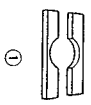


Driveshafts

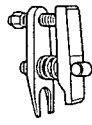
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Ref. No.	Tool Number	Description	Qty	Page Reference
①	07GAF-SD40700	Hub Dis/Assembly Base	2	16-10, 11, 13, 14
②	07MAC-SL00100	Ball Joint Remover, 32 mm	1	16-3
③	07MAD-PR90100	Attachment, 45 x 55 mm I.D.	1	16-14
④	07746-0010300	Attachment, 42 x 47 mm	1	16-11
⑤	07746-0030400	Attachment, 35 mm I.D.	1	16-13
⑥	07749-0010000	Driver	1	16-11, 13, 14
⑦	07947-SD90101	Seal Driver Attachment	1	16-13
⑧	07965-SD90200	Support Collar	1	16-13



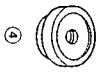
①



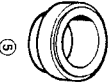
②



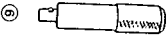
③



④



⑤



⑥



⑦



⑧

Driveshafts

Removal/Installation

INSPECTION

Driveshaft Boot

Check the boots on the driveshaft for cracks, damage, leaking grease or loose boot bands. If any damage is found, replace the boot.

Spline Looseness

Turn the driveshaft by hand and make sure the spline and joint are not excessively loose. If damage is found, replace the inboard joint.

Twisted or Cracked

Make sure the driveshaft is not twisted or cracked. Replace if necessary.

1. Raise the car, and place safety stands in the proper locations (see section 1).

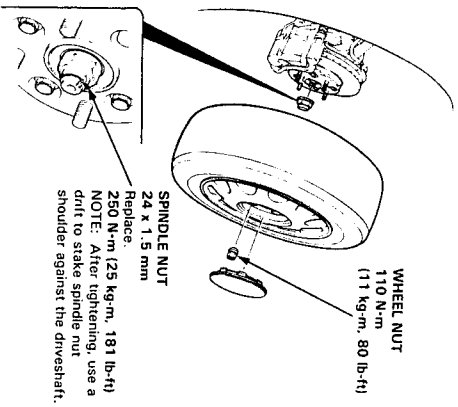
2. Remove the front wheels.

NOTE: Before installing the wheel, clean the mating surfaces of the brake disc and inside of the wheel.

3. Drain the oil from the differential (see page 15-4).

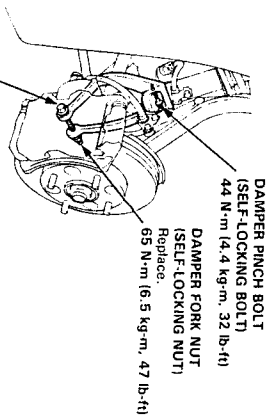
NOTE: It is not necessary to drain the differential oil when only the right driveshaft is removed.

4. Raise the locking tab on the spindle nut, and loosen the spindle nut.



5. Remove the damper fork nut, bolt and damper pinch bolt.

6. Remove the damper fork.



7. Remove the cotter pin from the lower arm ball joint castle nut, and remove the nut.

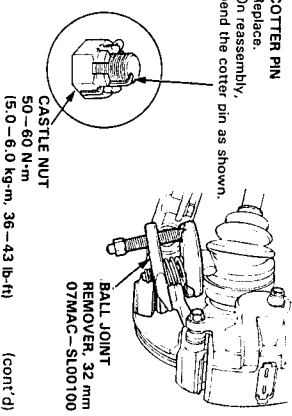
8. Install a 14 mm hex nut on the ball joint. Be sure that the 14 mm hex nut is flush with the ball joint pin end, or the threaded section of the ball joint pin might be damaged by the ball joint remover.

9. Use the ball joint remover, 32 mm, as shown on page 18-10, to separate the ball joint and lower arm.

10. Position the special tool between the knuckle and lower arm as shown, then separate the lower arm.

CAUTION:

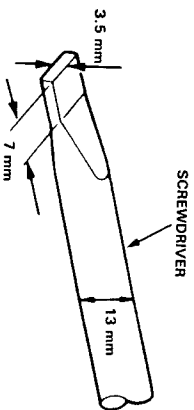
- Be careful not to damage the ball joint boot.
- Torque the castle nut to the lower torque specification, then tighten it only far enough to align the slot with the pin hole. Do not align the nut by loosening.



