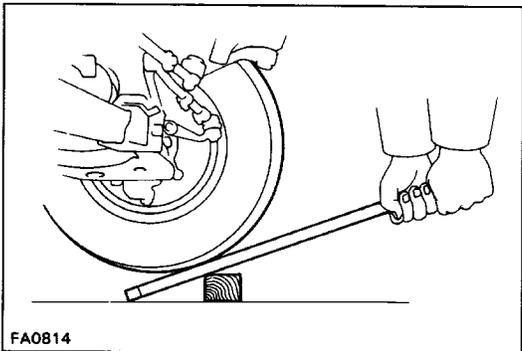
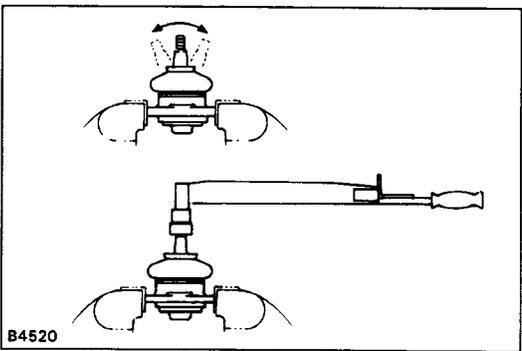


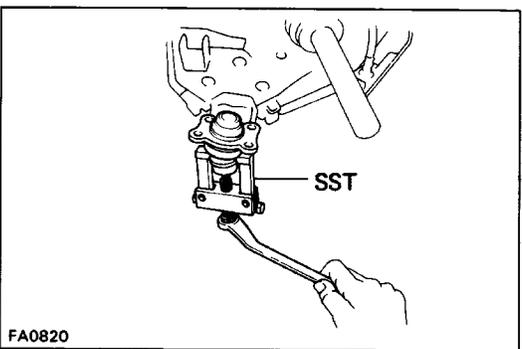
FA0813



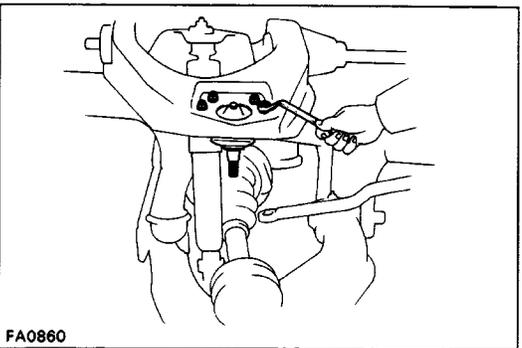
FA0814



B4520



FA0820



FA0860

Ball Joint

(See page SA-111)

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 suspension arm up and down and check that the lower ball joint has no excessive play.

Maximum vertical play: 2.3 mm (0.091 in.)

2. INSPECT UPPER BALL JOINT FOR EXCESSIVE LOOSENESS

Move the vehicle up and down and check that the upper ball joint has no excessive play.

Maximum vertical play: 0 mm (0 in.)

3. INSPECT BALL JOINT FOR ROTATION CONDITION

- Remove the ball joints.
- 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

3.0 – 5.9 N·m

(30 – 60 kgf·cm, 26 – 52 in.-lbf)

REMOVAL OF BALL JOINTS

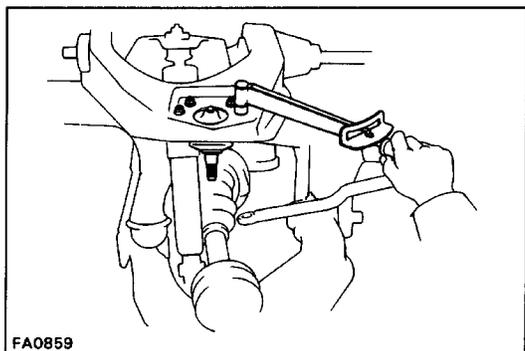
1. REMOVE STEERING KNUCKLE

(See page SA-41)

2. REMOVE LOWER BALL JOINT FROM LOWER SUSPENSION ARM

- Remove the cotter pin and nut.
- Using SST, remove the lower ball joint from the lower suspension arm.
SST 09628-62011

3. REMOVE UPPER BALL JOINT FROM UPPER SUSPENSION ARM

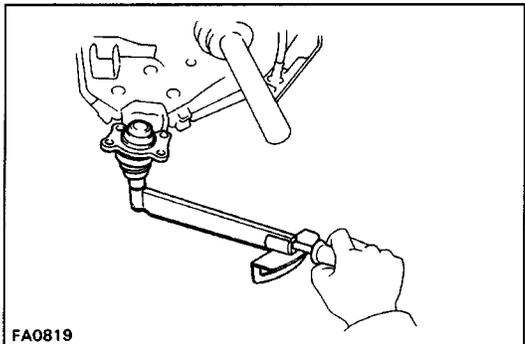


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INSTALLATION OF BALL JOINTS

1. INSTALL UPPER BALL JOINT TO UPPER SUSPENSION ARM

Torque: 33 N-m (340 kgf-cm, 25 ft-lbf)



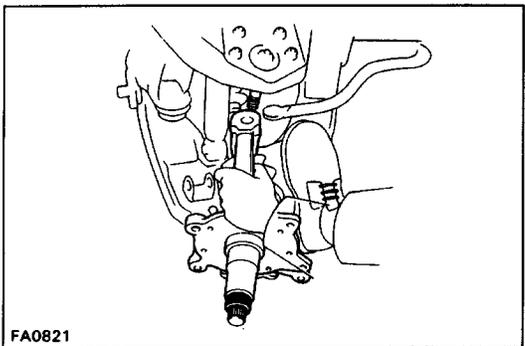
FA0819

2. INSTALL LOWER BALL JOINT TO LOWER SUSPENSION ARM

(a) Install the lower ball joint to the lower suspension arm.

(b) Torque the nut and install a new cotter pin.

Torque: 142 N-m (1,450 kgf-cm, 105 ft-lbf)



FA0821

3. INSTALL STEERING KNUCKLE

(See page [SA-43](#))