SECTION FAX
FRONT AXLE

CONTENTS

PRECAUTION

PRECAUTIONS

Precaution for Supplemental Restraint System (SRS) "AIR BAG" and "SEAT BELT PRE-TENSIONER"

INFOID:0000000010249196

The Supplemental Restraint System such as “AIR BAG” and “SEAT BELT PRE-TENSIONER”, used along with a front seat belt, helps to reduce the risk or severity of injury to the driver and front passenger for certain types of collision. Information necessary to service the system safely is included in the SR and SB section of this Service Manual.

WARNING:

- **To avoid rendering the SRS inoperative, which could increase the risk of personal injury or death in the event of a collision which would result in air bag inflation, all maintenance must be performed by an authorized NISSAN/INFINITI dealer.**
- **Improper maintenance, including incorrect removal and installation of the SRS, can lead to personal injury caused by unintentional activation of the system. For removal of Spiral Cable and Air Bag Module, see the SR section.**
- **Do not use electrical test equipment on any circuit related to the SRS unless instructed to in this Service Manual. SRS wiring harnesses can be identified by yellow and/or orange harnesses or harness connectors.**

PRECAUTIONS WHEN USING POWER TOOLS (AIR OR ELECTRIC) AND HAMMERS

WARNING:

- **When working near the Airbag Diagnosis Sensor Unit or other Airbag System sensors with the Ignition ON or engine running, DO NOT use air or electric power tools or strike near the sensor(s) with a hammer. Heavy vibration could activate the sensor(s) and deploy the air bag(s), possibly causing serious injury.**
- **When using air or electric power tools or hammers, always switch the Ignition OFF, disconnect the battery and wait at least three minutes before performing any service.**

Precautions for Drive Shaft

INFOID:0000000010351439

Observe the following precautions when disassembling and assembling drive shaft:

- Do not disassemble joint sub-assembly because it is non-overhaul parts.
- Perform work in a location which is as dust-free as possible.
- Clean the parts before disassembling and assembling.
- Prevent the entry of foreign objects during disassembly.
- Reassemble disassembled parts carefully in the correct order. If work is interrupted, a clean cover must be placed over parts.
- Use paper shop cloths. Fabric shop cloths must not be used because of the danger of lint adhering to parts.
- Clean disassembled parts (except for rubber parts) with kerosene which shall be removed by blowing with air or wiping with paper shop cloths.

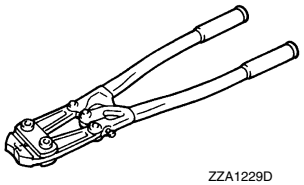
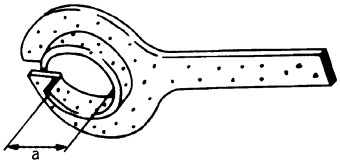
PREPARATION

PREPARATION

Special Service Tool

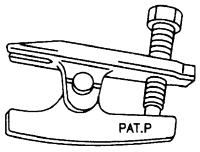
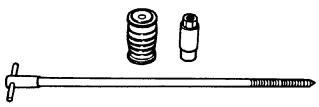
INFOID:0000000010351864

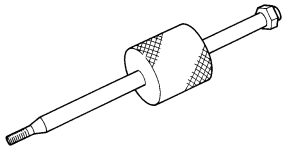
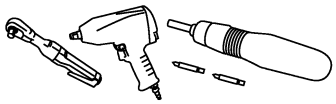
The actual shape of the tools may differ from those illustrated here.

Tool number (TechMate No.) Tool name	Description
KV40107300 (—) Boot band crimping tool  ZZA1229D	Installing boot band
KV40107500 (—) Drive shaft attachment  ZZA1230D	Removing drive shaft
KV38107900 (—) Protector  PDIA1183J	Installing drive shaft **a: 32 mm (1.26 in) dia.**

Commercial Service Tools

INFOID:0000000010351865

Tool name	Description
Ball joint remover  NT146	Removing wheel stud
Drive shaft puller  JPDIG0152ZZ	Removing drive shaft joint sub assembly

Tool name	Description
Sliding hammer  ZZA0023D	Removing drive shaft
Power tool  PIIB1407E	Loosening nuts, screws and bolts

SYMPTOM DIAGNOSIS

NOISE, VIBRATION AND HARSHNESS (NVH) TROUBLESHOOTING

NVH Troubleshooting Chart

INFOID:0000000009798725

Use chart below to find the cause of the symptom. If necessary, repair or replace these parts.

Reference				FAX-23		FAX-9		FAX-7	FSU-5		WT-55	WT-55		BR-6	ST-6
Possible cause and SUSPECTED PARTS			Excessive joint angle	Joint sliding resistance	Imbalance	Improper installation, looseness	Parts interference	Wheel bearing damage	FRONT SUSPENSION	FRONT AXLE	TIRE	WHEEL	DRIVE SHAFT	BRAKE	STEERING
Symptom	DRIVE SHAFT	Noise	×	×				×	×	×	×	×		×	×
		Shake	×		×			×	×	×	×	×		×	×
	FRONT AXLE	Noise				×	×	×	×		×	×	×	×	×
		Shake				×	×	×	×		×	×	×	×	×
		Vibration				×	×	×	×		×		×		×
		Shimmy				×	×		×		×	×		×	×
		shudder				×			×		×	×		×	×
		Poor quality ride or handling				×	×		×		×	×			

×: Applicable

PERIODIC MAINTENANCE

FRONT WHEEL HUB AND KNUCKLE

Inspection

INFOID:0000000009798732

- Move the wheel hub and bearing in an axial direction by hand to verify that looseness of wheel hub and bearing exists. If any looseness exists, replace the wheel hub and bearing.

Axial end play **: Refer to FAX-32, "Wheel Bearing".**

- Rotate wheel hub and bearing to verify if unusual noises or other irregular conditions exist. If any irregular conditions exist, replace the wheel hub and bearing.

FRONT DRIVE SHAFT

Inspection

INFOID:0000000009798733

Check the following items and replace parts as necessary:
- Check drive shaft mounting point and joint for looseness and other damage.
- Check boot for cracks and other damage.

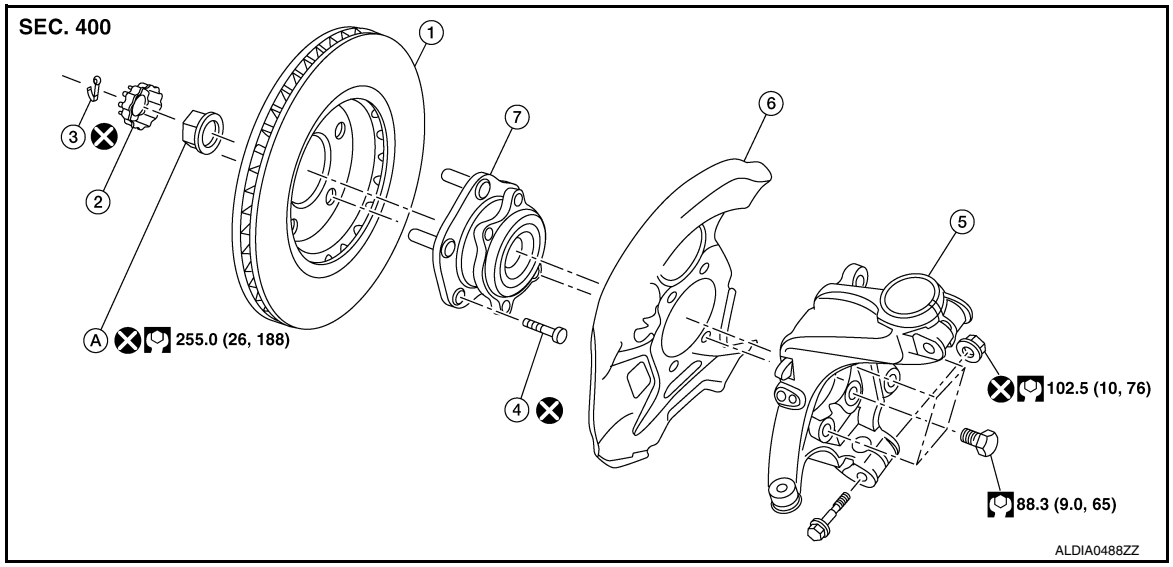
CAUTION:
Replace entire drive shaft when noise or vibration occurs from drive shaft.

REMOVAL AND INSTALLATION

FRONT WHEEL HUB

Exploded View

INFOID:0000000009798734



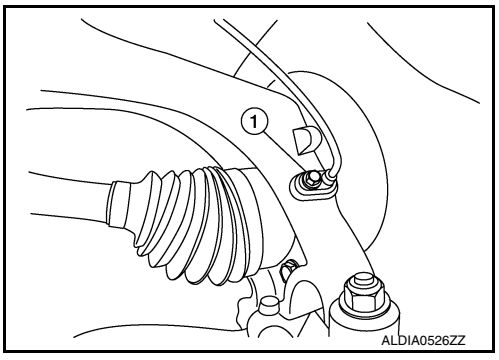
1. Disc brake rotor
2. Nut retainer
3. Cotter pin
4. Wheel stud
5. Steering knuckle
6. Splash guard
7. Wheel hub and bearing
A. Wheel hub lock nut

Removal and Installation

INFOID:0000000009798735

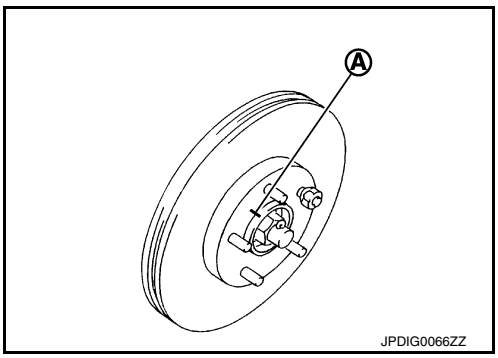
REMOVAL

1. Remove front wheel and tire using power tool. Refer to WT-57, "Adjustment".
2. Remove the bolt (1) and separate the front wheel sensor from the steering knuckle. Refer to BRC-132, "FRONT WHEEL SENSOR : Exploded View".
   CAUTION:
   - **Failure to separate the front wheel sensor from the steering knuckle may result in damage to the front wheel sensor.**
   - **Pull out the front wheel sensor, being careful to turn it as little as possible. Do not pull on wheel sensor harness.**



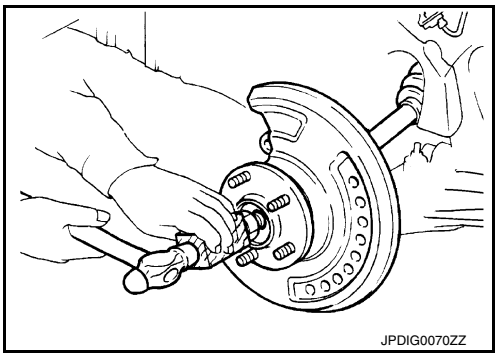
3. Remove brake caliper torque member bolts, leaving brake hose attached, reposition the caliper aside with wire. Refer to BR-35, "BRAKE CALIPER ASSEMBLY (1 PISTON TYPE) : Exploded View" (1 PISTON TYPE), or BR-35, "BRAKE CALIPER ASSEMBLY (1 PISTON TYPE) : Exploded View" (2 PISTON TYPE).
   CAUTION:
   Do not depress brake pedal while brake caliper is removed.

4. Put alignment marks (A) on disc brake rotor and wheel hub and bearing. Remove disc brake rotor.
CAUTION:
Do not drop the disc brake rotor.



5. Remove cotter pin.
6. Remove the nut retainer.
7. Loosen the wheel hub lock nut from the drive shaft using power tool.
8. Using a piece of wood and a suitable tool, tap on the lock nut to disengage the drive shaft from the wheel hub and bearing.
CAUTION:
- **Do not place the drive shaft joint at an extreme angle. Be careful not to over extend the slide joint.**
- **Do not allow the drive shaft to hang without support.**

NOTE:
Use a suitable puller if drive shaft cannot be separated from the wheel hub and bearing.



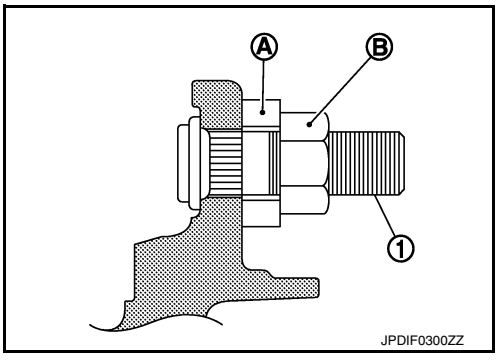
9. Remove the wheel hub lock nut.
10. Remove the engine side cover. Refer to EXT-28, "FENDER PROTECTOR : Exploded View".
11. Remove the lower nut and bolt from the steering knuckle. Refer to FAX-9, "Exploded View".
12. Separate transverse link from steering knuckle. Refer to FSU-12, "Exploded View".
13. Separate drive shaft from wheel hub and bearing, Reposition the drive shaft aside with wire. Refer to FAX-18, "Exploded View (LH)" (LH) or FAX-20, "Exploded View (RH)"(RH).
14. Remove the wheel hub and bearing bolts using power tool.
15. Remove the splash guard and the wheel hub and bearing from the steering knuckle.

INSPECTION AFTER REMOVAL

Check the following items, and replace the part if necessary.
- Check components for deformation, cracks, and other damage.
- Check boots of transverse link ball joint for cracks, axial end play, and swing torque. Refer to FAX-32.

INSTALLATION

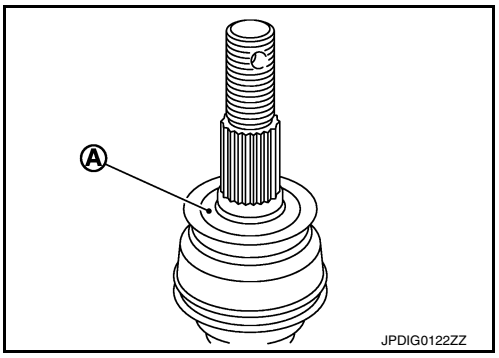
Installation is in the reverse order of the removal.
CAUTION:
- **Do not reuse the wheel stud.**
- **Do not reuse the cotter pin.**
- Place a washer (A) as shown to install the wheel studs (1) by using the tightening force of the nut (B).
CAUTION:
Check that there is no clearance between the wheel stud and the wheel hub and bearing.



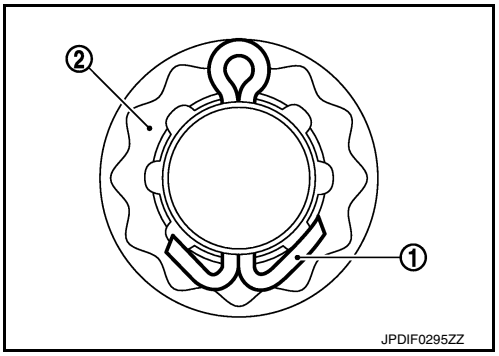
- Clean the mating surfaces of the wheel hub lock nut and the wheel hub and bearing.
  CAUTION:
  Do not apply lubricating oil to these mating surfaces.
- Clean the mating surfaces of the joint sub-assembly and the wheel hub and bearing. Apply Molykote M77 lubricant to the surface (A) of the joint sub-assembly.
  CAUTION:
  Apply lubricant to cover the entire flat mating surface of the joint sub-assembly.

  Amount of lubricant : FAX-32, "Drive Shaft"

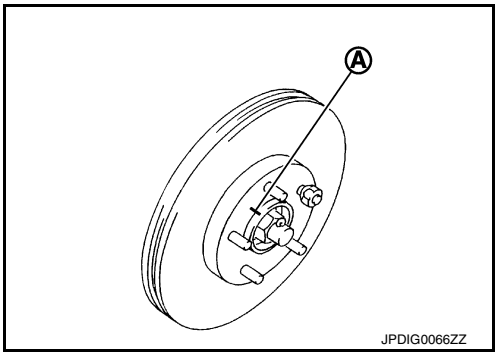
  NOTE:
  Always check with the Parts Department for the latest parts information.



- Hold the wheel hub and bearing using a suitable tool. Tighten the wheel hub lock nut.
  CAUTION:
  - **Since the drive shaft is assembled by press-fitting, use a torque wrench to tighten the wheel hub lock nut. Do not use a power tool.**
  - **Too much torque causes axle noise. Too little torque causes wheel bearing looseness. Tighten the wheel hub lock nut to the specification.**
- When installing a the cotter pin (1) and the nut retainer (2), securely bend the cotter pin to prevent rattles.



- Align the matching marks (A) on the disc brake rotor and on the wheel hub and bearing.



- Complete the inspection. Refer to FAX-7, "Inspection".

INSPECTION AFTER INSTALLATION

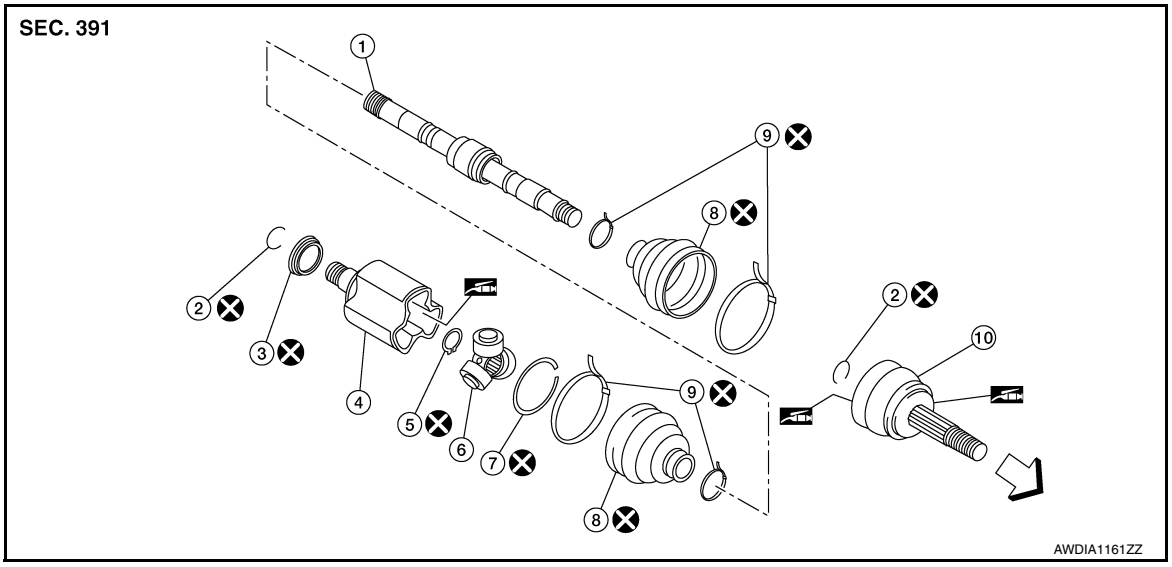
1. Check the wheel alignment. Refer to FSU-7, "Inspection".
2. Adjust neutral position of steering angle sensor. Refer to BRC-70, "Work Procedure".

FRONT DRIVE SHAFT BOOT

Exploded View

INFOID:0000000009798737

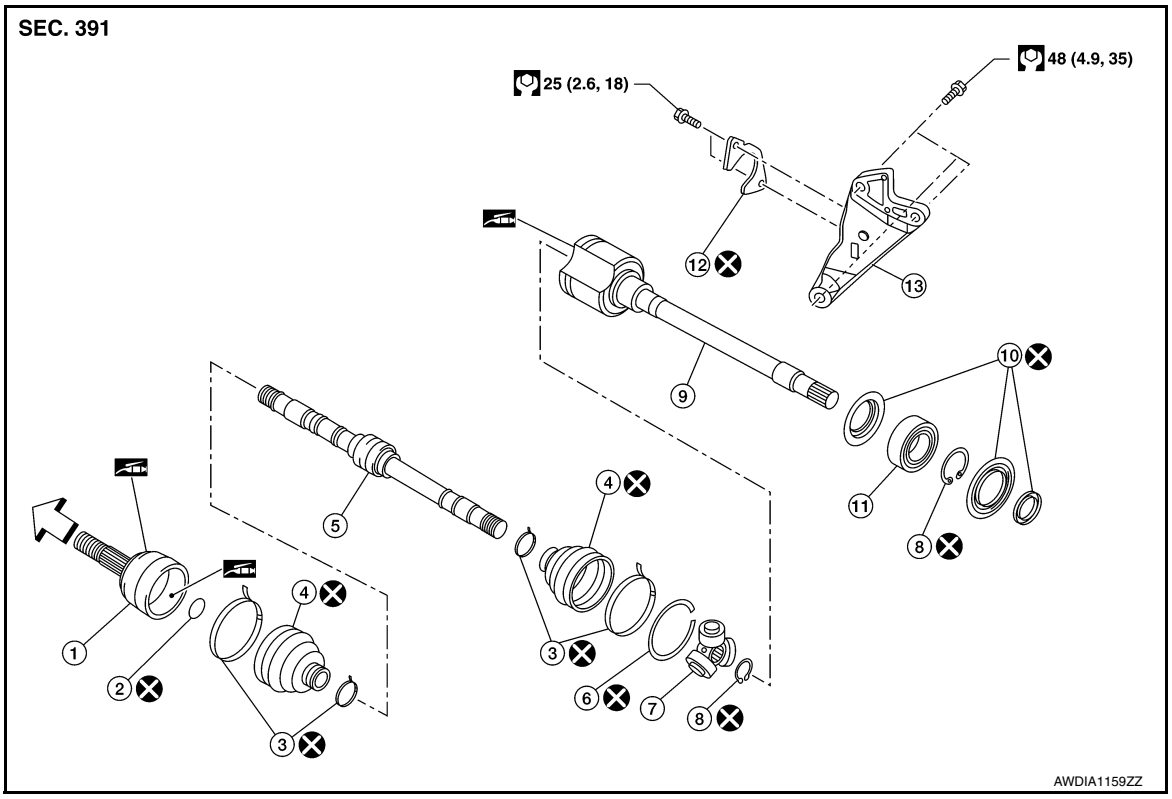
LH



1. Shaft
2. Circular clip
3. Dust shield
4. Housing
5. Snap ring
6. Spider assembly
7. Stopper ring
8. Boot
9. Boot band
10. Joint sub-assembly

⇦ : Wheel side

RH



1. Joint sub-assembly
2. Circular clip
3. Boot band
4. Boot
5. Shaft
6. Damper band

7. Dynamic damper
8. Stopper ring
9. Spider assembly
10. Snap ring
11. Housing
12. Dust shield
13. Support bearing
14. Retainer
15. Support bearing bracket

⇦ : Wheel side

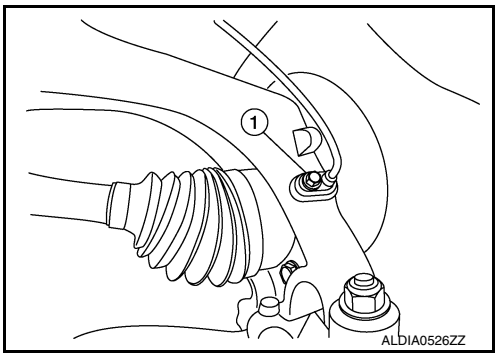
WHEEL SIDE

WHEEL SIDE : Removal and Installation

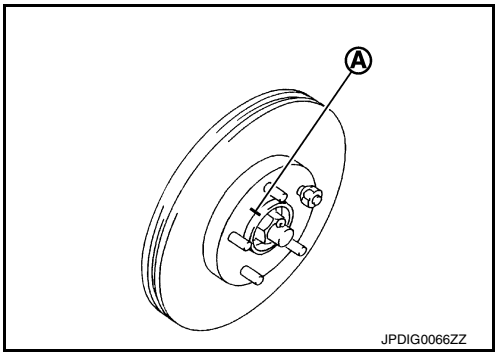
INFOID:0000000010339835

REMOVAL

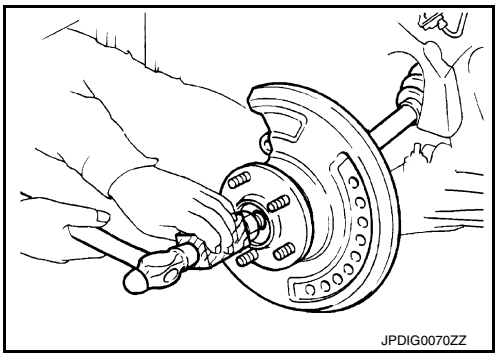
1. Remove front wheel and tire using power tool. Refer to WT-57, "Adjustment".
2. Remove the bolt (1) and separate the front wheel sensor from the steering knuckle. Refer to BRC-132, "FRONT WHEEL SENSOR : Removal and Installation".
   CAUTION:
   - **Failure to separate the front wheel sensor from the steering knuckle may result in damage to the front wheel sensor.**
   - **Pull out the front wheel sensor, being careful to turn it as little as possible. Do not pull on front wheel sensor harness**



3. Remove brake caliper torque member bolts, leaving brake hose attached, reposition the caliper aside with wire. Refer to BR-35, "BRAKE CALIPER ASSEMBLY (1 PISTON TYPE) : Exploded View" (1 PISTON TYPE), or BR-35, "BRAKE CALIPER ASSEMBLY (1 PISTON TYPE) : Exploded View" (2 PISTON TYPE).
   CAUTION:
   Do not depress brake pedal while brake caliper is removed.
4. Put alignment marks (A) on disc brake rotor and wheel hub and bearing. Remove disc brake rotor.
   CAUTION:
   Do not drop the disc brake rotor.