Driveshafts

Removal (cont'd)

11. Pry the left driveshaft assembly with a screwdriver as shown to force the set ring at the driveshaft end past the groove.

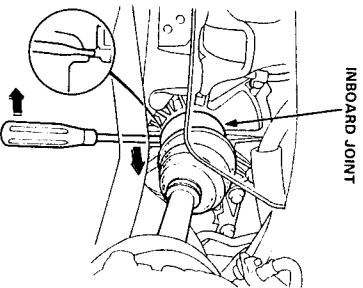


12. Pull the inboard joint and remove the left driveshaft and CV joint from the differential case as an assembly.

CAUTION:

- Do not pull on the driveshaft, as the CV joint may come apart.
- Use care when prying out the assembly and pull it straight to avoid damaging the differential oil seal.

Left Driveshaft:

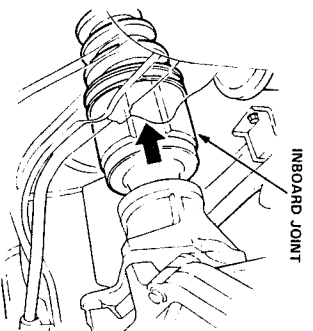


13. Remove the right driveshaft from the bearing support by tapping the inboard joint of the driveshaft with a plastic hammer.

CAUTION:

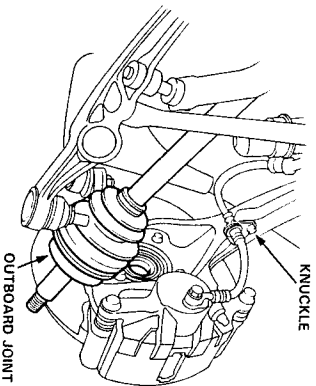
- Do not pull on the driveshaft, as the CV joint may come apart.
- Use care when prying out the assembly and pull it straight to avoid damaging the intermediate shaft dust seal.

Right Driveshaft:



14. Remove the spindle nut.

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



16. Install the driveshafts in the reverse order of removal.

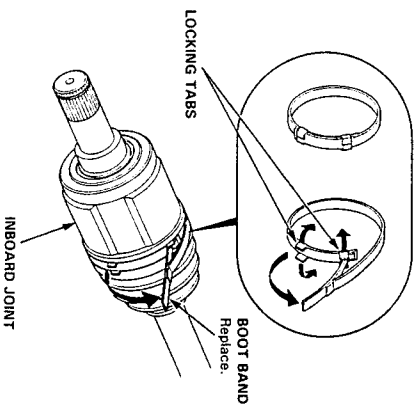
17. After installing the driveshafts, adjust the wheel alignment (see section 18).

Disassembly

1. To remove the boot band, pry up the locking tabs with a screwdriver, and raise the end of the band.

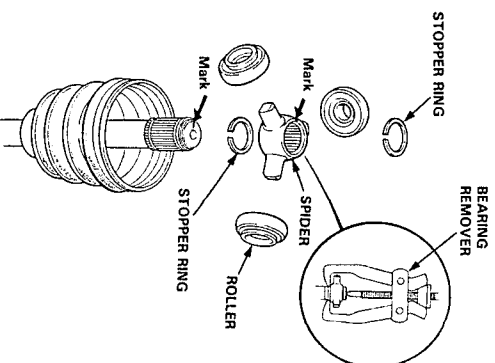
CAUTION: Take care not to damage the boots.

NOTE: Carefully clamp the driveshaft in a vise with soft jaws.



2. Remove the inboard joint and rollers.
3. Remove the stopper ring, then remove the spider using a commercially available bearing remover.

NOTE: Before disassembly, mark the spider and driveshaft so they can be reinstalled in their original positions.



