

In the front suspension, a shock absorber is used to absorb the bumps and provide a smooth ride. It is important to check the shock absorber and the front suspension regularly. If the shock absorber is worn, it will cause the vehicle to bounce and sway, which can be dangerous. The front suspension should be checked regularly.

Check the front suspension and steering components. If any of the components are worn or damaged, they should be replaced before the front axle and suspension are checked.

The front axle and suspension components are located on the front of the vehicle. The front axle is the part of the vehicle that the wheels are attached to. The suspension components are the parts that allow the wheels to move up and down. The front axle and suspension components should be checked regularly. If any of the components are worn or damaged, they should be replaced before the front axle and suspension are checked.

FRONT AXLE & SUSPENSION

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PRECAUTION

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

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PRIOR CHECKS

TYRE CHECK

1. Visually inspect the tyres for uneven wear.
2. Check the tyre air inflation pressure.

NOTE:

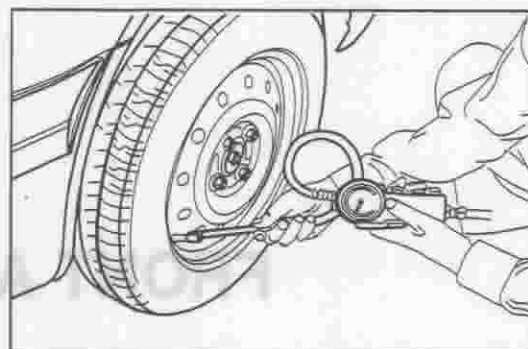
- The check should be performed with the vehicle parked at a level place.
- All tyres mounted on the vehicle shall be those manufactured by the same manufacturer and of the same size.
- The vehicle to be checked should have the vehicle weight in an unloaded state. The vehicle weight in an unloaded state means the vehicle weight when the fuel is filled to the full level, and the spare tyre, standard tools and jack are stored in the specified positions.

Tyre Size: 145/70R12, 155/65R13

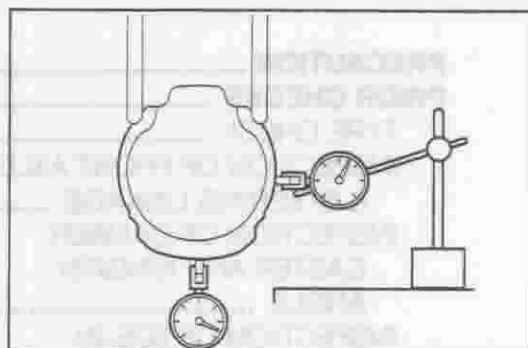
Pressure: 197 kPa (2.0 kgf/cm²)

Reference: T105/70D14 (Temporary tyre)

414 kPa (4.2 kgf/cm²)



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LFS00004-00002

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

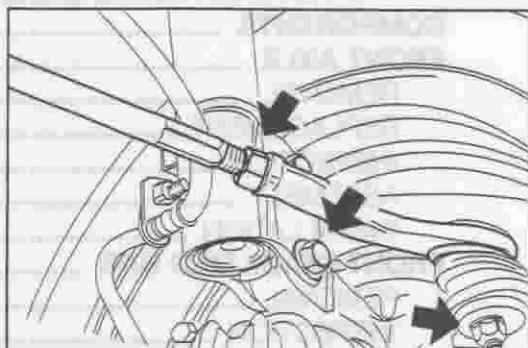
Specified Value (Maximum):

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.



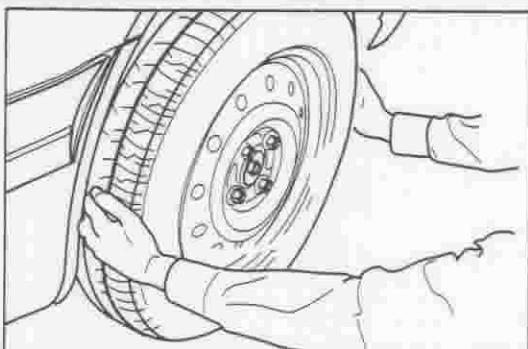
LFS00005-00003

INSPECTION OF FRONT AXLE & 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.



LFS00006-00004

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 tyre by hands.
4. Check the front axle bearing for wear, resulting in excessive play, by alternately pushing and pulling the tyre. Also, check the tie rod end ball joint for excessive play.

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 & TURNING RADIUS

Specified Value:

Toe-in: 0 ± 1 mm

Turning Radius: IN $42.8^{\circ} \pm 2^{\circ}$

OUT $35.4^{\circ} \pm 2^{\circ}$

155/65R13, 145/70R12

Adjustment of toe-in

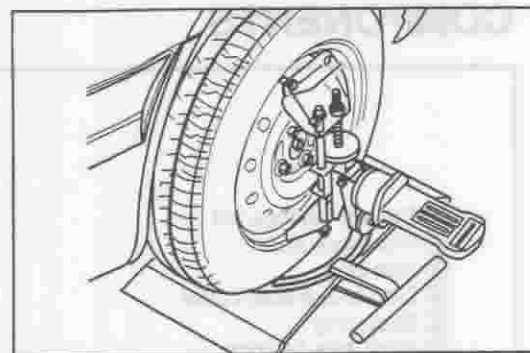
- Loosen the lock nut of the tie rod end.
- Adjust the toe-in amount by turning the steering rack end.

