

Driveshaft and Axle

GENERAL

FRONT HUB / KNUCKLE

DRIVESHAFT

FRONT DRIVESHAFT ASSEMBLY
FRONT DRIVESHAFT (TSJ-BJ TYPE)
FRONT DRIVESHAFT (UTJ-BJ TYPE)

REAR AXLE

REAR HUB / CARRIER

FRONT AXLE

GENERAL

SPECIFICATIONS EEC741C9

Driveshaft					
Engine	Transaxle	Joint type		Max. permissible angle	
		Inner	Outer	Inner	Outer
2.9 CRDi	M/T	TSJ#26	BJ#28	46.5°	23°
	A/T	UTJ-II#25	BJ#26	46.5°	23°
3.8 MPI	A/T	UTJ-II#25	BJ#26	46.5°	23°
Front hub & bearing assembly					
Starting torque		1.97 Nm (20 kgf.cm, 1.45 lb-ft)			
Rear hub & bearing assembly					
Starting torque		1.97 Nm (20 kgf.cm, 1.45 lb-ft)			



NOTE

Inner: On transaxle side

Outer: On tire side

GENERAL

DS -3

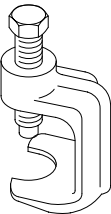
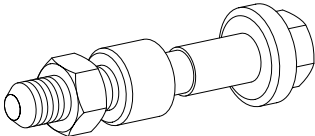
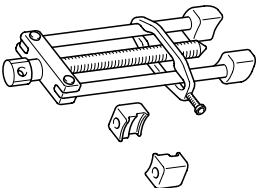
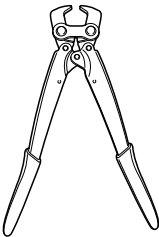
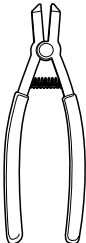
TIGHTENING TORQUE EDFE8D93

Items	Nm	Kgf.m	lb-ft
Hub nut	90 ~ 110	9.0 ~ 11.0	65 ~ 80
Driveshaft lock nut	245 ~ 275	24.5 ~ 27.5	177 ~ 199
Tie rod end castle nut	60 ~ 80	6.0 ~ 8.0	43 ~ 58
Front lower arm to knuckle bolt & nut	90 ~ 120	9.0 ~ 12.0	65 ~ 87
Inner shaft bearing & bracket assembly bolts (DSL)	43 ~ 63	4.3 ~ 6.3	31 ~ 46
Inner shaft bearing & bracket assembly bolts (GSL)	50 ~ 65	5.0 ~ 6.5	36 ~ 47
Front caliper assembly to knuckle bolts	85 ~ 100	8.5 ~ 10.0	61 ~ 72
Front strut assembly to knuckle bolts	100 ~ 120	10.0 ~ 12.0	72 ~ 87
Front hub & bearing assembly to knuckle bolts	160 ~ 180	16.0 ~ 18.0	116 ~ 130
Rear lower arm to carrier bolt & nut	160 ~ 180	16.0 ~ 18.0	116 ~ 130
Rear caliper assembly to carrier assembly bolts	50 ~ 60	5.0 ~ 6.0	36.2 ~ 43.4
Rear hub lock nut	200 ~ 260	20.0 ~ 26.0	145 ~ 188
Rear brake assembly to carrier assembly bolts	50 ~ 60	5.0 ~ 6.0	36 ~ 43
Carrier assembly to assist arm bolt	90 ~ 100	9.0 ~ 10.0	65 ~72
Carrier assembly to upper arm bolt	90 ~ 100	9.0 ~ 10.0	65 ~72

LUBRICANTS

Joint type	Recommended grease	Quantity
BJ#28	RBA	250 g
BJ#26	RBA	210 g
TSJ#26	RBA	150 g
UTJ-II#25	CK-2	220 g

SPECIAL TOOLS EDE3ABDE

Tool(Number and name)	Illustration	Use
Tie rod end puller 09568-4A000	 KPRE103I	Separation of a lower arm and a tie rod end ball joint
Front hub remover and installer 09517-21500	 EIRF001A	Removal of a front hub from a knuckle. (use with 09517-21600)
Main shaft bearing puller 09432-11000	 EIRF002A	Removal of a tone wheel from a driveshaft
09495-3K000 Band installer	 KINF500C	Installation of ear type boot band
09495-39100 Band installer	 AILG650A	Installation of hook type boot band

TROUBLESHOOTING

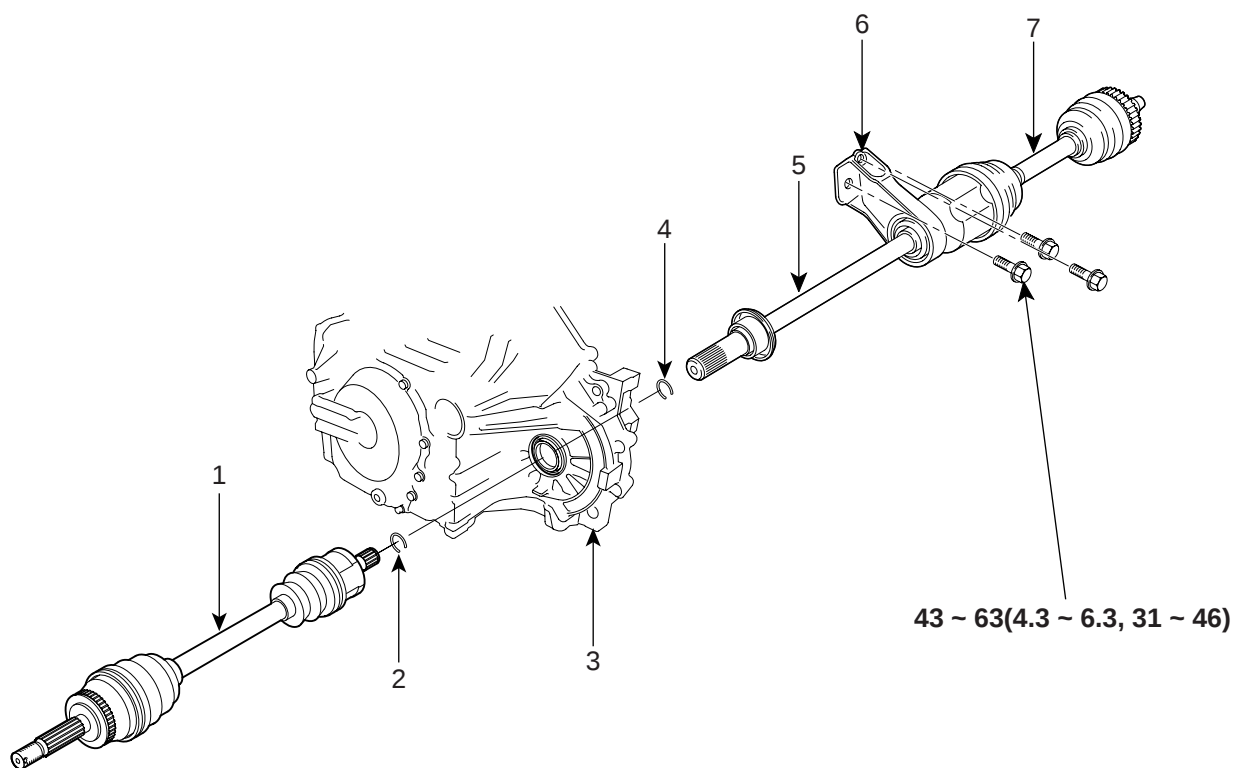
EF165CBE

Symptom	Possible cause	Remedy
Vehicle pulls to one side	Scoring of driveshaft ball joint Wear, rattle or scoring of wheel bearing Defective front suspension and steering	Replace Replace Adjust or replace
Vibration	Wear, damage or bending of driveshaft Driveshaft rattle and worn hub splines Wear, rattle or scratching of wheel bearing	Replace Replace Replace
Shimmy	Improper wheel balance Bent wheel Defective front suspension and steering	Adjust or replace Replace Adjust or replace
Excessive noise	Wear, damage or bending of driveshaft Driveshaft rattle and worn hub splines Driveshaft rattle and worn side gear splines Wear, rattle or galling of wheel bearing Loose hub nut Defective front suspension and steering	Replace Replace Replace Replace Adjust or replace Adjust or replace
Bent cage	Cage damaged by improper handling or tool usage	Replace bearing
Galling	Metal smears on roller end due to overheating, incorrect lubricant or overloading	Replace bearing Check seals, check for proper lubrication
Cracked inner race	Race cracked due to improper fit, cocking or poor bearing seats	Replace bearing
Etching	Bearing surfaces appear gray or grayish black in color accompanied by material etched away usually at roller spacing	Replace bearing Check seals, check for proper lubrication
Brinelling	Surface indentations on race surface caused by rollers being under impact loading or vibration while the bearing is not rotating	Replace bearing
Heat discoloration	Heat discoloration is dark blue resulting from overload or no lubricant (Yellow or brown color is normal)	Replace bearing Check seals and other parts
Fatigue spalling	Flaking of surface metal resulting from fatigue	Replace bearing Clean all related parts

DRIVESHAFT

FRONT DRIVESHAFT ASSEMBLY

COMPONENTS E1F7A335



TORQUE : Nm (kgf-m, lb-ft)

1. Driveshaft [LH]

2. Circlip

3. Transaxle

4. Circlip

5. Inner shaft

6. Bearing & bracket assembly

7. Driveshaft [RH]

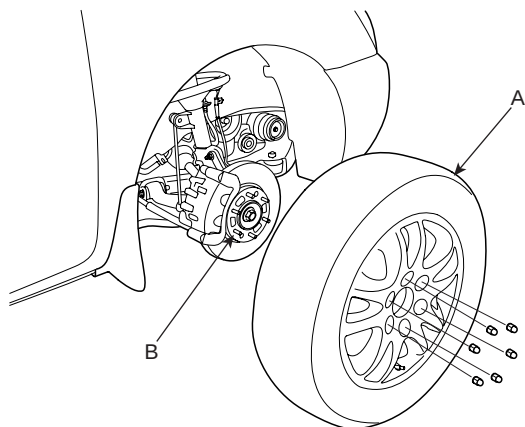
DRIVESHAFT

DS -7

REMOVAL E3D8CECB

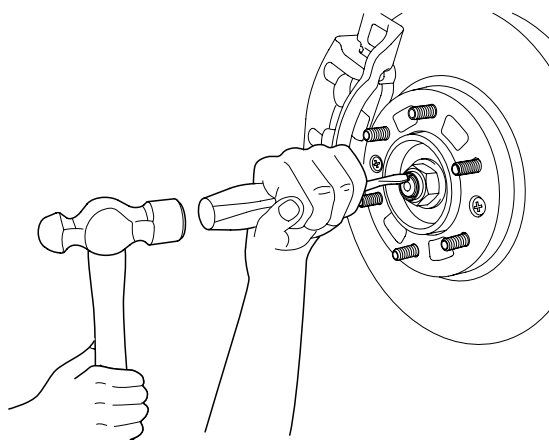
1. Raise the vehicle and remove the wheel & tire assembly (A) from the front hub assembly (B).

