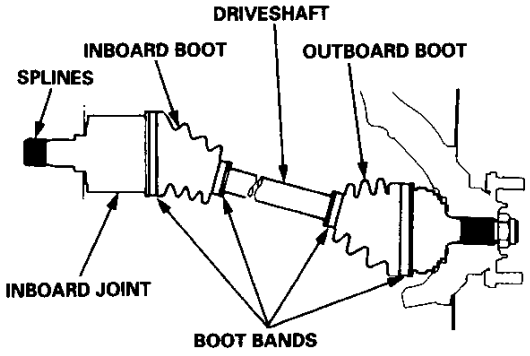
Inspection

Driveshaft Boot
Check the boots on the driveshaft for cracks, damage, leaking grease and loose boot bands. If any damage is found, replace the boot and boot bands.

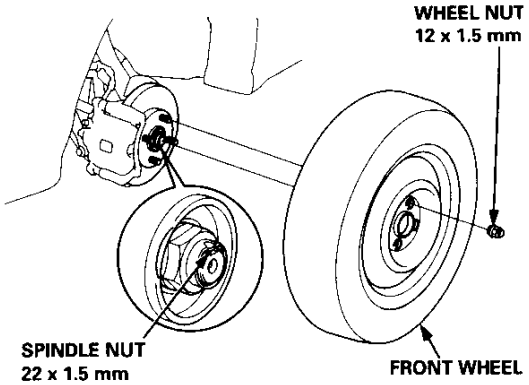
Loose Splines
Turn the driveshaft by hand and make sure the splines and joint are not excessively loose. If any damage is found, replace the inboard joint.

Twisted or Cracked
Make sure the driveshaft is not twisted or cracked. Replace it if necessary.

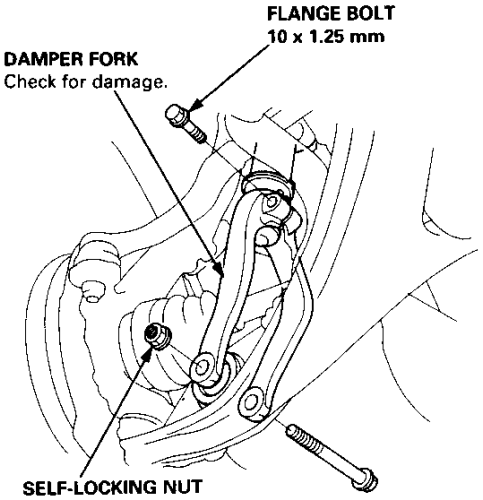


Removal

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



4. Drain the transmission fluid (see section 13 or 14).
5. Raise the locking tab on the spindle nut, then remove the nut.
6. Remove the self-locking nut and flange bolts.

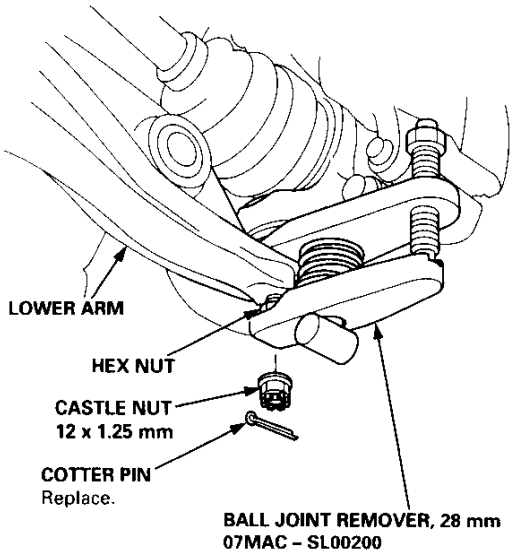


7. Remove the damper fork.

(cont'd)

Removal (cont'd)

8. Remove the cotter pin from the lower arm ball joint castle nut, and remove the nut.

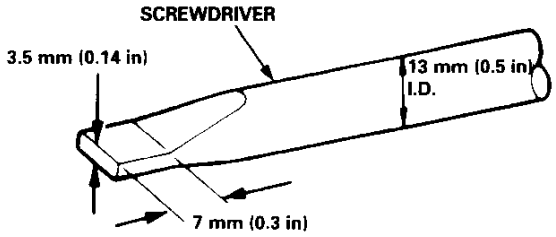


9. Install a 12 mm hex nut on the ball joint. Be sure that the hex nut is flush with the ball joint pin end, or the threaded section of the ball joint pin might be damaged by the special tool.