NOTE:

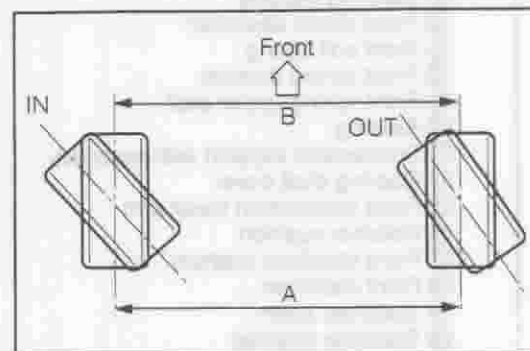
- When turning the steering rack end, make sure that the length of the steering rack end becomes the same between the right and left sides.

- Tighten the lock nut.

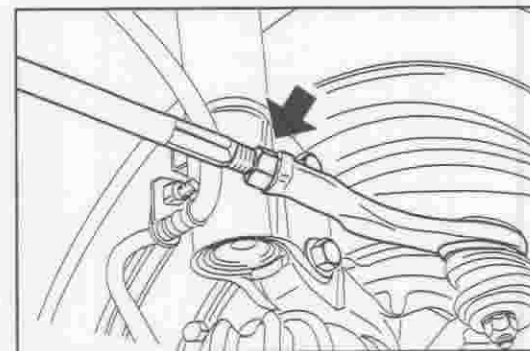
Tightening Torque: 29.4 - 44.1 N·m



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LFS00008-00005

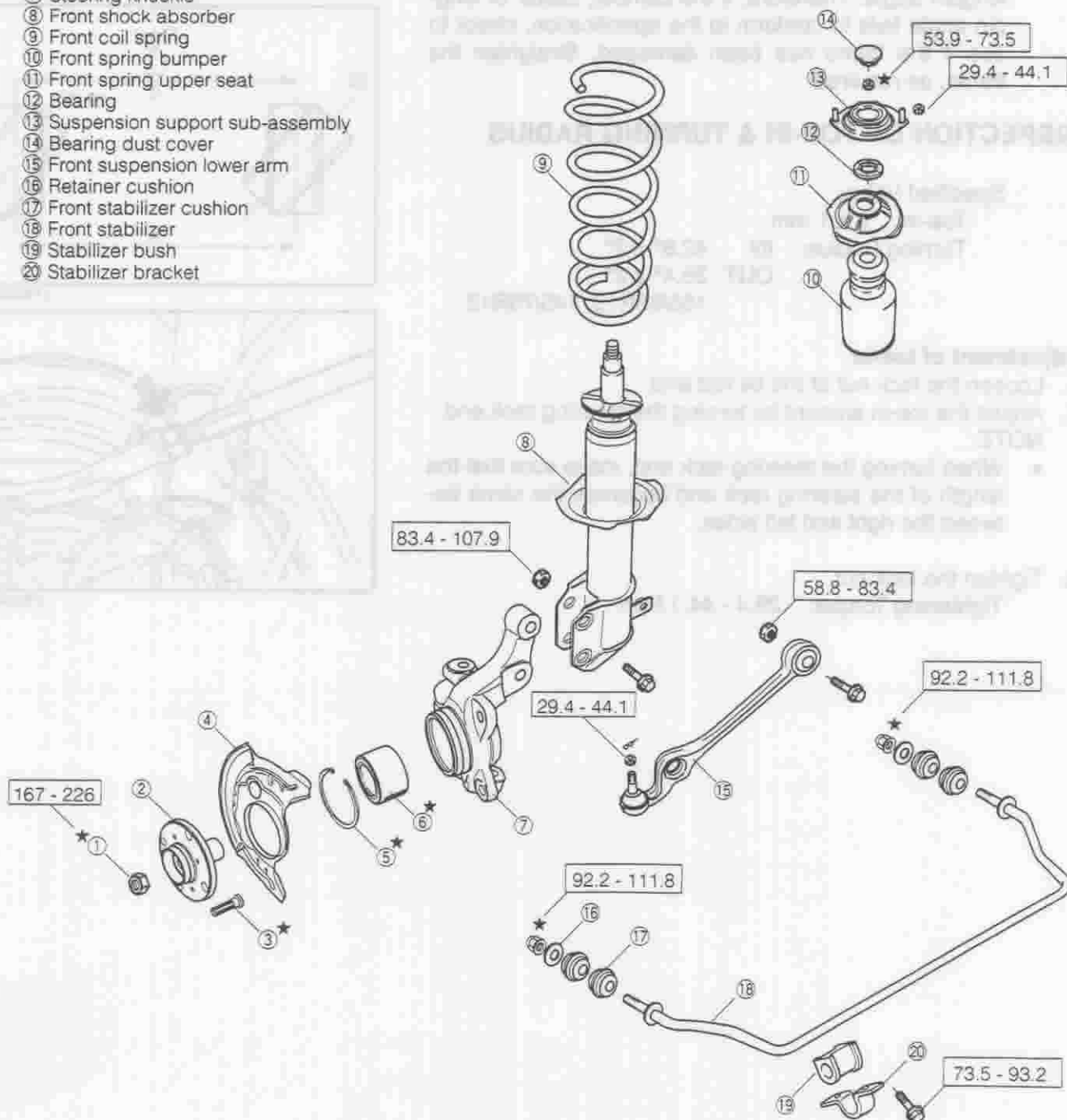


LFS00009-00007

COMPONENTS

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

□ : Tightening torque
 ★ : Non-reusable parts
 Unit : N·m (kgf·m)