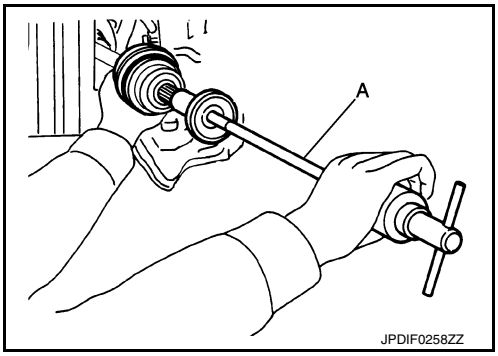


5. Remove cotter pin.
6. Remove the nut retainer.
7. Loosen the wheel hub lock nut from the drive shaft using power tool.
8. Using a piece of wood and a suitable tool, tap on the lock nut to disengage the drive shaft from the wheel hub and bearing.
   CAUTION:
   - **Do not place the drive shaft joint at an extreme angle. Be careful not to over extend the slide joint.**
   - **Do not allow the drive shaft to hang without support.**
   NOTE:
   Use a suitable puller if drive shaft cannot be separated from the wheel hub and bearing.

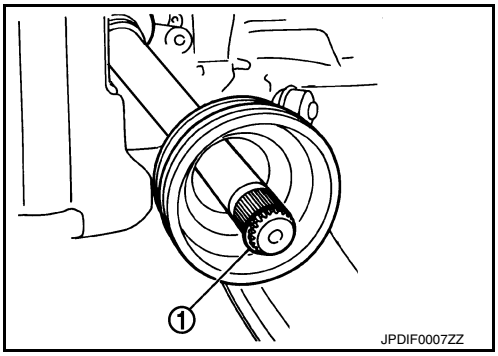


9. Remove the wheel hub lock nut.
10. Remove the engine side cover. Refer to EXT-28, "FENDER PROTECTOR : Exploded View".

11. Remove the lower nut and bolt from the steering knuckle (shown in explode). Separate the transverse link from the steering knuckle. Refer to FAX-9, "Exploded View".
12. Separate drive shaft from wheel hub and bearing, Reposition the drive shaft aside with wire. Refer to FAX-12, "Exploded View".
13. Remove boot bands.
14. Remove boot from joint sub-assembly.
15. Screw a suitable tool (A) 30 mm (1.18 in) or more into threaded part of joint sub-assembly. Support drive shaft with one hand and pull out joint sub-assembly with a sliding hammer or suitable tool from housing assembly.
    CAUTION:
    - **Align sliding hammer or suitable tool and drive shaft and remove joint sub-assembly by pulling directly.**
    - **If joint sub-assembly cannot be removed after five or more unsuccessful attempts, replace the entire drive shaft assembly.**



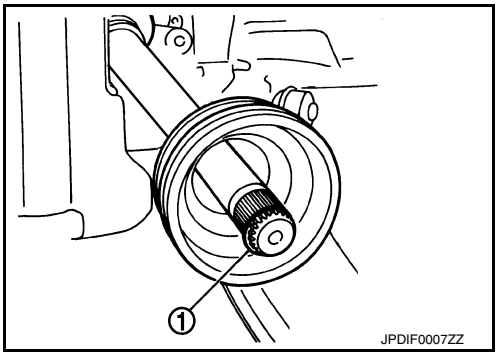
16. Remove circular clip (1) from shaft.



17. Remove outer boot from shaft.
18. Inspect the components. Refer to FAX-17, "Inspection".

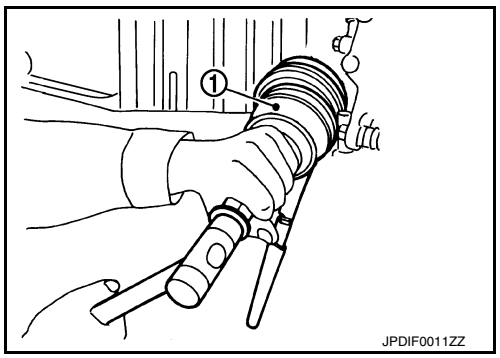
INSTALLATION

1. Clean the old grease on joint sub-assembly with paper shop cloth.
2. Fill serration slot joint sub-assembly with NISSAN genuine grease or equivalent.
   CAUTION:
   After applying grease, use a paper shop cloth to wipe off old grease that has oozed out.
   NOTE:
   Always check with the Parts Department for the latest parts information.
3. Install boot and boot bands to shaft.
   CAUTION:
   - **Wrap serration on shaft with tape to protect the boot from damage.**
   - **Do not reuse boot and boot band.**
4. Remove the tape wrapped around the serration on shaft.
5. Position the circular clip (1) on groove at the shaft edge.
   CAUTION:
   Do not reuse circular clip.
   NOTE:
   A drive joint inserter is recommended when installing the circular clip.



6. Align of the shaft and joint sub-assembly. Assemble the shaft with joint sub-assembly while holding the circular clip.

7. Install joint sub-assembly (1) to housing assembly using suitable tool.
CAUTION:
Confirm that joint sub-assembly is correctly engaged while rotating drive housing assembly.

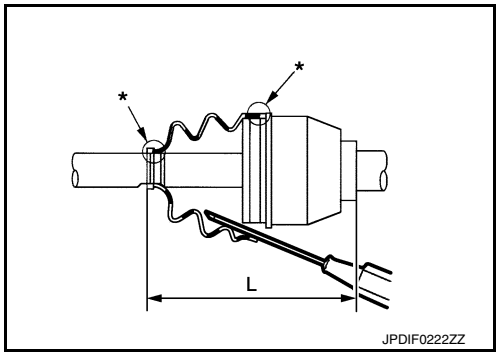


8. Apply the specified amount of grease into the large diameter side opening of the boot.

Grease amount : Refer to FAX-32, "Drive Shaft".

9. Install the boot securely into grooves (indicated by "*" marks) shown in the figure.
CAUTION:
If grease adheres to the boot mounting surface (indicated by "*" mark) on the shaft or the joint sub-assembly, boot may come off. Remove all grease from the boot mounting surface.

10. Make sure boot installation length (L) is the specified length. Insert a suitable tool into the large end of boot. Bleed air from boot to prevent boot deformation.



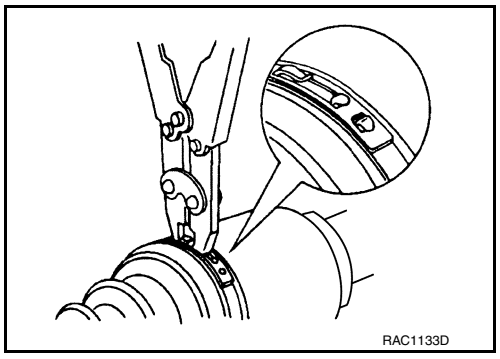
Boot installation length (L) : Refer to FAX-32, "Drive Shaft".

CAUTION:
- **Boot may break if boot installation length is not within standard value.**
- **Be careful that suitable tool does not contact inside surface of boot.**

11. Install new large and small boot bands securely using Tool.

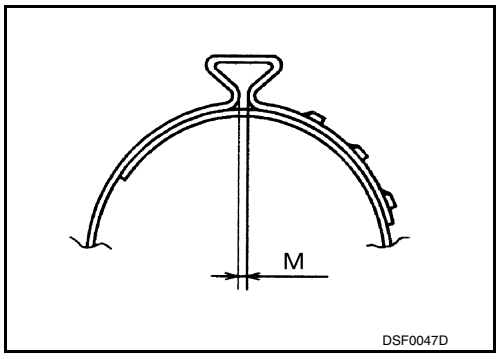
Tool number : KV40107300 (—)

CAUTION:
Do not reuse boot band.



12. Secure boot band so that dimension (M) meets the specification as shown.

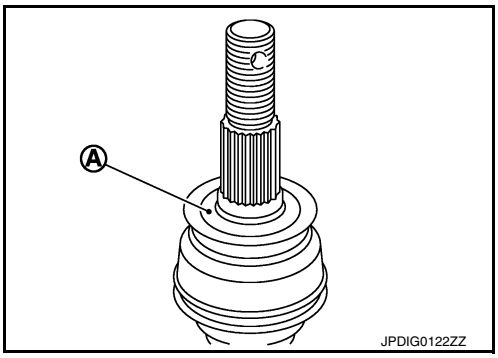
Dimension (M) : Refer to FAX-13, "WHEEL SIDE : Removal and Installation".



13. Attempt to rotate the boot to check whether or not the boot bands are securing the boot. If the boot is not secure, remove the boot bands, reposition the boot, and install new boot bands.
14. Clean the mating surfaces of the joint sub-assembly and the wheel hub and bearing. Apply Molykote M77 lubricant to the surface (A) of the joint sub-assembly.
    CAUTION:
    Apply lubricant to cover the entire flat mating surface of the joint sub-assembly.

    Amount of lubricant FAX-32, "Drive Shaft"

    NOTE:
    Always check with the Parts Department for the latest parts information.



15. Clean the mating surface of the drive shaft (A) and the wheel hub and bearing.
16. Insert drive shaft to wheel hub and bearing.
17. Temporarily install the wheel hub lock nut.
    CAUTION:
    Do not reuse the wheel hub lock nut.
18. Install the transverse link to the steering knuckle. Tighten the steering knuckle nut and bolt to the specification. Refer to FSU-12, "Exploded View".
19. Align the marks on the disc brake rotor and on the wheel hub and bearing. Install the disc brake rotor.
20. Install caliper to steering knuckle. Refer to BR-35, "BRAKE CALIPER ASSEMBLY (1 PISTON TYPE) : Removal and Installation".
21. Install the front wheel sensor to the steering knuckle. Refer to BRC-132, "FRONT WHEEL SENSOR : Removal and Installation".
    CAUTION:
    - **Before installling, make sure there is no foreign material such as iron fragments adhered to the pick-up part of the front wheel sensor.**
    - **When installing, make sure there is no foreign material such as iron fragments on and in the hole in the steering knuckle for the front wheel sensor. Make sure no foreign material has been caught in the sensor rotor. Remove any foreign material and then install the front wheel sensor.**
22. Hold the wheel hub and bearing. tighten the wheel hub lock nut. Refer to FAX-9, "Removal and Installation".
    CAUTION:
    - **Since the drive shaft is assembled by press-fitting, use a torque wrench to tighten the wheel hub lock nut. Do not use a power tool.**
    - **Too much torque causes axle noise. too little torque causes wheel bearing loosness. Tighten the wheel hub lock nut to the specification.**
23. Install the nut retainer.
24. Install a new cotter pin. Refer to FAX-9, "Exploded View".
    CAUTION:
    - **Do not reuse cotter pin.**
    - **Bend cotter pin securely to prevent any looseness.**
25. Install the front wheel and tire. Refer to WT-57, "Adjustment".

TRANSAXLE SIDE

TRANSAXLE SIDE : Removal and Installation

INFOID:0000000010339836

NOTE:
Remove boot after removing drive shaft.
- For drive shaft removal and installation, refer to FAX-18, "Removal and Installation (LH)".
- For drive shaft disassembly and assembly, refer to FAX-24, "Disassembly and Assembly (LH)" (LH) or FAX-27, "Disassembly and Assembly (RH)" (RH).

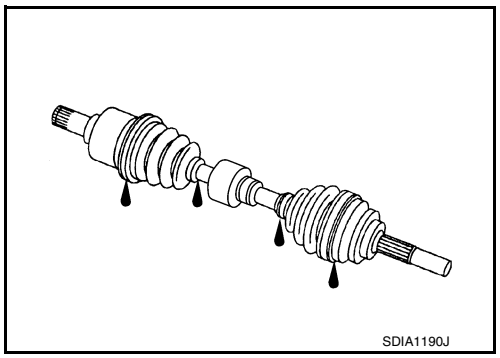
Inspection

INFOID:0000000010339837

INSPECTION AFTER INSTALLATION

Check the following items, and replace the part if necessary.

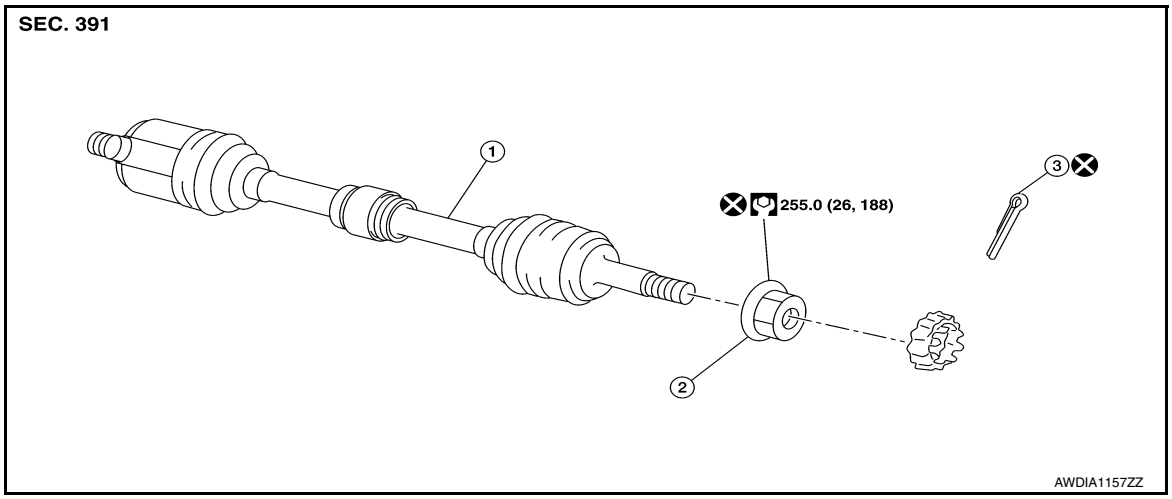
- Move joint up/down, left/right, and in the axial directions. Check for motion that is not smooth and for significant looseness.
- Check boot for cracks, damage, and leakage of grease.
- Check the wheel sensor harness to be sure the connectors are fully seated.
- Check the wheel alignment. Refer to WT-56, "Inspection".


SDIA1190J

FRONT DRIVE SHAFT

Exploded View (LH)

INFOID:0000000010365188



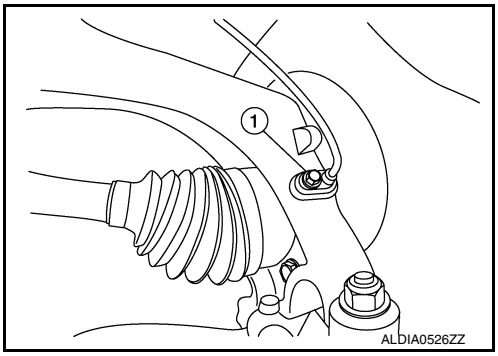
1. Drive shaft
2. Nut retainer
3. Cotter pin

Removal and Installation (LH)

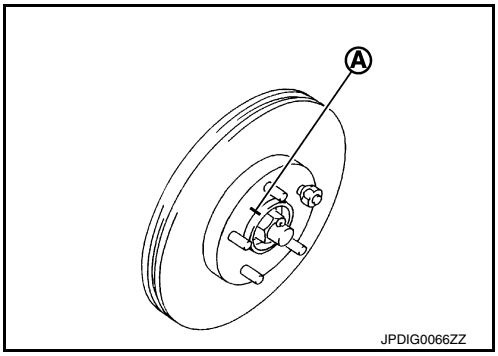
INFOID:0000000009798741

REMOVAL

1. Remove front wheel and tire using power tool. Refer to WT-57, "Adjustment".
2. Remove the bolt (1) and separate the front wheel sensor from the steering knuckle. Refer to BRC-132, "FRONT WHEEL SENSOR : Removal and Installation".
   CAUTION:
   - **Failure to separate the front wheel sensor from the steering knuckle may result in damage to the front wheel sensor.**
   - **Pull out the front wheel sensor, being careful to turn it as little as possible. Do not pull on front wheel sensor harness**



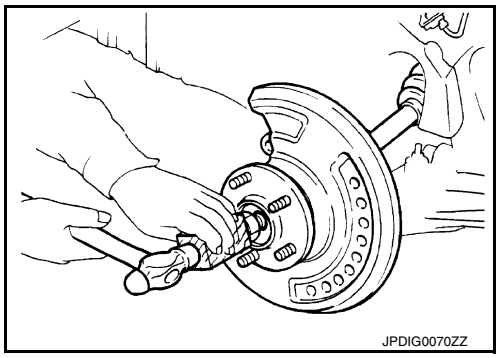
3. Remove brake caliper torque member bolts, leaving brake hose attached, reposition the caliper aside with wire. Refer to BR-35, "BRAKE CALIPER ASSEMBLY (1 PISTON TYPE) : Exploded View" (1 PISTON TYPE), or BR-35, "BRAKE CALIPER ASSEMBLY (1 PISTON TYPE) : Exploded View" (2 PISTON TYPE).
   CAUTION:
   Do not depress brake pedal while brake caliper is removed.
4. Put alignment marks (A) on disc brake rotor and wheel hub and bearing. Remove disc brake rotor.
   CAUTION:
   Do not drop the disc brake rotor.



5. Remove cotter pin.

6. Remove the nut retainer.
7. Loosen the wheel hub lock nut from the drive shaft using power tool.
8. Using a piece of wood and a suitable tool, tap on the lock nut to disengage the drive shaft from the wheel hub and bearing.
   CAUTION:
   - **Do not place the drive shaft joint at an extreme angle. Be careful not to over extend the slide joint.**
   - **Do not allow the drive shaft to hang without support.**

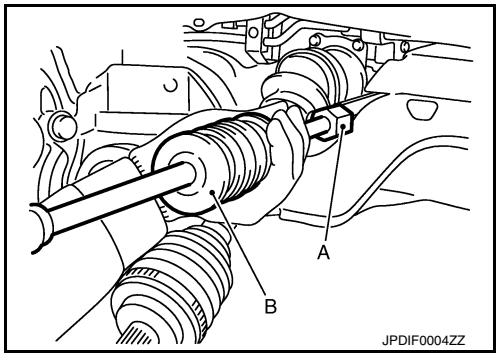
   NOTE:
   Use a suitable puller if drive shaft cannot be separated from the wheel hub and bearing.



9. Remove the wheel hub lock nut.
10. Remove the engine side cover. Refer to EXT-28, "FENDER PROTECTOR : Exploded View".
11. Remove the lower nut and bolt from the steering knuckle (shown in explode). Separate the transverse link from the steering knuckle. Refer to FAX-9, "Exploded View".
12. Separate drive shaft from wheel hub and bearing, Reposition the drive shaft aside with wire.
13. Remove drive shaft from transaxle assembly.
    - Use the Tool (A) and a suitable tool (B) while inserting tip of Tool (A) between housing and transaxle assembly.

    CAUTION:
    - **Do not place drive shaft joint at an extreme angle when removing drive shaft. Also be careful not to overextend slide joint.**
    - **Confirm that the circular clip is attached to the drive shaft.**

    Tool (A) : KV40107500 (—)



INSTALLATION

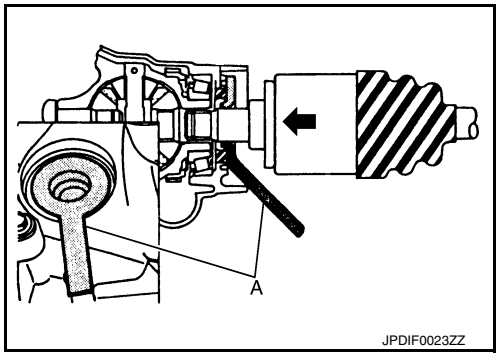
Installation is in the reverse order of removal.

