

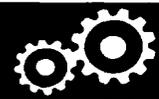
# Driveshafts

## Driveshafts

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### Special Tools

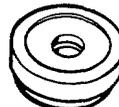
Re1. No.	Tool Number	Description	Q'ty	Remarks
①	07749-0010000	Driver	1	
②	07746-0040800	35 mm Pilot	1	
③	07746-0010300	Attachment 42 x 47 mm	1	
④	07947-SD90100	Oil Seal Driver Attachment	1	
⑤	07JAD-SH30100	Oil Seal Driver Attachment	1	
⑥	07746-0030100	Inner Handle (C)	1	



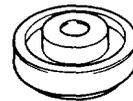
①



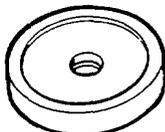
②



③



④



⑤



⑥

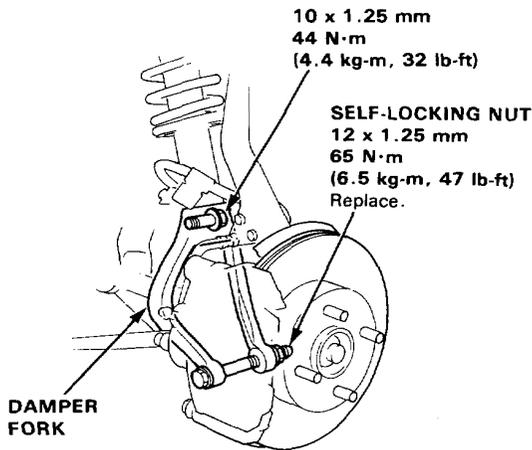
# Driveshafts

## Removal

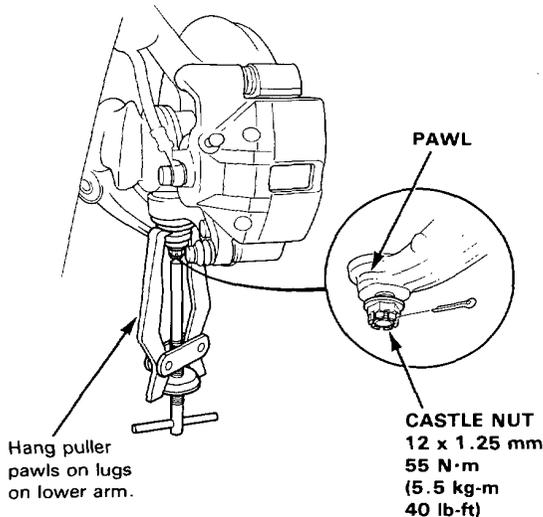
1. Loosen the front wheel lug nuts.
2. Raise the front end of the car and place safety stands in the proper locations. Remove the front wheels.
3. Drain the transmission oil.

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

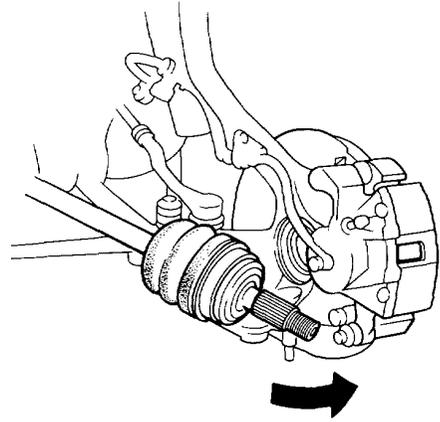
4. Raise the locking tab on the spindle nut and remove it with a 36 mm (1-7/16 in.) socket wrench.
5. Remove the damper fork nut and damper pinch bolt. Remove the damper fork.



