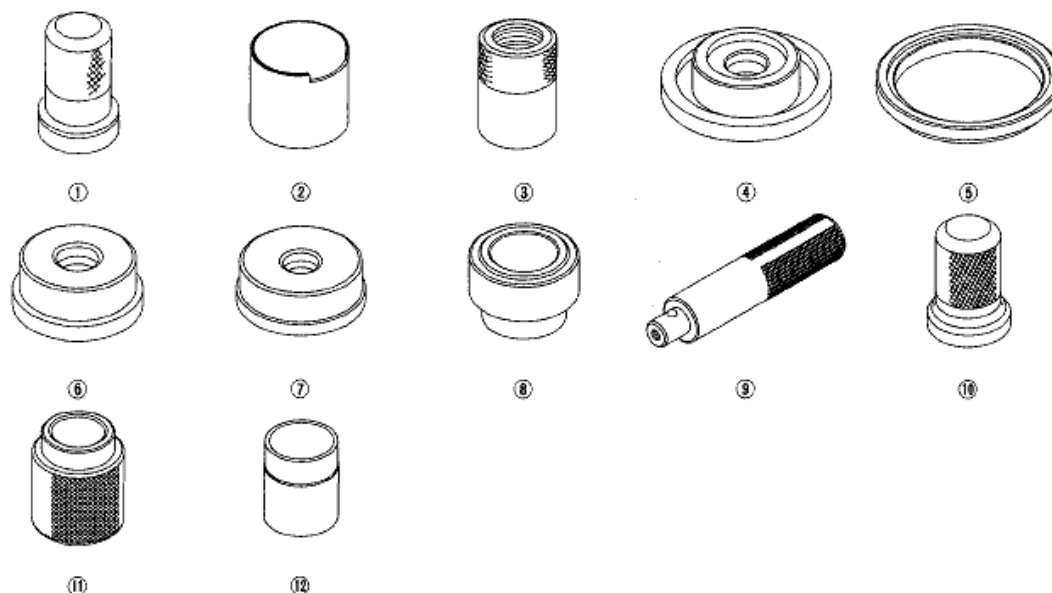


2007-08 DRIVELINE/AXLES

Driveline/Axle - TL

SPECIAL TOOLS

Ref. No.	Tool Number	Description	Qty
①	07GAD-PH70201	Oil Seal Driver	1
②	07NAF-SR30101	Half Shaft Base	1
③	07XAC-001020A	Threaded Adapter, 24 x 1.5 mm	1
④	07JAD-PH80101	Oil Seal Driver Attachment	1
⑤	07LAF-SM40300	Support Base Attachment	1
⑥	07746-0010300	Attachment, 42 x 47 mm	1
⑦	07746-0010400	Attachment, 52 x 55 mm	1
⑧	07746-0030400	Attachment, 35 mm I.D.	1
⑨	07749-0010000	Driver	1
⑩	07947-SB00100	Oil Seal Driver	1
⑪	07947-4630100	Fork Seal Driver, 39.2 x 49.5 x 15 mm	1
⑫	07965-SD90100	Support Base	1

**Fig. 1: Identifying Special Tools**

Courtesy of AMERICAN HONDA MOTOR CO., INC.

COMPONENT LOCATION INDEX

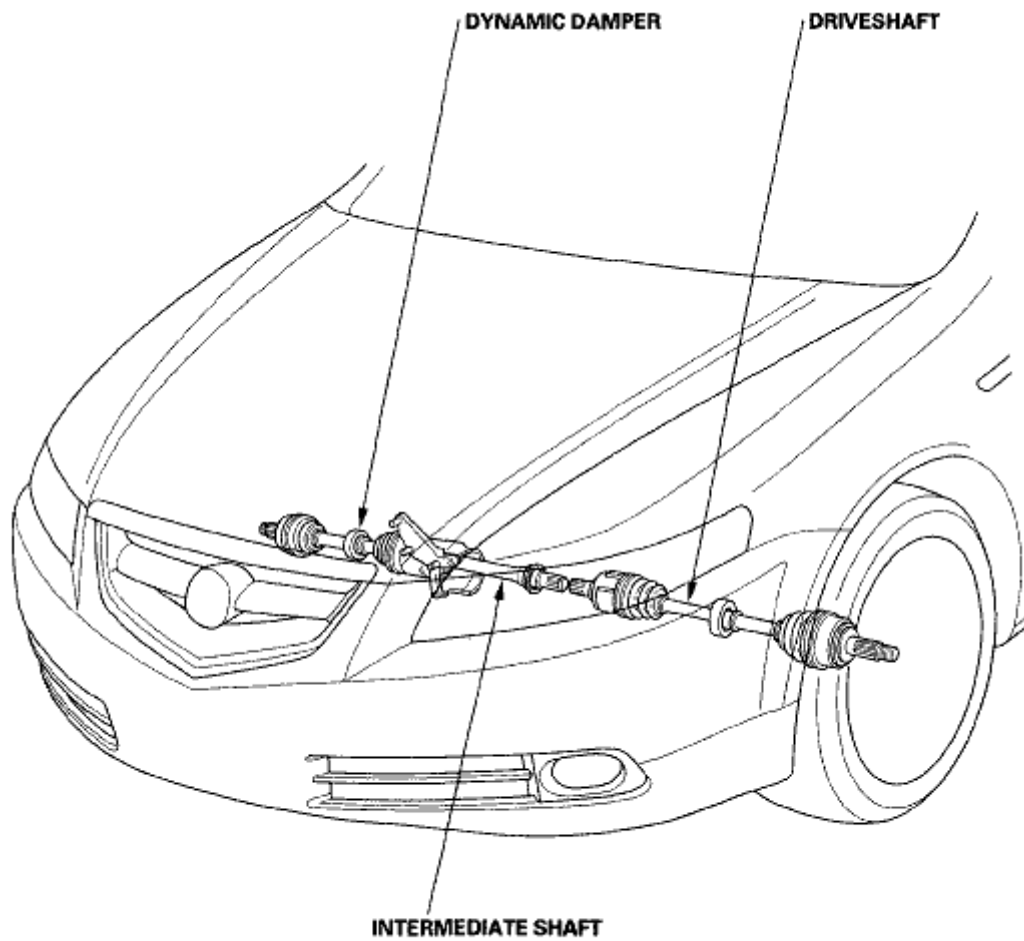


Fig. 2: Identifying Driveline / Axle Component Location
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

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.

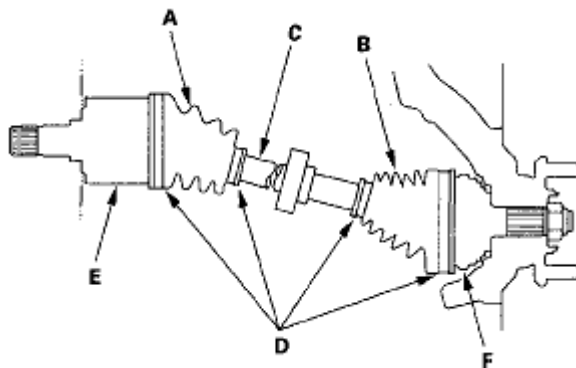


Fig. 3: Identifying Inboard Boot And Outboard Boot
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

2. Check the driveshaft for cracks and damage. If any damage is found, replace the driveshaft.
3. Check the inboard joint (E) and the outboard joint (F) for cracks and damage. If any damage is found, replace the inboard joint or the outboard joint as an assembly.
4. Hold the inboard joint and turn the front wheel by hand, then make sure the joint is not excessively loose. If necessary, replace the inboard joint or the outboard joint as an assembly.

DRIVESHAFT REMOVAL

1. Raise the vehicle on a lift.
2. Remove the front wheels.
3. Lift up the locking tab (A) on the spindle nut (B), then remove the nut.

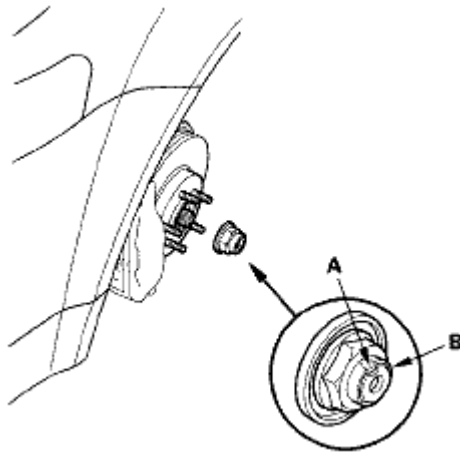


Fig. 4: Identifying Locking Tab

Courtesy of AMERICAN HONDA MOTOR CO., INC.

4. Remove the splash shield.
5. Drain the transmission fluid, then reinstall the drain plug with a new washer:
 - Manual transmission (see **TRANSMISSION FLUID INSPECTION AND REPLACEMENT**)
 - Automatic transmission (see **ATF REPLACEMENT**)
6. Remove exhaust pipe A (see step 42 on **ENGINE REMOVAL**).
7. Remove the self-locking nut (A), 12 mm damper fork mounting bolt (B), and 10 mm damper pinch bolt (C), then remove the damper fork (D).

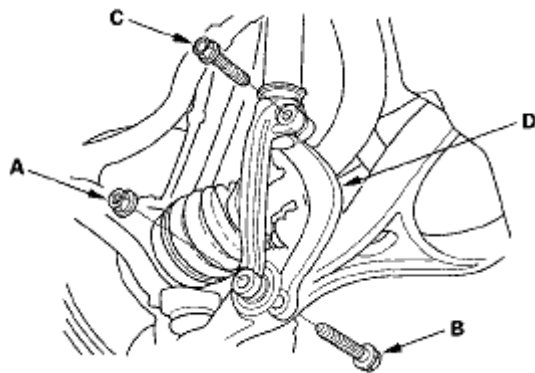


Fig. 5: Identifying Damper Fork And Self-Locking Nut
Courtesy of AMERICAN HONDA MOTOR CO., INC.

8. 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.

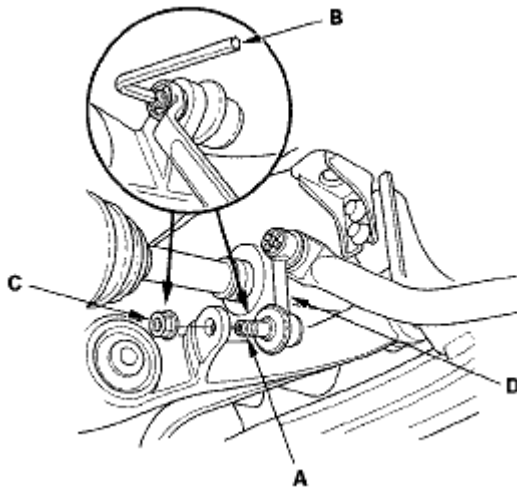


Fig. 6: Separating Front Stabilizer Link From Lower Arm
Courtesy of AMERICAN HONDA MOTOR CO., INC.

9. Remove the cotter pin from the lower arm ball joint castle nut, and remove the nut, then separate the lower ball joint from the lower arm using the ball joint thread protector and the ball joint remover (see step 5 on **LOWER ARM REMOVAL/INSTALLATION**).

NOTE:

- To avoid damaging the ball joint, install the ball joint thread protector onto the threads of the ball joint.
- Be careful not to damage the ball joint boot when installing the remover.
- Do not force or hammer on the lower arm, or pry between the lower arm and the knuckle. You could damage the ball joint.

10. Pull the knuckle outward, and separate the outboard joint from the front hub using a plastic hammer.

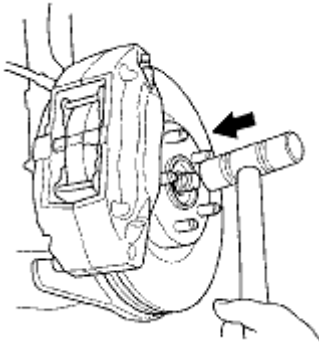


Fig. 7: Separating Outboard Joint From Front Hub With Plastic Hammer
Courtesy of AMERICAN HONDA MOTOR CO., INC.

