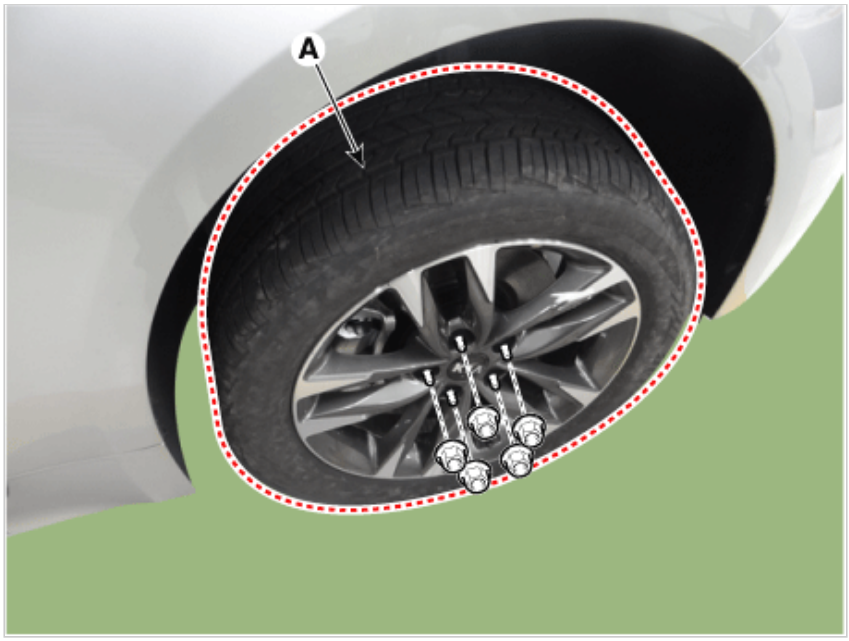
Removal

[3.3 T-GDI LAMBDA II (LH)]

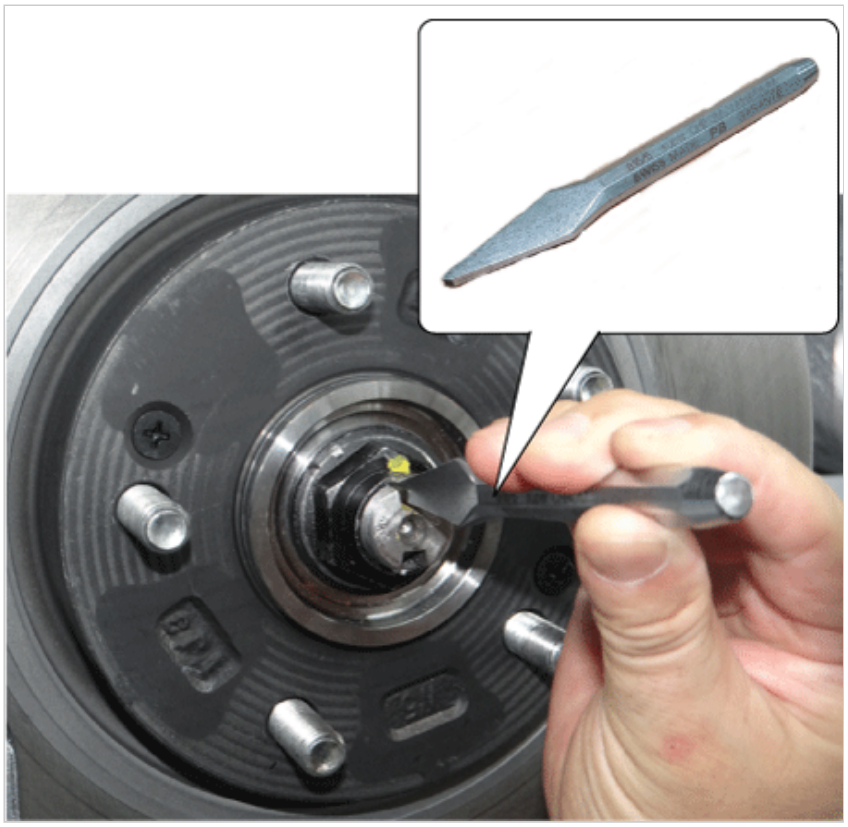
1. Remove wheel nuts, front wheel and tire (A) from front hub.

