

2007 Acura RL

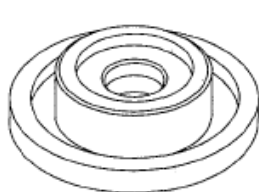
2005-08 DRIVELINE/AXLES Driveline/Axle - RL

2005-08 DRIVELINE/AXLES

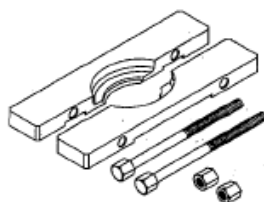
Driveline/Axle - RL

SPECIAL TOOLS

Ref. No.	Tool Number	Description	Qty
①	07JAD-PH80101	Oil Seal Driver Attachment	1
②	07KAF-PS30200	Bearing Separator	1
③	07LAF-SM40300	Support Base Attachment	1
④	07XAC-001020A	Threaded Adapter, 24 x 1.5 mm	1
⑤	07XAC-001030A	Threaded Adapter, 26 x 1.5 mm	1
⑥	07746-0010300	Attachment, 42 x 47 mm	1
⑦	07749-0010000	Driver	1
⑧	07947-4630100	Fork Seal Driver, 39.2 x 49.5 x 15 mm	1
⑨	07965-SD90100	Support Base	1



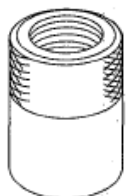
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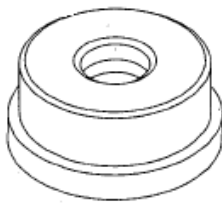
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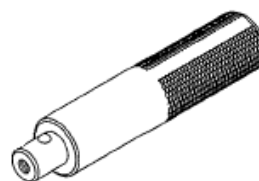
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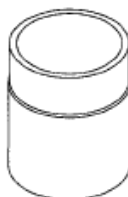
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Fig. 1: Identifying Special Tools
Courtesy of AMERICAN HONDA MOTOR CO., INC.

COMPONENT LOCATION INDEX

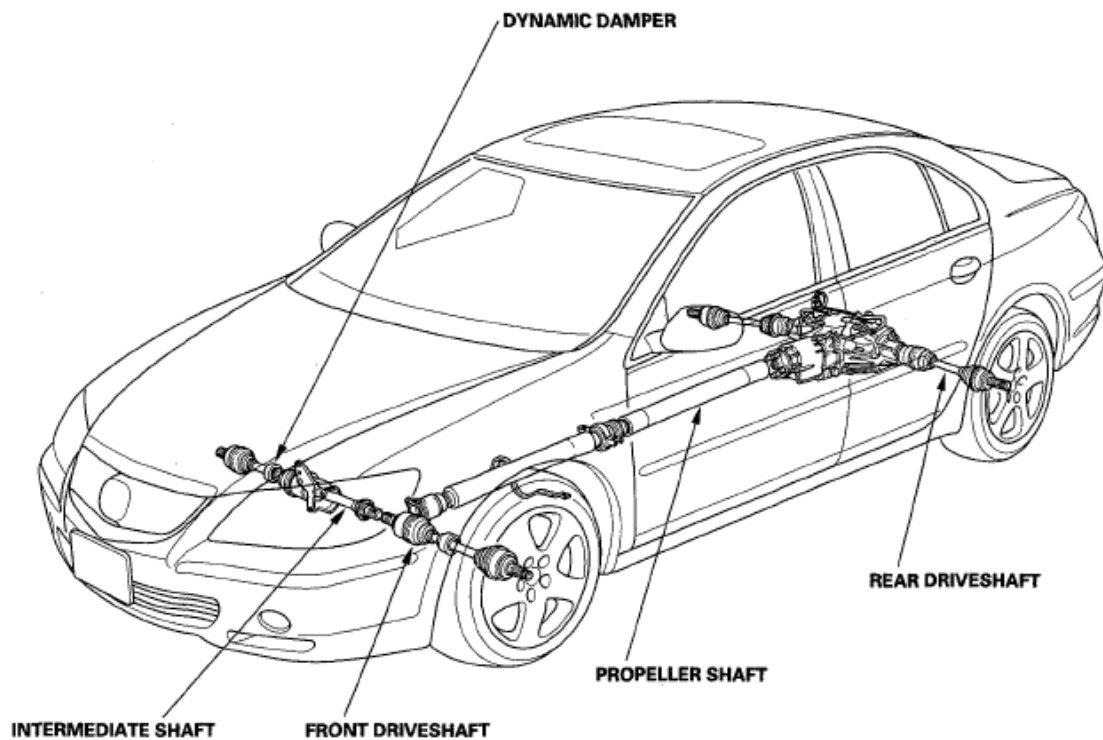


Fig. 2: Identifying Driveline/Axle Components Location
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

DRIVESHAFT INSPECTION

1. Check the inboard boot (A) and the outboard boot (B) on the driveshaft (C) for cracks, damage, leaking grease, and loose boot bands (D). If any damage is found, replace the boot and boot bands.

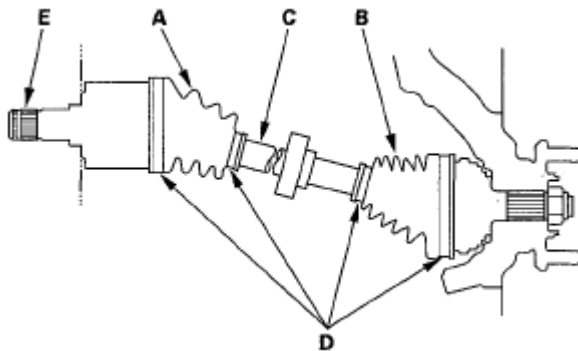


Fig. 3: Identifying Driveshaft Components Location
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

2. Turn the driveshaft by hand, and make sure the splines (E) and joint are not excessively loose.
3. Make sure the driveshaft is not twisted, bent, or cracked; if it is, replace it.

FRONT DRIVESHAFT REMOVAL

1. Raise the vehicle on a lift (see **LIFT AND SUPPORT POINTS**).
2. Remove the wheel nuts and front wheels.

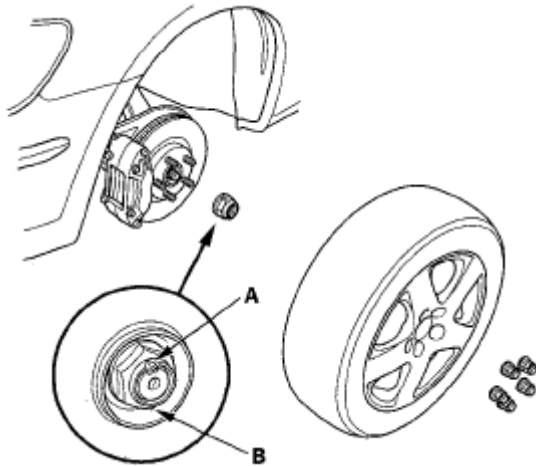


Fig. 4: Identifying Locking Tab And Spindle Nut
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

3. Lift up the locking tab (A) on the spindle nut (B), then remove the nut.
4. If you need to remove the left driveshaft, drain the automatic transmission fluid, then reinstall the drain plug using a new washer (see **ATF REPLACEMENT**). It is not necessary to drain the automatic transmission fluid when the right driveshaft is removed.
5. Hold the stabilizer ball joint pin (A) with a hex wrench (B), and remove the flange nut (C). Separate the front stabilizer link (D) from the lower arm.

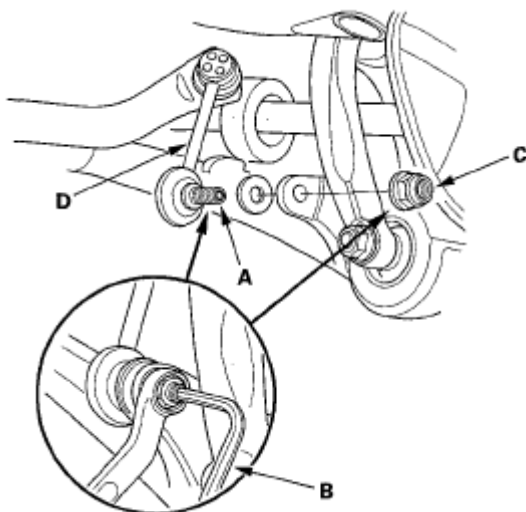


Fig. 5: Identifying Stabilizer Ball Joint Pin, Hex Wrench, Flange Nut And Front Stabilizer Link
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

6. Remove the self-locking nut (A), 12 mm flange bolt (B), and 10 mm pinch bolt (C), then remove the damper fork (D).

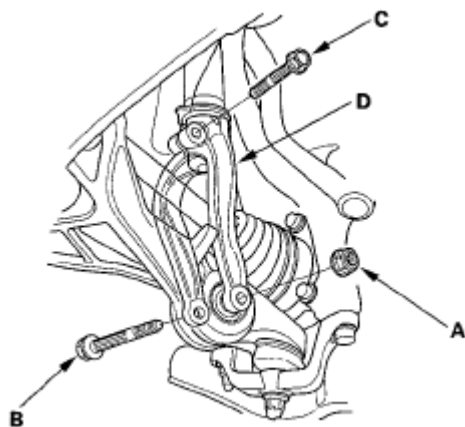


Fig. 6: Identifying Self-Locking Nut, Flange Bolt, Pinch Bolt And Damper Fork
Courtesy of AMERICAN HONDA MOTOR CO., INC.

7. Remove the knuckle holder bolt (A) and nut (B).

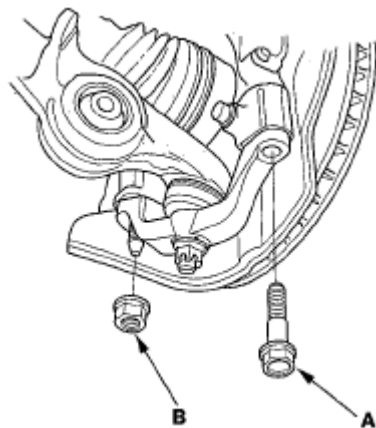


Fig. 7: Identifying Knuckle Holder Bolt And Nut
Courtesy of AMERICAN HONDA MOTOR CO., INC.

8. Pull the knuckle outward, and remove the outboard joint from the front wheel hub using a plastic hammer.

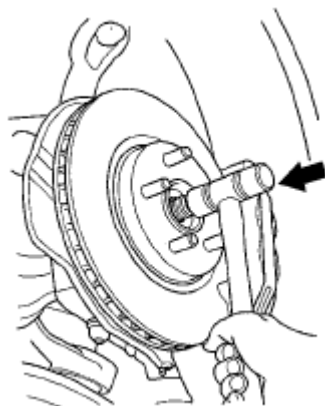


Fig. 8: Removing Outboard Joint Using A Plastic Hammer After Pulling Knuckle Outward

Courtesy of AMERICAN HONDA MOTOR CO., INC.

9. Remove exhaust pipe A (see step 5 under **TRANSFER ASSEMBLY REMOVAL** , also refer to **EXHAUST PIPE AND MUFFLER REPLACEMENT**).
10. Left driveshaft: Pry the inboard joint (A) from the differential case with a prybar. Right driveshaft: Drive the inboard joint (B) off of the intermediate shaft with a drift and hammer. Remove the driveshaft as an assembly. Do not pull on the driveshaft (C), because the inboard joint may come apart. Pull the driveshaft straight out to avoid damaging the oil seal.

Left driveshaft

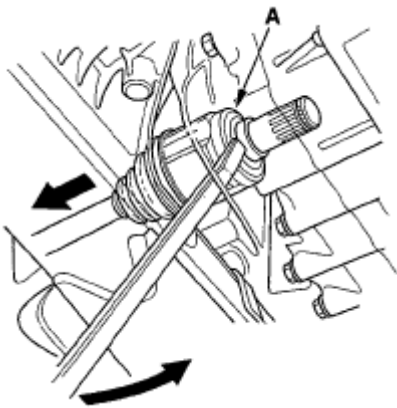


Fig. 9: Identifying Inboard Joint (Left Driveshaft)

Courtesy of AMERICAN HONDA MOTOR CO., INC.

Right driveshaft

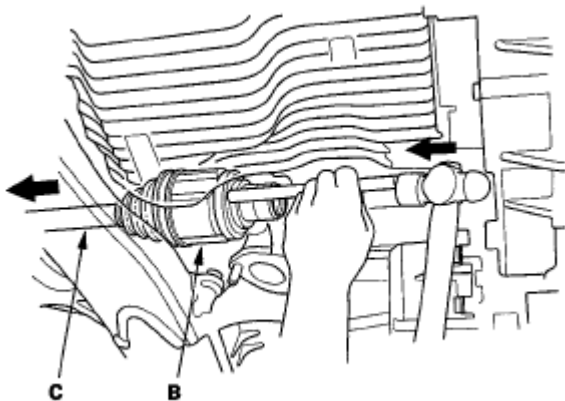


Fig. 10: Identifying Inboard Joint And Driveshaft (Right Driveshaft)

Courtesy of AMERICAN HONDA MOTOR CO., INC.

FRONT DRIVESHAFT DISASSEMBLY

Special Tools Required

- Threaded adapter, 26 x 1.5 mm 07XAC-001030A
- Slide hammer, 5/8" x 18 UNF, commercially available

- Boot band pliers, Kent-Moore J-35910 or equivalent, commercially available

INBOARD JOINT SIDE

1. Remove the set ring from the inboard joint.

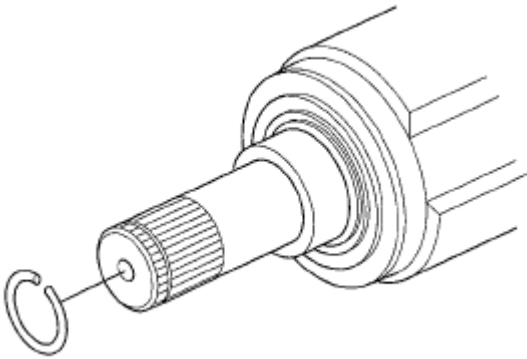


Fig. 11: Identifying Set Ring Of Inboard Joint
Courtesy of AMERICAN HONDA MOTOR CO., INC.

2. Remove the boot bands. Be careful not to damage the boot and dynamic damper.
 - If the boot band is a welded type (A), cut the boot band (B).
 - If the boot band is a double loop type (G), lift up the band end (D), then push it into the clip (E).
 - If the boot band is a low profile type (F), pinch the boot band using commercially available boot band pliers (G).

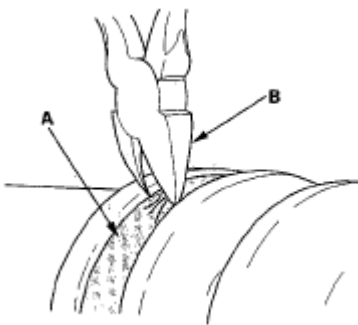
Welded type

Fig. 12: Removing Boot Bands (Welded Type)
Courtesy of AMERICAN HONDA MOTOR CO., INC.

Double loop type

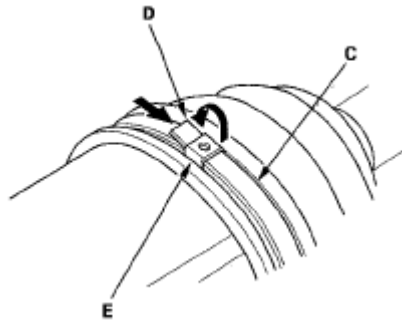


Fig. 13: Removing Boot Bands (Double Loop Type)
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

Low profile type

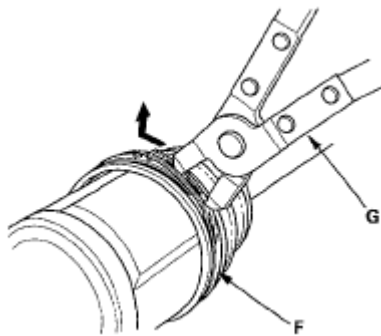


Fig. 14: Removing Boot Bands (Low Profile Type)
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

3. Make a mark (A) on each roller (B) and inboard joint (C) to identify the locations of rollers and grooves in the inboard joint. Then remove the inboard joint on the shop towel (D). Be careful not to drop the rollers when separating them from the inboard joint.

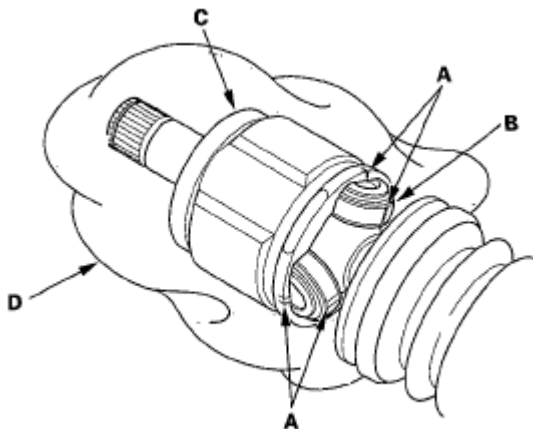


Fig. 15: Identifying Roller, Inboard Joint And Shop Towel
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

4. Make a mark (A) on the rollers (B) and spider (C) to identify the locations of the rollers on the spider, then remove the rollers.

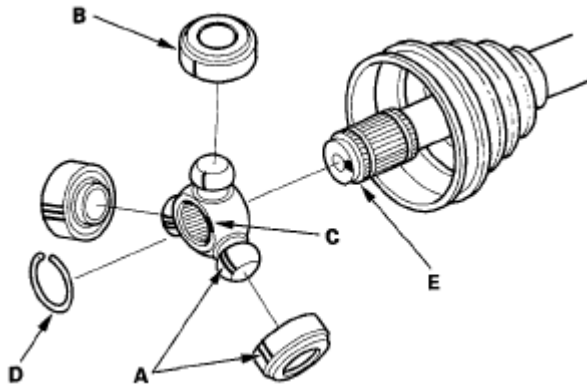


Fig. 16: Identifying Rollers And Spider

Courtesy of AMERICAN HONDA MOTOR CO., INC.

5. Remove the circlip (D).
6. Mark the spider and driveshaft (E) to identify the position of the spider on the shaft.
7. Remove the spider.
8. Wrap the splines on the driveshaft with vinyl tape (A) to prevent damage to the boot.

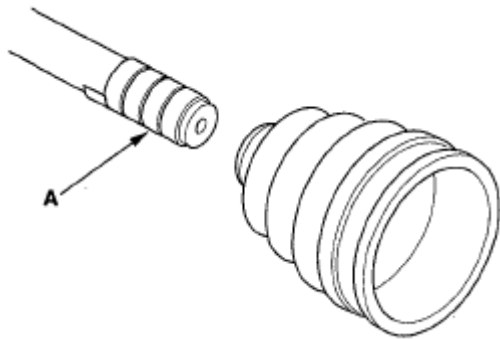


Fig. 17: Identifying Driveshaft With Vinyl Tape

Courtesy of AMERICAN HONDA MOTOR CO., INC.