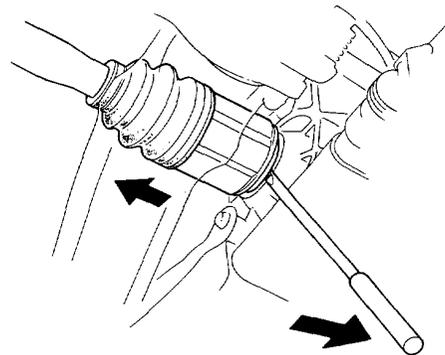
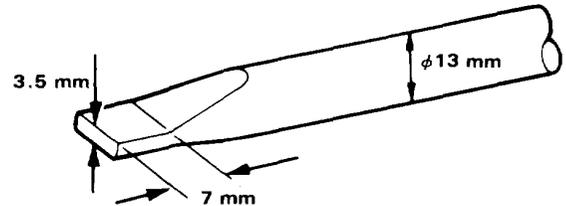
6. Remove the knuckle-to-lower arm castle nut, and separate the lower arm from the knuckle using a puller with the pawls applied to the lower arm.



7. Pull the knuckle outward and remove the driveshaft outboard joint from the knuckle using a plastic hammer.



8. Pry the driveshaft assembly with a screwdriver as shown to force the set ring at the driveshaft end past the groove.
9. Pull the inboard joint and remove the driveshaft and CV joint out of 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 or intermediate shaft dust seal.