11. Right driveshaft: Drive the inboard joint (A) off of the intermediate shaft using a drift and a hammer. Remove the driveshaft as an assembly.

NOTE: Do not pull on the driveshaft (B) or the inboard joint may come apart.

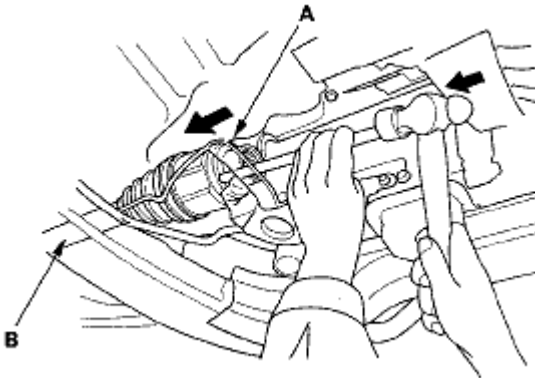


Fig. 8: Tapping Driveshaft
Courtesy of AMERICAN HONDA MOTOR CO., INC.

12. Left driveshaft: Pry the inboard joint (A) from the transmission housing with a prybar. Remove the driveshaft as an assembly.

NOTE: Do not pull on the driveshaft (B) or the inboard joint may come apart. Pull the driveshaft straight out to avoid damaging the oil seal.

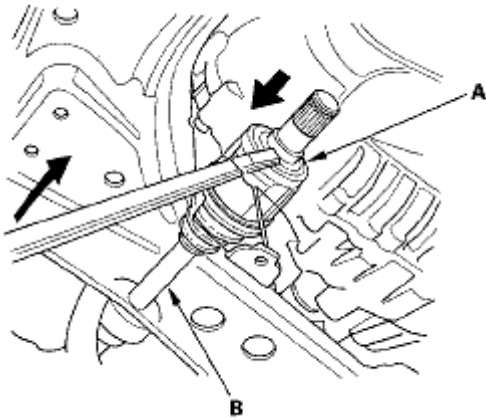


Fig. 9: Prying Inboard Joint From Transmission Housing
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

DRIVESHAFT DISASSEMBLY

Special Tools Required

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

INBOARD JOINT SIDE

1. Remove the set ring from the inboard joint (left driveshaft).

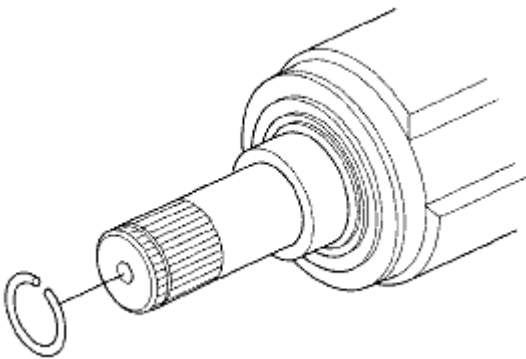


Fig. 10: Identifying Set Ring From Inboard Joint
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

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

Welded type

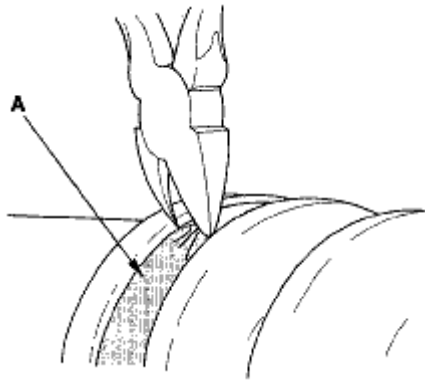


Fig. 11: Identifying Boot Band (Welded Type)
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

Double loop type

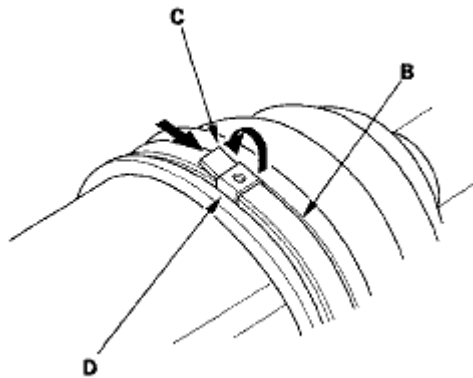


Fig. 12: Identifying Boot Band (Double Loop Type)
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

Low profile type

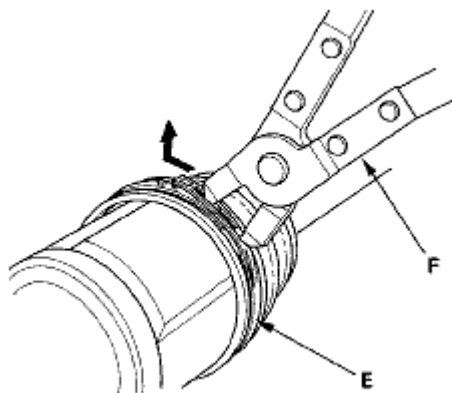


Fig. 13: Identifying Boot Band (Low Profile Type)
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

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

NOTE: Do not engrave or scribe marks on the rolling surface.

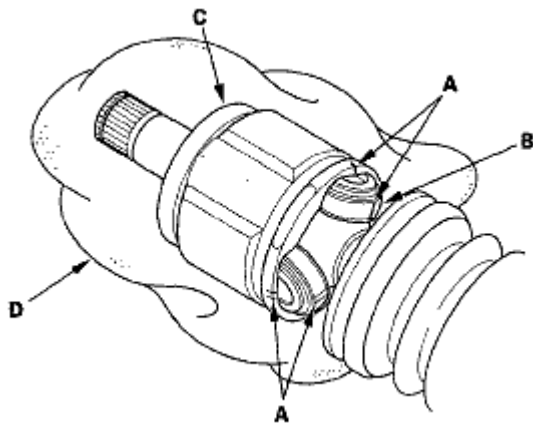


Fig. 14: Identifying Marks Location

Courtesy of AMERICAN HONDA MOTOR CO., INC.

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

NOTE: Do not engrave or scribe marks on the rolling surface.

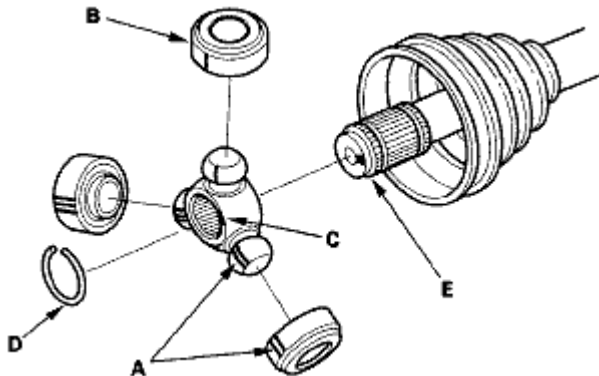


Fig. 15: Identifying Marks On Rollers And Spider

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 damaging the boot.

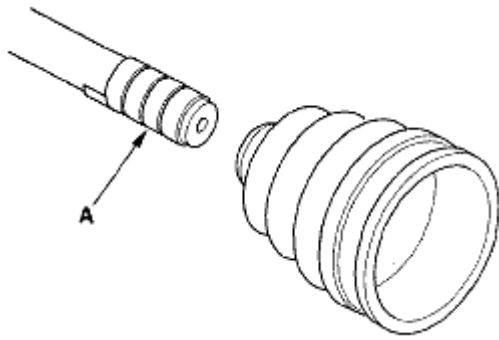


Fig. 16: Identifying Driveshaft With Vinyl Tape
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

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 (A). Be careful not to damage the boot. Lift up the three tabs (B) with a screwdriver.

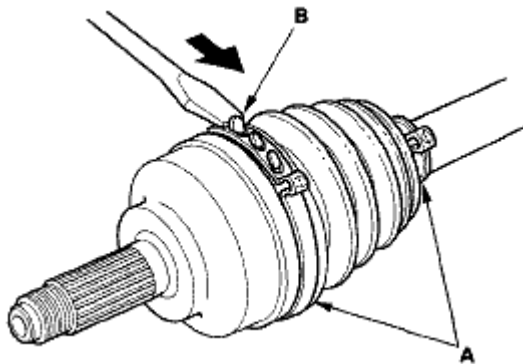


Fig. 17: Removing Boot Bands
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

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

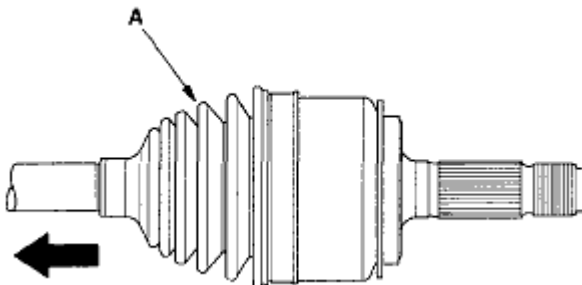


Fig. 18: Sliding Outboard Boot
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

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 level as the outboard joint rim (C).

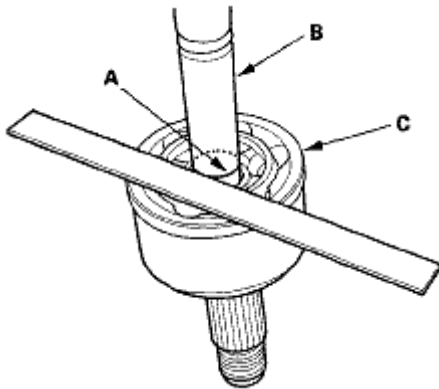


Fig. 19: Identifying Driveshaft

Courtesy of AMERICAN HONDA MOTOR CO., INC.

5. Securely clamp the driveshaft in a bench vise with a shop towel.
6. Remove the outboard joint (A) using the 24 x 1.5 mm threaded adapter (B) and a commercially available 5/8"-18 UNF slide hammer (C).

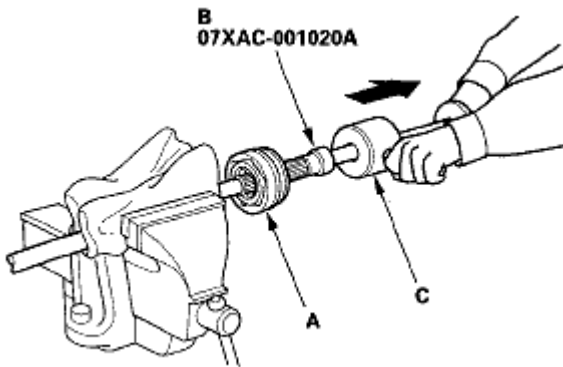


Fig. 20: Removing Outboard Joint

Courtesy of AMERICAN HONDA MOTOR CO., INC.

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

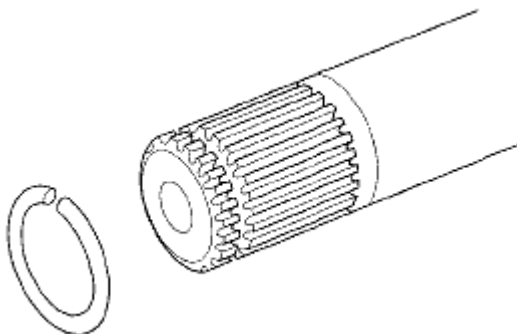


Fig. 21: Identifying Stop Ring From Driveshaft

Courtesy of AMERICAN HONDA MOTOR CO., INC.

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

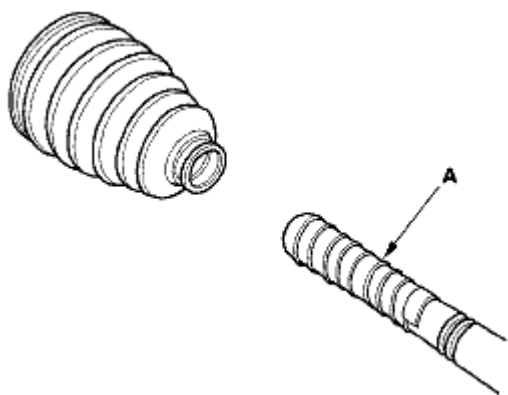


Fig. 22: Identifying Driveshaft With Vinyl Tape
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

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

DYNAMIC DAMPER REPLACEMENT

1. Remove the inboard joint (see **INBOARD JOINT SIDE**).
2. Remove the dynamic damper band (see step 2).
 - If the band is a welded type, cut the band.
 - If the band is a double loop type, lift up the band end, then push it into the clip.
 - If the band is a low profile type, pinch the band using commercially available boot band pliers.
3. Remove the dynamic damper.