Tightening torque:
107.9 - 127.5 N·m (11.0 - 13.0 kgf·m, 79.6 - 94.0 lb·ft)



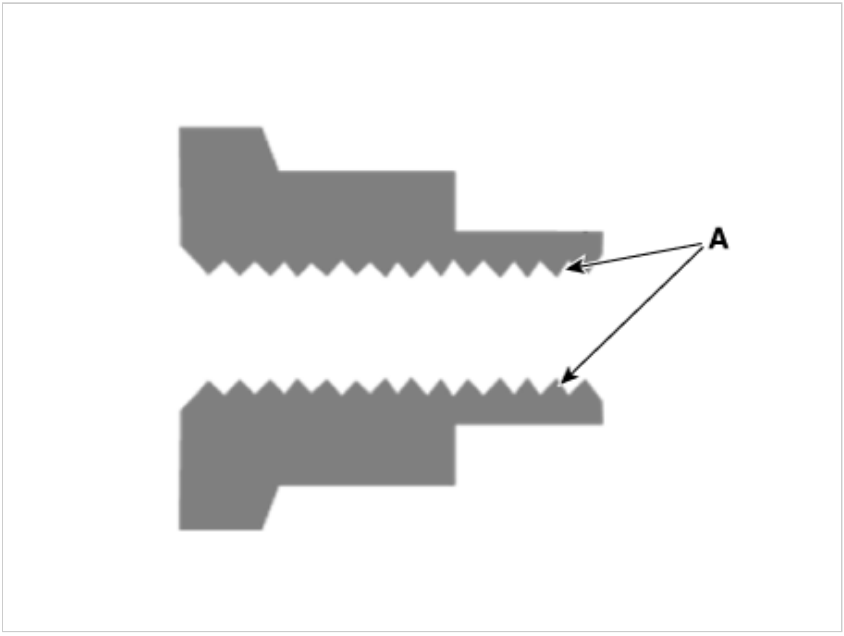
NOTICE
Be careful not to damage the wheel nuts when removing the front wheel and tire (A).

2. Separate the air con compressor.
(Refer to Heating,Ventilation And Air Conditioning - "Compressor")
3. Remove the front brake caliper.
(Refer to Brake System - "Front Disc Brake")
4. By hammering on a chisel, unlock the drive shaft lock hub nut caulking.



NOTICE

If there is screw thread (A) on the end of the nut, unlock the caulking by using a chisel and then loosen the nut to prevent damaging driveshaft screw thread.



5. Loosen the caulking nut and then separate the hub assembly from the drive shaft.

Tightening torque :

294.2 - 313.8 N·m (30.0 - 32.0 kgf·m, 217.0 - 231.5 lb·ft)

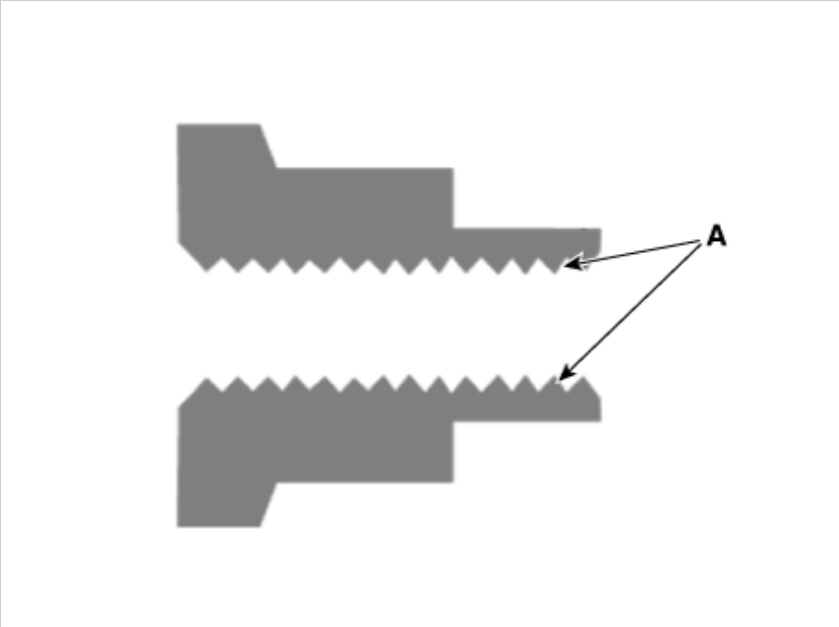
NOTICE

- Use plastic hammer to avoid damaging on axle when the drive shaft is disassembled.
- Do not pull or twist excessively to remove the axle when the drive shaft is disassembled.

