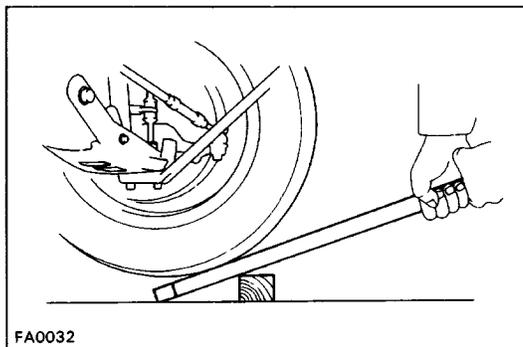
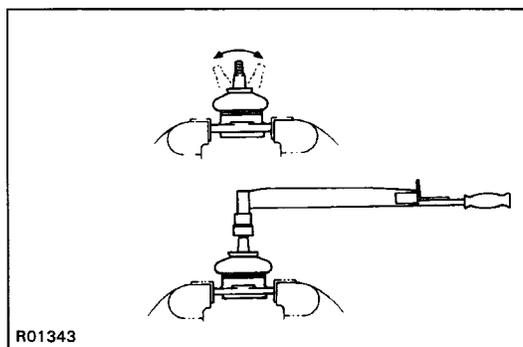


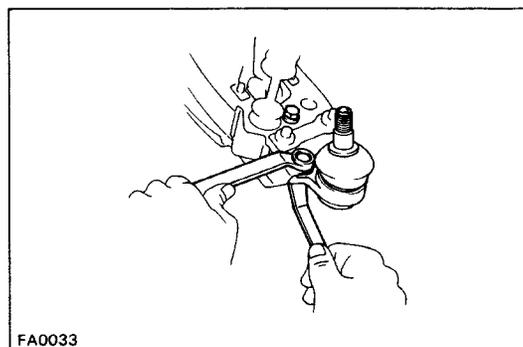
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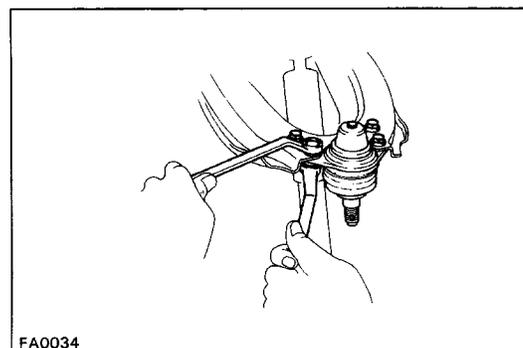
FA0032



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FA0033



FA0034

Ball Joint

(See page SA-17)

INSPECTION OF BALL JOINTS

1. INSPECT LOWER BALL JOINT FOR EXCESSIVE LOOSENESS

- Jack up the front of the vehicle and support it with stands.
- Make sure the front wheels are in a straight forward position, and depress the brake pedal.
- Move the lower arm up and down and check that the lower ball joint has no excessive play.
Maximum vertical play: 0 mm (0 in.)

2. INSPECT UPPER BALL JOINT FOR EXCESSIVE LOOSENESS

- Move the wheel up and down and check that the upper ball joint has no excessive play.
Maximum vertical play: 2.3 mm (0.091 in.)

3. INSPECT BALL JOINT ROTATION CONDITION

- Remove the ball joint.
- As shown in the figure, flip the ball joint stud back and forth 5 times before installing the nut.
- Using a torque gauge, turn the nut continuously one turn every 2–4 seconds and take the torque reading on the 5th turn.

Torque (turning):

Lower ball joint 0.1 – 4.9 N-m
(1– 50 kgf -cm, 1 – 43 in.-lbf)

Upper ball joint 2.0 – 3.9 N-m
(20– 40 kgf -cm, 17 – 35 in.-lbf)

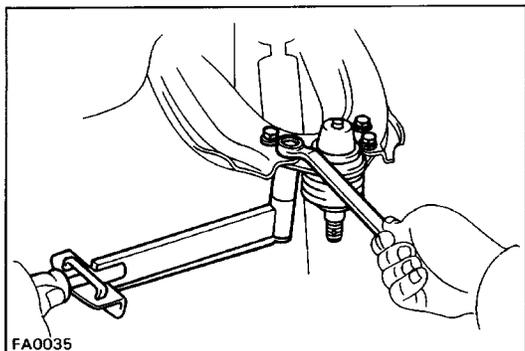
REMOVAL OF BALL JOINTS

1. REMOVE STEERING KNUCKLE

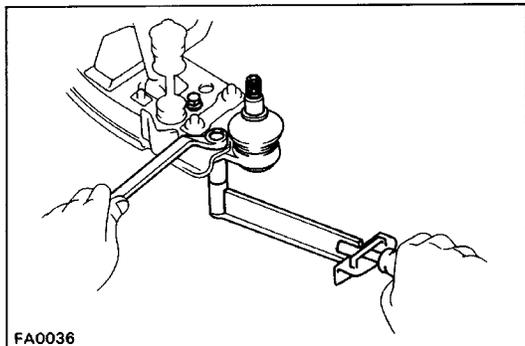
(See page SA-15)

2. REMOVE LOWER BALL JOINT FROM LOWER ARM

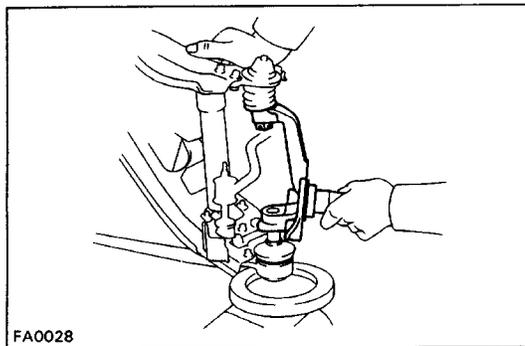
3. REMOVE UPPER BALL JOINT FROM UPPER ARM

**INSTALLATION OF BALL JOINTS****1. INSTALL UPPER BALL JOINT TO UPPER ARM**

Torque: 31 N-m (320 kgf-cm, 23 ft-lbf)

**2. INSTALL LOWER BALL JOINT TO LOWER ARM**

Torque: 127 N-m (1,300 kgf-cm, 94 ft-lbf)

**3. INSTALL STEERING KNUCKLE**

(See page [SA-16](#))