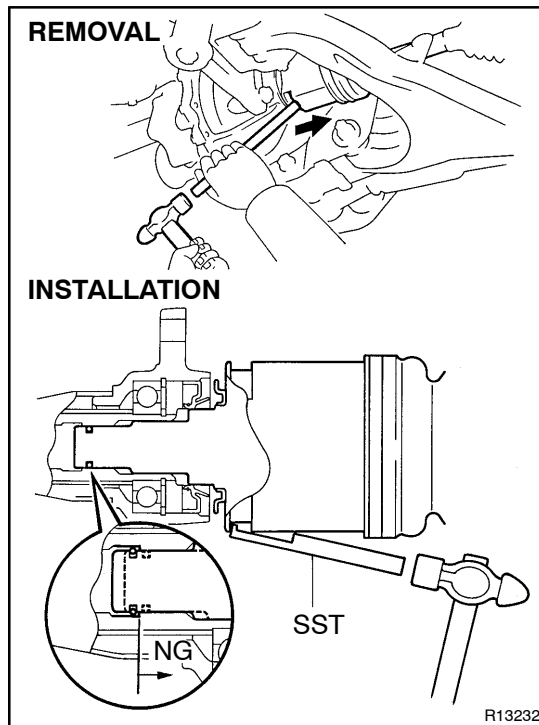


REMOVAL

1. **REMOVE FRONT WHEEL**
Torque: 110 N·m (1,150 kgf·cm, 83 ft·lbf)
2. **DRAIN DIFFERENTIAL OIL**
3. **REMOVE DRIVE SHAFT LOCK NUT**
 - (a) Remove the cotter pin and lock cap.
 - (b) With applying the brakes, remove the lock nut.
Torque: 235 N·m (2,400 kgf·cm, 174 ft·lbf)



4. DISCONNECT DRIVE SHAFT

Using a brass bar and hammer, disconnect the drive shaft.

HINT:

When it is difficult to disconnect the drive shaft, tap in a screw-driver between differential side tube flange/differential carrier and drive shaft.

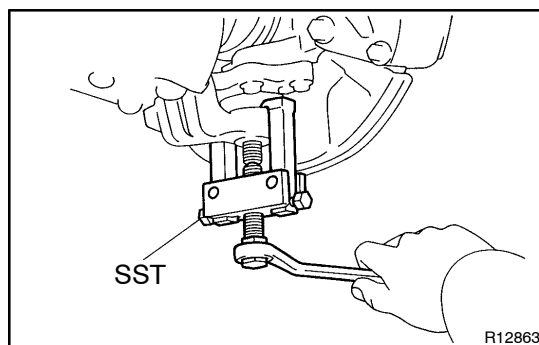
HINT:

At the time of installation, please refer to the following items.

- Before installation, set the snap ring opening side facing downward.
- Using SST and a hammer, strike the inboard joint into the differential. At that time, strike the snags evenly to avoid snags deformation.
SST 09631-10030
- After installation, check that the drive shaft cannot be pull out by hand.

NOTICE:

Be careful not to damage the dust cover of the drive shaft.

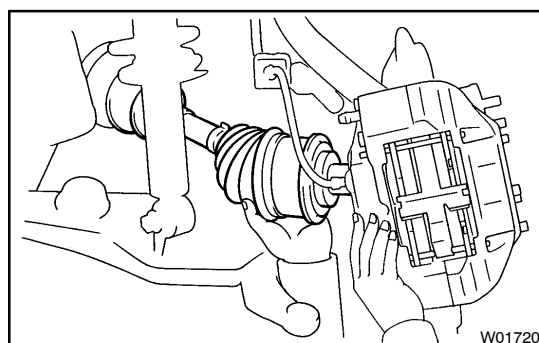


5. DISCONNECT LOWER SUSPENSION ARM

- (a) Remove the cotter pin and nut.
Torque: 140 N·m (1,450 kgf·cm, 105 ft·lbf)
- (b) Using SST, disconnect the lower suspension arm.
SST 09628-62011

HINT:

At the time of installation, face the cotter pin hole of the lower ball joint forward.



6. REMOVE DRIVE SHAFT

Push the steering knuckle outward and remove the drive shaft.

HINT:

When it is difficult to disconnect the drive shaft, tap the drive shaft with a plastic hammer.

NOTICE:

Be careful not to damage the oil seal, boots and dust seal.

7. REMOVE SNAP RING FROM INBOARD SHAFT