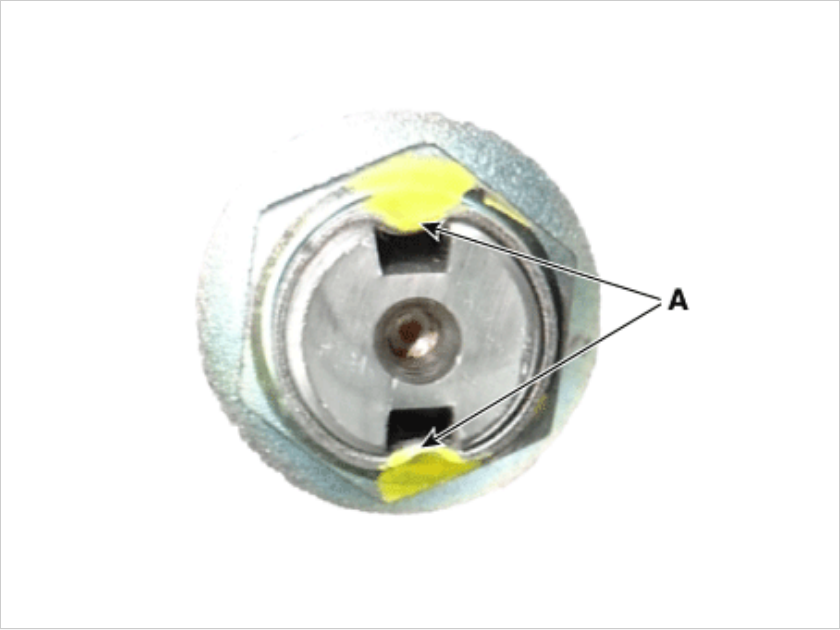
NOTICE

The driveshaft lock nut must be replaced with new one.

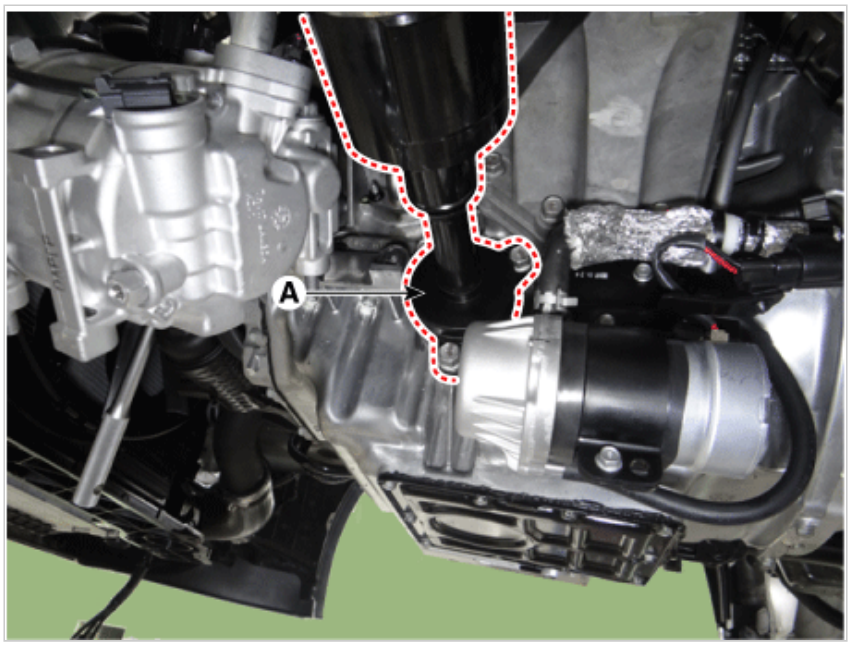
When replacing the drive lock hub nut, use only the nut with screw thread (A) on the end.



- Tighten the driveshaft lock hub nut to the specified tightening torque, and caulk by using a chisel and hammer.
- If there are two key seats, perform on all two seats.
  Caulking depth (A) :1.5 mm (0.0591 in)



6. Remove the front drive shaft bracket (A) from the front differential and then using pry bar, remove the front drive shaft [LH].
   Tightening torque :
   49.0 - 63.7 N·m (5.0 - 6.5 kgf·m, 36.2.0 - 47.0 lb·ft)



7. Install in the reverse order of removal.

NOTICE

- Use a pry bar being careful not to damage the transaxle and joint.
- Do not insert the pry bar too deep, as this may cause damage to the oil seal.
- Do not pull the driveshaft by excessive force it may cause components inside the joint kit to dislodge resulting in a torn boot or a damaged bearing.
- Plug the hole of the transaxle case with the oil seal cap to prevent contamination.
- Support the driveshaft properly.
  - Be careful that the drive shaft is not bent or drop down by other component's weight (such as axle etc.)
- Replace the retainer ring whenever the driveshaft is removed from the transaxle case.

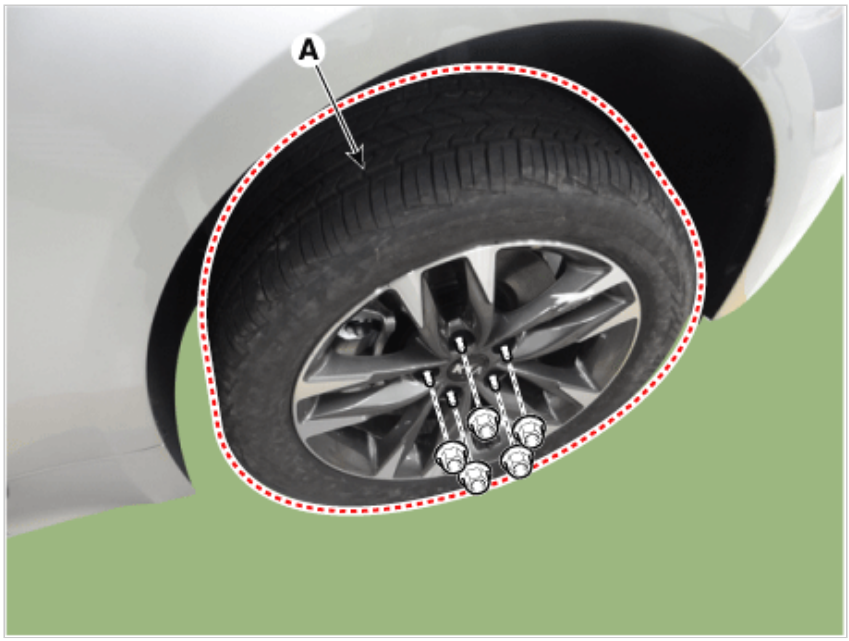
8. Check the front alignment.
   (Refer to Suspension System - "Alignment")