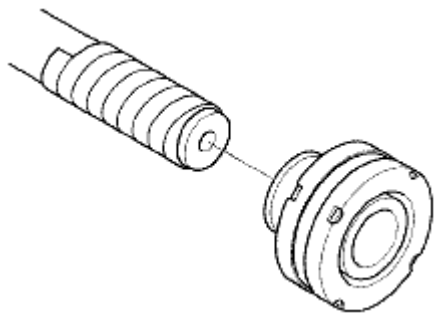


Fig. 23: Identifying Dynamic Damper
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

4. Install the new dynamic damper, and adjust to these measurements.

NOTE: Be careful not to swap the dynamic dampers. The right and the left dynamic dampers are different.

Right driveshaft: 283-287 mm (11.14-11.30 in.)

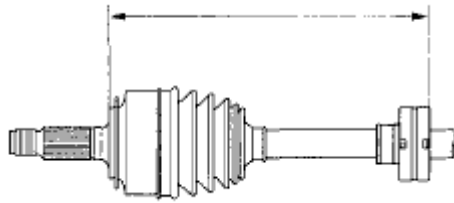


Fig. 24: Adjusting Length Of Right Driveshaft
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

Left driveshaft: 270-274 mm (10.63-10.79 in.)

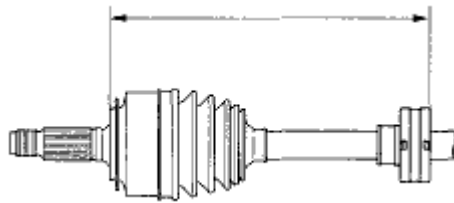


Fig. 25: Adjusting Length Of Left Driveshaft
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

5. Install the dynamic damper band (see step 10 on **DRIVESHAFT REASSEMBLY**).
6. Install the inboard joint (see step 2 on **DRIVESHAFT REASSEMBLY**).

DRIVESHAFT REASSEMBLY

EXPLODED VIEW

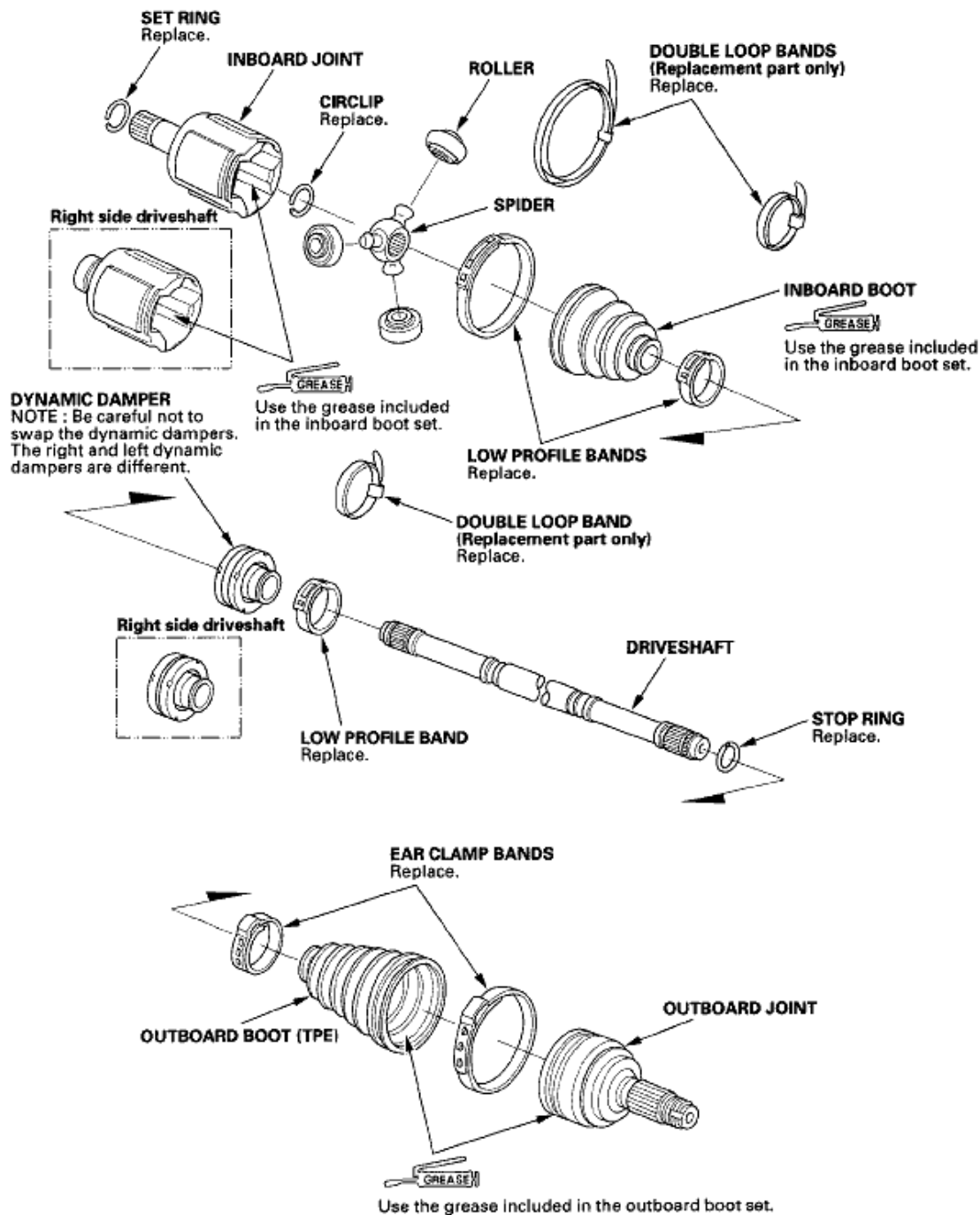


Fig. 26: Exploded View Of Driveshaft Components
Courtesy of AMERICAN HONDA MOTOR CO., INC.

Special Tools Required

- Boot band tool, KD-3191 or equivalent, commercially available
- Boot band pliers, 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 damaging the inboard boot.

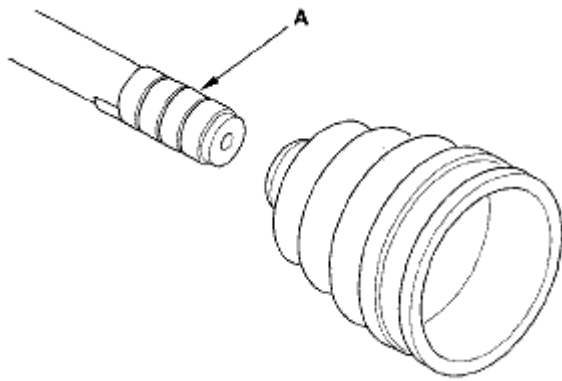


Fig. 27: Identifying Vinyl Tape

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) you made on the spider and the end of the driveshaft.

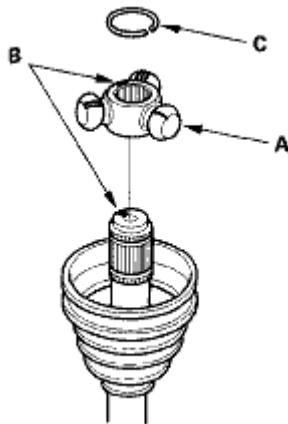


Fig. 28: Identifying Spider Installation Positions

Courtesy of AMERICAN HONDA MOTOR CO., INC.

4. Install the new 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 the high shoulders facing outward and note these items:
 - Reinstall the rollers in their original positions on the spider by aligning the marks (C) you made.
 - Hold the driveshaft pointed up to prevent the rollers from falling off.

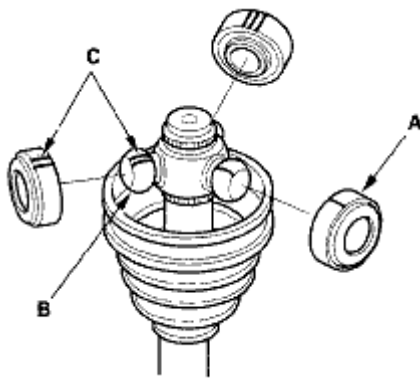


Fig. 29: Identifying Mark Location

Courtesy of AMERICAN HONDA MOTOR CO., INC.

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

Grease quantity

Inboard joint: 150–160 g (5.3–5.6 oz)

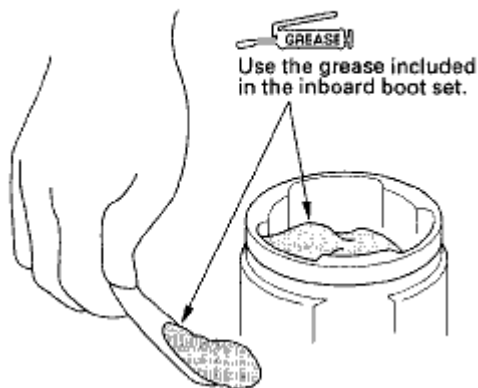


Fig. 30: Identifying Joint Grease

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) you made on the inboard joint and the rollers.
 - Hold the driveshaft so the inboard joint is pointing up to prevent it from falling off.

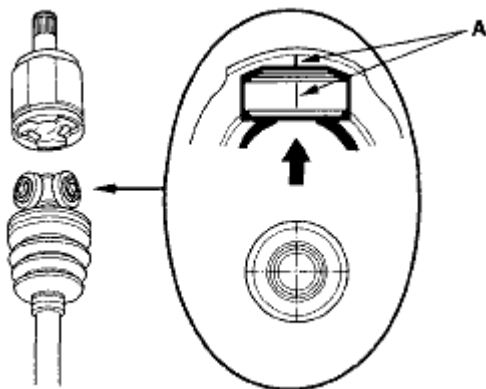
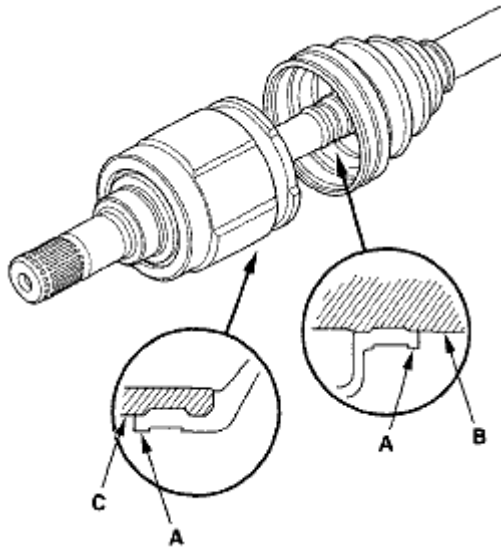


Fig. 31: Identifying Mark On Driveshaft

Courtesy of AMERICAN HONDA MOTOR CO., INC.

8. Fit the boot ends (A) onto the driveshaft (B) and the inboard joint (C).

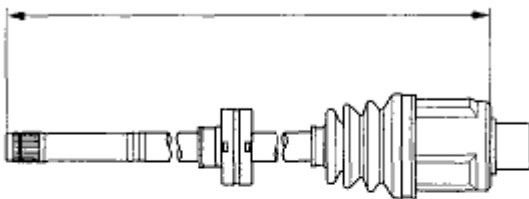
**Fig. 32: Identifying Boot Onto Driveshaft And Inboard Joint**

Courtesy of AMERICAN HONDA MOTOR CO., INC.