Tightening torque Nm (Kgf.m, lb-ft):
90 ~ 110 (9.0 ~ 11.0, 65 ~ 80)

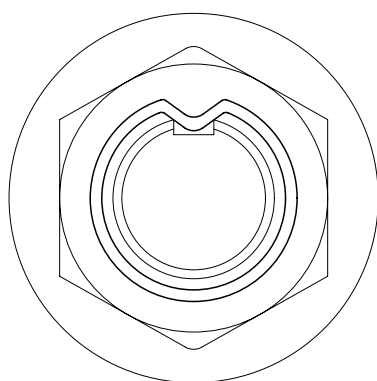


AHKF110A

2. Unstake the driveshaft lock nut using a chisel and hammer.



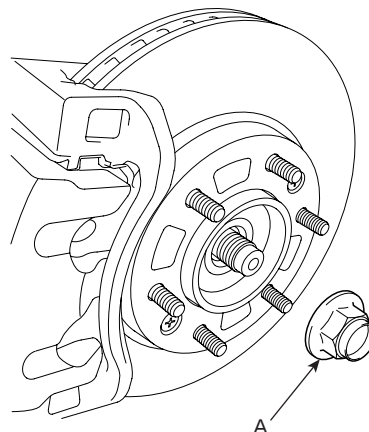
AIKF001A



AIKF011A

3. Remove the driveshaft lock nut (A).

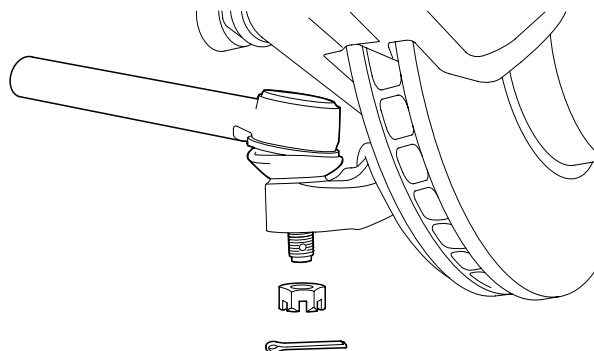
Tightening torque Nm (Kgf.m, lb-ft):
245 ~ 275 (24.5 ~ 27.5, 177 ~ 199)



LIKG500F

4. Remove the split pin and castle nut from the tie rod end ball joint.

Tightening torque Nm (Kgf.m, lb-ft):
60 ~ 80 (6.0 ~ 8.0, 43 ~ 58)

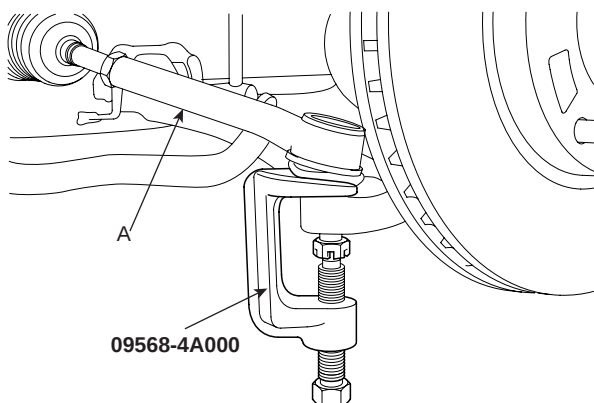


LIKG500G

DS -8

DRIVESHAFT AND AXLE

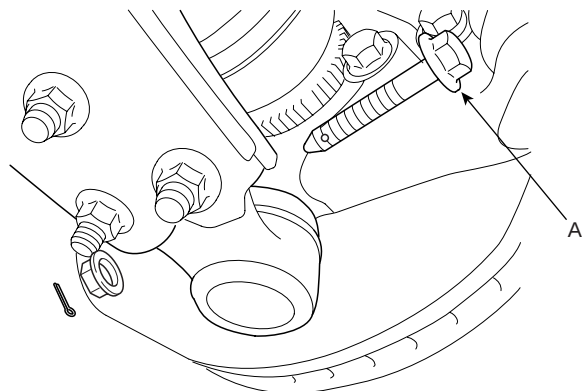
5. Disconnect the tie rod end (A) from the knuckle using a SST (09568-4A000).



AIKF003A

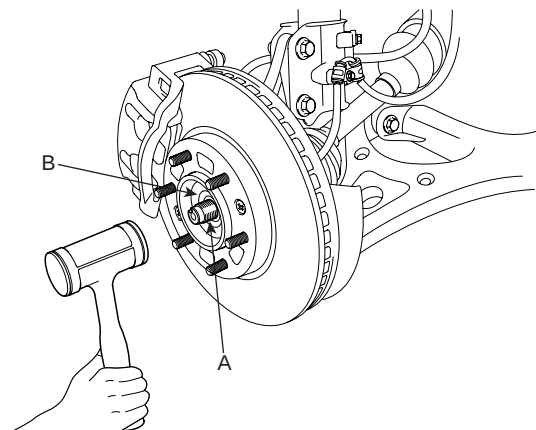
6. Remove the split pin and lower arm bolt and nut (A).

Tightening torque Nm (Kgf.m, lb-ft):
90 ~ 12 (9.0 ~ 12.0, 65 ~ 87)

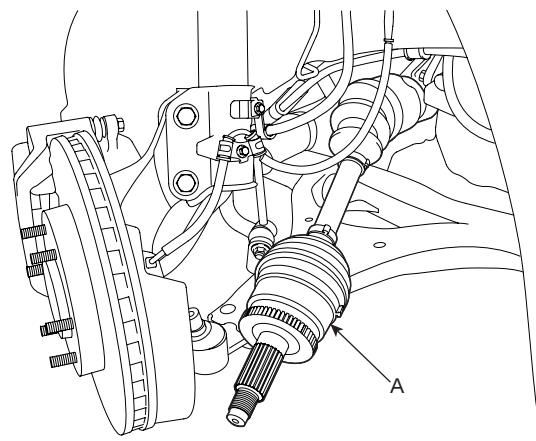


LIKG500K

7. Using a plastic hammer, disconnect the driveshaft (A) from the front hub assembly (B).

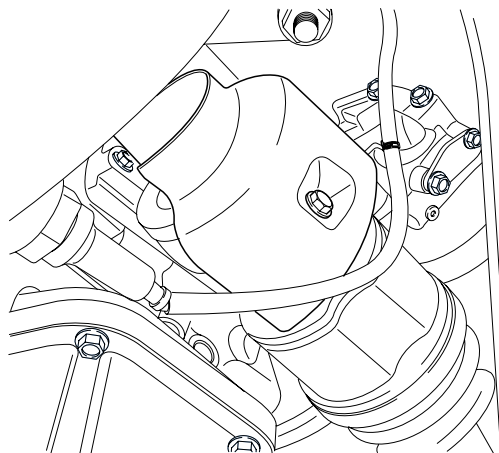


AIKF004A



AIKF006A

8. Removal of the driveshaft [RH].
a. [Gasoline 3.8 only]
Remove the heat protector (A).



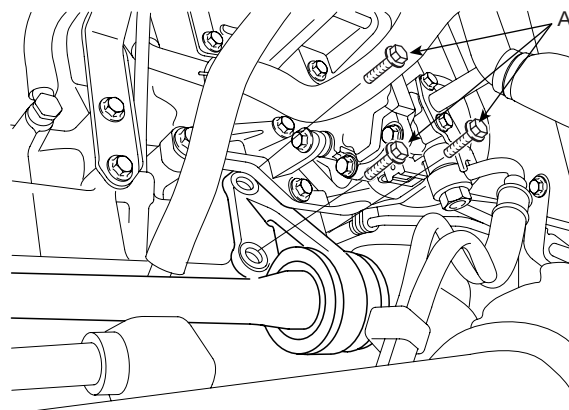
LIKG500B

- b. Remove the inner shaft bearing bracket assembly mounting bolts (A).

Tightening torque Nm (Kgf.m, lb-ft):

Diesel: 43 ~ 63 (4.3 ~ 6.3, 31 ~ 46)

Gasoline: 50 ~ 65 (5.0 ~ 6.5, 36 ~ 47)

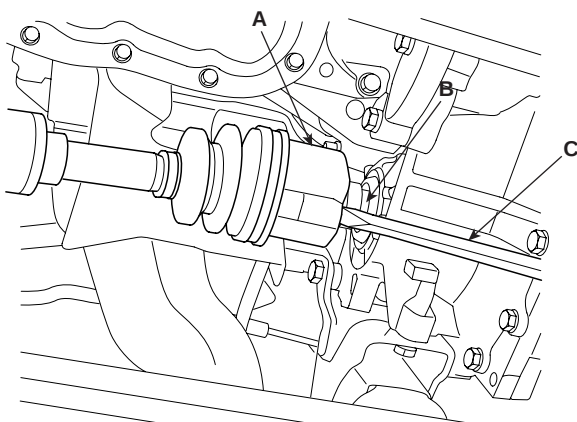


AIKF005A

DRIVESHAFT

DS -9

9. Insert pry bar (C) between the transaxle case (B) and driveshaft joint (A), separate driveshaft from the transaxle.



KIBF101H



CAUTION

- Use a pry bar being careful not to damage the transaxle and joint.
- Do not insert a pry bar too deep, as this may cause damage to the oil seal.
- Do not pry on the driveshaft by excessive force it may cause components inside the joint kit to dislodge resulting in a torn boot or a damaged bearing.

10. Pull out the driveshaft from the transaxle case.



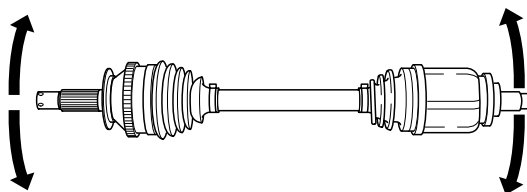
CAUTION

- Plug the hole of the transaxle case with the oil seal cap to prevent contamination.
- Replace the retainer ring whenever the driveshaft is removed from the transaxle case.

INSPECTION

EB5B0C7C

1. Check the driveshaft boots for damage and deterioration.
2. Check the ball joints for wear and damage.
3. Check the splines for wear and damage.
4. Check the dynamic damper for cracks and wear.



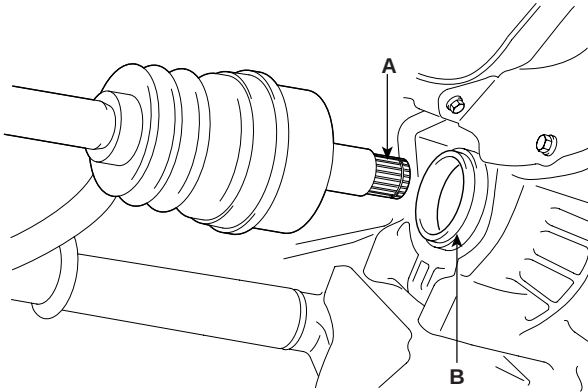
EIRF002D

INSTALLATION EC1705F1



CAUTION

- *Replace the circlip with new ones before the installation.*
- *Before the installation, apply the gear oil on the driveshaft splines (A) and contacting surface of differential case oil seal (B).*



KIBF105A

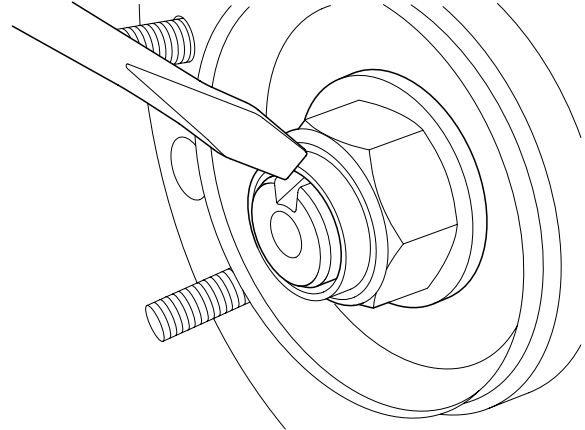


CAUTION

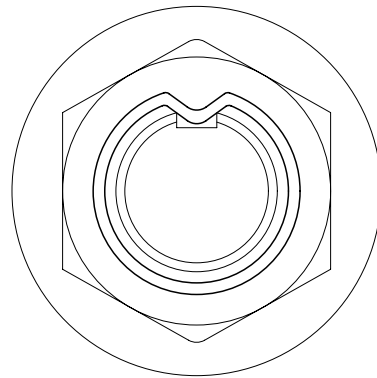
- *The driveshaft lock nut should be replaced with new ones.*
- *After installation driveshaft lock nut, stake the lock nut using a chisel and hammer as shown in the illustration below.*