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 tyre.
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:

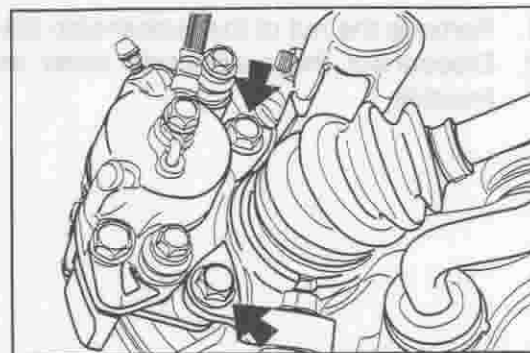
- Never reuse the nut that has been removed.

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

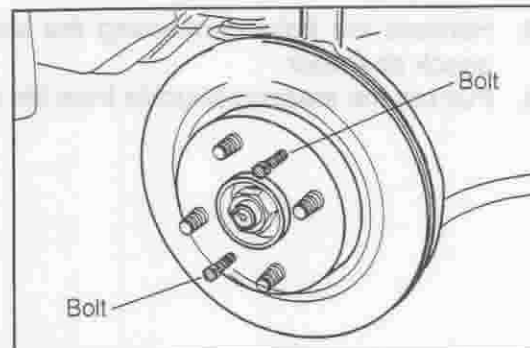
NOTE:

- Never reuse the nut that has been removed.

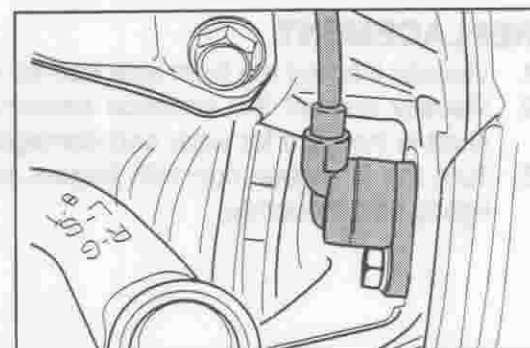
10. Disconnect the tie rod end from the steering knuckle.



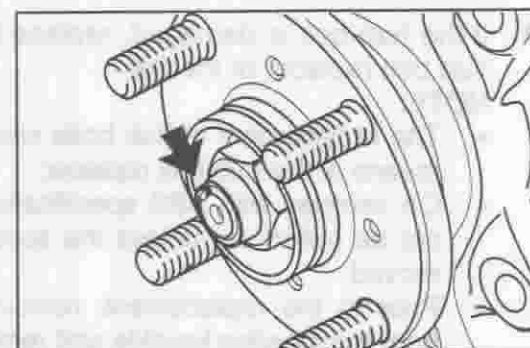
LFS00011-00009



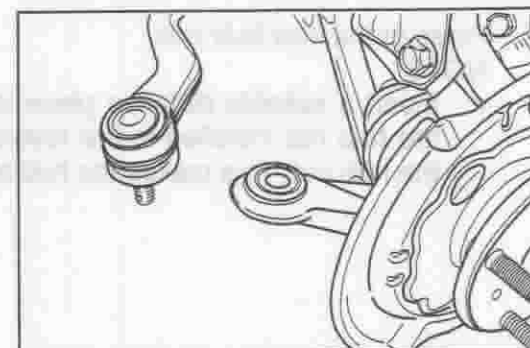
LFS00012-00010



LFS00013-00011

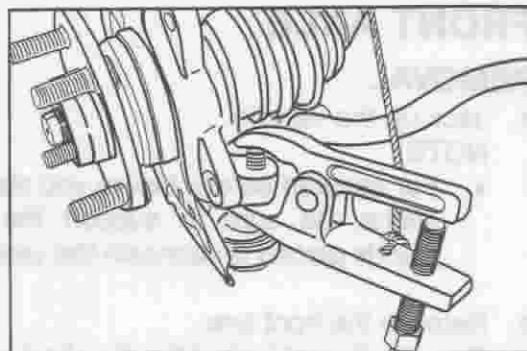


LFS00014-00012



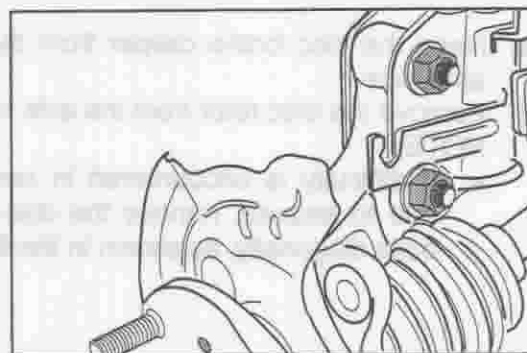
LFS00015-00013

11. Remove the nut of the suspension lower arm ball stud.
12. Disconnect the suspension lower arm from the steering knuckle.