9. Remove the inboard boot. Be careful not to damage the boot.
10. Remove the vinyl tape.

OUTBOARD JOINT SIDE

1. Remove the boot bands. Be careful not to damage the boot and dynamic damper.

If the boot band is an ear clamp type (A), lift up the three tabs (B) with a screwdriver.

Ear clamp type

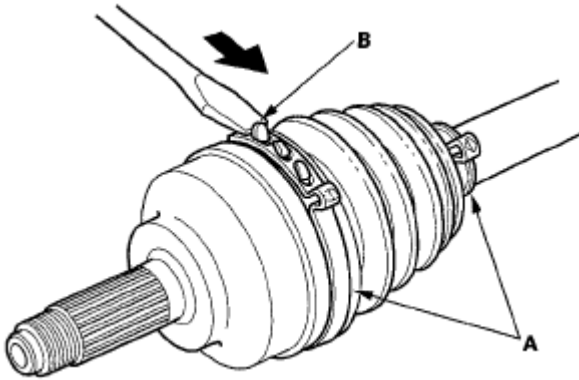


Fig. 18: Removing Boot Bands (Ear Clamp Type)
Courtesy of AMERICAN HONDA MOTOR CO., INC.

2. Slide the outboard boot (A) partially to the inboard joint side. Be careful not to damage the boot.

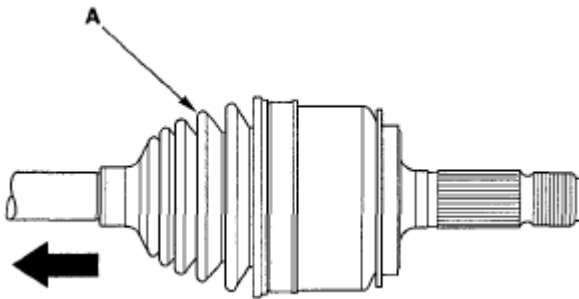


Fig. 19: Sliding Off Outboard Boot
Courtesy of AMERICAN HONDA MOTOR CO., INC.

3. Wipe off the grease to expose the driveshaft and the outboard joint inner race.
4. Make a mark (A) on the driveshaft (B) at the same position of the outboard joint end (C).

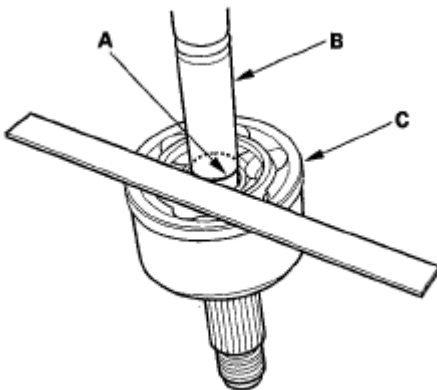


Fig. 20: Making Match Mark On Driveshaft And Outboard Joint End
Courtesy of AMERICAN HONDA MOTOR CO., INC.

5. Carefully clamp the driveshaft in a vise.
6. Remove the outboard joint (A) using the threaded adapter and a commercially available 5/8" x 18 UNF slide hammer (B).

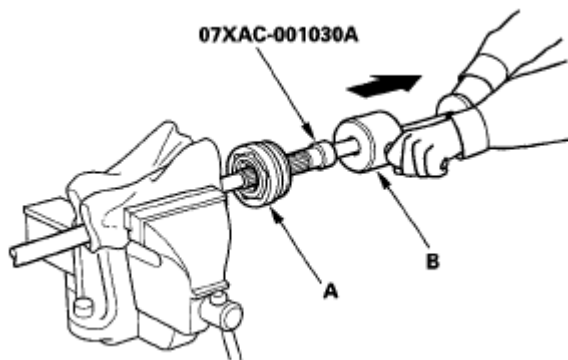


Fig. 21: Removing Outboard Joint

Courtesy of AMERICAN HONDA MOTOR CO., INC.

7. Remove the driveshaft from the vise.
8. Remove the stop ring from the driveshaft.

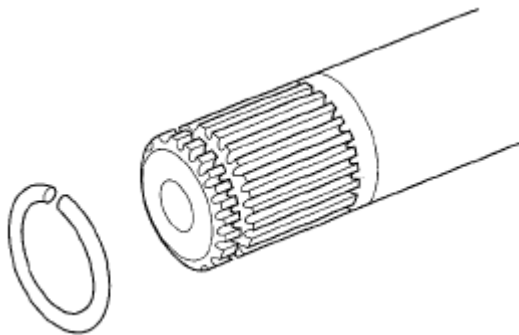


Fig. 22: Identifying Stop Ring Of Driveshaft

Courtesy of AMERICAN HONDA MOTOR CO., INC.

9. Wrap the splines on the driveshaft with vinyl tape (A) to prevent damage to the boot.

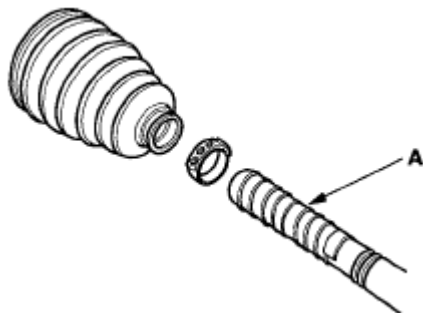


Fig. 23: Identifying Driveshaft Wrapped With Vinyl Tape

Courtesy of AMERICAN HONDA MOTOR CO., INC.

10. Remove the outboard boot. Be careful not to damage the boot.
11. Remove the vinyl tape.

DYNAMIC DAMPER REPLACEMENT

Special Tools Required

Bearing separator 07KAF-PS30200

1. Remove the inboard joint and outboard joint.
2. Mark the following position on the driveshaft (A).

Left driveshaft: 323.5-327.5 mm (12.74-12.88 in.)

Right driveshaft: 305.5-309.5 mm (12.03-12.18 in.)

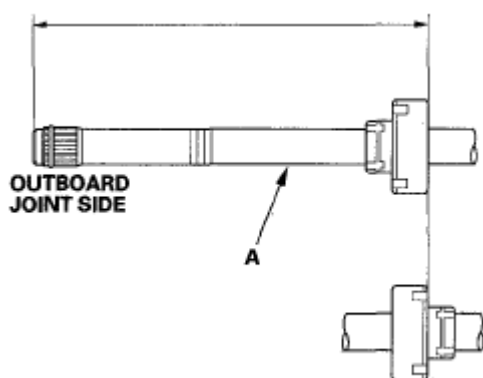


Fig. 24: Identifying Driveshaft Dimension

Courtesy of AMERICAN HONDA MOTOR CO., INC.

3. Remove the dynamic damper (A) using the bearing separator and a press as shown.

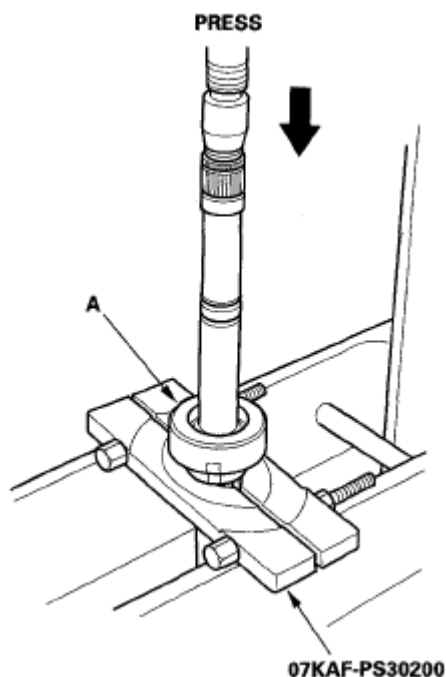


Fig. 25: Removing Dynamic Damper

Courtesy of AMERICAN HONDA MOTOR CO., INC.

4. Install the dynamic damper (A) to the marked position using the bearing separator and a press as shown.

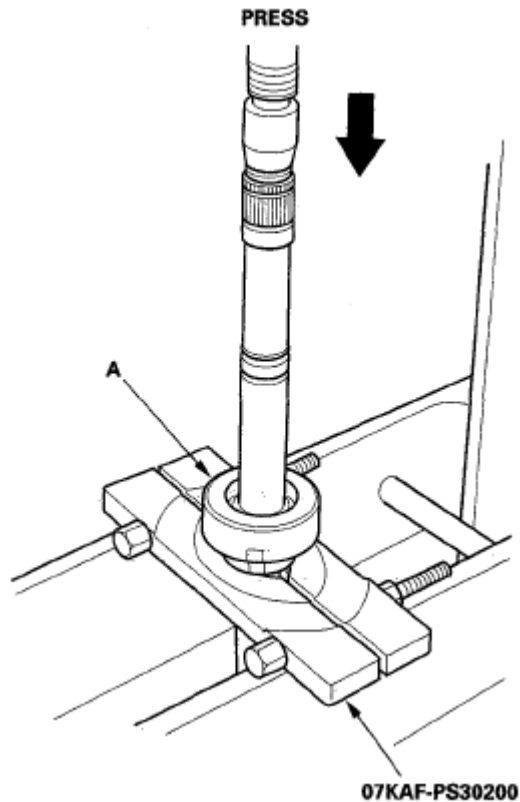


Fig. 26: Installing Dynamic Damper
Courtesy of AMERICAN HONDA MOTOR CO., INC.

5. Install the inboard joint and outboard joint (see **FRONT DRIVESHAFT REASSEMBLY**).

FRONT DRIVESHAFT REASSEMBLY

EXPLODED VIEW

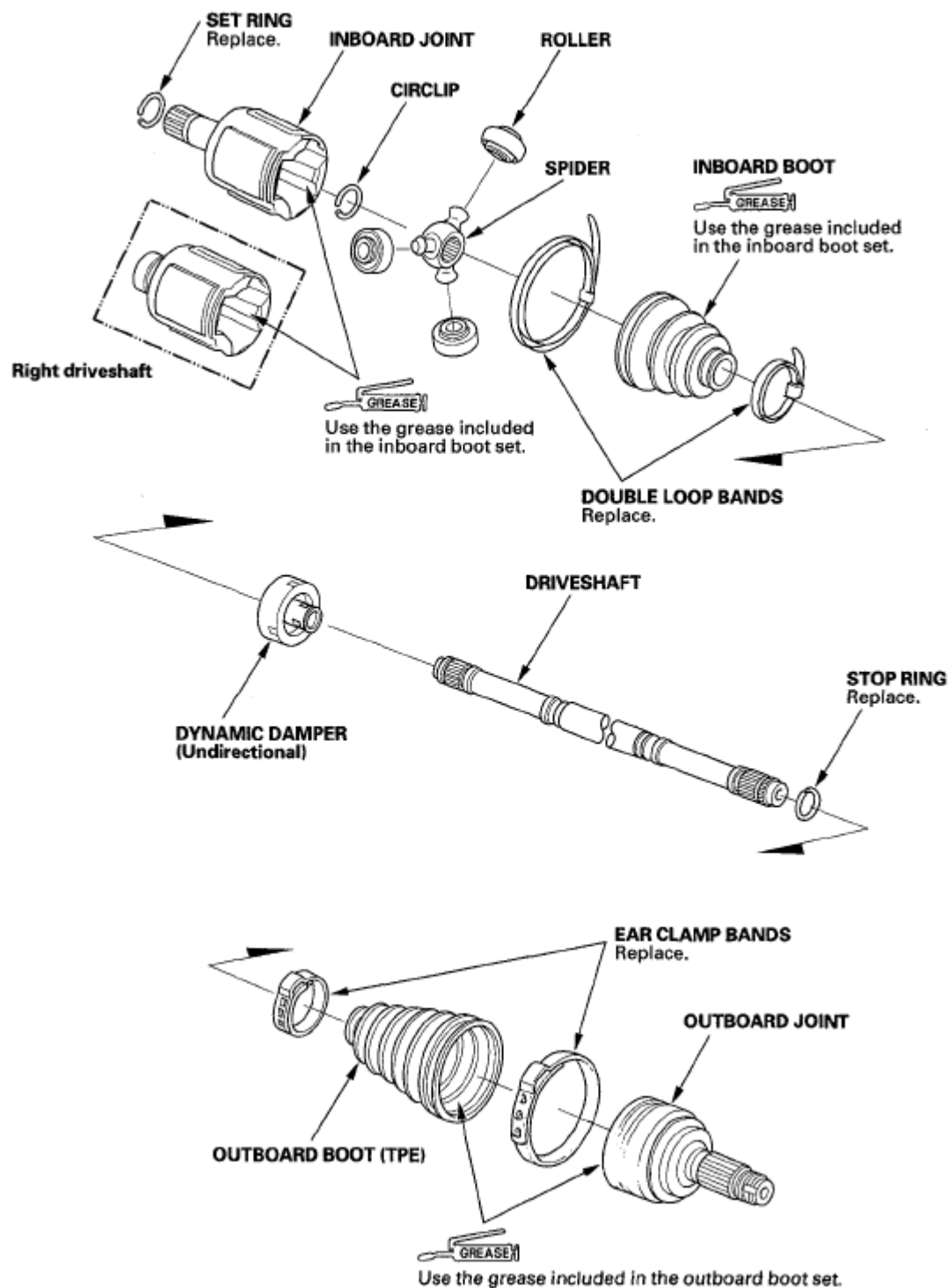


Fig. 27: Exploded View Of Front Driveshaft With Grease Application Areas
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

Special Tools Required

- Boot band tool, KD-3191 or equivalent, commercially available
- Boot band piners, Kent-Moore J-35910 or equivalent, commercially available

NOTE: Refer to the EXPLODED VIEW as needed during this procedure.

INBOARD JOINT SIDE

1. Wrap the splines with vinyl tape (A) to prevent damage to the inboard boot.

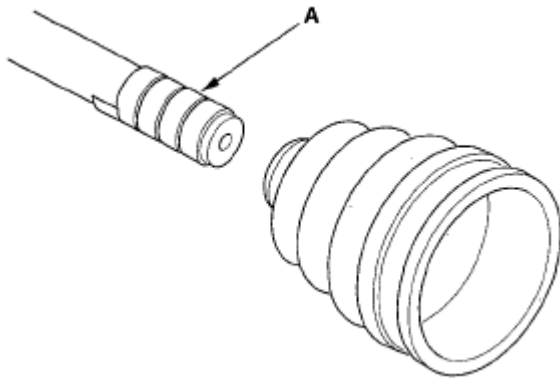


Fig. 28: Wrapping Driveshaft Splines With Vinyl Tape
Courtesy of AMERICAN HONDA MOTOR CO., INC.

2. Install the inboard boot onto the driveshaft, then remove the vinyl tape. Be careful not to damage the inboard boot.
3. Install the spider (A) onto the driveshaft by aligning the marks (B) on the spider and the end of the driveshaft.

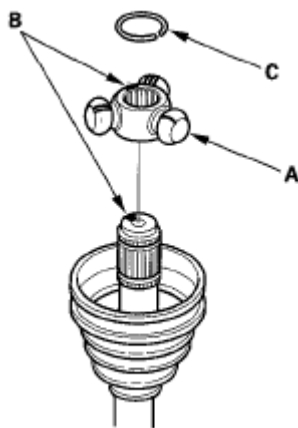


Fig. 29: Aligning Match Marks On The Spider And Driveshaft
Courtesy of AMERICAN HONDA MOTOR CO., INC.

4. Install the circlip (C) into the driveshaft groove. Rotate the circlip in its groove to make sure it is fully seated.
5. Fit the rollers (A) onto the spider (B) with their high shoulders facing outward, and note these items:
 - Reinstall the rollers in their original positions on the spider by aligning the marks (C).
 - Hold the driveshaft pointed up to prevent the rollers from falling off.

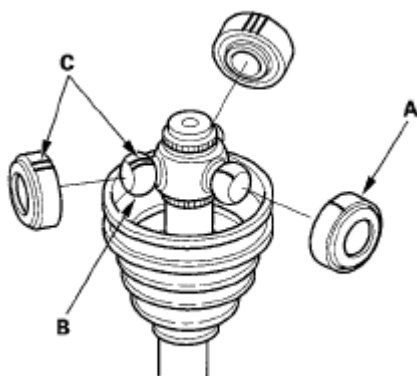


Fig. 30: Identifying Match Marks On Rollers And Spider
Courtesy of AMERICAN HONDA MOTOR CO., INC.

6. Pack the inboard joint with the joint grease included in the new driveshaft set.

Grease quantity

Inboard joint: 150-160 g (5.3-5.6 oz.)



Fig. 31: Filling Inboard Joint With Grease
Courtesy of AMERICAN HONDA MOTOR CO., INC.

7. Fit the inboard joint onto the driveshaft, and note these items:
 - Reinstall the inboard joint onto the driveshaft by aligning the marks (A) on the inboard joint and the rollers.
 - Hold the driveshaft so the inboard joint is pointing up to prevent it from falling off.

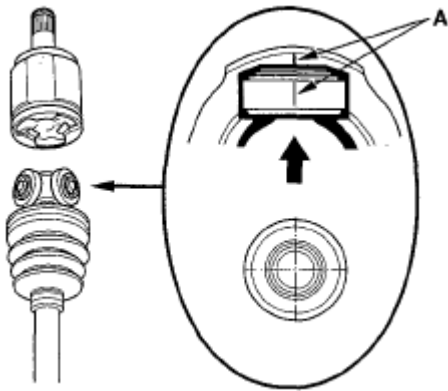


Fig. 32: Aligning Marks On Inboard Joint
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

8. Adjust the inboard joint so the rollers about in the middle of the joint, bleed the excess air from the boot, then adjust the driveshaft length to these measurements.

Right driveshaft: 532-537 mm (20.94-21.14 in.)

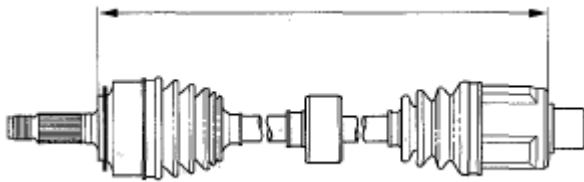


Fig. 33: Identifying Driveshaft Dimension (Right Driveshaft)
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

Left driveshaft: 549-554 mm (21.61-21.81 in.)