CAUTION



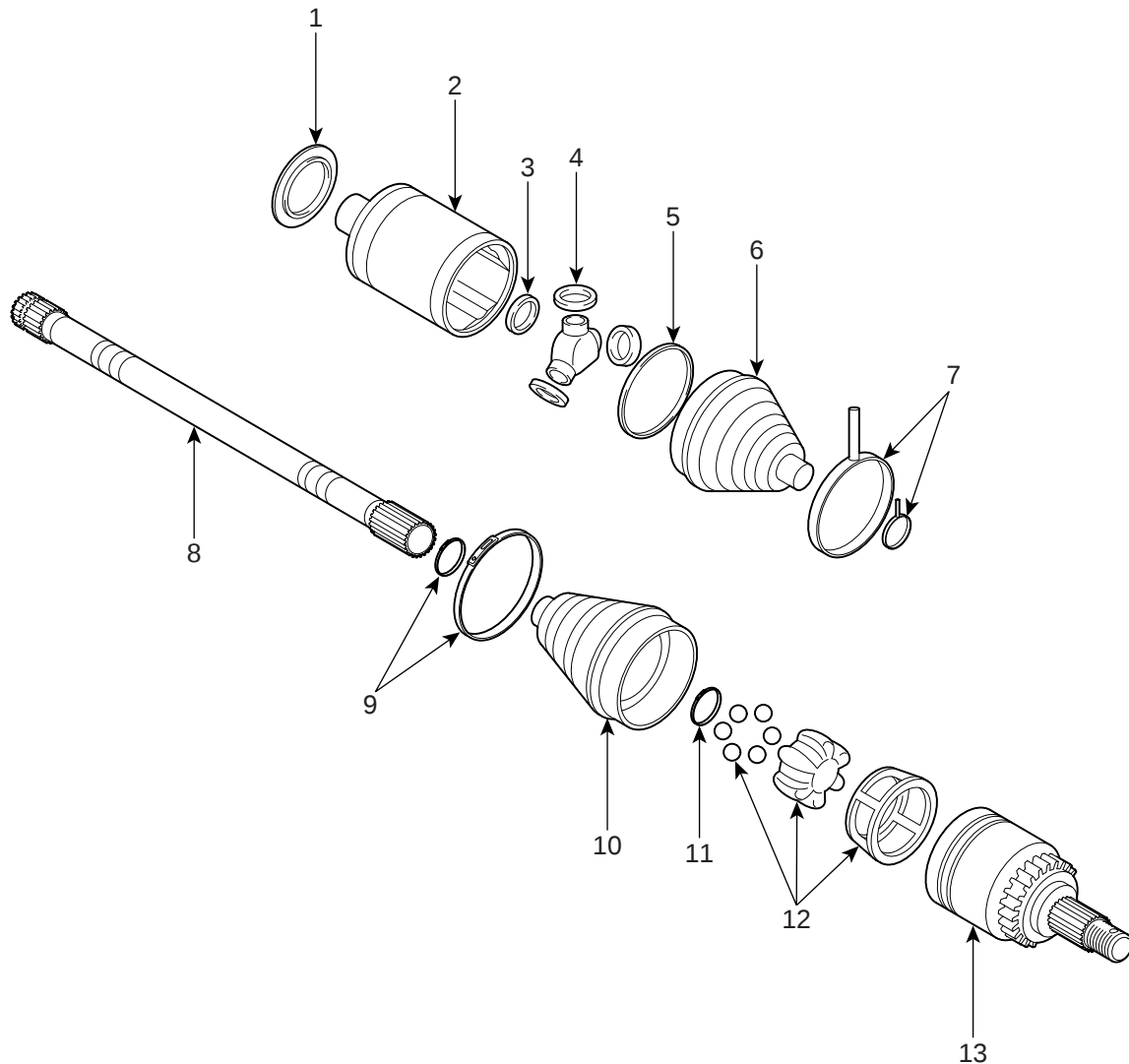
AIKF010A



AIKF011A

FRONT DRIVESHAFT (TSJ-BJ TYPE)

COMPONENTS ED007F4A



- 1. Dust cover
- 2. TSJ assembly
- 3. Snap ring
- 4. Spider assembly
- 5. Circle ring

- 6. TSJ boot
- 7. TSJ boot band
- 8. Shaft
- 9. BJ boot band
- 10. BJ boot

- 11. Snap ring
- 12. BJ inner race and ball
- 13. BJ assembly

DISASSEMBLY

E3A5C118



NOTE

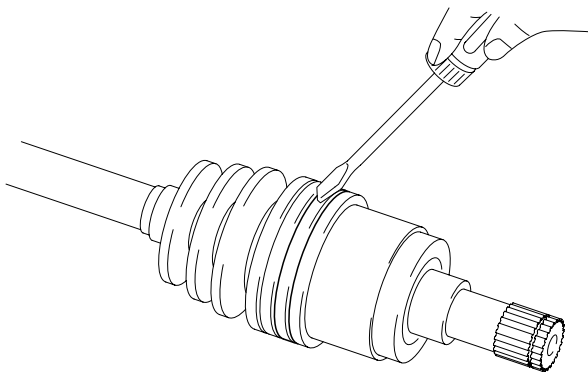
- Do not disassemble the BJ assembly.
- The Driveshaft joint uses special grease. Do not substitute with another type of grease.
- The Boot band should be replaced with a new one.

1. Remove the TSJ boot band and pull the boot from TSJ outer race.



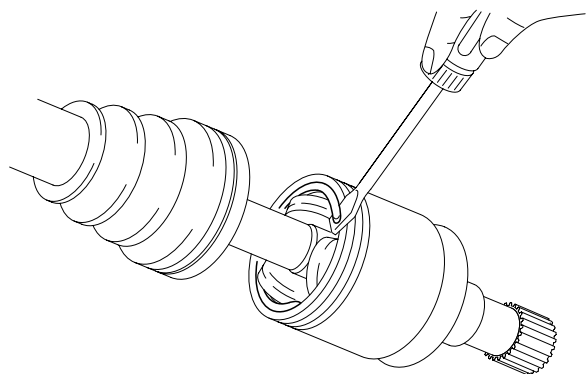
NOTE

Be careful not to damage it.



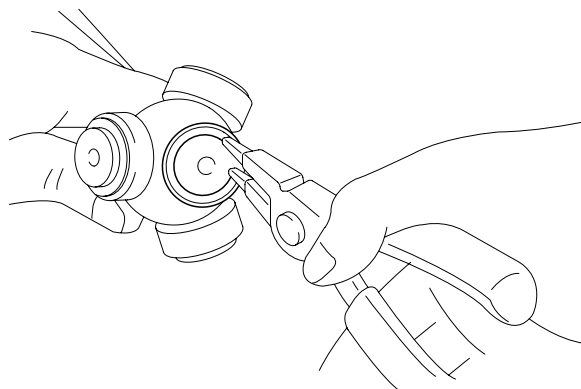
EIRF003B

2. Remove the circlip using a screwdriver.



EIRF003C

3. Remove the driveshaft from TSJ outer race.



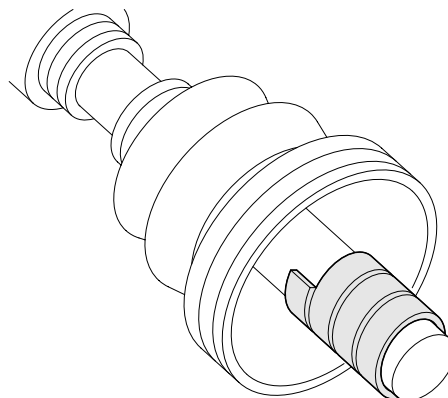
EIRF003D

4. Remove the snap ring and disassemble the spider assembly from the shaft.
5. Clean the spider assembly.
6. Remove the BJ boot band and removal of the TSJ boot and the BJ boot.



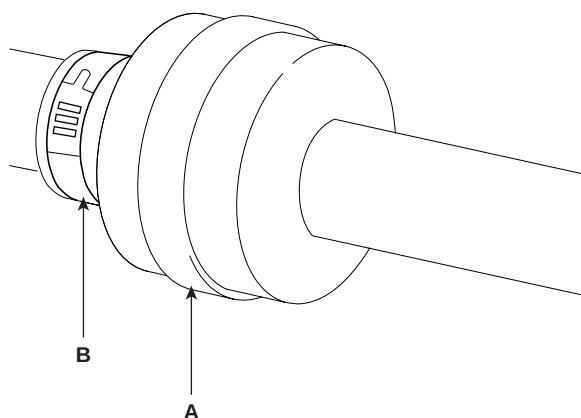
CAUTION

If the boot is reused, wrap a tape around the drive-shaft splines to protect the boot.



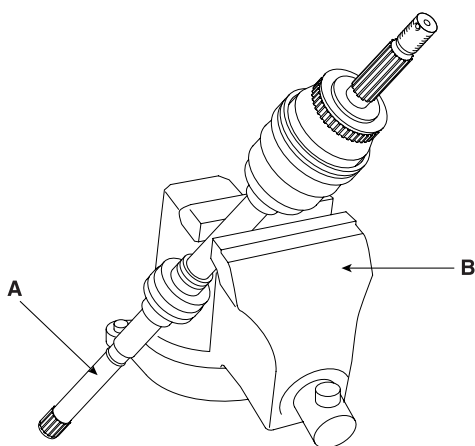
EIRF003K

7. Remove both side of bands(B) of the dunamic damper(A).



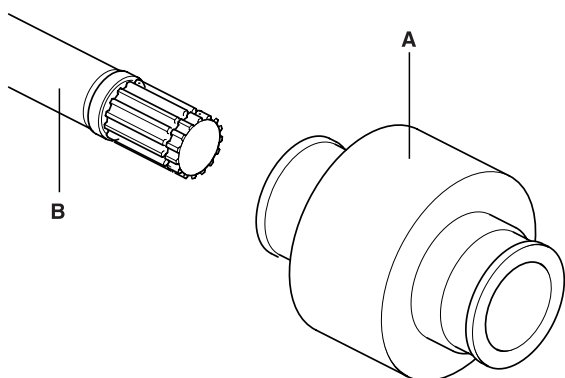
EIRF004C

8. Fix the drive shaft(A) with a vice(B) as illustrated.



BIGE005I

9. Apply soapy water to the shaft to prevent being damaged between the shaft spline and the dynamic damper when the dynamic damper is removed.
10. Separate dynamic damper(A) from the shaft(B) carefully.

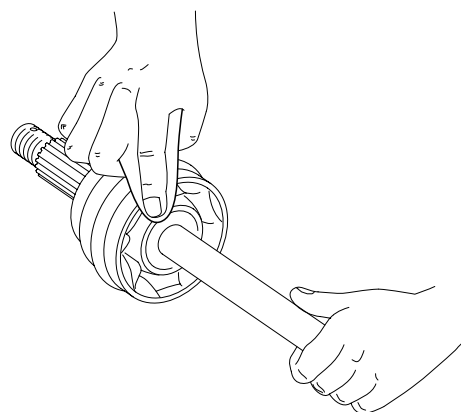


AIGE004D

INSPECTION

EFEA55C3

1. Check the driveshaft spline part for wear.
2. Check for entry of water and foreign material into boot.
3. Check the spider ring for revolution and wear.
4. Check the SFJ case inside wear and rust.



EIRF301M

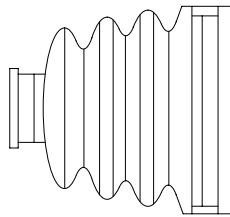
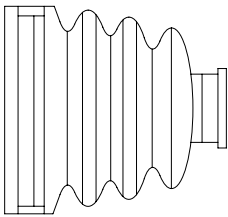
REASSEMBLY

E8BC00CB

1. Install the dynamic damper.
2. Wrap a tape around the driveshaft spline(SFJ side) to avoid boot damage.

SFJ boot

BJ boot



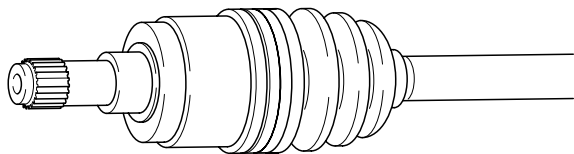
EIRF003F

3. Apply specified grease at the driveshaft and install the boot.(DS-3)
4. Add the specified grease in the amount wiped away at the of inspection.
5. Tighten the boot band.



CAUTION

Adjust the distance between boot bands within the specification range when tightening the boot band to adjust air in the boot.