LFS00016-00014

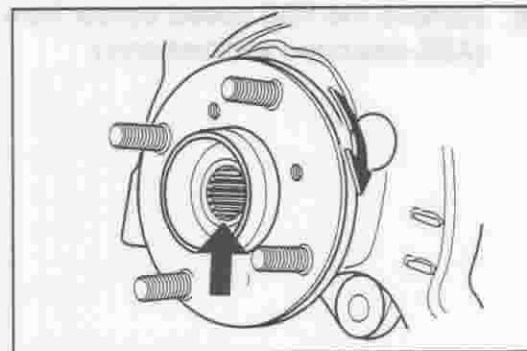
13. Remove the bolts connecting the steering knuckle to the shock absorber.
14. Pull out the steering knuckle from the drive shaft.



LFS00017-00015

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.

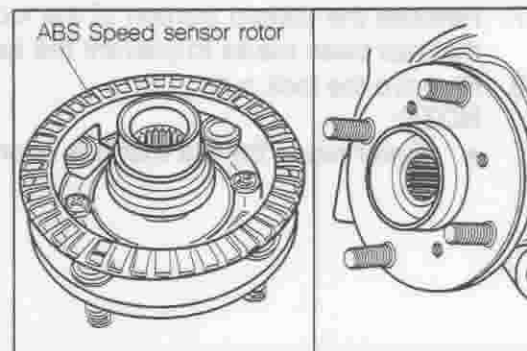


LFS00018-00016

4. If the hub bolt is damaged, replace the hub bolt, using a hub bolt replacer or the like.

NOTE:

- The replacement of hub bolts should be carried out by means of the hub bolt replacer.
- On vehicles with ABS specifications, the hub bolt can not be pulled out unless the speed sensor rotor is removed.
- Prior to the replacement, remove the front axle hub from the steering knuckle and remove the rotor.

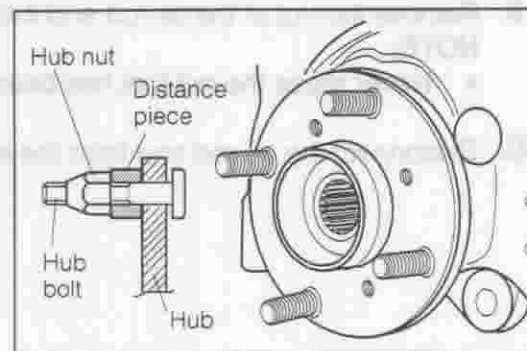


LFS00019-00017

5. Press-fit the new hub bolt.

NOTE:

- Insert a suitable distance piece into the hub bolt. With the hub nut installed in the reverse direction, screw in the hub nut. This makes the hub bolt press-fitted.

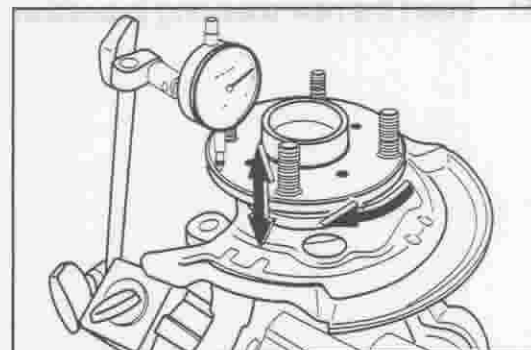


LFS00020-00018

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



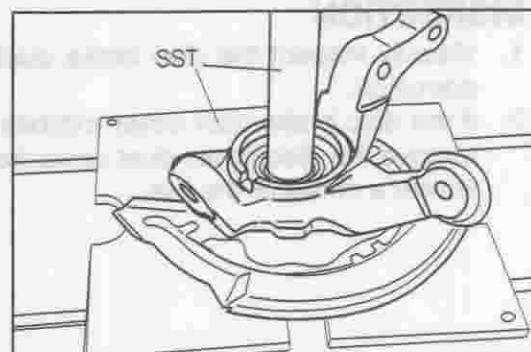
LFS00021-00019

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

SST: 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.

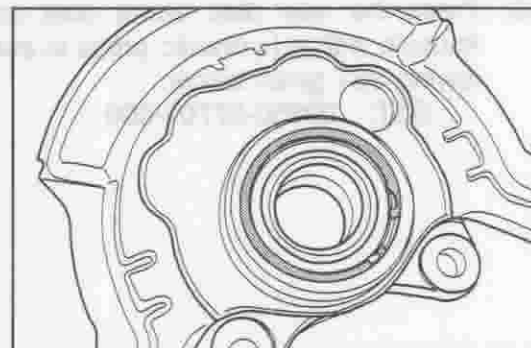


LFS00022-00020

8. Remove the snap ring.

NOTE:

- Never reuse the snap ring that has been removed.