Driveshafts

Disassembly/Inspection

NOTE:

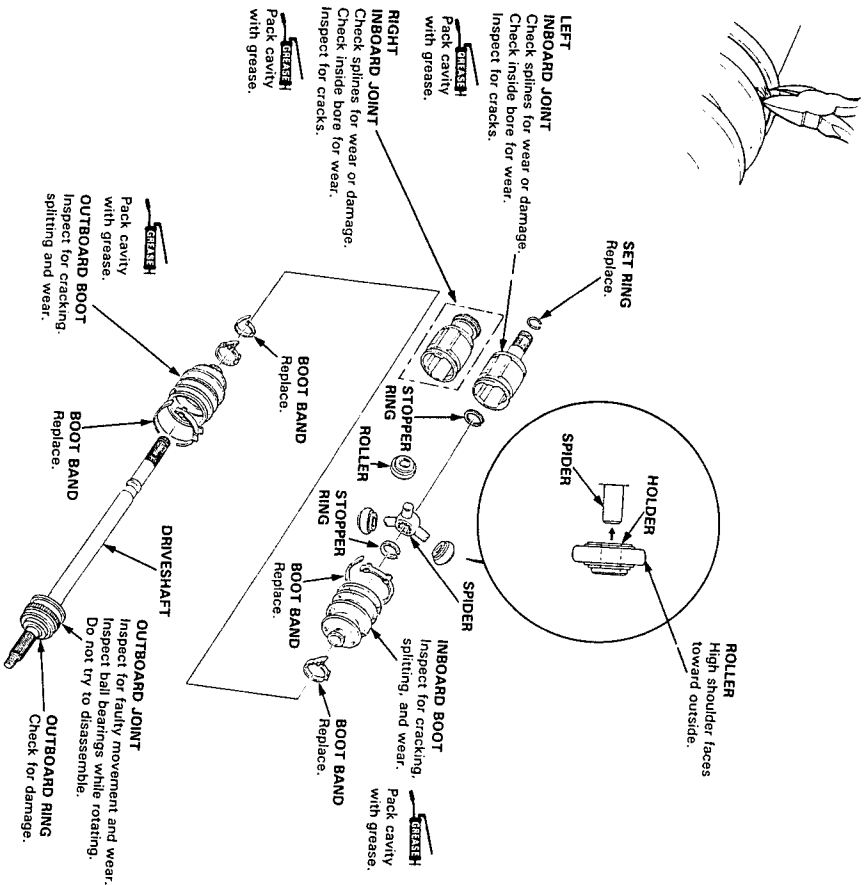
- Mark the rollers and roller grooves during disassembly to ensure proper positioning during reassembly.
- Before disassembly, mark the spider and driveshaft so they can be reinstalled in their original positions.
- The inboard joint must be removed to replace the boots.
- If the boot band is the welded type, cut off as shown.

CAUTION: Take care not to damage the boots.

CAUTION: Thoroughly pack the inboard joint and both joint boots with joint grease included in the new driveshaft set.

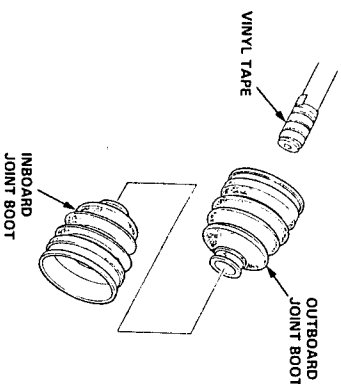
Grease Quantity:

Inboard Joint	100 – 110 g (3.5 – 3.9 oz)
Outboard Joint	130 – 140 g (4.6 – 4.9 oz)

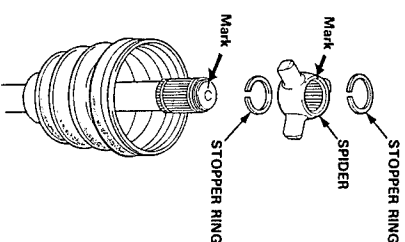


Reassembly

1. Wrap the splines with vinyl tape to prevent damage to the boots.
2. Install the outboard boot and inboard boot to the driveshaft, then remove the vinyl tape.



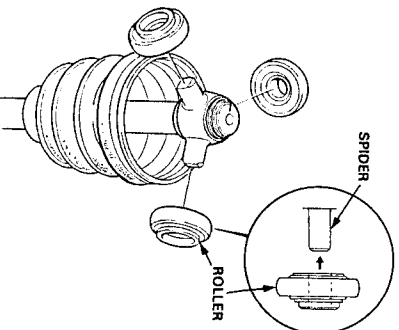
3. Install the stopper ring onto the driveshaft groove.
4. Install the spider on the driveshaft by aligning the marks on the spider and end of the driveshaft.
5. Fit the stopper ring onto the driveshaft groove.