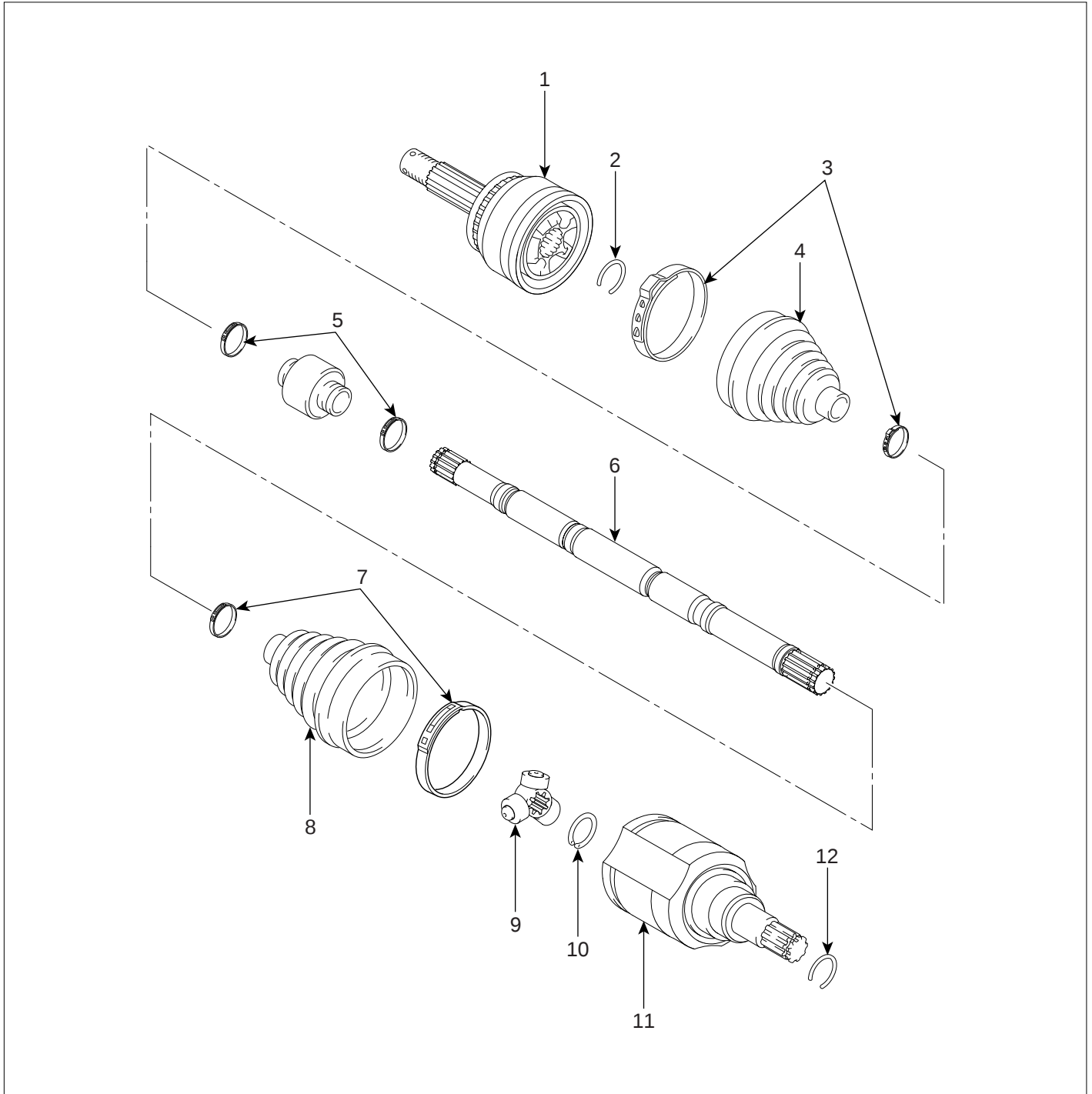
EIRF003E

DRIVESHAFT

DS -15

FRONT DRIVESHAFT (UTJ-BJ TYPE)

COMPONENTS EAF46D5E



- | | |
|-------------------------|--------------------|
| 1. BJ assembly | 7. UTJ boot bands |
| 2. Circlip | 8. UTJ boot |
| 3. BJ boot bands | 9. Spider assembly |
| 4. BJ boot | 10. Circlip |
| 5. Dynamic damper bands | 11. UTJ case |
| 6. Shaft | 12. Clip |

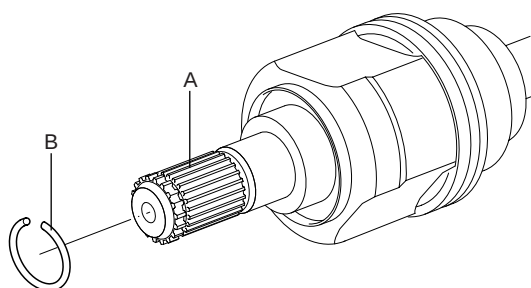
EING500K

DISASSEMBLY EBBB1CF2

 NOTE

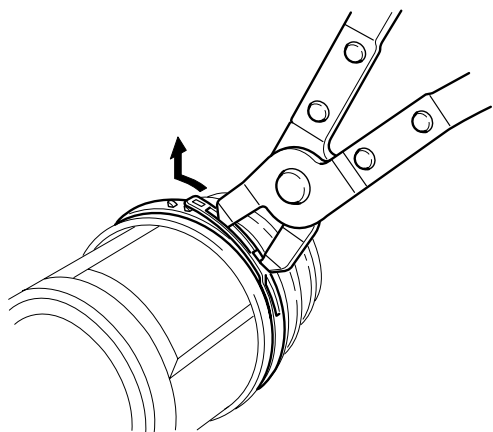
- Do not disassemble the BJ assembly.
- Special grease must be applied to the drive shaft joint. Do not substitute with another type of grease.
- The boot band should be replaced with a new one.

1. Remove the clip(B) from drive shaft splines(A) of the transaxle side.



KXDDE07A

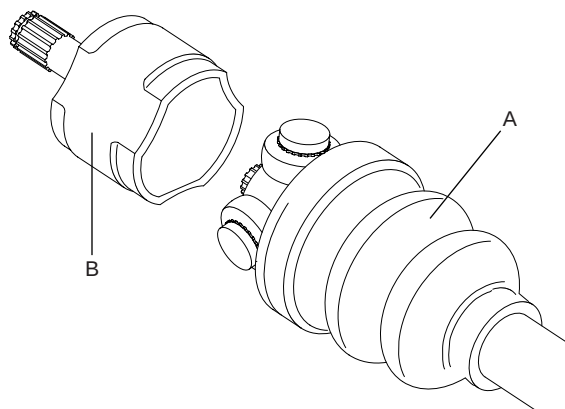
2. Remove both boot bands from the transaxle side UTJ case.



AIGE004A

3. Pull out the boot from the transaxle side joint(UTJ).

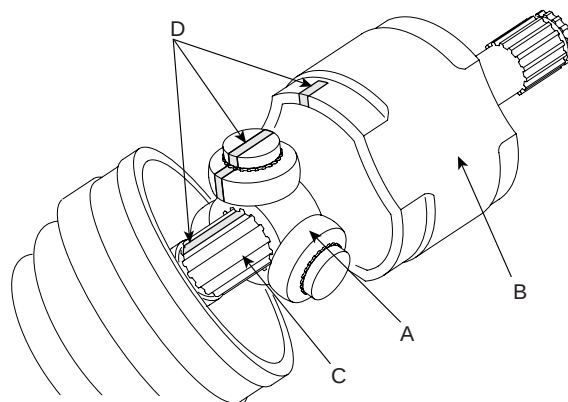
4. When separating the joint and boot(A), remove the grease from the UTJ case(B).



AIGE004B

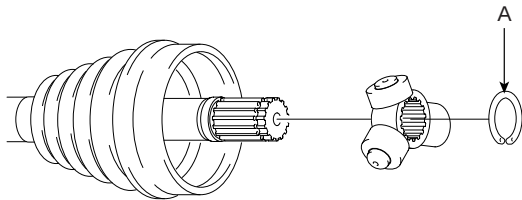
 CAUTION

- Be careful not to damage the boot.
- According to illustration below, put alignment marks across spider roller assembly (A), UTJ case (B), and shaft splines (C) to aid in re-assembly.



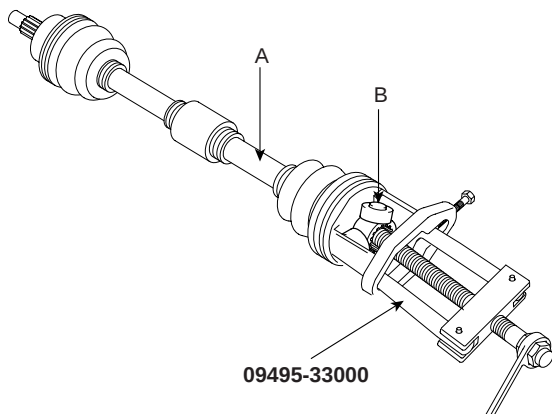
BIGE005D

5. Using a plier or flat-tipped (-) screwdriver, remove the snap ring(A).



BIGE005E

6. Remove the spider assembly(B) from drive shaft(A) by using the Special Tool(09495-33000).



BIGE005F

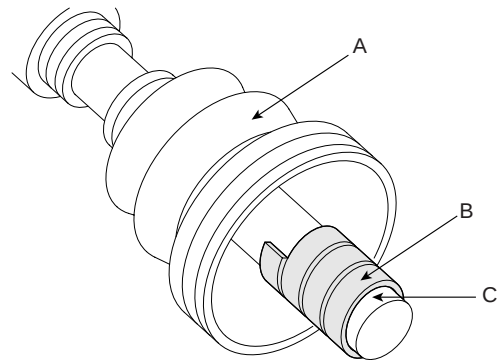
7. Clean the spider assembly.

8. Remove the boot(A), of the transaxle side joint(UTJ).



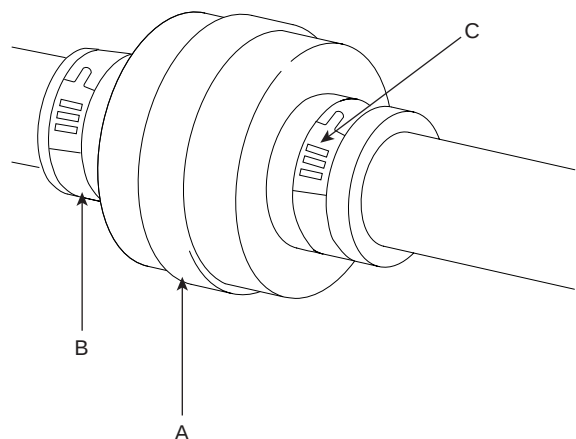
CAUTION

Wrap tape(B) around the driveshaft splines(C) to protect the boot(A).



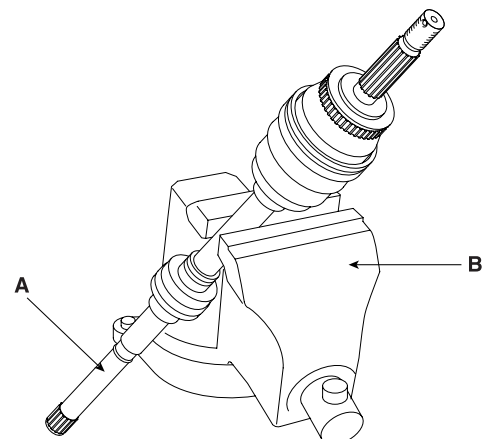
BIGE005G

9. Remove both side of bands (B, C) of the dynamic damper (A).



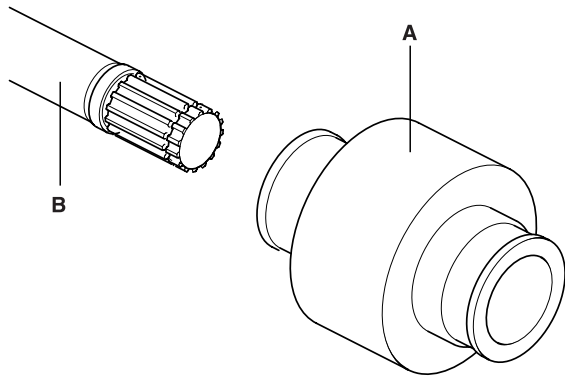
LJF004C

10. Fix the driveshaft (A) with a vice (B) as illustrated.



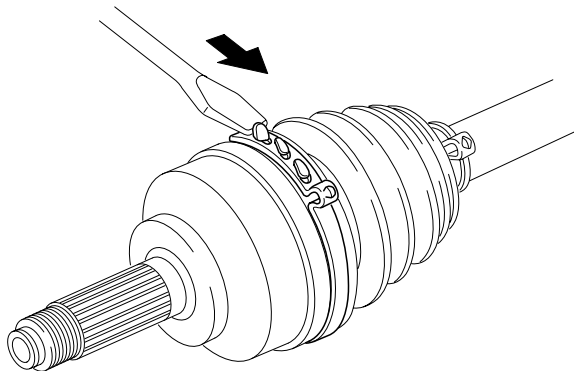
BIGE005I

11. Apply soap powder on the shaft to prevent being damage between the shaft spline and the dynamic damper when the dynamic damper is removal.
12. Separated dynamic damper (A) from the shaft (B) carefully.