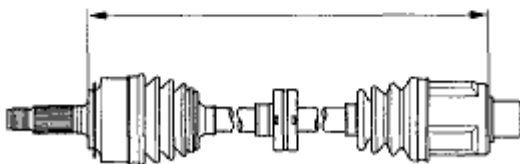
9. Adjust the length of the driveshaft to the dimensions shown, then adjust the boots to halfway between full compression and full extension. Doing this prevents a vacuum or too much air in the boot, preventing it from compressing or extending properly.

Right driveshaft

Without outboard joint: 491—496 mm (19.33—19.53 in.)



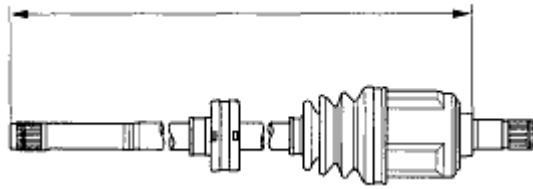
With outboard joint: 512—517 mm (20.16—20.35 in.)

**Fig. 33: Adjusting Length Of Right Driveshaft**

Courtesy of AMERICAN HONDA MOTOR CO., INC.

Left driveshaft

Without outboard joint: 533—538 mm (20.98—21.18 in.)



With outboard joint: 554—559 mm (21.81—22.01 in.)

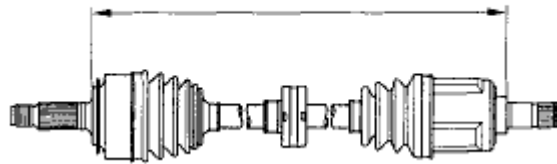


Fig. 34: Adjusting Length Of Left Driveshaft
Courtesy of AMERICAN HONDA MOTOR CO., INC.

10. Install new boot bands.
 - For the low profile type, go to step 11.
 - For the double loop type, go to step 14. (Boot band replacement only)
11. Install the new low profile band (A) onto the boot (B), then hook the tab (C) of the band.

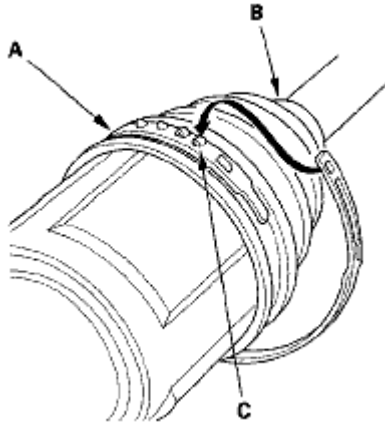


Fig. 35: Identifying Boot Bands
Courtesy of AMERICAN HONDA MOTOR CO., INC.

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

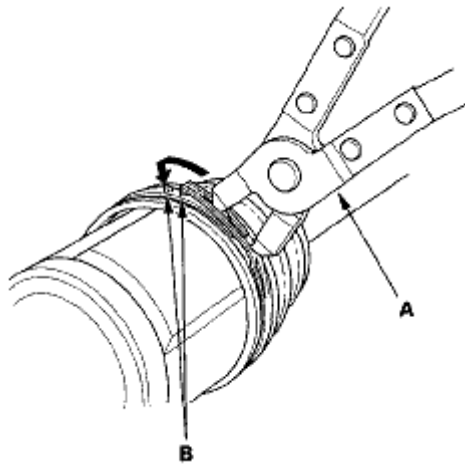


Fig. 36: Closing Hook Portion Of Band With Commercially Available Boot Band Pliers
Courtesy of AMERICAN HONDA MOTOR CO., INC.

13. Install the boot band on the other end of the boot, and repeat steps 11 and 12.
14. Fit the boot ends onto the driveshaft and the inboard joint, then install the new double loop band (A) onto the boot (B).

NOTE: Pass the end of the new double loop band through the clip (C) twice in the direction of the forward rotation of the driveshaft.

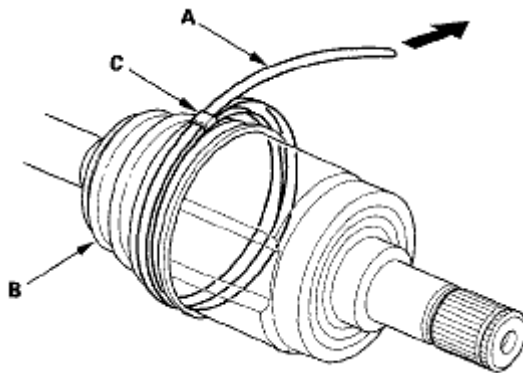


Fig. 37: Locating Double Loop Band
Courtesy of AMERICAN HONDA MOTOR CO., INC.

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

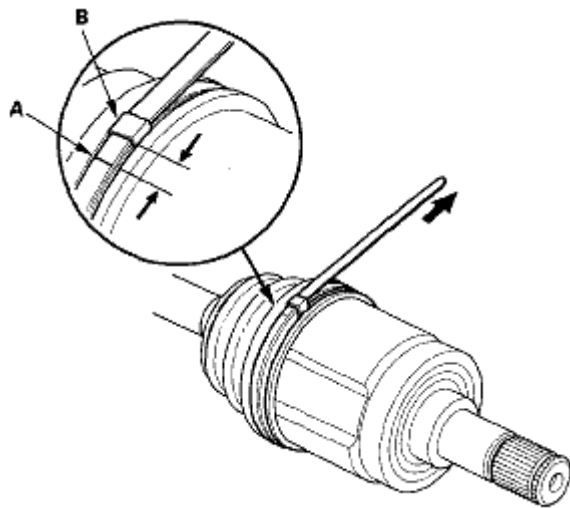


Fig. 38: Pulling Up Slack In Band

Courtesy of AMERICAN HONDA MOTOR CO., INC.

17. 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).

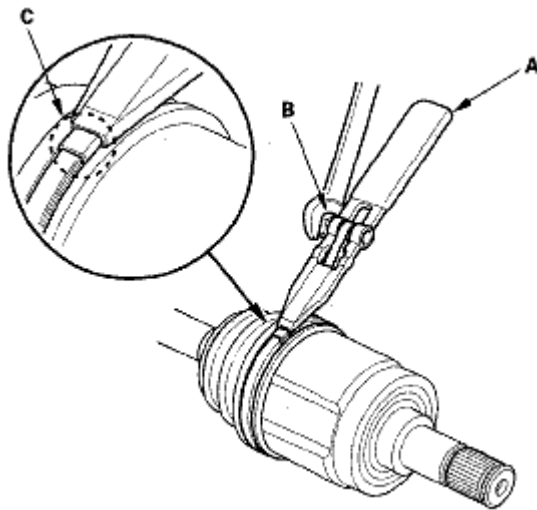


Fig. 39: Tightening Band Until Marked Spot

Courtesy of AMERICAN HONDA MOTOR CO., INC.

18. 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.
19. 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.

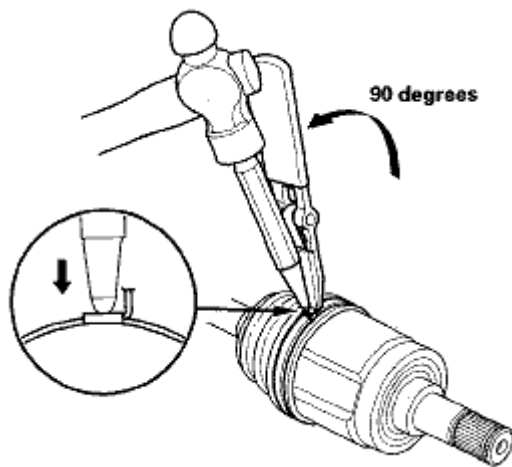


Fig. 40: Tapping Clip

Courtesy of AMERICAN HONDA MOTOR CO., INC.

20. 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.

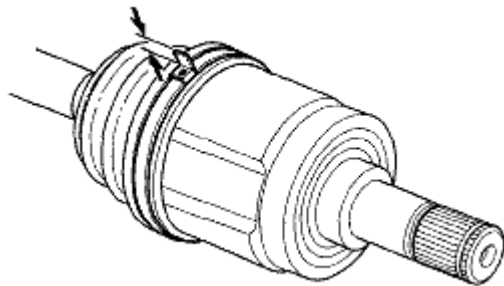


Fig. 41: Identifying Boot Band Gap Specifications

Courtesy of AMERICAN HONDA MOTOR CO., INC.

21. 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.
- Clean any grease remaining on the surrounding surfaces.

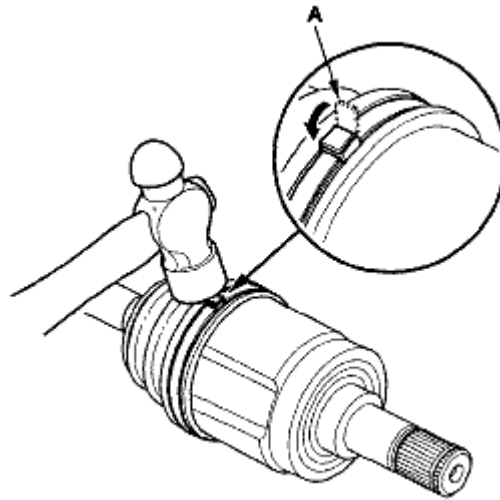


Fig. 42: Tapping Band And Clip
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

22. Repeat steps 14 through 21 for the band on the other end of the boot.

OUTBOARD JOINT SIDE

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

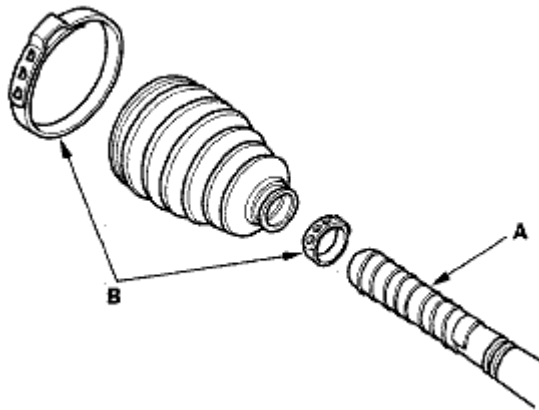


Fig. 43: Wrapping Splines With Vinyl Tape
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

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

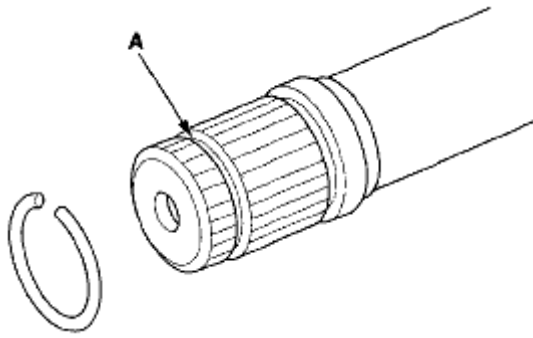


Fig. 44: Identifying Stop Ring Into Driveshaft Groove
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

4. Pack about 35 g (1.2 oz) grease included in the new outboard boot set into the driveshaft hole in the outboard joint.

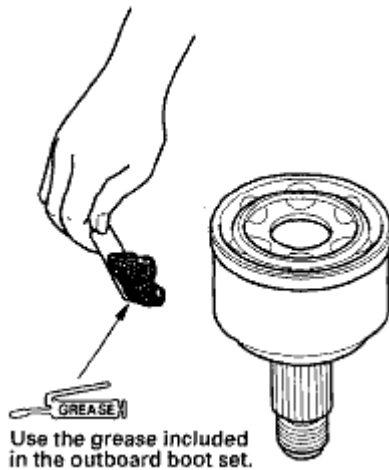


Fig. 45: Identifying Grease Applying Area
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

5. Insert the driveshaft (A) into the outboard joint (B) until the stop ring (C) is closed.

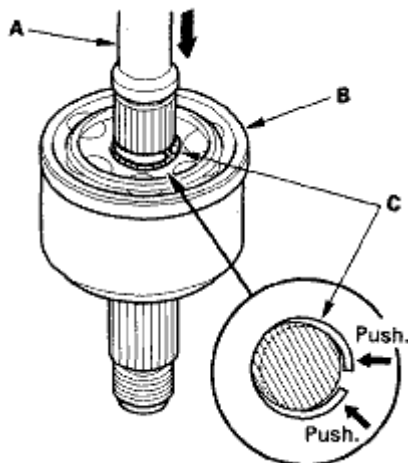


Fig. 46: Inserting Driveshaft Into Outboard Joint

Courtesy of AMERICAN HONDA MOTOR CO., INC.