- Install a new differential side oil seal. Refer to TM-210, "Removal and Installation".

  CAUTION:
  Do not reuse the differential side oil seal.
- Place Tool (A) onto transaxle assembly to prevent damage to the differential side oil seal while inserting drive shaft. Slide drive shaft sliding joint and tap with a suitable tool to install securely.

  CAUTION:
  Check that circular clip is completely engaged.

  Tool (A) : KV38107900 (—)



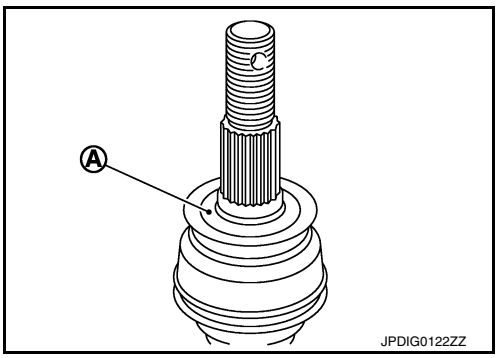
- Clean the matching surface of wheel hub lock nut and wheel hub and bearing.

  CAUTION:
  Do not apply lubricating oil to these matching surface.

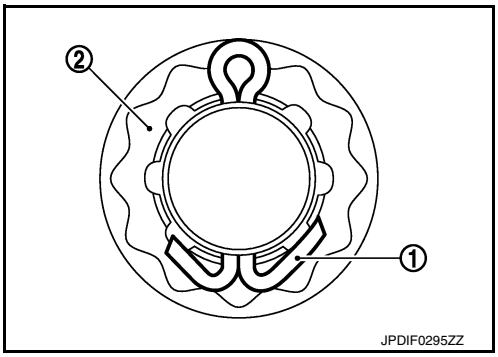
- Clean the mating surfaces of the joint sub-assembly and the wheel hub and bearing. Apply Molykote M77 lubricant to the surface (A) of the joint sub-assembly.
  CAUTION:
  Apply lubricant to cover the entire flat mating surface of the joint sub-assembly.

  Amount of lubricant : FAX-32, "Drive Shaft"

  NOTE:
  Always check with the Parts Department for the latest parts information.

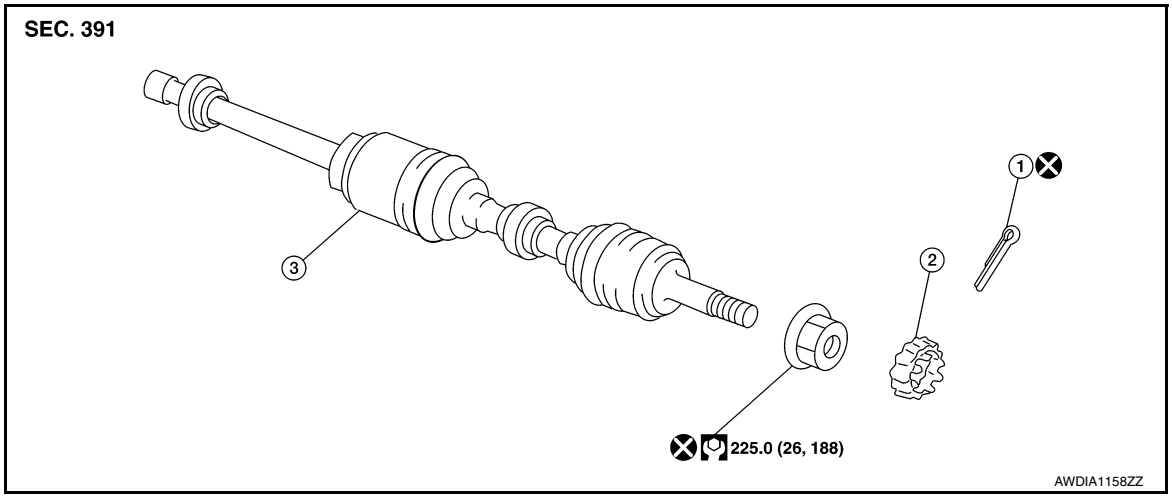


- Hold the wheel hub and bearing using a suitable tool. Tighten the wheel hub lock nut.
  CAUTION:
  - **Since the drive shaft is assembled by press-fitting, use a torque wrench to tighten the wheel hub lock nut. Do not use a power tool.**
  - **Too much torque causes axle noise. Too little torque causes wheel bearing looseness. Tighten the wheel hub lock nut to the specification.**
- Align the matching marks that have been made during removal when reusing the disc brake rotor.
- When installing a cotter pin (1) and nut retainer (2), securely bend the cotter pin to prevent rattles.
  CAUTION:
  Do not reuse cotter pin.
- Perform the final tightening of each of parts under unladen conditions, which were removed when removing wheel hub and bearing and steering knuckle.



Exploded View (RH)

INFOID:0000000010365189



1. Cotter pin
2. Nut retainer
3. Drive shaft

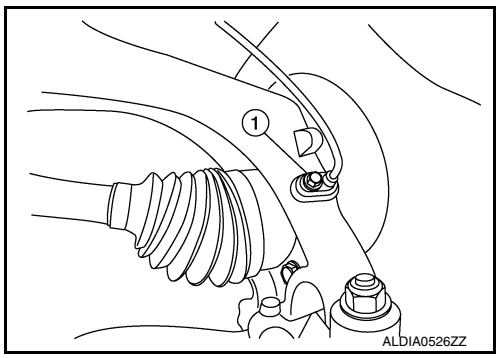
Removal and Installation (RH)

INFOID:0000000010365186

REMOVAL

1. Remove front wheel and tire using power tool. Refer to WT-57, "Adjustment".

2. Remove the bolt (1) and separate the front wheel sensor from the steering knuckle. Refer to BRC-132, "FRONT WHEEL SENSOR : Removal and Installation".

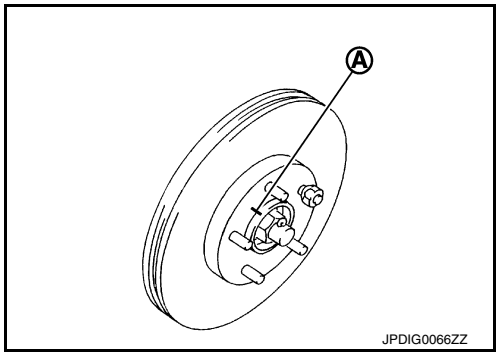


CAUTION:
- **Failure to separate the front wheel sensor from the steering knuckle may result in damage to the front wheel sensor.**
- **Pull out the front wheel sensor, being careful to turn it as little as possible. Do not pull on front wheel sensor harness**

3. Remove brake caliper torque member bolts, leaving brake hose attached, reposition the caliper aside with wire. Refer to BR-35, "BRAKE CALIPER ASSEMBLY (1 PISTON TYPE) : Exploded View" (1 PISTON TYPE), or BR-35, "BRAKE CALIPER ASSEMBLY (1 PISTON TYPE) : Exploded View" (2 PISTON TYPE).

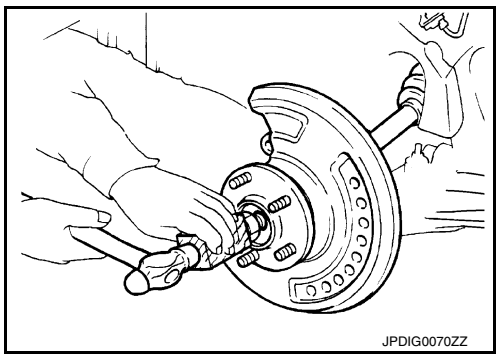
CAUTION:
Do not depress brake pedal while brake caliper is removed.

4. Put alignment marks (A) on disc brake rotor and wheel hub and bearing. Remove disc brake rotor.



CAUTION:
Do not drop the disc brake rotor.

5. Remove cotter pin.
6. Remove the nut retainer.
7. Loosen the wheel hub lock nut from the drive shaft using power tool.
8. Using a piece of wood and a suitable tool, tap on the lock nut to disengage the drive shaft from the wheel hub and bearing.



CAUTION:
- **Do not place the drive shaft joint at an extreme angle. Be careful not to over extend the slide joint.**
- **Do not allow the drive shaft to hang without support.**

NOTE:
Use a suitable puller if drive shaft cannot be separated from the wheel hub and bearing.

9. Remove the wheel hub lock nut.
10. Remove the engine side cover. Refer to EXT-28, "FENDER PROTECTOR : Exploded View".
11. Remove the lower nut and bolt from the steering knuckle (shown in explode). Separate the transverse link from the steering knuckle. Refer to FAX-9, "Exploded View".
12. Separate drive shaft from wheel hub and bearing and reposition drive shaft aside with wire.
13. Remove retainer mounting bolts and retainer.
14. If necessary, remove the support bearing bracket mounting bolts and the support bearing bracket.
15. Remove drive shaft from transaxle assembly.
    - Use the Tool (A) and a suitable tool (B) while inserting tip of Tool (A) between housing and transaxle assembly.

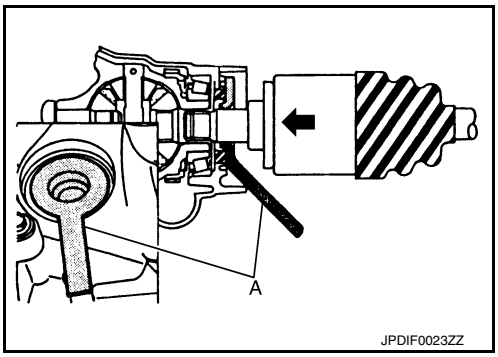
    CAUTION:
    - **Do not place drive shaft joint at an extreme angle when removing drive shaft. Also be careful not to overextend slide joint.**

Tool : KV40107500 (—)

INSTALLATION

1. Install a new differential side oil seal. Refer to TM-210, "Removal and Installation".
   CAUTION:
   Do not reuse the differential side oil seal.
2. Place Tool (A) onto transaxle assembly to prevent damage to the differential side oil seal while inserting drive shaft. Slide drive shaft sliding joint and tap with a suitable tool to install securely.
   CAUTION:
   Check that circular clip is completely engaged.

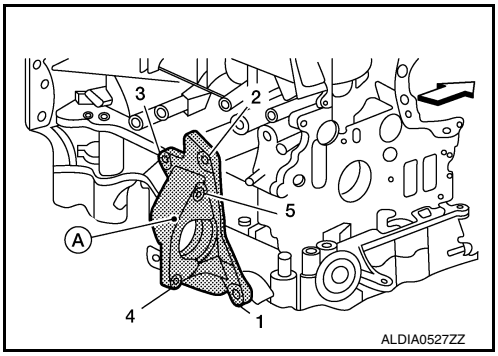
   Tool : KV38107900 (—)



Support bearing bracket

1. Install front drive shaft and bearing retainer with notch (A) facing upward.
2. Tighten bolts in the numerical order as shown.
   • Refer to the following for the installation positions of bolts.

   ⇦ : Front

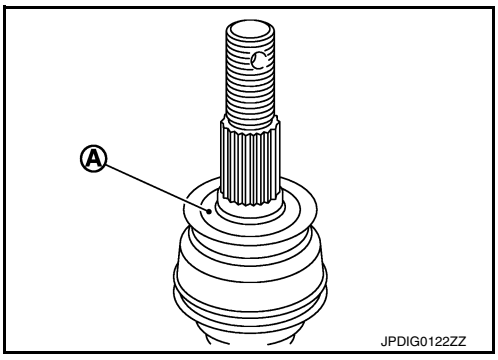


M12 bolts	**: No. 1**	**97.1 N·m (9.9 kg-m, 72 ft-lb)**
M10 bolts	**: No. 2, 3**	**48.0 N·m (4.9 kg-m, 35 ft-lb)**
M8 bolts	**: No. 4, 5**	**25.0 N·m (2.6 kg-m, 18 ft-lb)**

3. Clean the matching surface of wheel hub lock nut and wheel hub and bearing.
   CAUTION:
   Do not apply lubricating oil to these matching surface.
4. Clean the mating surfaces of the joint sub-assembly and the wheel hub and bearing. Apply Molykote M77 lubricant to the surface (A) of the joint sub-assembly.
   CAUTION:
   Apply lubricant to cover the entire flat mating surface of the joint sub-assembly.

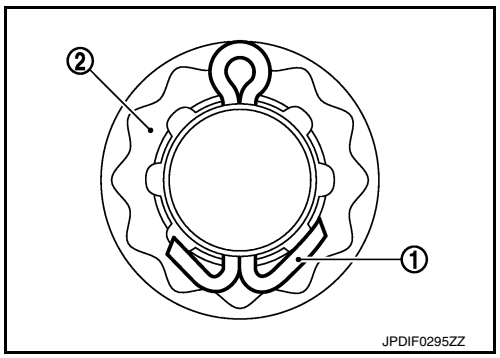
   Amount of lubricant : FAX-32, "Drive Shaft"

   NOTE:
   Always check with the Parts Department for the latest parts information.



5. Hold the wheel hub and bearing using a suitable tool. Tighten the wheel hub lock nut.
   CAUTION:
   • **Since the drive shaft is assembled by press-fitting, use a torque wrench to tighten the wheel hub lock nut. Do not use a power tool.**
   • **Too much torque causes axle noise. Too little torque causes wheel bearing looseness. Tighten the wheel hub lock nut to the specification.**
6. Align the matching marks that have been made during removal when reusing the disc brake rotor.

7. When installing a cotter pin (1) and adjusting cap (2), securely bend the cotter pin to prevent rattles.
CAUTION:
Do not reuse cotter pin.



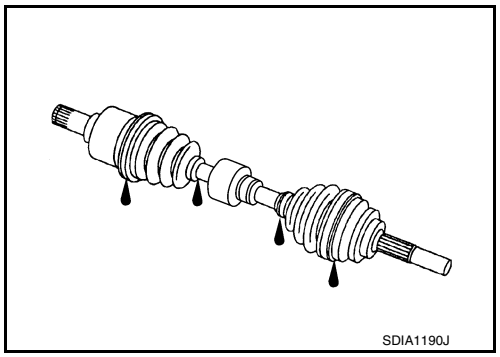
8. Perform the final tightening of each of parts under unladen conditions, which were removed when removing wheel hub and bearing and steering knuckle.
9. Installation of the remaining components is in the reverse order of removal.

Inspection

INFOID:0000000009798743

INSPECTION AFTER REMOVAL

- Move joint up/down, left/right, and in the axial directions. Check for motion that is not smooth and for significant looseness.
- Check boot for cracks, damage, and leakage of grease.
- Disassemble drive shaft and exchange malfunctioning part if there is a non-standard condition.



INSPECTION AFTER DISASSEMBLY

Shaft
Check shaft for runout, cracks, or other damage. Replace if there are.

Dynamic Damper
Check damper for cracks or wear. Replace if necessary.

Joint Sub-Assembly (Wheel Side)
Check the following:
- Joint sub-assembly for rough rotation and excessive axial looseness
- The inside of the joint sub-assembly for entry of foreign material
- Joint sub-assembly for compression scars, cracks, and fractures inside of joint sub-assembly

Replace joint sub-assembly if there are any non-standard conditions of components.

Housing and Spider assembly (Transaxle Side)
Replace housing and spider assembly if there is scratching or wear of housing roller contact surface or spider roller contact surface.
NOTE:
Housing and spider assembly are used in a set.

Support Bearing (Right Side)
Make sure wheel bearing rolls freely and is free from noise, cracks, pitting or wear. Replace support bearing if there are any non-standard conditions.

Support Bearing Bracket (Right Side)
Check for bending, cracks, or damage. Replace support bearing bracket if there are any non-standard conditions.

UNIT DISASSEMBLY AND ASSEMBLY

FRONT DRIVE SHAFT

Exploded View (LH)

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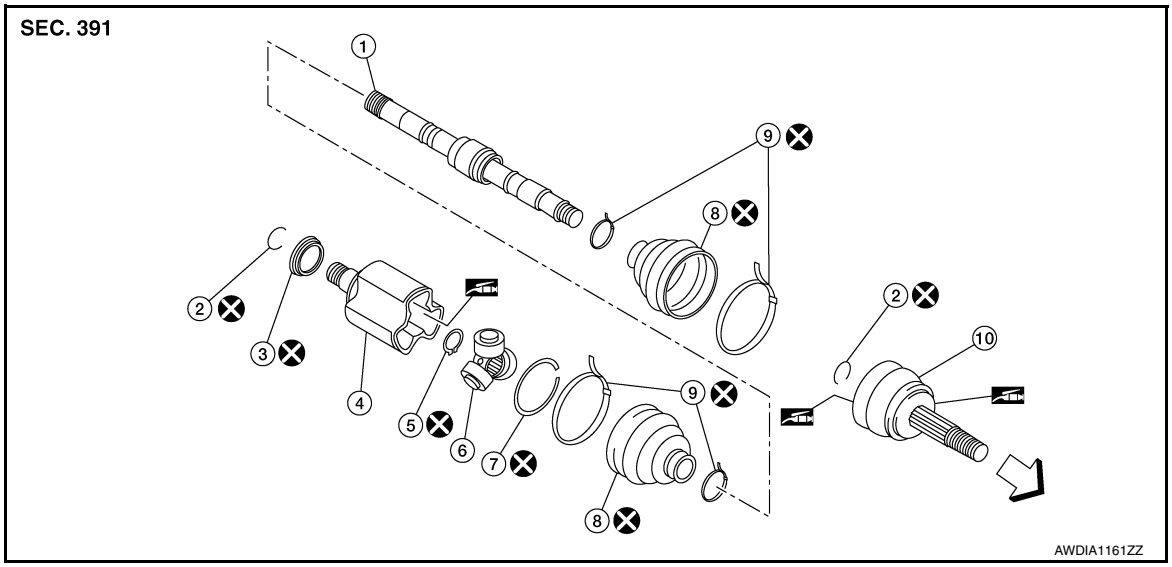


1. Shaft
2. Circular clip
3. Dust shield
4. Housing
5. Snap ring
6. Spider assembly
7. Stopper ring
8. Boot
9. Boot band
10. Joint sub-assembly
- ⇦ Wheel side

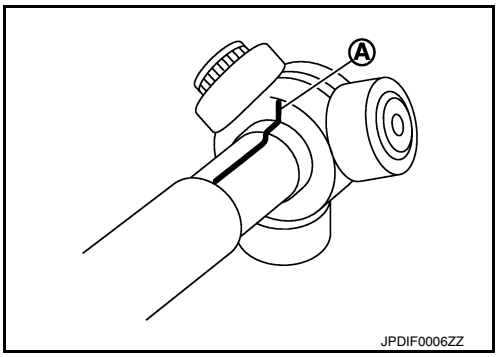
Disassembly and Assembly (LH)

INFOID:0000000009798742

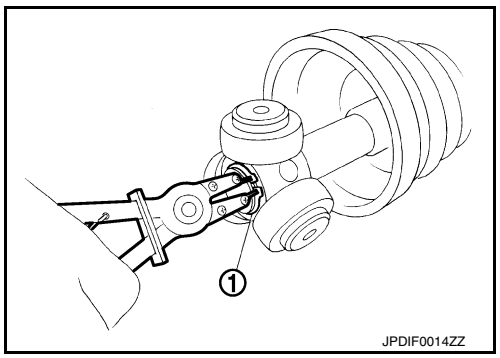
DISASSEMBLY

Transaxle Assembly Side

1. Fix shaft with a vise.
   CAUTION:
   Protect shaft using aluminum or copper plates when fixing with a vise.
2. Remove boot bands, and then remove boot from housing.
3. Remove stopper ring.
4. Put matching marks on housing and shaft, and then pull out housing from shaft.
   CAUTION:
   Use paint or an equivalent for matching marks. Do not scratch the surfaces.
5. Put matching marks (A) on the spider assembly and shaft.
   CAUTION:
   Use paint or an equivalent for matching marks. Do not scratch the surfaces.

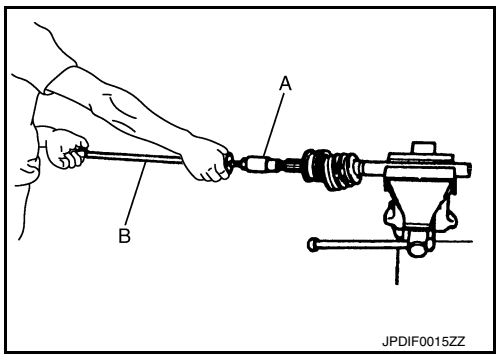


6. Remove snap ring (1), and then remove spider assembly from shaft.
7. Remove boot from shaft.
8. Remove circular clip from housing (left side).
9. Remove dust shield from housing.
10. Clean old grease on housing with paper waste.



Wheel Side

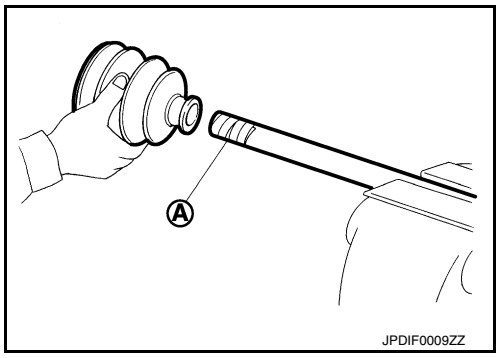
1. Fix shaft with a vise.
   CAUTION:
   Protect shaft using aluminum or copper plates when fixing with a vise.
2. Remove boot bands, and then remove boot from joint sub-assembly.
3. Screw the drive shaft puller (A) 30 mm (1.18 in) or more into the thread of joint sub-assembly, and pull joint sub-assembly with a sliding hammer (B) from shaft.
   CAUTION:
   - **If joint sub-assembly cannot be removed after five or more unsuccessful attempts, replace shaft and joint sub assembly as a set.**
   - **Align sliding hammer and drive shaft and remove them by pulling forcibly.**
4. Remove circular clip from shaft.
5. Remove boot from shaft.
6. Clean old grease on joint sub-assembly with paper waste while rotating ball cage.