6. Fit the rollers to the spider with their high shoulders facing outward.

CAUTION:

- Reinstall the rollers to their original positions on the spider.
- To prevent the rollers from falling off, hold the driveshaft assembly so the spider and the rollers point up.

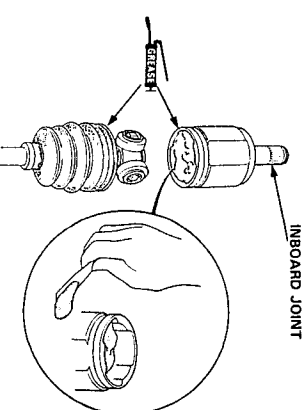


7. Pack the inboard joint with the joint grease included in the new driveshaft set.

Grease Quantity: 100 – 110 g (3.5 – 3.9 oz)

8. Fit the inboard joint onto the driveshaft.

CAUTION: To prevent it from falling off, hold the driveshaft assembly so the inboard joint points up.



(cont'd)

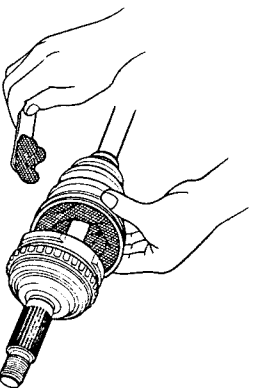


Driveshafts

Reassembly (cont'd)

9. Pack the outboard joint with the joint grease included in the new driveshaft set.

Grease Quantity: 130 – 140 g (4.6 – 4.9 oz)

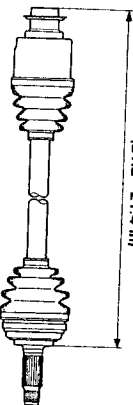


10. Adjust the length of the driveshafts to the figure below, then adjust the boots to halfway between full compression and extension.

NOTE: The ends of boots seat in the groove of the driveshaft and joint.

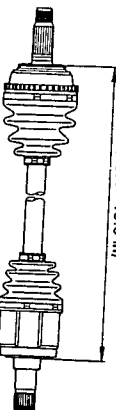
Right Driveshaft:

539 – 544 mm
(21.2 – 21.4 in)



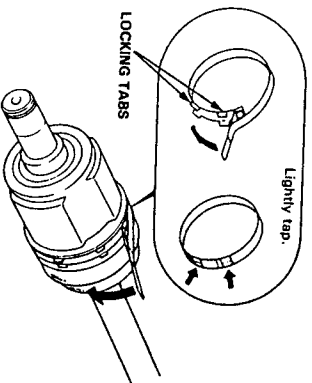
Left Driveshaft:

494 – 499 mm
(19.4 – 19.6 in)



11. Install new boot bands on the boots, and bend both sets of locking tabs.

12. Lightly tap on the doubled-over portions to reduce their height.



NOTE: Install the outboard joint in the knuckle before installing the driveshaft into the differential or intermediate shaft. Loosely install the spindle nut at this time.

CAUTION: Always use a new set ring whenever the driveshaft is being installed.

13. Install the new set rings in the left driveshaft groove and the intermediate shaft groove.

14. Install the inboard end of the driveshaft into the differential or the intermediate shaft.

SET RING GROOVE

SET RING
Replace.

SIDE GEAR

INBOARD JOINT

SET RING

SET RING GROOVE

Left Driveshaft

SET RING

Replace.
Make sure the left driveshaft locks in the differential side gear groove, and the CV joint sub-axle bottoms in the differential.

Right Driveshaft

SET RING GROOVE

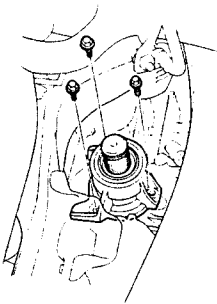
Insert the right driveshaft CV joint sub-axle into the intermediate shaft until the intermediate shaft set ring locks in the groove in the right driveshaft.