6. 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.

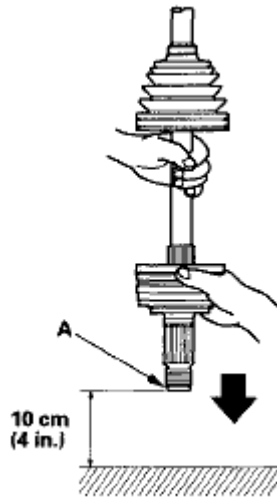


Fig. 47: Tapping Height Of About 10 Cm (4 In.) Onto Hard Surface
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

7. Check the alignment of the paint mark (A) you made with the outboard joint rim (B).

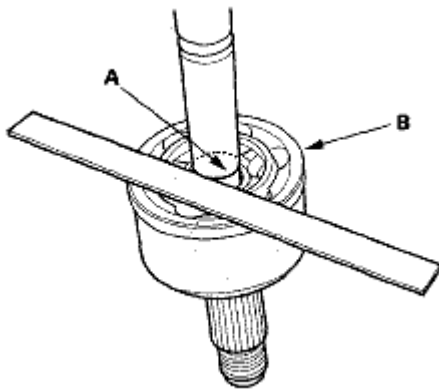


Fig. 48: Identifying Paint Mark
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

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

**Total grease quantity
outboard joint: 140–150 g (4.9–5.3 oz)**

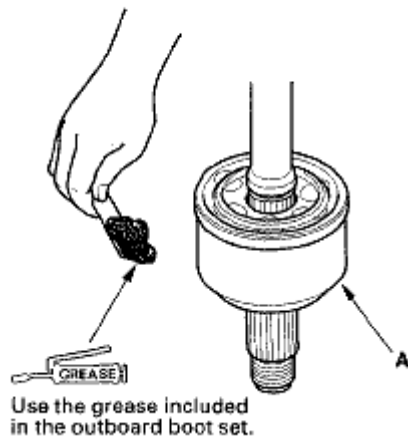


Fig. 49: Identifying Grease Applying Area

Courtesy of AMERICAN HONDA MOTOR CO., INC.

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

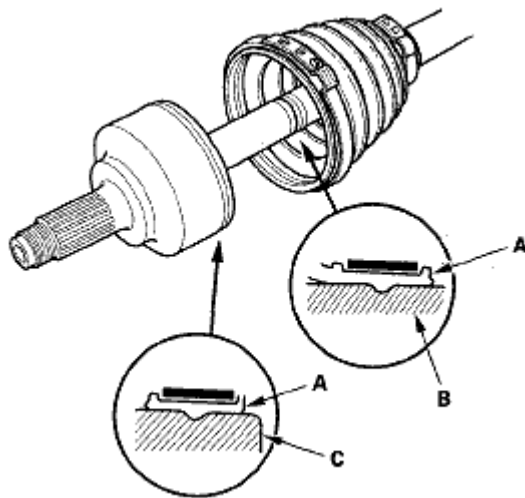


Fig. 50: Fitting Boot Onto Driveshaft And Outboard Joint

Courtesy of AMERICAN HONDA MOTOR CO., INC.

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

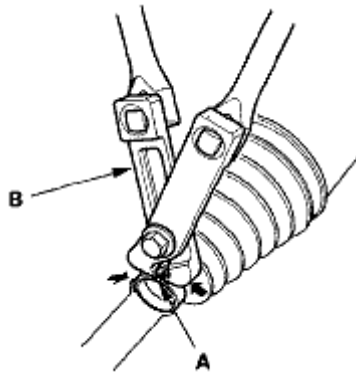


Fig. 51: Closing Portion Of Band

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.

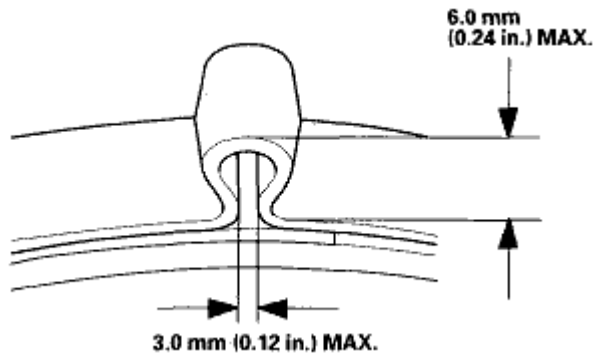


Fig. 52: Identifying Clearance Between Closed Ear Portion Of Band

Courtesy of AMERICAN HONDA MOTOR CO., INC.

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

DRIVESHAFT INSTALLATION

NOTE: Before starting installation, make sure the mating surfaces of the joint and the splined section are not dusty or dirty.

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

NOTE: Failure to apply grease may cause excessive noise and vibration.

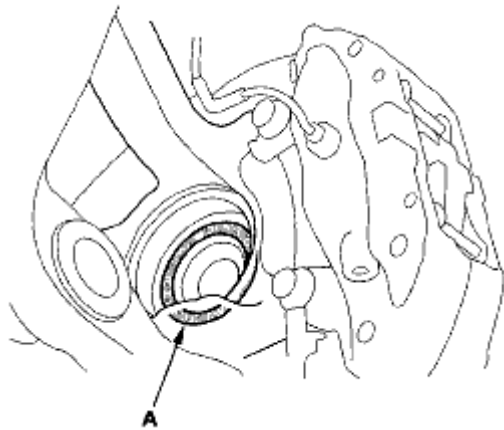


Fig. 53: Applying Grease To Contact Area Of Outboard Joint And Front Wheel Bearing
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

2. Install a new set ring (A) onto the set ring groove (B) of the left driveshaft.

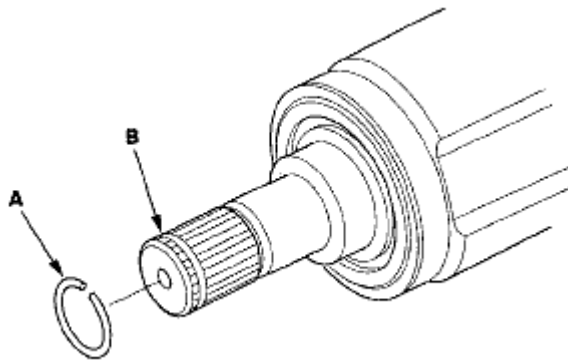


Fig. 54: Identifying Set Ring Onto Set Ring Groove Of Left Driveshaft
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

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.

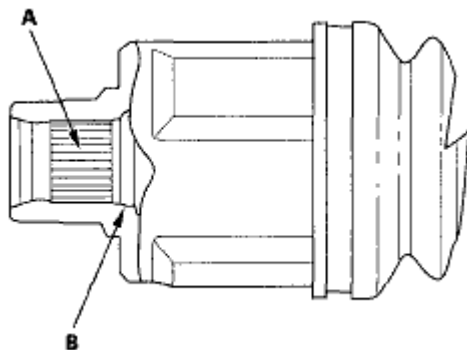


Fig. 55: Applying Grease To Whole Splined Surface
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

4. Clean the areas where the driveshaft contacts the differential thoroughly with solvent or brake cleaner,

and dry with compressed air.

NOTE: Do not wash the rubber parts with solvent.

5. 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).

NOTE: Insert the driveshaft horizontally to prevent damaging the differential oil seal.

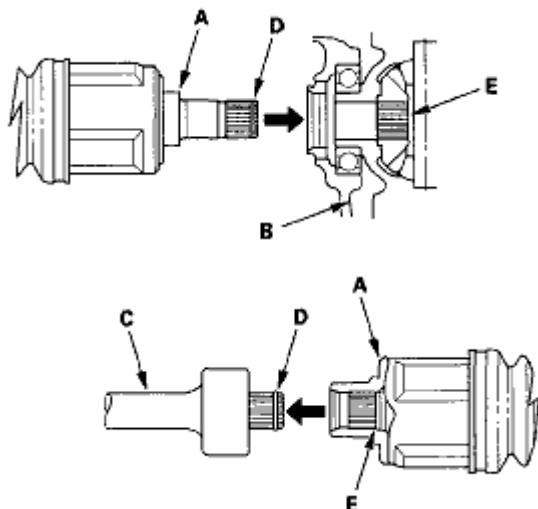


Fig. 56: Inserting Inboard Of Driveshaft Into Differential
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

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

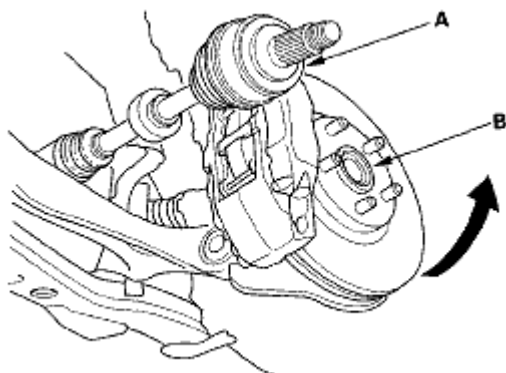


Fig. 57: Identifying Outboard Joint Into Front Hub
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

7. Wipe off any grease contamination from the ball joint tapered section and threads, then install the knuckle (A) onto the lower arm (B). Be careful not to damage the ball joint boot (C). Torque the new castle nut (D) to the lower torque specification, then tighten it only far enough to align the slot with the ball joint pin hole.

NOTE:

- Make sure the ball joint boot is not damaged or cracked.
- Do not align the nut by loosening it.

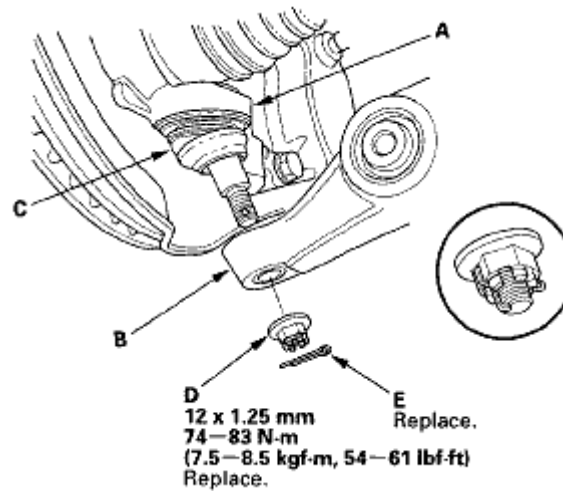


Fig. 58: Identifying Knuckle Onto Lower Arm With Torque Specifications
Courtesy of AMERICAN HONDA MOTOR CO., INC.

8. Install the new cotter pin (E) into the ball joint pin hole, and bend the cotter pin as shown.
9. 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).

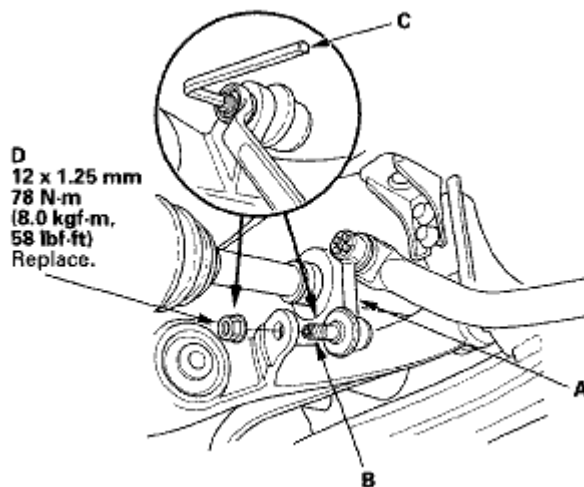


Fig. 59: Connecting Front Stabilizer Link To Lower Arm With Torque Specifications
Courtesy of AMERICAN HONDA MOTOR CO., INC.