[2.0 T-GDI THETA II (RH, LH)]

[3.3 T-GDI LAMBDA II (RH)]

1. Remove wheel nuts, front wheel and tire (A) from front hub.

Tightening torque:
107.9 - 127.5 N·m (11.0 - 13.0 kgf·m, 79.6 - 94.0 lb·ft)

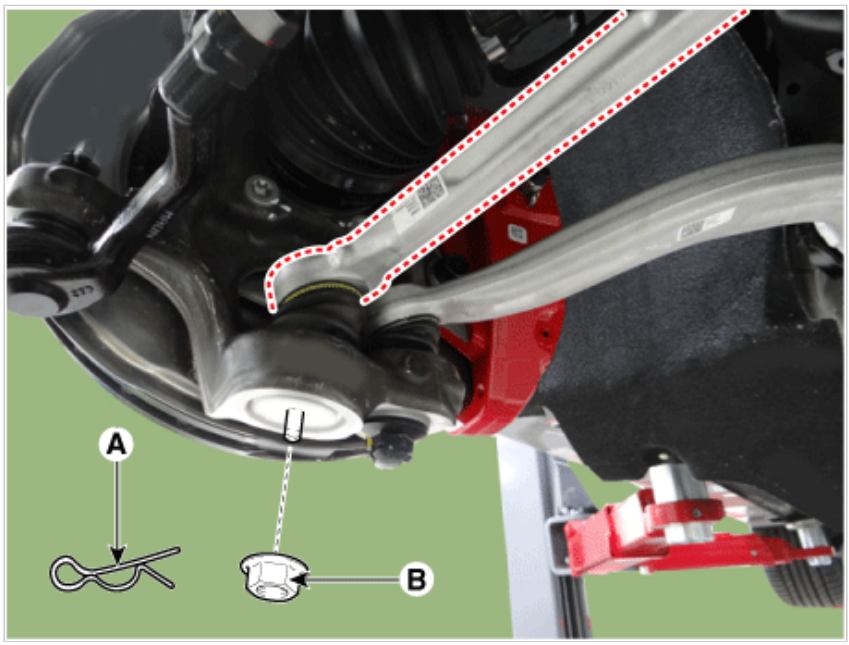


NOTICE

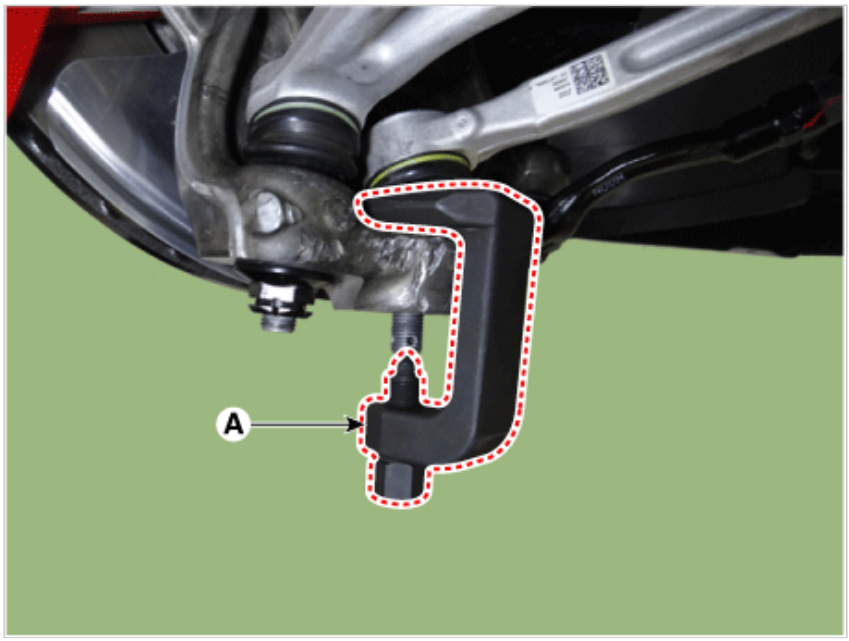
Be careful not to damage the wheel nuts when removing the front wheel and tire (A).