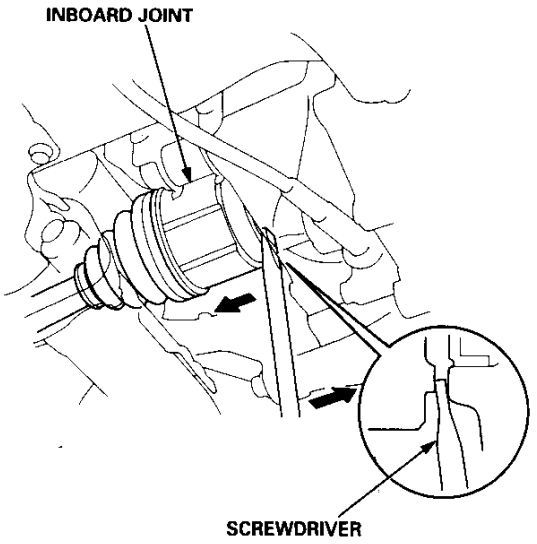
10. Use the special tool as shown in section 18, to separate the ball joint and lower arm. Be careful not to damage the ball joint boot.

    NOTE: If necessary, apply penetrating type lubricant to loosen the ball joint.

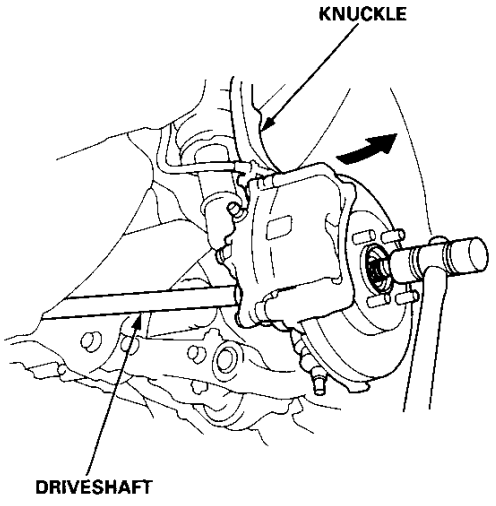
11. Pry the driveshaft assembly with a screwdriver, as shown, to force the set ring at the driveshaft end past the groove.



12. Pull the inboard joint, and remove the driveshaft from the differential case as an assembly. Do not pull on the driveshaft; the inboard joint may come apart. Use care when prying out the assembly, and pull it straight to avoid damaging the differential oil seal.



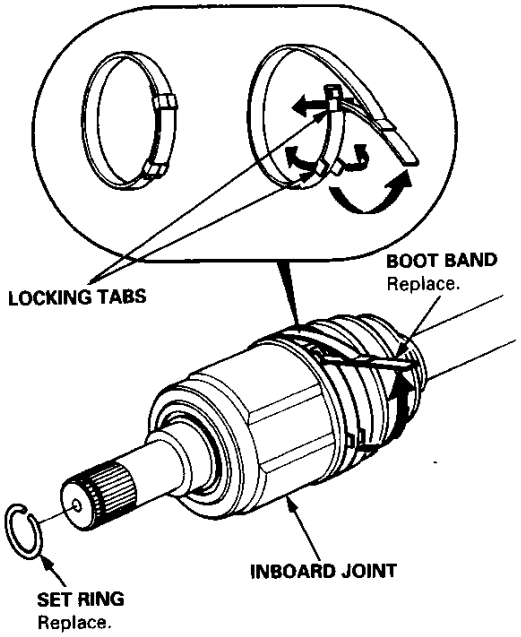
13. Pull the knuckle outward, and remove the driveshaft outboard joint from the front wheel hub using a plastic hammer.



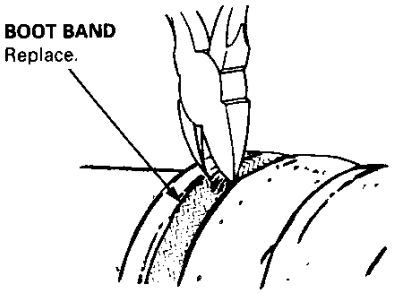
Disassembly

1. Carefully clamp the driveshaft in a vise with soft jaws, then remove the set ring from the inboard joint.

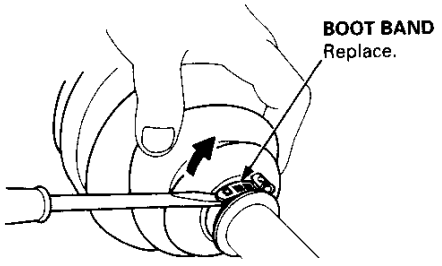
2. To remove the boot band, pry up the locking tabs with a screwdriver and raise the end of the band. Take care not to damage the boot.



