease Quantity: 120–130 g (4.2–4.6 oz)

8. Fit the inboard joint onto the driveshaft.

CAUTION: To prevent it from falling off, hold the driveshaft assembly so the inboard joint points up.



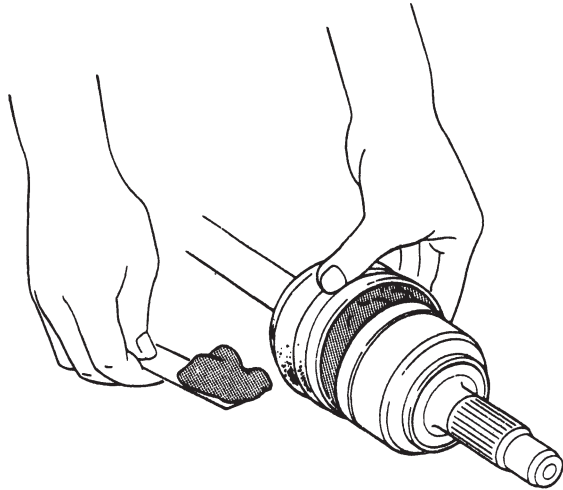
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Driveshafts

Reassembly (cont'd)

9. Pack the outboard joint with the joint grease included in the new driveshaft set.

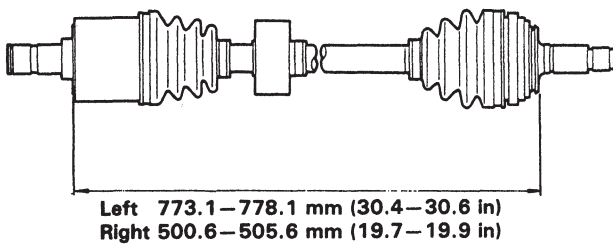
Grease Quantity: 90–100 g (3.2–3.5 oz)



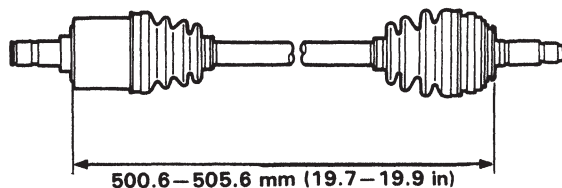
10. Adjust the length of the driveshafts to the figure below, then adjust the boots to halfway between full compression and full extension.

NOTE: The ends of boots seat in the groove of the driveshaft and joint.

With dynamic damper:

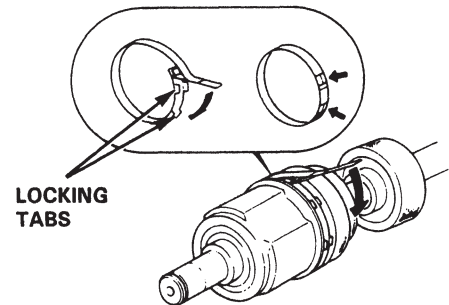


Without dynamic damper:



11. Install new boot bands on the boot and bend both sets of locking tabs.

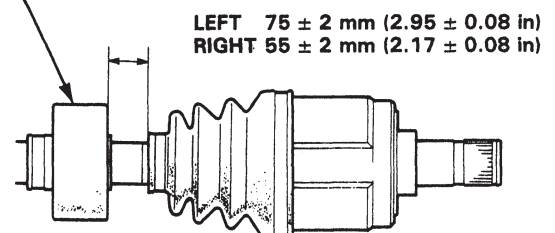
12. Lightly tap on the doubled-over portions to reduce their height.



13. With dynamic damper

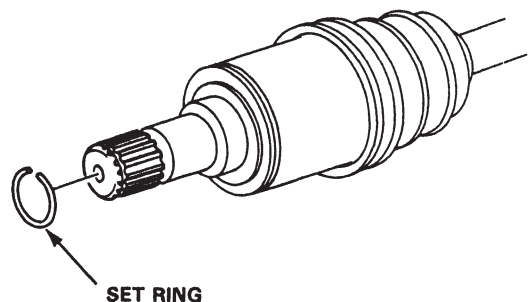
- Position the dynamic damper as shown below.
- Lightly tap on the doubled-over portion to reduce its height.
- Install a new dynamic damper band and bend down both sets of locking tabs.

DYNAMIC DAMPER



14. Install a new set ring in the driveshaft groove.

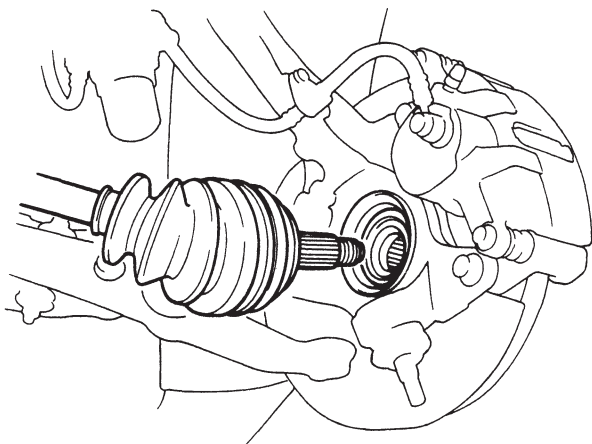
CAUTION: Always use a new set ring whenever the driveshaft is being installed.