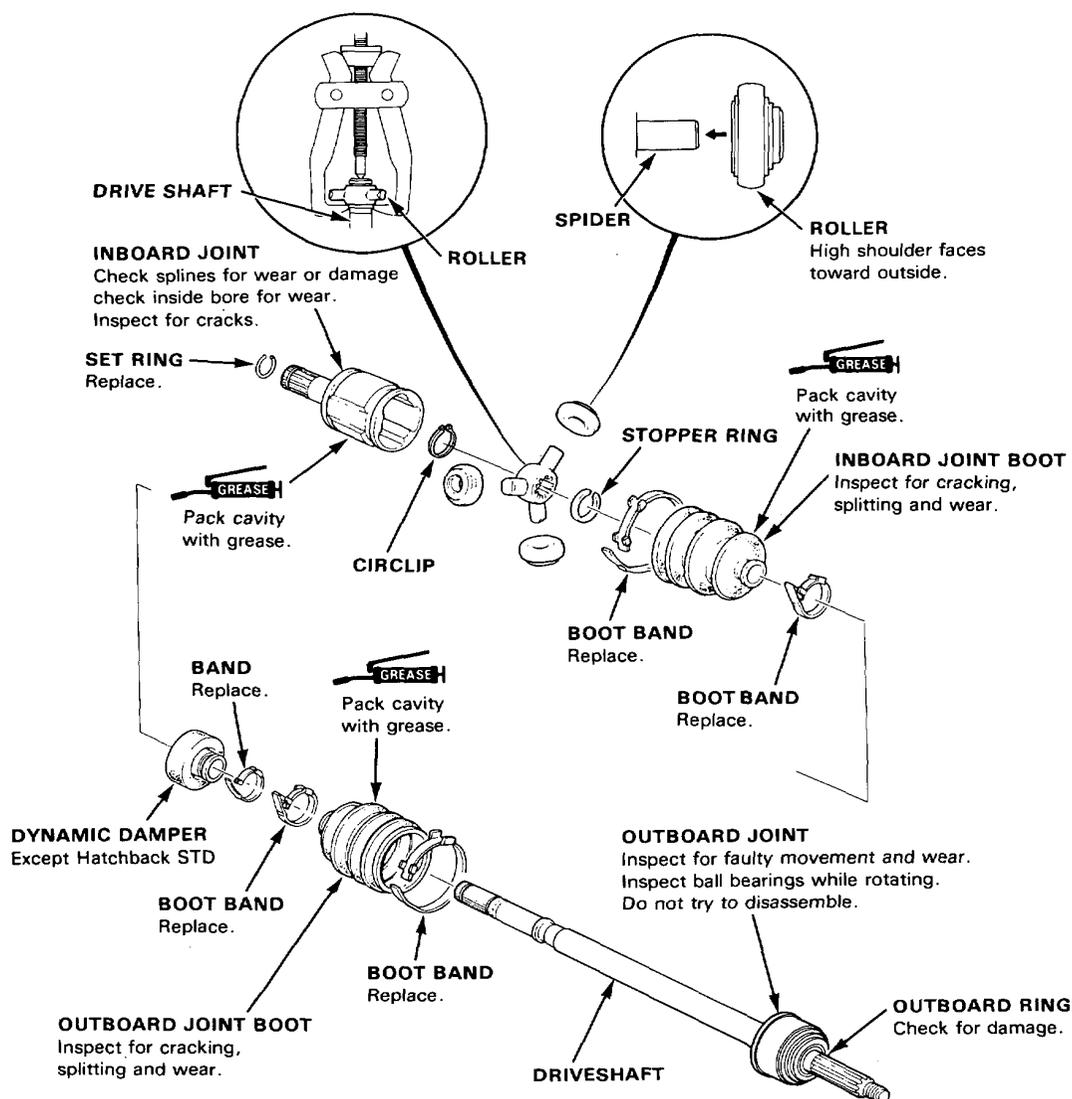
## Disassembly/Inspection

### 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.

**GREASE** Thoroughly pack the inboard joint and both joint boots with high quality molybdenum disulfide grease when reassembling.

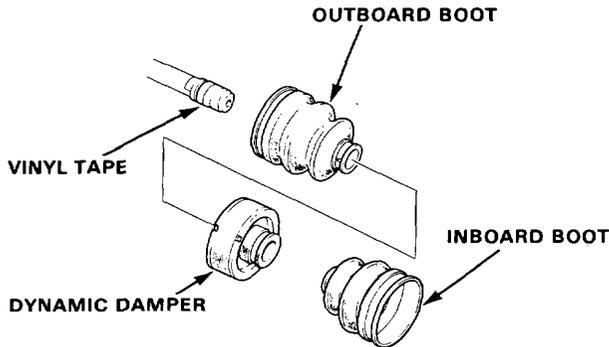
**Grease Quantity:**  
Inboard Joint 120–130 g  
Outboard Joint 90–100 g



# Driveshafts

## Reassembly

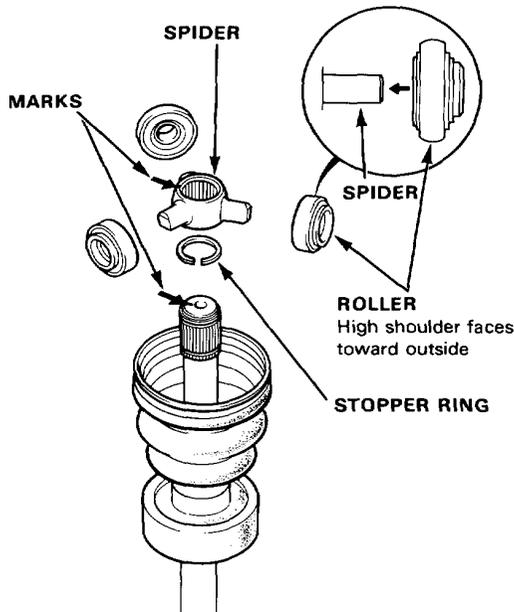
1. Wrap the splines with vinyl tape to prevent damage to the boots and dynamic damper.
2. Install the outboard boot, dynamic damper and inboard boot to the driveshaft, then remove the vinyl tape.



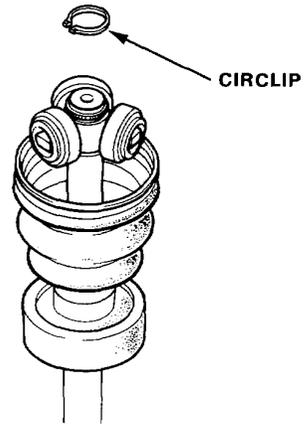
3. Install the stopper ring onto the driveshaft groove.
4. Install the spider on the driveshaft by aligning the marks on the spider and end of the driveshaft.
5. Fit the rollers to the spider with their high shoulders facing outward.

### CAUTION:

- Reinstall the rollers to their original positions on the spider.
- Hold the driveshaft assembly so the spider and roller points up, to prevent it from falling off.

