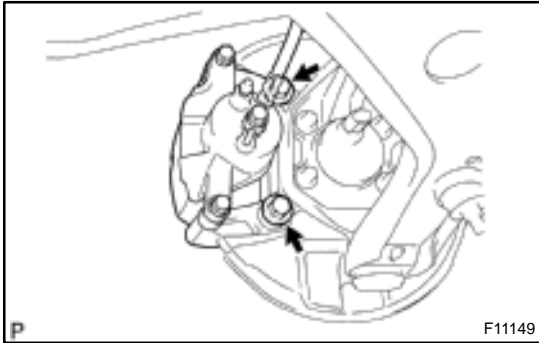
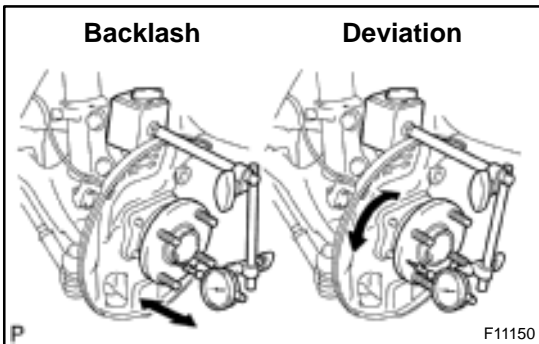


REMOVAL

1. **REMOVE FRONT WHEEL**
Torque: 103 N·m (1,050 kgf·cm, 76 ft·lbf)



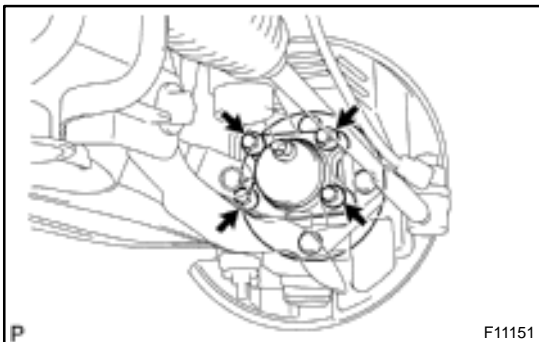
2. **REMOVE BRAKE CALIPER AND DISC**
 - (a) Remove the 2 bolts, brake caliper and disc.
Torque: 109 N·m (1,112 kgf·cm, 80 ft·lbf)
 - (b) Support the brake caliper securely.



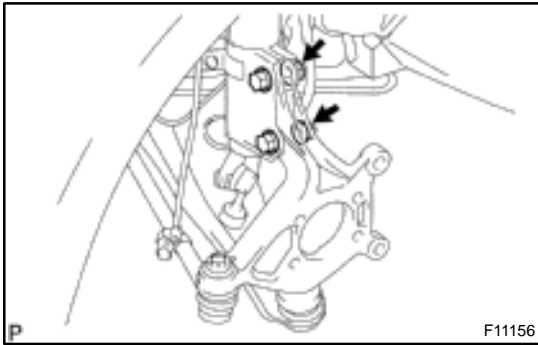
3. **CHECK BEARING BACKLASH AND AXLE HUB DEVIATION**

- (a) 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 axle hub.
- (b) Using a dial indicator, check the deviation at the surface of the axle hub outside the hub bolt.
Maximum: 0.07 mm (0.0028 in.)

- If the deviation exceeds the maximum, replace the axle hub.
4. **DISCONNECT ABS SPEED SENSOR CONNECTOR**



5. **REMOVE FRONT AXLE HUB**
Remove the 4 bolts, axle hub assembly and dust cover.
Torque: 56 N·m (571 kgf·cm, 41 ft·lbf)

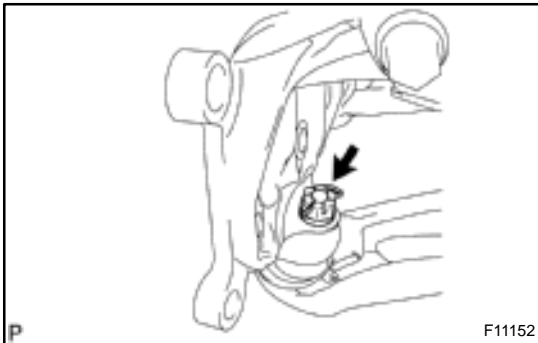


6. LOOSEN 2 NUTS ON LOWER SIDE OF SHOCK ABSORBER

Torque: 140 N·m (1,430 kgf·cm, 103 ft·lbf)

HINT:

Don't remove the 2 bolts and 2 nuts.



7. DISCONNECT LOWER SUSPENSION ARM

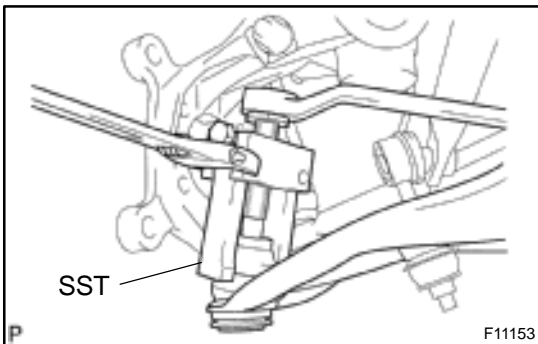
(a) Remove the cotter pin and nut.

Torque: 98 N·m (1,000 kgf·cm, 72 ft·lbf)

HINT:

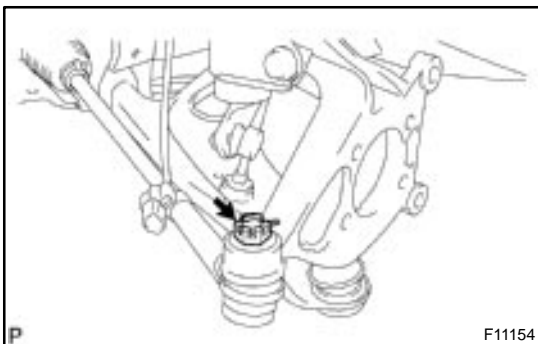
At the time of installation, please refer to the following items.

- After stabilizing the suspension, torque the nut.
- If the holes for a new cotter pin are not aligned tighten the nut further up to 60°.



(b) Using SST, disconnect the lower suspension arm.

SST 09628-62011



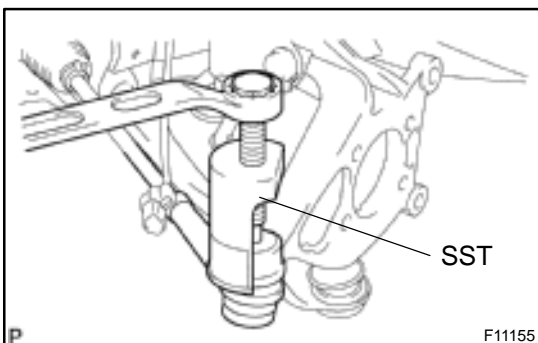
8. DISCONNECT TIE ROD END

(a) Remove the cotter pin and nut.

Torque: 49 N·m (500 kgf·cm, 36 ft·lbf)

HINT:

At the time of installation, if the holes for a new cotter pin are not aligned, tighten the nut further up to 60°.



(b) Using SST, disconnect the tie rod end.

SST 09610-20012

9. REMOVE STEERING KNUCKLE

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

HINT:

At the time of installation, coat the nut's thread with engine oil.

(b) Remove the steering knuckle.