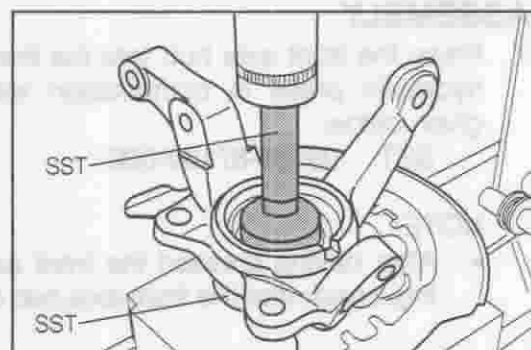
LFS00023-00021

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

SST: 09310-87102-000
09718-87702-000

NOTE:

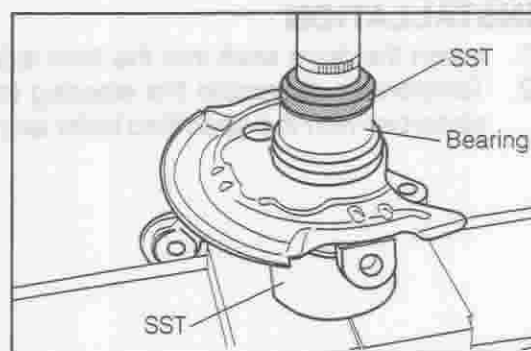
- Never reuse the bearing that has been removed.



LFS00024-00022

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

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



LFS00025-00023

11. Insert the new snap ring in position.

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.

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

ASSEMBLY

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

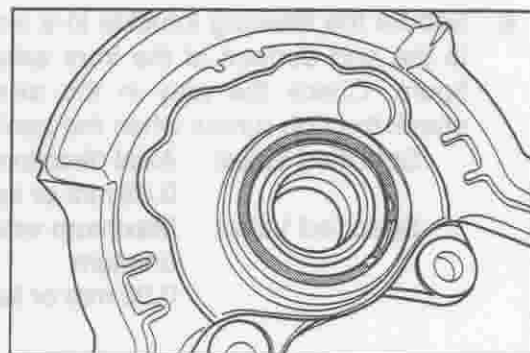
SST: 09310-87102-000

NOTE:

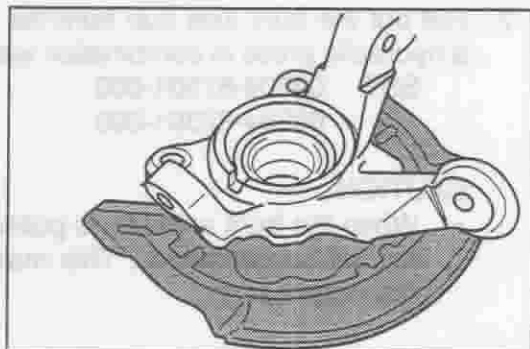
- After having pressed the front axle hub into the bearing, check that the front axle hub can turn lightly.

INSTALLATION

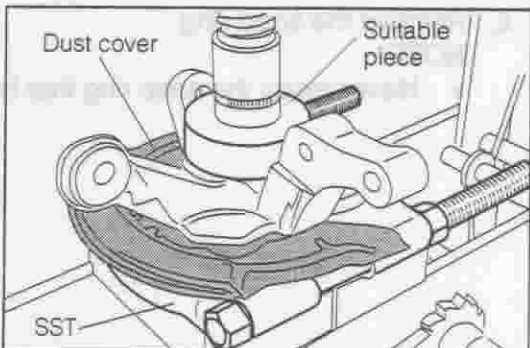
1. Insert the drive shaft into the front axle hub.
2. Temporarily assemble the steering knuckle with the shock absorber with the specified bolts and nuts.



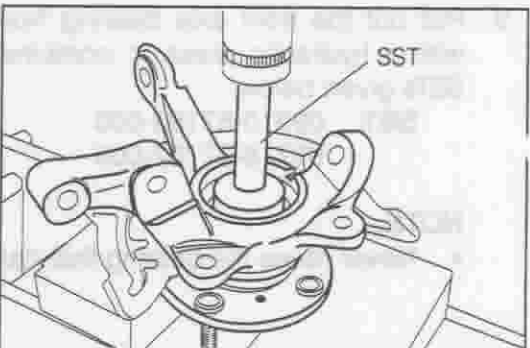
LFS00026-00024



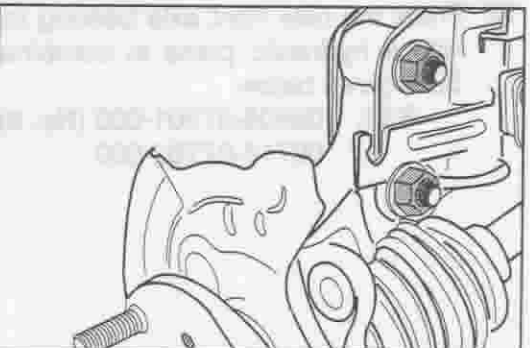
LFS00027-00025



LFS00028-00026



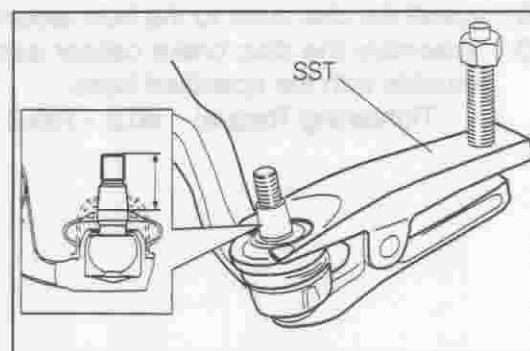
LFS00029-00027



LFS00030-00028

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.