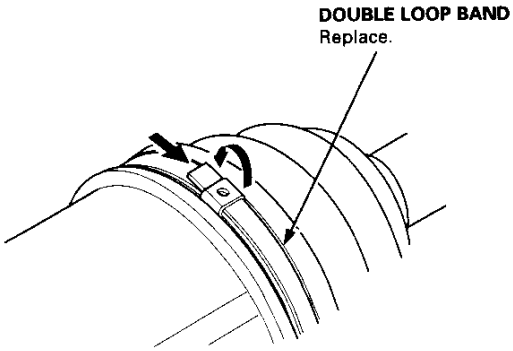
— If the boot band is the welded type, cut it off as shown.



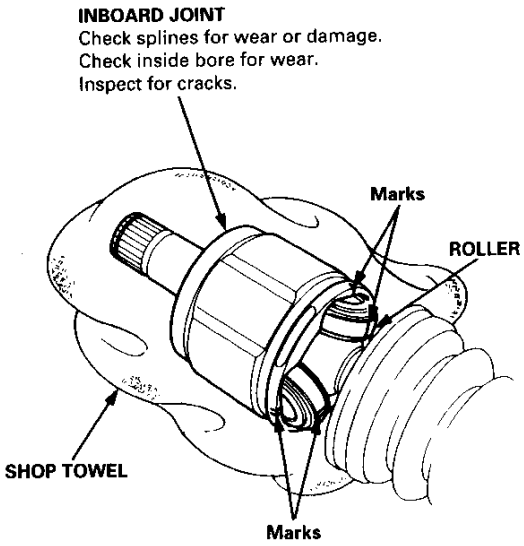
— If the boot band is the crimping type, pry up the end of the band with a screwdriver.



— If the boot band is double loop type, raise the band bend as shown.



3. Mark each roller and inboard joint to identify the locations of rollers and grooves in the inboard joint. Then remove the inboard joint on the shop towel. Be careful not to drop the rollers when separating them from the inboard joint.



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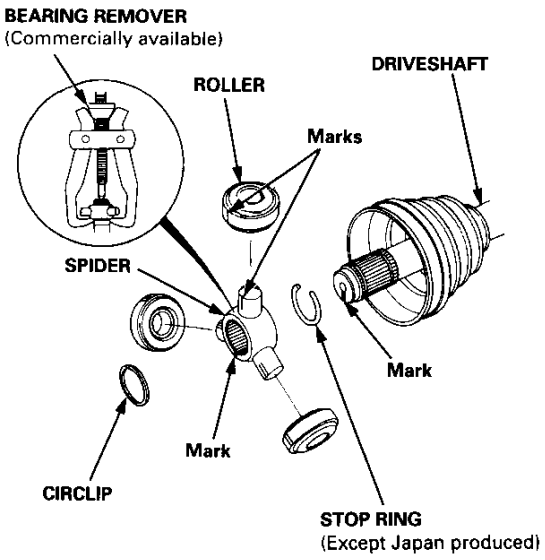
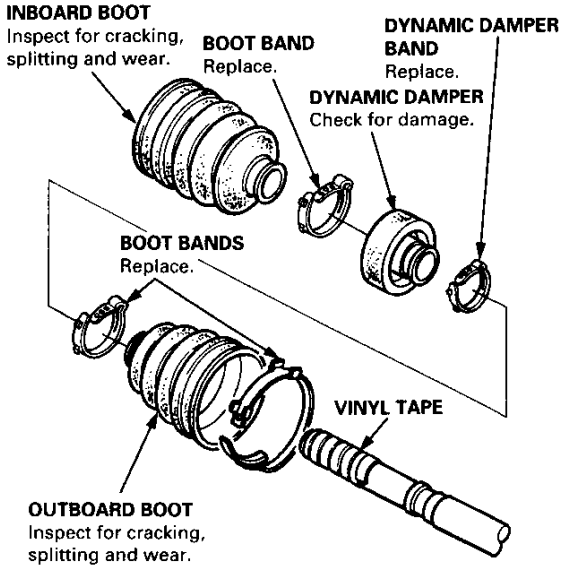
Disassembly (cont'd)

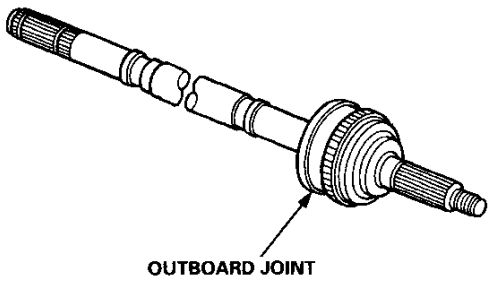
4. Mark the rollers and spider to identify the locations of rollers on the spider, then remove the rollers.