10. 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 damper pinch bolt (C).

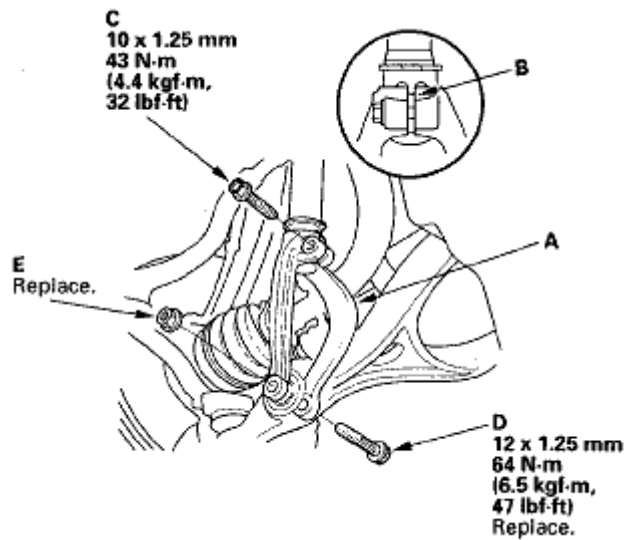


Fig. 60: Aligning Tab With Slot In Damper Fork With Torque Specifications
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

11. Loosely install the new damper fork mounting bolt (D) and a new self-locking nut (E).
12. Install exhaust pipe A (see step 37 on **ENGINE INSTALLATION**).
13. Apply a small amount of engine oil to the seating surface of the new spindle nut (A).

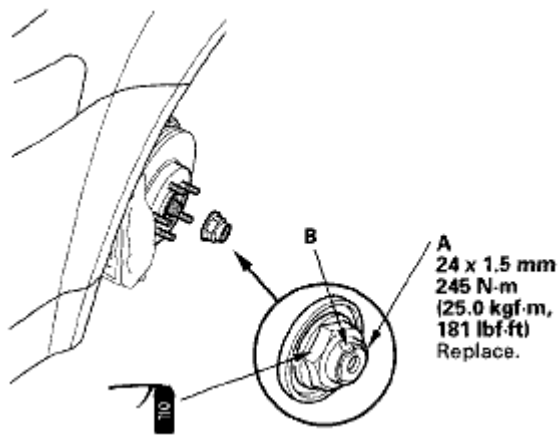


Fig. 61: Identifying Spindle Nut With Torque Specifications
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

14. Install a new spindle nut, then tighten the nut. After tightening, use a drift to stake the spindle nut shoulder (B) against the driveshaft.
15. Install the splash shield.
16. Clean the mating surfaces of the brake discs and the front wheels, then install the front wheels.
17. Turn the front wheels by hand, and make sure there is no interference between the driveshaft and surrounding parts.
18. Tighten the damper pinch bolt and damper fork mounting bolt with the vehicle's weight on the damper.
19. Lower the vehicle on the lift.
20. Refill the transmission with the recommended transmission fluid:

- Manual transmission (see **TRANSMISSION FLUID INSPECTION AND REPLACEMENT**)
 - Automatic transmission (see **ATF REPLACEMENT**)
21. Check the front wheel alignment, and adjust it if necessary (see **WHEEL ALIGNMENT**).
 22. Test-drive the vehicle.

INTERMEDIATE SHAFT REMOVAL

1. Drain the transmission fluid, then reinstall the drain plug with a new washer:
 - Manual transmission (see **TRANSMISSION FLUID INSPECTION AND REPLACEMENT**)
 - Automatic transmission (see **ATF REPLACEMENT**)
2. Remove the right driveshaft (see **DRIVESHAFT REMOVAL**).
3. Remove the rear WU-TWC bracket (A) and heat shield (B).

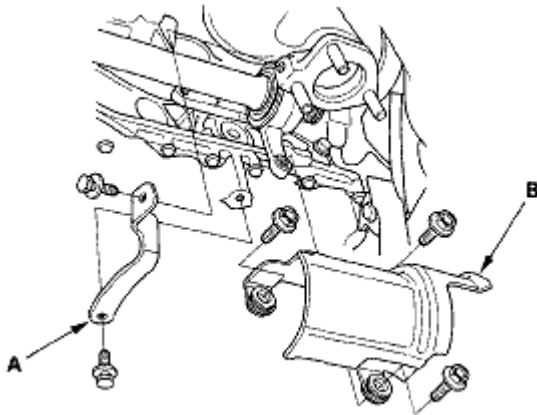


Fig. 62: Identifying Rear WU-TWC Bracket And Heat Shield
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

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

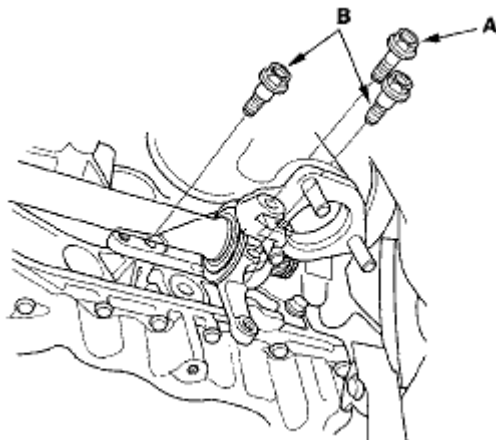


Fig. 63: Identifying Flange Bolt And Dowel Bolts
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

- Remove the intermediate shaft (A) from the differential. Hold the intermediate shaft horizontally until it is clear of the differential to prevent damaging the differential oil seal (B).

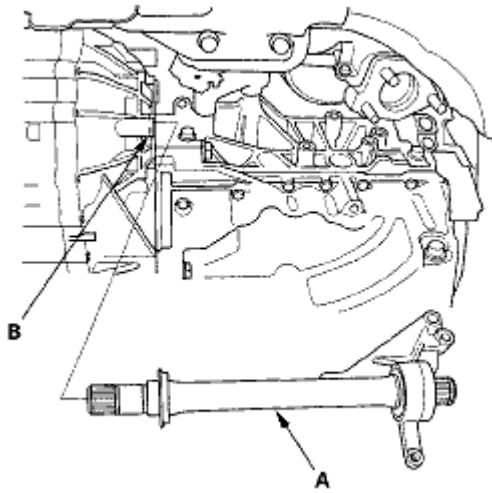


Fig. 64: Identifying Intermediate Shaft

Courtesy of AMERICAN HONDA MOTOR CO., INC.

INTERMEDIATE SHAFT DISASSEMBLY

Special Tools Required

- Support base attachment 07LAF-SM40300
- Half shaft base 07NAF-SR30101
- Attachment, 42 x 47 mm 07746-0010300
- Driver 07749-0010000
- Oil seal driver 07947-SB00100
- Support base 07965-SD90100

M/T MODEL

- Remove the set ring (A), outer seal (B), and external snap ring (C).

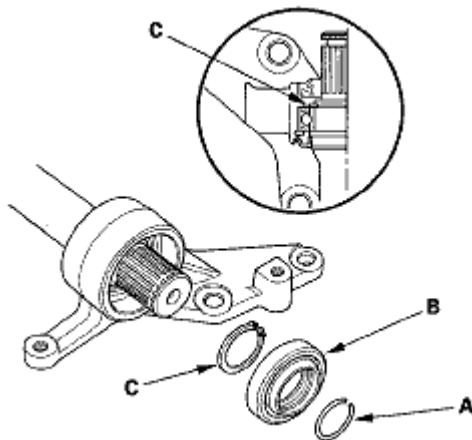


Fig. 65: Identifying Set Ring, Outer Seal And External Snap Ring
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

2. Press the intermediate shaft (A) out of the intermediate shaft bearing (B) using a press. Be careful not to damage the bearing support ring (C) on the intermediate shaft during disassembly.

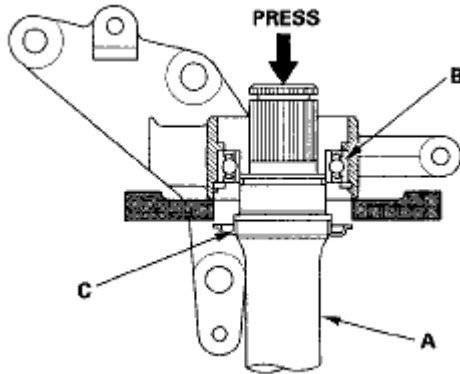


Fig. 66: Pressing Intermediate Shaft Out Of Intermediate Shaft Bearing
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

3. Remove the internal snap ring.

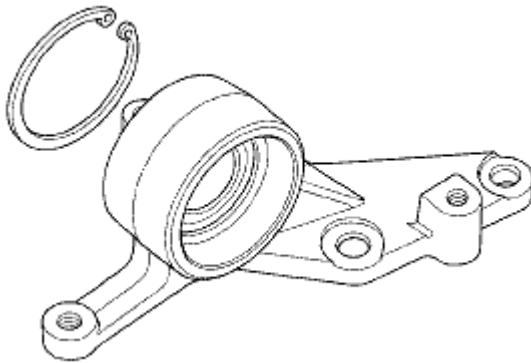


Fig. 67: Identifying Internal Snap Ring
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

4. Press the intermediate shaft bearing (A) out of the bearing support (B) using the half shaft base (C), oil seal driver (D), and a press.

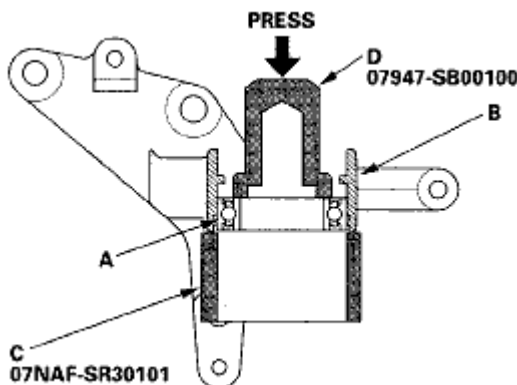


Fig. 68: Pressing Intermediate Shaft Bearing Out Of Bearing Support
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

A/T MODEL

1. Remove the set ring (A), outer seal (B), and external snap ring (C).

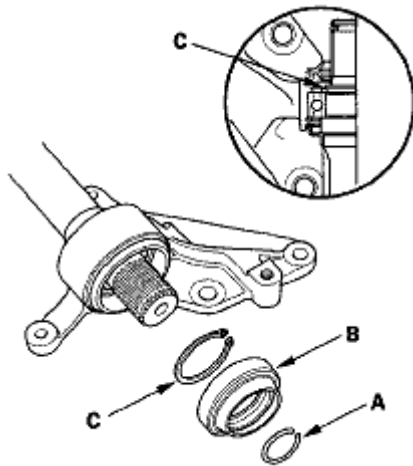


Fig. 69: Identifying Set Ring, Outer Seal And External Snap Ring
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

2. Press the intermediate shaft (A) out of the intermediate shaft bearing (B) using the support base attachment (C), support base (D), and a press. Be careful not to damage the bearing support ring (E) on the intermediate shaft during disassembly.