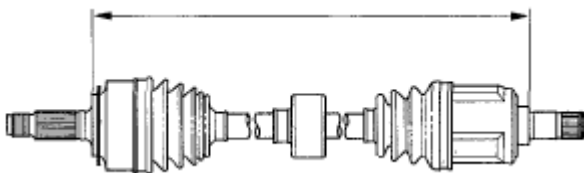


Fig. 34: Identifying Driveshaft Dimension (Left Driveshaft)
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

9. Fit the boot ends onto the driveshaft and the inboard joint, then install the new double loop band (A) onto the boot.

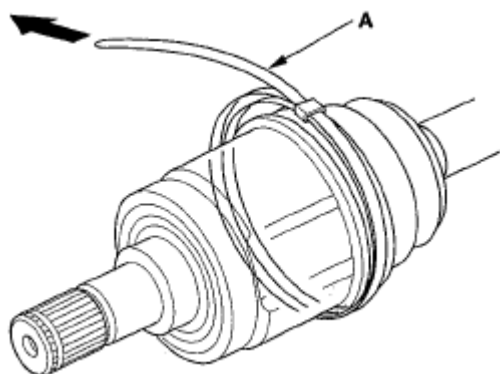


Fig. 35: Installing Double Loop Band Onto Boot
Courtesy of AMERICAN HONDA MOTOR CO., INC.

10. Pull up the slack in the band by hand.
11. Mark a position (A) on the band 10-14 mm (0.4-0.6 in.) from the clip (B).

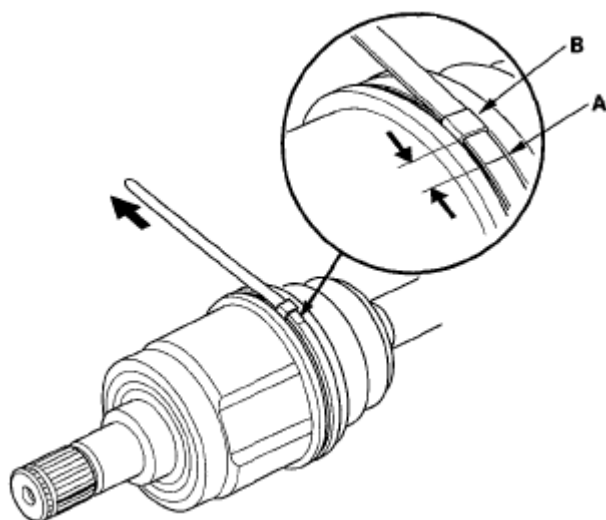


Fig. 36: Identifying Mark Position On Band
Courtesy of AMERICAN HONDA MOTOR CO., INC.

12. Thread the free end of the band through the nose section of a commercially available boot band tool, KD-3191 or equivalent (A), and into the slot on the winding mandrel (B).

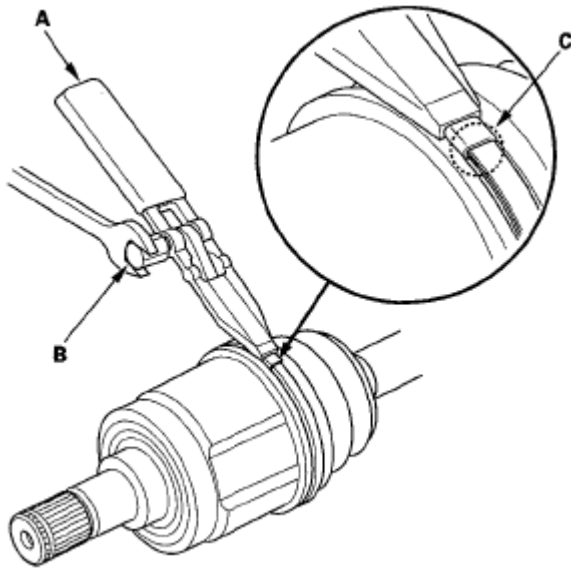


Fig. 37: Tightening Band Marked Spot

Courtesy of AMERICAN HONDA MOTOR CO., INC.

13. Using a wrench on the winding mandrel of the boot band tool, tighten the band until the marked spot (C) on the band meets the edge of the clip.
14. Lift up the boot band tool to bend the free end of the band 90 degrees to the clip. Center-punch the clip, then fold over the remaining tail onto the clip.

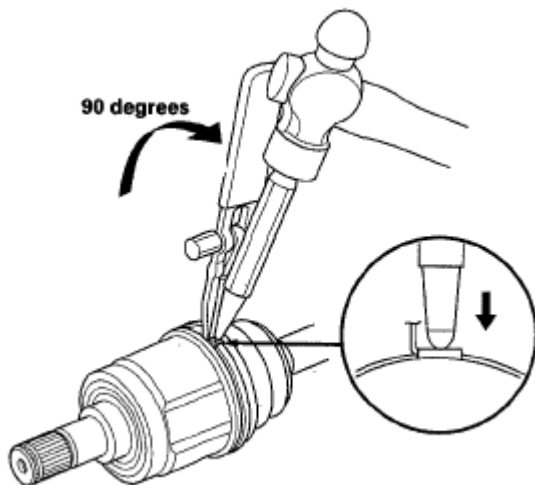


Fig. 38: Lifting Boot Band

Courtesy of AMERICAN HONDA MOTOR CO., INC.

15. Unwind the boot band tool, and cut off the excess free end of the band to leave a 5-10 mm (0.2-0.4 in.) tail protruding from the clip.

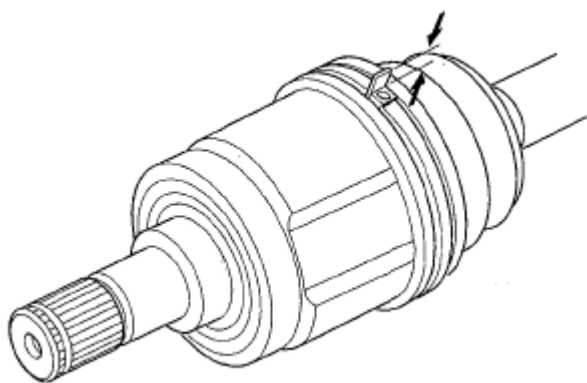


Fig. 39: Identifying Boot Band Gap

Courtesy of AMERICAN HONDA MOTOR CO., INC.

16. Bend the band end (A) by tapping it down with a hammer.

NOTE:

- Make sure the band and clip do not interfere with anything on the vehicle and the band does not move.
- Remove any grease remaining on the surrounding surfaces.

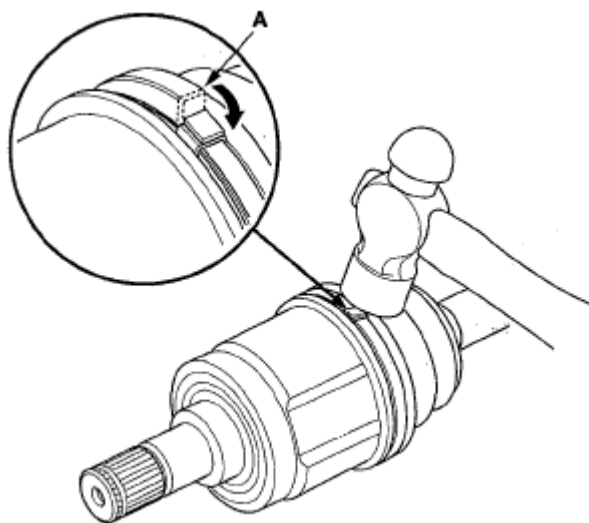


Fig. 40: Tapping Boot Bend

Courtesy of AMERICAN HONDA MOTOR CO., INC.

17. Repeat steps 9 through 16 for the band on the other end of the boot, then go to step 18.
18. Install the new set ring.

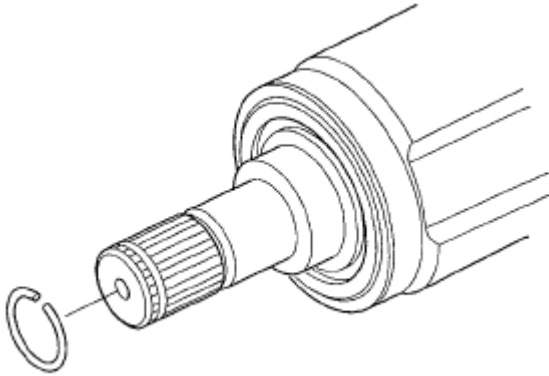


Fig. 41: Identifying Set Ring

Courtesy of AMERICAN HONDA MOTOR CO., INC.

OUTBOARD JOINT SIDE

1. Wrap the splines with vinyl tape (A) to prevent damage to the outboard boot.

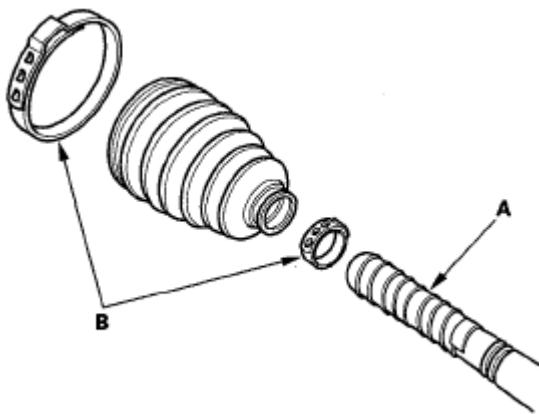


Fig. 42: Wrapping Driveshaft Splines With Vinyl Tape

Courtesy of AMERICAN HONDA MOTOR CO., INC.

2. Install the new ear clamp bands (B) and outboard boot, then remove the vinyl tape. Be careful not to damage the outboard boot.
3. Install the new stop ring in the driveshaft groove (A).

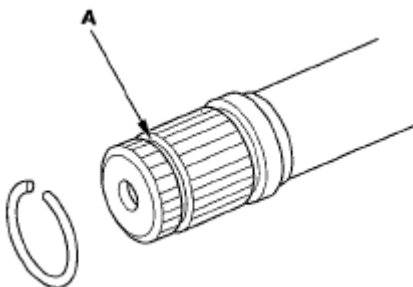


Fig. 43: Identifying Stop Ring In Driveshaft Groove

Courtesy of AMERICAN HONDA MOTOR CO., INC.

4. Pack about half of the grease included in the new joint boot set into the driveshaft hole in the outboard joint. Insert the driveshaft (A) into the outboard joint (B) until the stop ring (C) is close to the joint.

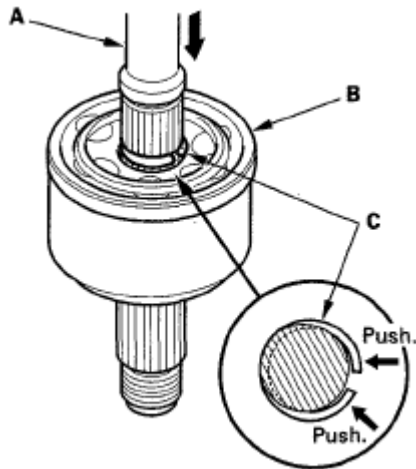


Fig. 44: Inserting Driveshaft Into Outboard Joint
Courtesy of AMERICAN HONDA MOTOR CO., INC.

5. To completely seat the outboard joint, pick up the driveshaft and joint, and tap or hit them from a height of about 10 cm (4 in.) onto a hard surface. Do not use a hammer as excessive force may damage the driveshaft. Be careful not to damage the threaded section (A) of the outboard joint.

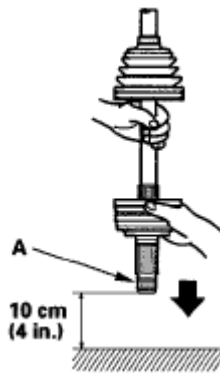


Fig. 45: Seating Outboard Joint To Driveshaft (Do Not Use Excessive Force)
Courtesy of AMERICAN HONDA MOTOR CO., INC.

6. Check the alignment of the paint mark (A) with the outboard joint end (B).

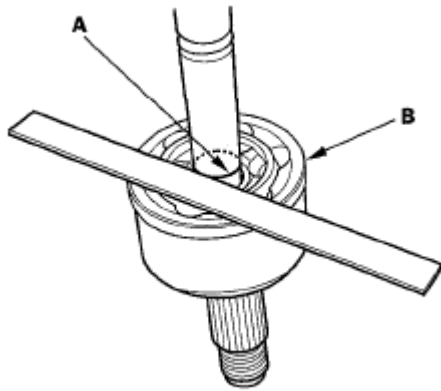


Fig. 46: Checking Alignment Of Paint Mark With Outboard Joint End
Courtesy of AMERICAN HONDA MOTOR CO., INC.

7. Pack the outboard joint (A) with the remaining joint grease included in the new joint boot set.

Grease quantity (total)

Outboard joint: 140-150 g (4.9-5.3 oz.)

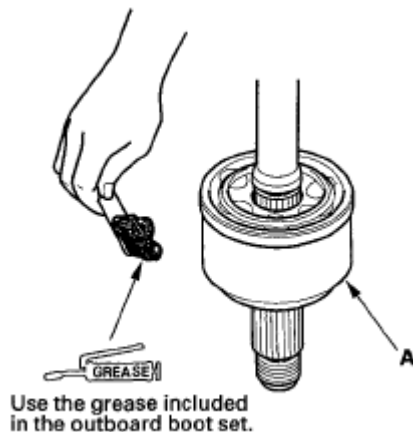


Fig. 47: Packing Outboard Joint With Remaining Joint Grease
Courtesy of AMERICAN HONDA MOTOR CO., INC.

8. Adjust the length of the driveshafts to these measurements, then adjust the boots to halfway between full compression and full extension. Make sure the ends of the boots seat in the groove of the driveshaft and joint.

Right driveshaft: 532-537 mm (20.94-21.14 in.)

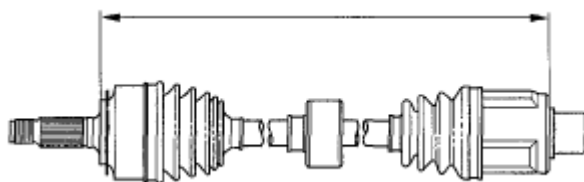


Fig. 48: Identifying Right Driveshaft Dimension
Courtesy of AMERICAN HONDA MOTOR CO., INC.

Left driveshaft: 549-554 mm (21.61-21.81 in.)

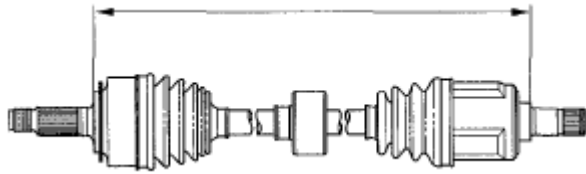


Fig. 49: Identifying Left Driveshaft Dimension
Courtesy of AMERICAN HONDA MOTOR CO., INC.

9. Fit the boot (A) ends onto the driveshaft (B) and outboard joint (C).

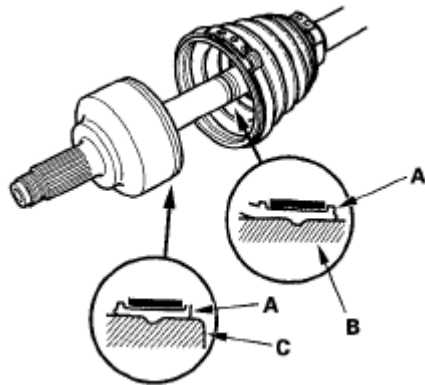


Fig. 50: Identifying Boot Ends, Driveshaft And Outboard Joint
Courtesy of AMERICAN HONDA MOTOR CO., INC.

10. Close the ear portion (A) of the band with commercially available boot band pincers Kent-Moore J-35910 or equivalent (B).

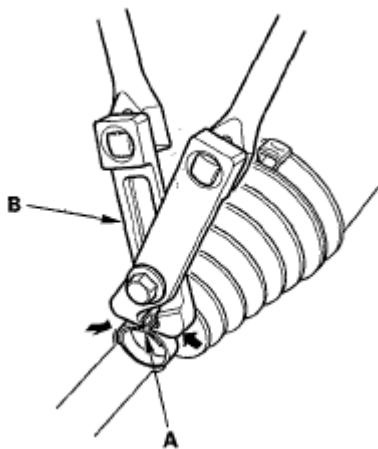


Fig. 51: Identifying Ear Portion Of Band
Courtesy of AMERICAN HONDA MOTOR CO., INC.

11. Check the clearance between the closed ear portion of the band. If the clearance is not within the standard, close the ear portion of the band tighter.

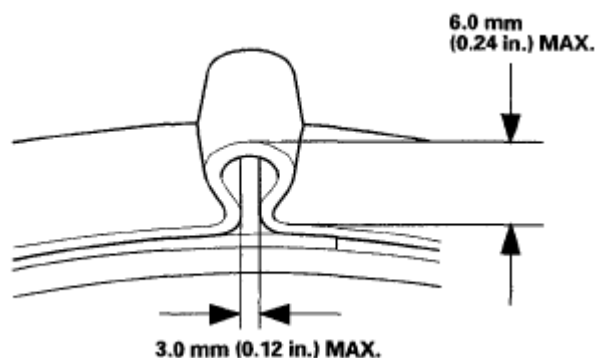


Fig. 52: Checking Clearance Between Closed Ear Portion Of Band
Courtesy of AMERICAN HONDA MOTOR CO., INC.

12. Repeat steps 10 and 11 for the band on the other end of the boot.

FRONT DRIVESHAFT INSTALLATION

1. Apply grease to the contact area (A) of the outboard joint and front wheel bearing.

NOTE: The grease helps prevent excessive noise or vibration.

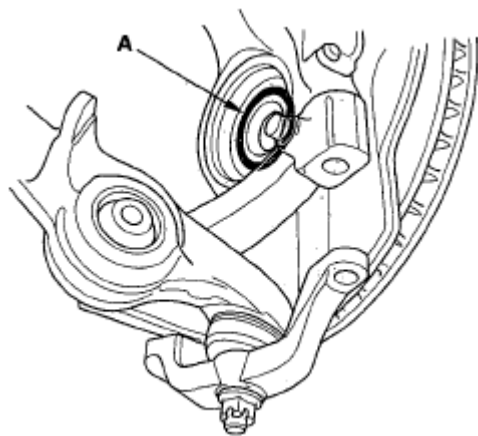


Fig. 53: Identifying Front Driveshaft Contact Area
Courtesy of AMERICAN HONDA MOTOR CO., INC.

2. Install a new set ring in the set ring groove of the driveshaft (left driveshaft).

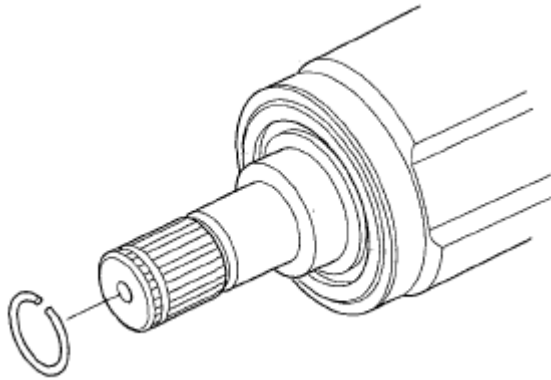


Fig. 54: Identifying Set Ring Groove Of Driveshaft (Left Driveshaft)
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

3. Apply 0.5-1.0 g (0.02-0.04 oz.) of grease to the whole splined surface (A) of the right driveshaft. After applying grease, remove the grease from the splined grooves at intervals of 2-3 splines and from the set ring groove (B) so that air can bleed from the intermediate shaft.