AIGE004D

13. Remove both bands on the side of wheel.



EIRF003H

14. Pull out the joint(BJ) boot on the side of wheel into the transaxle direction.

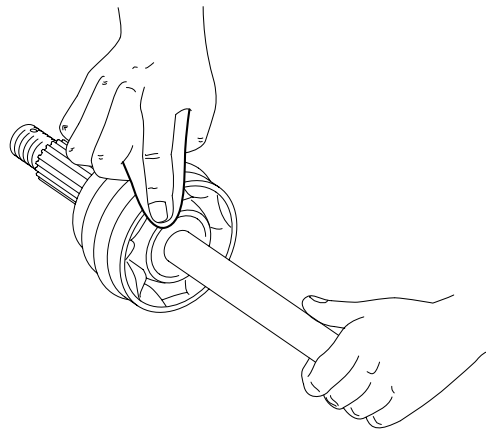


CAUTION

Be careful not to damage the boot.

INSPECTION E139BBAD

1. Check the driveshaft spline for wear or damage.
2. Check that there is no water or foreign material in the BJ.
3. Check the spider assembly for roller rotation, wear or corrosion.
4. Check the groove inside the UTJ case for wear or corrosion.
5. Check the dynamic damper for damage or cracks.



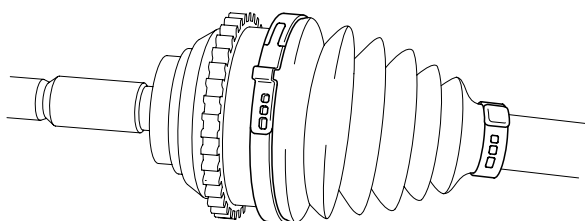
EIKD025B

DRIVESHAFT

DS -19

REASSEMBLY E00CBBCC

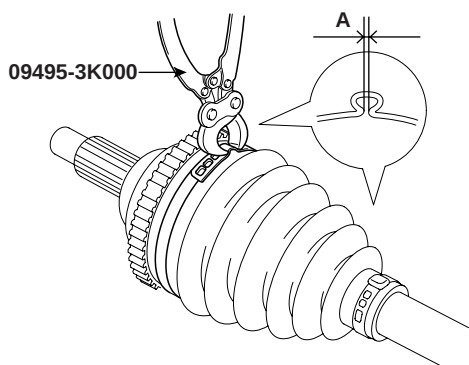
1. Wrap tape around the drive shaft splines (UTJ side) to prevent damage to the boots.
2. Apply grease to the joint(BJ) boot on the side of wheel and install the boots.
3. Install the bands to both boots.



EIRF003I

4. Using clamp, secure the boot bands.

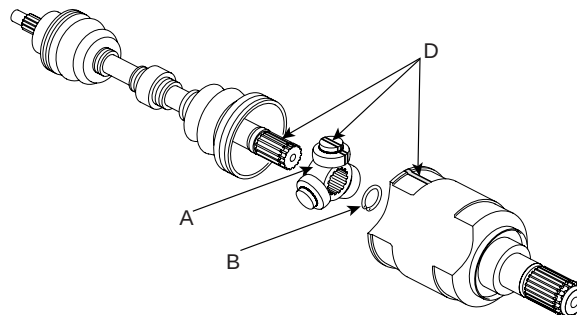
Clearance(A) : 2.0 mm (0.079 in.) or less



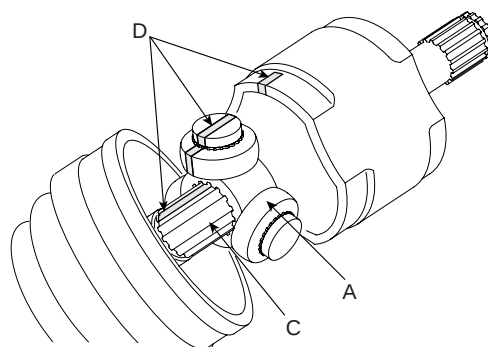
KINF500B

5. To install the dynamic damper, keep the BJ shaft in a straight line and secure the dynamic damper with the dynamic damper bands.
6. Install the UTJ boot bands and UTJ boot.

7. Using the alignment marks(D) made during disassembly as a guide, install the spider assembly(A) and snap ring(B) on the driveshaft splines(C).



BIGE007D



BIGE007E

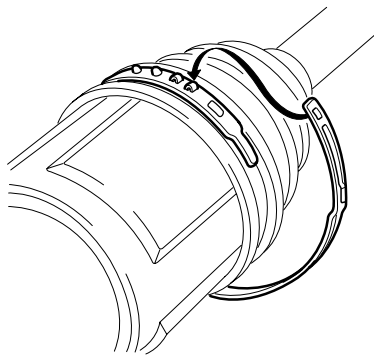
8. Add the specified grease to the joint(UTJ) boot as much as wiped away at inspection.
9. Install the boots.

10. To control the air in the UTJ boot, keep the specified distance between the boot bands when they are tightened.

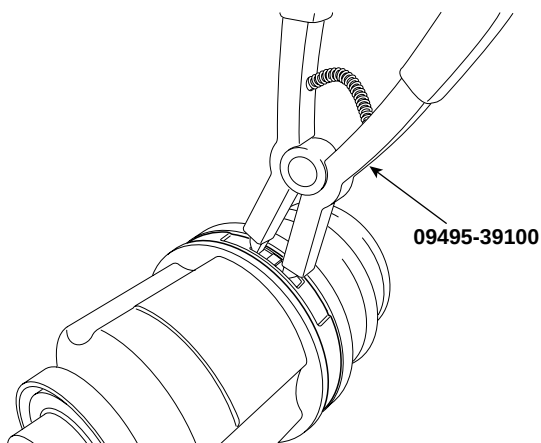
STANDARD VALUE [A]

Items	Standard(A) mm(in)	
	LH	RH
2.9 Diesel M/T	505.4 (19.90)	466.8 (18.38)
2.9 Diesel A/T	507.5 (19.98)	466.9 (18.38)
3.8 Gasoline A/T	557.1 (21.93)	570.7 (22.47)

11. Install both sides of the boot bands by using SST (09495-39100).



AIGE005D

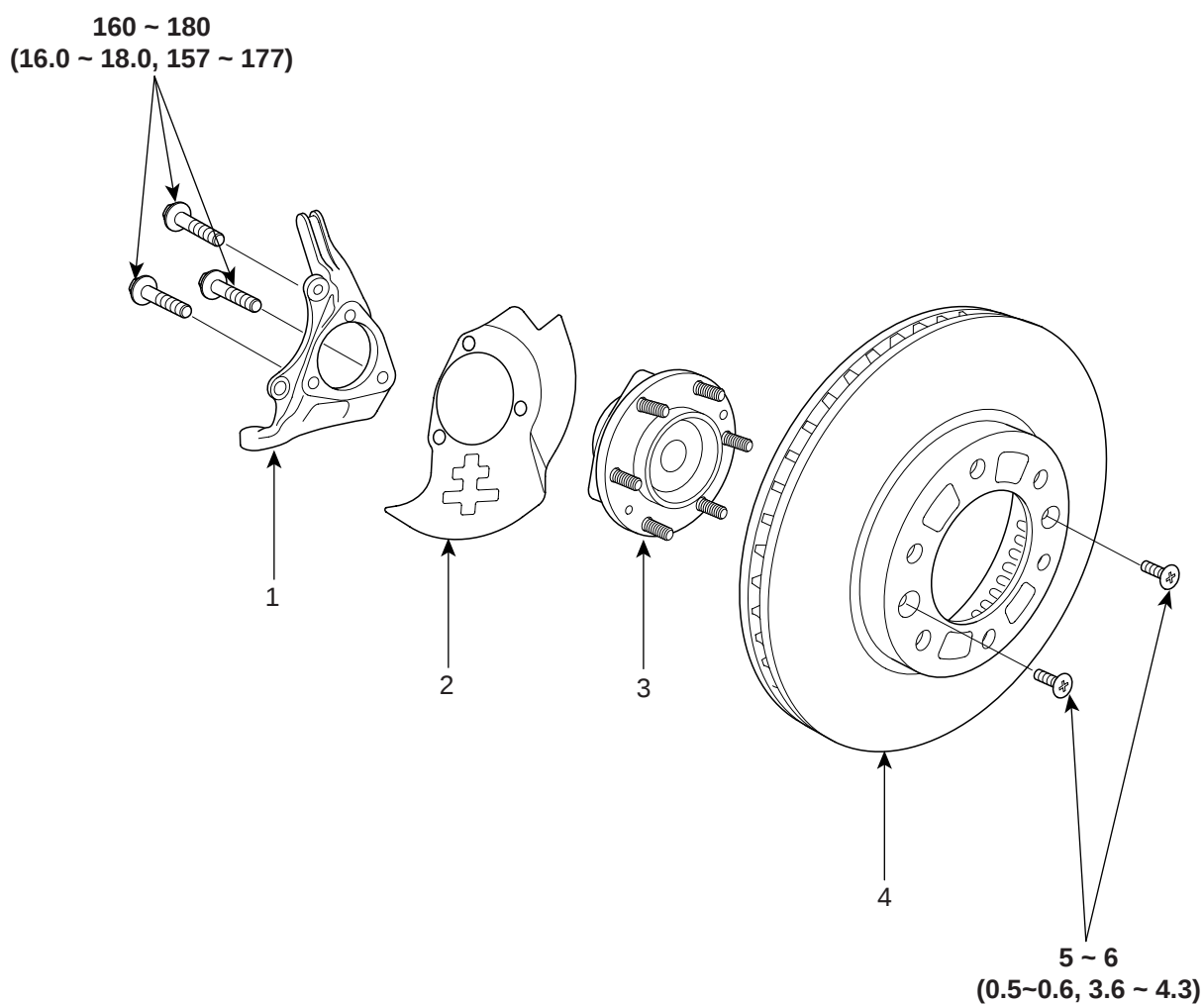


AILG600A

FRONT AXLE

FRONT HUB / KNUCKLE

COMPONENTS E0B9BFF9



TORQUE : Nm (kgf·m, lb·ft)

- 1. Knuckle
- 2. Dust cover

- 3. Front hub & bearing assembly
- 4. Brake disc

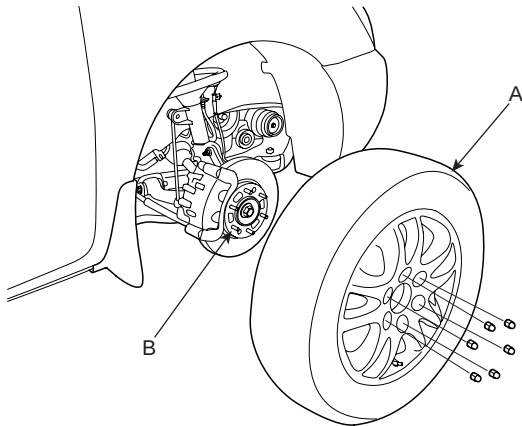
DS -22

DRIVESHAFT AND AXLE

REMOVAL EC8BD4C4

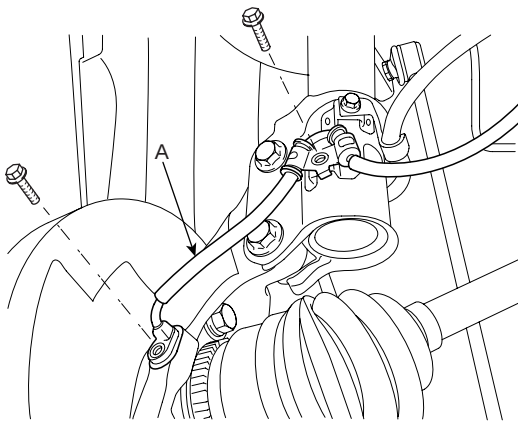
1. Raise the vehicle and remove the wheel & tire assembly (A) from the front hub assembly (B).

