

FRONT AXLE & SUSPENSION

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PRECAUTION

In this manual, explanations are made, mainly using illustrations for the right side suspension of the vehicle. Since the left side suspension is basically symmetrical with the right side suspension, the explanations for the left side suspension are omitted here.

PRIOR CHECKS

TIRE CHECK

1. Visually inspect four tires for uneven wear.
2. Check the tire air inflation pressure.

NOTE:

- The check must be carried out on a level place.
- When this check is carried out, the vehicle should have the unloaded vehicle weight. The unloaded vehicle weight denotes a weight of the vehicle where the fuel is at the full level and the spare tire, standard tools and jack are installed at their specified positions.

Tire size: 145/80R13 75S

165/65R14 79S

Pressure: 197 kPa (2.0 kgf/cm²)

Reference: Temper tire

T105/70D14

414 kPa (4.2 kgf/cm²)

3. Measure the runout with a dial gauge applied to the tire, as shown in the figure.

Specified Value (Maximum)

2 mm in a right-and-left direction

1.4 mm in an up-and-down direction

NOTE:

- This measurement shall be performed within five minutes after the vehicle has been operated at least for thirty minutes at a speed of 60 to 80 km/h.

INSPECTION OF FRONT AXLE AND STEERING LINKAGE

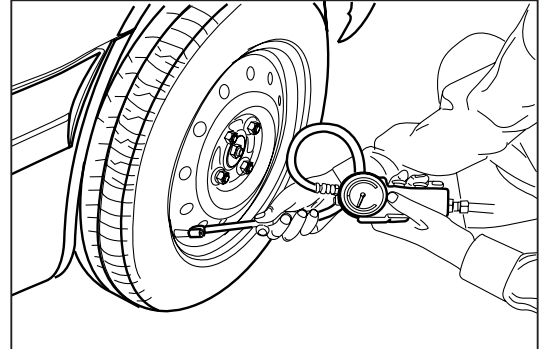
1. Jack up the vehicle.

NOTE:

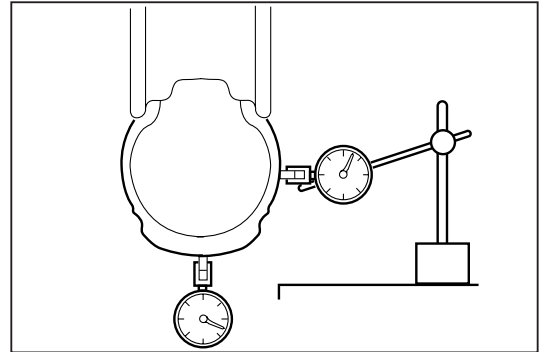
- For assured safety, before you start the following operations, be sure to support the vehicle with safety stands placed underneath the vehicle.

2. Check the bolts and nuts related to the front axle and steering linkage for looseness.
3. Check the steering knuckle and lower arm ball stud for excessive play by alternately pushing and pulling the tire by hands.
4. Check the front axle bearing for wear, resulting in excessive play, by alternately pushing and pulling the tire. Also, check the tie rod end ball joint for excessive play.

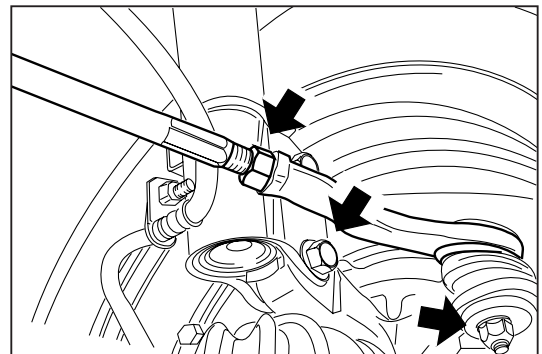
MFS00002-00000



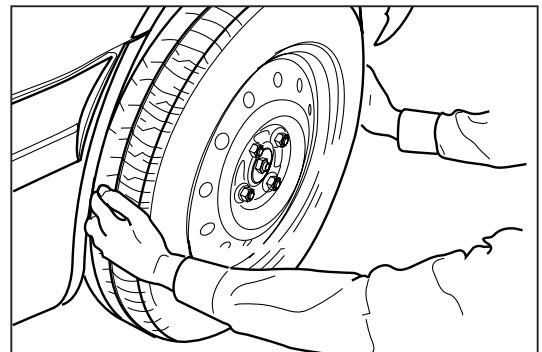
MFS00003-00001



MFS00004-00002



MFS00005-00003



MFS00006-00004

INSPECTION OF CAMBER, CASTER AND KINGPIN ANGLE

Specified Value: Camber: $0^{\circ} \pm 45'$
 Caster: $2^{\circ} 50' \pm 1^{\circ}$
 Kingpin Angle: $11^{\circ} 26' \pm 1^{\circ}$

NOTE:

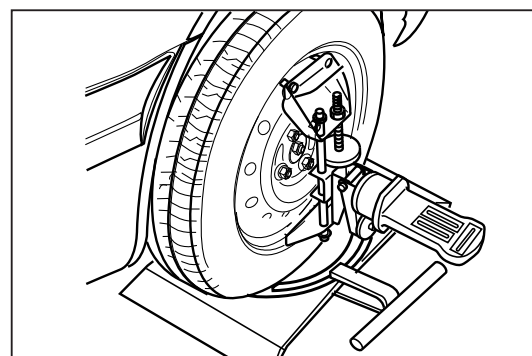
- No adjustment can be made to the camber, caster and kingpin angle. Therefore, if the camber, caster or kingpin angle fails to conform to the specification, check to see if the frame has been damaged. Straighten the frame, as required.

INSPECTION OF TOE-IN AND TURNING RADIUS

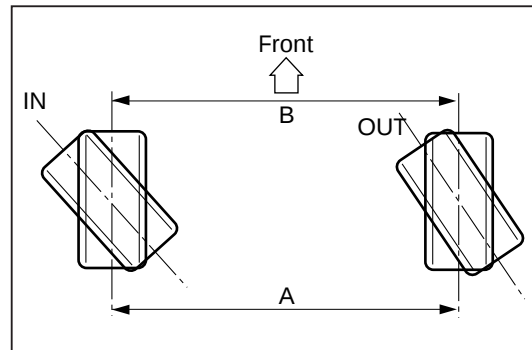
Specified Value:

Toe-in: 0 ± 2.0 mm

Turning Radius: IN $42^{\circ} 16' \pm 2^{\circ}$
 OUT $34^{\circ} 39' \pm 2^{\circ}$



MFS00007-00005



MFS00008-00006

Adjustment of toe-in

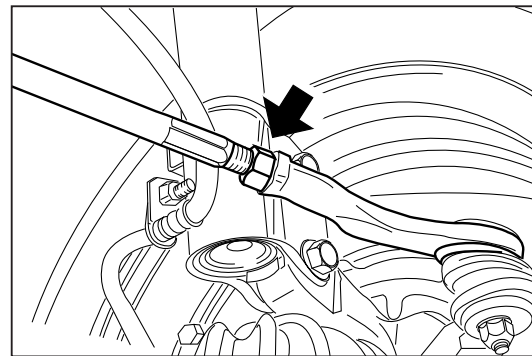
- Loosen the lock nut of the tie rod end.
- Adjust the toe-in amount by turning the steering rack end.

NOTE:

- When turning the steering rack end, make sure that the length of the steering rack end becomes the same between the right and left sides.

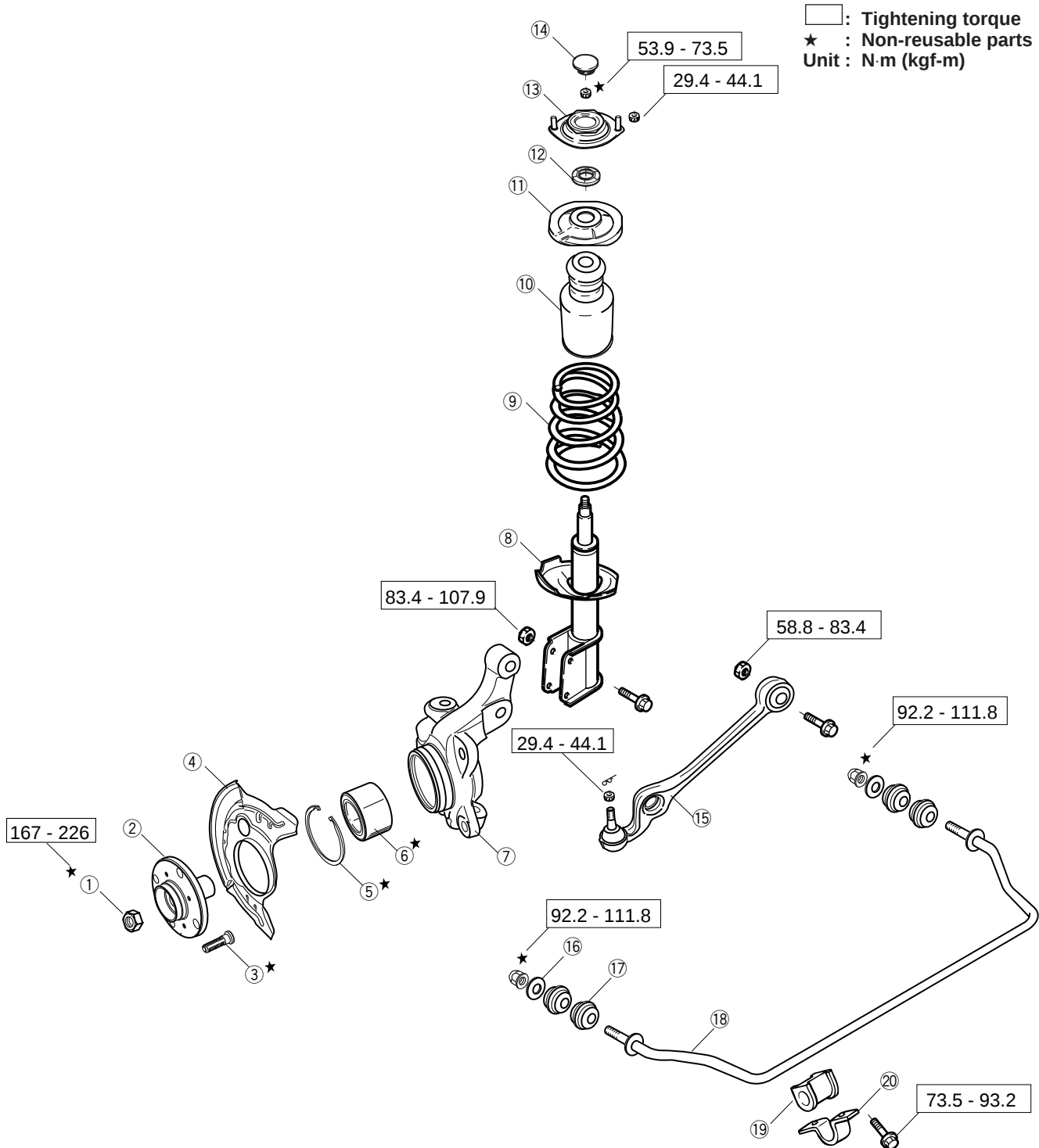
- Tighten the lock nut.