5. Remove the circlip.
6. Mark the spider and driveshaft to identify the position of the spider on the shaft.
7. Remove the spider using a bearing remover.
8. Remove the stop ring (except Japan produced).
9. Wrap the splines on the driveshaft with vinyl tape to prevent damage to the boots and dynamic damper.



10. Remove the boot band and inboard boot. Take care not to damage the boot.
11. Remove the dynamic damper band and dynamic damper, if equipped. Take care not to damage the dynamic damper.
12. Remove the boot bands and outboard boot, then remove the vinyl tape.
13. Inspect the outboard joint for faulty movement and wear. If any roughness or excess play is felt, replace the outboard joint.



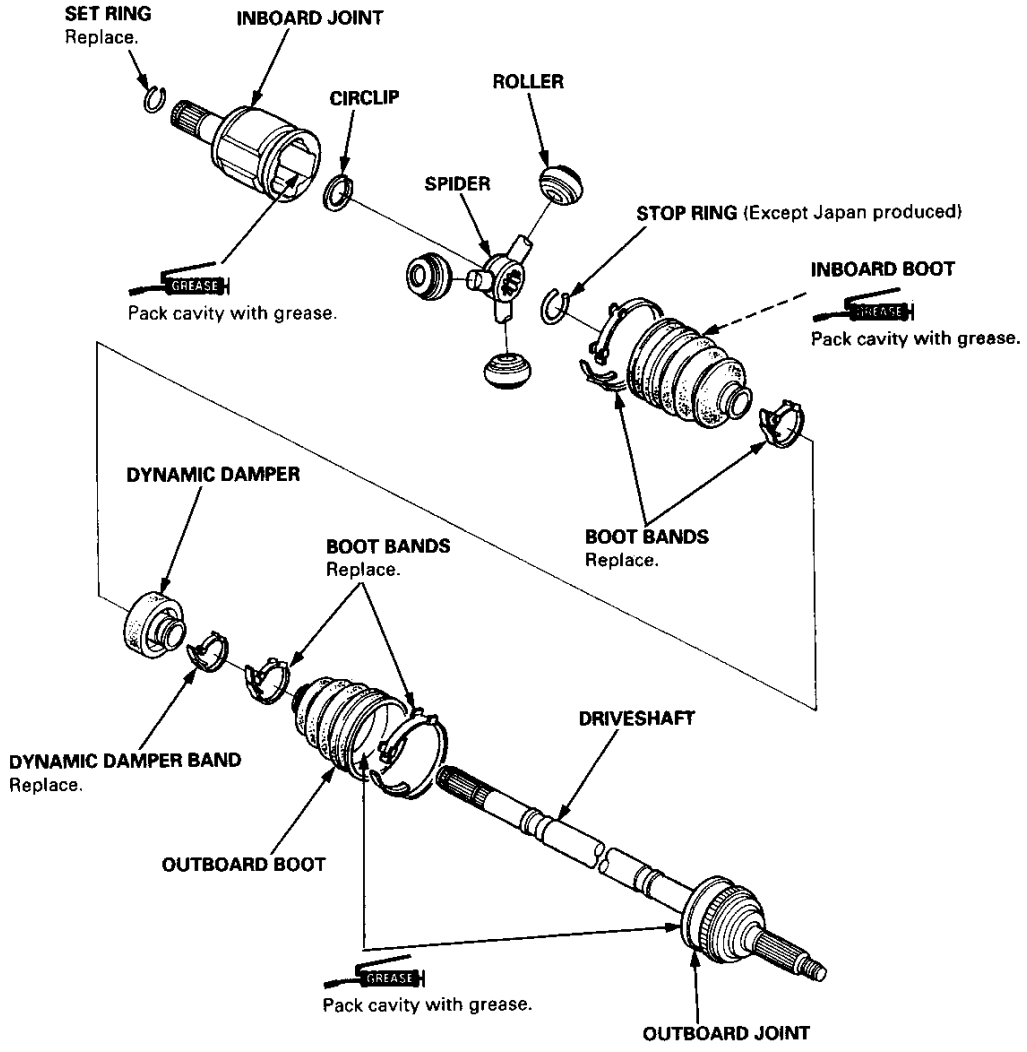
Reassembly

Note these items during reassembly:

- Clean the disassembled parts with solvent, and dry them throughly with compressed air. Do not wash the rubber parts with solvent.
- GREASE : Thoroughly pack the inboard joint and both joint boots with the joint grease included in the new driveshaft set.