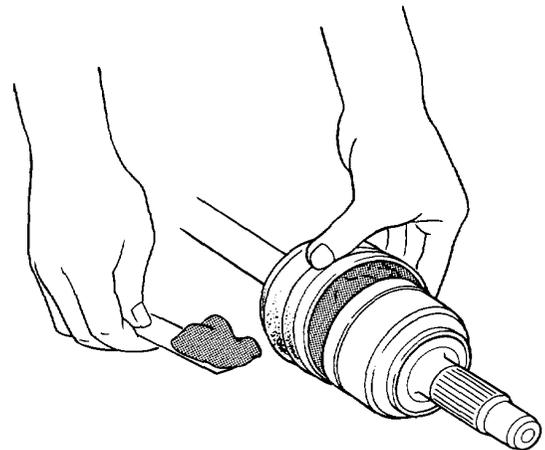


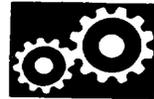
6. Fit the circlip onto the driveshaft groove.



7. Pack the outboard joint boot with molybdenum disulfide grease.

Grease Quantity: 90–100 g



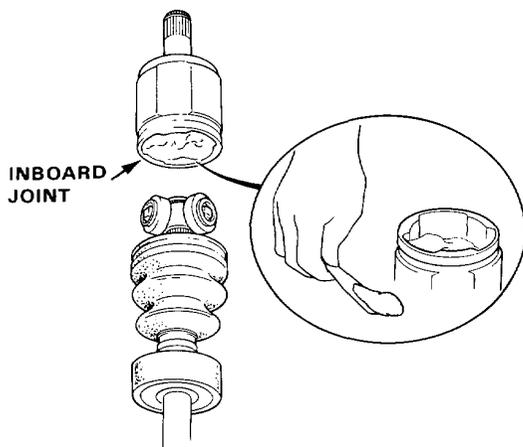


- Pack the inboard joint with molybdenum disulfide grease.

**Grease Quantity: 120–130 g**

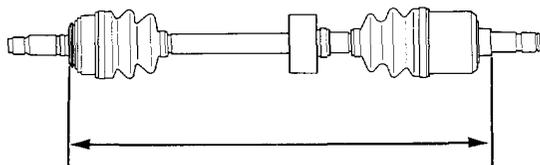
- Fit the inboard joint onto the driveshaft.

**CAUTION:** Hold the driveshaft assembly so the inboard joint points up, to prevent it from falling off.



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

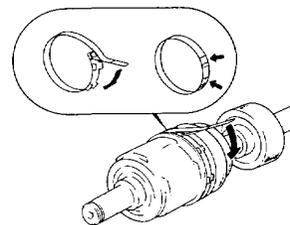
**NOTE:** The ends of boots seat in the groove of the driveshaft and joint.



	Left	Right
With Intermediate Shaft	485–490 mm (19.09–19.29 in)	485–490 mm (19.09–19.29 in)
Without Intermediate Shaft	774.5–779.5 mm (30.50–30.69 in)	481.5–486.5 mm (18.96–19.15 in)

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

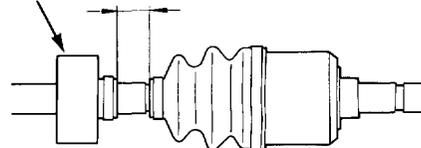
- Lightly tap on the doubled-over portions to reduce their height.



- 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.

	Left	Right
KQ, KY Models	30±2 mm (1.20±0.08 in)	30±2 mm (1.20±0.08 in)
KG, KS and KW (SOHC) Models	53.7±2 mm (2.10±0.08 in)	20±2 mm (0.78±0.08 in)
Other Models	25±2 mm (0.98±0.08 in)	30±2 mm (1.20±0.08 in)

**DYNAMIC DAMPER**



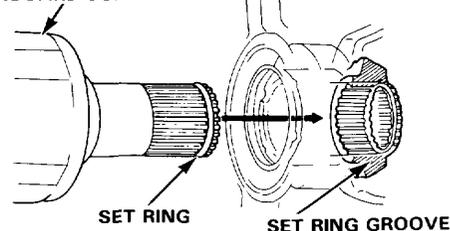
- Install a new set ring in the driveshaft groove.

- Install the inboard end of the driveshaft into the differential or intermediate shaft.

**CAUTION:**

- Always use a new set ring whenever the driveshaft is being installed.
- Make sure the driveshaft locks in the differential side gear groove, and the CV joint subaxle bottoms in the differential or intermediate shaft.

**INBOARD JOINT**



- Refill the transmission.