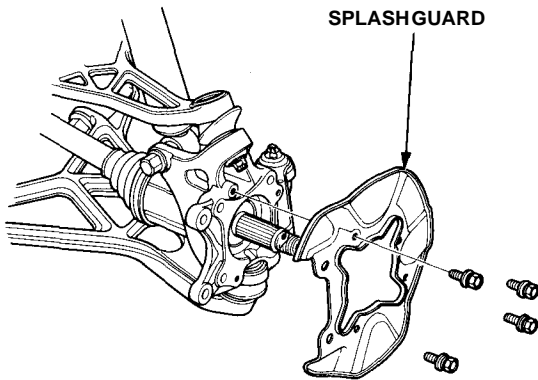


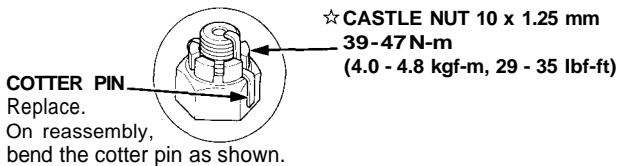
Knuckle/Control Arms

Removal

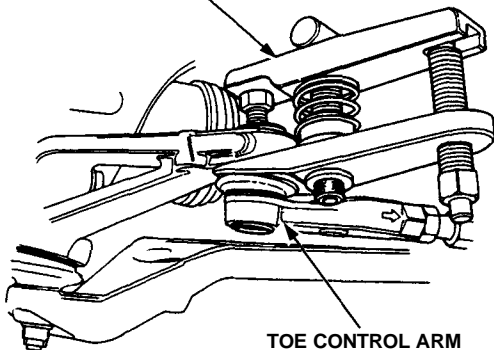
1. Remove the rear wheel and bearing unit assembly (see page 18-31).
2. Remove the splash guard from the knuckle.



3. Remove the cotter pin from the castle nut of the toe control arm.



BALL JOINT REMOVER, 28 mm
07MAC - SL00200



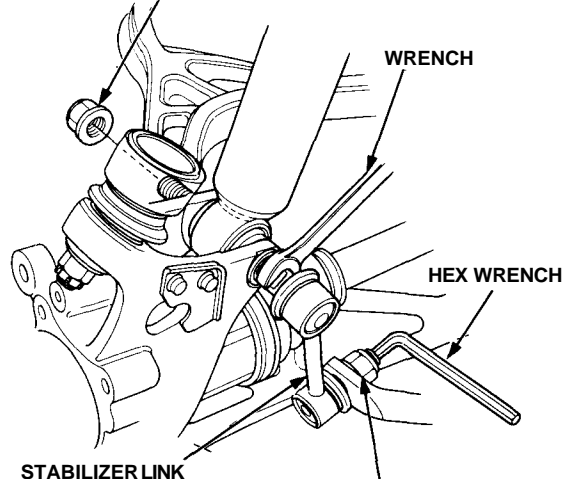
☆: Corrosion resistant bolt/nut

4. Install the 10 mm hex nut on the ball joint. Be sure that the 10 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.
5. Use the ball joint remover, 28 mm, as shown on page 18-21 to separate the ball joint and toe control arm.

CAUTION: Be careful not to damage the ball joint boot.

6. Hold the damper lower mount of stabilizer link with a wrench, then remove the damper mounting nut.

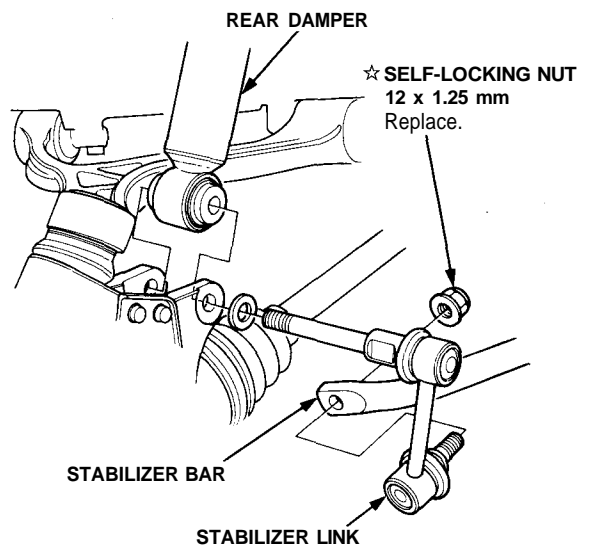
☆ DAMPER MOUNTING NUT
12 x 1.25 mm
Replace.
93 N-m (9.5 kgf-m, 69 lbf-ft)