Grease quantity:

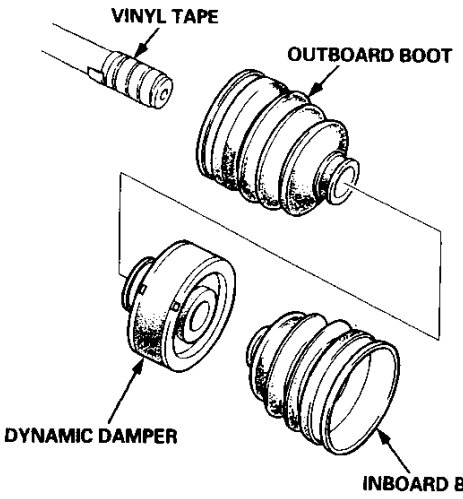
Inboard Joint	Japan Produced	110 – 120 g (3.9 – 4.2 oz)
	Except Japan Produced	120 – 130 g (4.2 – 4.6 oz)
Outboard Joint	Japan Produced	70 – 80 g (2.5 – 2.8 oz)
	Except Japan Produced	115 – 135 g (4.0 – 4.8 oz)



(cont'd)

Reassembly (cont'd)

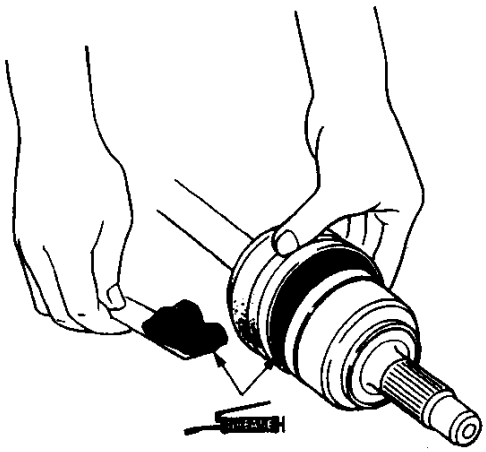
1. Wrap the splines with vinyl tape to prevent damage to the boots and dynamic damper.



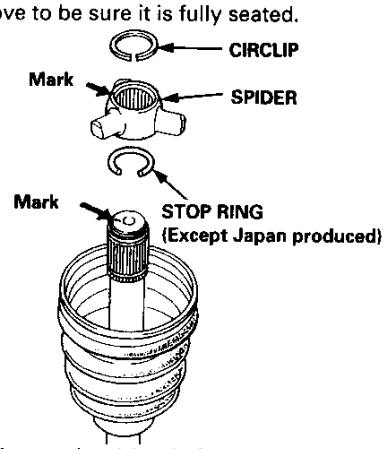
2. Install the outboard boot, dynamic damper and inboard boot to the driveshaft, then remove the vinyl tape. Take care not to damage the boots and dynamic damper.

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

Grease quantity:
Japan Produced: 70 – 80 g (2.5 – 2.8 oz)
Except Japan Produced: 115 – 135 g (4.0 – 4.8 oz)



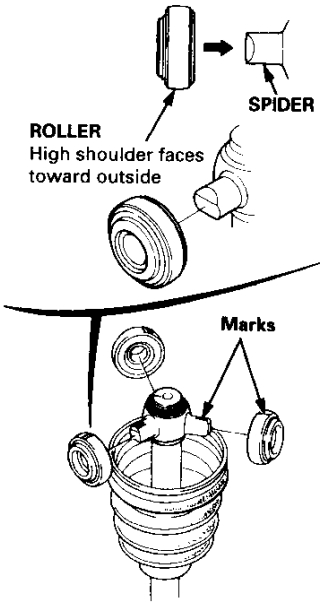
4. Install the stop ring into the driveshaft groove (except Japan produced). Always rotate the stop ring in its groove to be sure it is fully seated.



5. Install the spider on the driveshaft by aligning the marks on the spider and end of the driveshaft.

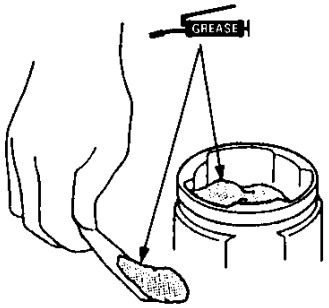
6. Fit the circlip into the driveshaft groove. Always rotate the circlip in its groove to be sure it is fully seated.