Tightening torque Nm (Kgf.m, lb-ft):
90 ~ 110 (9.0 ~ 11.0, 65 ~ 80)



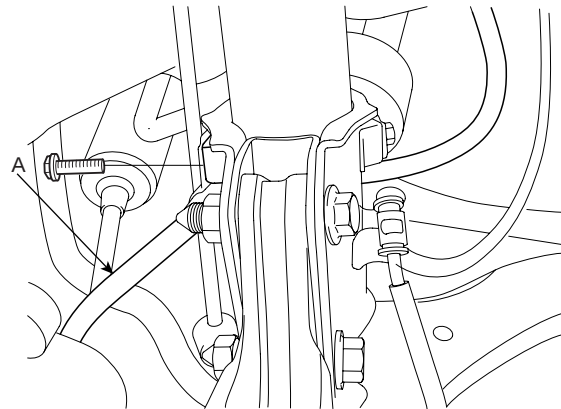
AHKF110A

2. Remove the wheel speed sensor & wire (A) by loosening the bolts.



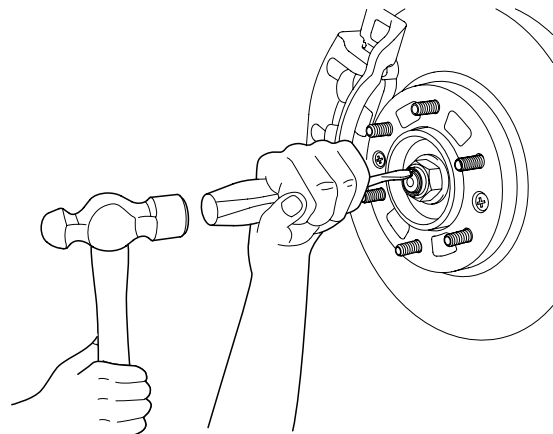
AIKF013A

3. Disconnect the brake hose (A) from the strut assembly.

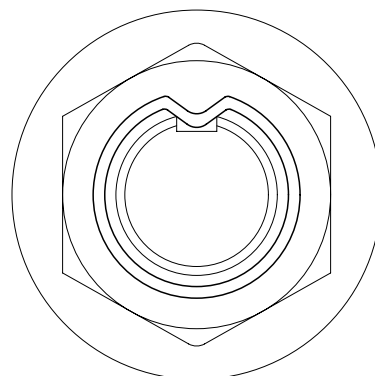


AIKF500E

4. Unstake the driveshaft lock nut using a chisel and hammer.



AIKF001A



AIKF011A

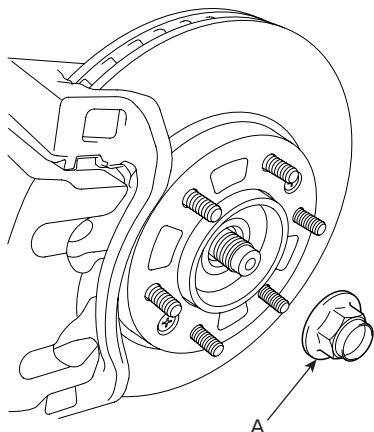
FRONT AXLE

DS -23

5. Remove the driveshaft lock nut (A).

Tightening torque Nm (kgf.m, lb-ft):

245 ~ 275 (24.5 ~ 27.5, 177 ~ 199)

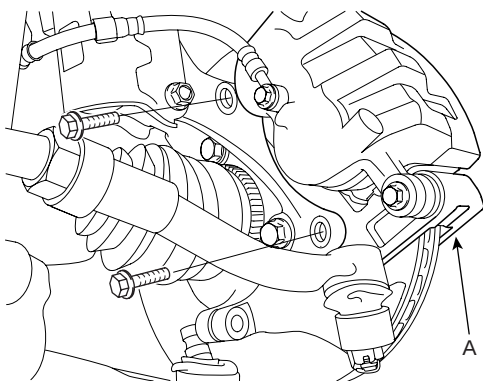


LIK500F

6. Remove the caliper assembly (A) from the knuckle and suspend it with wire.

Tightening torque Nm (kgf.m, lb-ft):

85 ~ 100 (8.5 ~ 10.0, 61 ~ 72)

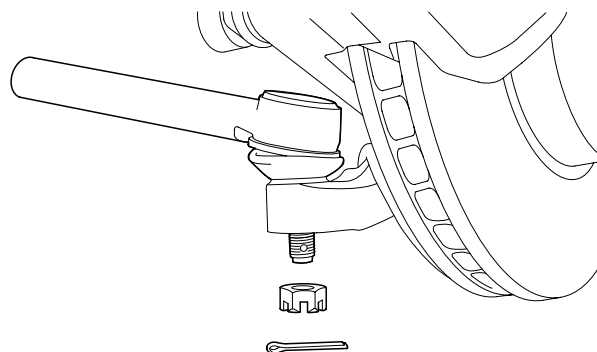


AIKF015A

7. Remove the split pin and castle nut from the tie rod end ball joint.

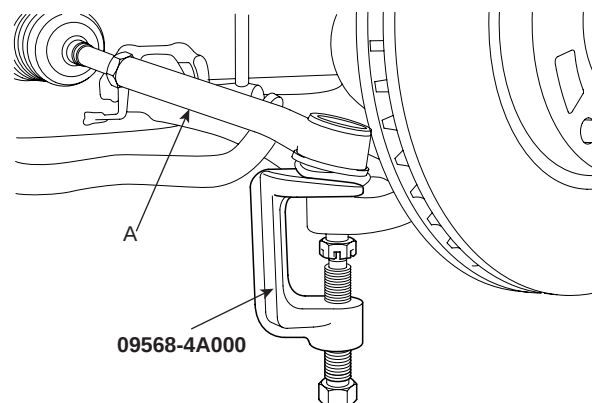
Tightening torque Nm (Kgf.m, lb-ft):

60 ~ 80 (6.0 ~ 8.0, 43 ~ 58)

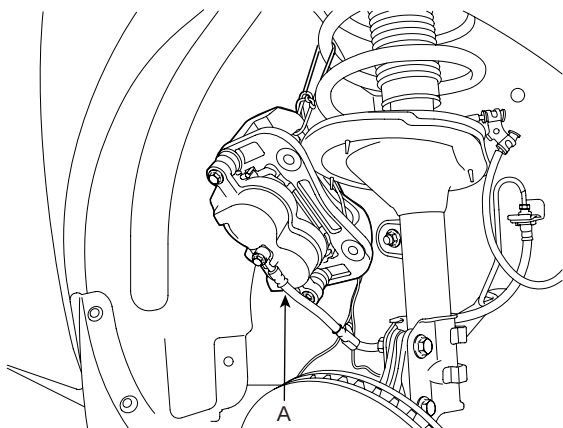


LIK500G

8. Disconnect the tie rod end (A) from the knuckle using a SST (09568-4A000).



AIKF003A



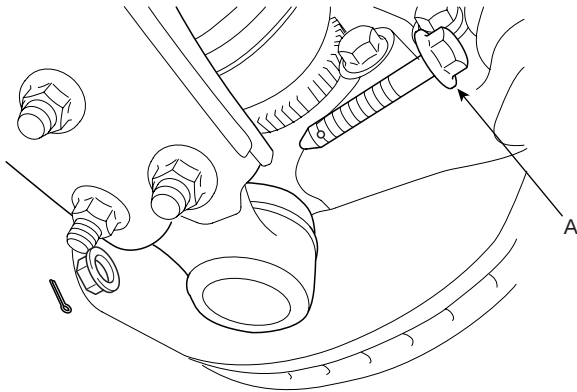
AIKF016A

DS -24

DRIVESHAFT AND AXLE

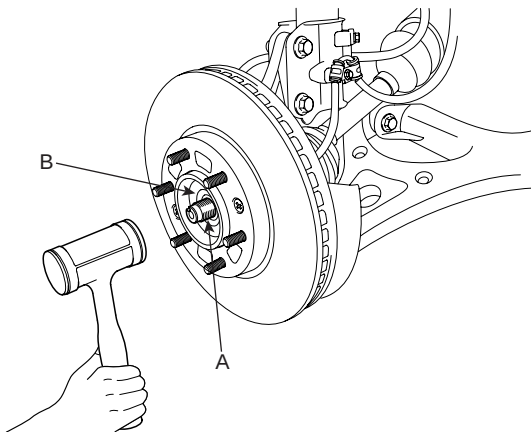
9. Remove the split pin and lower arm bolt and nut (A).

Tightening torque Nm (Kgf.m, lb-ft):
90 ~ 120 (9.0 ~ 12.0, 65 ~ 87)

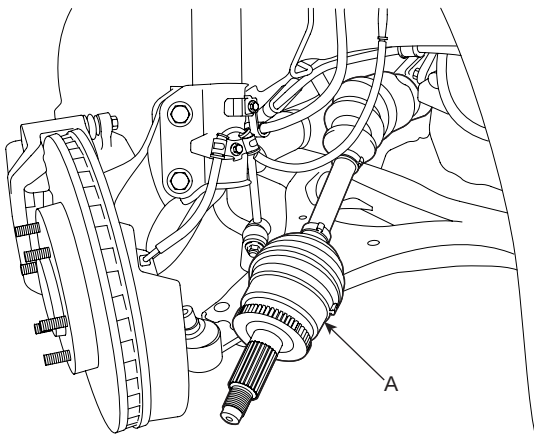


LIK500K

10. Using a plastic hammer, disconnect the driveshaft (A) from the front hub assembly (B).

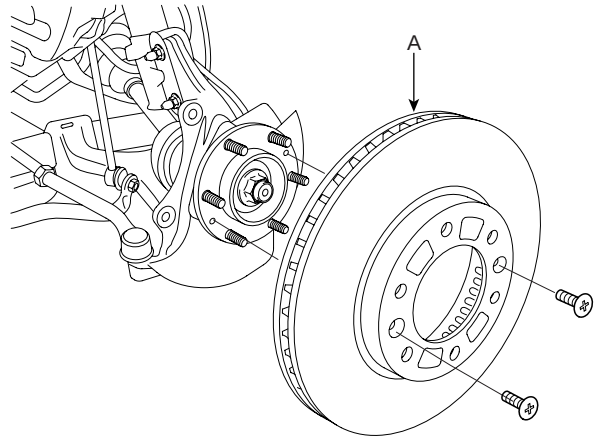


BIKG500D



AIKF006A

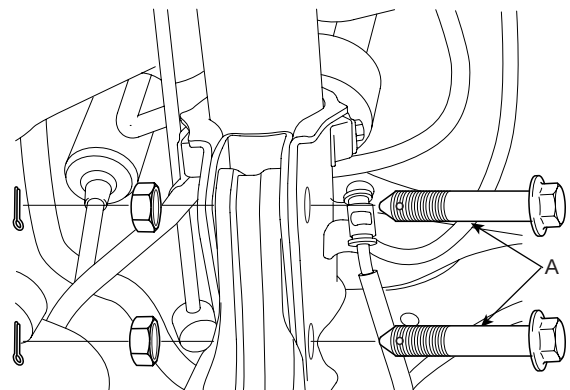
11. Remove the brake disc (A) from the front hub assembly.



AIKF017A

12. Remove the knuckle from the strut assembly by loosening the bolts (A).

Tightening torque Nm (kgf.m, lb-ft):
100 ~ 120 (10.0 ~ 12.0, 72 ~ 87)



AIKF014A

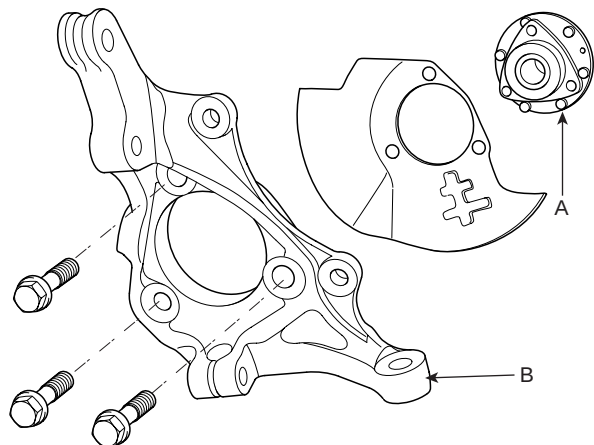
FRONT AXLE

DS -25

DISASSEMBLY EE5AE7EC

1. Separate the hub & bearing assembly (A) from the knuckle (B) by loosening the bolts.

Tightening torque Nm (kgf.m, lb-ft):
160 ~ 180 (16.0 ~ 18.0, 116 ~ 130)



LIKG500L

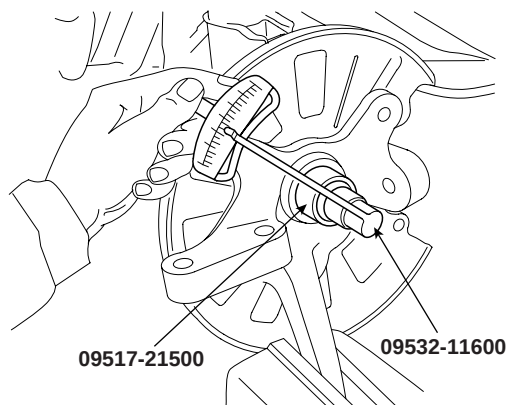
INSPECTION EF4A3210

1. Check the hub for cracks and the splines for wear.
2. Check the brake disc for scoring and damage.
3. Check the knuckle for cracks.