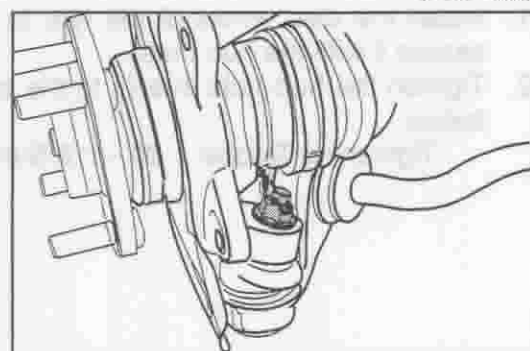
SST: 09611-87701-000



LFS00031-00029

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

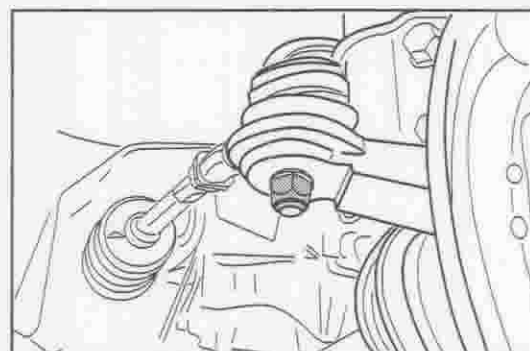
Tightening Torque: 29.4 - 44.1 N·m



LFS00032-00030

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

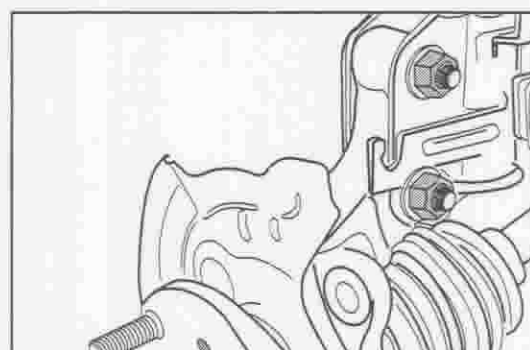
Tightening Torque: 29.4 - 44.1 N·m



LFS00033-00031

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

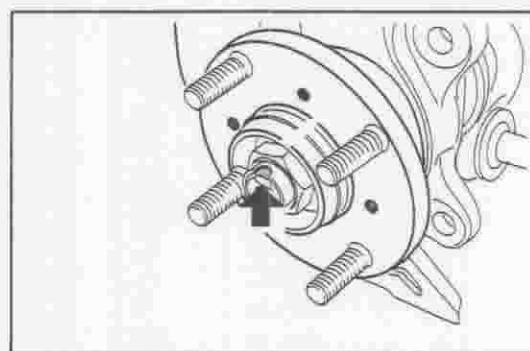
Tightening Torque: 83.4 - 107.9 N·m



LFS00034-00032

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

Tightening Torque: 167 - 226 N·m



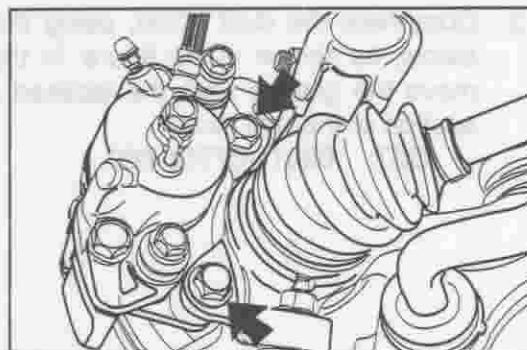
LFS00035-00033

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.

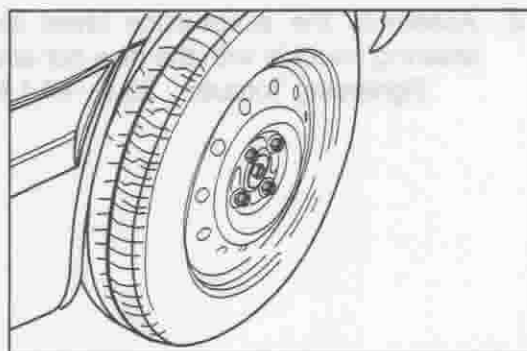
Tightening Torque: 90.2 - 135.3 N·m



LFS00036-00034

11. Install the disc wheel of the tyre 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



LFS00037-00035

FRONT STABILIZER BAR

REMOVAL

1. Jack up the vehicle.

NOTE:

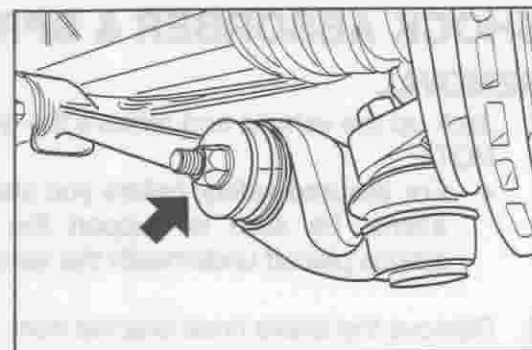
- For assured safety, before you start the following operations, be sure to support the vehicle with safety stands placed underneath the vehicle.