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

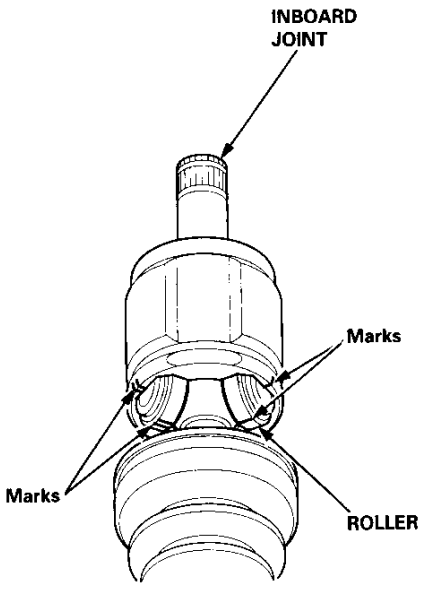


8. Pack the inboard joint with the joint grease included in the new driveshaft set.

Grease quantity:
Japan Produced: 110 – 120 g (3.9 – 4.2 oz)
Except Japan Produced: 120 – 130 g (4.2 – 4.6 oz)

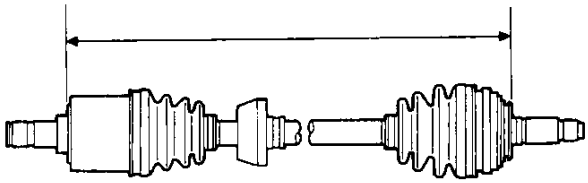


9. Fit the inboard joint onto the driveshaft, and note these items:
   - Reinstall the inboard joint onto the driveshaft by aligning the marks on the inboard joint with the marks on the rollers.
   - Hold the driveshaft so the inboard joint points up to prevent it from falling off.



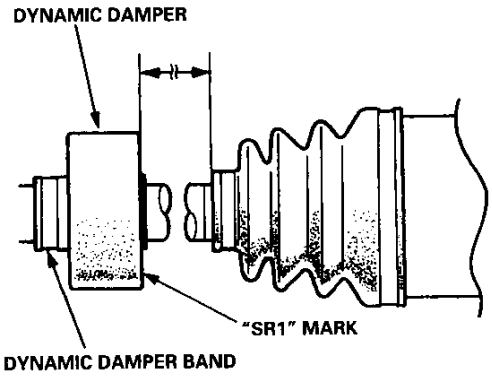
10. Adjust the length of the driveshafts to the figure below, then adjust the boots to halfway between full compression and full extension. The ends of boots seat in the groove of the driveshaft and joint.

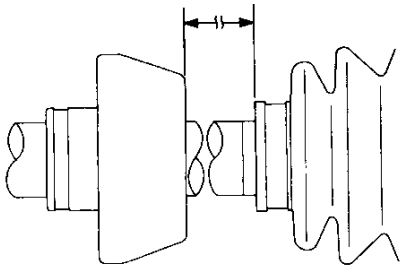
Left driveshaft: 774 – 779 mm (30.5 – 30.7 in)
Right driveshaft: 501 – 506 mm (19.7 – 19.9 in)



11. Position the dynamic damper as shown below.

Left:
Without "SR1" mark: 94 ± 2 mm (3.7 ± 0.1 in)
With "SR1" mark: 75 ± 2 mm (2.9 ± 0.1 in)
Right: 55 ± 2 mm (2.2 ± 0.1 in)





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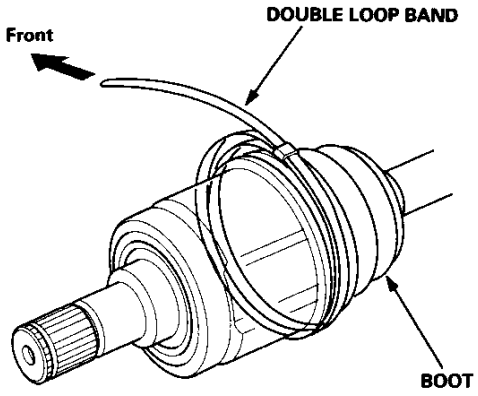
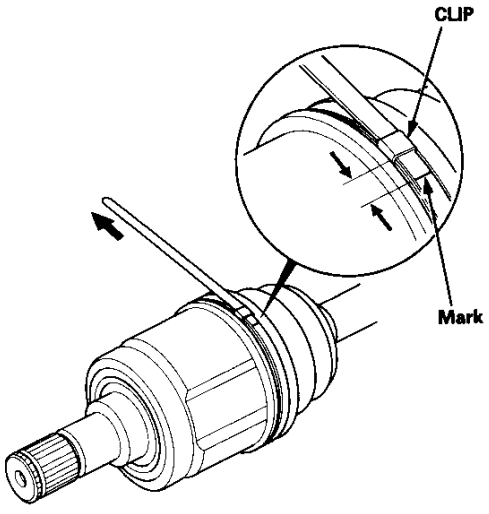
Reassembly (cont'd)