Tightening Torque: 29.4 - 44.1 N·m



MFS00009-00007

COMPONENTS



- | | |
|-------------------------|-----------------------------------|
| ① Drive shaft lock nut | ⑪ Front spring upper seat |
| ② Front axle hub | ⑫ Bearing |
| ③ Hub bolt | ⑬ Suspension support sub-assembly |
| ④ Disc brake dust cover | ⑭ Bearing dust cover |
| ⑤ Snap ring | ⑮ Front suspension lower arm |
| ⑥ Front axle bearing | ⑯ Retainer cushion |
| ⑦ Steering knuckle | ⑰ Front stabilizer cushion |
| ⑧ Front shock absorber | ⑱ Front stabilizer |
| ⑨ Front coil spring | ⑲ Stabilizer bush |
| ⑩ Front spring bumper | ⑳ Stabilizer bracket |

FRONT AXLE

REMOVAL

1. Jack up the vehicle.

NOTE:

- For assured safety, before you start the following operations, be sure to support the vehicle with safety stands placed underneath the vehicle.

2. Remove the front tire.
3. Remove the set bolt of the disc brake caliper.
4. Hang the disc brake caliper from the body, using a suitable rope.
5. Remove the disc rotor from the axle hub.

NOTE:

- If difficulty is encountered in removing the disc rotor due to seizure, remove the disc rotor by screwing in bolts diagonally, as shown in the figure.

6. Remove the ABS speed sensor from the steering knuckle. (ABS-equipped vehicles only)

7. Release the staked portion of the lock nut of the axle hub that has been made to prevent the lock nut from turning.
8. Remove the lock nut.

NOTE:

- Never reuse the nut that has been removed.

9. Remove the nut of the tie rod end ball joint.

NOTE:

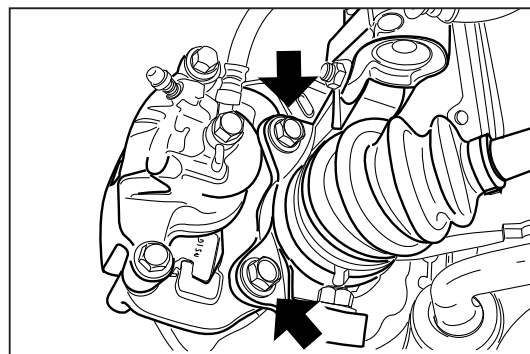
- Never reuse the nut that has been removed.

10. Disconnect the tie rod end from the steering knuckle, using the SST.

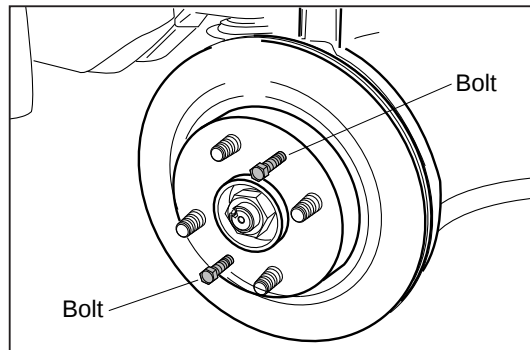
SST: 09611-87701-000

WARNING:

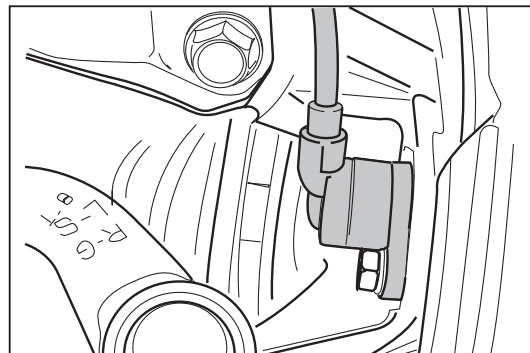
- Be sure to use the SST in such a way that it is hung from the above, using the rope attached to the SST.



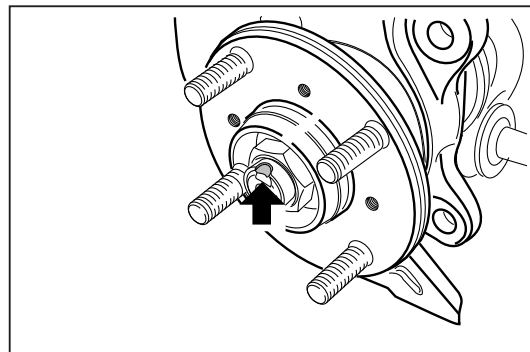
MFS00011-00009



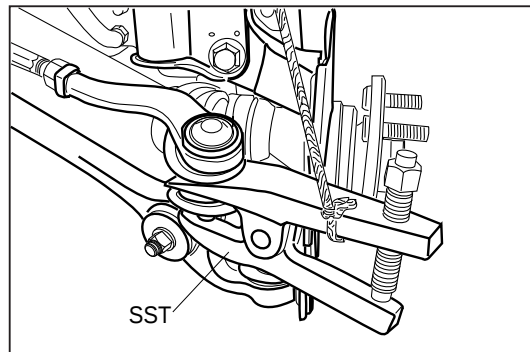
MFS00012-00010



MFS00013-00011



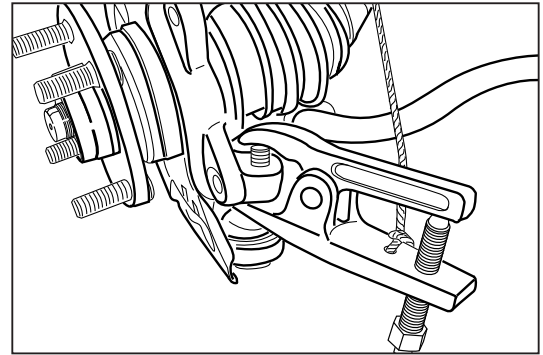
MFS00014-00012



MFS00015-00013

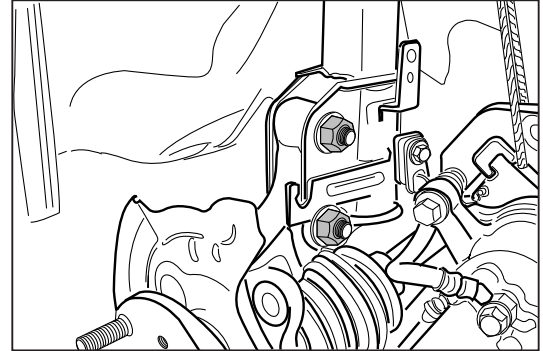
FS-6

11. Remove the clip and the nut of the suspension lower arm ball stud.
12. Disconnect the suspension lower arm from the steering knuckle, using the following SST.
SST: 09611-87701-000



MFS00016-00014

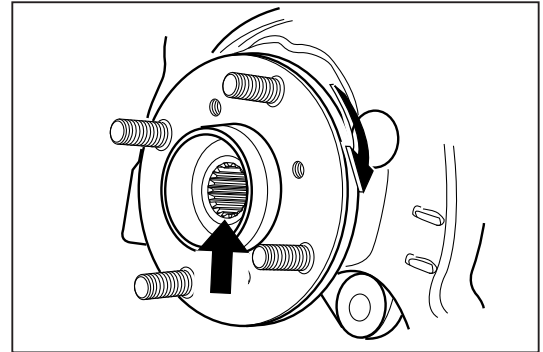
13. Remove the bolts connecting the steering knuckle to the shock absorber.
14. Pull out the steering knuckle from the drive shaft.



MFS00017-00015

REPLACEMENT

1. Visually inspect the front axle hub for damage.
2. Visually inspect the serration section into which the drive shaft is inserted for wear and damage.
3. Turn the front axle hub with fingers and check that it turns lightly and smoothly.

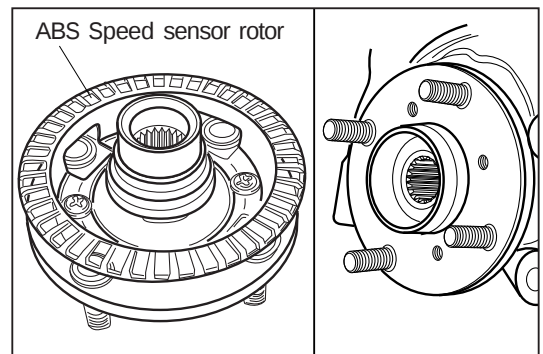


MFS00018-00016

4. If the hub bolts are found to be damaged, be sure to replace them.

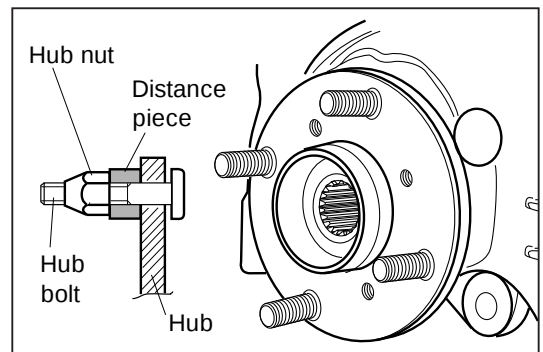
NOTE:

- The replacement of hub bolts should be carried out by means of the hub bolt replacer.
- On ABS-equipped vehicles, the hub bolts cannot be pulled out, unless the speed sensor rotor is removed. Therefore, prior to the replacement of the hub bolts, be sure to remove the rotor first by removing the front axle hub from the steering knuckle.



MFS00019-00017

5. Press the new hub bolt into the front axle hub with the hub nut in combination with a suitable distance piece as shown in the illustration.

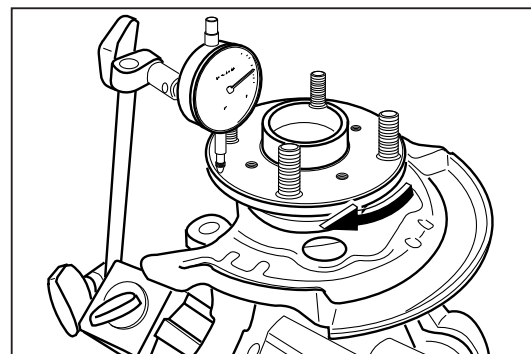


MFS00020-00018

6. Secure the steering knuckle in a vice. Apply a dial gauge to the end surface of the front axle hub, as shown in the figure. Check the play in the axial direction. Moreover, check the hub runout when the front axle hub is turned.

