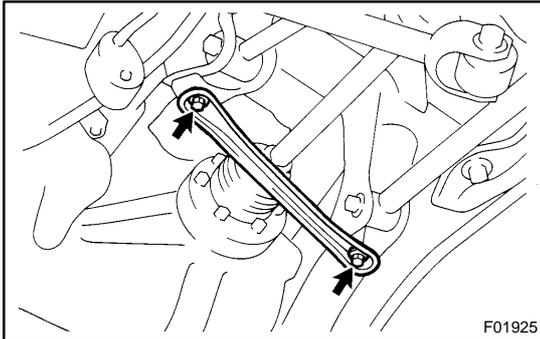
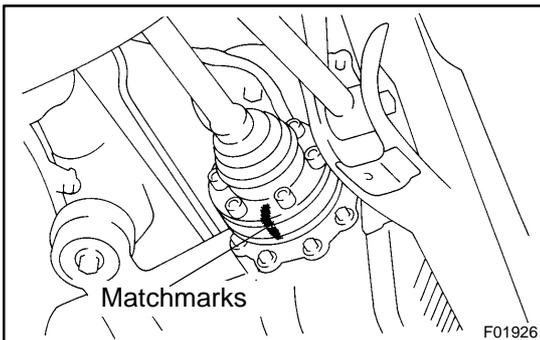


REMOVAL

1. **REMOVE REAR WHEEL**
Torque: 103 N·m (1,050 kgf·cm, 76 ft·lbf)
2. **REMOVE EXHAUST PIPE** (See page [EM-119](#))
3. **REMOVE COTTER PIN, LOCK CAP AND LOCK NUT**
 - (a) Remove the cotter pin and lock cap.
 - (b) With depressing the brake pedal, remove the nut.
Torque: 289 N·m (2,950 kgf·cm, 213 ft·lbf)



4. **REMOVE REAR DRIVE SHAFT**
 - (a) Remove the 2 bolts and suspension member brace.
Torque: 50 N·m (510 kgf·cm, 37 ft·lbf)

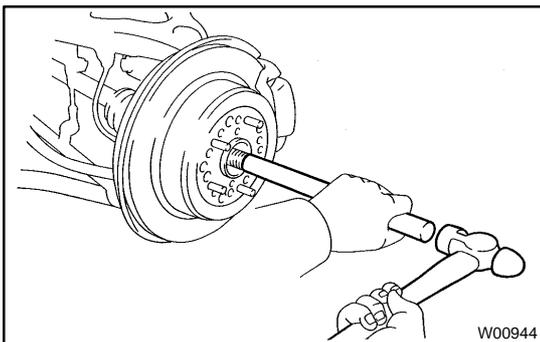


- (b) Place matchmarks on the drive shaft and side gear shaft.
- (c) Using a 10 mm hexagon wrench, remove the 6 hexagon bolts and 2 washers with depressing the brake pedal.
Torque: 83 N·m (850 kgf·cm, 61 ft·lbf)

HINT:

At the time of installation, apply a light coat of engine oil on the threads of the bolts.

- (d) Hold the inboard joint side of the drive shaft so that the outboard joint side does not bend too much.



- (e) Using a brass bar and hammer, lightly tap the end of the drive shaft, disengage the axle hub and remove the drive shaft.

NOTICE:

Be careful not to damage the boots, end cover and speed sensor rotor of the drive shaft, and oil seal of the axle hub.

HINT:

At the time of installation, temporarily tighten the lock nut and connect the drive shaft to the axle hub side.