12. Set the double loop band onto the boot and dynamic damper with the band end toward to front of the vehicle.



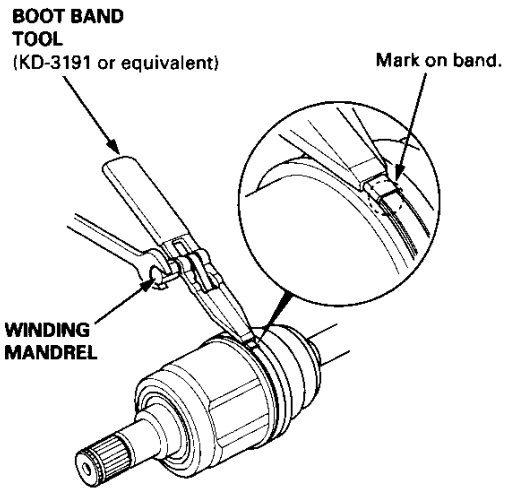
13. Pull up the slack in the band by hand.

14. Mark a position on the band 10 – 14 mm (0.4 – 0.6 in) from the clip.

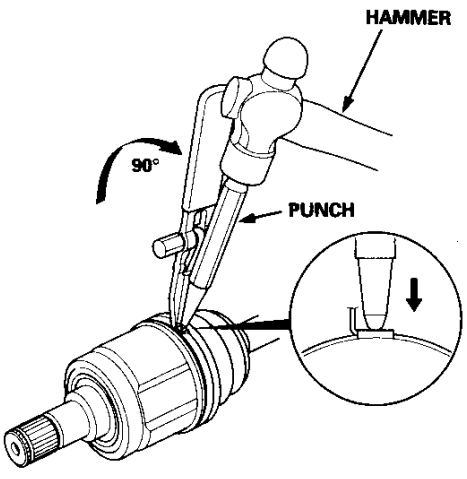


15. Thread the free end of the band through the nose section of the boot band tool and into the slot on the winding mandrel.

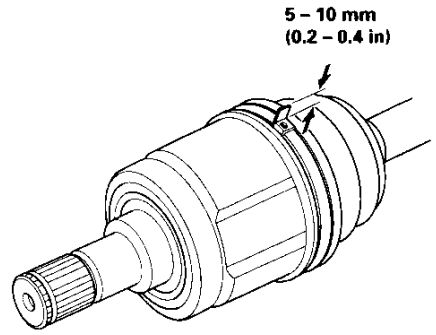
16. Place a wrench on the winding mandrel of the boot band tool, and tighten the band until the mark you made on the band meets the edge of the clip.



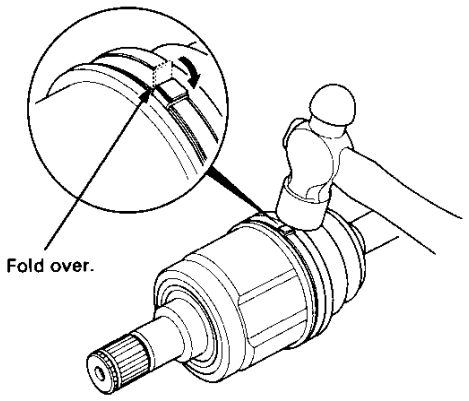
17. Raise up the boot band tool to bend the free end of the band 90 degrees, then center-punch the clip.



18. Unwind the boot band tool, and cut off the excess 5 – 10 mm (0.2 – 0.4 in) from the clip.



19. Secure the end of the boot band by tapping it down with a hammer.

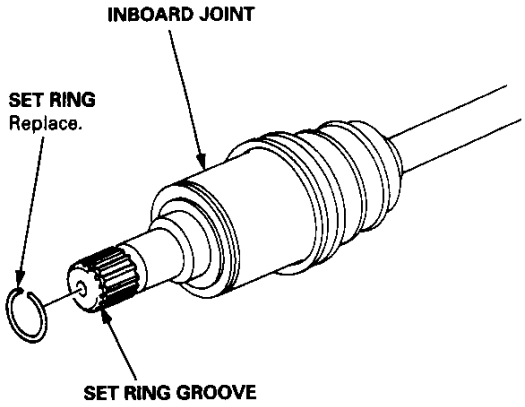


Note these items after reassembly:

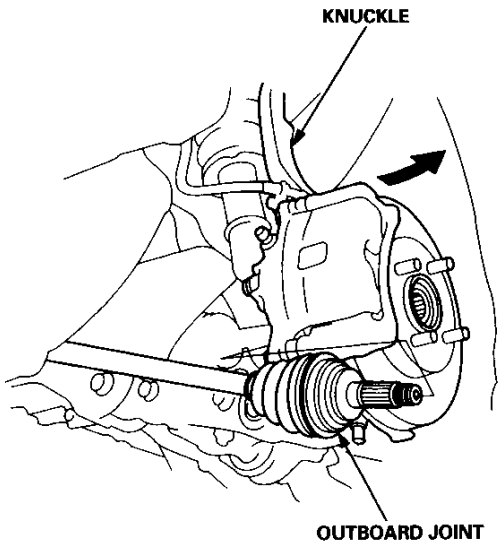
- Make sure the band and clip does not interfere with anything and the band does not move.
- Remove any grease remaining on the surrounding surfaces.

