

DIY – How to replace GX470 Rear Drive Shaft Propeller – for Clunk / Thump Noise.

Some of you have endeared this problem for long, I happen to be one among you'll, and having replaced this during warranty, this has come up again recently, and it was just greasing and smooth ride for some time and this has repeated again.

Defect: Clunk or Thump – Wherein the GX Driver feels this when at a stop a feeling like a small Bump from behind sensation or On stops and starts it has a *thump* from rear. There has been a design modification from the Toyota's shed, and have endeared three changes to the Shaft, First TSB said about the Differential Shaft Change along with the Control Arm. The Revised TSB had gone again for the similar One. But it had similar complaints. The Final TSB which came out in **Sep 2008- L-SB-0116-08 Sept 17th 2008**, mentioned only about the Shaft replacement, leaving the control arms in its place. There has been a Huge Difference as I have seen the Diameter of the tubing has been more on the large side, with the Shaft been thicker. I then checked with the Dial Gauge and it was around 0.06mm difference. Okay now I am putting an easy method wherein you can do this job within 20 minutes at the most, provided basis tools.

A View of both Old Shaft and New Shaft



GX Models Effective from 2003 – 2008.

Parts Information

Propeller Shaft Assy – P/N – **37110-60A40**

Qty Required – One.

Cost :- 450/- at the Dealer

CL members get a great discount with Sewell – around 250-275/-(without shipping)



For the Start you can start by ensuring that the Height Control is switch off. The location is on the pedestal next to the Gear Lever. And Once done the Cluster lights up “OFF”. And then you could raise the car on jack or any ramp where you have enough place to move yourself to rotate your arm around the Flange and Yoke.



Location of the Propeller Shaft : (For Non Tech Guys)

The shaft location is simple, located on the Rear between the Transfer and the Rear Wheel parallel to the Canister.. **Here is what you need to replace**, if required. An image for more visibility.



Removal Method:-First Place Notch marks on the Propeller Shaft, Yoke and the Transfer Flange. The Existing Old Shaft had already a notch which has a Yellow Paint Mark for the front and Pink for the Rear Image of the Notch Mark Sample. This was done by the Previous TSB carried out by the dealer during warranty.



1. Remove the 4 nuts and 4 washers around the Transfer flange & Shaft yoke for the Front and Rear. Once removed this how they will look.



2. Clean and Bare View of the Shaft Flange View without the Bolts both Front and Rear End of the Flange.



3. Now to remove the shaft, First Remove the Rear Spider Yoke End . Now just a caution, they would be a bit tight, need a Fibre / Wooden Mallet and few taps around the Flange and yoke would loose its stiffness, then you can lower it. And then go for the Front Part which is easy one. Now once shaft removed this is how they will be without the shaft. A sample View.



4. Now comes the Mounting Part. First Mount the Front Yoke into the Transfer Flange housing (closer to the pumpkin) and then the Rear. Mount the Bolts (total Bolts Front and Rear 4x4 = 8+ 8 washers). Align the Notch Mark which has come on the New Shaft. This is how they will look. (View of the Rear Shaft been mounted)



5. Now tighten the Bolts around the Flange. Torque to 88N.m(65ft.Lbf)
Both Front and Rear the same specification.



That's it, Test Drive the vehicle and you would know the difference.

Here is the Complete Installed View



My Opinion:-

The Drive has been really smooth, more response at the Start on throttle , took a long drive, again real difference on the acceleration part, braking, no more thumps, bumps on the rear.
Hope this helps to all.