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

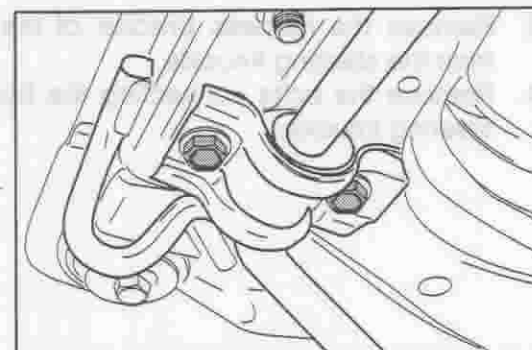
NOTE:

- 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.



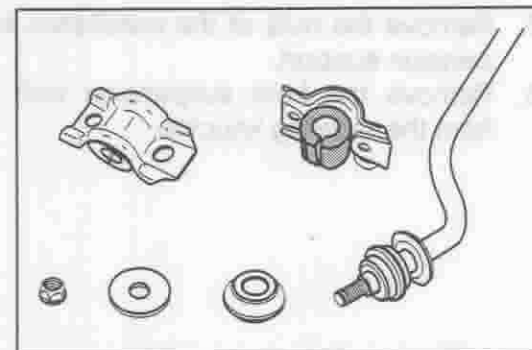
LFS00038-00036



LFS00039-00037

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.



LFS00040-00038

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 powder 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.

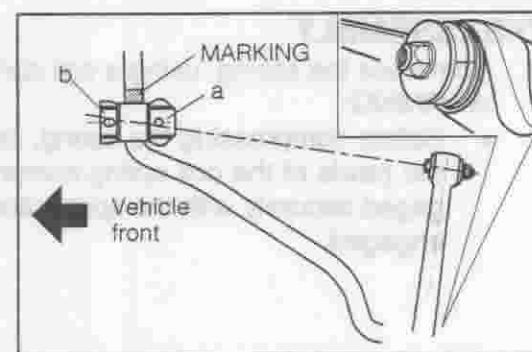
Tightening Torque: 73.5 - 93.2 N·m

NOTE:

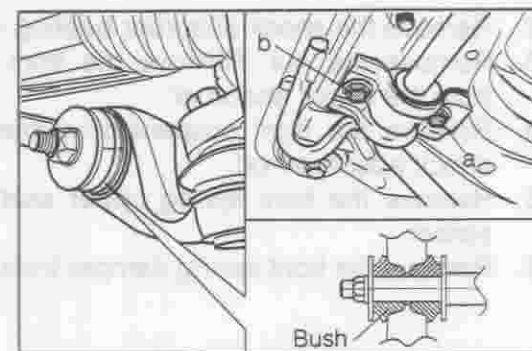
- Install the bracket with the longer seating surface placed toward the rear side of the vehicle. Tighten the bolt (a) and bolt (b) alternately over several stages, and finally tighten them to the specified torque.

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

Tightening Torque: 92.2 - 11.8 N·m



LFS00041-00039

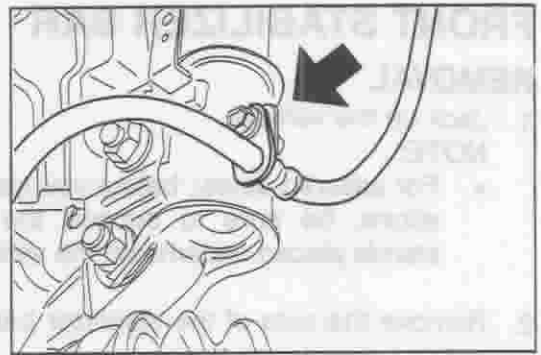


LFS00042-00040

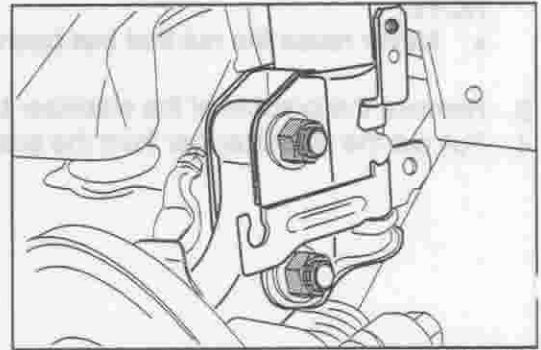
SHOCK ABSORBER & SPRING

REMOVAL

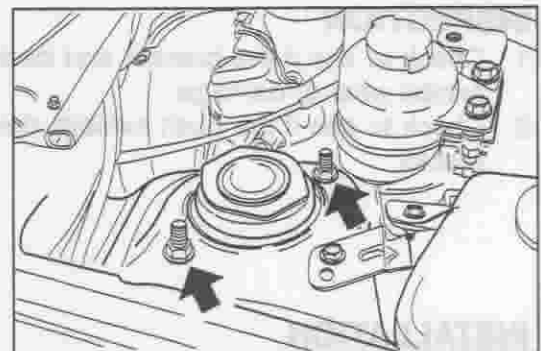
1. Jack up the vehicle and remove the tyre.
- NOTE:**
- For assured safety, before you start the following operations, be sure to support the vehicle with safety stands placed underneath the vehicle.
2. Remove the brake hose bracket from the steering knuckle.
 3. Remove the harness bracket of the ABS 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.