☆ SELF-LOCKING NUT
12 x 1.25 mm
Replace.
83 N-m (8.5 kgf-m, 61 lbf-ft)

☆: Corrosion resistant bolt/nut

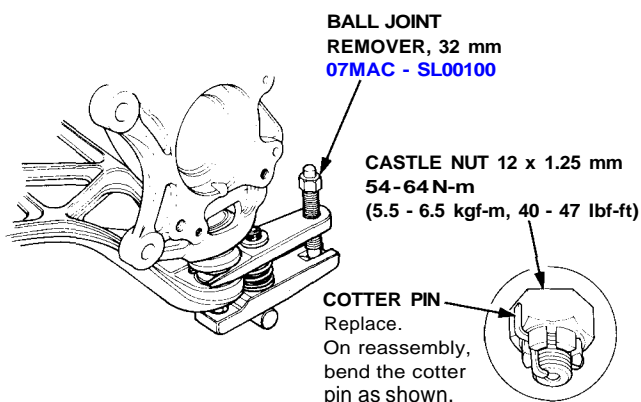
7. Hold the ball pin of the stabilizer link with a hex wrench, then loosen the self-locking nut.
8. Remove the self-locking nut, then remove the stabilizer link from the stabilizer bar and knuckle.



☆: Corrosion resistant bolt/nut



9. Remove the cotter pin from the castle nut of the lower control arm ball joint, and remove the nut.



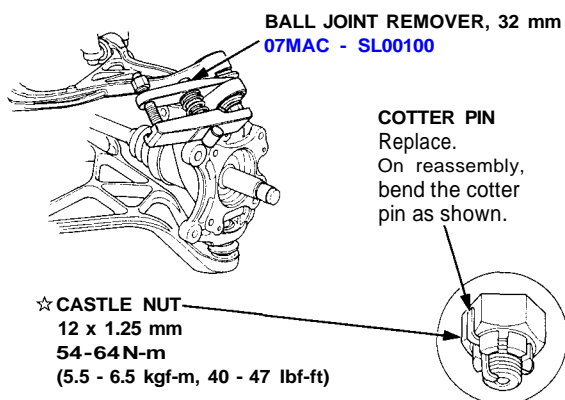
☆: Corrosion resistant bolt/nut

10. Install the 12 mm hex nut on the ball joint. Be sure that the 12 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.

11. Use the ball joint remover, 32 mm, as shown on page 18-21 to separate the ball joint and lower control arm.

CAUTION: Avoid damaging the ball joint boot.

12. Remove the cotter pin from the castle nut of the upper control arm ball joint, and remove the nut.



☆: Corrosion resistant bolt/nut

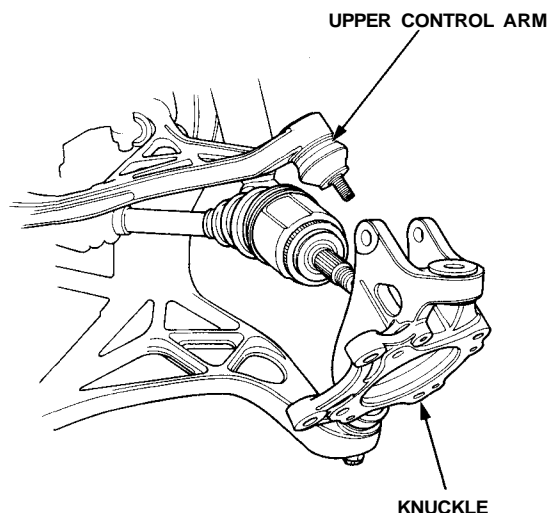
13. Install the 12 mm hex nut on the ball joint. Be sure that the 12 mm hex nut is flush with the ball joint pin end, or the threaded section of the ball joint pin might be damaged by the ball joint remover.

14. Use the ball joint remover, 32 mm, as shown on page 18-21 to separate the ball joint and upper control arm.

CAUTION: Avoid damaging the ball joint boot.

