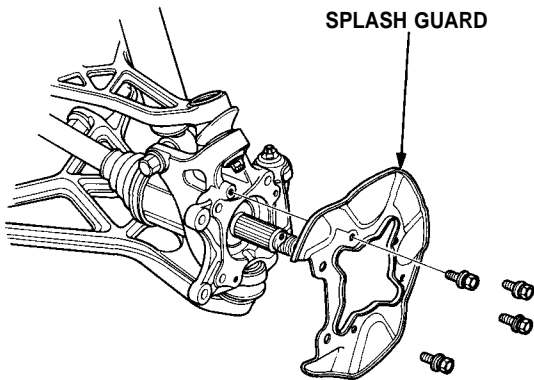


Knuckle/Control Arms

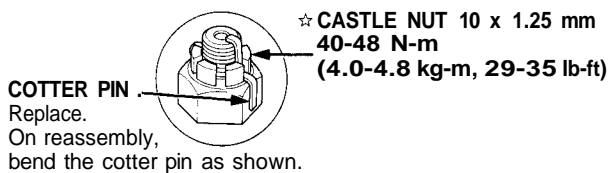
Removal

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

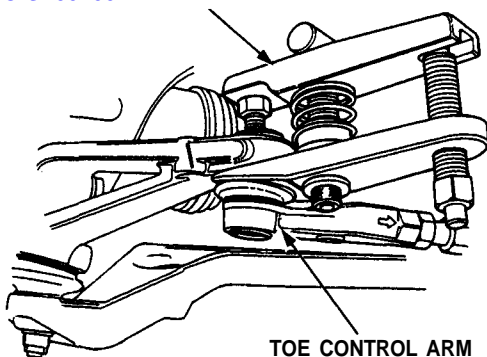


3. Remove the cotter pin from the castle nut of the toe control arm.
4. Install the 10 mm hex nut on the ball joint. Be sure that the 10 mm hex nut is flush with the ball joint pin end, or the threaded section of the ball joint pin might be damaged by the ball joint remover.
5. Use the ball joint remover, 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.



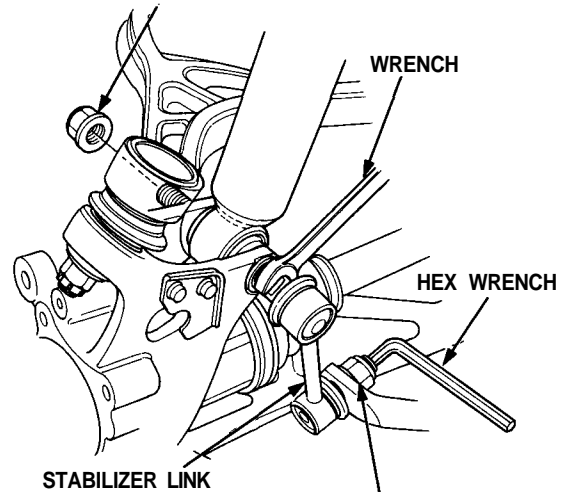
BALL JOINT REMOVER, 28 mm
07MAC-SL00200



☆: Corrosion resistant bolt/nut

6. Hold the damper lower mount of stabilizer link with a wrench, then remove the damper mounting nut.
7. Hold the ball pin of the stabilizer link with a hex wrench, then loosen the self-locking nut.

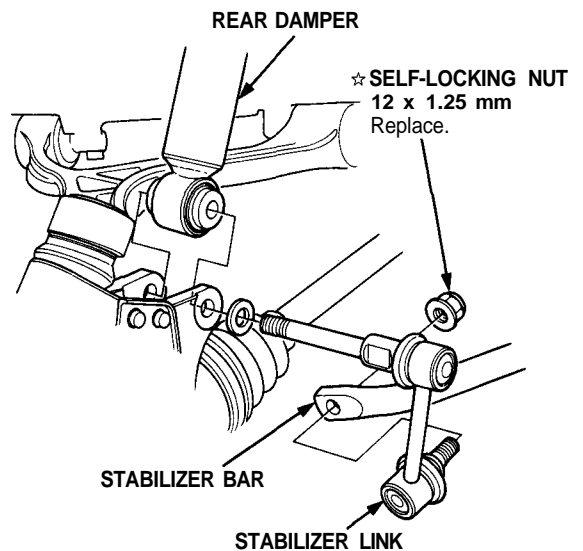
☆ **DAMPER MOUNTING NUT**
12 x 1.25 mm
Replace
95 N-m (9.5 kg-m, 69 lb-ft)