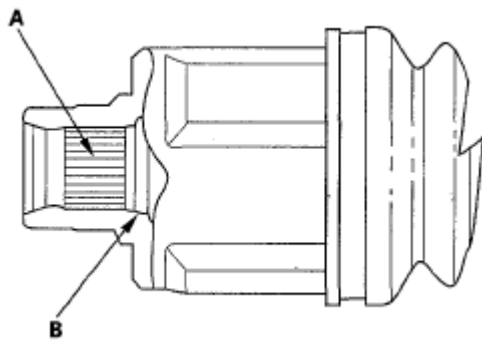


Fig. 55: Identifying Whole Splined Surface And Ring Groove
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

4. Clean the areas where the driveshaft contacts the differential thoroughly with brake cleaner, and dry with compressed air. Do not wash the rubber parts with solvent. Insert the inboard end (A) of the driveshaft into the differential (B) or intermediate shaft (C) until the set ring (D) locks in the groove (E).

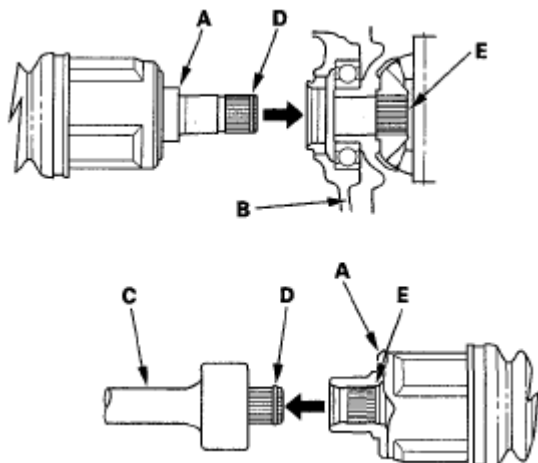


Fig. 56: Inserting Inboard End Of Driveshaft Into Differential
Courtesy of AMERICAN HONDA MOTOR CO., INC.

5. Install the outboard joint (A) into the front hub (B).

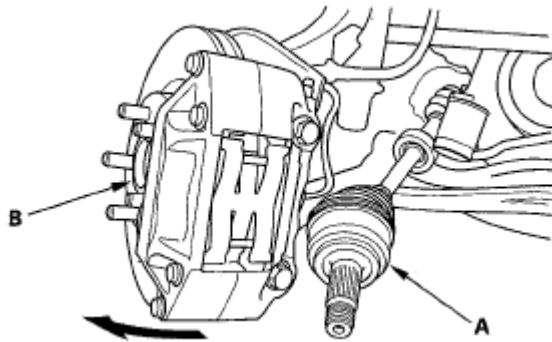


Fig. 57: Installing Outboard Joint Into Front Hub
Courtesy of AMERICAN HONDA MOTOR CO., INC.

6. Install exhaust pipe A (see step 5 under **TRANSFER ASSEMBLY INSTALLATION** , also refer to **EXHAUST PIPE AND MUFFLER REPLACEMENT**).
7. Install the knuckle holder to the knuckle, and then tighten the knuckle holder bolt (A) and new nut (B).

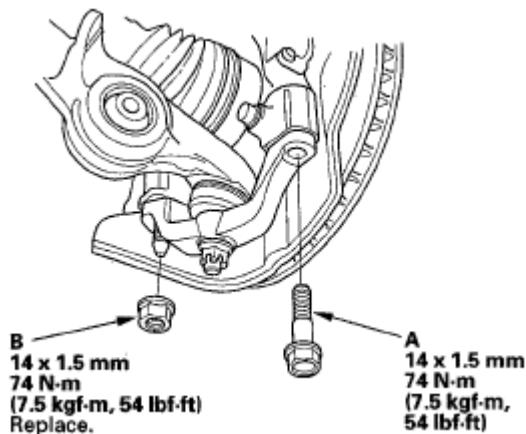


Fig. 58: Identifying Knuckle Holder Bolt And Nut With Torque Specifications
Courtesy of AMERICAN HONDA MOTOR CO., INC.

8. Install the damper fork (A) over the driveshaft and onto the lower arm. Install the damper in the damper fork so the aligning tab (B) is aligned with the slot in the damper fork. Loosely install the pinch bolt (C).

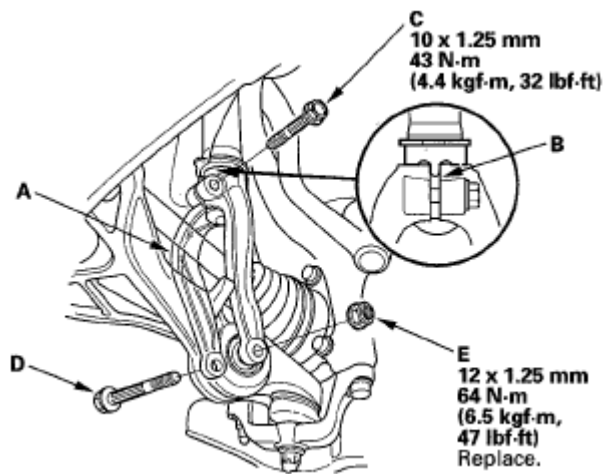


Fig. 59: Identifying Damper Fork, Aligning Tab And Pinch Bolt With Torque Specifications
Courtesy of AMERICAN HONDA MOTOR CO., INC.

9. Loosely install the flange bolt (D) and a new self-locking nut (E).
10. Connect the front stabilizer link (A) to the lower arm. Hold the stabilizer link ball joint pin (B) with a hex wrench (C), and tighten the new flange nut (D).

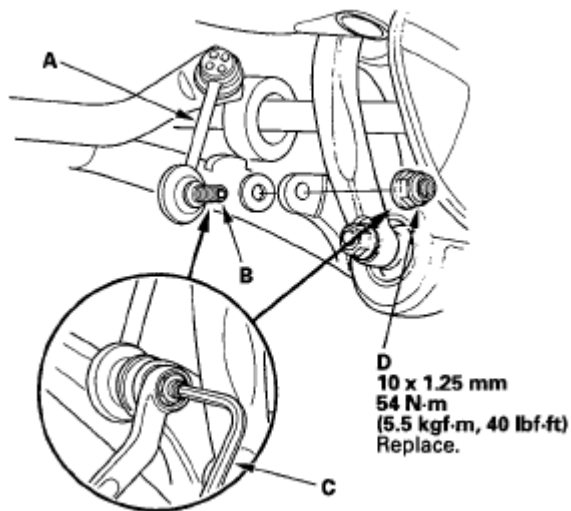


Fig. 60: Identifying Front Stabilizer Link, Stabilizer Link Ball Joint Pin And Flange Nut With Torque Specifications

Courtesy of AMERICAN HONDA MOTOR CO., INC.

11. Install a new spindle nut (A), then tighten the nut. After tightening, use a drift to stake the spindle nut shoulder (B) against the driveshaft.

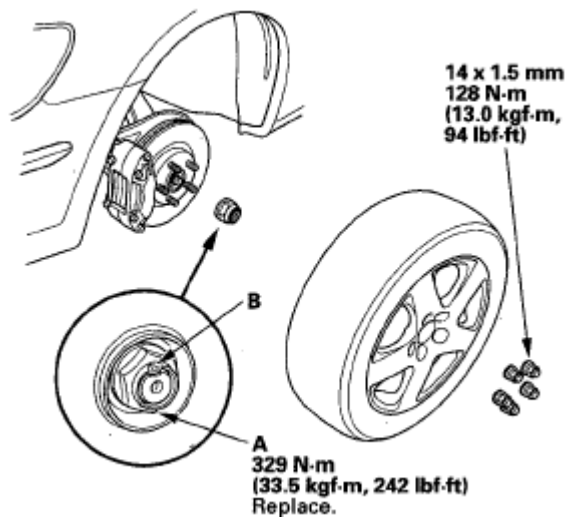


Fig. 61: Identifying Spindle Nut And Wheel Nut With Torque Specifications
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

12. Clean the mating surfaces of the brake disc and the front wheel, then install the front wheel with the wheel nuts.
13. Turn the front wheel by hand, and make sure there is no interference between the driveshaft and surrounding parts.
14. Tighten the flange bolt and the self-locking nut with the vehicle's weight on the damper.
15. Refill the transmission with recommended automatic transmission fluid (see **ATF REPLACEMENT**).
16. Check the front wheel alignment, and adjust it if necessary (see **WHEEL ALIGNMENT**).

INTERMEDIATE SHAFT REMOVAL

1. Drain the automatic transmission fluid, then reinstall the drain plug using a new washer (see **ATF REPLACEMENT**).
2. Remove the right driveshaft (see **DRIVESHAFT INSPECTION**).
3. Remove the exhaust pipe bracket.

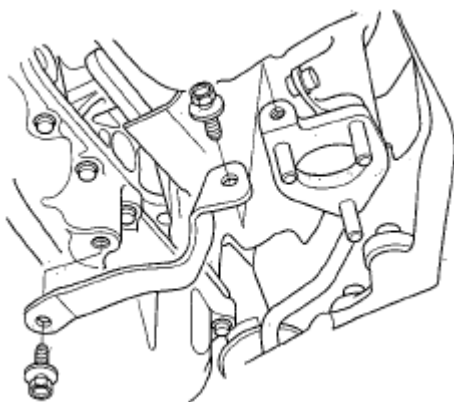


Fig. 62: Identifying Exhaust Pipe Bracket
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

4. Remove the flange bolt (A) and the two dowel bolts (B).

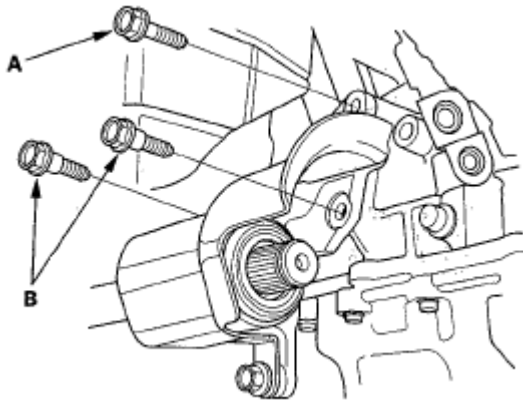


Fig. 63: Identifying Flange Bolt And Dowel Bolts
Courtesy of AMERICAN HONDA MOTOR CO., INC.

5. Remove the intermediate shaft (A) from the differential. Hold the intermediate shaft horizontal until it is clear of the differential to prevent damage to the differential oil seal (B).

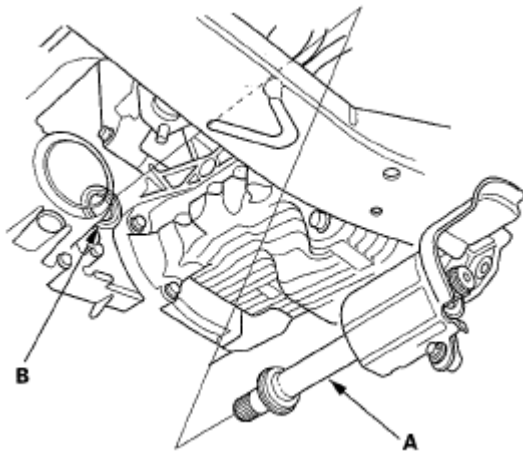


Fig. 64: Identifying Intermediate Shaft And Differential Oil Seal
Courtesy of AMERICAN HONDA MOTOR CO., INC.

INTERMEDIATE SHAFT DISASSEMBLY

Special Tools Required

- Driver 07749-0010000
- Support base attachment 07LAF-SM40300
- Support base 07965-SD90100
- Attachment, 42 x 47 mm 07746-0010300

1. Remove the heat shield.

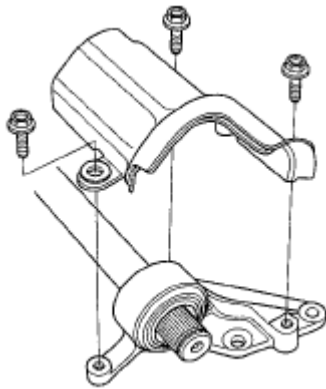


Fig. 65: Identifying Heat Shield

Courtesy of AMERICAN HONDA MOTOR CO., INC.

2. Remove the intermediate shaft outer seal (A) from the bearing support (B).

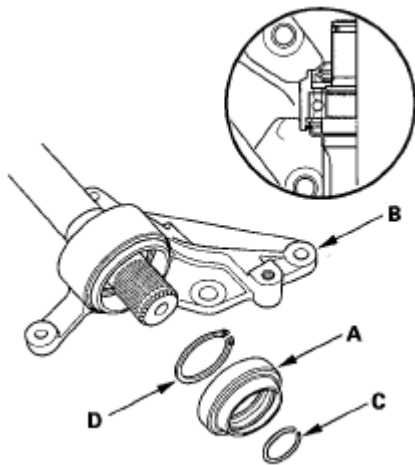


Fig. 66: Identifying Intermediate Shaft Outer Seal And Bearing Support

Courtesy of AMERICAN HONDA MOTOR CO., INC.

3. Remove the set ring (C) and external snap ring (D).
4. Press the intermediate shaft (A) out of the intermediate shaft bearing (B) using the support base attachment, support base and a press. Be careful not to damage the metal rings (C) on the intermediate shaft during disassembly.

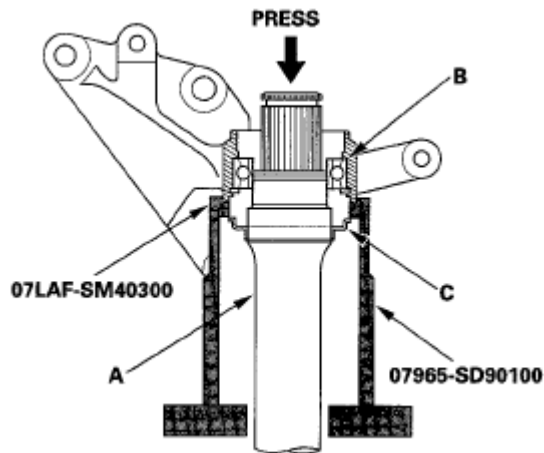


Fig. 67: Pressing Intermediate Shaft Of Intermediate Shaft Bearing
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

5. Remove the internal snap ring.

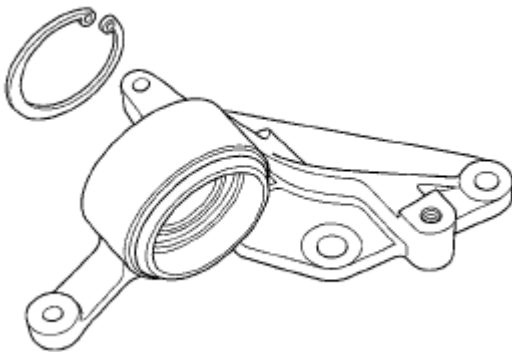


Fig. 68: Identifying Internal Snap Ring
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

6. Press the intermediate shaft bearing (A) out of the bearing support (B) using the driver, attachment, 42 x 47 mm, support base attachment, support base and a press.

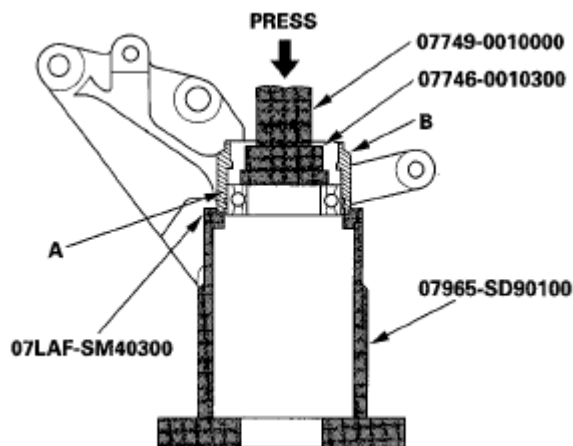


Fig. 69: Pressing Intermediate Shaft Bearing Of Bearing Support
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

INTERMEDIATE SHAFT REASSEMBLY

EXPLODED VIEW

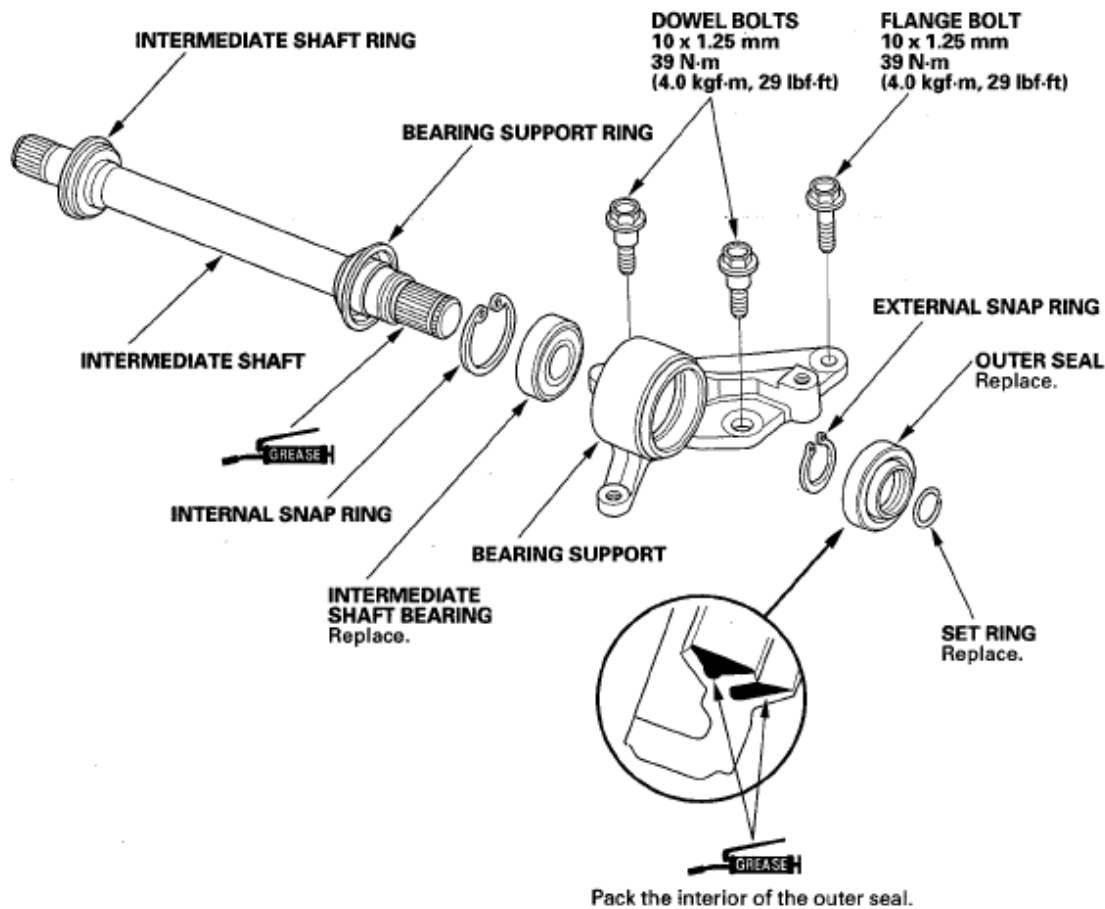


Fig. 70: Exploded View Of Intermediate Shaft With Torque Specifications
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

Special Tools Required

- Driver 07749-0010000
- Support base attachment 07LAF-SM40300
- Support base 07965-SD90100
- Oil seal driver attachment 07JAD-PH80101
- Fork seal driver, 39.2 x 49.5 x 15 mm 07947-4630100

NOTE: Refer to the **EXPLODED VIEW** as needed during this procedure.