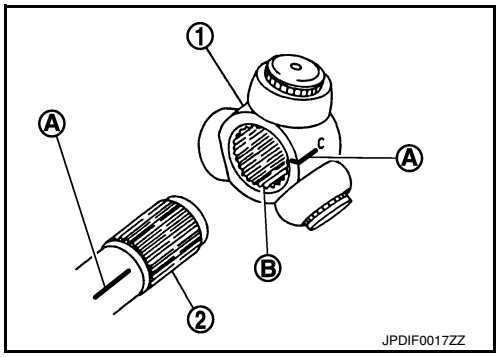
ASSEMBLY

Transaxle Assembly Side

1. Install new boot and boot bands to shaft.
   CAUTION:
   - **Wrap serration on shaft with tape (A) to protect from damage**
   - **Do not reuse boot and boot band.**

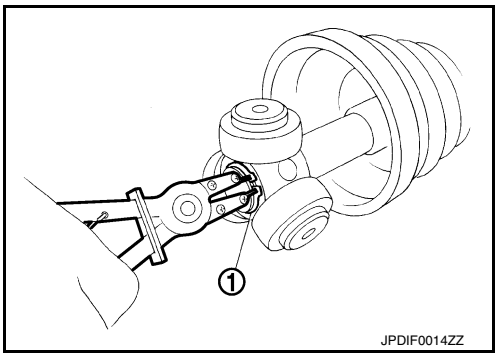


2. Remove the tape wrapped around the serration on shaft.
3. To install the spider assembly (1), align it with the matching marks (A) on the shaft (2) put during the removal, and direct the serration mounting surface (B) to the shaft.



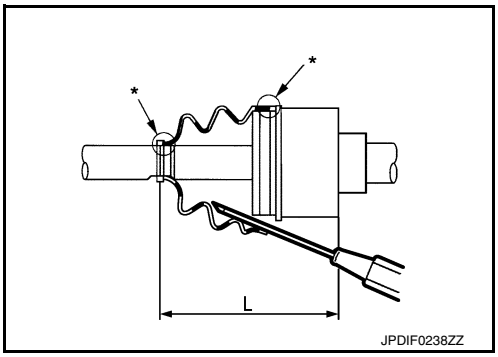
4. Secure spider assembly onto shaft with snap ring (1).
CAUTION:
Do not reuse snap ring.
5. Apply the appropriate amount of grease to spider assembly and sliding surface.
6. Assemble the housing onto spider assembly, and apply the specified amount of grease.

Grease amount : Refer to FAX-32, "Drive Shaft".



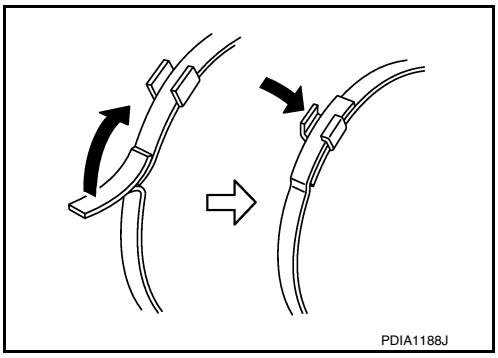
7. Align matching marks put during the removal of housing.
8. Install stopper ring.
CAUTION:
Do not reuse stopper ring.
9. Install boot securely into grooves (indicated by "*" marks) shown.
CAUTION:
If grease adheres to the boot mounting surface (indicated "*" mark) on shaft or housing, boot may be removed. Remove all grease from the boot mounting surface.
10. To prevent the deformation of the boot, adjust the boot installation length (L) to the value shown below by inserting the suitable tool into the inside of boot from the large diameter side of boot and discharging inside air.

Boots installed length (L) : Refer to FAX-32, "Drive Shaft".



CAUTION:
- **If the boot installation length is outside the standard, it may cause breakage of boot.**
- **Be careful not to touch the inside of the boot with the tip of tool.**

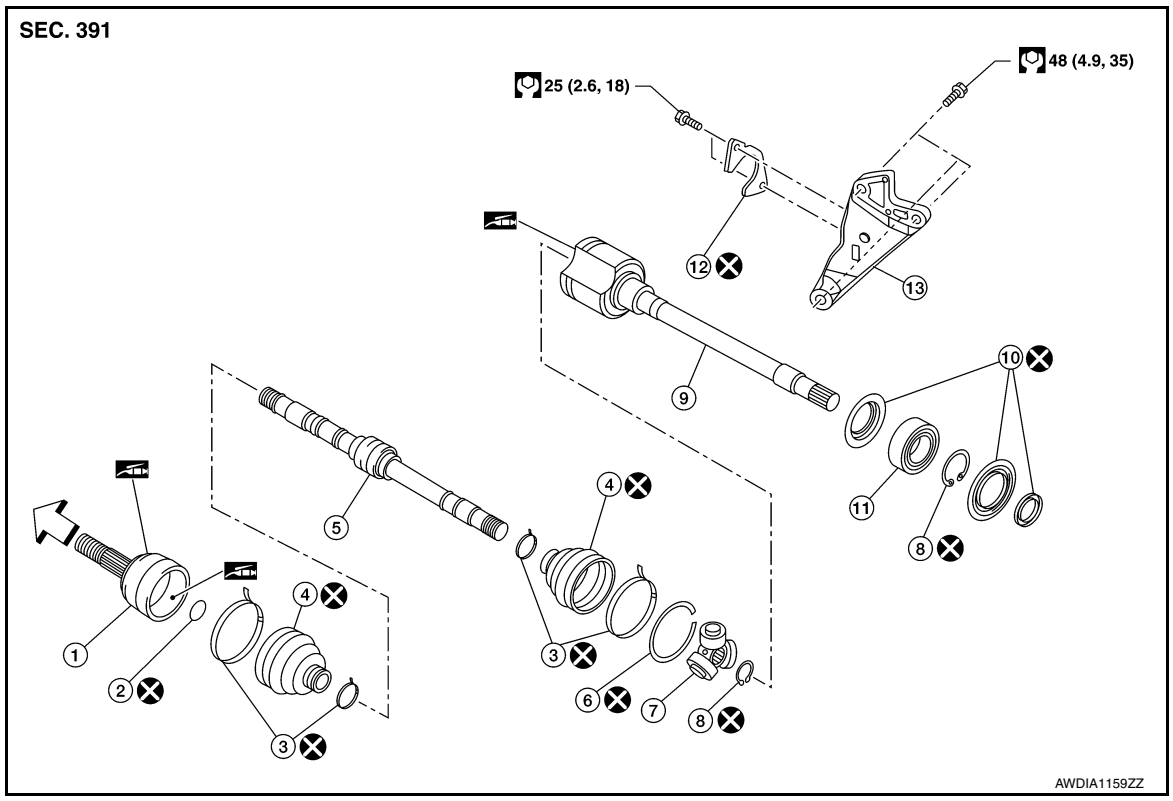
11. Install new boot bands securely as shown.
CAUTION:
Do not reuse boot band.
12. Secure housing and shaft, and then make sure that they are in the correct position when rotating boot. Reinstall them with new boot bands when the mounting positions become incorrect.
13. Install dust shield to housing (left side).
CAUTION:
Do not reuse dust shield.
14. Install circular clip to housing (left side).
CAUTION:
Do not reuse circular clip.



Wheel Side
For further details, refer to the installation procedure of "FAX-13, "WHEEL SIDE : Removal and Installation"" for the drive shaft boot.

Exploded View (RH)

INFOID:0000000010365190



1. Joint sub-assembly
2. Circular clip
3. Boot band
4. Boot
5. Shaft
6. Damper band
7. Dynamic damper
8. Stopper ring
9. Spider assembly
10. Snap ring
11. Housing
12. Dust shield
13. Support bearing
14. Retainer
15. Support bearing bracket

⇦ : Wheel side

Disassembly and Assembly (RH)

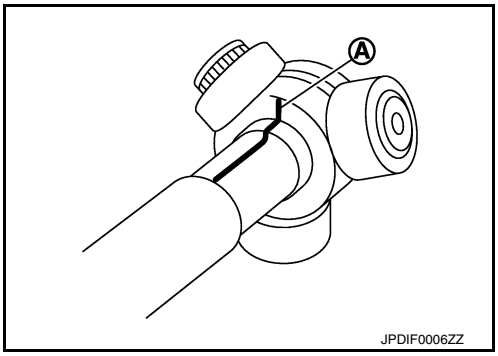
INFOID:0000000010365191

DISASSEMBLY

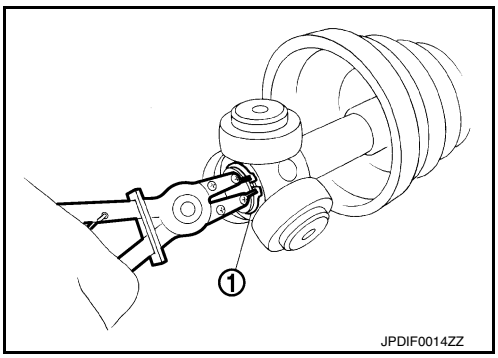
Transaxle Assembly Side

1. Fix shaft with a vise.
   CAUTION:
   Protect shaft using aluminum or copper plates when fixing with a vise.
2. Remove boot bands, and then remove boot from housing.
3. Remove stopper ring.
4. Put matching marks on housing and shaft, and then pull out housing from shaft.
   CAUTION:
   Use paint or an equivalent for matching marks. Do not scratch the surfaces.

5. Put matching marks (A) on the spider assembly and shaft.
CAUTION:
Use paint or an equivalent for matching marks. Do not scratch the surfaces.

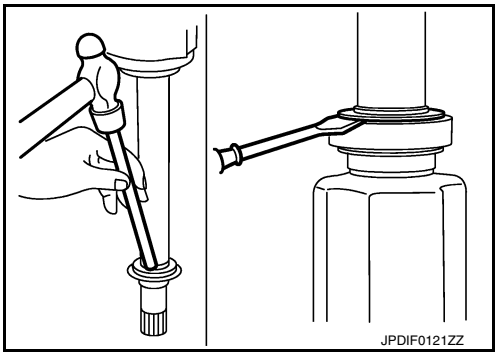


6. Remove snap ring (1), and then remove spider assembly from shaft.
7. Remove boot from shaft.
8. Remove circular clip from housing (left side).
9. Remove dust shield from housing.
10. Clean old grease on housing with paper waste.

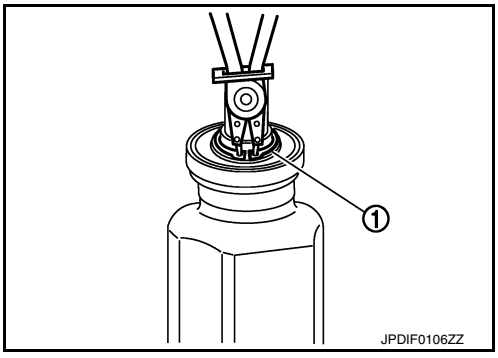


Support Bearing

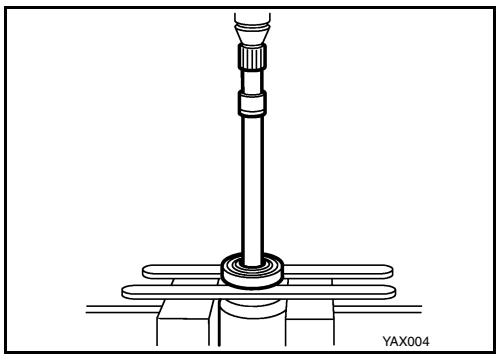
1. Remove dust shield from housing.



2. Remove snap ring (1).

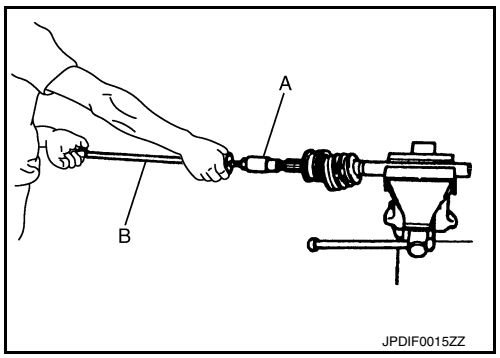


3. Press out support bearing from housing.
4. Remove dust shield.



Wheel Side

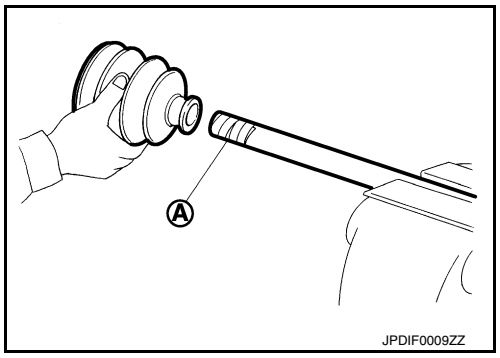
1. Fix shaft with a vise.
   CAUTION:
   Protect shaft using aluminum or copper plates when fixing with a vise.
2. Remove boot bands, and then remove boot from joint sub-assembly.
3. Screw the drive shaft puller (A) 30 mm (1.18 in) or more into the thread of joint sub-assembly, and pull joint sub-assembly with a sliding hammer (B) from shaft.
   CAUTION:
   - **If joint sub-assembly cannot be removed after five or more unsuccessful attempts, replace shaft and joint sub assembly as a set.**
   - **Align sliding hammer and drive shaft and remove them by pulling forcibly.**
4. Remove circular clip from shaft.
5. Remove boot from shaft.
6. Clean old grease on joint sub-assembly with paper waste while rotating ball cage.



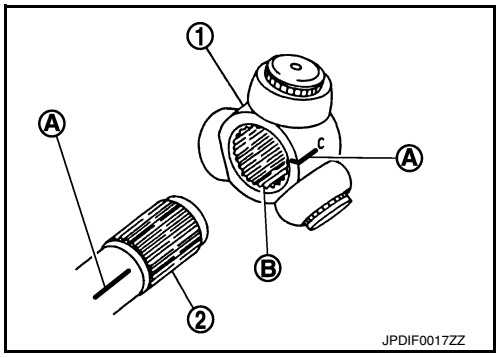
ASSEMBLY

Transaxle Assembly Side

1. Wrap serration on shaft with tape (A) to protect boot from damage. Install new boot and boot bands to shaft.
   CAUTION:
   Do not reuse boot and boot band.
2. Remove the tape wrapped around the serration on shaft.

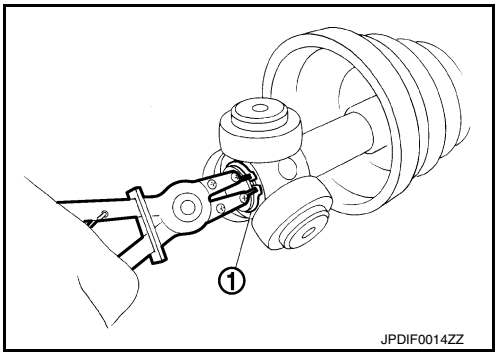


3. To install the spider assembly (1), align it with the matching marks (A) on the shaft (2) put during the removal, and direct the serration mounting surface (B) to the shaft.



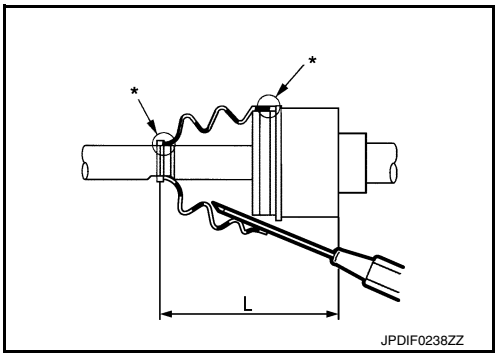
4. Secure spider assembly onto shaft with snap ring (1).
CAUTION:
Do not reuse snap ring.
5. Apply the appropriate amount of grease to spider assembly and sliding surface.
6. Assemble the housing onto spider assembly, and apply the specified amount of grease.

Grease amount : Refer to FAX-32, "Drive Shaft".



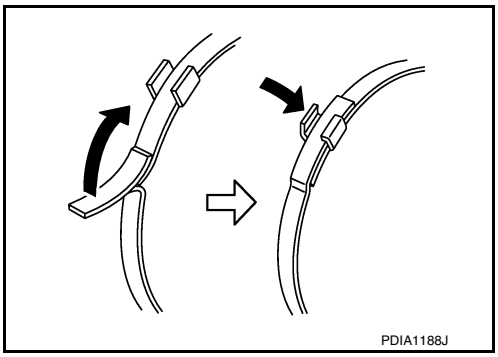
7. Align matching marks put during the removal of housing.
8. Install stopper ring.
CAUTION:
Do not reuse stopper ring.
9. Install boot securely into grooves (indicated by "*" marks) shown in the figure.
CAUTION:
If grease adheres to the boot mounting surface (indicated "*" mark) on shaft or housing, boot may be removed. Remove all grease from the boot mounting surface.
10. To prevent the deformation of the boot, adjust the boot installation length (L) to the value shown below by inserting the suitable tool into the inside of boot from the large diameter side of boot and discharging inside air.

Boots installed length (L) : Refer to FAX-32, "Drive Shaft".



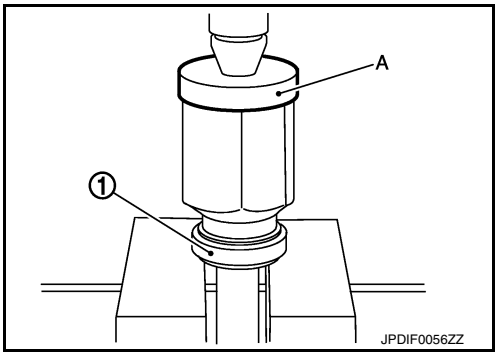
CAUTION:
- **If the boot installation length is outside the standard, it may cause breakage of boot.**
- **Be careful not to touch the inside of the boot with the tip of tool.**

11. Install new boot bands securely as shown in the figure.
CAUTION:
Do not reuse boot band.
12. Secure housing and shaft, and then make sure that they are in the correct position when rotating boot. Reinstall them with new boot bands when the mounting positions become incorrect.
13. Install dust shield to housing (left side).
CAUTION:
Do not reuse dust shield.
14. Install circular clip to housing (left side).
CAUTION:
Do not reuse circular clip.

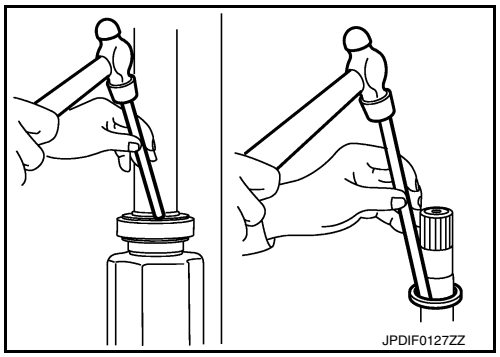


Support Bearing

1. Install dust shield on housing.
CAUTION:
Do not reuse dust shield.
2. Press support bearing (1) onto housing to using the suitable tool (A).
3. Install snap ring.
CAUTION:
Do not reuse snap ring.



4. Install dust shields.
CAUTION:
Do not reuse dust shields.



Wheel Side
For further details, refer to the installation procedure of "FAX-13, "WHEEL SIDE : Removal and Installation"" for the drive shaft boot.

SERVICE DATA AND SPECIFICATIONS (SDS)

SERVICE DATA AND SPECIFICATIONS (SDS)

Wheel Bearing

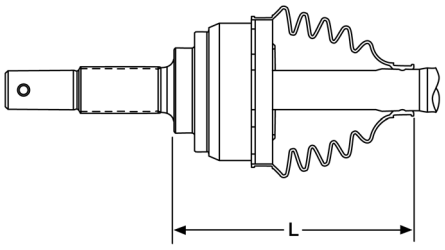
INFOID:0000000010356118

Item	Standard
Axial end play	0.0 mm (0.0 in)
Rotating torque	1.9 N·m (0.19 kg-m, 17 in-lb) or less
Spring balance measurement	13.7 N (1.40 kg-f, 3.08 lb-f) or less
Wheel bearing press-fit load	49 kN (4,998.0 kg-f, 11,015.2 lb-f)

Drive Shaft

INFOID:0000000010356119

Drive Shaft Specifications



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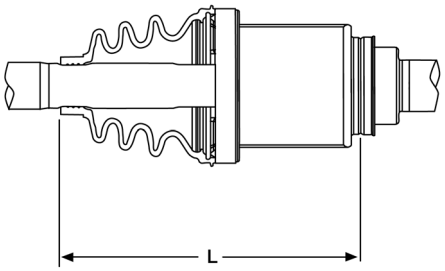


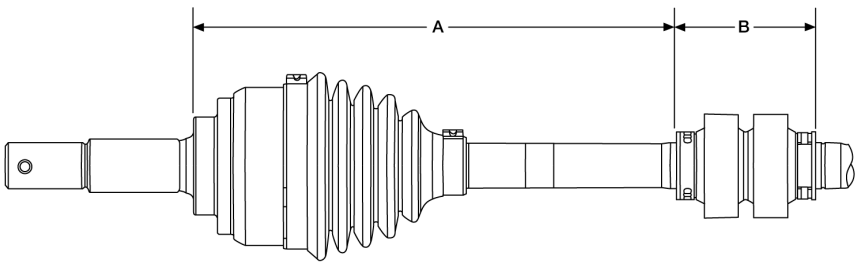
ALDIA0268ZZ

Application	FWD			
Joint type	Wheel side		Transaxle side	
	(LH)	(RH)	(LH)	(RH)
Grease quantity*	115 - 135 g (4.06 - 4.76 oz)		175 - 195 g (6.17 - 6.88 oz)	
Boot installed length (L)	141.5 mm (5.57 in)		176.9 mm (6.96 in)	

*Always check with the Parts Department for the latest parts information.