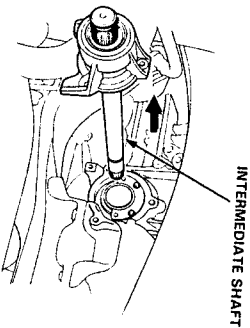
Intermediate Shaft

Removal/Installation

1. Remove the left driveshaft assembly (see page 16-3).
2. Remove the three bolts.



3. Remove the intermediate shaft assembly from the oil pan.

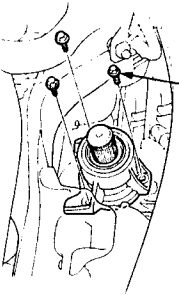


4. Install the intermediate shaft in the reverse order of removal.

CAUTION: When installing, make sure the O-ring is in place and not pinched.

NOTE: Apply sealant to the bolt threads, and tighten the bolts to the specified torque.

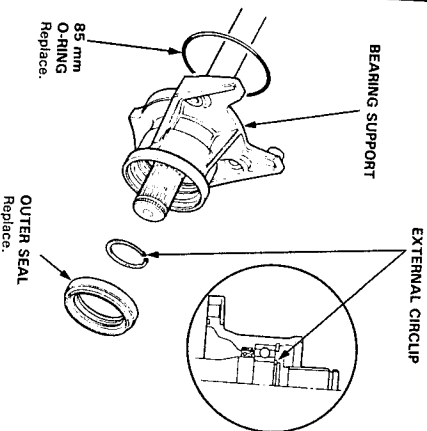
22 N·m (2.2 kg-m, 16 lb-ft)



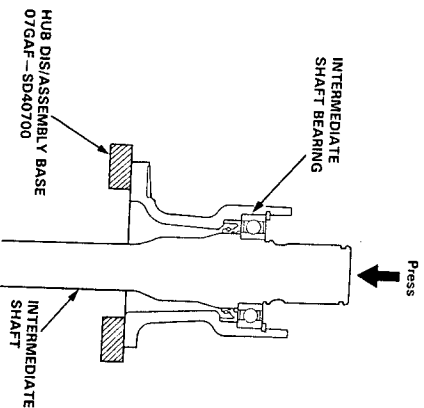
Disassembly

CAUTION: The bearing support and support base are made of aluminum. Be careful not to damage them when servicing.

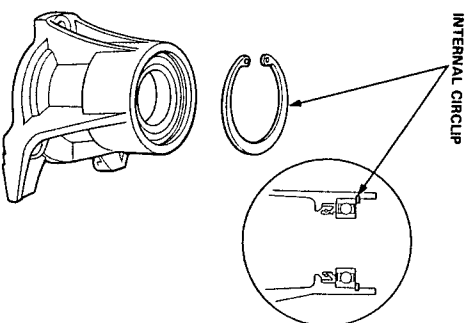
1. Remove the intermediate shaft outer seal from the bearing support.
2. Remove the external circlip and the O-ring.



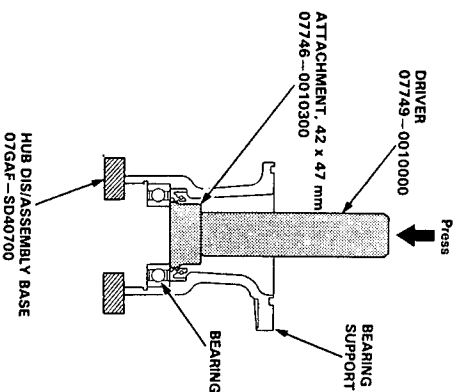
3. Press the intermediate shaft out of the shaft bearing using the special tool and a press.



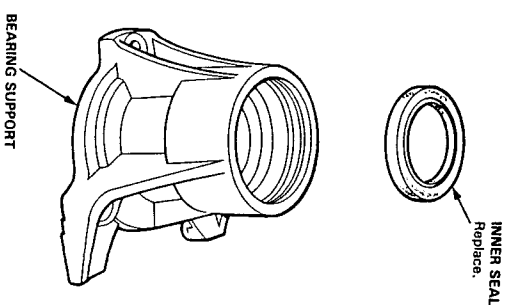
4. Remove the internal circlip.