1. Clean the disassembled parts with solvent, and dry them with compressed air. Do not wash the rubber parts with solvent.
2. Press the intermediate shaft bearing (A) into the bearing support (B) using the driver, oil seal driver attachment and a press.

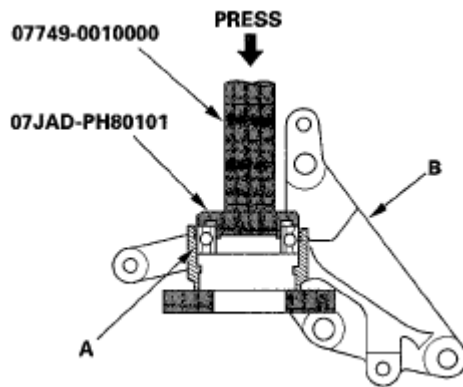


Fig. 71: Pressing Intermediate Shaft Bearing
Courtesy of AMERICAN HONDA MOTOR CO., INC.

3. Install, then seat the internal snap ring in the groove of the bearing support.

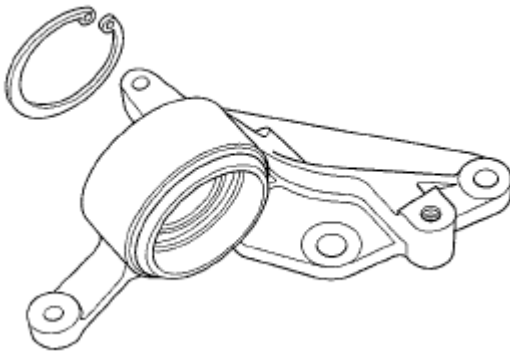


Fig. 72: Installing Seat Internal Snap Ring
Courtesy of AMERICAN HONDA MOTOR CO., INC.

4. Press the intermediate shaft (A) into the shaft bearing (B) using the fork seal driver, 39.2 x 49.5 x 15 mm and a press.

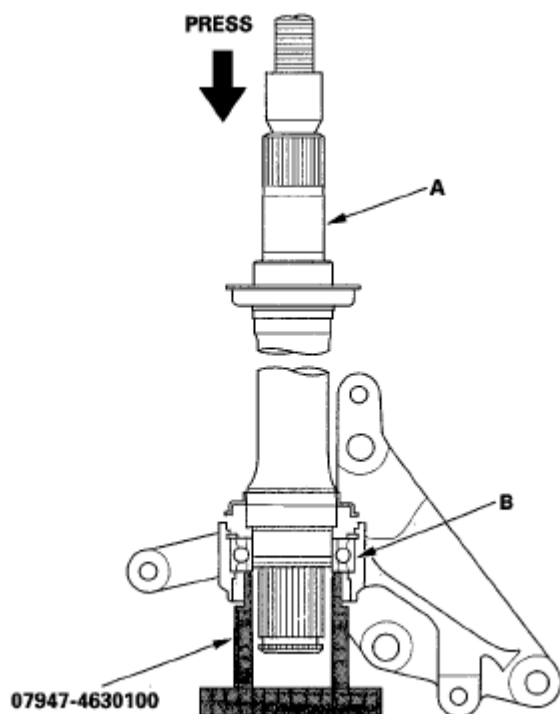


Fig. 73: Pressing Intermediate Shaft Into Shaft Bearing
Courtesy of AMERICAN HONDA MOTOR CO., INC.

5. Install, then seat the external snap ring (A) in the groove of the intermediate shaft (B).

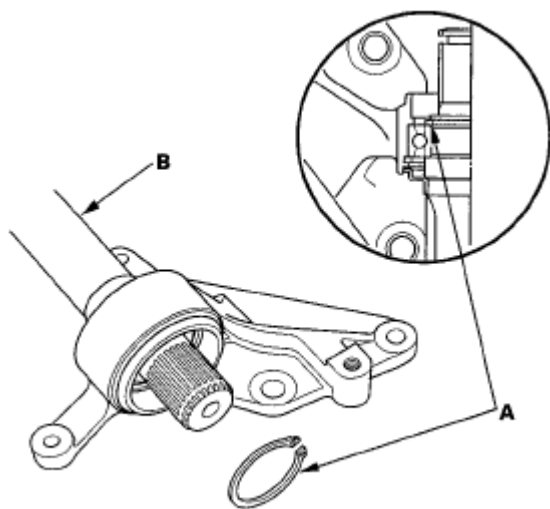


Fig. 74: Identifying External Snap Ring And Intermediate Shaft
Courtesy of AMERICAN HONDA MOTOR CO., INC.

6. Install the outer seal (A) into the bearing support (B) using the fork seal driver, 39.2x49.5 x 15 mm, support base attachment, support base and a press.

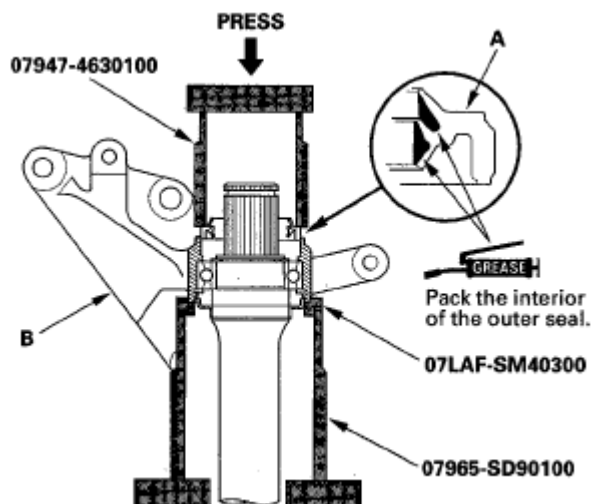


Fig. 75: Installing Outer Seal

Courtesy of AMERICAN HONDA MOTOR CO., INC.

7. Install the set ring.

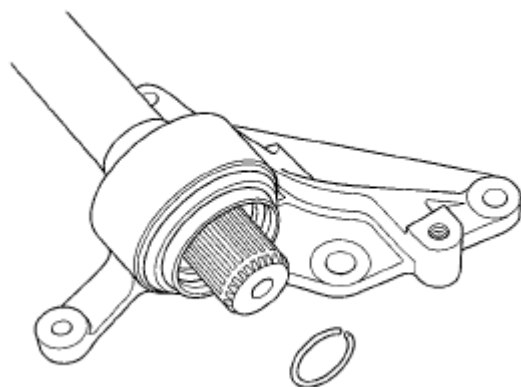


Fig. 76: Identifying Set Ring

Courtesy of AMERICAN HONDA MOTOR CO., INC.

8. Install the heat shield onto the bearing support.

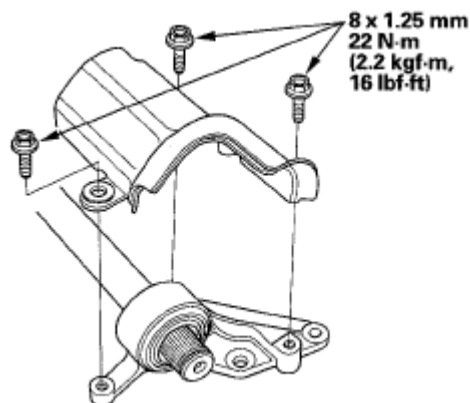


Fig. 77: Identifying Heat Shield Onto Bearing Support With Torque Specifications

Courtesy of AMERICAN HONDA MOTOR CO., INC.

INTERMEDIATE SHAFT INSTALLATION

1. Use brake cleaner to thoroughly clean the areas where the intermediate shaft (A) contacts the transmission (differential), and dry with compressed air. Do not wash the rubber parts in solvent. Insert the intermediate shaft assembly into the differential. Hold the intermediate shaft horizontally to prevent damage to the differential oil seal (B).

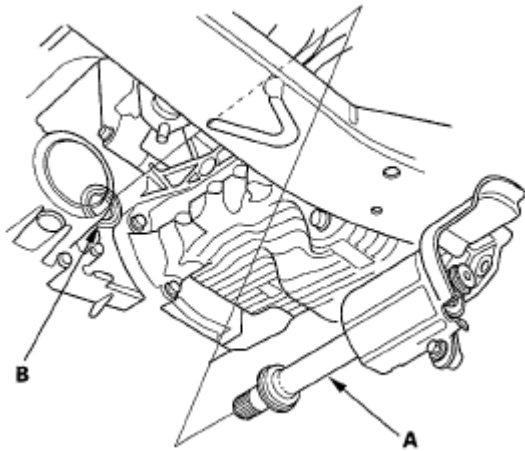


Fig. 78: Identifying Intermediate Shaft And Differential Oil Seal
Courtesy of AMERICAN HONDA MOTOR CO., INC.

2. Install the flange bolt (A) and two dowel bolts (B).

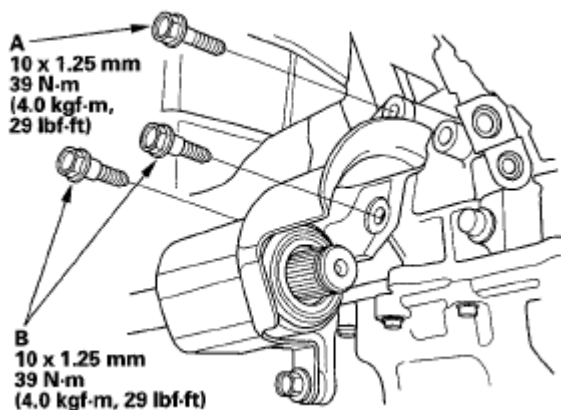


Fig. 79: Identifying Flange Bolt And Dowel Bolts With Torque Specifications
Courtesy of AMERICAN HONDA MOTOR CO., INC.

3. Install the exhaust pipe bracket.

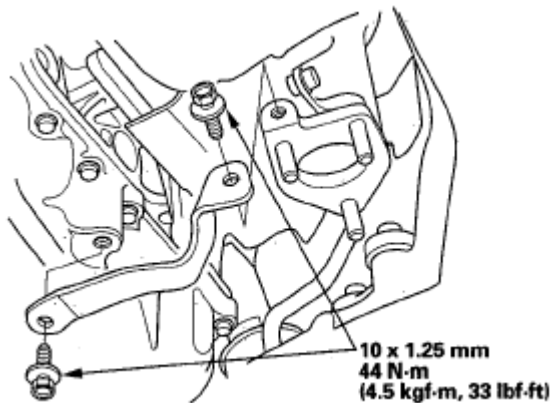


Fig. 80: Identifying Exhaust Pipe Bracket With Torque Specifications
Courtesy of AMERICAN HONDA MOTOR CO., INC.

4. Install the right driveshaft (see **FRONT DRIVESHAFT INSTALLATION**).
5. Refill the automatic transmission fluid (see **ATF REPLACEMENT**).

REAR DRIVESHAFT REMOVAL

1. Raise the vehicle on a lift (see **LIFT AND SUPPORT POINTS**).
2. Remove the wheel nuts and rear wheels.

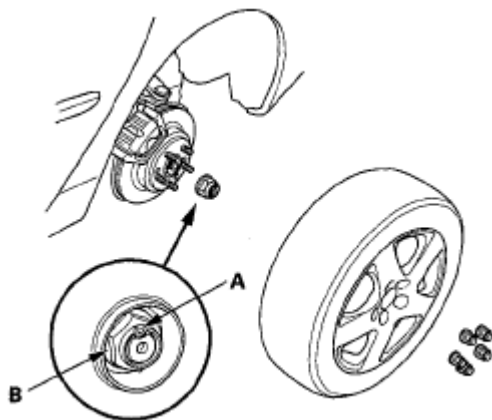


Fig. 81: Identifying Wheel Nuts And Spindle Nut
Courtesy of AMERICAN HONDA MOTOR CO., INC.

3. Lift up the locking tab (A) on the spindle nut (B), then remove the nut.
4. Remove the rear differential, and disconnect the inboard joint from the differential (see **REAR DIFFERENTIAL REMOVAL**).
5. Remove the rear driveshaft outboard joint from the trailing arm and rear hub using a plastic hammer or a puller if necessary.

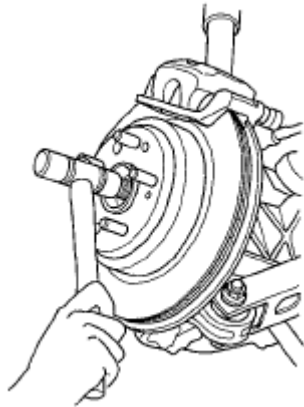


Fig. 82: Removing Rear Driveshaft Outboard Joint From The Trailing Arm And Rear Hub
Courtesy of AMERICAN HONDA MOTOR CO., INC.

6. Remove the rear driveshaft (A).

NOTE:

- Be careful not to damage the wheel sensor (B).
- Pull on the outer joint. Do not pull on the driveshaft because the joint may come apart.

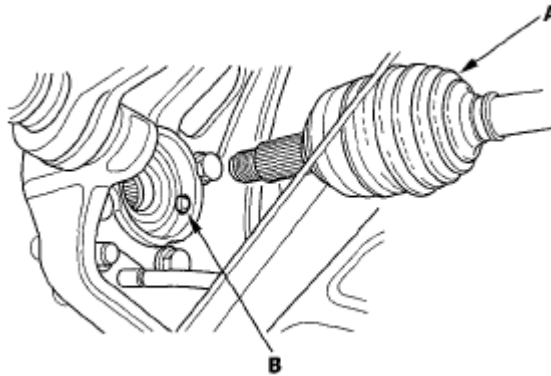


Fig. 83: Identifying Rear Driveshaft And Wheel Sensor
Courtesy of AMERICAN HONDA MOTOR CO., INC.

REAR DRIVESHAFT DISASSEMBLY

Special Tools Required

- Threaded adapter, 24 x 1.5 mm 07XAC-001020A
- Slide hammer, 5/8" x 18 UNF, commercially available

INBOARD JOINT SIDE

1. Remove the boot bands. Be careful not to damage the boot.
 - If the boot band is a locking tab type (A), pry up the locking tab (B) with a screwdriver, and lift up the end of the band.
 - If the boot band is a double loop type (C), lift up the band end (D), and push it into the clip (E).

Locking tab type

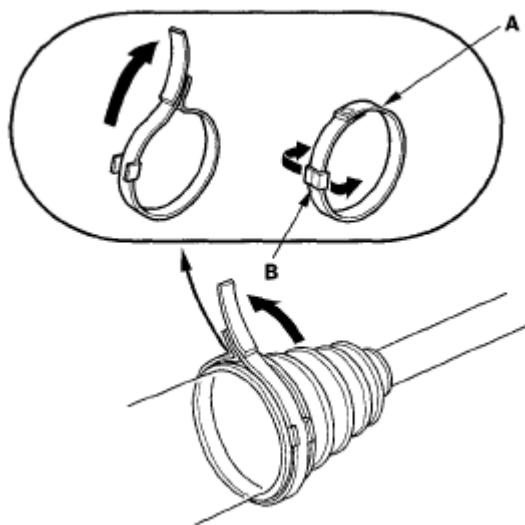


Fig. 84: Identifying Inboard Joint Side (Locking Tab Type)
Courtesy of AMERICAN HONDA MOTOR CO., INC.

Double loop type

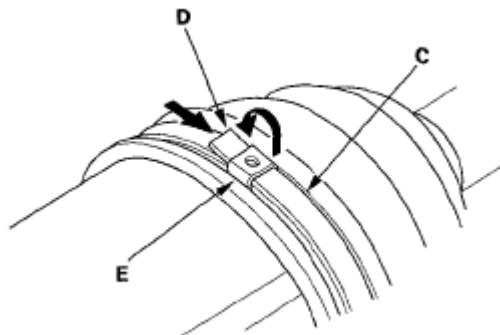


Fig. 85: Identifying Inboard Joint Side (Double Loop Type)
Courtesy of AMERICAN HONDA MOTOR CO., INC.

2. Remove the circlip (A).

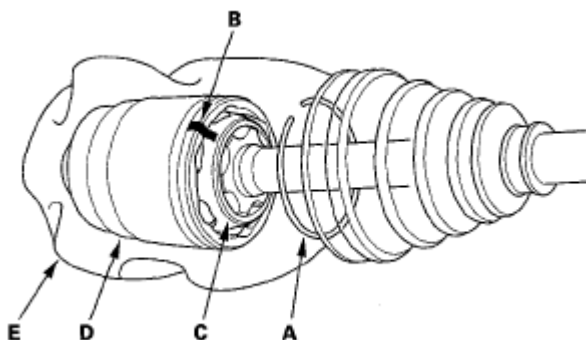


Fig. 86: Making Match Mark On Bearing Retainer And Inboard Joint
Courtesy of AMERICAN HONDA MOTOR CO., INC.

3. Make a mark (B) on the bearing retainer (C) and inboard joint (D) to identify the locations of ball bearings and grooves in the inboard joint. Then remove the inboard joint on the shop towel (E). Be careful not to drop the ball bearings when separating them from the inboard joint.
4. Remove the snap ring (A).

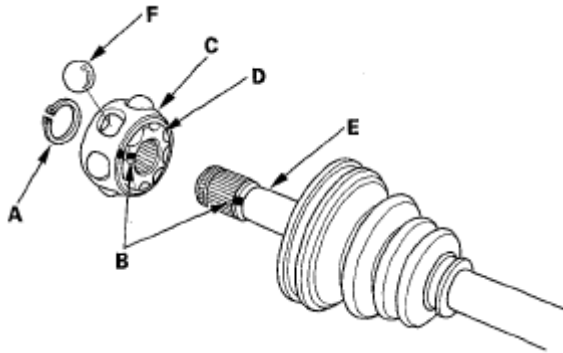


Fig. 87: Making Match Mark On Bearing Retainer, Bearing Race And Driveshaft
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

5. Make a mark (B) on the bearing retainer (C), the bearing race (D), and driveshaft (E) to identify the position of the bearing retainer and the bearing race on the shaft.
6. Remove the bearing race and the steel ball bearings (F).
7. Wrap the splines on the driveshaft (A) with vinyl tape (B) to prevent damage to the boot.