Dynamic Damper Specifications

Unit: mm (in)



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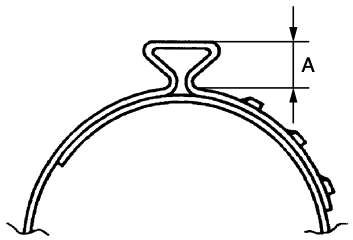
Application	FWD	
	(LH)	(RH)
Dimension (A)	243 ± 3 (9.57 ± 0.1)	243 ± 3 (9.57 ± 0.1)
Dimension (B)	70 (2.76)	50 (1.97)

Boot Band Specification

Unit: mm (in)



JPDIF0268ZZ

Dimension (A) - maximum	7.0 (0.28)

PRECAUTION

PRECAUTIONS

Precaution for Supplemental Restraint System (SRS) "AIR BAG" and "SEAT BELT PRE-TENSIONER"

INFOID:0000000010249202

The Supplemental Restraint System such as “AIR BAG” and “SEAT BELT PRE-TENSIONER”, used along with a front seat belt, helps to reduce the risk or severity of injury to the driver and front passenger for certain types of collision. Information necessary to service the system safely is included in the SR and SB section of this Service Manual.

WARNING:

- **To avoid rendering the SRS inoperative, which could increase the risk of personal injury or death in the event of a collision which would result in air bag inflation, all maintenance must be performed by an authorized NISSAN/INFINITI dealer.**
- **Improper maintenance, including incorrect removal and installation of the SRS, can lead to personal injury caused by unintentional activation of the system. For removal of Spiral Cable and Air Bag Module, see the SR section.**
- **Do not use electrical test equipment on any circuit related to the SRS unless instructed to in this Service Manual. SRS wiring harnesses can be identified by yellow and/or orange harnesses or harness connectors.**

PRECAUTIONS WHEN USING POWER TOOLS (AIR OR ELECTRIC) AND HAMMERS

WARNING:

- **When working near the Airbag Diagnosis Sensor Unit or other Airbag System sensors with the Ignition ON or engine running, DO NOT use air or electric power tools or strike near the sensor(s) with a hammer. Heavy vibration could activate the sensor(s) and deploy the air bag(s), possibly causing serious injury.**
- **When using air or electric power tools or hammers, always switch the Ignition OFF, disconnect the battery and wait at least three minutes before performing any service.**

Precautions for Drive Shaft

INFOID:0000000010365391

Observe the following precautions when disassembling and assembling drive shaft:

- Do not disassemble joint sub-assembly because it is non-overhaul parts.
- Perform work in a location which is as dust-free as possible.
- Clean the parts before disassembling and assembling.
- Prevent the entry of foreign objects during disassembly.
- Reassemble disassembled parts carefully in the correct order. If work is interrupted, a clean cover must be placed over parts.
- Use paper shop cloths. Fabric shop cloths must not be used because of the danger of lint adhering to parts.
- Clean disassembled parts (except for rubber parts) with kerosene which shall be removed by blowing with air or wiping with paper shop cloths.

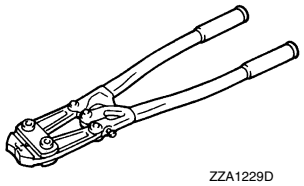
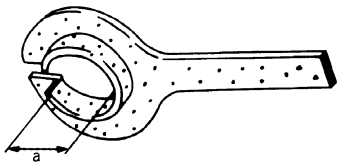
PREPARATION

PREPARATION

Special Service Tool

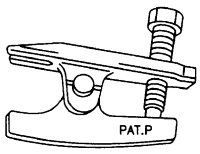
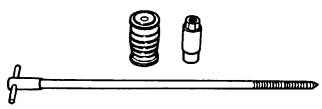
INFOID:0000000010351930

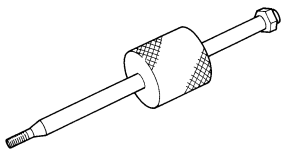
The actual shape of the tools may differ from those illustrated here.

Tool number (TechMate No.) Tool name	Description
KV40107300 (—) Boot band crimping tool  ZZA1229D	Installing boot band
KV40107500 (—) Drive shaft attachment  ZZA1230D	Removing drive shaft
KV38107900 (—) Protector  PDIA1183J	Installing drive shaft **a: 32 mm (1.26 in) dia.**

Commercial Service Tools

INFOID:0000000010351931

Tool name	Description
Ball joint remover  NT146	Removing wheel stud
Drive shaft puller  JPDIG0152ZZ	Removing drive shaft joint sub assembly

Tool name	Description
Sliding hammer  ZZA0023D	Removing drive shaft
Power tool  PIIB1407E	Loosening nuts, screws and bolts

SYMPTOM DIAGNOSIS

NOISE, VIBRATION AND HARSHNESS (NVH) TROUBLESHOOTING

NVH Troubleshooting Chart

INFOID:0000000010249201

Use chart below to find the cause of the symptom. If necessary, repair or replace these parts.

Reference			—	FAX-39	—	FAX-40	—	FAX-7	FSU-5	—	WT-55	WT-55	—	BR-6	ST-6
Possible cause and SUSPECTED PARTS			Excessive joint angle	Joint sliding resistance	Imbalance	Improper installation, looseness	Parts interference	Wheel bearing damage	FRONT AXLE AND FRONT SUSPENSION	FRONT AXLE	TIRE	ROAD WHEEL	DRIVE SHAFT	BRAKE	STEERING
Symptom	DRIVE SHAFT	Noise	×	×				×	×	×	×	×		×	×
		Shake	×		×			×	×	×	×	×		×	×
	FRONT AXLE	Noise				×	×	×	×		×	×	×	×	×
		Shake				×	×	×	×		×	×	×	×	×
		Vibration				×	×	×	×		×		×		×
		Shimmy				×	×		×		×	×		×	×
		Shudder				×			×		×	×		×	×
		Poor quality ride or handling				×	×		×		×	×			

×: Applicable

PERIODIC MAINTENANCE

FRONT WHEEL HUB AND KNUCKLE

Inspection

INFOID:0000000009798753

- Move the wheel hub and bearing in an axial direction by hand to verify that looseness of wheel hub and bearing exists. If any looseness exists, replace the wheel hub and bearing.

Axial end play : Refer to FAX-32, "Wheel Bearing".

- Rotate wheel hub and bearing to verify if unusual noises or other irregular conditions exist. If any irregular conditions exist, replace the wheel hub and bearing.

FRONT DRIVE SHAFT

Inspection

INFOID:0000000009798754

Check drive shaft mounting point and joint for looseness and other damage.

- Check boot for cracks and other damage.

CAUTION:

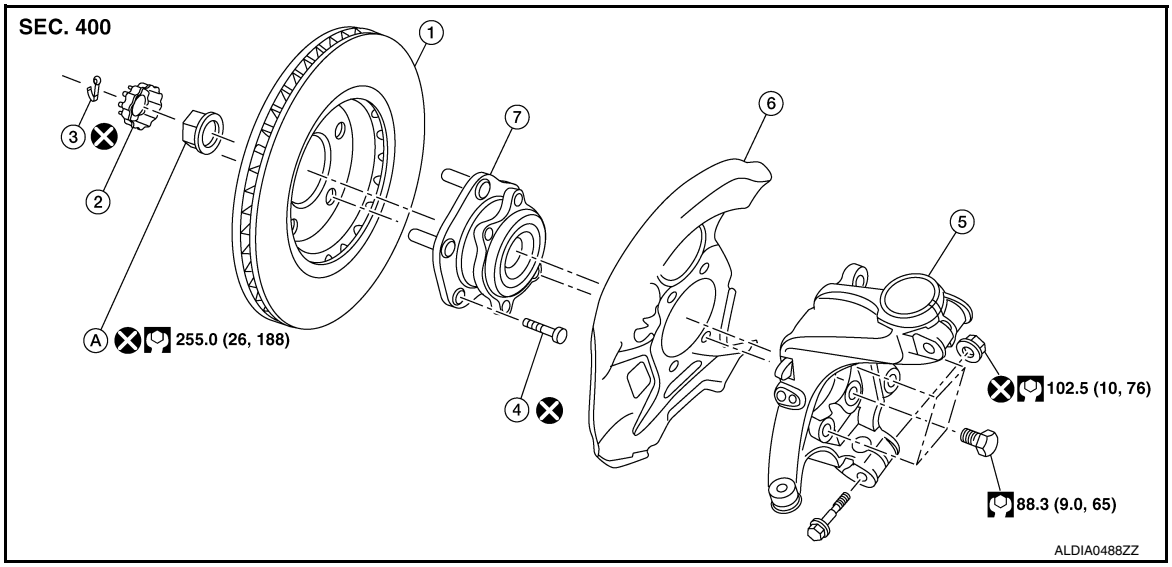
Replace entire drive shaft assembly when noise or vibration occurs from drive shaft.

REMOVAL AND INSTALLATION

FRONT WHEEL HUB

Exploded View

INFOID:0000000010249206



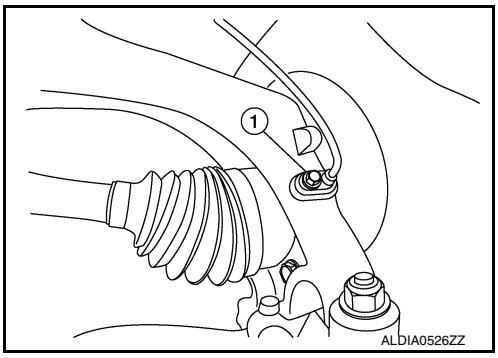
1. Wheel hub and bearing
2. Cotter pin
3. Nut retainer
4. Wheel hub lock nut
5. Hub bolt
6. Splash guard
7. Steering knuckle

Removal and Installation

INFOID:0000000010249207

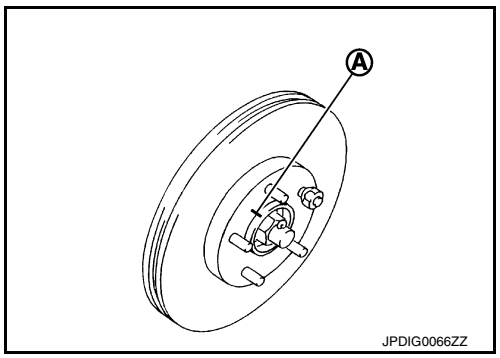
REMOVAL

1. Remove front wheel and tire using power tool. Refer to WT-57, "Adjustment".
2. Remove the bolt (1) and separate the front wheel sensor from the steering knuckle. Refer to BRC-132, "FRONT WHEEL SENSOR : Exploded View".
   CAUTION:
   - **Failure to separate the front wheel sensor from the steering knuckle may result in damage to the front wheel sensor.**
   - **Pull out the front wheel sensor, being careful to turn it as little as possible. Do not pull on wheel sensor harness.**



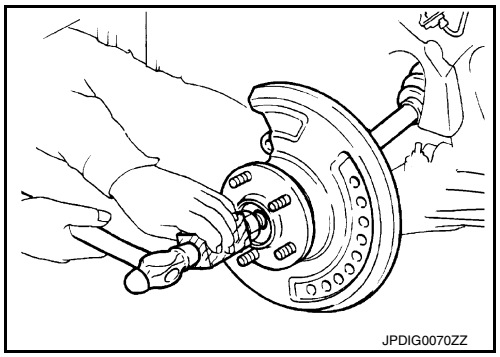
3. Remove brake caliper torque member bolts, leaving brake hose attached, reposition the caliper aside with wire. Refer to BR-35, "BRAKE CALIPER ASSEMBLY (1 PISTON TYPE) : Exploded View" (1 PISTON TYPE), or BR-35, "BRAKE CALIPER ASSEMBLY (1 PISTON TYPE) : Exploded View" (2 PISTON TYPE).
   CAUTION:
   Do not depress brake pedal while brake caliper is removed.

4. Put alignment marks (A) on disc brake rotor and wheel hub and bearing. Remove disc brake rotor.
CAUTION:
Do not drop the disc brake rotor.



5. Remove cotter pin.
6. Remove the nut retainer.
7. Loosen the wheel hub lock nut from the drive shaft using power tool.
8. Using a piece of wood and a suitable tool, tap on the lock nut to disengage the drive shaft from the wheel hub and bearing.
CAUTION:
- **Do not place the drive shaft joint at an extreme angle. Be careful not to over extend the slide joint.**
- **Do not allow the drive shaft to hang without support.**

NOTE:
Use a suitable puller if drive shaft cannot be separated from the wheel hub and bearing.



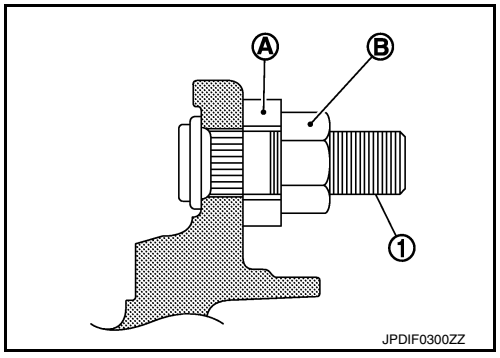
9. Remove the wheel hub lock nut.
10. Remove the engine side cover. Refer to EXT-28, "FENDER PROTECTOR : Exploded View".
11. Remove the lower nut and bolt from the steering knuckle. Refer to FAX-9, "Exploded View".
12. Separate transverse link from steering knuckle. Refer to FSU-12, "Exploded View".
13. Separate drive shaft from wheel hub and bearing, Reposition the drive shaft aside with wire. Refer to FAX-18, "Exploded View (LH)" (LH) or FAX-20, "Exploded View (RH)" (RH).
14. Remove the wheel hub and bearing bolts using power tool.
15. Remove the splash guard and the wheel hub and bearing from the steering knuckle.

INSPECTION AFTER REMOVAL

Check the following items, and replace the part if necessary.
- Check components for deformation, cracks, and other damage.
- Check boots of transverse link ball joint for cracks, axial end play, and swing torque. Refer to FAX-65, "Drive Shaft".

INSTALLATION

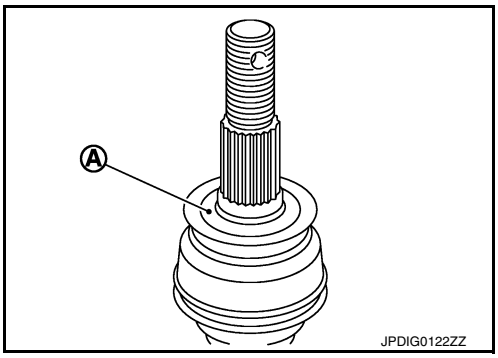
Installation is in the reverse order of the removal.
CAUTION:
- **Do not reuse the wheel stud.**
- **Do not reuse the cotter pin.**
- Place a washer (A) as shown to install the wheel studs (1) by using the tightening force of the nut (B).
CAUTION:
Check that there is no clearance between the wheel stud and the wheel hub and bearing.



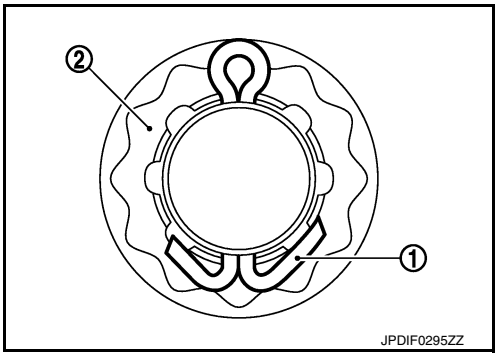
- Clean the mating surfaces of the wheel hub lock nut and the wheel hub and bearing.
  CAUTION:
  Do not apply lubricating oil to these mating surfaces.
- Clean the mating surfaces of the joint sub-assembly and the wheel hub and bearing. Apply Molykote M77 lubricant to the surface (A) of the joint sub-assembly.
  CAUTION:
  Apply lubricant to cover the entire flat mating surface of the joint sub-assembly.

  Amount of lubricant : FAX-65, "Drive Shaft"

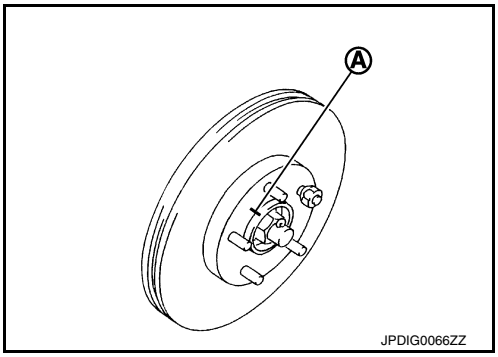
  NOTE:
  Always check with the Parts Department for the latest parts information.



- Hold the wheel hub and bearing using a suitable tool. Tighten the wheel hub lock nut.
  CAUTION:
  - **Since the drive shaft is assembled by press-fitting, use a torque wrench to tighten the wheel hub lock nut. Do not use a power tool.**
  - **Too much torque causes axle noise. Too little torque causes wheel bearing looseness. Tighten the wheel hub lock nut to the specification.**
- When installing a the cotter pin (1) and the nut retainer (2), securely bend the cotter pin to prevent rattles.



- Align the matching marks (A) on the disc brake rotor and on the wheel hub and bearing.



- Complete the inspection. Refer to FAX-42, "Inspection".

INSPECTION AFTER INSTALLATION

1. Check the wheel alignment. Refer to FSU-7, "Inspection".
2. Adjust neutral position of steering angle sensor. Refer to BRC-70, "Work Procedure".

Inspection

INFOID:0000000010249208

INSPECTION AFTER REMOVAL

Check components for deformation, cracks, and other damage. Replace if there are.

Ball Joint Inspection

Check boots of transverse link and steering outer socket ball joint for breakage, axial play, and torque. Refer to FSU-26, "Ball Joint" and ST-15, "Inspection".

INSPECTION AFTER INSTALLATION

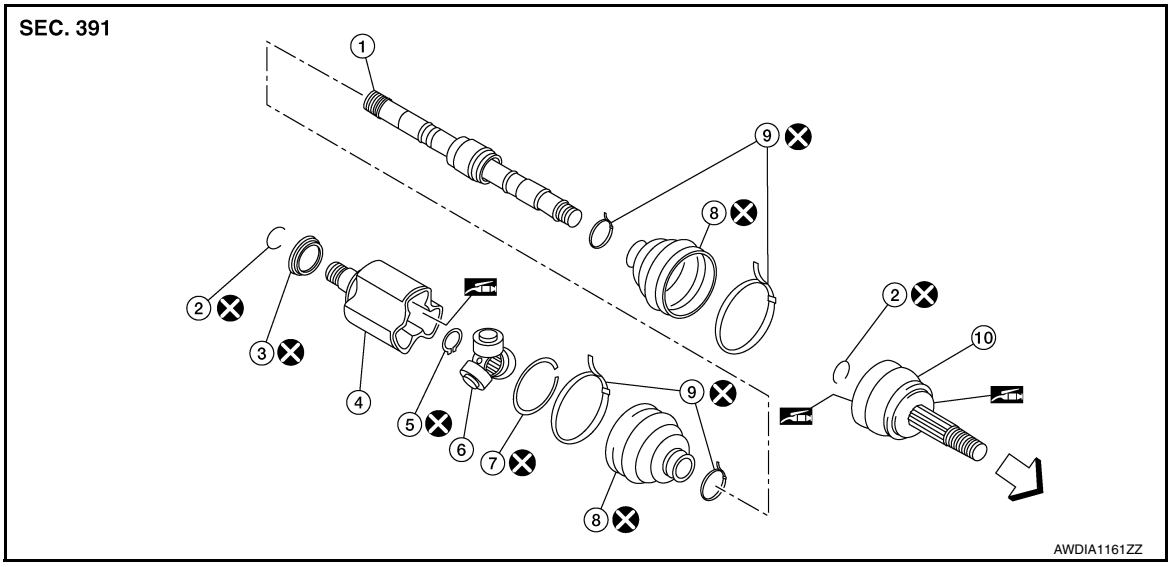
1. Check the wheel alignment. Refer to FSU-7, "Inspection".
2. Adjust neutral position of steering angle sensor. Refer to BRC-70, "Work Procedure".

FRONT DRIVE SHAFT BOOT

Exploded View

INFOID:0000000010365302

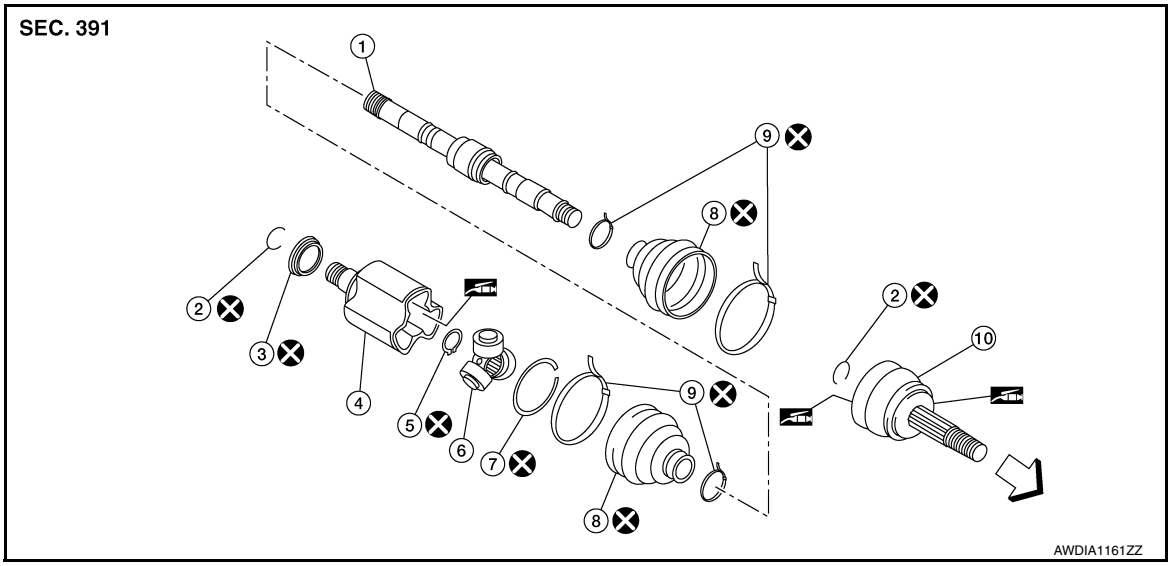
LH



1. Shaft
2. Circular clip
3. Dust shield
4. Housing
5. Snap ring
6. Spider assembly
7. Stopper ring
8. Boot
9. Boot band
10. Joint sub-assembly

⇦ : Wheel side

RH



1. Shaft
2. Circular clip
3. Dust shield
4. Housing
5. Snap ring
6. Spider assembly
7. Stopper ring
8. Boot
9. Boot band
10. Joint sub-assembly

⇦ : Wheel side

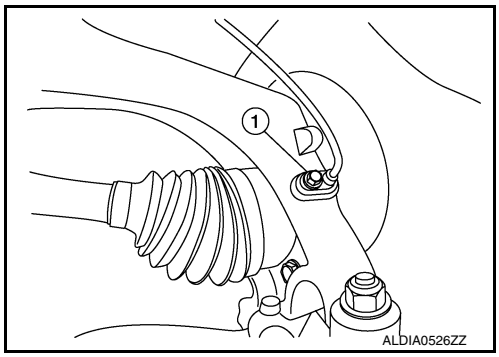
WHEEL SIDE

WHEEL SIDE : Removal and Installation

INFOID:0000000010365201

REMOVAL

1. Remove front wheel and tire using power tool. Refer to WT-57, "Adjustment".
2. Remove the bolt (1) and separate the front wheel sensor from the steering knuckle. Refer to BRC-132, "FRONT WHEEL SENSOR : Removal and Installation".