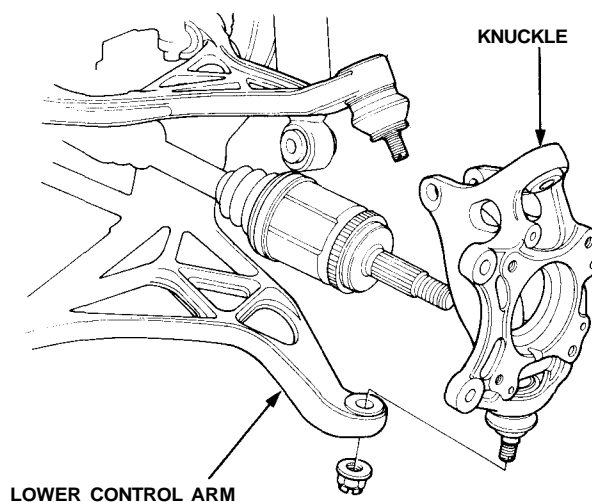
15. Separate the knuckle from the upper control arm and driveshaft outboard joint.

NOTE: Do not remove the driveshafts from the differential case or intermediate shaft.



NOTE: Tie plastic bags over the driveshaft ends.

16. Remove the knuckle from the lower control arm.



(cont'd)

Knuckle/Control Arms

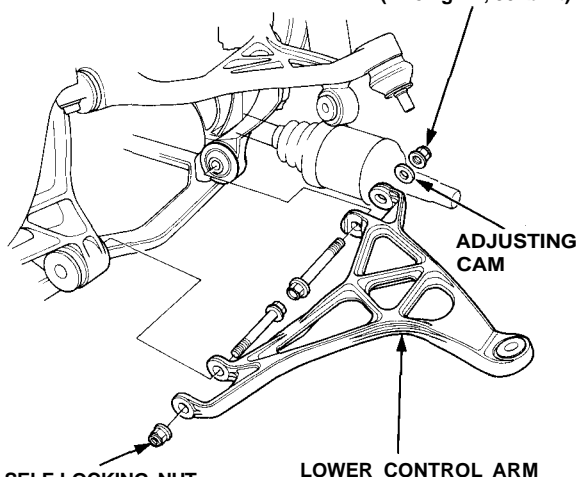
Removal (cont'd)

17. Remove the lower control arm by removing the adjusting bolt and flange bolt.

☆: Corrosion resistant bolt/nut

☆ SELF-LOCKING NUT
14 x 15 mm

Replace.
123 N-m
(12.5 kgf-m, 90 lbf-ft)



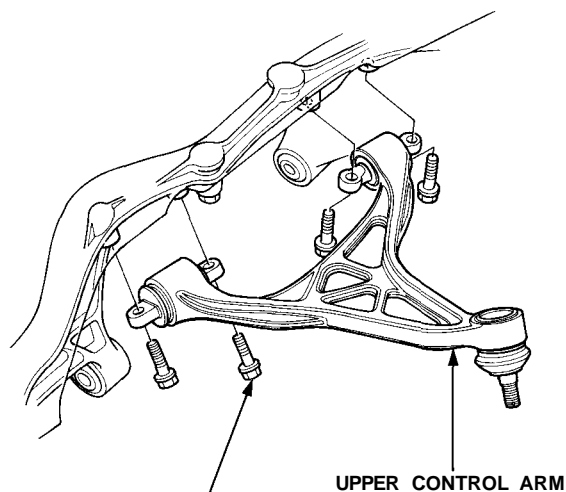
☆ SELF-LOCKING NUT

14 x 1.5 mm

Replace.

123 N-m (12.5 kgf-m, 90 lbf-ft)

18. Remove the upper control arm by removing the flange bolts.



☆ FLANGE BOLT

10 x 1.25 mm

59 N-m (6.0 kgf-m, 43 lbf-ft)

☆: Corrosion resistant bolt/nut

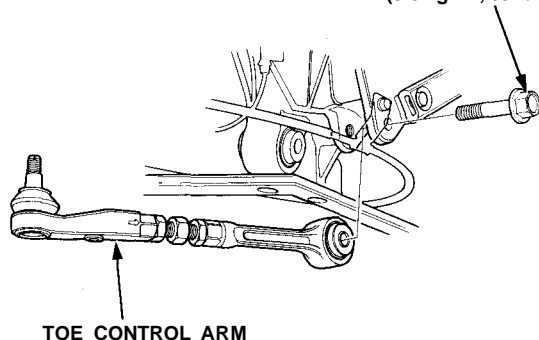
19. Remove the toe control arm.

☆ FLANGE BOLT

12 x 1.25 mm

93 N-m

(9.5 kgf-m, 69 lbf-ft)



☆: Corrosion resistant bolt/nut

CAUTION: Make sure that the reference marks on the toe control arm are aligned.