

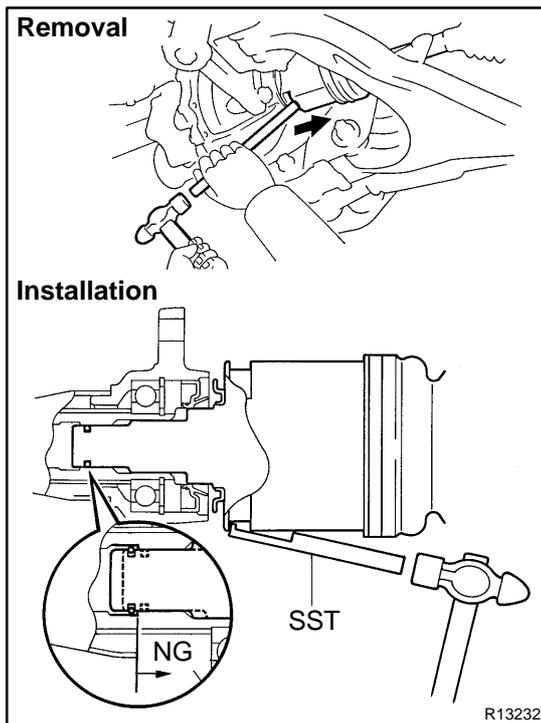
## REMOVAL

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) Using a screwdriver, remove the grease cap.
  - (b) Remove the cotter pin and lock cap.

### HINT:

At the time of installation, if the holes for the cotter pin are not aligned, tighten the nut further up to 60°.

- (c) With applying the brakes, remove the lock nut.  
Torque: 235 N·m (2,400 kgf·cm, 174 ft·lbf)



#### 4. **DISCONNECT DRIVE SHAFT**

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

### HINT:

When it is difficult to disconnect the drive shaft, tap in a screwdriver between differential tube/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 pulled out by hand.

### NOTICE:

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

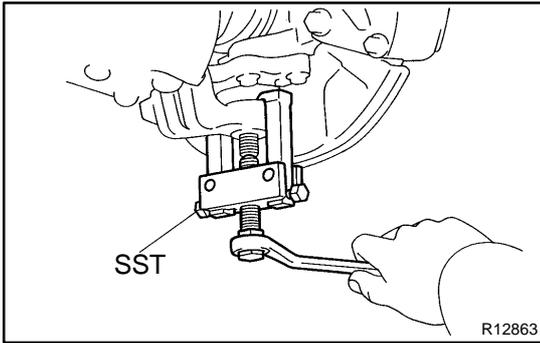
- (b) Using a screwdriver, remove the snap ring from the inboard joint tulip.

#### 5. **DISCONNECT LOWER SUSPENSION ARM**

- (a) Remove the cotter pin and nut.  
Torque: 140 N·m (1,450 kgf·cm, 103 ft·lbf)

### HINT:

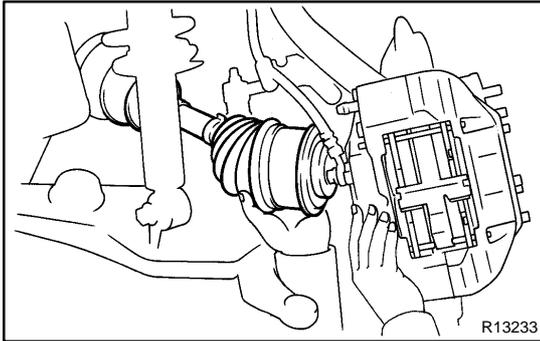
At the time of installation, if the holes for the cotter pin are not aligned, tighten the nut further up to 60°.



- (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.**