2. Loosen the lateral arm pin (A) and nut (B).

Tightening torque:
88.3 - 107.9 N·m (9.0 - 11.0 kgf·m, 65.1 - 79.6 lb·ft)

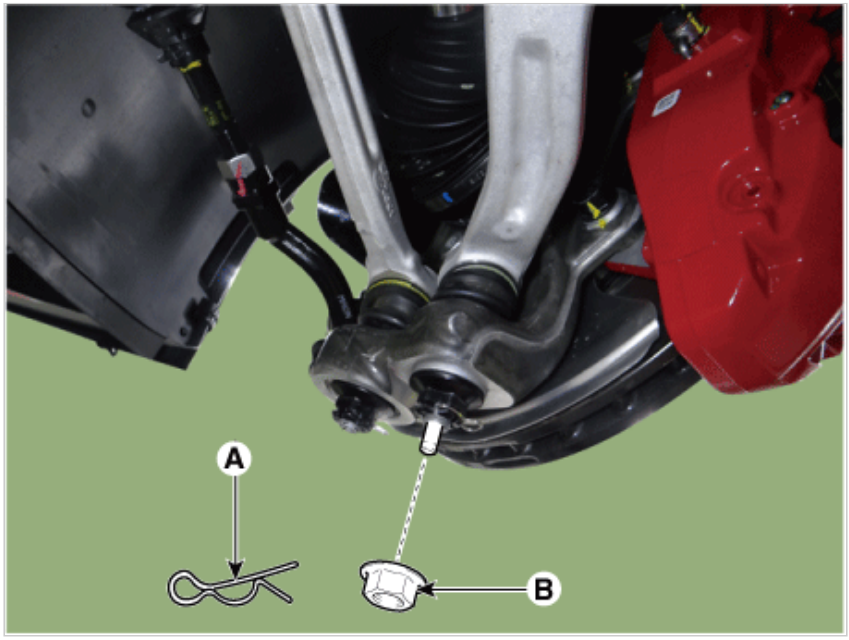


3. Remove the lateral arm by using the ball joint remover (A).

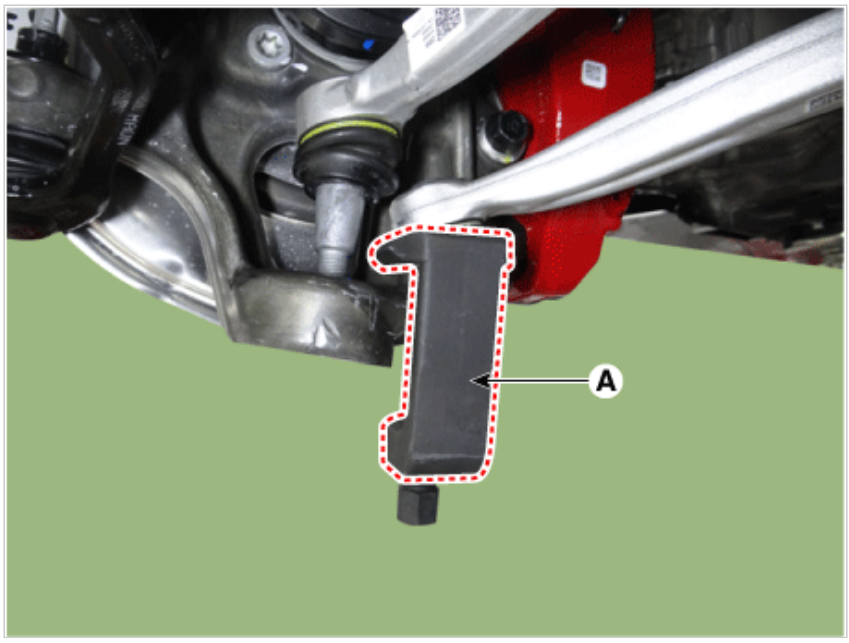


4. Loosen the compression arm pin (A) and nut (B).

Tightening torque :
88.3 - 107.9 N·m (9.0 - 11.0 kgf·m, 65.1 - 79.6 lb·ft)