Double loop type

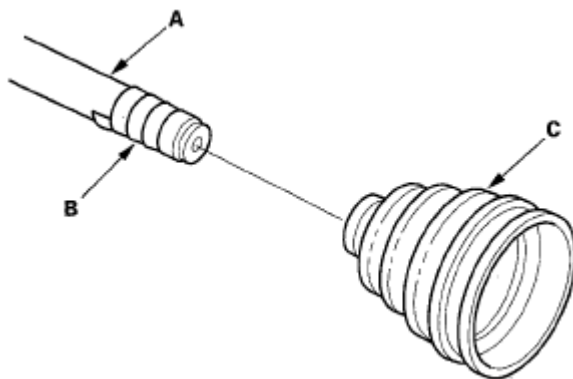


Fig. 88: Wrapping Splines On Driveshaft With Vinyl Tape (Double Loop Type)
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

Locking tab type

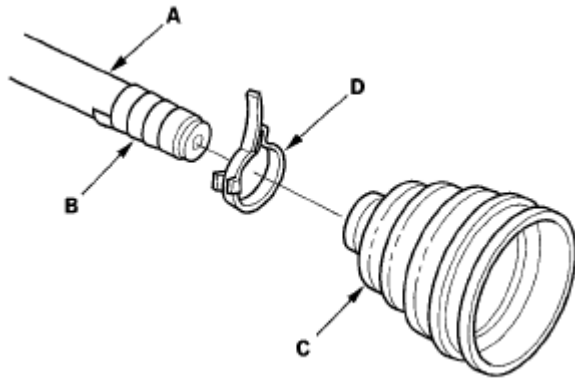


Fig. 89: Wrapping Splines On Driveshaft With Vinyl Tape (Locking Tab Type)
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

8. Remove the inboard boot (C) and locking tab type boot band (D). Be careful not to damage the boot.
9. Remove the vinyl tape.

OUTBOARD JOINT SIDE

1. Remove the boot bands. Be careful not to damage the boot.
 - If the boot band is a low profile type (A), pinch the boot band using commercially available boot band pliers (B).
 - If the boot band is an ear clamp type (C), lift up the three tabs (D) with a screwdriver.

Low profile type

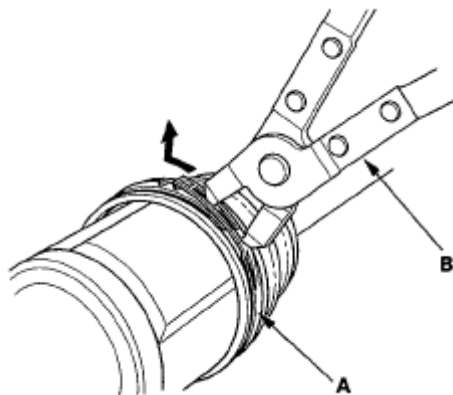


Fig. 90: Removing Boot Band (Low Profile Type)
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

Ear clamp type

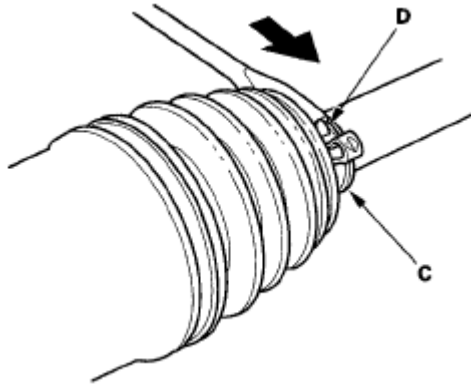


Fig. 91: Removing Boot Band (Ear Clamp Type)
Courtesy of AMERICAN HONDA MOTOR CO., INC.

2. Slide the outboard boot (A) partially to the inboard joint side. Be careful not to damage the boot.

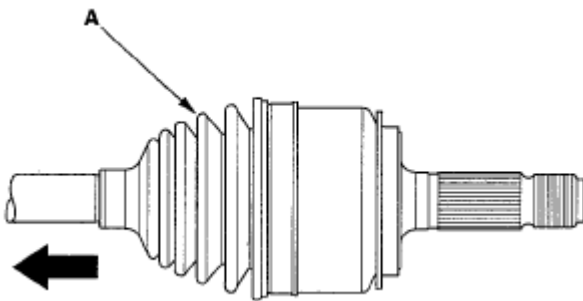


Fig. 92: Sliding Off Outboard Boot
Courtesy of AMERICAN HONDA MOTOR CO., INC.

3. Wipe off the grease to expose the driveshaft and the outboard joint inner race.
4. Make a mark (A) on the driveshaft (B) at the same position of the outboard joint end (C).

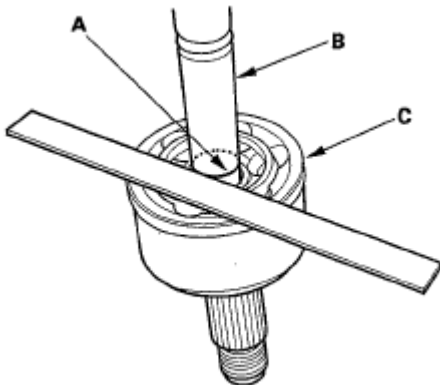


Fig. 93: Making Match Mark On Driveshaft And On Outboard Joint End
Courtesy of AMERICAN HONDA MOTOR CO., INC.

5. Carefully clamp the driveshaft in a vise.
6. Remove the outboard joint (A) using the threaded adapter, 24 x 1.5 mm and a commercially available 5/8" x 18 UNF slide hammer (B).

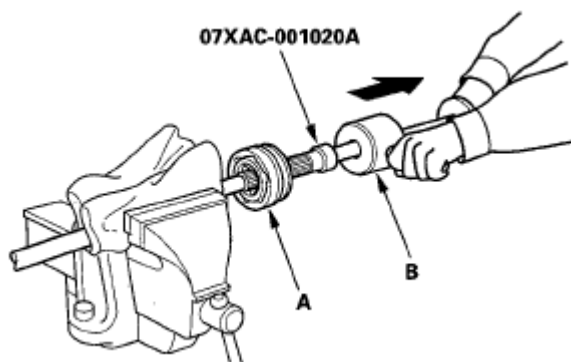


Fig. 94: Removing Outboard Joint

Courtesy of AMERICAN HONDA MOTOR CO., INC.

7. Remove the driveshaft from the vise.
8. Remove the stop ring from the driveshaft.

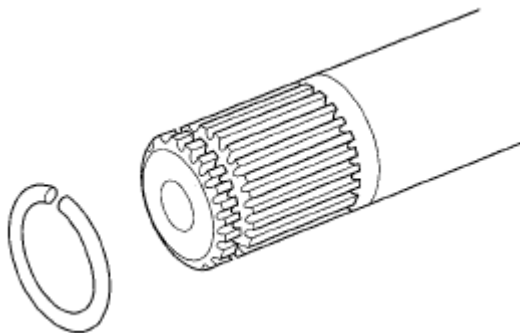


Fig. 95: Identifying Stop Ring Of Driveshaft

Courtesy of AMERICAN HONDA MOTOR CO., INC.

9. Wrap the splines on the driveshaft with vinyl tape (A) to prevent damage to the boot.

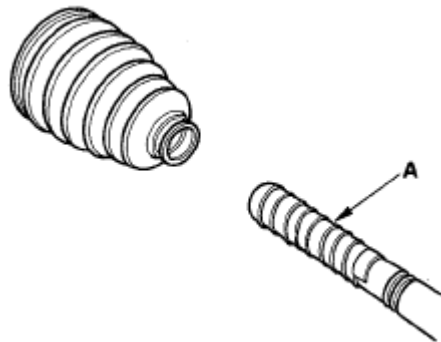


Fig. 96: Wrapping Splines On Driveshaft With Vinyl Tape

Courtesy of AMERICAN HONDA MOTOR CO., INC.

10. Remove the outboard boot. Be careful not to damage the boot.
11. Remove the vinyl tape.

REAR DRIVESHAFT REASSEMBLY

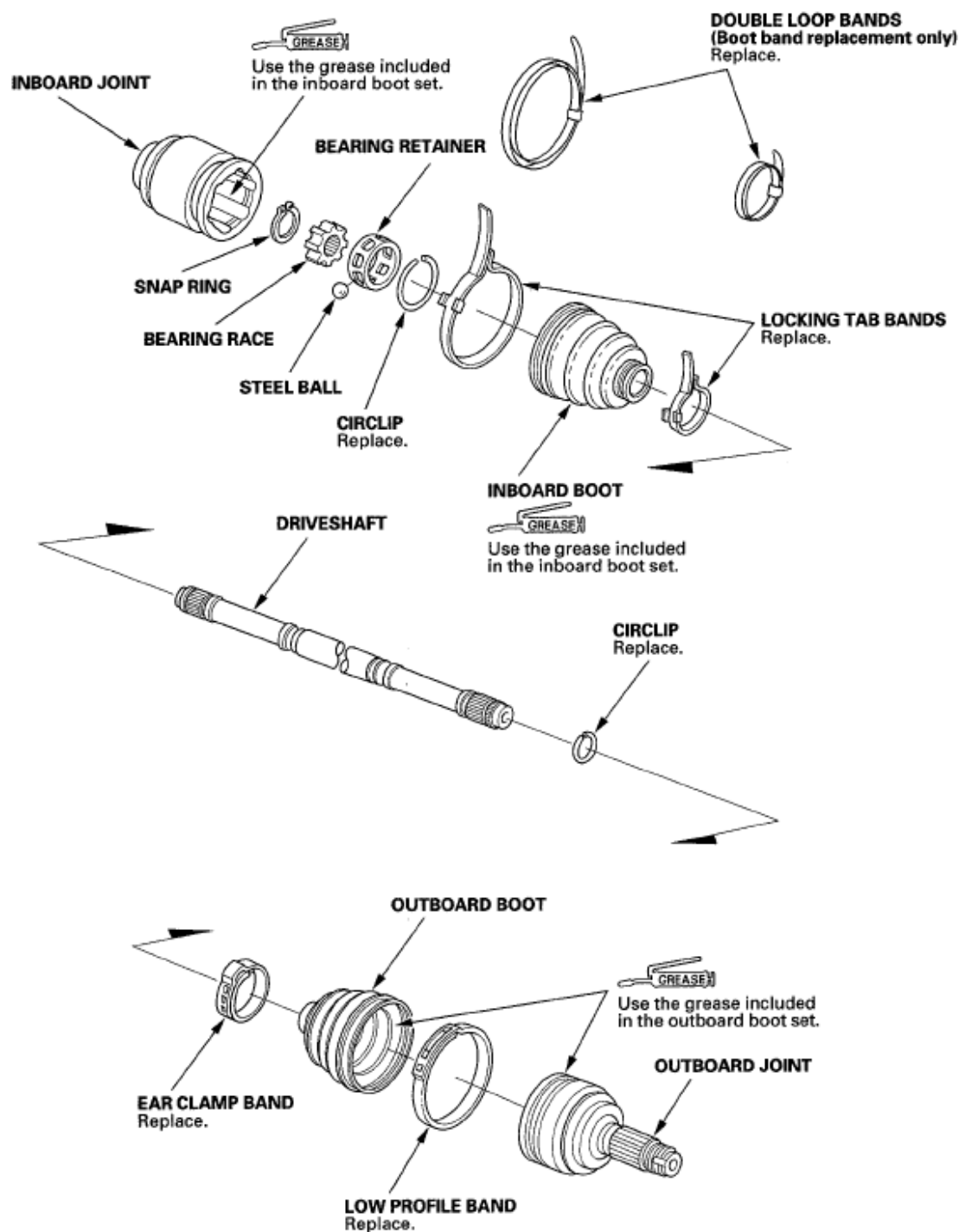
EXPLODED VIEW

Fig. 97: Exploded View Of Rear Driveshaft With Grease Application Areas
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

Special Tools Required

Boot band tool, KD-3191 or equivalent, commercially available

NOTE: Refer to the **EXPLODED VIEW** as needed during this procedure.

INBOARD JOINT SIDE

1. Wrap the splines with vinyl tape (A) to prevent damage to the inboard boot.

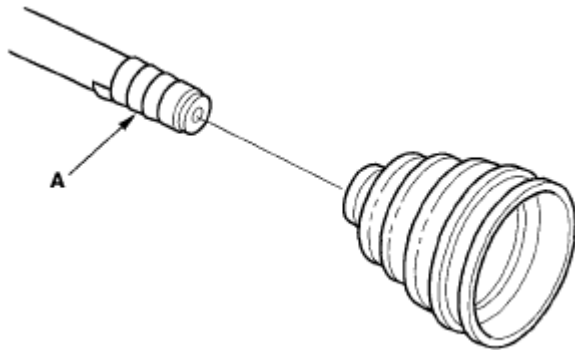
Double loop type

Fig. 98: Wrapping Splines On Driveshaft With Vinyl Tape (Double Loop Type)
Courtesy of AMERICAN HONDA MOTOR CO., INC.

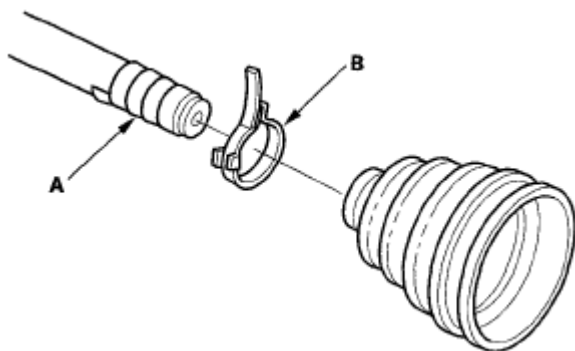
Locking tab type

Fig. 99: Wrapping Splines On Driveshaft With Vinyl Tape (Locking Tab Type)
Courtesy of AMERICAN HONDA MOTOR CO., INC.

2. Install the inboard boot and boot band (B) on the driveshaft, then remove the vinyl tape. Be careful not to damage the inboard boot.
3. Install the steel balls (A) and the bearing retainer (B) onto the bearing race (C) by aligning the marks (D) on the bearing retainer and the bearing race.

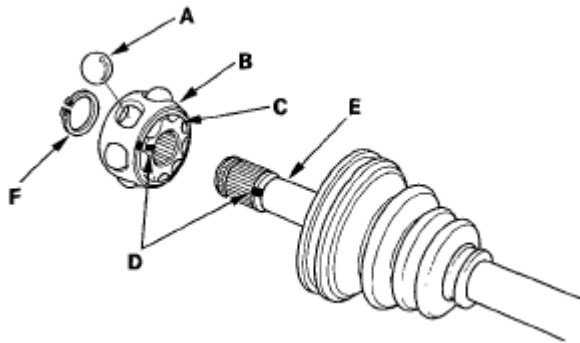


Fig. 100: Identifying Steel Balls, Bearing Retainer And Bearing Race
Courtesy of AMERICAN HONDA MOTOR CO., INC.

4. Install the bearing onto the driveshaft (E) by aligning the marks on the bearing and the driveshaft.
5. Install the snap ring (F).
6. Pack the inboard joint with the joint grease included in the new driveshaft set.

Grease quantity

Inboard joint: 100-120 g (3.5-4.2 oz.)



Fig. 101: Packing Inboard Joint With Joint Grease
Courtesy of AMERICAN HONDA MOTOR CO., INC.

7. Install the inboard joint onto the driveshaft by aligning the marks (A) on the inboard joint and driveshaft.

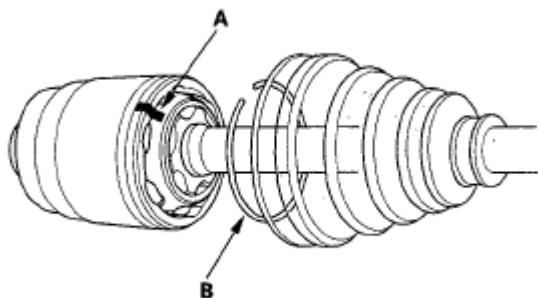


Fig. 102: Aligning Match Marks On Inboard Joint And Driveshaft
Courtesy of AMERICAN HONDA MOTOR CO., INC.

8. Install the circlip (B).
9. Adjust the length of the driveshafts to these measurements, bleed excess air from the boot, then adjust the boots to halfway between full compression and full extension. Make sure the ends of the boots seat in the grooves of the driveshaft and joint.

Left driveshaft: 480-485 mm (18.9-19.1 in.)

Right driveshaft: 515-520 mm (20.3-20.5 in.)

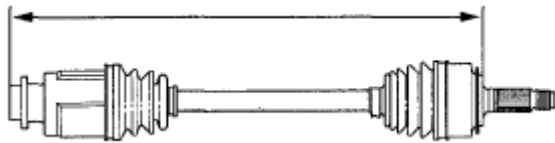


Fig. 103: Identifying Driveshaft Dimension
Courtesy of AMERICAN HONDA MOTOR CO., INC.

10. Install the boot bands.
 - Double loop type, do steps 11 through 19.
 - Locking tab type, do steps 20 and 21.
11. Fit the boot ends onto the driveshaft and the inboard joint, then install the new double loop band (A) onto the boot.

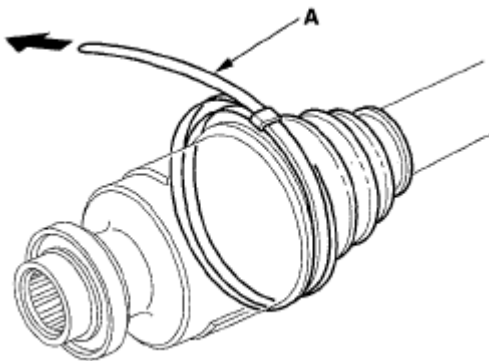


Fig. 104: Installing Double Loop Band Onto Boot
Courtesy of AMERICAN HONDA MOTOR CO., INC.

12. Pull up the slack in the band by hand.
13. Mark a position (A) on the band 10-14 mm (0.4-0.6 in.) from the clip (B).

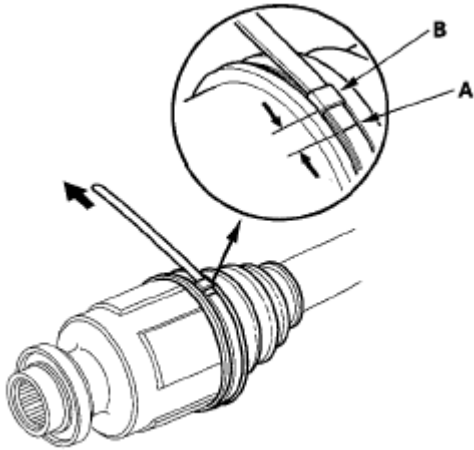


Fig. 105: Identifying Mark Position On Band
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

14. Thread the free end of the band through the nose section of the commercially available boot band tool, KD-3191 or equivalent (A), and into the slot on the winding mandrel (B).