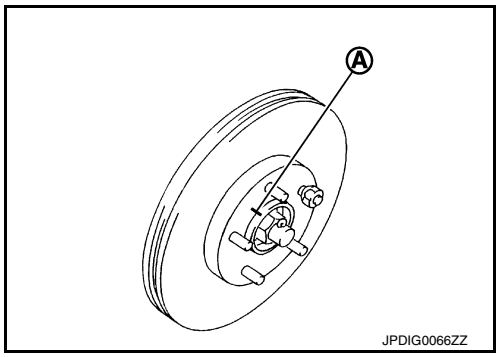


CAUTION:
- **Failure to separate the front wheel sensor from the steering knuckle may result in damage to the front wheel sensor.**
- **Pull out the front wheel sensor, being careful to turn it as little as possible. Do not pull on front wheel sensor harness**

3. Remove brake caliper torque member bolts, leaving brake hose attached, reposition the caliper aside with wire. Refer to BR-35, "BRAKE CALIPER ASSEMBLY (1 PISTON TYPE) : Exploded View" (1 PISTON TYPE), or BR-35, "BRAKE CALIPER ASSEMBLY (1 PISTON TYPE) : Exploded View" (2 PISTON TYPE).

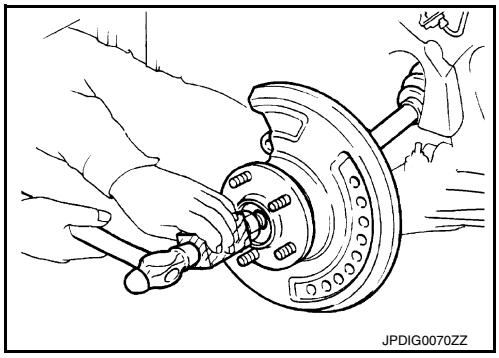
CAUTION:
Do not depress brake pedal while brake caliper is removed.

4. Put alignment marks (A) on disc brake rotor and wheel hub and bearing. Remove disc brake rotor.



CAUTION:
Do not drop the disc brake rotor.

5. Remove cotter pin.
6. Remove the nut retainer.
7. Loosen the wheel hub lock nut from the drive shaft using power tool.
8. Using a piece of wood and a suitable tool, tap on the lock nut to disengage the drive shaft from the wheel hub and bearing.

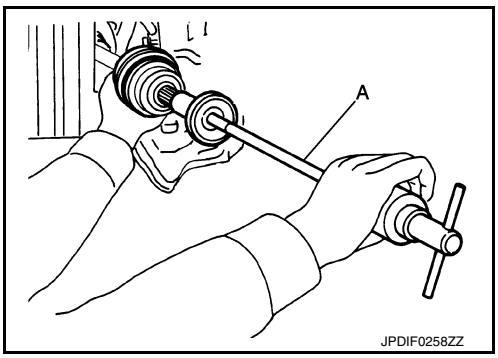


CAUTION:
- **Do not place the drive shaft joint at an extreme angle. Be careful not to over extend the slide joint.**
- **Do not allow the drive shaft to hang without support.**

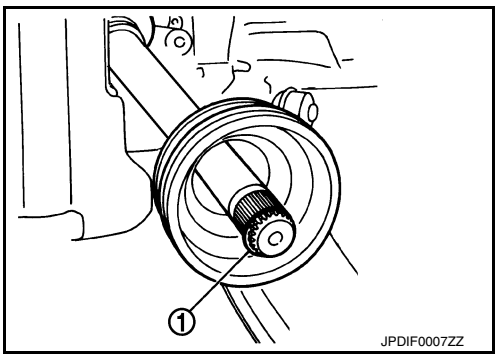
NOTE:
Use a suitable puller if drive shaft cannot be separated from the wheel hub and bearing.

9. Remove the wheel hub lock nut.
10. Remove the engine side cover. Refer to EXT-28, "FENDER PROTECTOR : Exploded View".
11. Remove the lower nut and bolt from the steering knuckle (shown in explode). Separate the transverse link from the steering knuckle. Refer to FAX-9, "Exploded View".
12. Separate drive shaft from wheel hub and bearing, Reposition the drive shaft aside with wire. Refer to FAX-40, "Exploded View".
13. Remove boot bands.
14. Remove boot from joint sub-assembly.

15. Screw a suitable tool (A) 30 mm (1.18 in) or more into threaded part of joint sub-assembly. Support drive shaft with one hand and pull out joint sub-assembly with a sliding hammer or suitable tool from housing assembly.
CAUTION:
- **Align sliding hammer or suitable tool and drive shaft and remove joint sub-assembly by pulling directly.**
- **If joint sub-assembly cannot be removed after five or more unsuccessful attempts, replace the entire drive shaft assembly.**



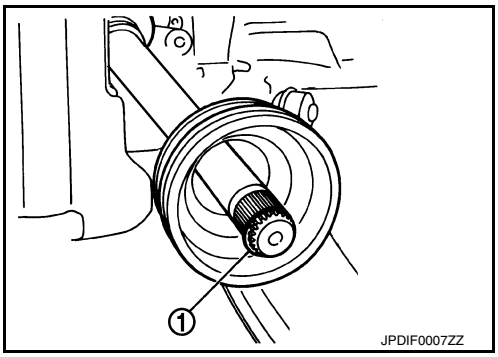
16. Remove circular clip (1) from shaft.



17. Remove outer boot from shaft.
18. Inspect the components. Refer to FAX-48, "Inspection".

INSTALLATION

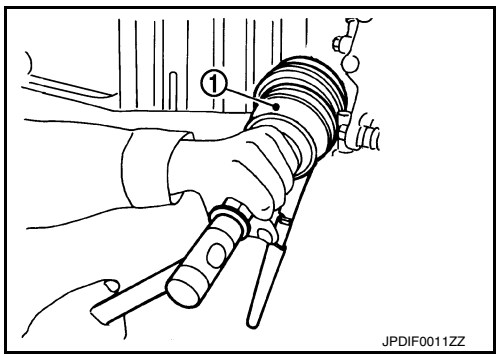
1. Clean the old grease on joint sub-assembly with paper shop cloth.
2. Fill serration slot joint sub-assembly with NISSAN genuine grease or equivalent.
CAUTION:
After applying grease, use a paper shop cloth to wipe off old grease that has oozed out.
NOTE:
Always check with the Parts Department for the latest parts information.
3. Install boot and boot bands to shaft.
CAUTION:
- **Wrap serration on shaft with tape to protect the boot from damage.**
- **Do not reuse boot and boot band.**
4. Remove the tape wrapped around the serration on shaft.
5. Position the circular clip (1) on groove at the shaft edge.
CAUTION:
Do not reuse circular clip.
NOTE:
A drive joint inserter is recommended when installing the circular clip.



6. Align of the shaft and joint sub-assembly. Assemble the shaft with joint sub-assembly while holding the circular clip.

7. Install joint sub-assembly (1) to housing assembly using suitable tool.

CAUTION:
Confirm that joint sub-assembly is correctly engaged while rotating drive housing assembly.



8. Apply the specified amount of grease into the large diameter side opening of the boot.

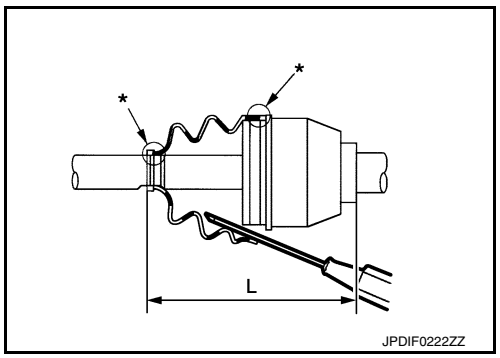
Grease amount : Refer to FAX-65, "Drive Shaft".

9. Install the boot securely into grooves (indicated by "*" marks) shown in the figure.

CAUTION:
If grease adheres to the boot mounting surface (indicated by "*" mark) on the shaft or the joint sub-assembly, boot may come off. Remove all grease from the boot mounting surface.

10. Make sure boot installation length (L) is the specified length. Insert a suitable tool into the large end of boot. Bleed air from boot to prevent boot deformation.

Boot installation length (L) : Refer to FAX-65, "Drive Shaft".

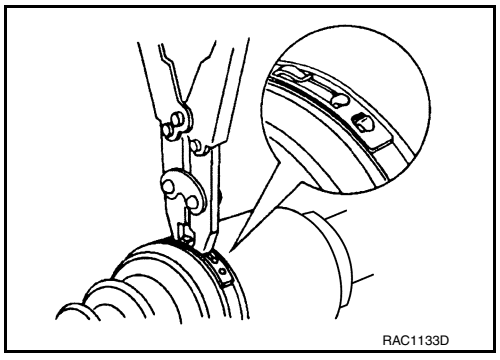


CAUTION:
- **Boot may break if boot installation length is not within standard value.**
- **Be careful that suitable tool does not contact inside surface of boot.**

11. Install new large and small boot bands securely using Tool.

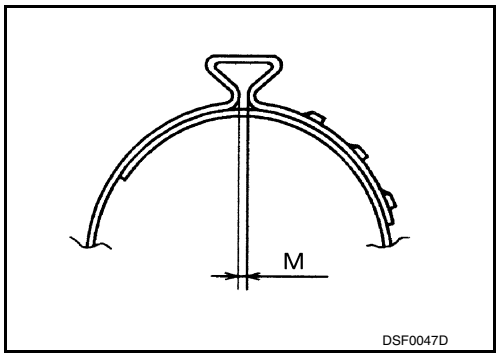
Tool number : KV40107300 (—)

CAUTION:
Do not reuse boot band.



12. Secure boot band so that dimension (M) meets the specification as shown.

Dimension (M) : Refer to FAX-65, "Drive Shaft".

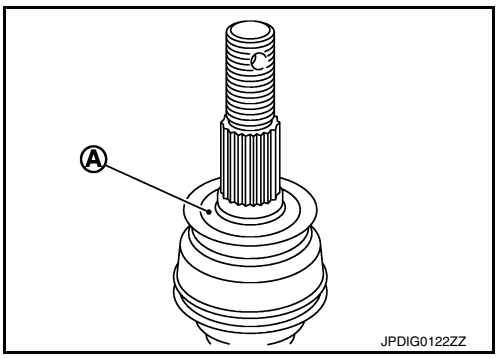


13. Attempt to rotate the boot to check whether or not the boot bands are securing the boot. If the boot is not secure, remove the boot bands, reposition the boot, and install new boot bands.

14. Clean the mating surfaces of the joint sub-assembly and the wheel hub and bearing. Apply Molykote M77 lubricant to the surface (A) of the joint sub-assembly.
CAUTION:
Apply lubricant to cover the entire flat mating surface of the joint sub-assembly.

Amount of lubricant FAX-65, "Drive Shaft"

NOTE:
Always check with the Parts Department for the latest parts information.



15. Clean the mating surface of the drive shaft (A) and the wheel hub and bearing.
16. Insert drive shaft to wheel hub and bearing.
17. Temporarily install the wheel hub lock nut.
CAUTION:
Do not reuse the wheel hub lock nut.
18. Install the transverse link to the steering knuckle. Tighten the steering knuckle nut and bolt to the specification. Refer to FSU-12, "Exploded View".
19. Align the marks on the disc brake rotor and on the wheel hub and bearing. Install the disc brake rotor.
20. Install caliper to steering knuckle. Refer to FSU-17, "Exploded View".
21. Install the front wheel sensor to the steering knuckle. Refer to BRC-132, "FRONT WHEEL SENSOR : Exploded View".
CAUTION:
- **Before installling, make sure there is no foreign material such as iron fragments adhered to the pick-up part of the front wheel sensor.**
- **When installing, make sure there is no foreign material such as iron fragments on and in the hole in the steering knuckle for the front wheel sensor. Make sure no foreign material has been caught in the sensor rotor. Remove any foreign material and then install the front wheel sensor.**

22. Hold the wheel hub and bearing. tighten the wheel hub lock nut. Refer to FAX-40, "Exploded View".
CAUTION:
- **Since the drive shaft is assembled by press-fitting, use a torque wrench to tighten the wheel hub lock nut. Do not use a power tool.**
- **Too much torque causes axle noise. too little torque causes wheel bearing loosness. Tighten the wheel hub lock nut to the specification.**

23. Install the nut retainer.
24. Install a new cotter pin. Refer to FAX-40, "Exploded View".
CAUTION:
- **Do not reuse cotter pin.**
- **Bend cotter pin securely to prevent any looseness.**

25. Install the front wheel and tire. Refer to WT-60, "Removal and Installation".

TRANSAXLE SIDE

TRANSAXLE SIDE : Removal and Installation

INFOID:0000000010365202

NOTE:
Remove boot after removing drive shaft.
- For drive shaft removal and installation, refer to FAX-18, "Removal and Installation (LH)".
- For drive shaft disassembly and assembly, refer to FAX-57, "Disassembly and Assembly (LH)" (LH) or FAX-60, "Disassembly and Assembly (RH)" (RH).

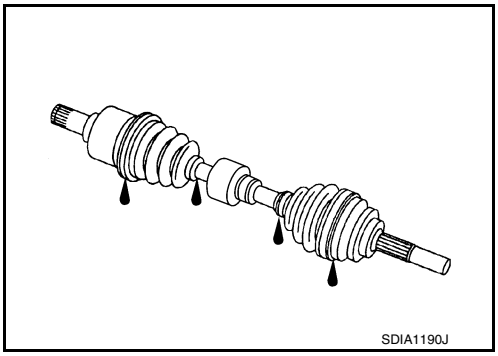
Inspection

INFOID:0000000010365204

INSPECTION AFTER INSTALLATION

Check the following items, and replace the part if necessary.

- Move joint up/down, left/right, and in the axial directions. Check for motion that is not smooth and for significant looseness.
- Check boot for cracks, damage, and leakage of grease.
- Check the wheel sensor harness to be sure the connectors are fully seated.
- Check the wheel alignment. Refer to FSU-7, "Inspection".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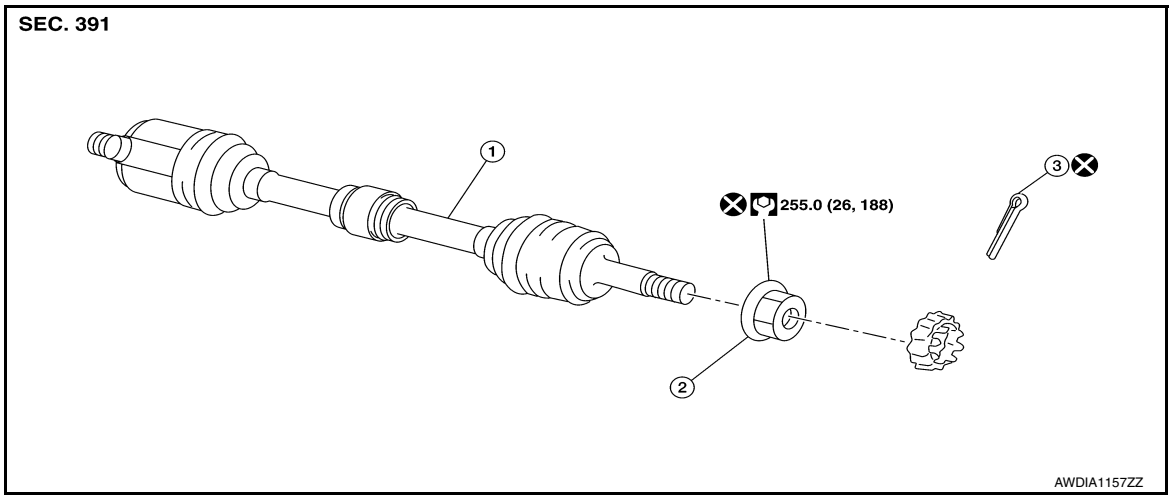
FRONT DRIVE SHAFT

Exploded View (LH)

INFOID:0000000010365205



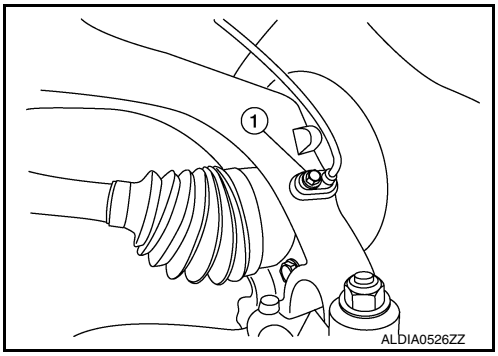
1. Drive shaft
2. Nut retainer
3. Cotter pin

Removal and Installation (LH)

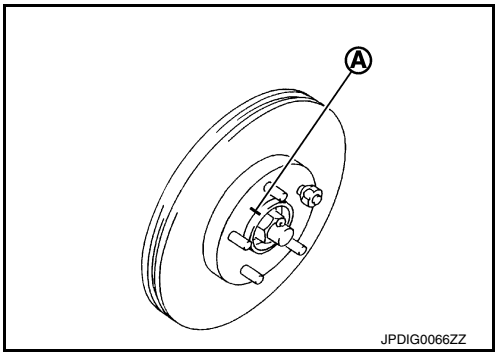
INFOID:0000000010365206

REMOVAL

1. Remove front wheel and tire using power tool. Refer to WT-57, "Adjustment".
2. Remove the bolt (1) and separate the front wheel sensor from the steering knuckle. Refer to BRC-132, "FRONT WHEEL SENSOR : Exploded View".
   CAUTION:
   - **Failure to separate the front wheel sensor from the steering knuckle may result in damage to the front wheel sensor.**
   - **Pull out the front wheel sensor, being careful to turn it as little as possible. Do not pull on wheel sensor harness.**



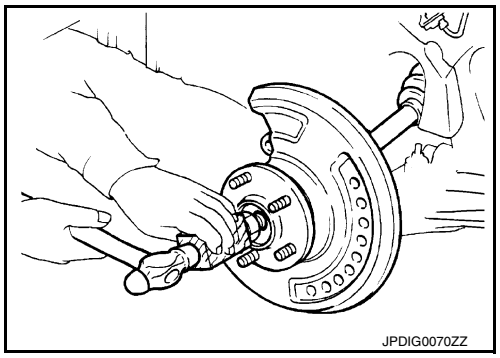
3. Remove brake caliper torque member bolts, leaving brake hose attached, reposition the caliper aside with wire. Refer to BR-35, "BRAKE CALIPER ASSEMBLY (1 PISTON TYPE) : Exploded View" (1 PISTON TYPE), or BR-35, "BRAKE CALIPER ASSEMBLY (1 PISTON TYPE) : Exploded View" (2 PISTON TYPE).
   CAUTION:
   Do not depress brake pedal while brake caliper is removed.
4. Put alignment marks (A) on disc brake rotor and wheel hub and bearing. Remove disc brake rotor.
   CAUTION:
   Do not drop the disc brake rotor.



5. Remove cotter pin.

6. Remove the nut retainer.
7. Loosen the wheel hub lock nut from the drive shaft using power tool.
8. Using a piece of wood and a suitable tool, tap on the lock nut to disengage the drive shaft from the wheel hub and bearing.
   CAUTION:
   - **Do not place the drive shaft joint at an extreme angle. Be careful not to over extend the slide joint.**
   - **Do not allow the drive shaft to hang without support.**

   NOTE:
   Use a suitable puller if drive shaft cannot be separated from the wheel hub and bearing.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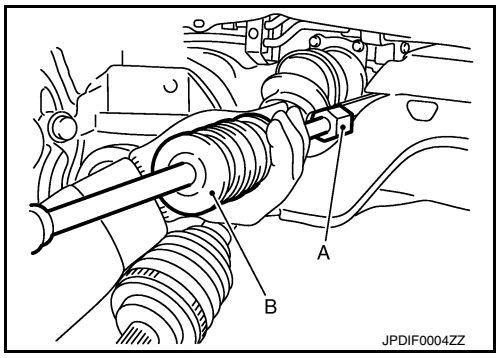
9. Remove the wheel hub lock nut.
10. Remove the engine side cover. Refer to EXT-28, "FENDER PROTECTOR : Exploded View".
11. Remove the lower nut and bolt from the steering knuckle. Refer to FAX-50, "Exploded View (LH)".
12. Separate transverse link from steering knuckle. Refer to FSU-12, "Exploded View".
13. Separate drive shaft from wheel hub and bearing, Reposition the drive shaft aside with wire. Refer to FAX-40, "Exploded View".
14. Remove drive shaft from transaxle assembly.
    - Use the Tool (A) and a suitable tool (B) while inserting tip of Tool (A) between housing and transaxle assembly.

    CAUTION:
    - **Do not place drive shaft joint at an extreme angle when removing drive shaft. Also be careful not to overextend slide joint.**
    - **Confirm that the circular clip is attached to the drive shaft.**

Tool (A) : KV40107500 (—)



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INSTALLATION

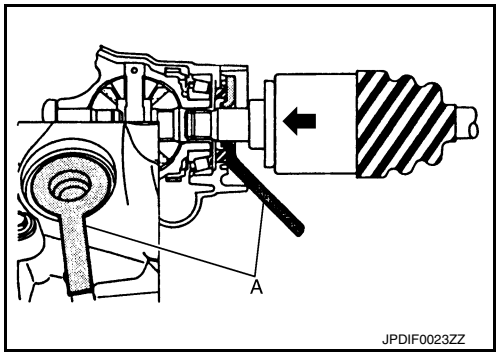
Installation is in the reverse order of removal.

- Install a new differential side oil seal. Refer to TM-210, "Removal and Installation".