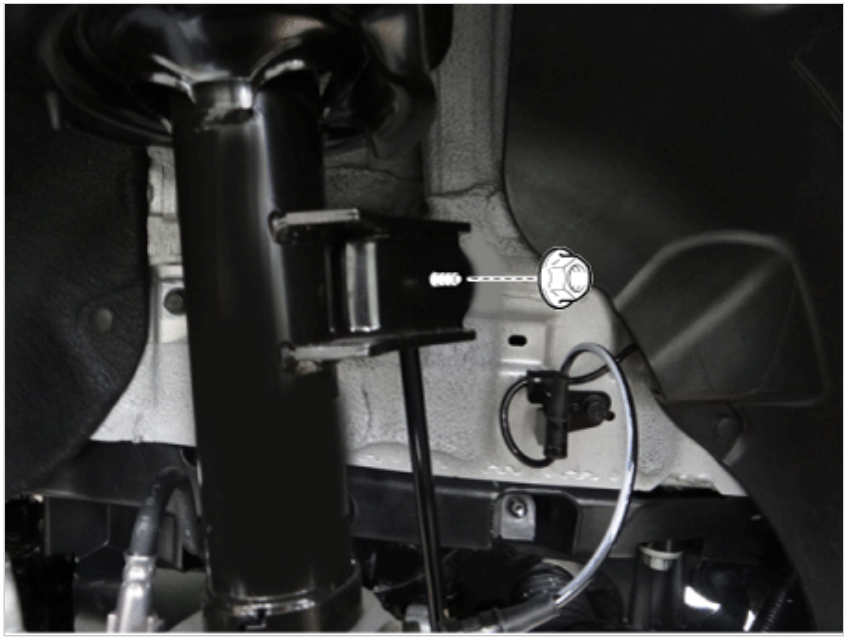


5. Remove the compression arm by using the ball joint remover (A).

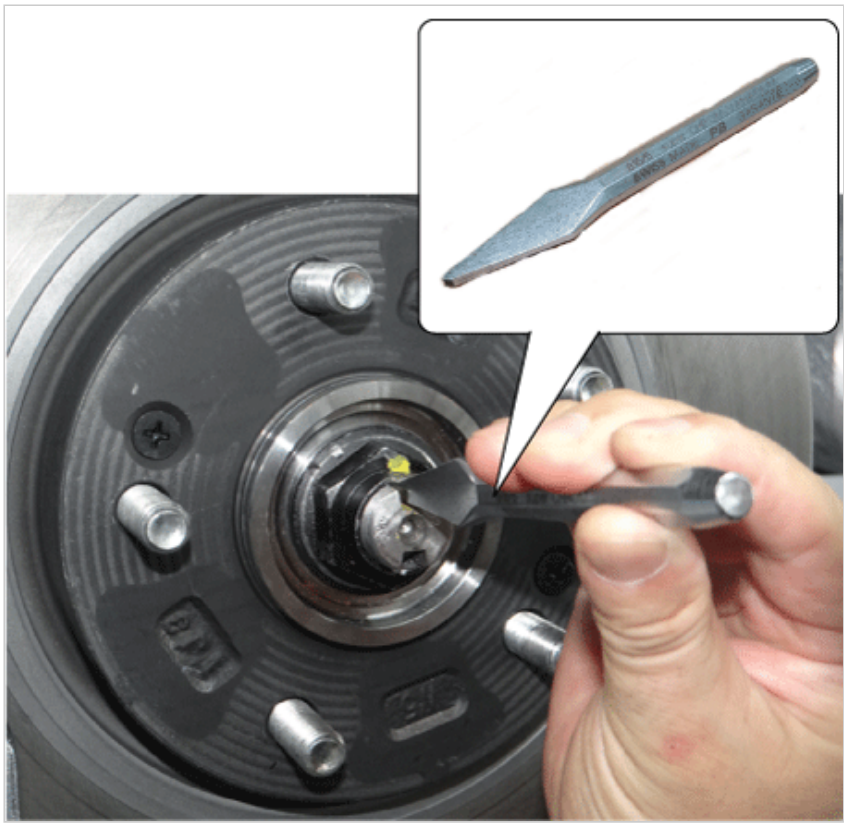


6. Loosen the nut and then separate the stabilizer link from the front shock absorber.

Tightening torque :
98.1 - 117.7 N·m (10.0 - 12.0 kgf·m, 72.3 - 86.8 lb·ft)



7. By hammering on a chisel, unlock the driveshaft lock hub nut caulking.



NOTICE

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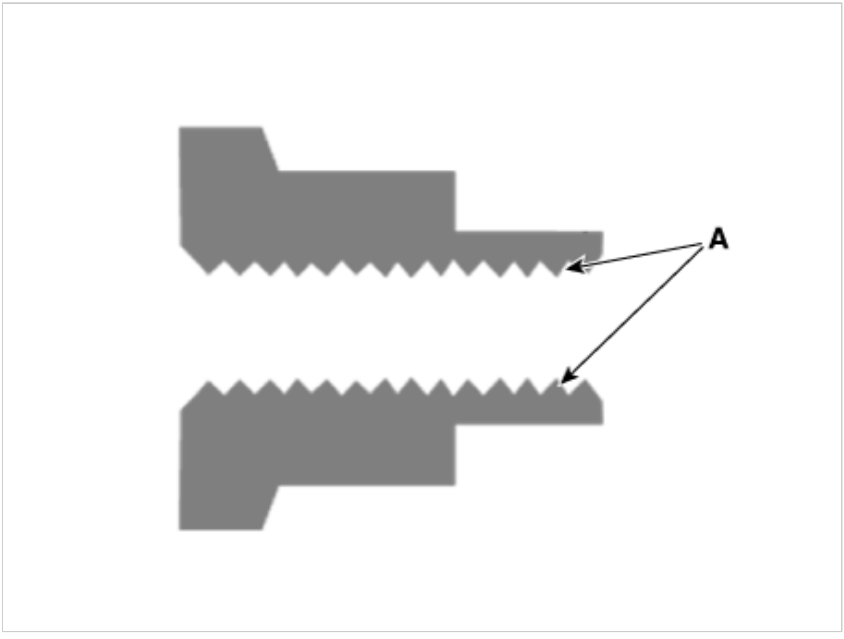