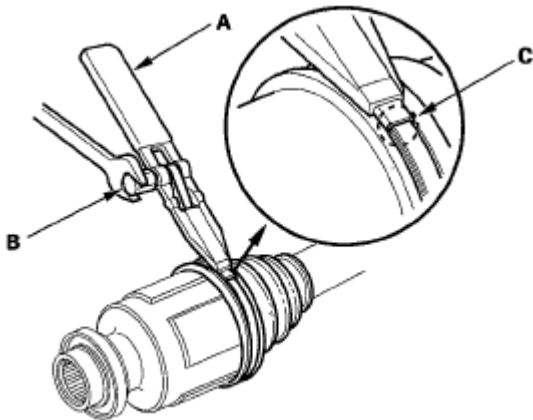


Fig. 106: Identifying Marked Spot On Band
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

15. Using a wrench on the winding mandrel of the boot band tool, tighten the band until the marked spot (C) on the band meets the edge of the clip.
16. Lift up the boot band tool to bend the free end of the band 90 degrees to the clip. Center-punch the clip, then fold over the remaining tail onto the clip.

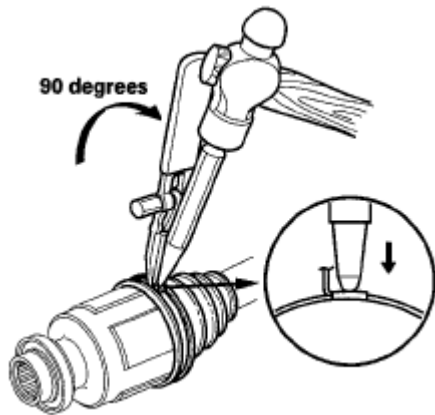


Fig. 107: Center-Punching Clip On Band
Courtesy of AMERICAN HONDA MOTOR CO., INC.

17. Unwind the boot band tool, and cut off the excess free end of the band to leave 5-10 mm (0.2-0.4 in.) from the clip.

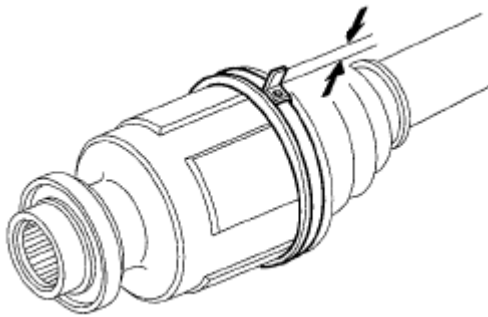


Fig. 108: Cutting Off The Excess Free End Of Band
Courtesy of AMERICAN HONDA MOTOR CO., INC.

18. Bend the band end (A) by tapping it down with a hammer.

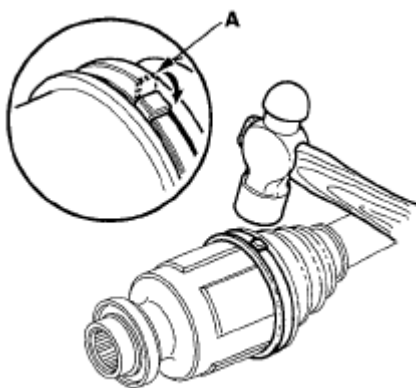


Fig. 109: Tapping Band End Down
Courtesy of AMERICAN HONDA MOTOR CO., INC.

NOTE:

- Make sure the band and clip do not interfere with anything, and the band does not move.

- Remove any grease remaining on the surrounding surfaces.

19. Install the boot band on the other end of the boot, and repeat steps 11 through 18.
20. Install a new locking tab type boot band on the inboard joint side of the inboard boot. Fold down the locking tabs.

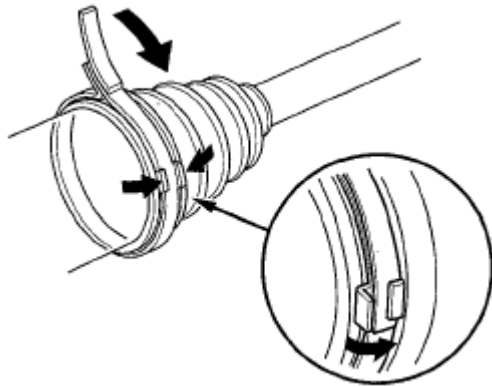


Fig. 110: Installing Locking Tab Type Boot Band
Courtesy of AMERICAN HONDA MOTOR CO., INC.

21. Lightly tap on the doubled-over portions to flatten them.

OUTBOARD JOINT SIDE

1. Wrap the splines with vinyl tape (A) to prevent damage to the outboard boot.

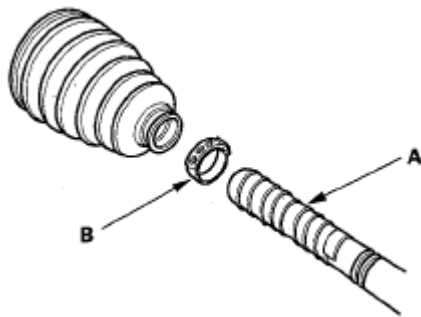


Fig. 111: Identifying Driveshaft Splines Wrapped With Vinyl Tape
Courtesy of AMERICAN HONDA MOTOR CO., INC.

2. Install a new ear clamp band (B) and the outboard boot, then remove the vinyl tape. Be careful not to damage the outboard boot.
3. Install a new stop ring in the driveshaft groove (A).

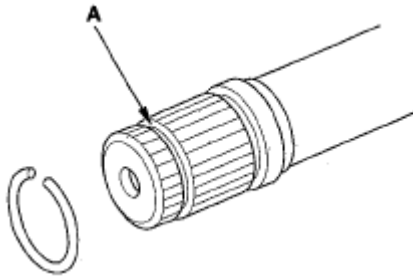


Fig. 112: Identifying Stop Ring In Driveshaft Groove
Courtesy of AMERICAN HONDA MOTOR CO., INC.

4. Pack about half of the grease included in the new joint boot set into the driveshaft hole in outboard joint. Insert the driveshaft (A) into the outboard joint (B) until the stop ring (C) is closed.

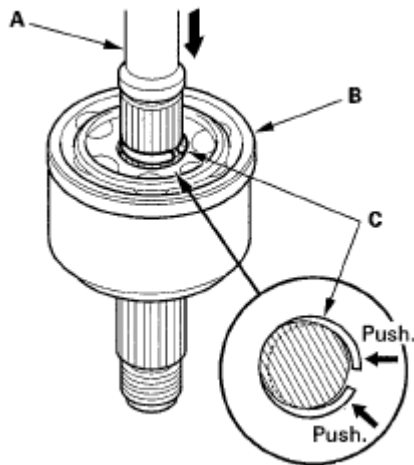


Fig. 113: Inserting Driveshaft Into Outboard Joint
Courtesy of AMERICAN HONDA MOTOR CO., INC.

5. To completely seat the outboard joint, pick up the driveshaft and joint, and tap them on a hard surface. Do not use a hammer as excessive force may damage the driveshaft. Be careful not to damage the threaded section (A) of the outboard joint.

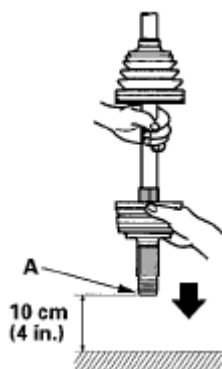


Fig. 114: Seating Outboard Joint To Driveshaft (Do Not Use Excessive Force)
Courtesy of AMERICAN HONDA MOTOR CO., INC.

6. Check the alignment of the paint mark (A) with the outboard joint end (B).

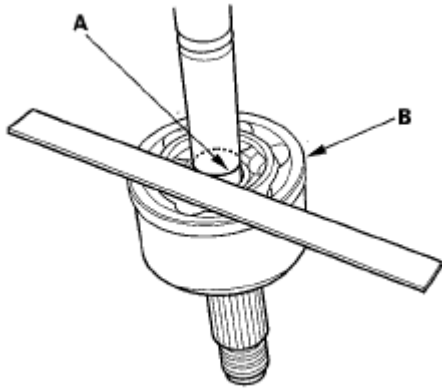


Fig. 115: Checking Alignment Of Paint Mark With Outboard Joint End
Courtesy of AMERICAN HONDA MOTOR CO., INC.

7. Pack the outboard joint (A) with the remaining joint grease included in the new joint boot set.

Grease quantity (total)

Outboard joint: 105-125 g (3.7-4.4 oz.)

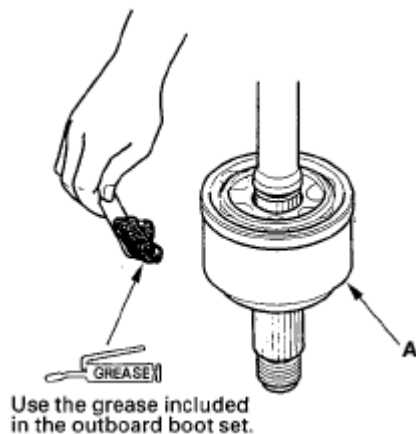


Fig. 116: Packing Outboard Joint With Remaining Joint Grease
Courtesy of AMERICAN HONDA MOTOR CO., INC.

8. Adjust the length of the driveshafts to these measurements, then adjust the boots to halfway between full compression and full extension. Make sure the ends of the boots seat in the groove of the driveshaft and joint.

Left driveshaft: 480-485 mm (18.90-19.09 in.)

Right driveshaft: 515-520 mm (20.28-20.47 in.)

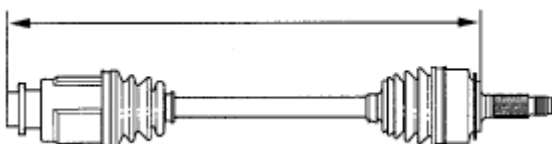
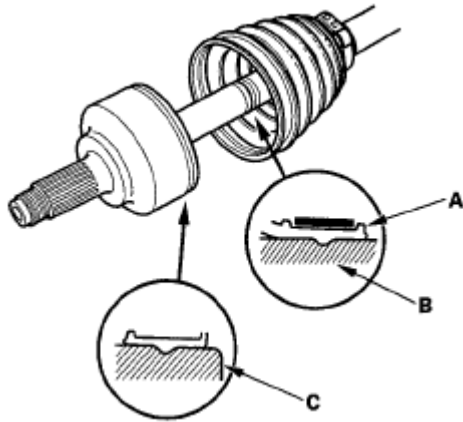


Fig. 117: Identifying Driveshaft Length

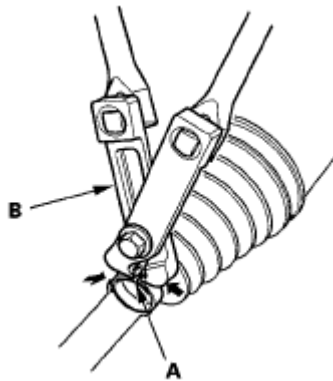
Courtesy of AMERICAN HONDA MOTOR CO., INC.

9. Fit the boot (A) ends onto the driveshaft (B) and outboard joint (C).

**Fig. 118: Identifying Driveshaft And Outboard Joint**

Courtesy of AMERICAN HONDA MOTOR CO., INC.

10. Close the ear portion (A) of the band with commercially available boot band pincers Kent-Moore J-35910 or equivalent (B).

**Fig. 119: Identifying Ear Portion Of Band**

Courtesy of AMERICAN HONDA MOTOR CO., INC.

11. Check the clearance between the closed ear portion of the band. If the clearance is not within the standard, close the ear portion of the band tighter.

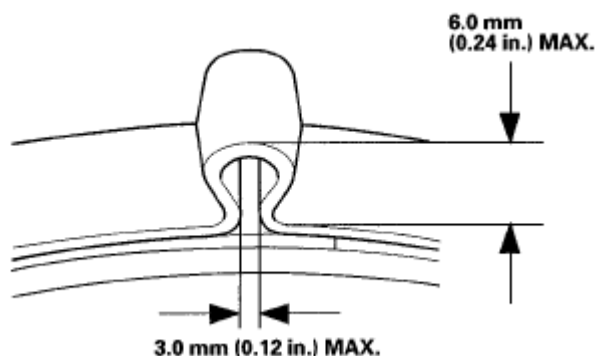


Fig. 120: Identifying Clearance Between Closed Ear Portion Of Band
Courtesy of AMERICAN HONDA MOTOR CO., INC.

12. Install the new low profile band (A) onto the boot (B), then hook the tab (C) of the band.

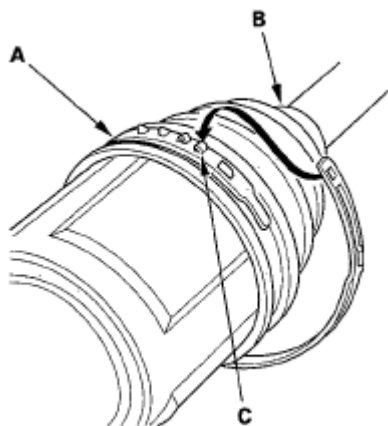


Fig. 121: Identifying Low Profile Band Onto Boot
Courtesy of AMERICAN HONDA MOTOR CO., INC.

13. Close the hook portion of the band with a commercially available boot band pliers (A), then hook the tabs (B) of the band.

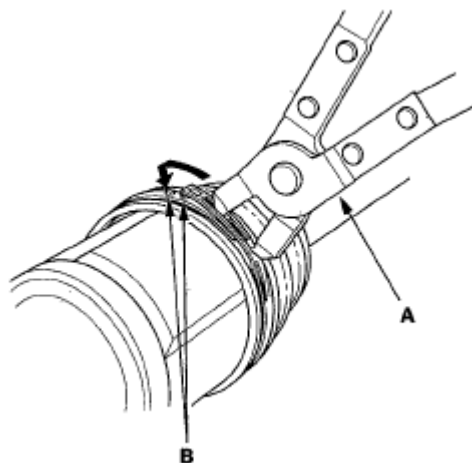


Fig. 122: Identifying Boot Band Pliers, Hook And Tabs
Courtesy of AMERICAN HONDA MOTOR CO., INC.

REAR DRIVESHAFT INSTALLATION

NOTE: Before starting installation, make sure the mating surfaces of the joint and the splined section are free from dirt or dust.

1. Apply 1.5-2.0 g (0.05-0.07 oz.) of grease to the whole splined surface (A). After applying grease, remove the grease from the splined grooves at intervals of 2-3 splines and from the set ring groove (B) so that air can bleed from the differential.

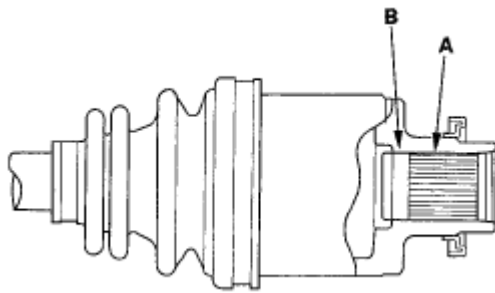


Fig. 123: Identifying Splined Surface And Ring Groove
Courtesy of AMERICAN HONDA MOTOR CO., INC.

2. Install the outboard joint (A) into the rear hub (B).

NOTE: Be careful not to damage the wheel sensor (C).

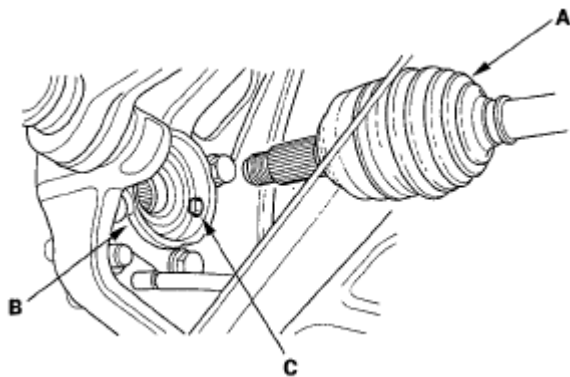


Fig. 124: Identifying Outboard Joint, Rear Hub And Wheel Sensor
Courtesy of AMERICAN HONDA MOTOR CO., INC.

3. Seat a new set ring in the set ring groove of the differential.
4. Clean the areas where the driveshaft contacts the differential thoroughly with brake cleaner, and dry with compressed air. Do not wash the rubber parts insolvent. Insert the inboard end (A) of the driveshaft into the differential (B) until the set ring (C) locks in the groove (D).

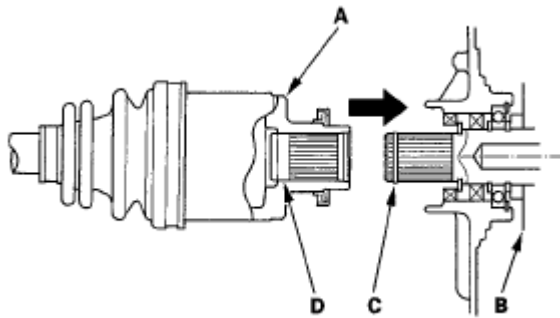


Fig. 125: Installing Inboard End Of Driveshaft Into Differential
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

5. Install the rear differential (see **REAR DIFFERENTIAL INSTALLATION**).
6. Apply a small amount of engine oil to the seating surface of the new spindle nut (A).

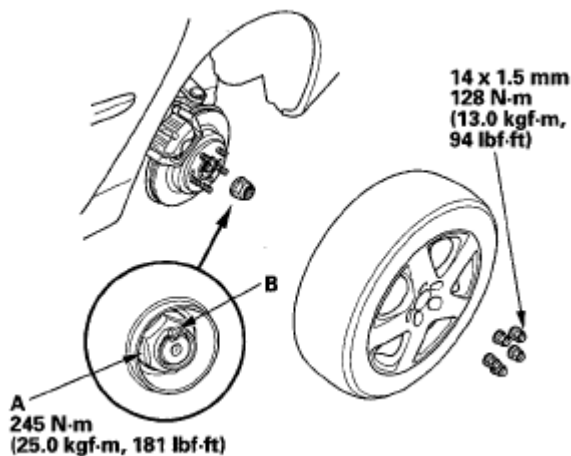


Fig. 126: Identifying Spindle Nut And Wheel Nut With Torque Specifications
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

7. Install a new spindle nut, then torque the nut. After tightening, use a drift to stake the spindle nut shoulder (B) against the driveshaft.
8. Clean the mating surfaces of the brake disc and the wheel, then install the rear wheels and torque the wheels nuts.
9. Turn the rear wheel by hand, and make sure there is no interference between the driveshaft and surrounding parts.
10. Check the rear wheel alignment, and adjust it if necessary (see **WHEEL ALIGNMENT**).

PROPELLER SHAFT INSPECTION

UNIVERSAL JOINT AND BOOTS

1. Shift the transmission to the N position.
2. Raise the vehicle on a lift (see **LIFT AND SUPPORT POINTS**).
3. Check the center support bearing (A) for excessive play or rattle. If the center support has excessive play or rattle, replace the propeller shaft assembly.