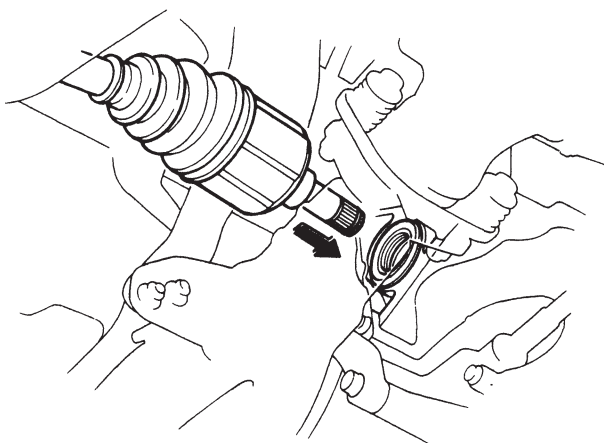
Installation

1. Install the outboard joint in the knuckle, then loosely install the new spindle nut.



2. Install the inboard end of the driveshaft into the differential.

CAUTION: Make sure the driveshaft locks in the differential side gear groove, and the CV joint sub-axle bottoms in the differential.

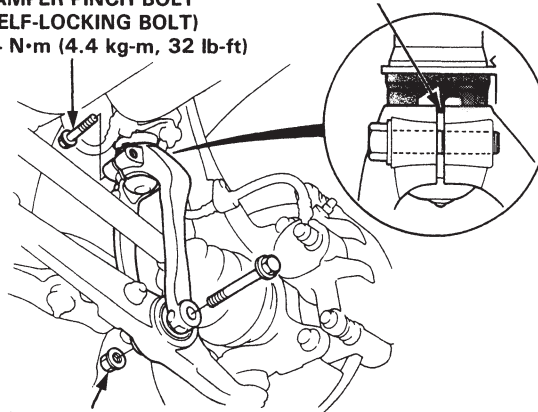


3. Install the damper fork over the driveshaft and onto the lower arm. Install the damper in the damper fork so the aligning tab is aligned with the slot in the damper fork.
4. Loosely install the damper pinch bolt and the new damper fork nut.

NOTE: The bolts and nuts should be tightened with the vehicle's weight on the damper.

**DAMPER PINCH BOLT
(SELF-LOCKING BOLT)**
44 N·m (4.4 kg-m, 32 lb-ft)

ALIGNING TAB

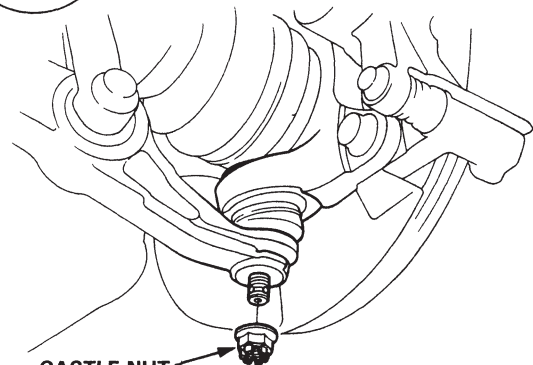
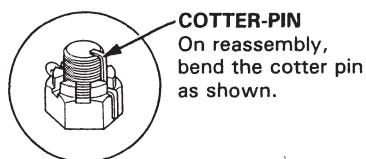


**DAMPER FORK NUT
(SELF-LOCKING NUT)**
65 N·m (6.5 kg-m, 47 lb-ft)

5. Install the knuckle on the lower arm, then tighten the castle nut and install new cotter pin.

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
12 x 1.25 mm
50–60 N·m (5.0–6.0 kg-m, 36–43 lb-ft)

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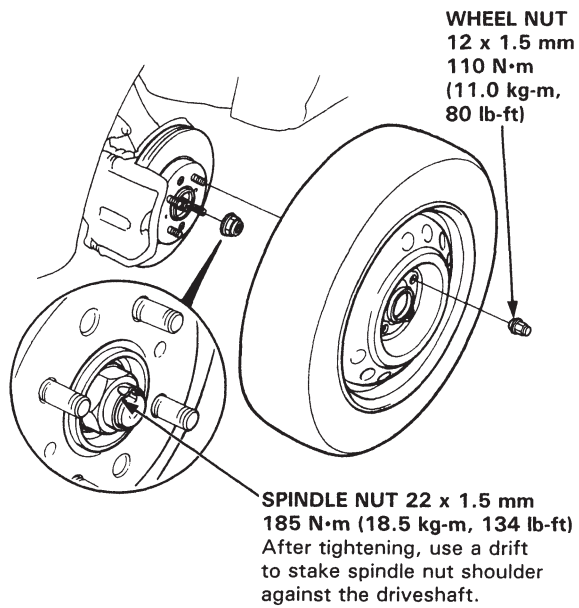
Driveshafts

Installation (cont'd)

6. Tighten the new spindle nut.

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

7. Install the wheel with the wheel nuts.



8. Tighten the damper pinch bolt and the new damper fork nut (see step 4).
9. Refill the transmission (see Section 15).
10. Check the front wheel alignment and adjust if necessary (see 18-4).