Specified Value: Axial direction
0.05 mm or less

Specified Value: Maximum value when hub makes
one turn
0.05 mm or less



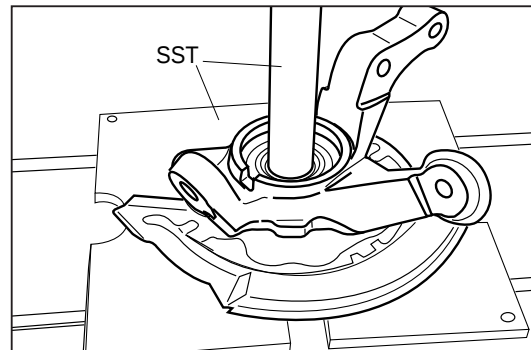
MFS00021-00019

7. Pull out the front axle hub from the front axle bearing with a hydraulic press in combination with the following SSTs.

SSTs: 09506-87501-000
09334-87301-000

CAUTION:

- When the front axle hub is pulled out, the bearing seal, too, will be damaged. This makes it necessary to replace the bearing.

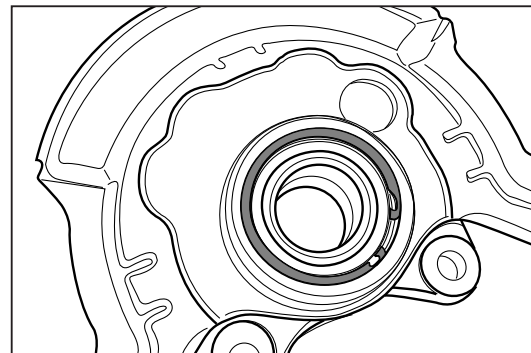


MFS00022-00020

8. Remove the snap ring.

NOTE:

- Never reuse the snap ring that has been removed.



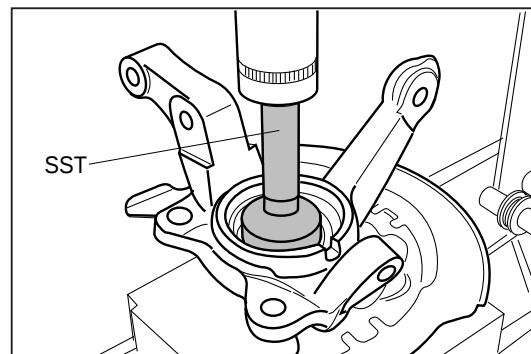
MFS00023-00021

9. Pull out the front axle bearing from the steering knuckle with a hydraulic press in combination with the following SSTs given below.

SSTs: 09310-87102-000
09718-87702-000

NOTE:

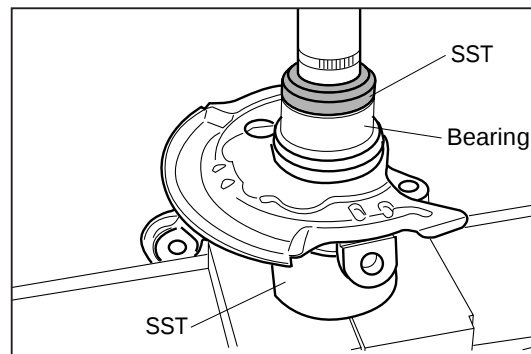
- Never reuse the bearing that has been removed.



MFS00024-00022

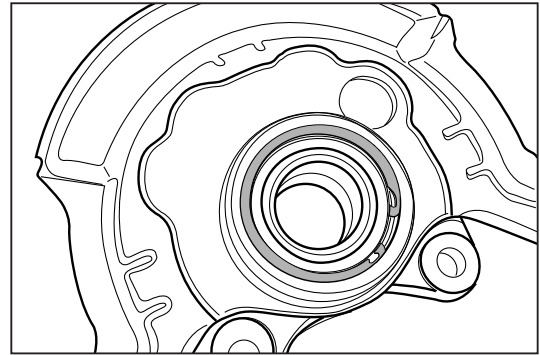
10. Press the new front axle bearing into the steering knuckle with a hydraulic press in combination with the following SSTs given below.

SSTs: 09608-87501-000 (No. 8)
09718-87702-000



MFS00025-00023

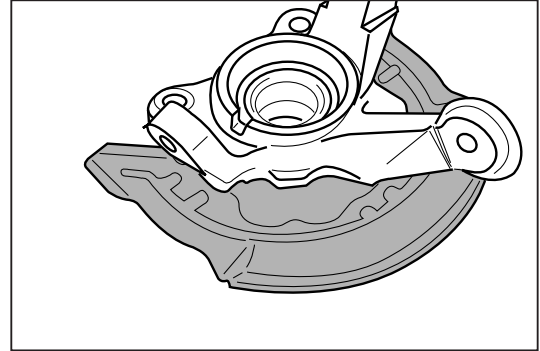
11. Insert the new snap ring in position.



MFS00026-00024

INSPECTION

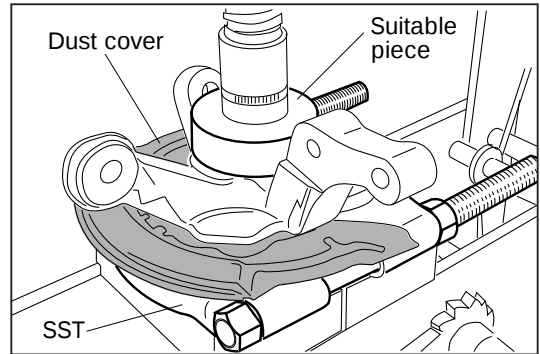
1. Visually inspect the disc brake dust cover for damage or corrosion.
2. If the disc brake dust cover exhibits damage or corrosion, remove the disc brake dust cover from the steering knuckle with a chisel or the like.



MFS00027-00025

3. Press the new disc brake dust cover into the steering knuckle with a hydraulic press in combination with the following SST given below.

SST: 09950-87701-000



MFS00028-00026

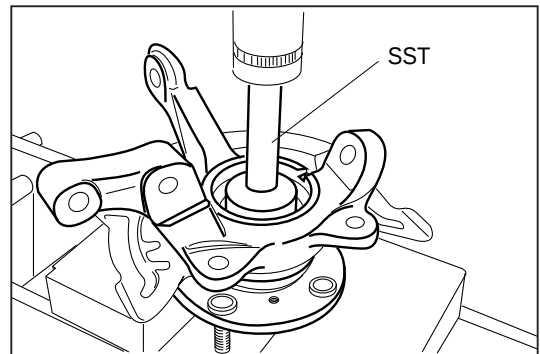
ASSEMBLY

1. Press the front axle hub into the front axle bearing with a hydraulic press in combination with the following SST given below.

SST: 09310-87102-000

NOTE:

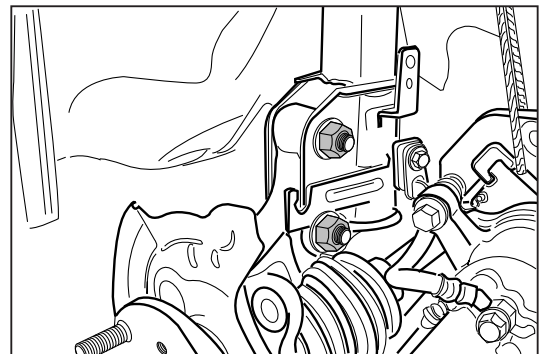
- After having pressed the front axle hub into the bearing, check that the front axle hub can turn lightly.



MFS00029-00027

INSTALLATION

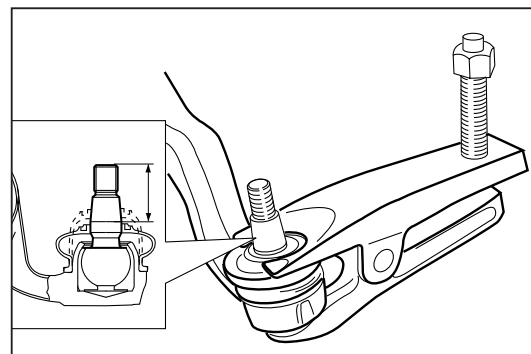
1. Insert the drive shaft into the front axle hub.
2. Temporarily assemble the steering knuckle with the shock absorber with the specified bolts and nuts.



MFS00030-00028

3. Compress the dust cover, using the following SST given below, as shown in the figure. In this way, completely remove the grease from the tapered section and threaded section of the ball stud.