REASSEMBLY E76DCA94

1. Reassembly is reverse of the disassembly.
2. Measure the wheel bearing starting torque.

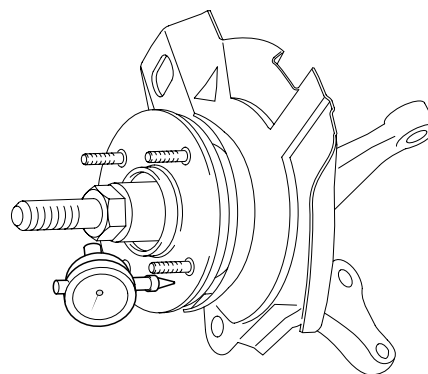
Starting torque: 20 kgf.cm or less



EIRF404D

3. Measure the hub assembly axial play using a dial gauge.

Axial play: 0.008 mm or less



LIKG500E

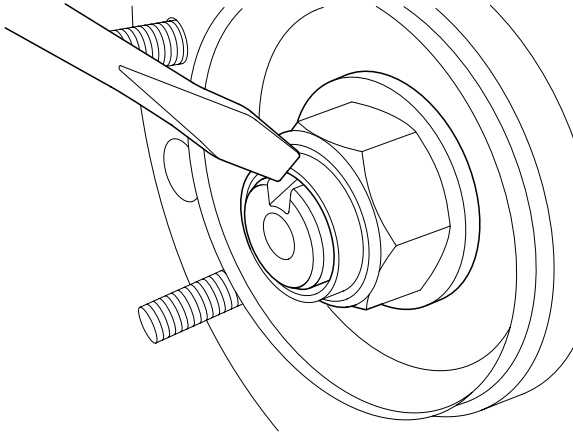
INSTALLATION E3CEAE22

1. Installation is reverse of the removal.

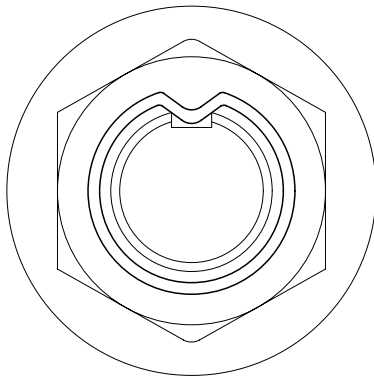


CAUTION

- *The driveshaft lock nut should be replaced with new ones.*
- *After installation driveshaft lock nut, stake the lock nut using a chisel and hammer as shown in the illustration below.*



AIKF010A

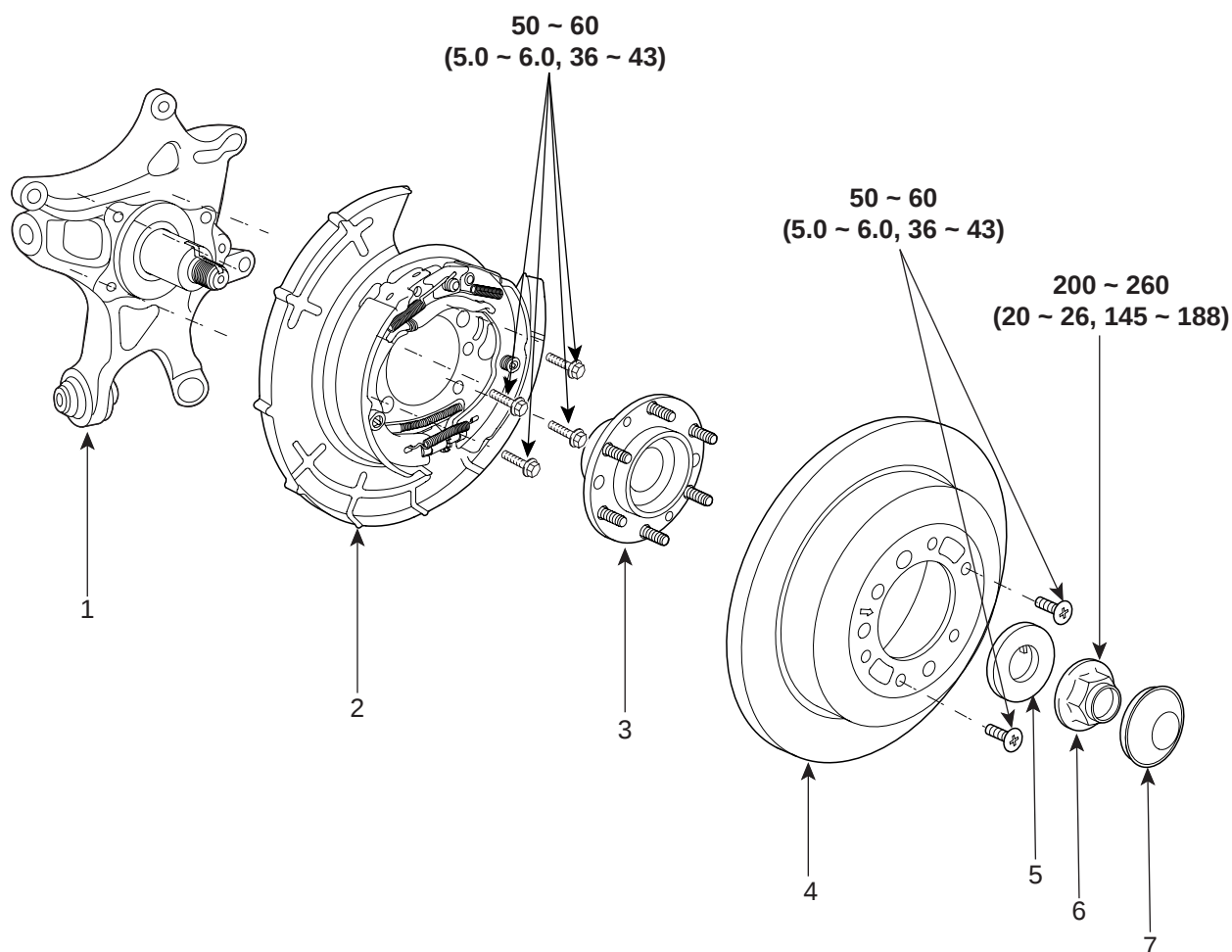


AIKF011A

REAR AXLE

REAR HUB / CARRIER

COMPONENTS EF4C9FE4



TORQUE : Nm (kgf·m, lb-ft)

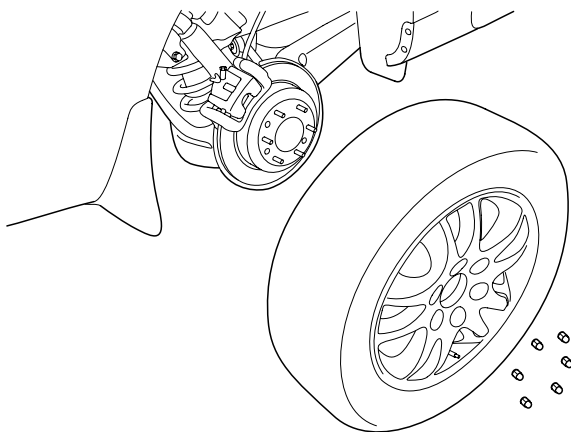
1. Carrier assembly
2. Brake assembly
3. Hub & bearing assembly
4. Brake disc

5. Washer
6. Nut
7. Cap

REMOVAL EC4DBAED

1. Release the parking brake.
2. Remove the wheel & tire assembly.

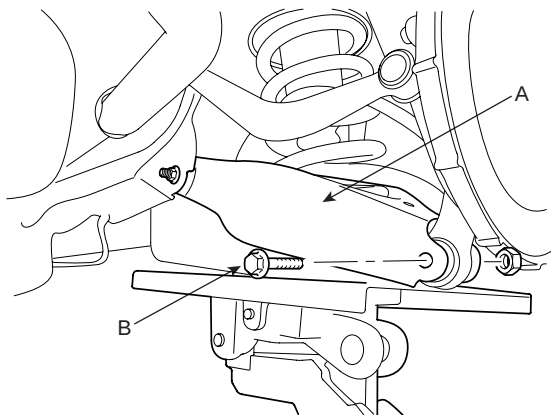
Tightening torque Nm (kgf.m, lb-ft):
90 ~ 110 (9.0 ~ 11.0, 65 ~ 80)



AIKF500B

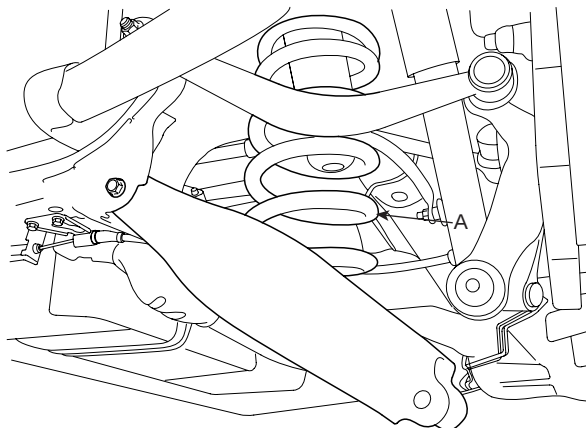
3. Support lower part of the lower arm (A) using a jack and remove the bolt & nut (B).

Tightening torque Nm (kgf.m, lb-ft):
160 ~ 180 (16.0 ~ 18.0, 116 ~ 130)



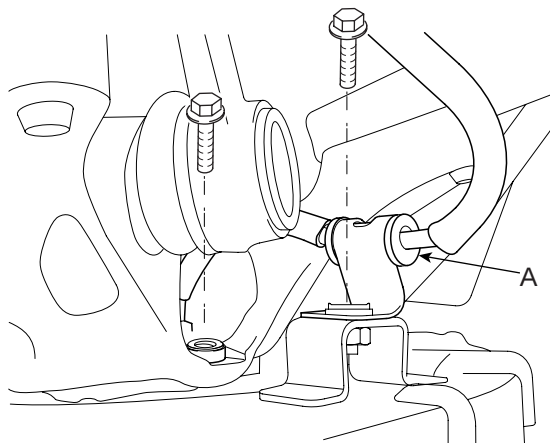
AIKF500C

4. Remove the coil spring (A) and upper pad.



LIKG500M

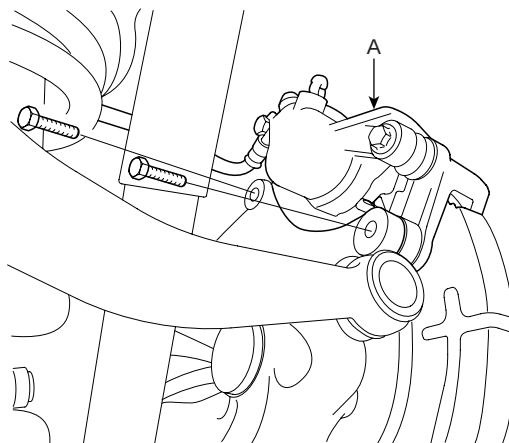
5. Remove the wheel speed sensor (A).