5. Press the intermediate shaft bearing out of the bearing support using the special tools and a press.



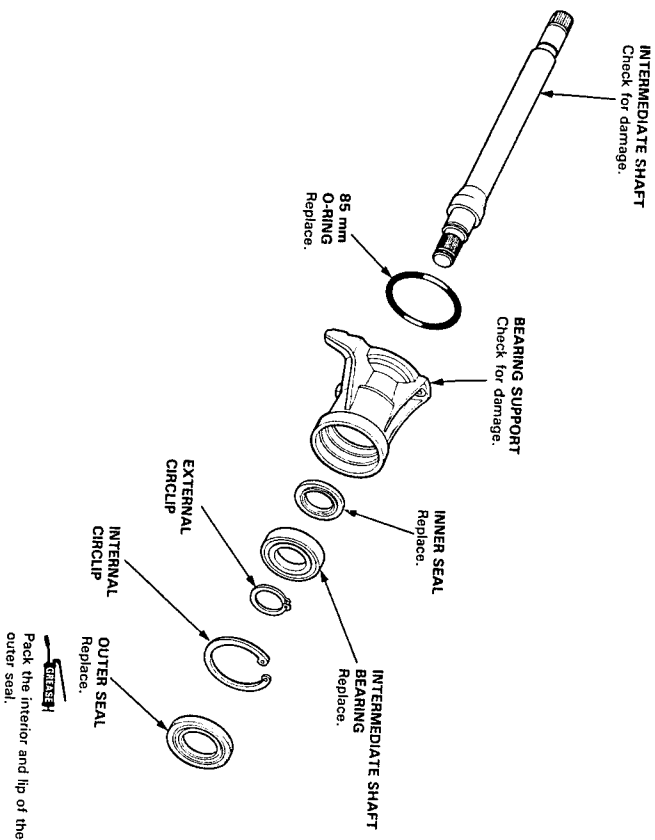
6. Remove the intermediate shaft inner seal from the bearing support.



Intermediate Shaft Disassembly/Inspection

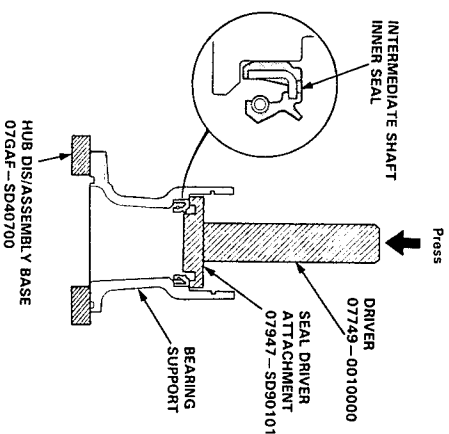
CAUTION:

- The bearing support is made of aluminum. Be careful not to damage it when servicing.
- Do not damage the lip on inner and outer seals during installation.