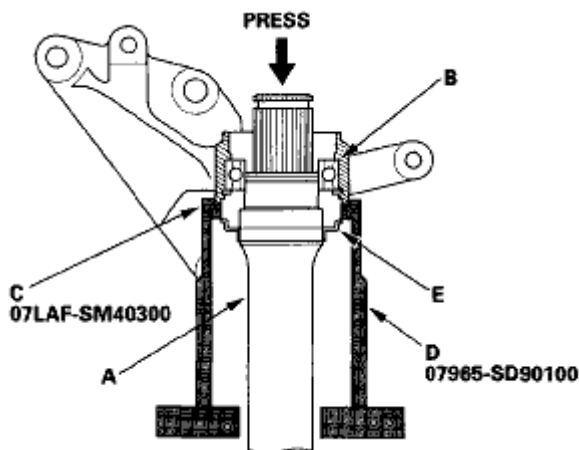


Fig. 70: Pressing Intermediate Shaft Out Of Intermediate Shaft Bearing
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

3. Remove the internal snap ring.

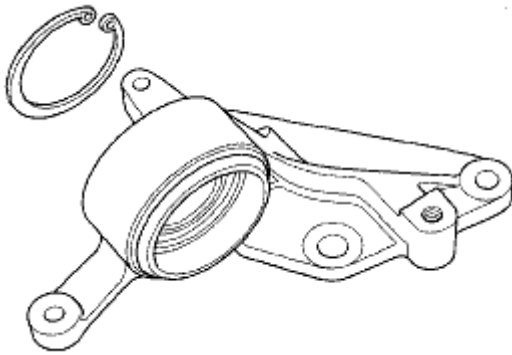


Fig. 71: Identifying Internal Snap Ring

Courtesy of AMERICAN HONDA MOTOR CO., INC.

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

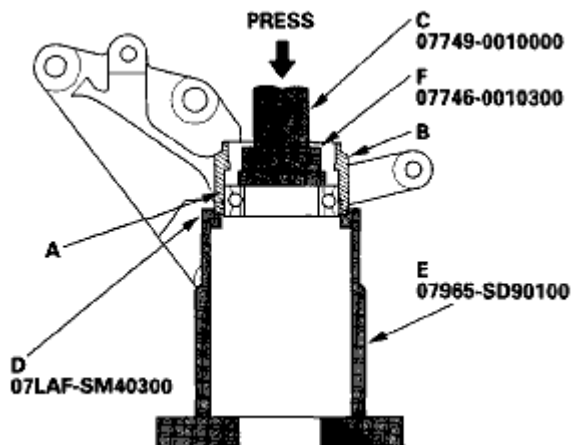


Fig. 72: Pressing Intermediate Shaft Bearing Out Of Bearing Support

Courtesy of AMERICAN HONDA MOTOR CO., INC.

INTERMEDIATE SHAFT REASSEMBLY

EXPLODED VIEW

M/T model

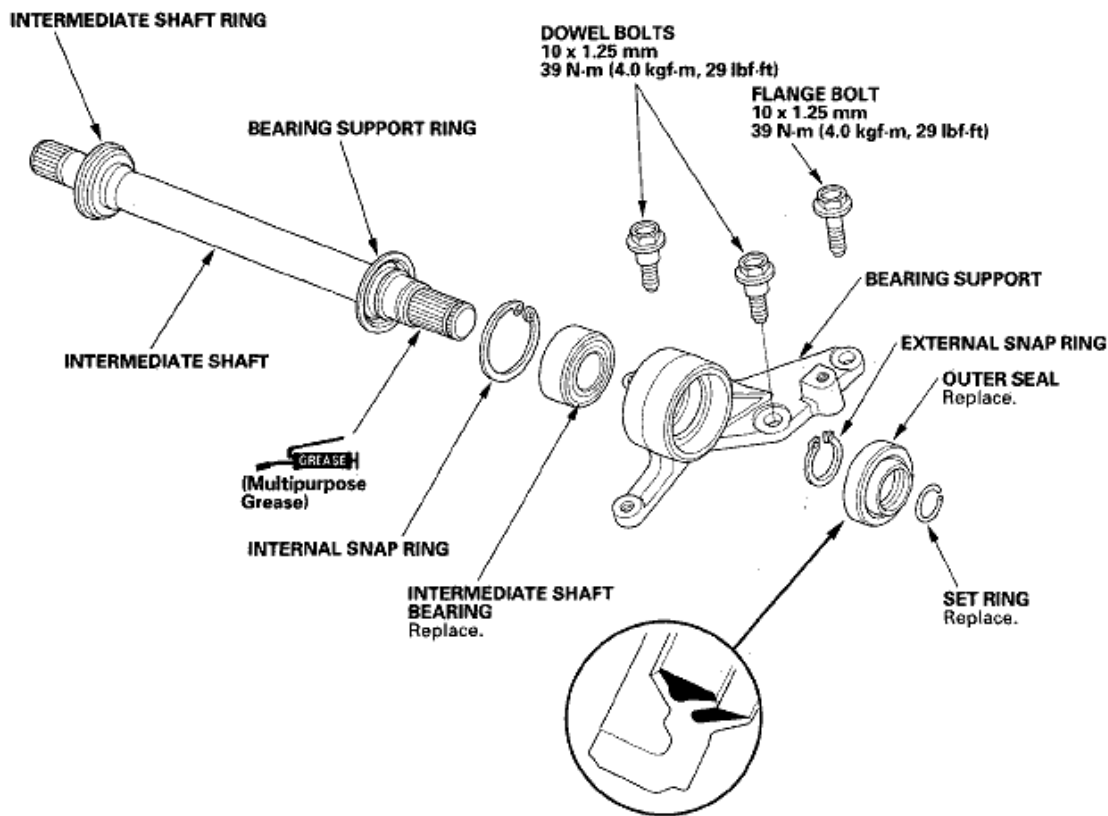


Fig. 73: Exploded View Of Intermediate Shaft Components - M/T Model With Torque Specifications
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

Special Tools Required

- Oil seal driver 07GAD-PH70201
- Oil seal driver attachment 07JAD-PH80101
- Support base attachment 07LAF-SM40300
- Attachment, 52 x 55 mm 07746-0010400
- Attachment, 35 mm I.D. 07746-0030400
- Driver 07749-0010000
- Fork seal driver, 39.2 x 49.5 x 15 mm 07947-4630100
- Support base 07965-SD90100

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 attachment, 52 x 55 mm (C), driver (D), and a press.

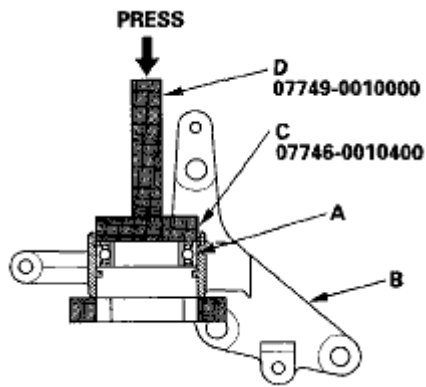


Fig. 74: Pressing Intermediate Shaft Bearing Into Bearing Support
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

3. Seat the internal snap ring into the groove of the bearing support.

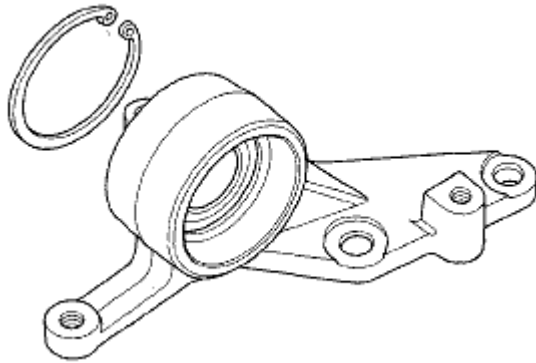


Fig. 75: Identifying Internal Snap Ring
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

4. Press the intermediate shaft (A) into the new shaft bearing (B) using the attachment, 35 mm I.D. (C) and a press.

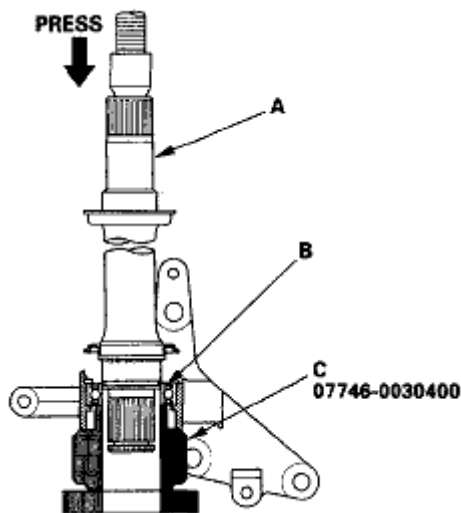


Fig. 76: Pressing Intermediate Shaft Into Shaft Bearing
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

5. Seat the external snap ring (A) into the groove of the intermediate shaft (B).

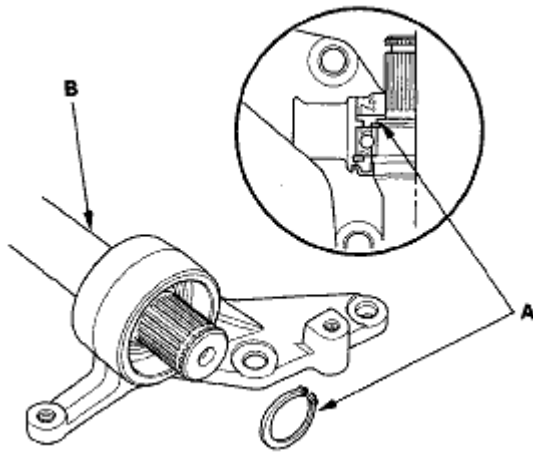


Fig. 77: Identifying External Snap Ring Into Groove Of Intermediate Shaft
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

6. Install a new outer seal (A) into the bearing support (B) using the oil seal driver (C) and a press.

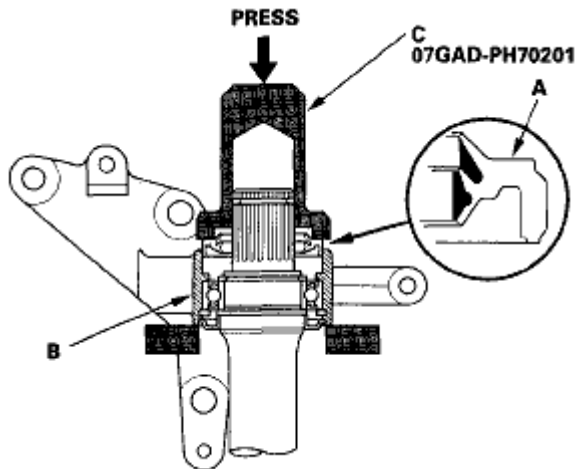


Fig. 78: Pressing Outer Seal Into Bearing Support
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

EXPLODED VIEW

A/T model

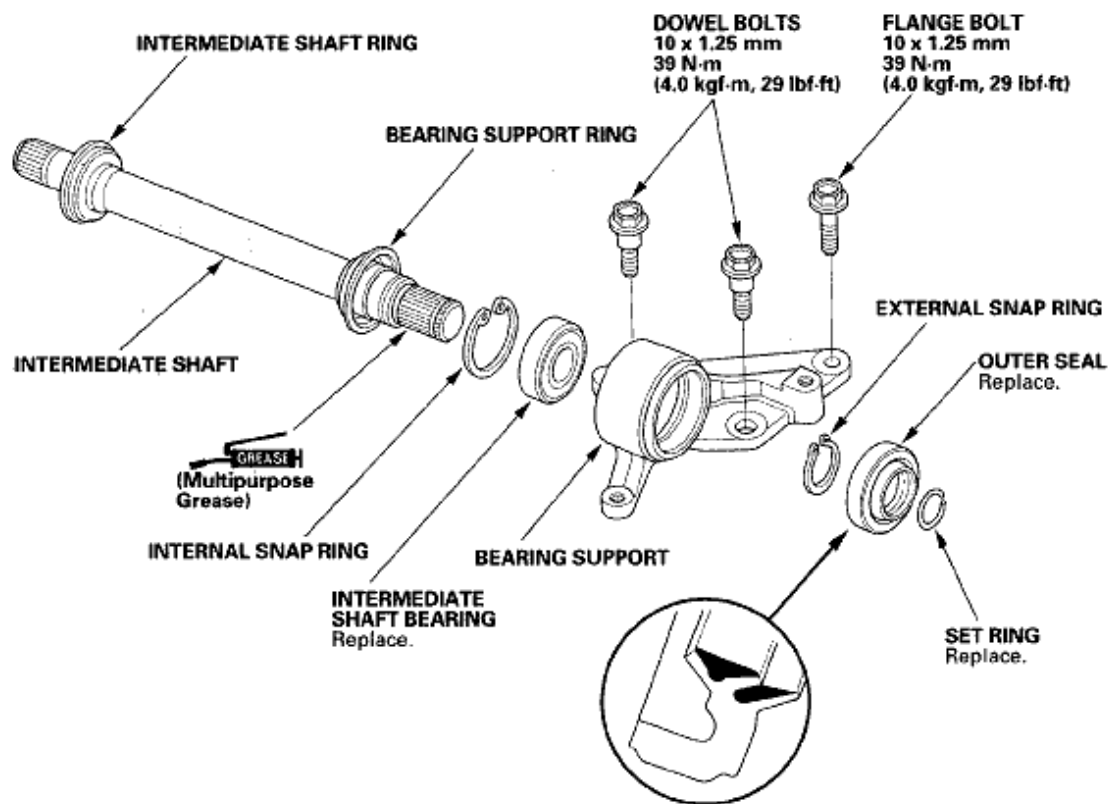


Fig. 79: Exploded View Of Intermediate Shaft Components - A/T Model With Torque Specifications
Courtesy of AMERICAN HONDA MOTOR CO., INC.