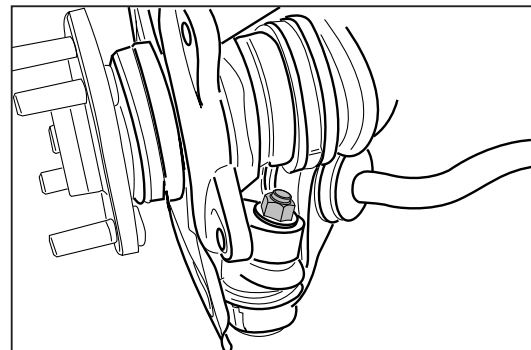
SST: 09611-87701-000



MFS00031-00029

4. Assemble the suspension lower arm ball stud into the steering knuckle with the nut and the clip.

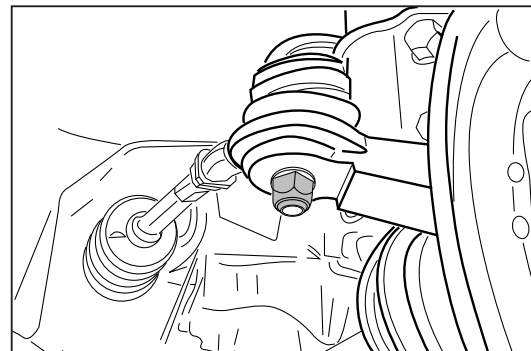
Tightening Torque: 29.4 - 44.1 N·m



MFS00032-00030

5. Connect the steering knuckle with the ball joint of the tie rod end with the new nut.

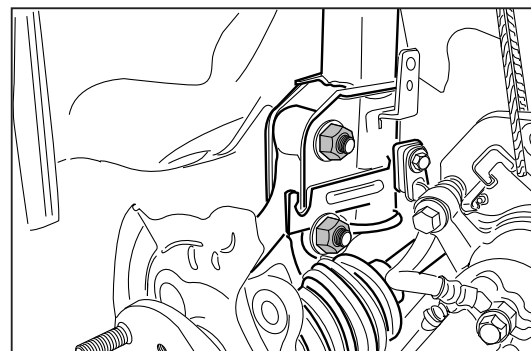
Tightening Torque: 29.4 - 44.1 N·m



MFS00033-00031

6. Tighten the bolts connecting the steering knuckle to the shock absorber.

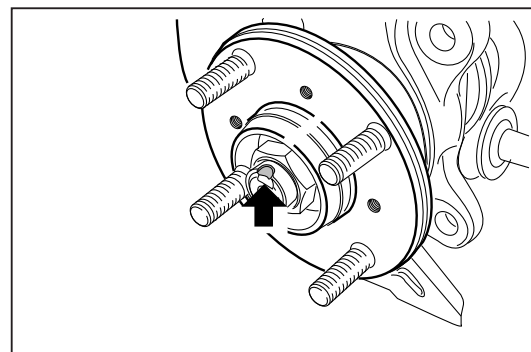
Tightening Torque: 83.4 - 107.9 N·m



MFS00034-00032

7. Secure the front axle hub and drive shaft with the new lock nut.

Tightening Torque: 167 - 226 N·m

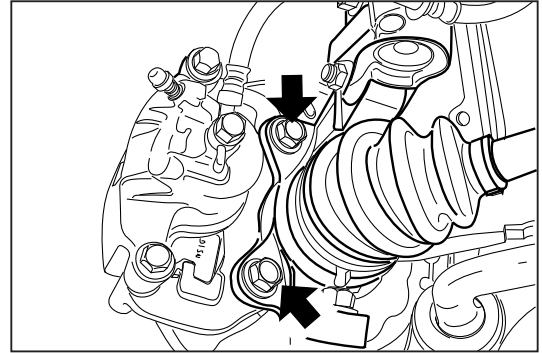


MFS00035-00033

8. Stake the lock nut so as to prevent the nut from turning.

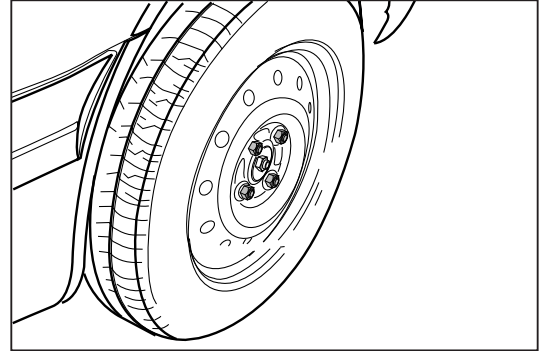
FS-10

9. Install the disc rotor to the front axle hub.
10. Assemble the disc brake caliper assembly to the steering knuckle with the specified bolts.
Tightening Torque: 90.2 - 135.3 N·m



MFS00036-00034

11. Install the disc wheel of the tire to the hub. Temporarily secure it with the hub nuts.
12. Tighten the hub nuts evenly to the specified torque given below.
Tightening Torque: 89 - 118 N·m



MFS00037-00035

FRONT STABILIZER BAR

REMOVAL

1. Jack up the vehicle.

NOTE:

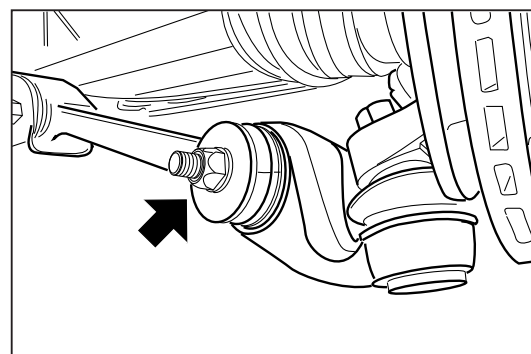
- For assured safety, before you start the following operations, be sure to support the vehicle with safety stands placed underneath the vehicle.

2. Remove the nuts of the stabilizer bar at the right and left sides.

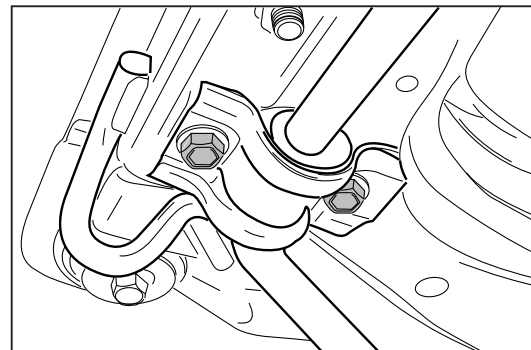
NOTE:

- Never reuse the nut that has been removed.

3. Remove the bracket of the stabilizer bar.
4. Pull out the stabilizer bar from the suspension lower arm.



MFS00038-00036



MFS00039-00037

INSPECTION

1. Check to see if the bracket and bush of the stabilizer bar exhibit wear or damage.
2. Check to see if the bush exhibits deteriorated elasticity or cracks.

INSTALLATION

1. Insert the stabilizer bar into the installation hole of the suspension lower arm. Temporarily assemble the stabilizer bar with the new nuts.

NOTE:

- The bush installation position should be aligned with the outer edge (of the vehicle) of the stabilizer bar marking.

2. Apply talcum power to the inner surface of the bush and assemble it to the stabilizer bar.
3. Cover the bush with the bracket and install the bracket to the frame with the bolts.

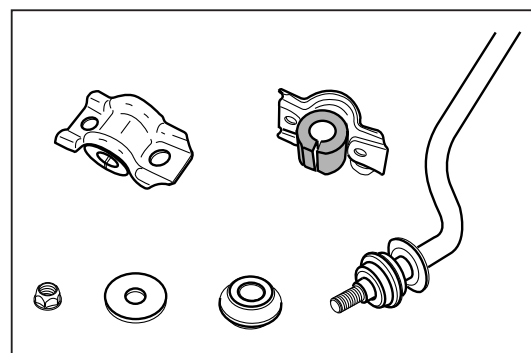
Tightening Torque: 73.5 - 93.2 N·m

NOTE:

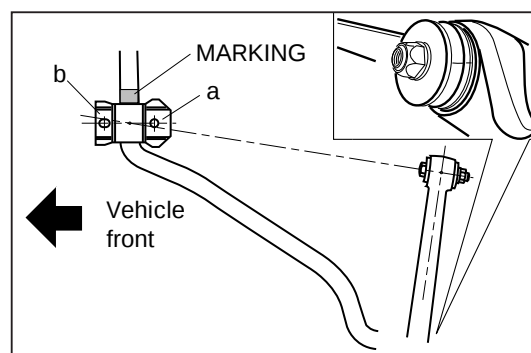
- Install the bracket with the longer seating surface placed toward the rear side of the vehicle.
- As for the sequence of tightening bolts, first tighten the bolt (a) at the rear side of the vehicle to the specified torque, then tighten the bolt (b).

4. Tighten the suspension lower arm and stabilizer bar to the specified tightening torque.

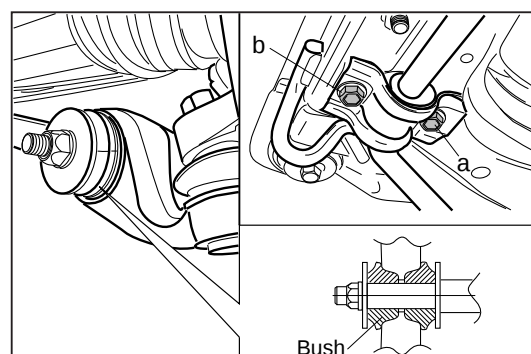
Tightening Torque: 92.2 - 111.8 N·m



MFS00040-00038



MFS00041-00039

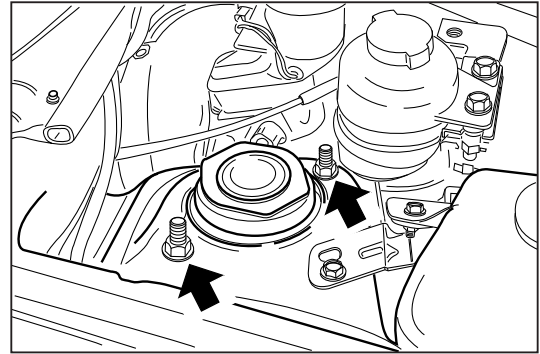
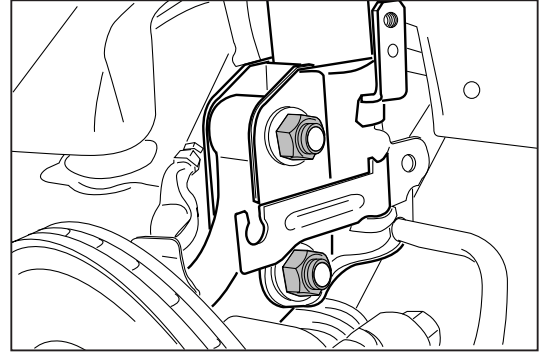
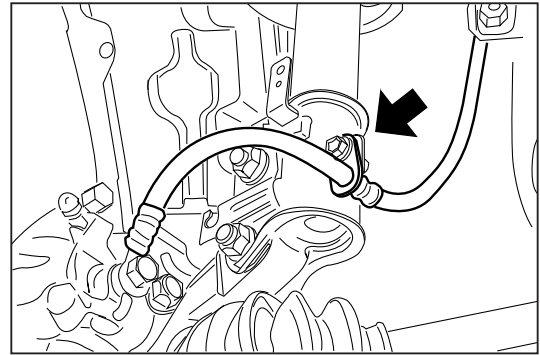


MFS00042-00040

SHOCK ABSORBER & SPRING

REMOVAL

1. Jack up the vehicle and remove the tire.
NOTE:
 - For assured safety, before you start the following operations, be sure to support the vehicle with safety stands placed underneath the vehicle.
2. Remove the brake hose bracket from the steering knuckle.
3. Remove the harness bracket of the ABS speed sensor from the steering knuckle.
4. Remove the bolts connecting the front suspension to the steering knuckle.
5. Remove the nuts of the installation bolts of the front suspension support.
6. Remove the front suspension with the shock absorber from the steering knuckle.



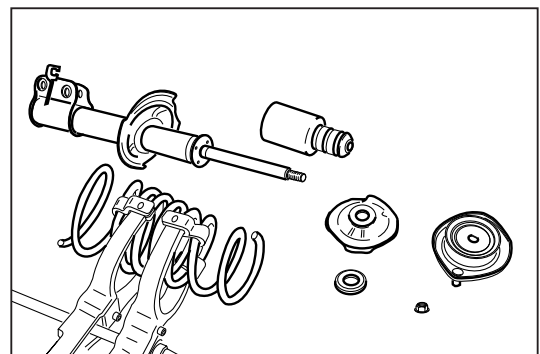
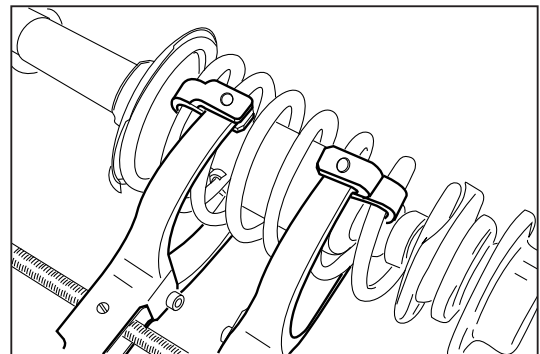
DISASSEMBLY

1. Compress the spring, using the following SST given below.

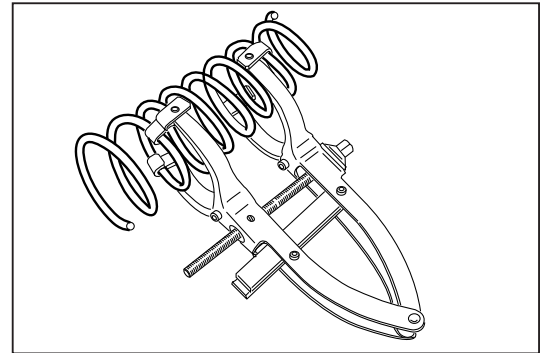
SST: 09727-87701-000

WARNING:

- Before compressing the spring, be sure to confirm that the SST pawls have been engaged securely with the spring and they will not be disengaged.
2. Remove the shock absorber bearing dust cover.
 3. Remove the nut. Remove the front suspension support from the shock absorber.
 4. Remove the front suspension support bearing from the shock absorber rod.
 5. Remove the front spring upper seat from the shock absorber.
 6. Remove the front spring damper from the shock absorber.