Installation

1. Install the new set ring onto the driveshaft groove. Always use a new set ring whenever the driveshaft is being installed.



2. Install the outboard joint into the knuckle.



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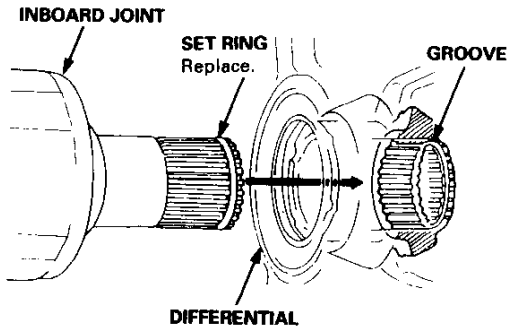
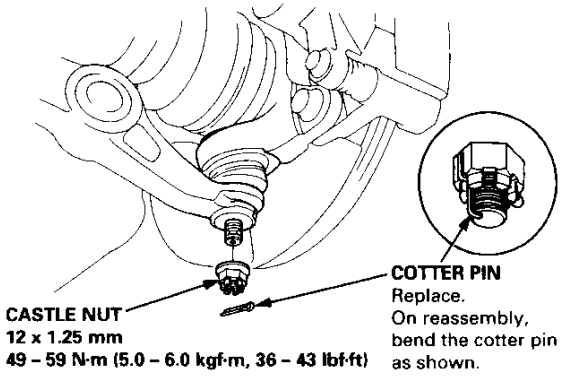
Installation (cont'd)

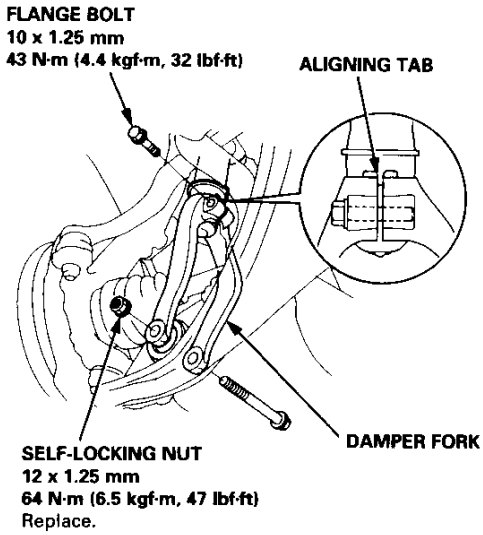
3. Clean the areas where the driveshaft contact the transmission (differential) thoroughly with solvent or carburetor cleaner, and dry with compressed air. Insert the inboard end of the driveshaft into the differential until the set ring locks in the groove.



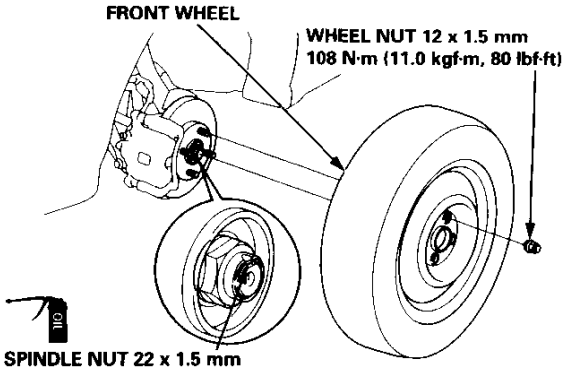
4. Install the knuckle on the lower arm. Be careful not damege the ball joint boot. Wipe off the grease before tightening the nut at the ball joint. Torque the castle nut to the lower torque specification, then tighten it only far enough to align the slot with the pin hole. Do not align the nut by loosening.



5. 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.



6. Loosely install the flange bolts and the new self-locking nut.
7. Apply oil to the seating surface of the new spindle nut.



8. Install a new spindle nut, then tighten the nut.
9. Clean the mating surfaces of the brake disc and the wheel, then install the front wheel with the wheel nuts.
10. Tighten the flange bolts and the new self-locking nut with the vehicle's weight on the damper.
11. Refill the transmission with recommended fluid (see section 13 or 14).
12. Check the front wheel alignment and adjust if necessary (see section 18).