AIKF020A

6. Remove the rear brake caliper assembly (A) from the carrier assembly and suspend it with wire.

Tightening torque Nm (kgf.m, lb-ft):
50 ~ 60 (5.0 ~ 6.0, 36 ~ 43)

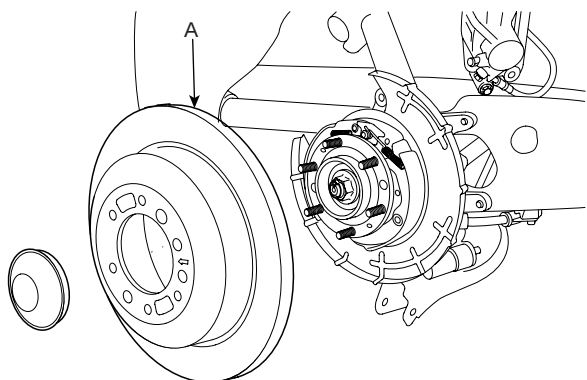


LIKG500N

REAR AXLE

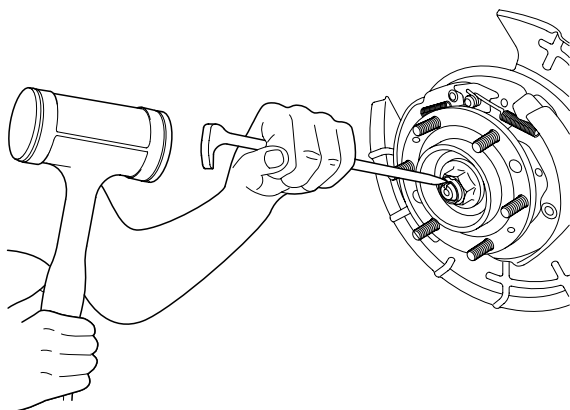
DS -29

7. Remove the rear brake disc (A) by loosening the screws.

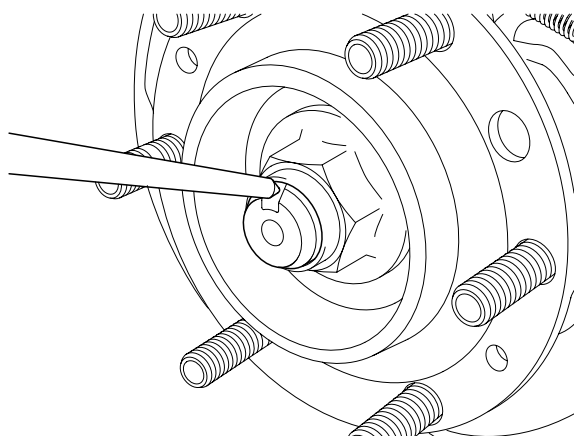


LIK500J

8. Unstake the lock nut using a chisel and hammer.



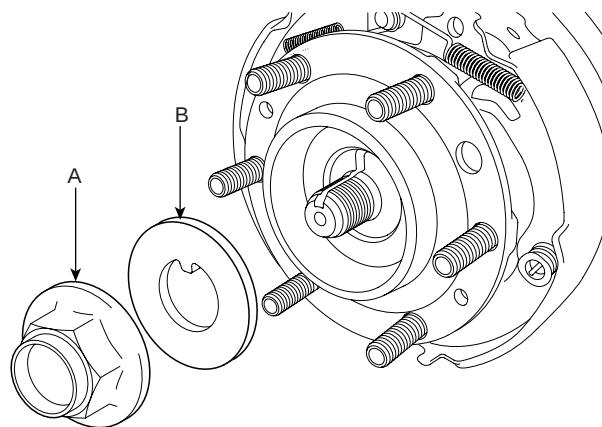
AIKF022A



AIKF023A

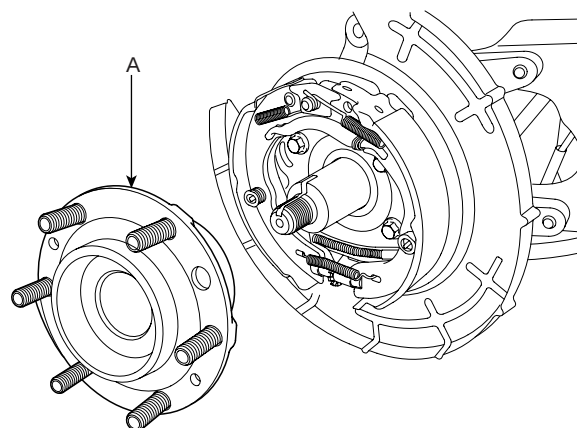
9. Remove the lock nut (A) and washer (B).

Tightening torque Nm (kgf.m, lb-ft):
200 ~ 260 (20.0 ~ 26.0, 145 ~ 188)



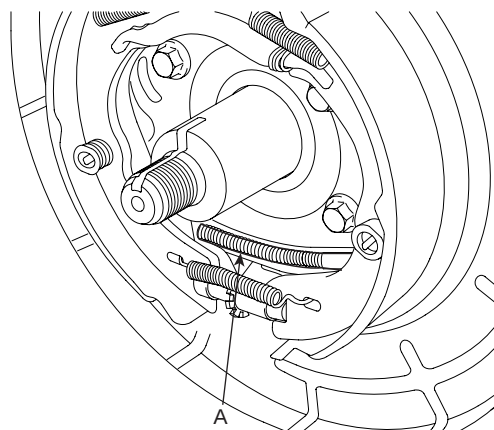
AIKF024A

10. Remove the hub & bearing assembly (A).



AIKF025A

11. Disconnect the parking brake cable (A) from the brake assembly.

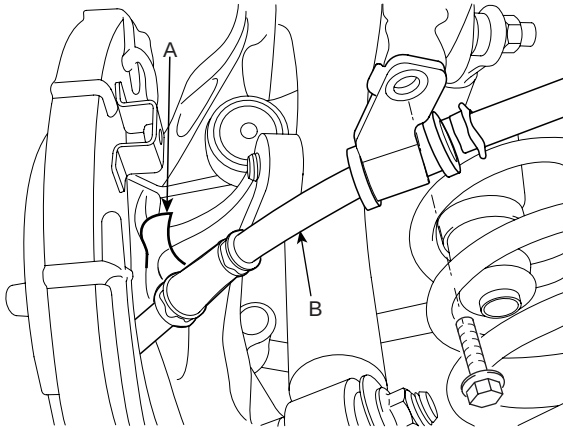


AIKF026A

DS -30

DRIVESHAFT AND AXLE

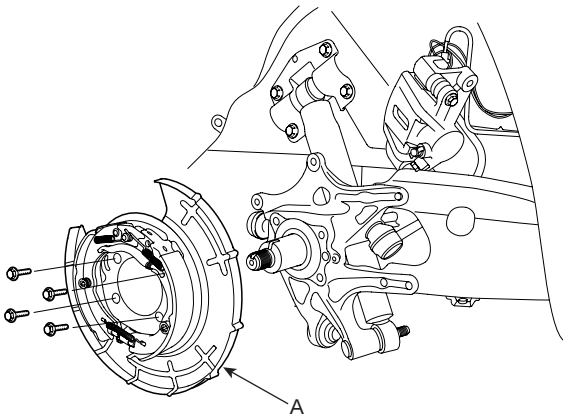
12. Remove the clip (A) and bracket mounting bolt and disconnect the parking brake cable (B) from the carrier assembly.



AIKF027A

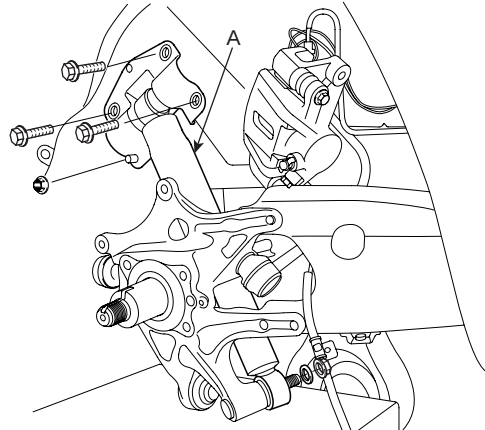
13. Remove the rear brake assembly (A).

Tightening torque Nm (kgf.m, lb-ft):
50 ~ 60 (5.0 ~ 6.0, 36 ~ 43)



AIKF028A

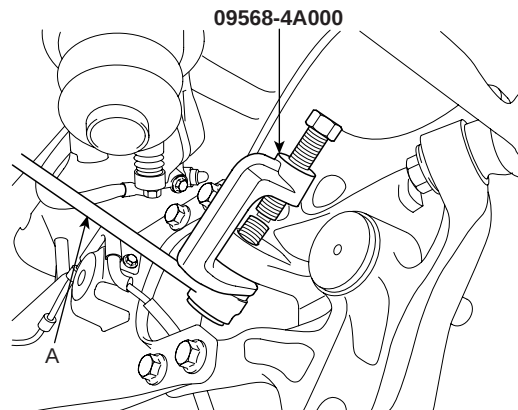
14. Remove the rear shock absorber (A).



AIKF029A

15. After loosening the castle nut and split pin, disconnect the assist arm (A) from the carrier assembly using a SST (09568-4A000).

Tightening torque Nm (kgf.m, lb-ft):
90 ~ 100 (9.0 ~ 10.0, 65 ~ 72)



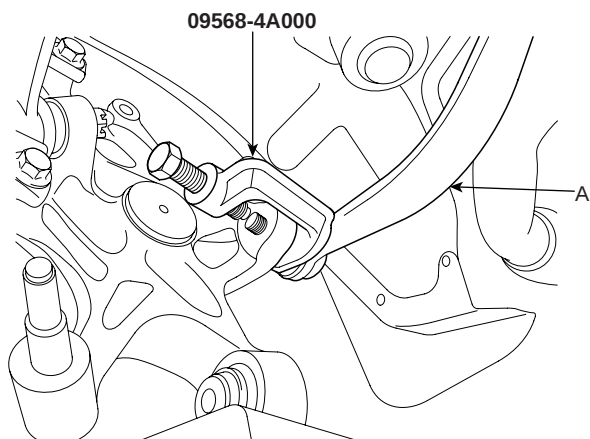
AIKF030A

REAR AXLE

DS -31

16. After loosening the castle nut and split pin, disconnect the upper arm (A) from the carrier assembly using a SST (09562-4A000).

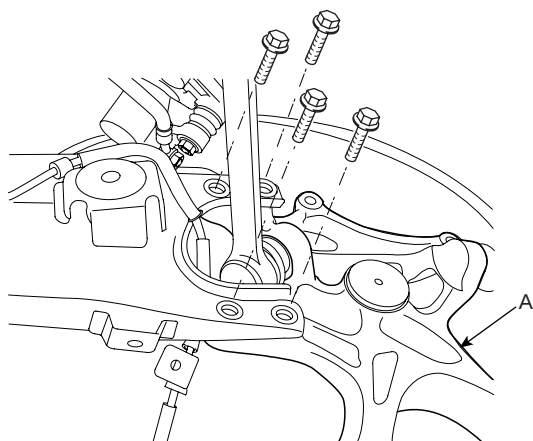
Tightening torque Nm (kgf.m, lb-ft):
90 ~ 100 (9.0 ~ 10.0, 65 ~ 72)



AIKF031A

17. Remove the carrier assembly (A) from the trailing arm by loosening the bolts.

Tightening torque Nm (kgf.m, lb-ft):
80 ~ 110 (8.0 ~ 11.0, 58 ~ 80)



AIKF032A

INSPECTION

EB6BA14B

1. Check the hub for cracks and wear.
2. Check the brake disc for scoring and damage.
3. Check the carrier for cracks.

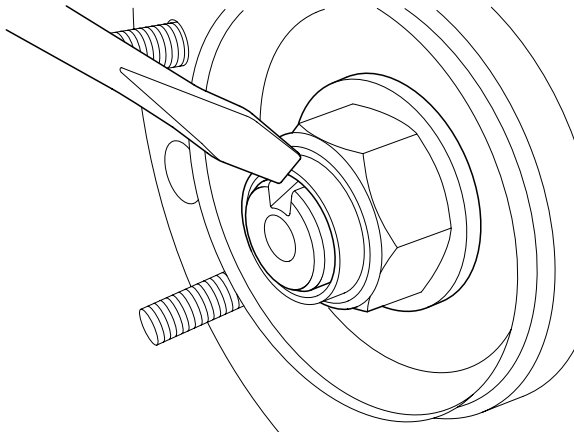
INSTALLATION EF2C630D

1. Installation is the reverse of removal.

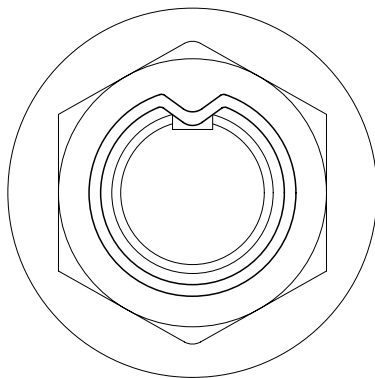


CAUTION

- The rear hub lock nut should be replaced with new ones.
- After installation lock nut, stake the lock nut using a chisel and hammer as shown in the illustration below.



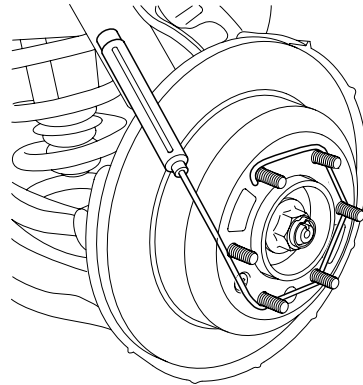
AIKF010A



AIKF011A

2. Check the rear hub & bearing assembly starting torque using a spring balance.

Starting torque: 20 kgf.cm



AIKF033A