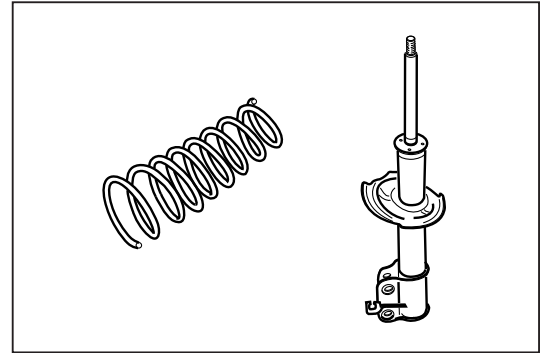


7. Remove the front spring with the SST from the shock absorber.
8. Turn the screw of the SST so that the compressed spring may return to the original state.
9. Remove the SST from the front spring.

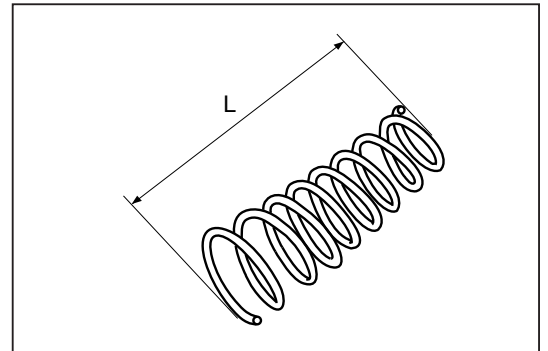


INSPECTION

1. Compress and expand the shock absorber. At this time, ensure that the shock absorber moves smoothly.
2. Check to see if oil leakage is present at the shock absorber.
3. Check that the shock absorber and front coil spring exhibit no damage, rust, etc.



4. Measure the free length of the front spring and check that it is within the specified value.
Specified Value: 350 mm



ASSEMBLY

1. Compress the spring, using the following SST given below.
SST: 09727-87701-000

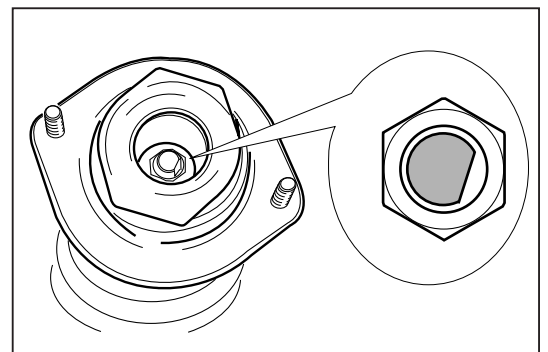
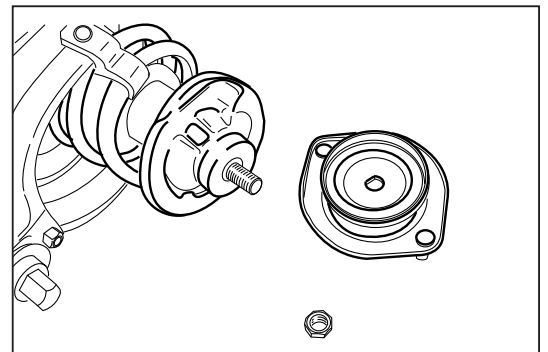
WARNING:

- Before compressing the spring, be sure to confirm that the SST pawls have been engaged securely with the spring and they will not be disengaged.

2. Assemble the front spring damper to the shock absorber rod.
3. Assemble the compressed front spring to the shock absorber.
4. Assemble the front spring upper seat, bearing and suspension support to the shock absorber and front spring. Temporarily assemble them with the new nut.

WARNING:

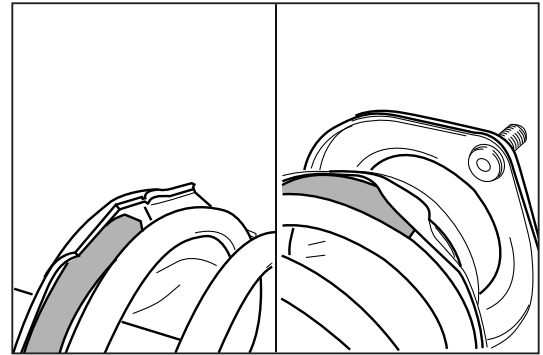
- Be sure to screw in the nut, until its threaded portion is inserted.
- During the assembling, make sure that the cut-out section of the shock absorber rod is aligned with that of the support.



5. Turn the screw of the SST so that the compressed spring may return to the original state gradually and spring tension may be applied to the suspension support.

NOTE:

- At this time, make sure that each end of the coil spring may be brought into contact with the recessed sections of the upper seat and lower seat of the front spring, respectively.



MFS00053-00051

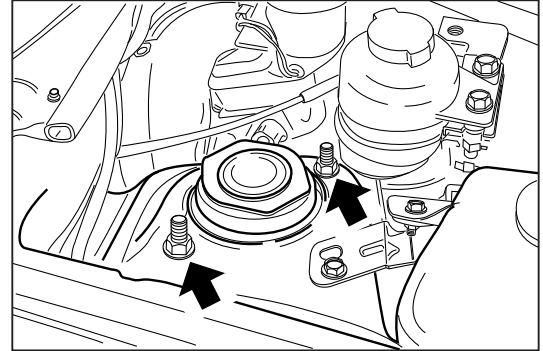
INSTALLATION

1. Install the front suspension support to the body with the new nuts. Tighten them to the specified torque.

Tightening Torque: 29.4 - 44.1 N·m

NOTE:

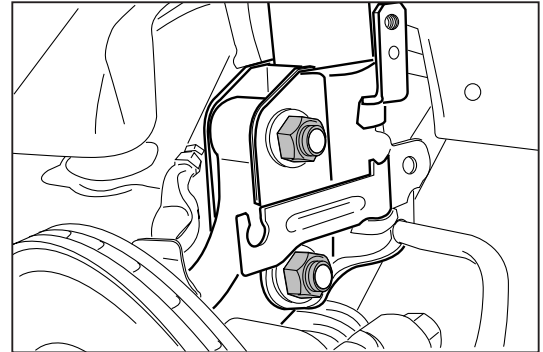
- As for the installation direction of the front suspension support, refer to the right figure.



MFS00054-00052

2. Assemble the shock absorber to the steering knuckle with the specified bolts and nuts.

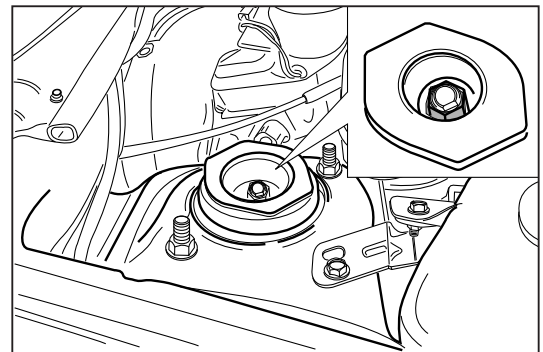
Tightening Torque: 83.4 - 107.9 N·m



MFS00055-00053

3. Tighten the nut of the shock absorber rod to the specified torque.

Tightening Torque: 53.9 - 73.5 N·m



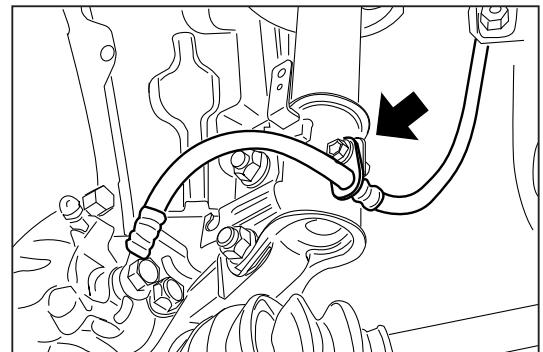
MFS00056-00054

4. Install the bearing dust cover.

5. Install the brake hose bracket to the steering knuckle.

Tightening Torque: 16.7 - 24.5 N·m

6. Install the harness bracket of the ABS speed sensor to the steering knuckle.

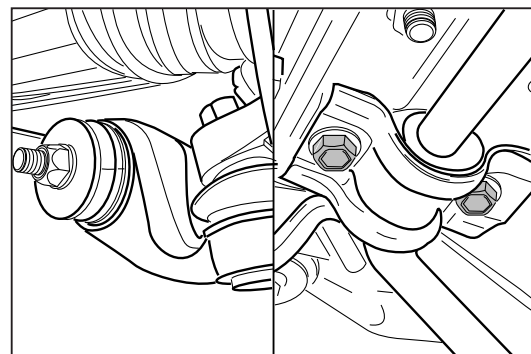


MFS00057-00055

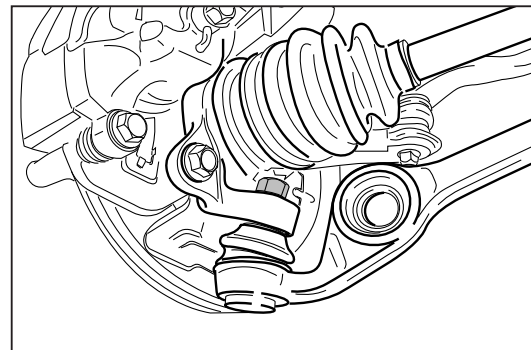
SUSPENSION LOWER ARM

REMOVAL

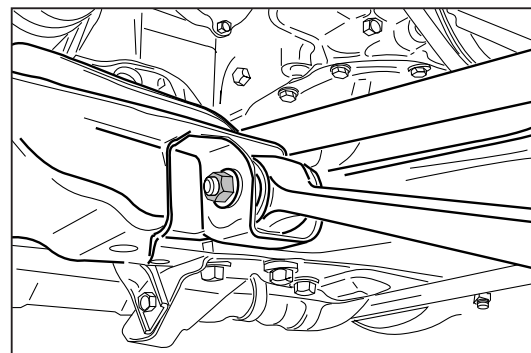
1. Jack up the vehicle and remove the tire.
NOTE:
 - For assured safety, before you start the following operations, be sure to support the vehicle with safety stands placed underneath the vehicle.
2. Remove the stabilizer bar.
See page FS-11.
3. Disconnect the suspension lower arm from the steering knuckle.
See page FS-5.
4. Remove the bolt connecting the suspension lower arm to the frame.
5. Remove the suspension lower arm from the frame.