8. Loosen the caulking nut and then separate the hub assembly from the drive shaft.

Tightening torque :

294.2 - 313.8 N·m (30.0 - 32.0 kgf·m, 217.0 - 231.5 lb·ft)

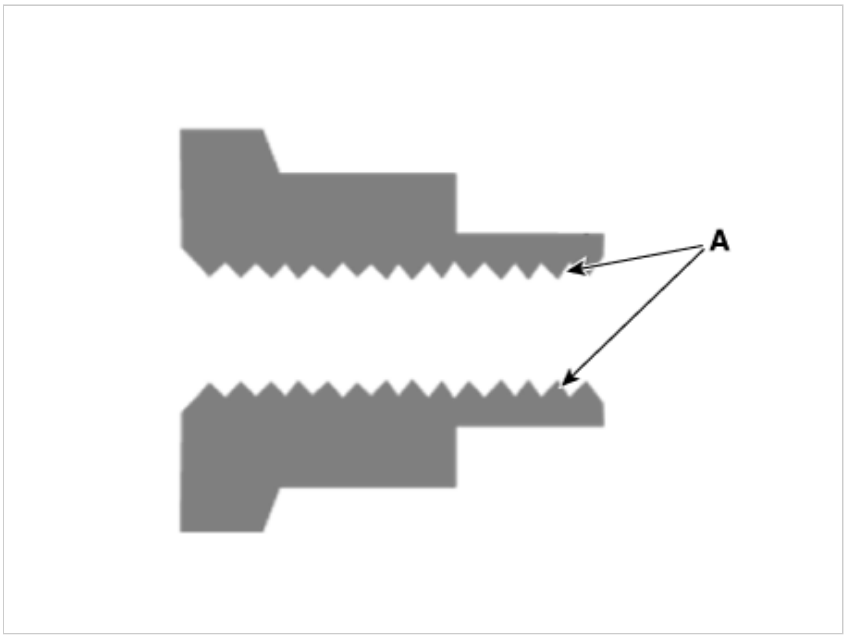
NOTICE

- Use plastic hammer to avoid damaging on axle when the drive shaft is disassembled.
- Do not pull or twist excessively to remove the axle when the drive shaft is disassembled.

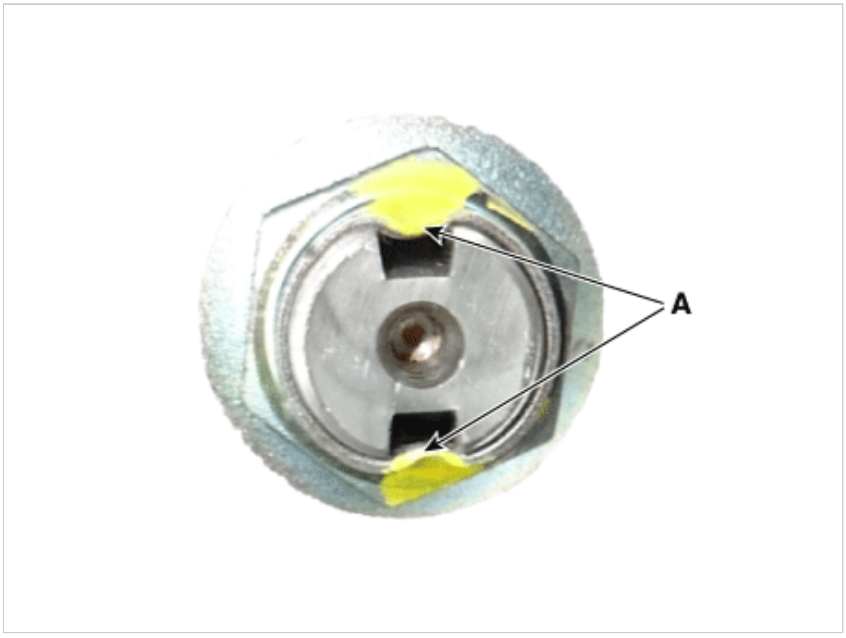
NOTICE

The driveshaft lock nut must be replaced with new one.

When replacing the drive lock hub nut, use only the nut with screw thread (A) on the end.