  CAUTION:
  Do not reuse the differential side oil seal.
- Place Tool (A) onto transaxle assembly to prevent damage to the differential side oil seal while inserting drive shaft. Slide drive shaft sliding joint and tap with a suitable tool to install securely.

  CAUTION:
  Check that circular clip is completely engaged.

Tool (A) : KV38107900 (—)



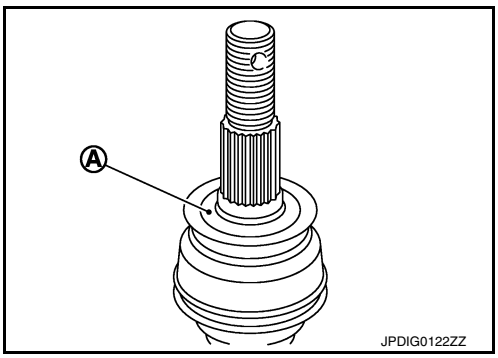
JPDIF0023ZZ

- Clean the matching surface of wheel hub lock nut and wheel hub and bearing.

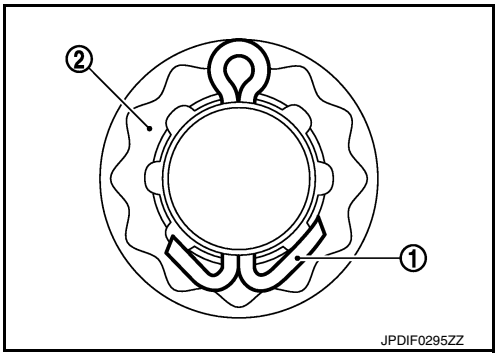
  CAUTION:
  Do not apply lubricating oil to these matching surface.

- Clean the matching surface of drive shaft, wheel hub and bearing. And then apply Molykote M77 lubricant to surface (A) of joint sub-assembly of drive shaft.
  CAUTION:
  Apply paste to cover entire flat surface of joint sub-assembly of drive shaft.

  Amount of lubricant : 1.0 – 3.0 g (0.04 – 0.10 oz)

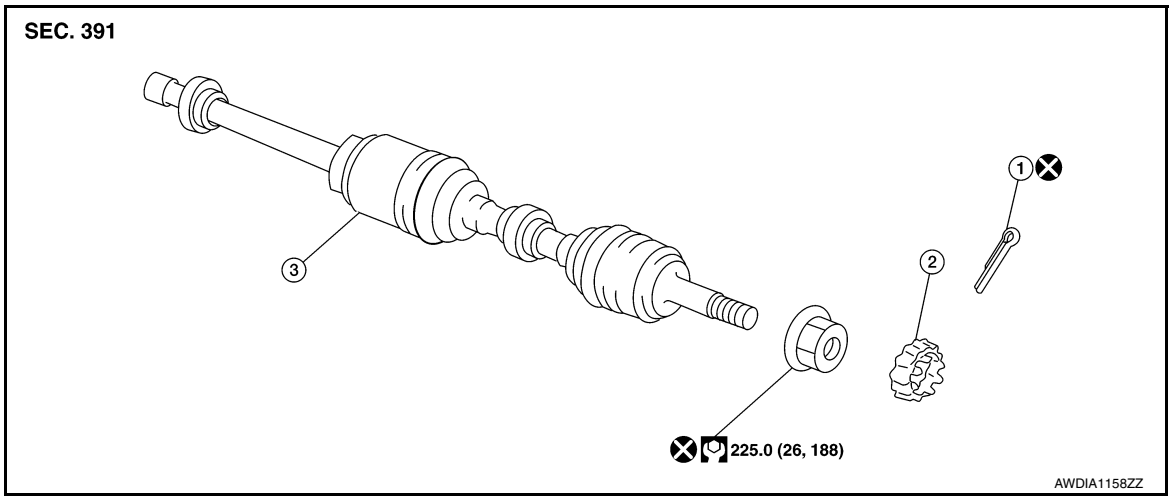


- **CAUTION:**
  - **Since the drive shaft is assembled by press-fitting, use the tightening torque range for the wheel hub lock nut.**
  - **Be sure to use torque wrench to tighten the wheel hub lock nut. Do not use a power tool.**
  - **Do not reuse wheel hub lock nut.**
  - **Too much torque causes axle noise. Too little torque, causes wheel hub and bearing looseness. Tighten the wheel hub lock nut to the specification.**
- Align the matching marks that have been made during removal when reusing the disc brake rotor.
- When installing a cotter pin (1) and nut retainer (2), securely bend the cotter pin to prevent rattles.
  CAUTION:
  Do not reuse cotter pin.
- Perform the final tightening of each of parts under unladen conditions, which were removed when removing wheel hub and bearing and steering knuckle.



Exploded View (RH)

INFOID:0000000010365207



1. Cotter pin
2. Nut retainer
3. Drive shaft

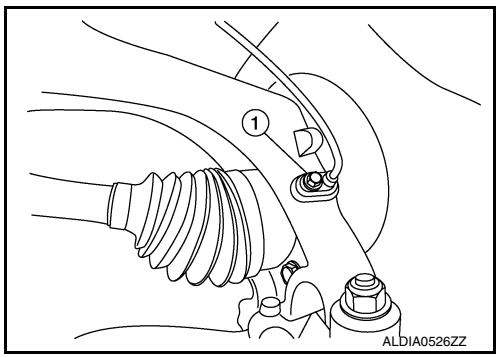
Removal and Installation (RH)

INFOID:0000000010365208

REMOVAL

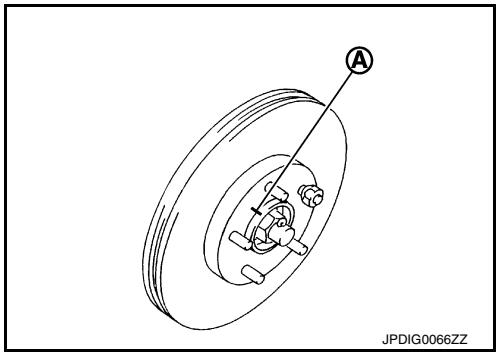
1. Remove front wheel and tire using power tool. Refer to WT-57, "Adjustment".

2. Remove wheel sensor bolt (A) and position wheel sensor aside. Refer to BRC-132, "FRONT WHEEL SENSOR : Removal and Installation".
CAUTION:
Do not pull on wheel sensor harness.



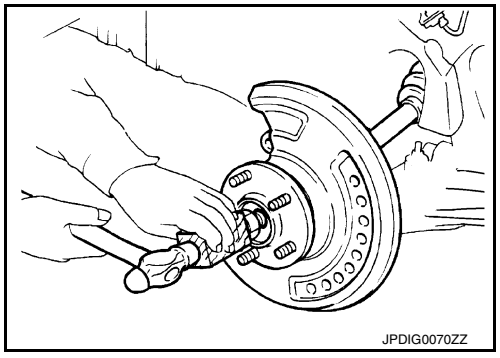
3. Remove brake caliper torque member bolts, leaving brake hose attached, reposition the caliper aside with wire. Refer to BR-35, "BRAKE CALIPER ASSEMBLY (1 PISTON TYPE) : Exploded View" (1 PISTON TYPE), or BR-35, "BRAKE CALIPER ASSEMBLY (1 PISTON TYPE) : Exploded View" (2 PISTON TYPE).
CAUTION:
Do not depress brake pedal while brake caliper is removed.

4. Put alignment marks (A) on disc brake rotor and wheel hub and bearing. Remove disc brake rotor.
CAUTION:
Do not drop the disc brake rotor.



5. Remove cotter pin.
6. Remove the nut retainer.
7. Loosen the wheel hub lock nut from the drive shaft using power tool.
8. Using a piece of wood and a hammer, tap on the lock nut to disengage the drive shaft from the wheel hub and bearing.
CAUTION:
- **Do not place the drive shaft joint at an extreme angle. Be careful not to over extend the slide joint.**
- **Do not allow the drive shaft to hang without support.**

NOTE:
Use a suitable puller if drive shaft cannot be separated from the wheel hub and bearing.



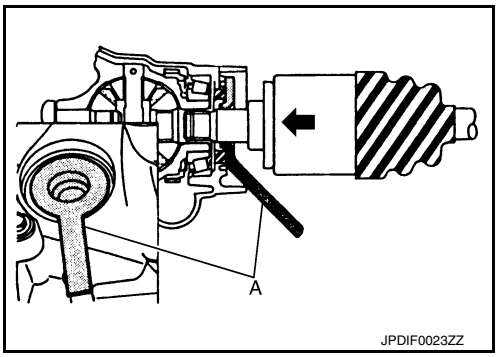
9. Remove the wheel hub lock nut.
10. Remove the engine side cover. Refer to EXT-28, "FENDER PROTECTOR : Exploded View".
11. Separate transverse link from steering knuckle. Refer to FSU-12, "Exploded View".
12. Separate drive shaft from wheel hub and bearing and reposition drive shaft aside with wire.
13. Remove retainer mounting bolts and retainer.
14. If necessary, remove the support bearing bracket mounting bolts and the support bearing bracket.
15. Remove drive shaft from transaxle assembly.
    - Use the Tool (A) and a suitable tool (B) while inserting tip of Tool (A) between housing and transaxle assembly.
    CAUTION:
    - **Do not place drive shaft joint at an extreme angle when removing drive shaft. Also be careful not to overextend slide joint.**

Tool : KV40107500 (—)

INSTALLATION

1. Install a new differential side oil seal. Refer to TM-210, "Removal and Installation".
   CAUTION:
   Do not reuse the differential side oil seal.
2. Place Tool (A) onto transaxle assembly to prevent damage to the differential side oil seal while inserting drive shaft. Slide drive shaft sliding joint and tap with a suitable tool to install securely.
   CAUTION:
   Check that circular clip is completely engaged.

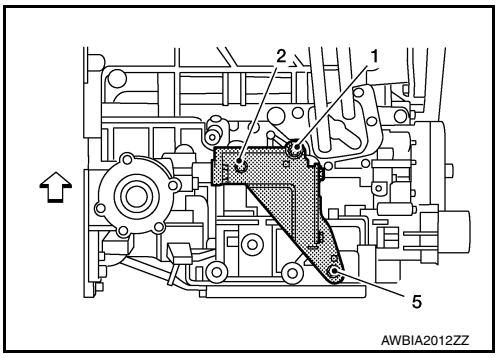
   Tool : KV38107900 (—)



Support bearing bracket (AWD models)

1. Install front drive shaft and bearing retainer with notch (A) facing upward.

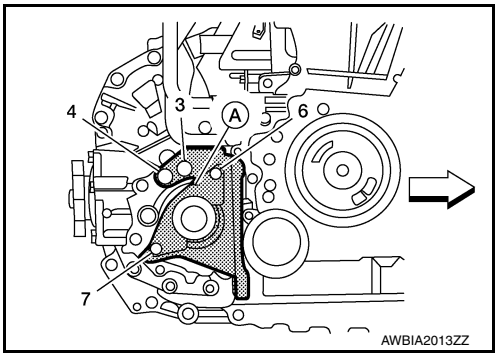
   ⇦ : Front



2. Tighten bolts in the numerical order as shown.
   • Refer to the following for the installation positions of bolts.

   ⇦ : Front

M10 bolts	**: No. 1, 2, 3, 4**	**48.0 N·m (4.9 kg-m, 35 ft-lb)**
M12 bolt	**: No. 5**	**97.1 N·m (9.9 kg-m, 72 ft-lb)**
M8 bolts	**: No. 6, 7**	**25.0 N·m (2.6 kg-m, 18 ft-lb)**

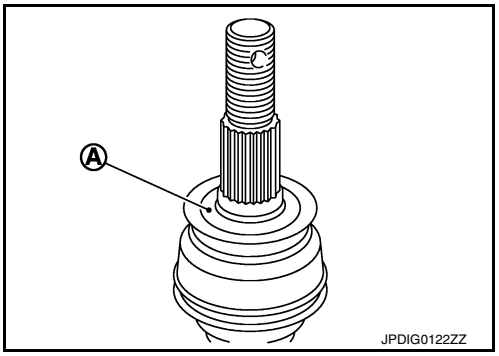


3. Clean the matching surface of wheel hub lock nut and wheel hub and bearing.
   CAUTION:
   Do not apply lubricating oil to these matching surface.

4. Clean the mating surfaces of the joint sub-assembly and the wheel hub and bearing. Apply Molykote M77 lubricant to the surface (A) of the joint sub-assembly.
CAUTION:
Apply lubricant to cover the entire flat mating surface of the joint sub-assembly.

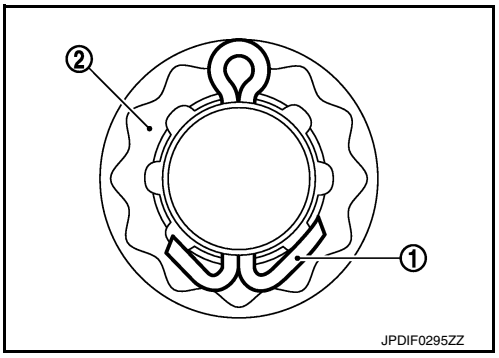
Amount of lubricant **FAX-65, "Drive Shaft"**

NOTE:
Always check with the Parts Department for the latest parts information.



5. Use the following torque range for tightening the wheel hub lock nut.
CAUTION:
- **Since the drive shaft is assembled by press-fitting, use the tightening torque range for the wheel hub lock nut.**
- **Be sure to use torque wrench to tighten the wheel hub lock nut. Do not use a power tool.**
- **Do not reuse wheel hub lock nut.**
- **Too much torque causes axle noise. Too little torque, causes wheel bearing looseness. Tighten the wheel hub lock nut to the specification.**

6. Align the matching marks that have been made during removal when reusing the disc brake rotor.
7. When installing a cotter pin (1) and adjusting cap (2), securely bend the cotter pin to prevent rattles.
CAUTION:
Do not reuse cotter pin.



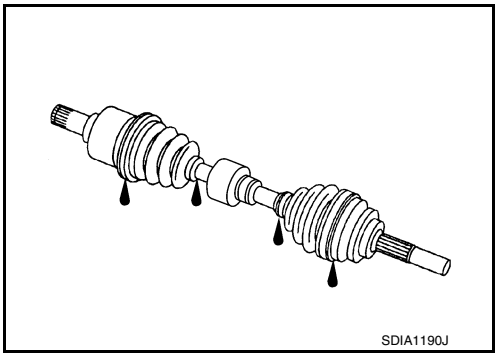
8. Perform the final tightening of each of parts under unladen conditions, which were removed when removing wheel hub and bearing and steering knuckle.
9. Installation of the remaining components is in the reverse order of removal.

Inspection

INFOID:0000000010249289

INSPECTION AFTER REMOVAL

- Move joint up/down, left/right, and in the axial directions. Check for motion that is not smooth and for significant looseness.
- Check boot for cracks, damage, and leakage of grease.
- Disassemble drive shaft and exchange malfunctioning part if there is a non-standard condition.



INSPECTION AFTER DISASSEMBLY

Shaft
Check shaft for runout, cracks, or other damage. Replace if there are.

Dynamic Damper

Check damper for cracks or wear. Replace if necessary.

Joint Sub-Assembly (Wheel Side)
Check the following:
- Joint sub-assembly for rough rotation and excessive axial looseness
- The inside of the joint sub-assembly for entry of foreign material
- Joint sub-assembly for compression scars, cracks, and fractures inside of joint sub-assembly

Replace joint sub-assembly if there are any non-standard conditions of components.

Housing and Spider assembly (Transaxle Side)
Replace housing and spider assembly if there is scratching or wear of housing roller contact surface or spider roller contact surface.
NOTE:
Housing and spider assembly are used in a set.

Support Bearing (Right Side)
Make sure wheel bearing rolls freely and is free from noise, cracks, pitting or wear. Replace support bearing if there are any non-standard conditions.

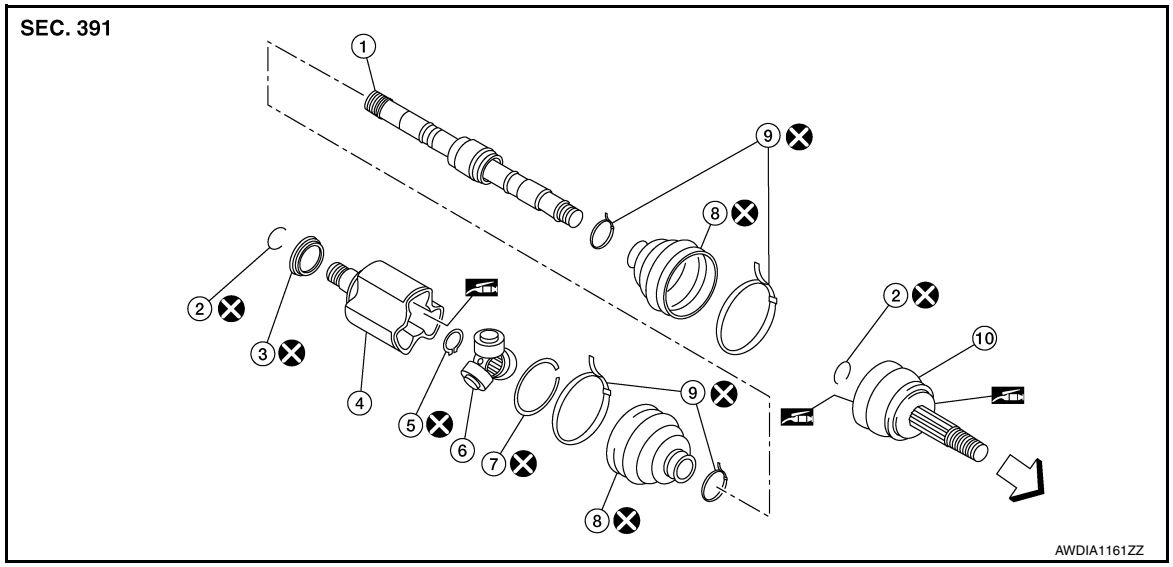
Support Bearing Bracket (Right Side)
Check for bending, cracks, or damage. Replace support bearing bracket if there are any non-standard conditions.

UNIT DISASSEMBLY AND ASSEMBLY

FRONT DRIVE SHAFT

Exploded View (LH)

INFOID:0000000010365281



1. Shaft
2. Circular clip
3. Dust shield
4. Housing
5. Snap ring
6. Spider assembly
7. Stopper ring
8. Boot
9. Boot band
10. Joint sub-assembly
- ⇦ Wheel side

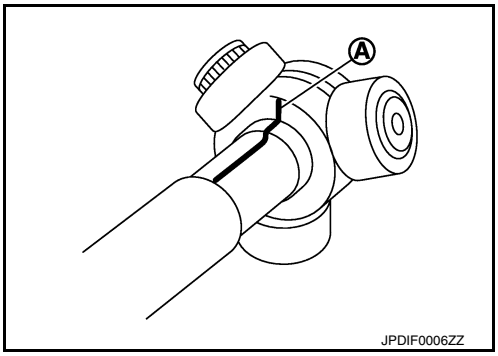
Disassembly and Assembly (LH)

INFOID:0000000010365198

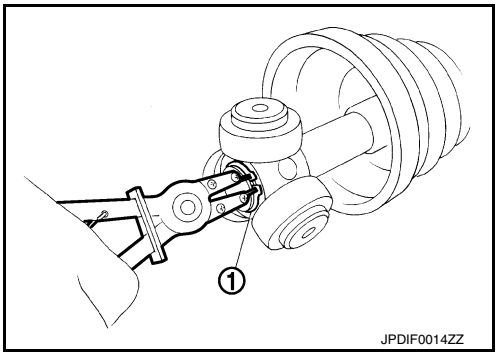
DISASSEMBLY

Transaxle Assembly Side

1. Fix shaft with a vise.
   CAUTION:
   Protect shaft using aluminum or copper plates when fixing with a vise.
2. Remove boot bands, and then remove boot from housing.
3. Remove stopper ring.
4. Put matching marks on housing and shaft, and then pull out housing from shaft.
   CAUTION:
   Use paint or an equivalent for matching marks. Do not scratch the surfaces.
5. Put matching marks (A) on the spider assembly and shaft.
   CAUTION:
   Use paint or an equivalent for matching marks. Do not scratch the surfaces.

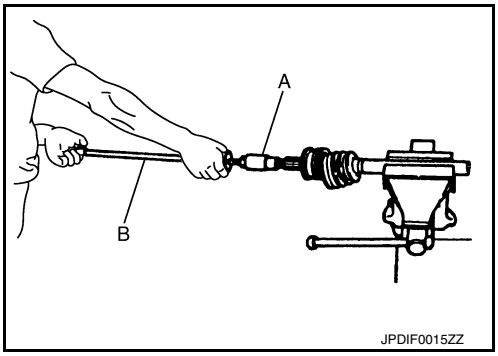


6. Remove snap ring (1), and then remove spider assembly from shaft.
7. Remove boot from shaft.
8. Remove circular clip from housing (left side).
9. Remove dust shield from housing.
10. Clean old grease on housing with paper waste.



Wheel Side

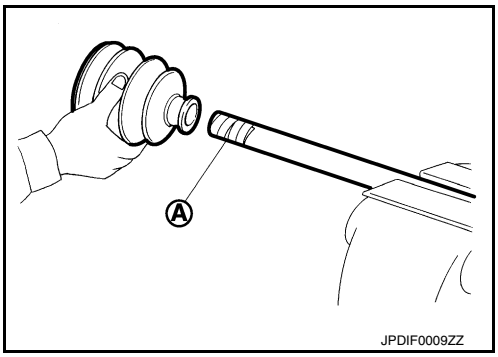
1. Fix shaft with a vise.
   CAUTION:
   Protect shaft using aluminum or copper plates when fixing with a vise.
2. Remove boot bands, and then remove boot from joint sub-assembly.
3. Screw the drive shaft puller (A) 30 mm (1.18 in) or more into the thread of joint sub-assembly, and pull joint sub-assembly with a sliding hammer (B) from shaft.
   CAUTION:
   - **If joint sub-assembly cannot be removed after five or more unsuccessful attempts, replace shaft and joint sub assembly as a set.**
   - **Align sliding hammer and drive shaft and remove them by pulling forcibly.**
4. Remove circular clip from shaft.
5. Remove boot from shaft.
6. Clean old grease on joint sub-assembly with paper waste while rotating ball cage.