MFS00058-00056



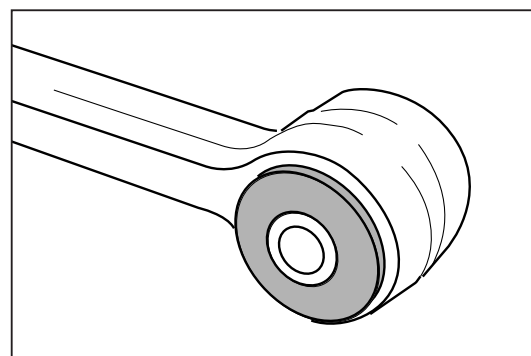
MFS00059-00057



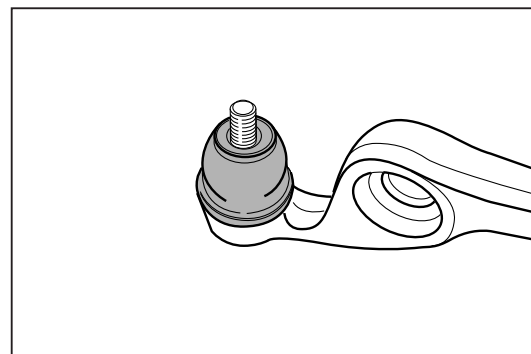
MFS00060-00058

INSPECTION

1. Check the suspension lower arm bush for cracks, damage or deteriorated rubber quality.
2. Check the dust cover of the suspension lower arm ball stud for cracks, damage or deteriorated rubber quality.



MFS00061-00059

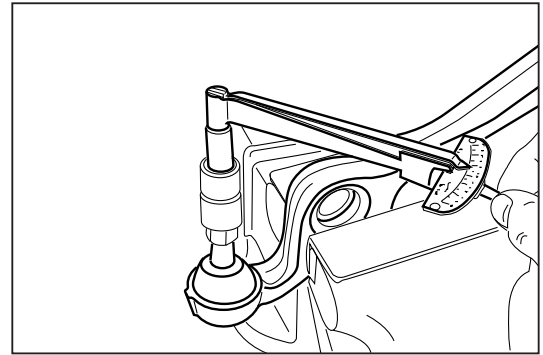


MFS00062-00060

3. Measure the turning torque of the ball stud.
Specified Value: 0.6 - 1.8 N·m

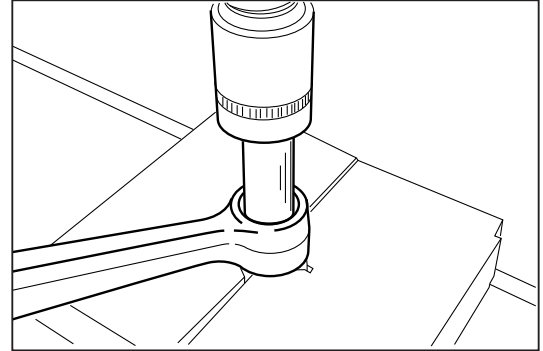
NOTE:

- After the ball stud is kept at 20°C for two hours, install the nut to the ball stud and rock it five times. Then, turn the nut with a torque wrench and perform the measurement. The nut should be secured with a double locking.



REPLACEMENT

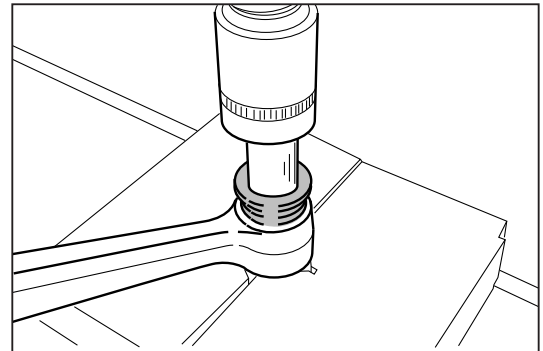
1. Pull out the suspension lower arm bush with a hydraulic press in combination with the following SST.
SST: 09726-87201-000



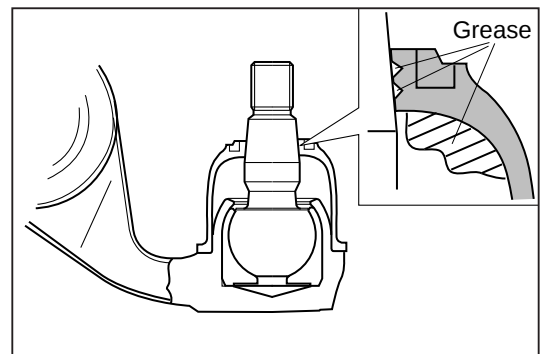
2. Press the bush into the suspension lower arm with a hydraulic press in combination with the SST.

NOTE:

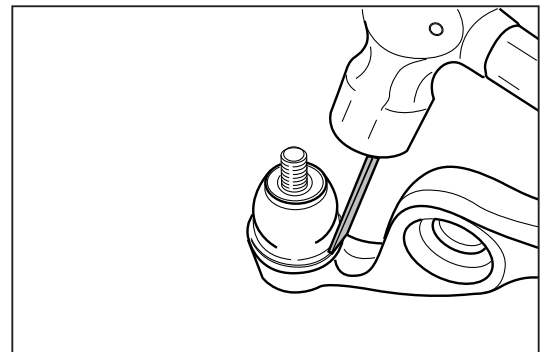
- Immediately before pressing in the bush, apply a small amount of Samper oil or kerosene to around the bush so that the rubber bush may not shudder.



3. Seal 6°C +0.5 cc of grease in the ball stud dust cover.
4. Pack the dust cover lip section with 0.1 to 0.2 cc of grease.



5. Press the ball stud dust cover to the suspension lower arm, using a wooden piece and a hammer.

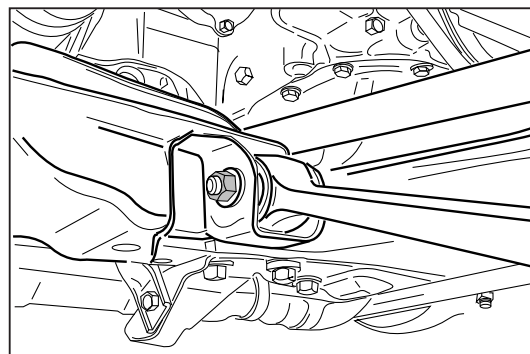


INSTALLATION

1. Temporarily assemble the suspension lower arm to the frame with the specified bolt and nut.

NOTE:

- As for the bolt insertion direction, install the right side suspension in such a way that the nut comes at the vehicle rear side. On the other hand, install the left side suspension in such a way that the nut comes at the vehicle front side.

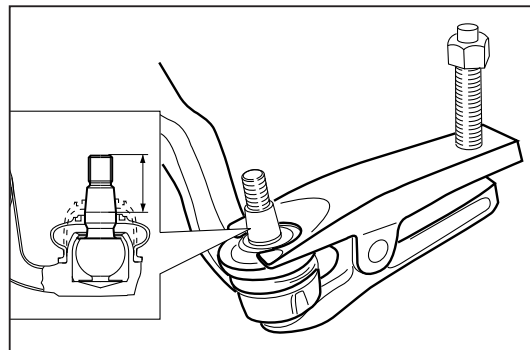


2. Compress the dust cover, using the following SST given below, as shown in the figure. In this way, completely remove the grease from the tapered section and threaded section of the ball stud.

SST: 09611-87701-000

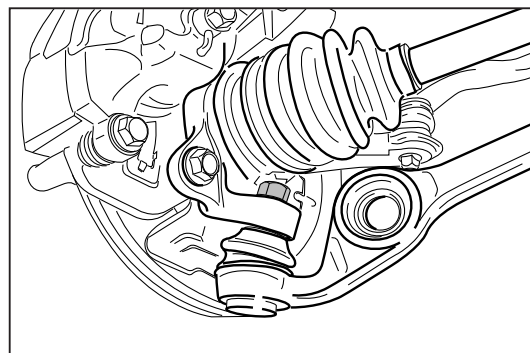
NOTE:

- With the SST installed, proceed with the assembling operation in the next step 3.