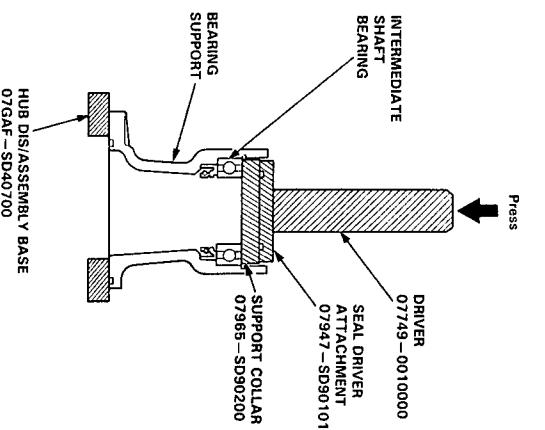


Reassembly

1. Press the intermediate shaft inner seal into the bearing support using the special tools and a press.

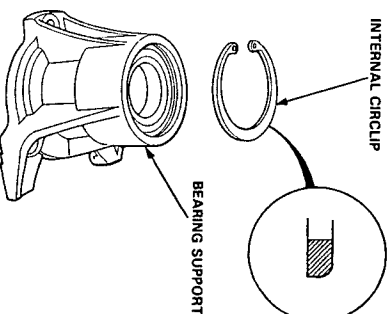


2. Press the intermediate shaft bearing into the bearing support using the special tools and a press.

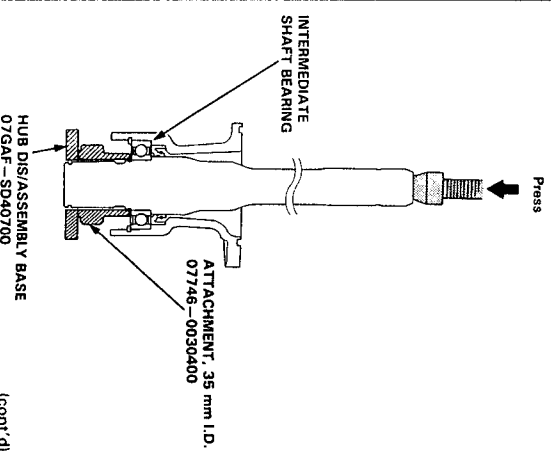


3. Seat the internal circlip in the groove of the bearing support.

CAUTION: Install the circlip with the tapered end facing out.



4. Press the intermediate shaft into the shaft bearing using the special tools and a press.

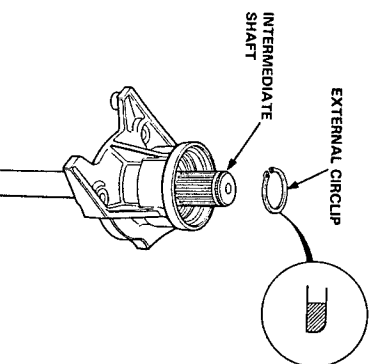


(cont'd)

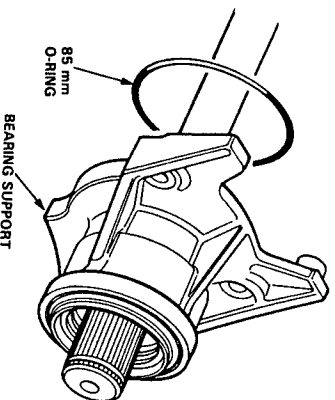
Intermediate Shaft Reassembly (cont'd)

5. Seat the external circlip in the groove of the intermediate shaft.

CAUTION: Install the circlip with the tapered end facing out.

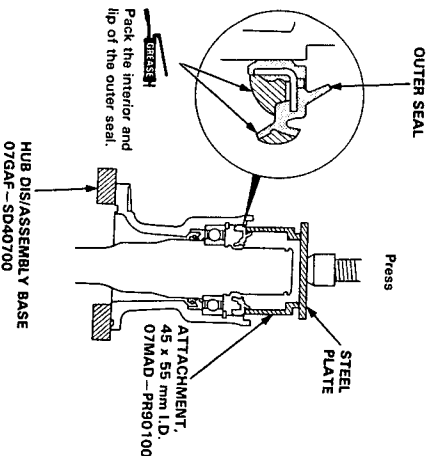


7. Seat the 85 mm O-ring in the groove of the bearing support.



6. Press the outer seal into the bearing support using the special tools and a press.

NOTE: Press the seal flush with the bearing support.



Steering

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SUPPLEMENTAL RESTRAINT SYSTEM (SRS)

The VIGOR SRS includes a driver's side airbag, located in the steering wheel hub. In addition, the GS model has a front passenger's airbag located in the dashboard above the glove box. 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 will require special precautions and tools, and should therefore be done by an authorized Acura dealer.

WARNING

- To avoid rendering the SRS inoperative, which could lead to personal injury or death in the event of a severe frontal collision, all maintenance must be performed by an authorized Acura dealer.
- Improper maintenance, including incorrect removal and installation of the SRS, could lead to personal injury caused by unintentional activation of the airbag (s).
- All SRS electrical wiring harnesses are covered with yellow outer insulation. Related components are located in the steering column, center console, dash, and dashboard lower panel, and in the dashboard above the glove box. Do not use electrical test equipment on these circuits.

NOTE: The radio may have a coded theft protection circuit. Be sure to get the customer's code number before

- Disconnecting the battery
 - Removing the No. 39 (10 A) fuse in the under-hood fuse/relay box.
 - Removing the radio.
- After service, reconnect power to the radio and turn it on. When the word "CODE" is displayed, enter the customer's 5 digit code to restore radio operation.

