

DISASSEMBLY

1. CHECK DRIVE SHAFT

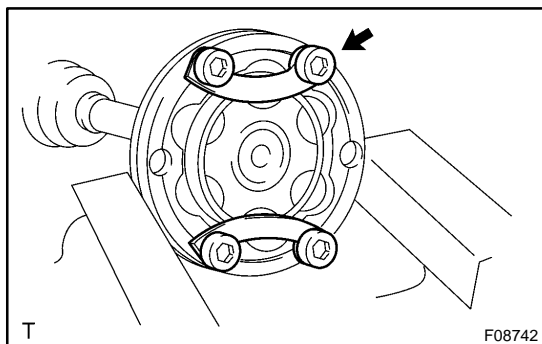
- (a) Check to see that the joints slide smoothly in the axial direction.

If a large angle is applied for the cross-groove type joint, the joint will be felt like it is catching, but this does not indicate an abnormality.

- (b) Check the boots for damage or crack.
- (c) Check the ABS speed sensor rotor for damage.

2. REMOVE END COVER

- (a) Using a screwdriver, remove the end cover.



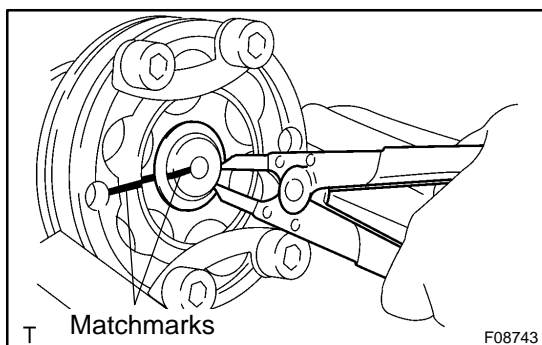
- (b) Using bolts, nuts and washers, keep the inboard joint assembly not to take apart.

NOTICE:

Tighten the bolts by hand to avoid scratching the flange surface.

3. REMOVE INBOARD AND OUTBOARD JOINT BOOT CLAMPS

Using a side cutter, cut the boot clamps and remove them.



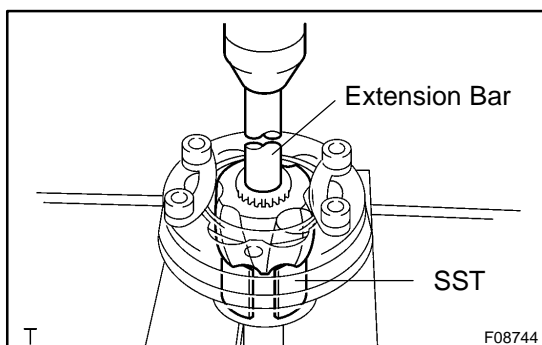
4. REMOVE INBOARD JOINT

- (a) Place matchmarks on the inboard joint and outboard joint shaft.

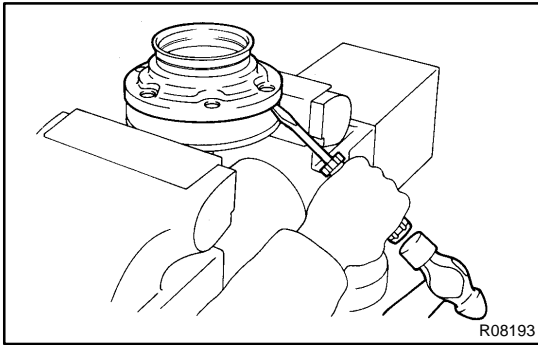
NOTICE:

Do not punch the marks.

- (b) Using a snap ring expander, remove the snap ring.
- (c) Slide the inboard joint boot toward the outboard joint.



- (d) Using SST, an extension bar and press, remove the inboard joint from the outboard joint shaft.
SST 09726-12023 (09726-01031)
- (e) Remove the bolts, nuts and washers.



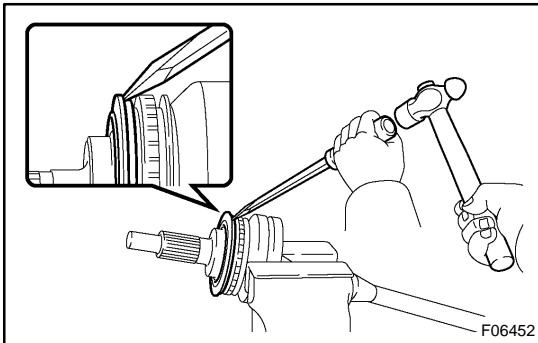
- (f) Clamp the inboard joint in a soft jaw vise.
- (g) Using a screwdriver and hammer, pry around the whole perimeter of the inboard joint cover and remove the inboard joint.

NOTICE:

To prevent the balls from falling, remove the inboard joint by holding the inner and outer races.

5. REMOVE BOOTS

Remove the inboard and outboard joint boots.

**6. REMOVE NO. 2 DUST DEFLECTOR**

- (a) Clamp the outboard joint in a soft jaw vise.
- (b) Using a screwdriver and hammer, remove the No. 2 dust deflector.

NOTICE:

Be careful not to damage the ABS speed sensor rotor.