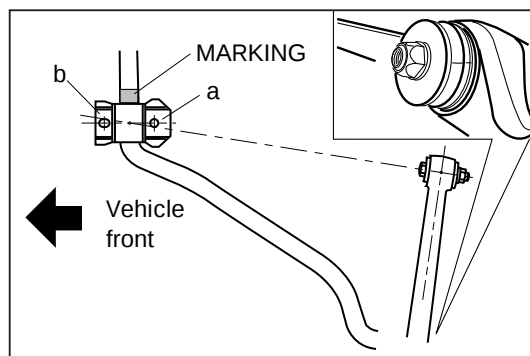


3. Assemble the suspension lower arm ball stud into the steering knuckle with the new nut.

Tightening Torque: 29.4 - 44.1 N·m

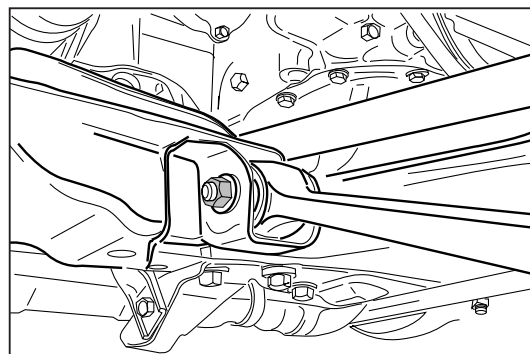


4. Assemble the stabilizer bar.
See page FS-11.

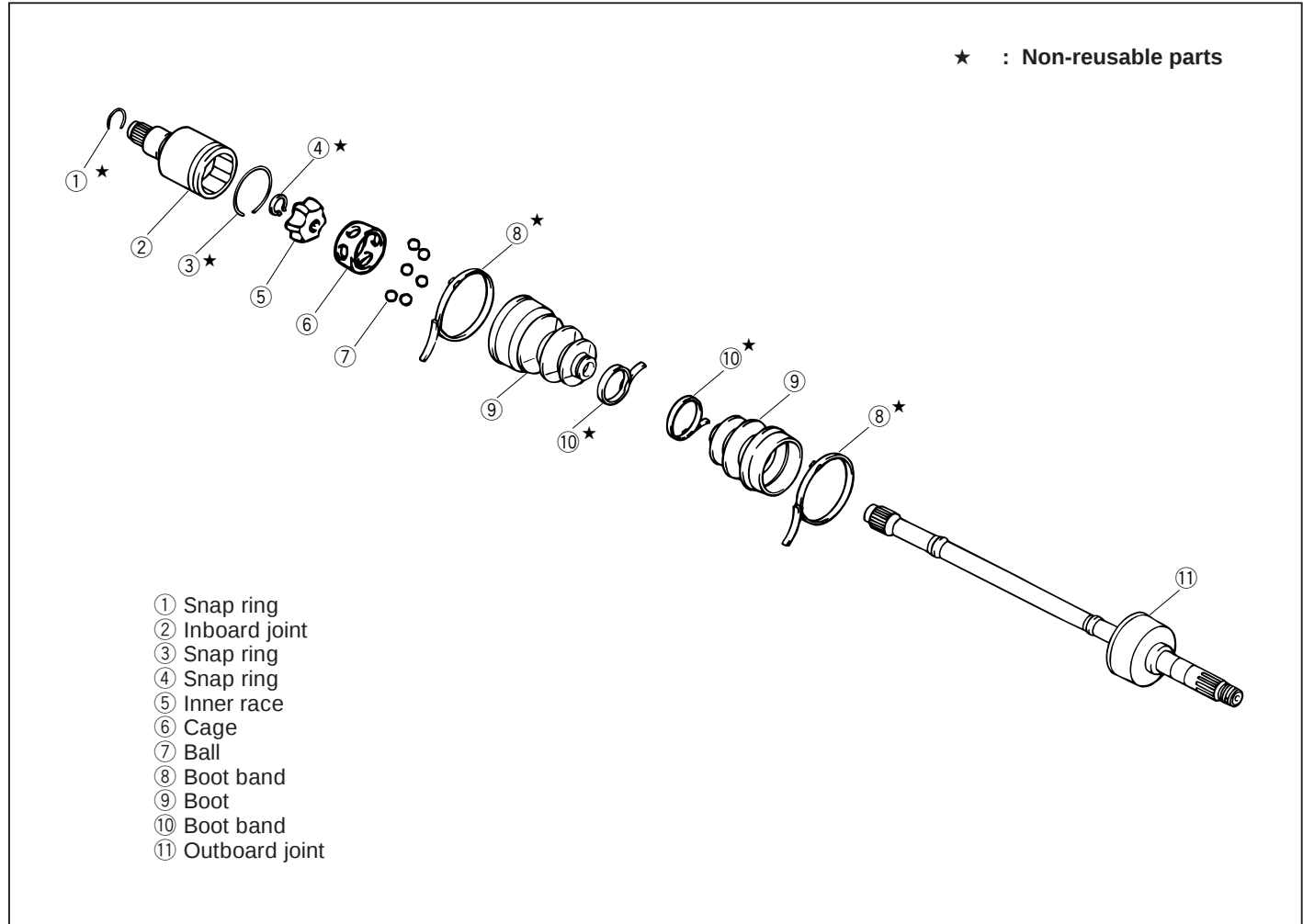


5. Tighten the bolts.

Tightening Torque: 58.8 - 83.4 N·m



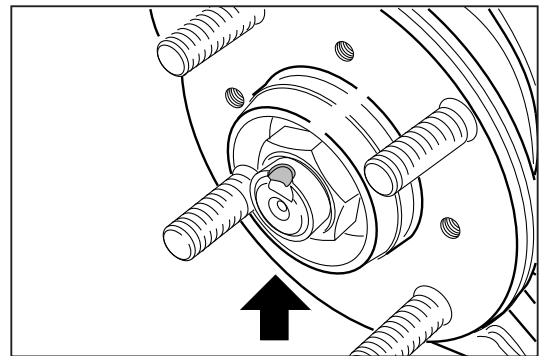
DRIVE SHAFT COMPONENTS



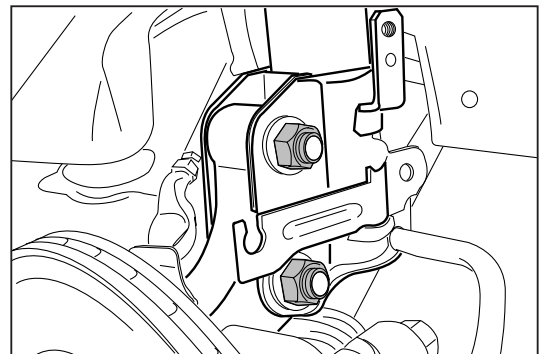
MFS00073-00071

REMOVAL

1. Jack up the vehicle.
2. Remove the tire.
3. Drain the transmission oil.
4. Release the staked portion of the lock nut of the axle hub that has been made to prevent the lock nut from turning.
5. Remove the lock nut.
6. Separate the steering knuckle from the shock absorber by removing the connecting bolts between them.

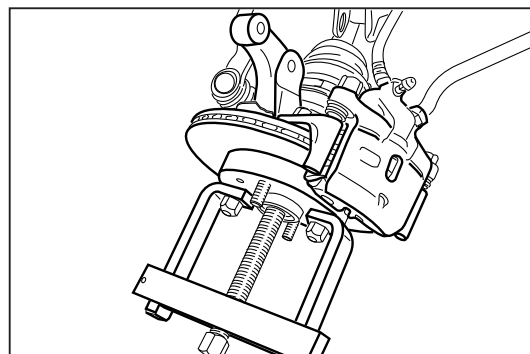


MFS00074-00072

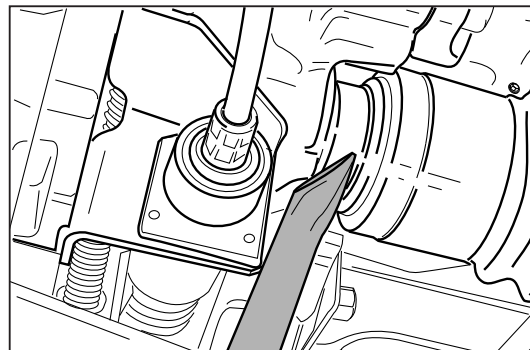


MFS00075-00073

7. Pull out the drive shaft from the axle hub, using the following SST given below.
SST: 09510-87301-000



8. Pull out the drive shaft from the transmission, using a hub nut wrench or the like.



DISASSEMBLY (Inboard joint only)

1. Remove the boot band clip.

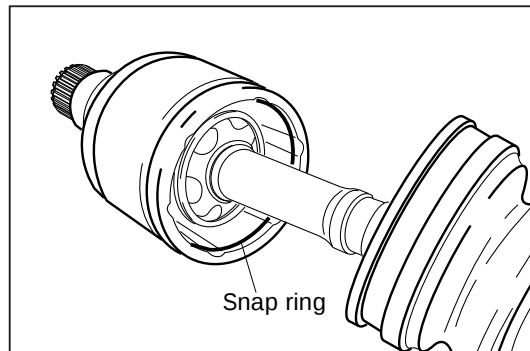
NOTE:

- During this operation, be very careful not to damage the boot.

2. Move the boot toward the center of the shaft.
3. Remove the snap ring with a screwdriver or the like.

NOTE:

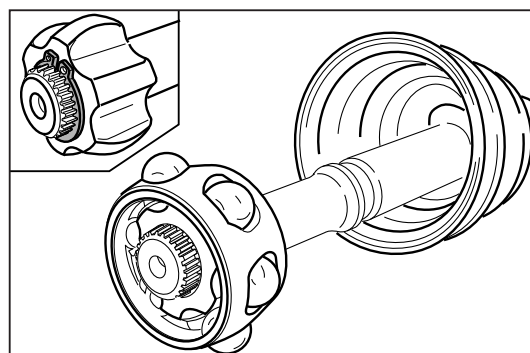
- This snap ring is a non-reusable part.



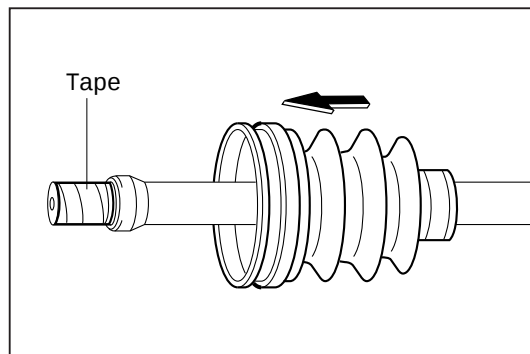
4. Disconnect the inboard joint sub-assembly from the inboard joint case.
5. Take out the six balls.
6. Remove the cage from the inner race.
7. Remove the snap ring.

NOTE:

- This snap ring is a non-reusable part.



8. Remove the inner race from the drive shaft.
9. Wind a tape around the splined section of the drive shaft as shown in the figure. Remove the boot from the drive shaft.



Outboard joint side

CAUTION:

- The outboard joint is a non-disassembling part.

NOTE:

- To replace the boot, first disassemble the inboard joint. Then, pull out the boot toward the inboard joint.

INSPECTION

1. Visually inspect the components of the inboard joint for damage, cracks or abnormal wear.
2. Visually inspect the boot for damage.

3. Check to see if the outboard joint exhibits excessive play.
4. Check to see if the drive shaft exhibits any bend.

Reference Specified Value:

When the shaft itself is measured with both end centers supported, the measured maximum runout at the mid-point of the shaft shall not exceed:

- 2.0 mm (right shaft)
- 1.5 mm (left shaft)

ASSEMBLY

Outboard joint side boot

NOTE:

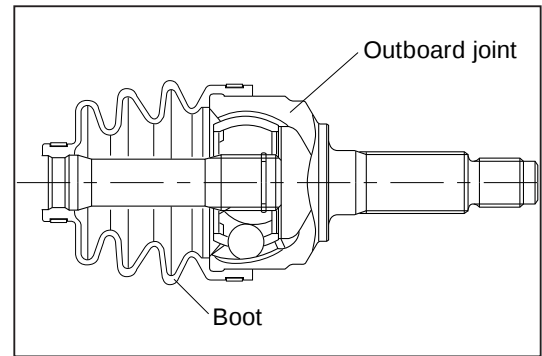
- The boot and boot band at the outboard side should be inserted into the drive shaft before the inboard joint is assembled. Replacing the boot shall be carried out in the same way as the inboard joint side.
- Seal each part of the outboard joint with grease.
Specified Value: 65 ± 10 g (Total)

Inboard joint side

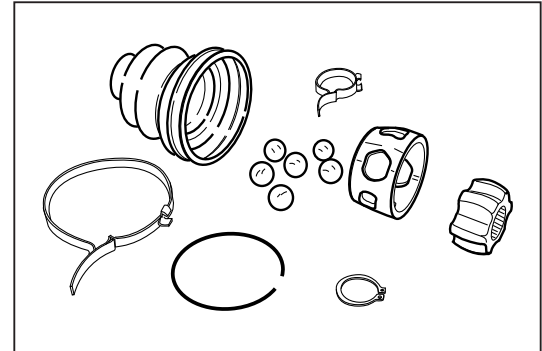
1. Insert the new boot band (small) into the drive shaft.
2. Insert the boot into the drive shaft.

