

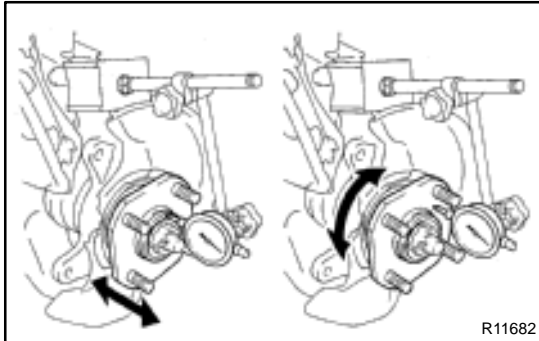
REMOVAL

1. REMOVE FRONT WHEEL

Torque: 103 N·m (1,050 kgf·cm, 76 ft·lbf)

2. CHECK BEARING BACKLASH AND AXLE HUB DEVIATION

- Remove the 2 bolts, brake caliper and disc.
- Support the brake caliper securely.



- Using a dial indicator, check the backlash near the center of the axle hub.

Maximum: 0.05 mm (0.0020 in.)

If the backlash exceeds the maximum, replace the bearing.

- Using a dial indicator, check the deviation at the surface of the axle hub outside the hub bolt.

Maximum: 0.05 mm (0.0020 in.)

If the deviation exceeds the maximum, replace the bearing.

- Install the disc, 2 bolts and brake caliper.

Torque: 88 N·m (900 kgf·cm, 65 ft·lbf)

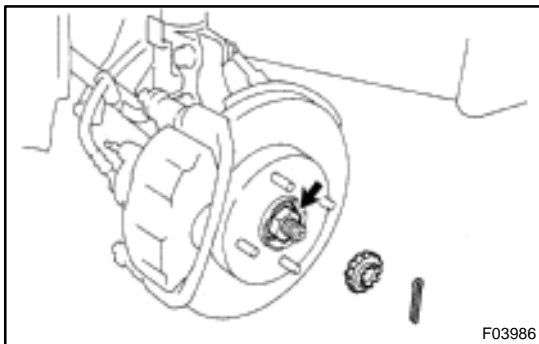
3. REMOVE DRIVE SHAFT LOCK NUT

- Remove the cotter pin and lock cap.
- While applying the brakes, remove the nut.
- Remove the brake caliper and disc.
- Support the brake caliper securely.

4. w/ ABS:

REMOVE BOLT AND ABS SPEED SENSOR

Torque: 8.0 N·m (82 kgf·cm, 71 in.-lbf)

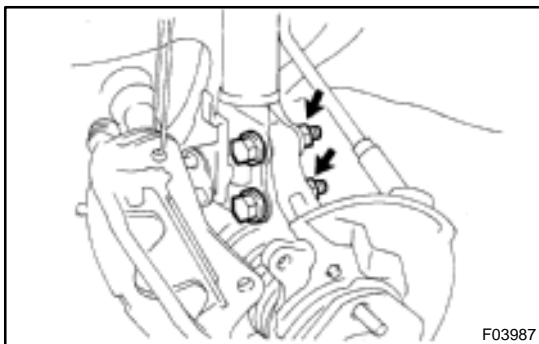


5. LOOSEN 2 NUTS ON LOWER SIDE OF SHOCK ABSORBER

Torque: 153 N·m (1,570 kgf·cm, 113 ft·lbf)

HINT:

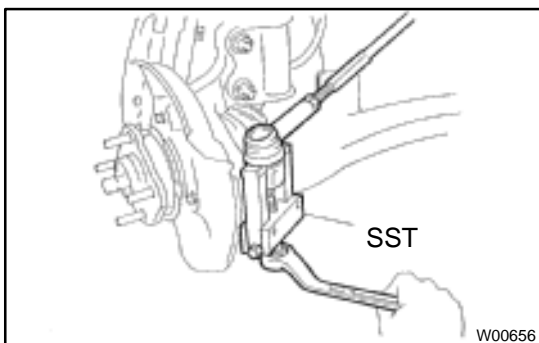
- Do not remove the bolts.
- At the time of installation, coat the nut's thread with engine oil.

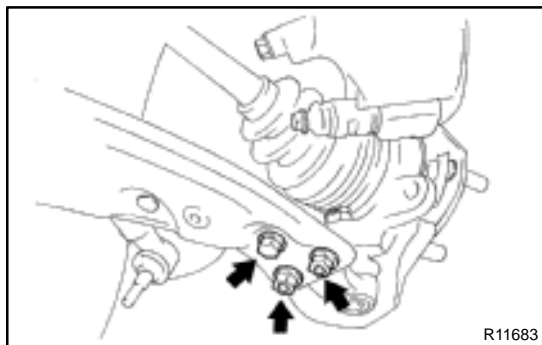


6. DISCONNECT TIE ROD END FROM STEERING KNUCKLE

- Remove the cotter pin and nut.
- Using SST, disconnect the tie rod end from the steering knuckle.

SST 09628-62011





7. DISCONNECT LOWER BALL JOINT FROM LOWER SUSPENSION ARM

Remove the 2 nuts and bolt.

Torque: 80 N·m (820 kgf-cm, 59 ft-lbf)

8. REMOVE STEERING KNUCKLE WITH AXLE HUB

(a) Remove the 2 nuts and bolts on lower side of the shock absorber.

(b) Remove the steering knuckle with the axle hub.

NOTICE:

Be careful not to damage the oil seal with the drive shaft.