☆ **SELF-LOCKING NUT**
12 x 1.25 mm
Replace.
85 N-m (8.5 kg-m, 61 lb-ft)

☆: Corrosion resistant bolt/nut

8. Remove the self-locking nut, then remove the stabilizer link from the stabilizer bar and knuckle.

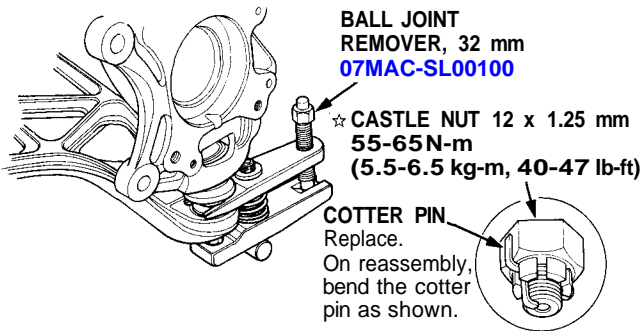


☆: Corrosion resistant bolt/nut



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

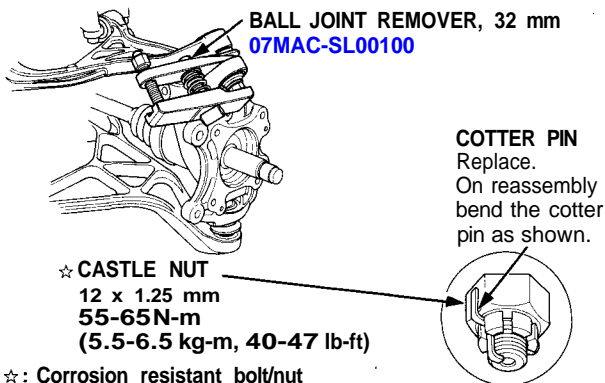
CAUTION: Avoid damaging the ball joint boot.



☆: Corrosion resistant bolt/nut

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

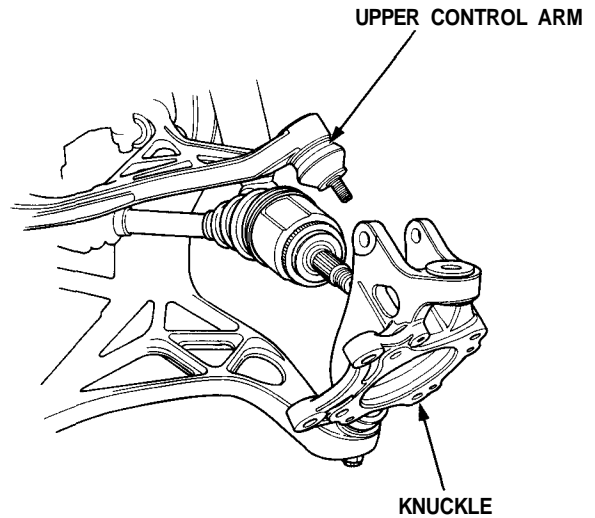
CAUTION: Avoid damaging the ball joint boot.