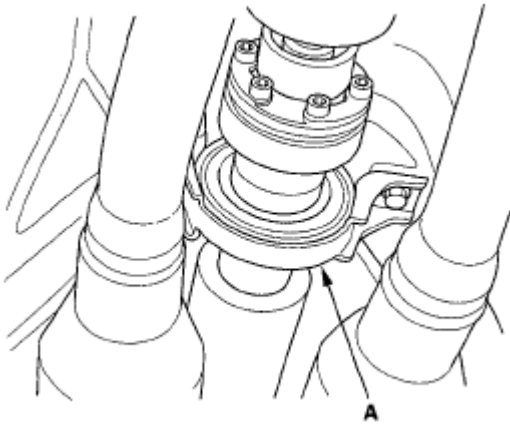


Fig. 127: Identifying Center Support Bearing
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

4. Check the universal joint boots for damage and deterioration. If the boots are damaged or deteriorated, replace the propeller shaft assembly.
5. Check the universal joints for excessive play or rattle. If the universal joints have excessive play or rattle, replace the propeller shaft assembly.

PROPELLER SHAFT

1. Inspect the surface of No. 1 and No. 2 propeller shaft damage. If it is damaged, replace the propeller shaft assembly.
2. Inspect the difference (A) of No. 1 propeller shaft, especially if the vehicle has been in a collision. If there is difference in alignment, replace the propeller shaft assembly.

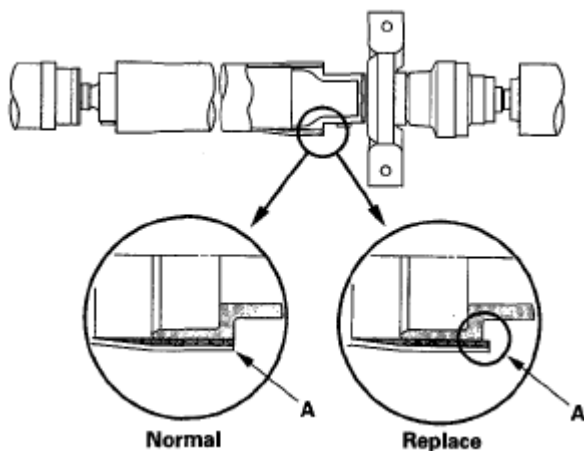


Fig. 128: Inspecting Difference Of No. 1 Propeller Shaft
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

PROPELLER SHAFT RUNOUT

1. Install a dial indicator with its needle on the center of No. 1 propeller shaft or No. 2 propeller shaft.
2. Turn the other propeller shaft slowly and check the runout. Repeat this procedure for the other propeller shaft.

No. 1 Propeller Shaft Runout

Service Limit: 1.5 mm (0.06 in.)

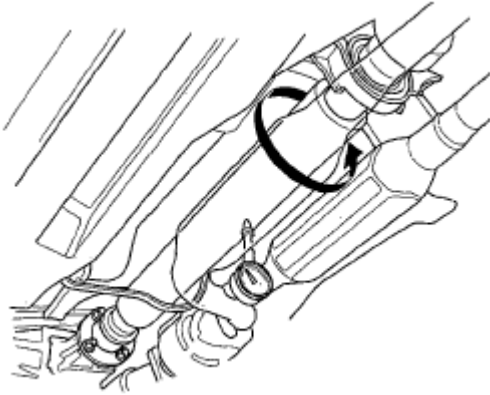


Fig. 129: Checking Propeller Shaft Runout
Courtesy of AMERICAN HONDA MOTOR CO., INC.

No. 2 Propeller Shaft Runout

Service Limit: 1.5 mm (0.06 in.)

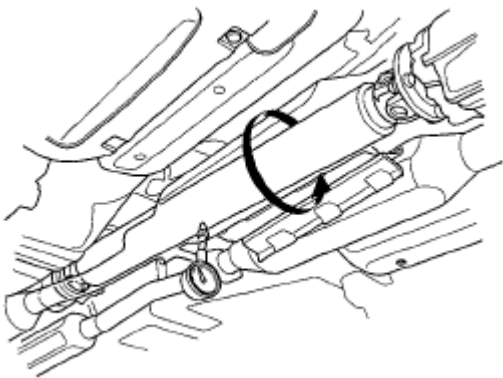


Fig. 130: Checking Propeller Shaft Runout
Courtesy of AMERICAN HONDA MOTOR CO., INC.

3. If the runout on either propeller shaft exceeds the service limit, replace the propeller shaft assembly.

PROPELLER SHAFT REMOVAL

NOTE: Do not drop or damage the propeller shaft during removal.

1. Raise the vehicle off the ground, and support it with safety stands in the proper locations (see **LIFT AND SUPPORT POINTS**).
2. Remove the muffler (A) and the exhaust pipe B.

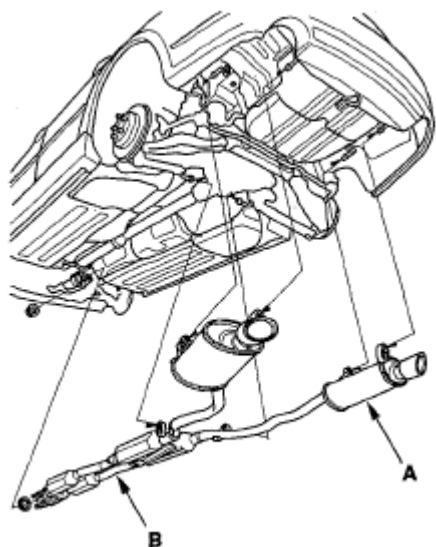


Fig. 131: Identifying Muffler And Exhaust Pipe
Courtesy of AMERICAN HONDA MOTOR CO., INC.

3. Remove the No. 1 propeller shaft protector.

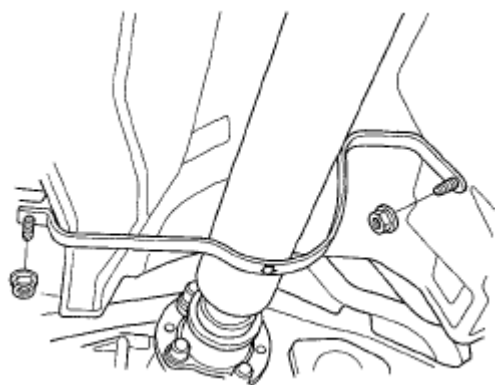


Fig. 132: Identifying No. 1 Propeller Shaft Protector
Courtesy of AMERICAN HONDA MOTOR CO., INC.

4. Make a reference mark (A) across the propeller shaft (B) and transfer companion flange (C).

NOTE: **Wrap the length of each propeller shaft with cardboard, at least 5 mm thick, before removing the propeller shaft.**

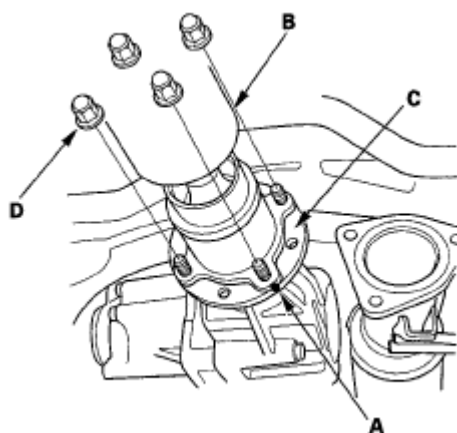


Fig. 133: Making Match Mark On Propeller Shaft And Transfer Companion Flange
Courtesy of AMERICAN HONDA MOTOR CO., INC.

5. Remove the nuts (D).
6. Make a reference mark (A) across the propeller shaft (B) and rear differential companion flange (C).

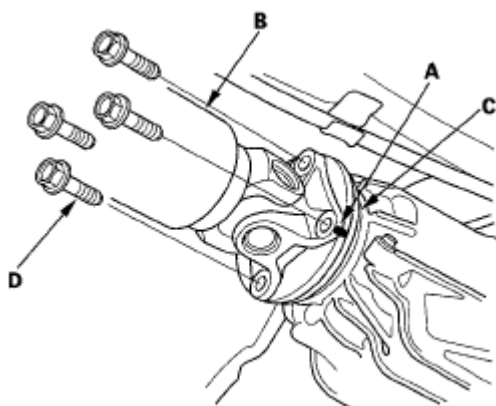


Fig. 134: Making Match Mark On Propeller Shaft And Rear Differential Companion Flange
Courtesy of AMERICAN HONDA MOTOR CO., INC.

7. Remove the bolts (D).
8. Remove the center support bearing mounting bolts.

NOTE: Do not exceed the angle of center support bearing joint.

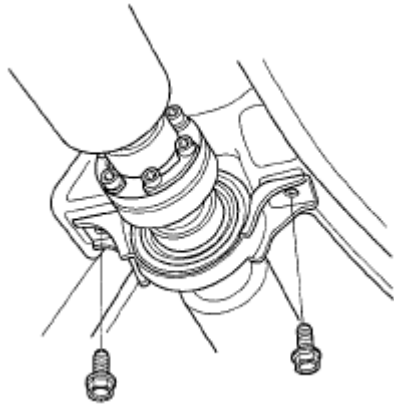


Fig. 135: Identifying Center Support Bearing Mounting Bolts
Courtesy of AMERICAN HONDA MOTOR CO., INC.

9. Slide the propeller shaft (A) toward the rear differential, then flex the No. 2 joint (B), and remove the No. 1 propeller shaft from the transfer.

NOTE: Keep the protector on the propeller shaft after removing it from the vehicle. Be careful not to damage the propeller shaft.

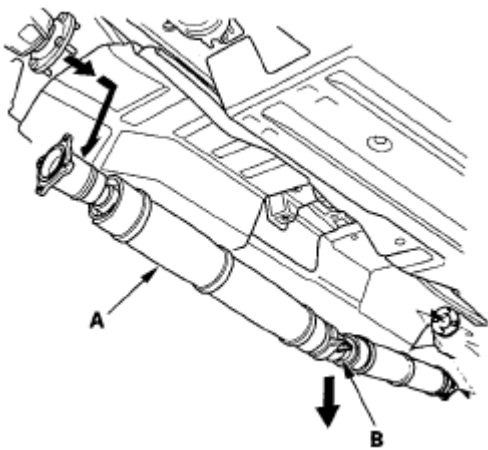


Fig. 136: Removing Propeller Shaft
Courtesy of AMERICAN HONDA MOTOR CO., INC.

10. Remove the propeller shaft from the vehicle.

PROPELLER SHAFT INSTALLATION

NOTE: Wrap the length of each propeller shaft with cardboard, at least 5 mm thick to protect the carbon fiber shaft during removal and installation, before removing the propeller shaft.

1. Install the No. 1 propeller shaft (A) to the transfer by flexing the No. 2 joint (B), then install the propeller shaft to the vehicle.

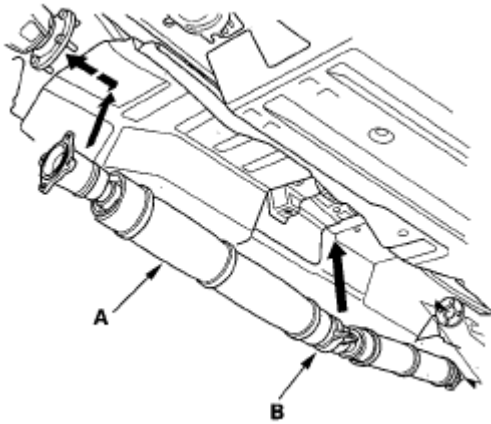


Fig. 137: Installing No. 1 Propeller Shaft
Courtesy of AMERICAN HONDA MOTOR CO., INC.

2. Install the center support bearing mounting bolts. Make sure you use new bolts.

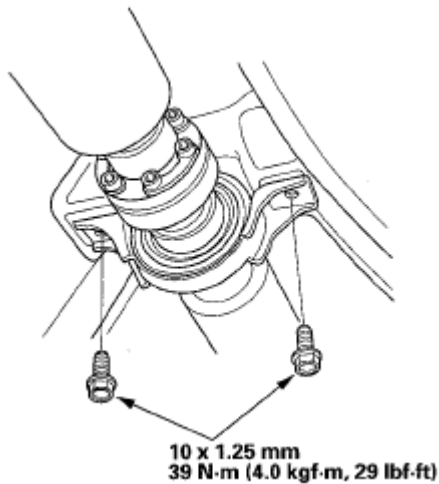


Fig. 138: Identifying Center Support Bearing Mounting Bolts With Torque Specifications
Courtesy of AMERICAN HONDA MOTOR CO., INC.

3. Install the propeller shaft (A) onto the rear differential companion flange (B) by aligning the reference marks (C) you made. Make sure you use new mounting bolts.

NOTE: When replacing the propeller shaft or the rear differential, align the factory reference marks.

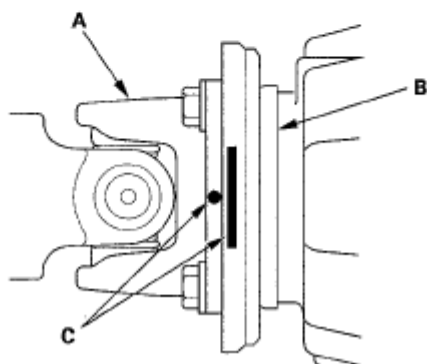
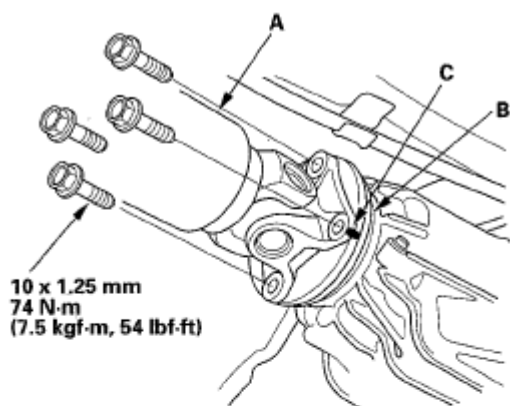


Fig. 139: Identifying Propeller Shaft Onto Rear Differential Companion Flange With Torque Specifications

Courtesy of AMERICAN HONDA MOTOR CO., INC.

4. Install the propeller shaft (A) onto the transfer companion flange (B) by aligning the reference mark (C). Make sure you use new mounting nuts (D).

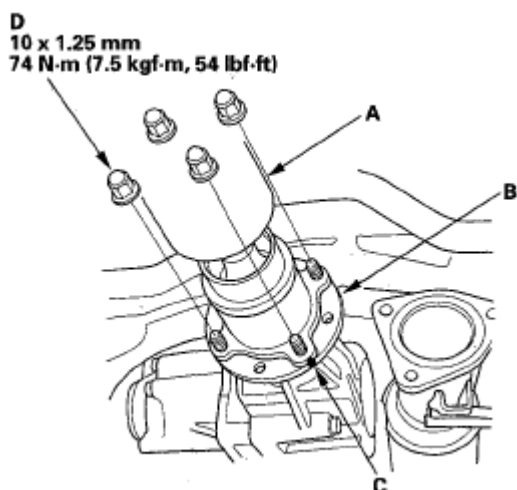


Fig. 140: Identifying Propeller Shaft Onto Transfer Companion Flange With Torque Specifications

Courtesy of AMERICAN HONDA MOTOR CO., INC.

5. Remove the cardboard wrapping from the propeller shaft.

6. Turn the arrow (A) toward the front of the vehicle, and install the No. 1 propeller shaft protector (B).

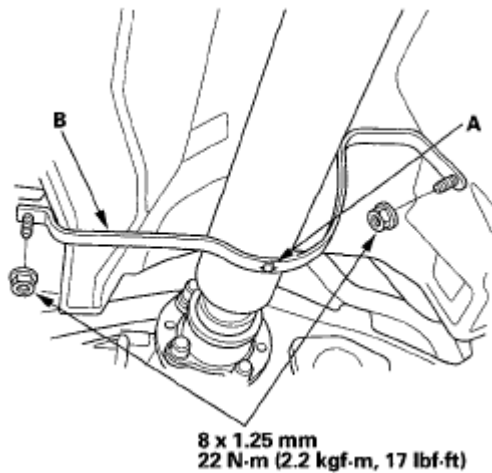


Fig. 141: Identifying No. 1 Propeller Shaft Protector With Torque Specifications
Courtesy of AMERICAN HONDA MOTOR CO., INC.

7. Install the muffler (A) and the exhaust pipe B.

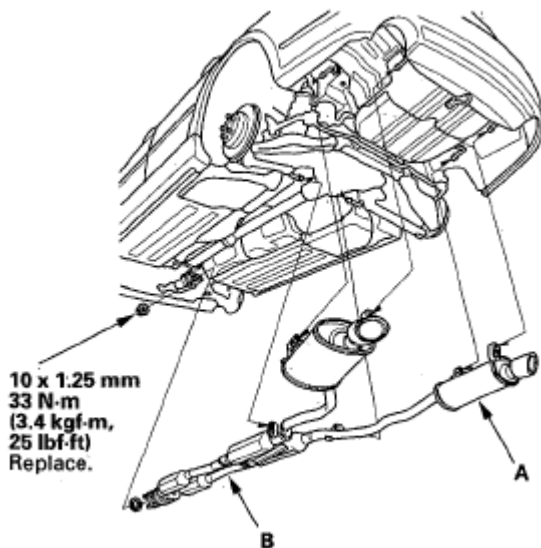


Fig. 142: Identifying Muffler And Exhaust Pipe With Torque Specifications
Courtesy of AMERICAN HONDA MOTOR CO., INC.

SUPPLEMENTAL RESTRAINT SYSTEM (SRS) (If steering maintenance is required)

The Acura RL SRS includes a driver's airbag in the steering wheel hub, a passenger's airbag in the dashboard above the glove box, seat belt tensioners in the front seat belt retractors, side curtain airbags in the sides of the roof, and side airbags in the front seat-backs. Information necessary to safely service the SRS is included in this Service Manual. Items marked with an asterisk (*) on the contents page include or are located near SRS components. Servicing, disassembling, or replacing these items requires special precautions and tools, and should be done by an authorized Acura dealer.

- To avoid rendering the SRS inoperative, which could lead to personal injury or death in the event of a

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severe frontal or side collision, all SRS service work should be done by an authorized Acura dealer.

- Improper service procedures, including incorrect removal and installation of the SRS, could lead to personal injury caused by unintentional deployment of the airbags and/or side airbags.
- Do not bump or impact the SRS unit, front impact sensors, or side impact sensors when the ignition switch is ON (II), or for at least 3 minutes after the ignition switch is turned OFF; otherwise, the system may fail in a collision, or the airbags may deploy.
- SRS electrical connectors are identified by yellow color coding. Related components are located in the steering column, front console, dashboard, dashboard lower panel, in the dashboard above the glove box, in the front seats, in the roof side, and around the floor. Do not use electrical test equipment on these circuits.