NOTE:

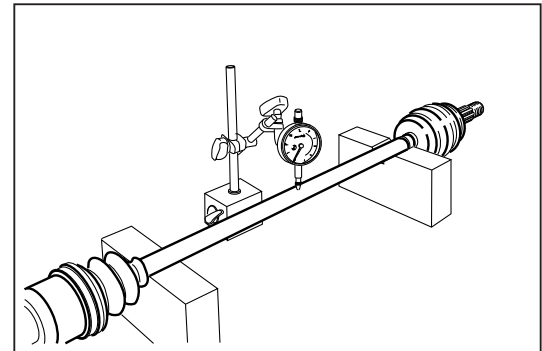
- Care must be exercised so that the boot with the larger diameter comes to the joint side.
 - The boot should be installed temporarily toward the center of the drive shaft.
3. Remove the tape that has been wound around the splined section of the drive shaft.



MFS00081-00079



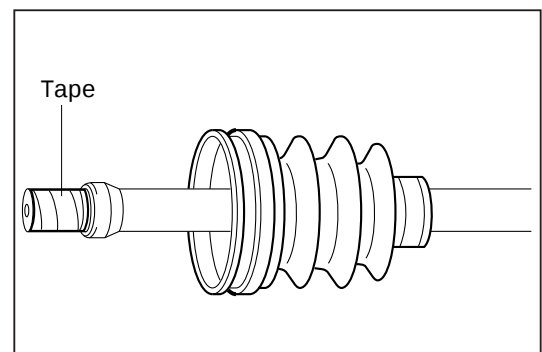
MFS00082-00080



MFS00083-00081

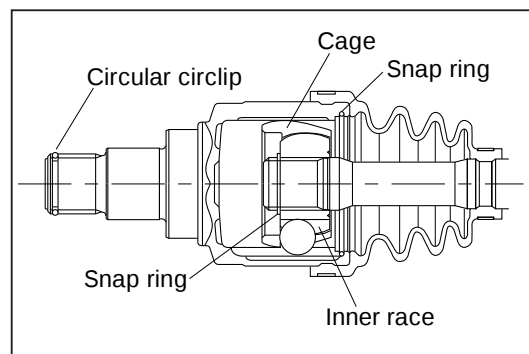


MFS00084-00000



MFS00085-00082

4. Insert the cage into the drive shaft.
5. Insert the inner race into the drive shaft.



MFS00086-00083

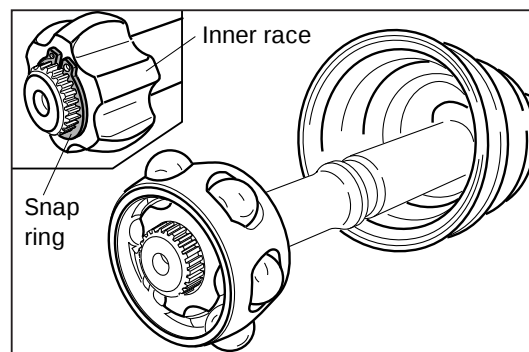
6. Install the new snap ring.

NOTE:

- Make sure that the snap ring is securely engaged in the groove.

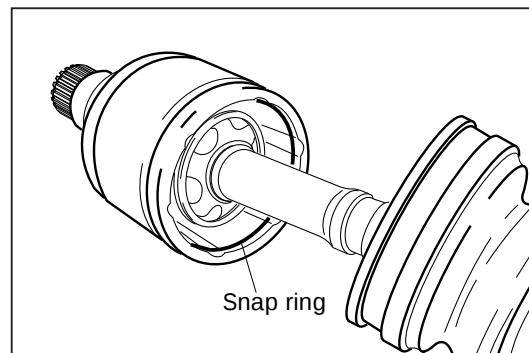
7. Assemble the cage, ball and inner race. Amply apply grease to each part.

Specified Value: 60 ± 10 g



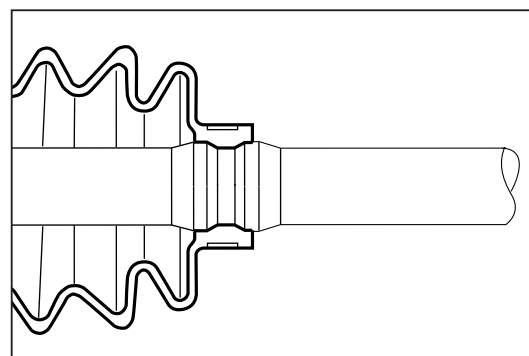
MFS00087-00084

8. Insert the part assembled in the step 7 above into the in-board joint case.
9. Install the new snap ring into the inboard joint case.



MFS00088-00085

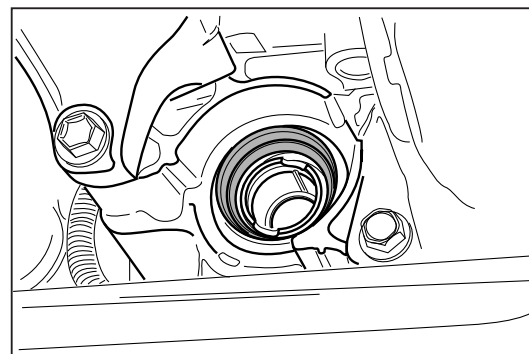
10. Install the boot in such a way that it is securely engaged in the groove of the drive shaft, as shown in the figure. Tighten it with the boot band (small).
11. Install the new boot band (large) at the inboard joint case side and tighten it.



MFS00089-00086

INSTALLATION

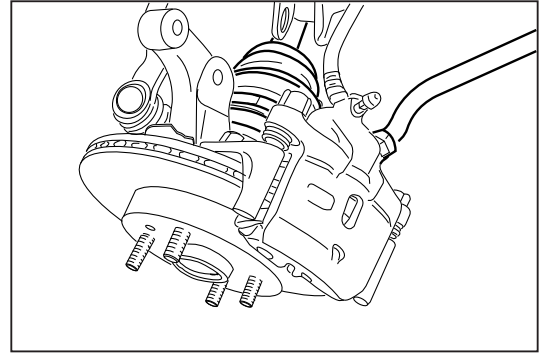
1. Apply a small amount of chassis grease to the splined section of the outboard joint of the drive shaft.
2. Apply a small amount of lithium soap base multi-purpose grease to the lip section of the oil seal of the transmission.
3. Insert the splined section of the inboard joint into the transmission.



MFS00090-00087

FS-22

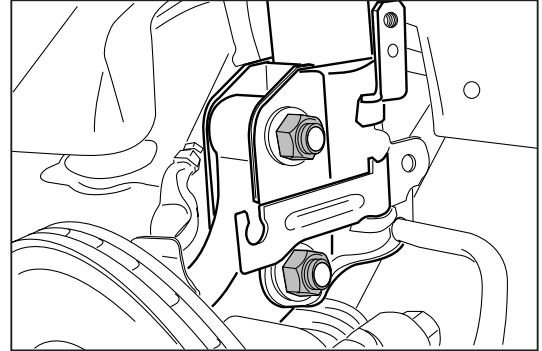
4. Insert the splined section of the outboard joint into the steering knuckle (front axle hub).



MFS00091-00088

5. Install the bolts connecting the steering knuckle to the shock absorber.

Tightening Torque: 83.4 - 107.9 N·m

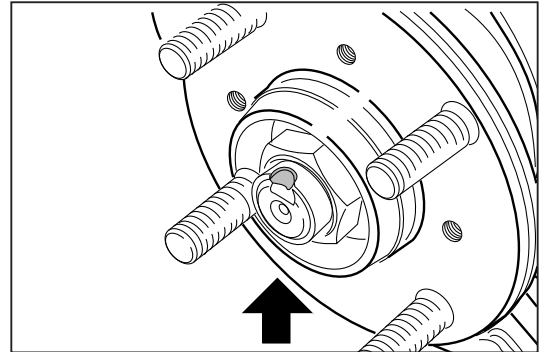


MFS00092-00089

6. Secure the front axle hub with the drive shaft by means of the new lock nut.

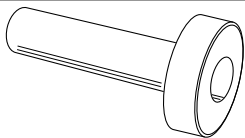
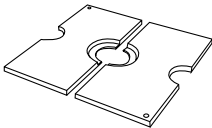
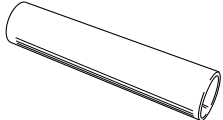
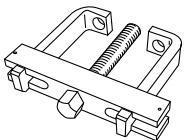
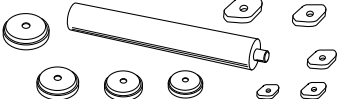
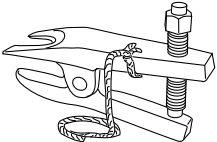
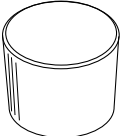
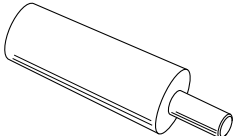
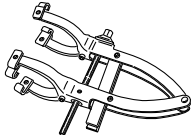
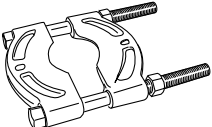
Tightening Torque: 216 - 254 N·m

7. Stake the nut so as to prevent it from turning.



MFS00093-00090

SSTs

Shape	Parts number & Name	Purpose	See page
	09310-87102-000 Counter shaft front bearing replacer	Removal of front axle bearing Installation of front axle hub	FS-7
	09334-87301-000 Transmission rear bearing anvil	Removal of front axle hub	FS-7
	09506-87501-000 Drive pinion bearing replacer	Removal of front axle hub	FS-7
	09510-87301-000 Front hub & drum puller	Removal of front axle hub	FS-19
	09608-87501-000 Tool set, axle hub & drive pinion bearing	Installation of front axle bearing	FS-7
	09611-87701-000 Puller, tie-rod end	Removal of tie-rod end Removal of front suspension lower arm	FS-5
	09718-87702-000 Replacer, front disc brake dust cover	Installation of front axle bearing	FS-7
	09726-87201-000 Door arm bushing replacer	Removal of suspension lower arm bush	FS-16
	09727-87701-000 Compressor, spring	Removal of front spring	FS-12
	09950-87701-000 Bearing remover	Installation of dust cover	FS-8

TIGHTENING TORQUE

Components	N·m	kgf·cm
Wheel hub nut	89 - 118	900 - 1200
Steering knuckle × Suspension lower arm	29.4 - 44.1	300 - 450
Suspension lower arm × Frame	58.8 - 83.4	600 - 850
Stabilizer link × Suspension lower arm	92.2 - 111.8	940 - 1140
Shock absorber × Steering knuckle	83.4 - 107.9	850 - 1100
Shock absorber piston end nut	53.9 - 73.5	550 - 750
Suspension support × Front fender apron	29.4 - 44.1	300 - 450
Stabilizer bracket × Frame	73.5 - 93.2	750 - 950
Drive shaft × Front axle hub	167 - 226	1700 - 2300
Tie-rod end lock nut	29.4 - 44.1	300 - 450
Tie-rod end × Steering knuckle	29.4 - 44.1	300 - 450
Steering knuckle × Speed sensor bracket	6.9 - 9.8	70 - 100
Steering knuckle × Brake hose bracket	16.7 - 24.5	170 - 250
Steering knuckle × Disc brake assembly	90.2 - 135.3	920 - 1380

MFS00095-00000