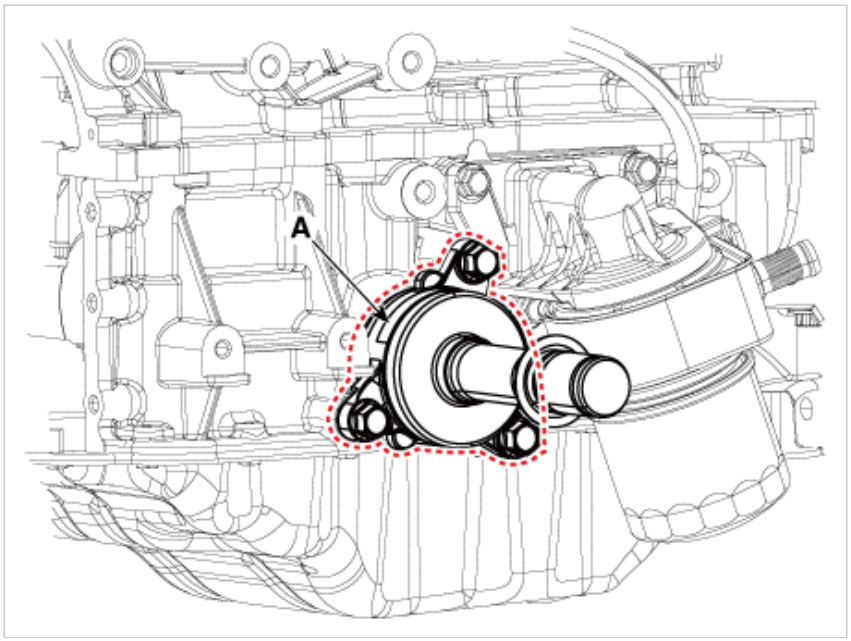
- Tighten the driveshaft lock hub nut to the specified tightening torque, and caulk by using a chisel and hammer.
- If there are two key seats, perform on all two seats.
  Caulking depth (A) :1.5 mm (0.0591 in)



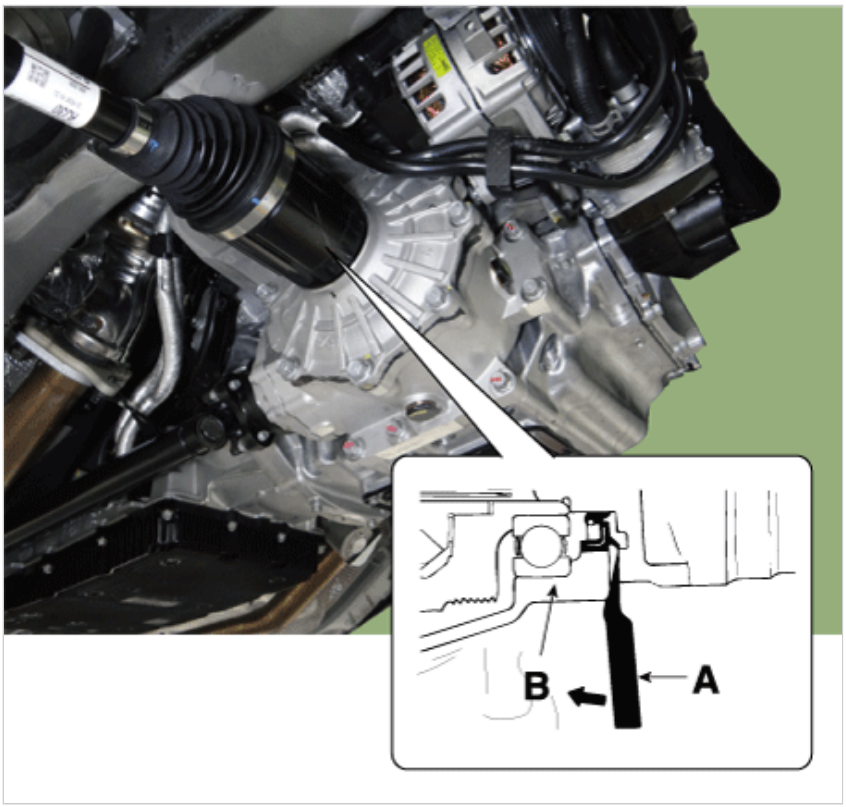
9. Remove the front drive shaft bracket (A). [LH]

Tightening torque :
49.0 - 63.7 N·m (5.0 - 6.5 kgf·m, 36.2.0 - 47.0 lb·ft)

[2.0 T-GDI THETA II]



10. Using pry bar (A), separate the front drive shaft from the front differential (B).



NOTICE

- Use a pry bar being careful not to damage the transaxle and joint.
- Do not insert the pry bar too deep, as this may cause damage to the oil seal.
- Do not pull the driveshaft by excessive force it may cause components inside the joint kit to dislodge resulting in a torn boot or a damaged bearing.
- Plug the hole of the transaxle case with the oil seal cap to prevent contamination.
- Support the driveshaft properly.
  - Be careful that the drive shaft is not bent or drop down by other component's weight (such as axle etc.)
- Replace the retainer ring whenever the driveshaft is removed from the transaxle case.

11. Install in the reverse order of removal.