☆: Corrosion resistant bolt/nut

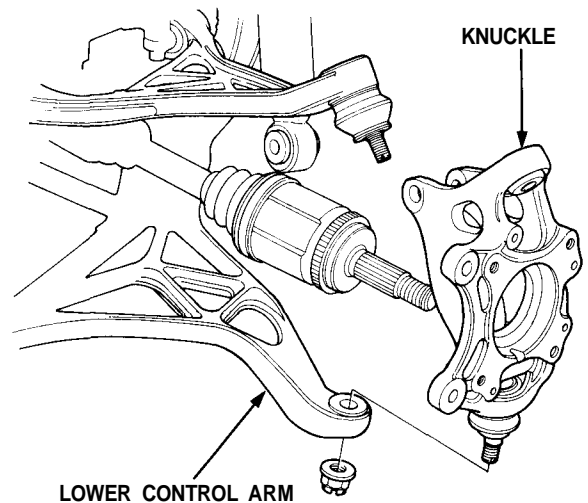
15. Separate the knuckle from the upper control arm and driveshaft outboard joint.

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)

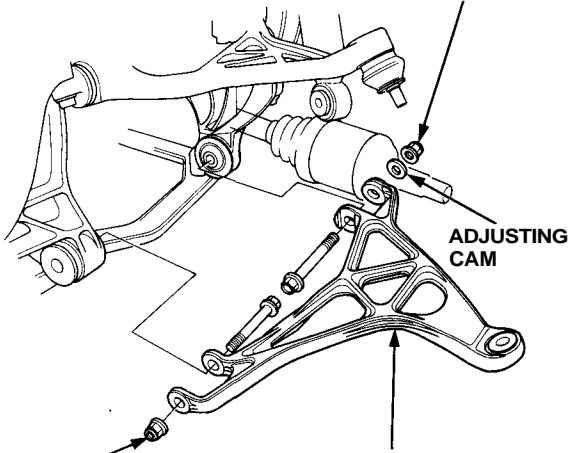
Knuckle/Control Arms

Removal (cont'd)

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

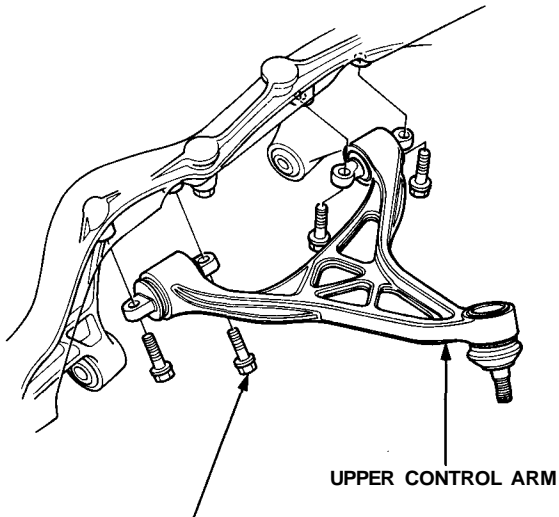
☆: Corrosion resistant bolt/nut

☆ SELF-LOCKING NUT
14 x 1.5 mm
Replace.
125 N-m
(12.5 kg-m, 90 lb-ft)



☆ SELF-LOCKING NUT
14 x 1.5 mm
Replace.
125 N-m (12.5 kg-m, 90 lb-ft)

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

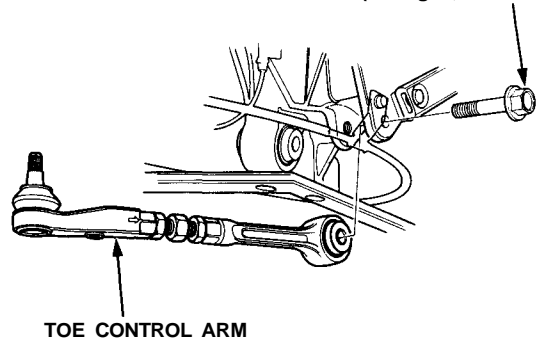


☆ FLANGE BOLT
10 x 1.25 mm
60 N-m (6.0 kg-m, 43 lb-ft)

☆: Corrosion resistant bolt/nut

19. Remove the toe control arm.

☆ FLANGE BOLT
12 x 1.25 mm
95 N-m
(9.5 kg-m, 69 lb-ft)



☆: Corrosion resistant bolt/nut

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