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 (C), oil seal driver attachment (D) and a press.

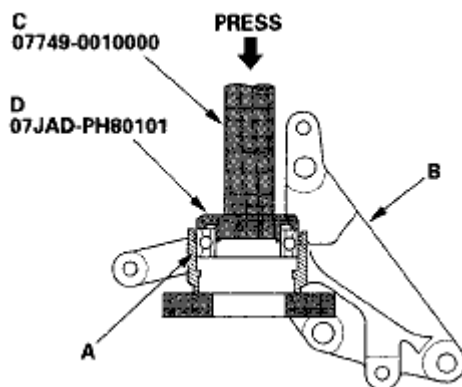


Fig. 80: Pressing Intermediate Shaft Bearing Into Bearing Support
Courtesy of AMERICAN HONDA MOTOR CO., INC.

3. Seat the internal snap ring into the groove of the bearing support.

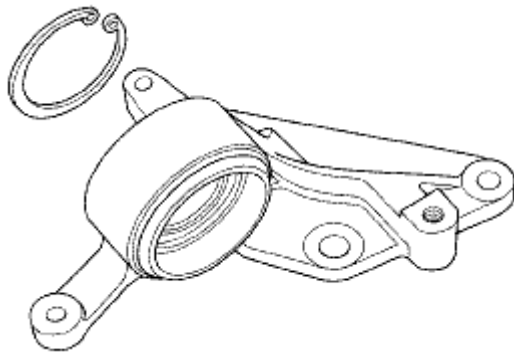


Fig. 81: Identifying Internal Snap Ring Into Groove Of Bearing Support
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

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

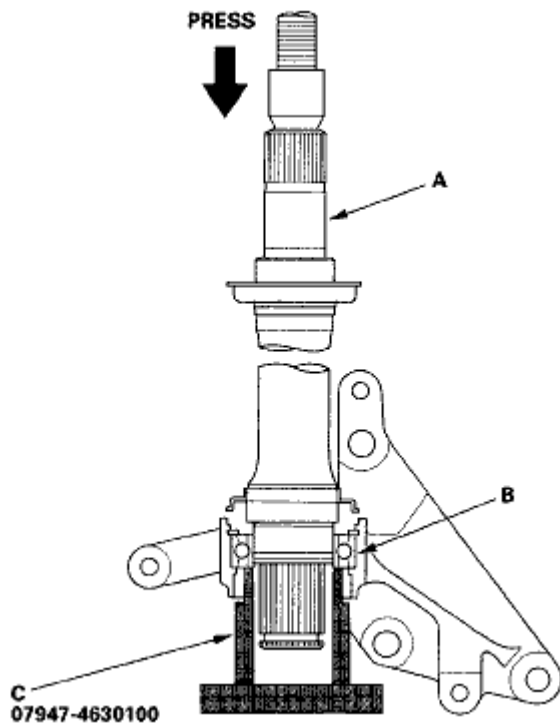


Fig. 82: Pressing Intermediate Shaft Into Shaft Bearing
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

5. Seat the external snap ring (A) in the groove of the intermediate shaft (B).

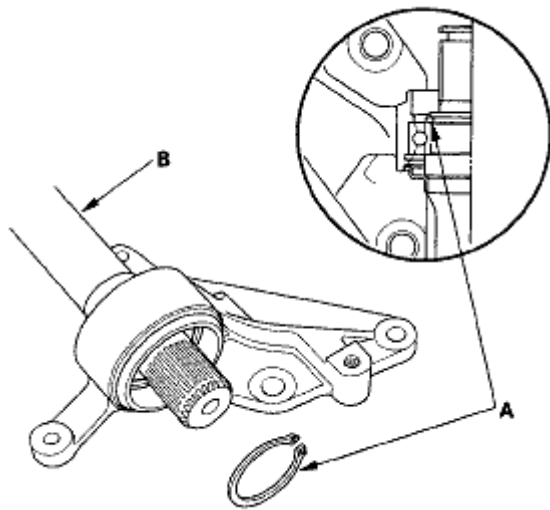


Fig. 83: Identifying External Snap Ring In Groove Of Intermediate Shaft
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

- install a new outer seal (A) into the bearing support (B) using the support base attachment (C), support base (D), fork seal driver, 39.2 x 49.5 x 15 mm (E), and a press.

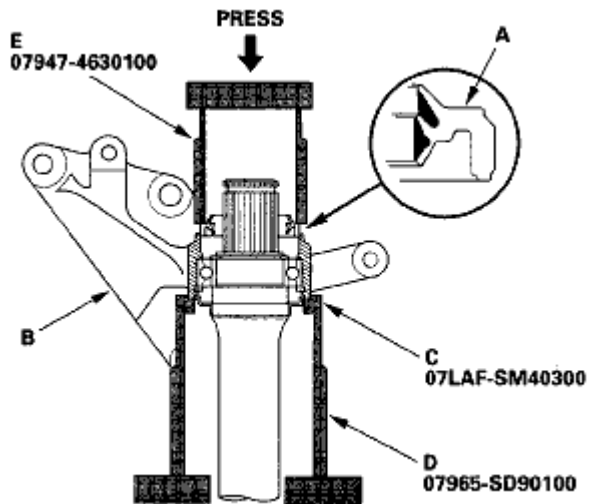


Fig. 84: Pressing Outer Seal Into Bearing Support
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

INTERMEDIATE SHAFT INSTALLATION

- Install a new set ring (A).

M/T model

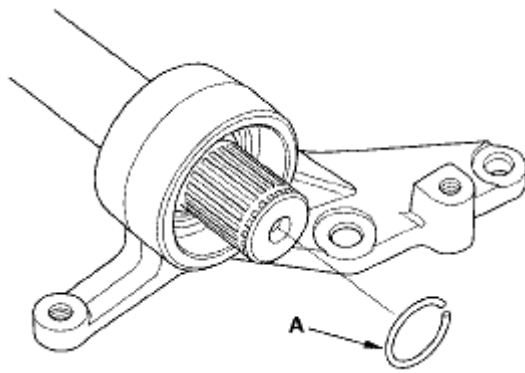


Fig. 85: Identifying Set Ring - M/T Model

Courtesy of AMERICAN HONDA MOTOR CO., INC.

A/T model

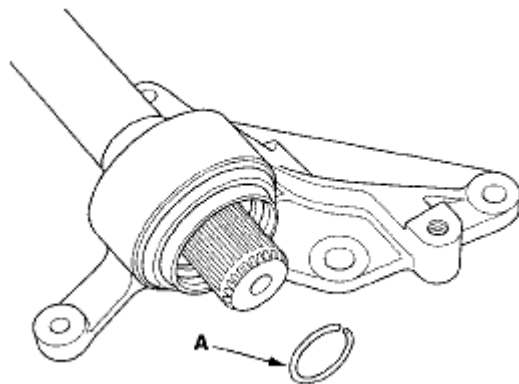


Fig. 86: Identifying Set Ring - A/T Model

Courtesy of AMERICAN HONDA MOTOR CO., INC.

2. Clean the areas where the intermediate shaft contacts the differential thoroughly with solvent or brake cleaner, and dry with compressed air.

NOTE: Do not wash the rubber parts with solvent.

3. Insert the intermediate shaft assembly (A) into the differential until the set ring locks in the groove.

NOTE: Insert the intermediate shaft horizontally to prevent damaging the differential oil seal (B).

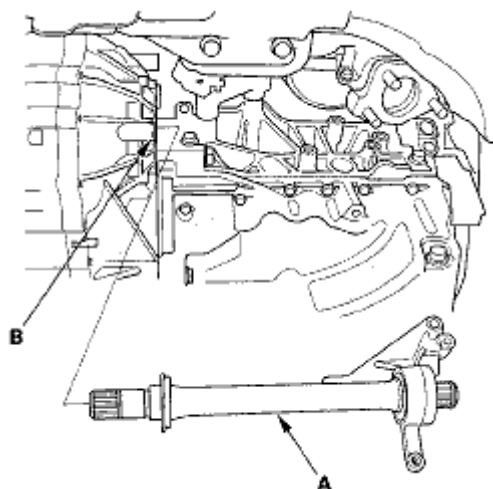


Fig. 87: Identifying Intermediate Shaft

Courtesy of AMERICAN HONDA MOTOR CO., INC.

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

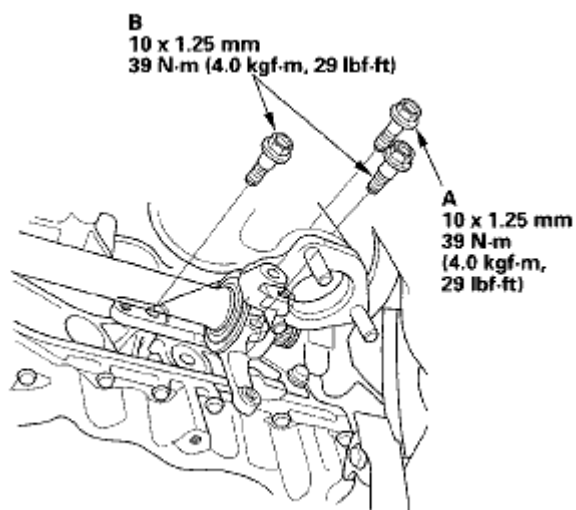


Fig. 88: Identifying Flange Bolt And Dowel Bolts With Torque Specifications

Courtesy of AMERICAN HONDA MOTOR CO., INC.

5. Install the heat shield (A) and rear WU-TWC bracket (B).

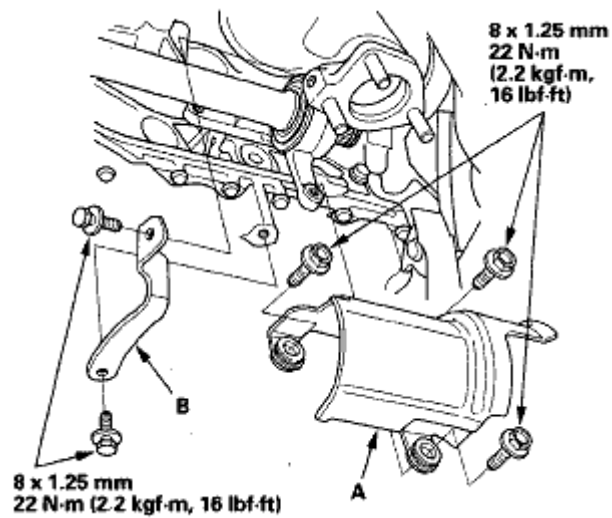


Fig. 89: Identifying Heat Shield And Rear WU-TWC Bracket With Torque Specifications
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

6. Install the right driveshaft (see **DRIVESHAFT INSTALLATION**).
7. Refill the transmission with the recommended transmission fluid:
 - Manual transmission (see **TRANSMISSION FLUID INSPECTION AND REPLACEMENT**)
 - Automatic transmission (see **ATF REPLACEMENT**)
8. Test-drive the vehicle.