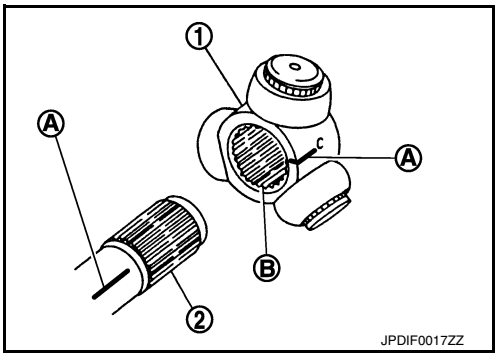
ASSEMBLY

Transaxle Assembly Side

1. Install new boot and boot bands to shaft.
   CAUTION:
   - **Wrap serration on shaft with tape (A) to protect from damage**
   - **Do not reuse boot and boot band.**

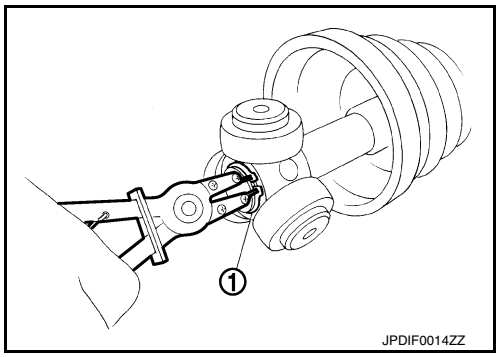


2. Remove the tape wrapped around the serration on shaft.
3. To install the spider assembly (1), align it with the matching marks (A) on the shaft (2) put during the removal, and direct the serration mounting surface (B) to the shaft.



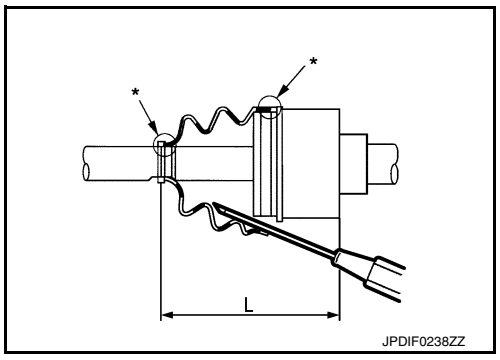
4. Secure spider assembly onto shaft with snap ring (1).
CAUTION:
Do not reuse snap ring.
5. Apply the appropriate amount of grease to spider assembly and sliding surface.
6. Assemble the housing onto spider assembly, and apply the specified amount of grease.

Grease amount : Refer to FAX-65, "Drive Shaft".



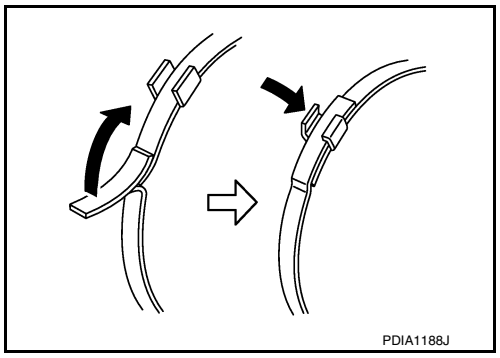
7. Align matching marks put during the removal of housing.
8. Install stopper ring.
CAUTION:
Do not reuse stopper ring.
9. Install boot securely into grooves (indicated by "*" marks) shown.
CAUTION:
If grease adheres to the boot mounting surface (indicated "*" mark) on shaft or housing, boot may be removed. Remove all grease from the boot mounting surface.
10. To prevent the deformation of the boot, adjust the boot installation length (L) to the value shown below by inserting the suitable tool into the inside of boot from the large diameter side of boot and discharging inside air.

Boots installed length (L) : Refer to FAX-65, "Drive Shaft".



CAUTION:
- **If the boot installation length is outside the standard, it may cause breakage of boot.**
- **Be careful not to touch the inside of the boot with the tip of tool.**

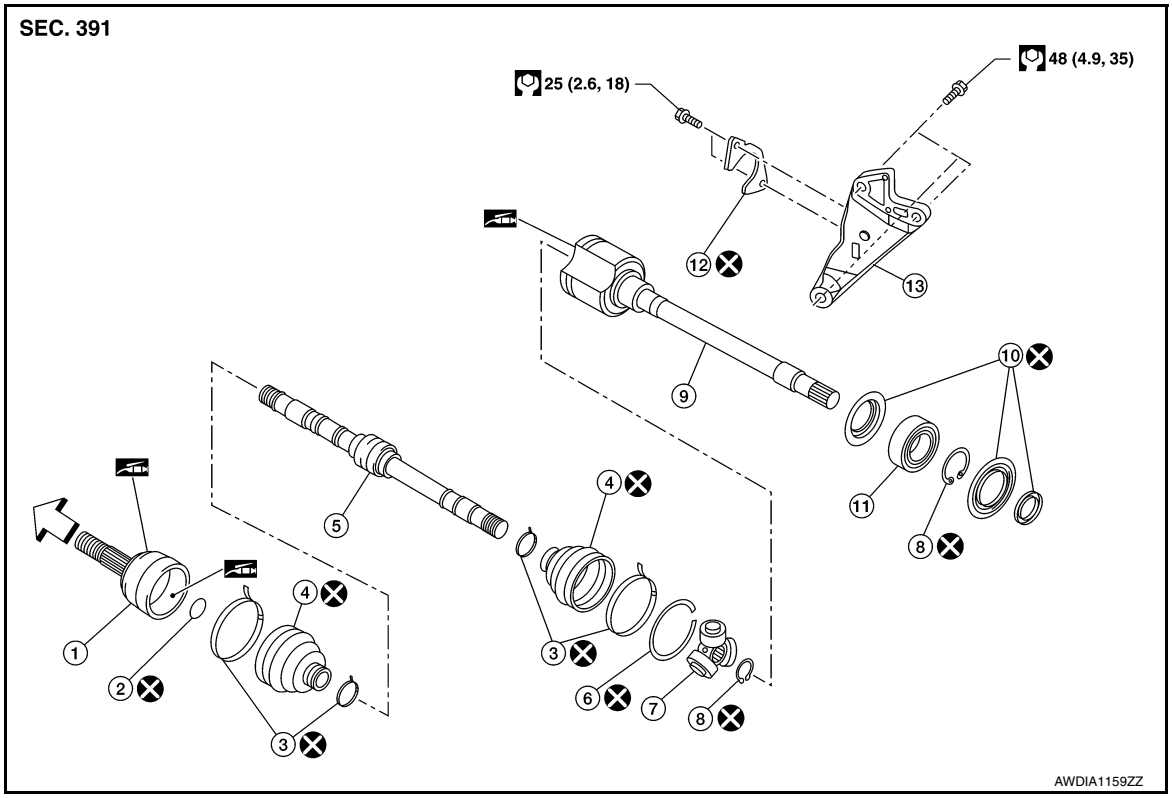
11. Install new boot bands securely as shown.
CAUTION:
Do not reuse boot band.
12. Secure housing and shaft, and then make sure that they are in the correct position when rotating boot. Reinstall them with new boot bands when the mounting positions become incorrect.
13. Install dust shield to housing (left side).
CAUTION:
Do not reuse dust shield.
14. Install circular clip to housing (left side).
CAUTION:
Do not reuse circular clip.



Wheel Side
For further details, refer to the installation procedure of "FAX-44, "WHEEL SIDE : Removal and Installation"" for the drive shaft boot.

Exploded View (RH)

INFOID:0000000010365199



1. Joint sub-assembly
2. Circular clip
3. Boot band
4. Boot
5. Shaft
6. Damper band
7. Dynamic damper
8. Stopper ring
9. Spider assembly
10. Snap ring
11. Housing
12. Dust shield
13. Support bearing
14. Retainer
15. Support bearing bracket

⇦ : Wheel side

Disassembly and Assembly (RH)

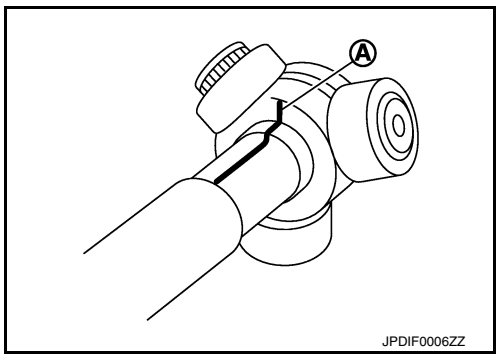
INFOID:0000000010365200

DISASSEMBLY

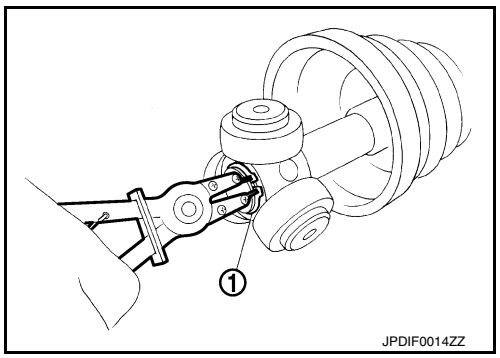
Transaxle Assembly Side

1. Fix shaft with a vise.
   CAUTION:
   Protect shaft using aluminum or copper plates when fixing with a vise.
2. Remove boot bands, and then remove boot from housing.
3. Remove stopper ring.
4. Put matching marks on housing and shaft, and then pull out housing from shaft.
   CAUTION:
   Use paint or an equivalent for matching marks. Do not scratch the surfaces.

5. Put matching marks (A) on the spider assembly and shaft.
CAUTION:
Use paint or an equivalent for matching marks. Do not scratch the surfaces.

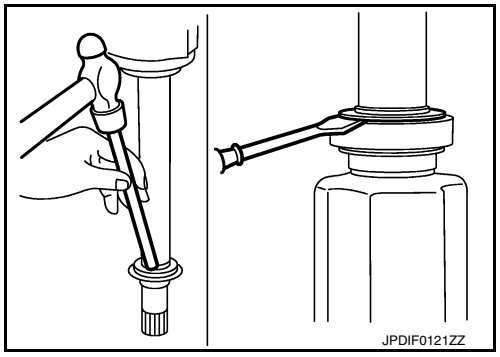


6. Remove snap ring (1), and then remove spider assembly from shaft.
7. Remove boot from shaft.
8. Remove circular clip from housing (left side).
9. Remove dust shield from housing.
10. Clean old grease on housing with paper waste.

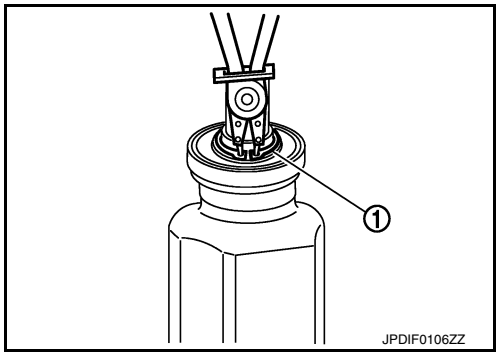


Support Bearing

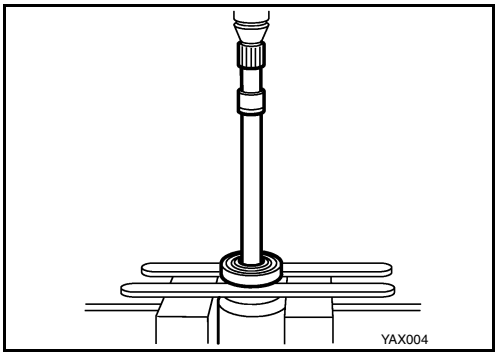
1. Remove dust shield from housing.



2. Remove snap ring (1).

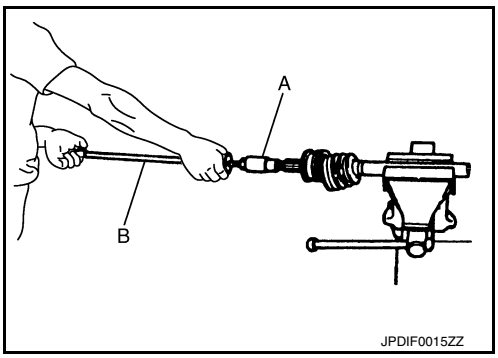


3. Press out support bearing from housing.
4. Remove dust shield.



Wheel Side

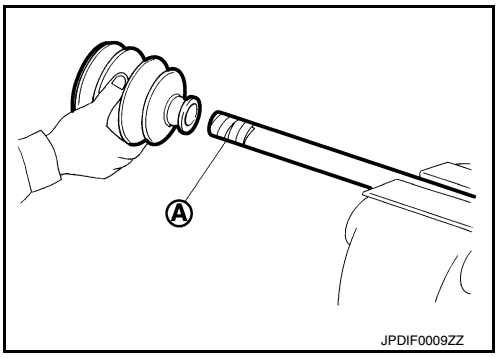
1. Fix shaft with a vise.
   CAUTION:
   Protect shaft using aluminum or copper plates when fixing with a vise.
2. Remove boot bands, and then remove boot from joint sub-assembly.
3. Screw the drive shaft puller (A) 30 mm (1.18 in) or more into the thread of joint sub-assembly, and pull joint sub-assembly with a sliding hammer (B) from shaft.
   CAUTION:
   - **If joint sub-assembly cannot be removed after five or more unsuccessful attempts, replace shaft and joint sub assembly as a set.**
   - **Align sliding hammer and drive shaft and remove them by pulling forcibly.**
4. Remove circular clip from shaft.
5. Remove boot from shaft.
6. Clean old grease on joint sub-assembly with paper waste while rotating ball cage.



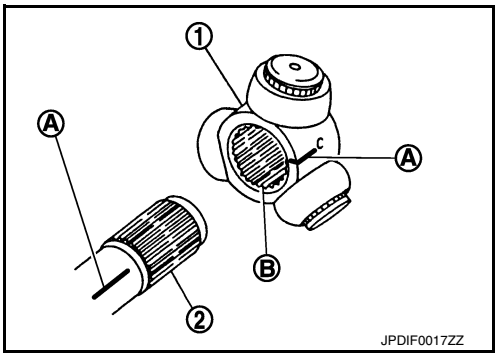
ASSEMBLY

Transaxle Assembly Side

1. Wrap serration on shaft with tape (A) to protect boot from damage. Install new boot and boot bands to shaft.
   CAUTION:
   Do not reuse boot and boot band.
2. Remove the tape wrapped around the serration on shaft.

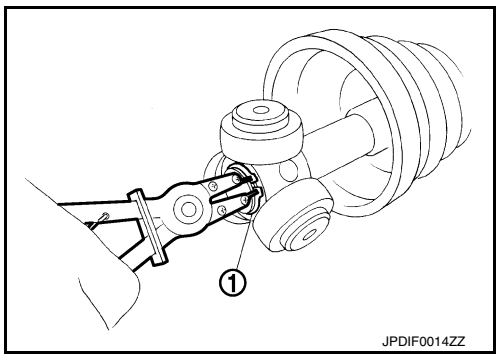


3. To install the spider assembly (1), align it with the matching marks (A) on the shaft (2) put during the removal, and direct the serration mounting surface (B) to the shaft.



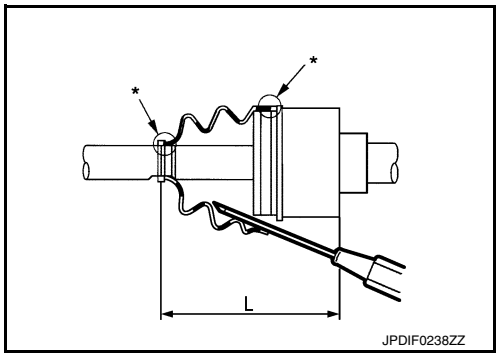
4. Secure spider assembly onto shaft with snap ring (1).
CAUTION:
Do not reuse snap ring.
5. Apply the appropriate amount of grease to spider assembly and sliding surface.
6. Assemble the housing onto spider assembly, and apply the specified amount of grease.

Grease amount : Refer to FAX-65, "Drive Shaft".



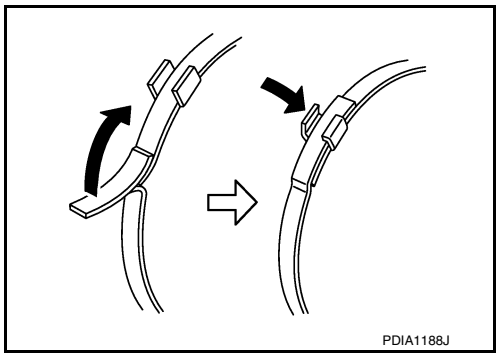
7. Align matching marks put during the removal of housing.
8. Install stopper ring.
CAUTION:
Do not reuse stopper ring.
9. Install boot securely into grooves (indicated by "*" marks) shown in the figure.
CAUTION:
If grease adheres to the boot mounting surface (indicated "*" mark) on shaft or housing, boot may be removed. Remove all grease from the boot mounting surface.
10. To prevent the deformation of the boot, adjust the boot installation length (L) to the value shown below by inserting the suitable tool into the inside of boot from the large diameter side of boot and discharging inside air.

Boots installed length (L) : Refer to FAX-65, "Drive Shaft".



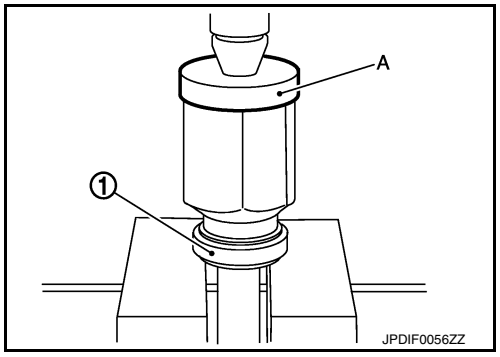
CAUTION:
- **If the boot installation length is outside the standard, it may cause breakage of boot.**
- **Be careful not to touch the inside of the boot with the tip of tool.**

11. Install new boot bands securely as shown in the figure.
CAUTION:
Do not reuse boot band.
12. Secure housing and shaft, and then make sure that they are in the correct position when rotating boot. Reinstall them with new boot bands when the mounting positions become incorrect.
13. Install dust shield to housing (left side).
CAUTION:
Do not reuse dust shield.
14. Install circular clip to housing (left side).
CAUTION:
Do not reuse circular clip.

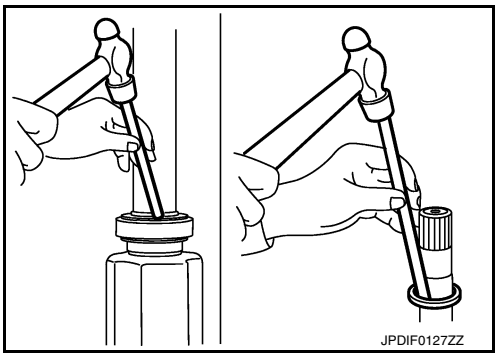


Support Bearing

1. Install dust shield on housing.
CAUTION:
Do not reuse dust shield.
2. Press support bearing (1) onto housing to using the suitable tool (A).
3. Install snap ring.
CAUTION:
Do not reuse snap ring.



4. Install dust shields.
CAUTION:
Do not reuse dust shields.



Wheel Side
For further details, refer to the installation procedure of "FAX-44, "WHEEL SIDE : Removal and Installation"" for the drive shaft boot.

SERVICE DATA AND SPECIFICATIONS (SDS)

SERVICE DATA AND SPECIFICATIONS (SDS)

Wheel Bearing

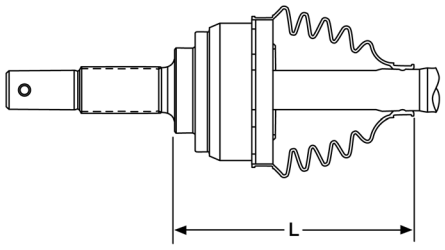
INFOID:0000000010356125

Item	Standard
Axial end play	0.0 mm (0.0 in)
Rotating torque	1.9 N·m (0.19 kg-m, 17 in-lb) or less
Spring balance measurement	13.7 N (1.40 kg-f, 3.08 lb-f) or less
Wheel bearing press-fit load	49 kN (4,998.0 kg-f, 11,015.2 lb-f)

Drive Shaft

INFOID:0000000010356126

Drive Shaft Specifications



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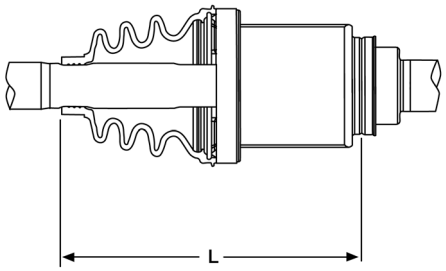

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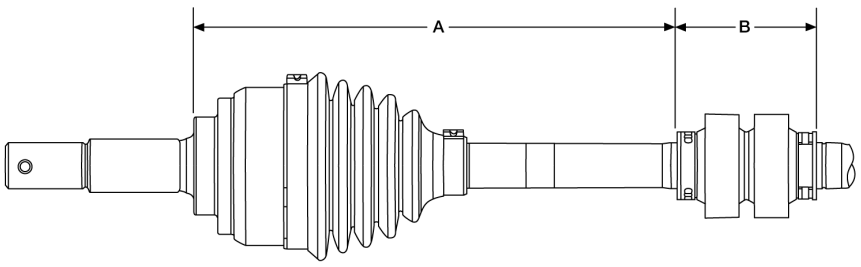
Application	AWD			
Joint type	Wheel side		Transaxle side	
	(LH)	(RH)	(LH)	(RH)
Grease quantity*	115 - 135 g (4.06 - 4.76 oz)		175 - 195 g (6.17 - 6.88 oz)	
Boot installed length (L)	141.5 mm (5.57 in)		176.9 mm (6.96 in)	

*Always check with the Parts Department for the latest parts information.

Dynamic Damper Specifications

Unit: mm (in)



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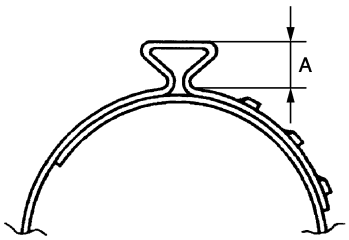
Application	AWD	
	(LH)	(RH)
Dimension (A)	243 ± 3 (9.57 ± 0.1)	243 ± 3 (9.57 ± 0.1)
Dimension (B)	50 (1.97)	50 (1.97)

Boot Band Specification

Unit: mm (in)



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Dimension (A) - maximum	7.0 (0.28)