LFS00043-00041



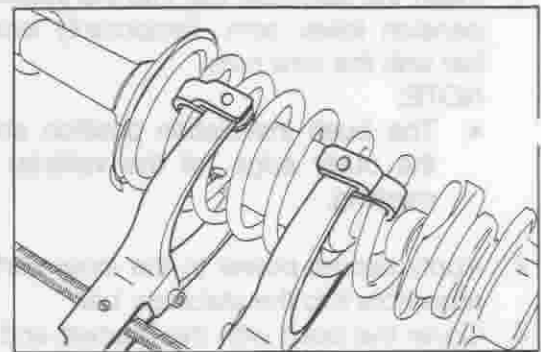
LFS00044-00042



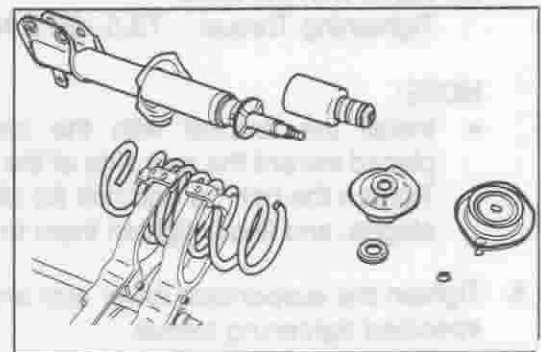
LFS00045-00043

DISASSEMBLY

1. Compress the spring, using a coil spring compressor.
- WARNING:**
- Before compressing the spring, be sure to confirm that the pawls of the coil spring compressor 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.

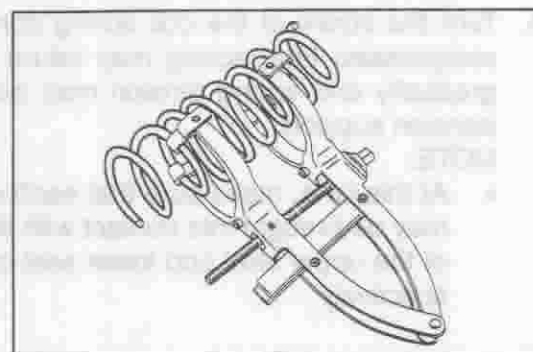


LFS00046-00044



LFS00047-00045

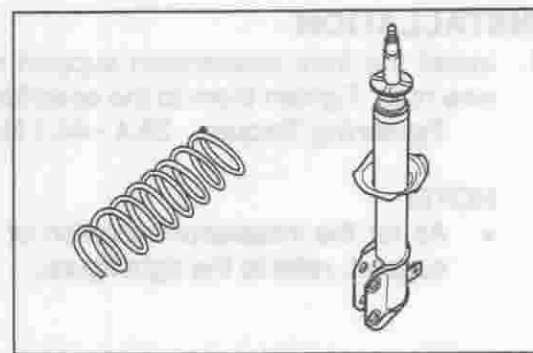
7. Remove the front spring with the coil spring compressor from the shock absorber.
8. Turn the screw of the coil spring compressor so that the compressed spring may return to the original state.
9. Remove the coil spring compressor from the front spring.



LFS00048-00046

INSPECTION

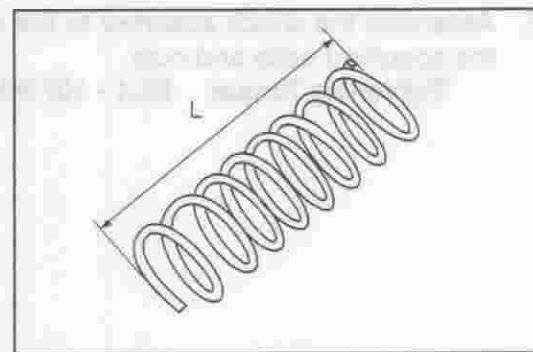
1. When compressing and expanding the shock absorber, ensure that it moves smoothly.
2. Check the shock absorber for oil leakage.
3. Check the front spring and shock absorber for damage, rust formation, etc.



LFS00049-00047

4. Measure the free length of the front spring and check that it is within the specified value.

Specified Value: 350 mm



LFS00050-00048

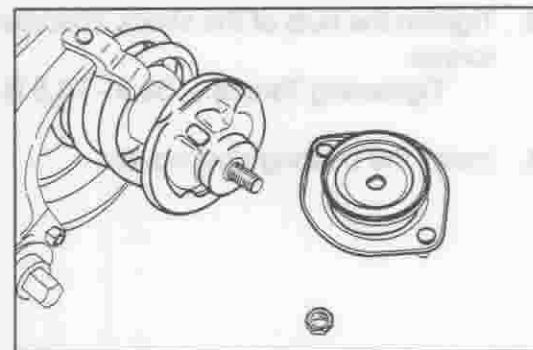
ASSEMBLY

1. Compress the spring, using a coil spring compressor.

WARNING:

- Before compressing the spring, be sure to confirm that the paws of the coil spring compressor 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.

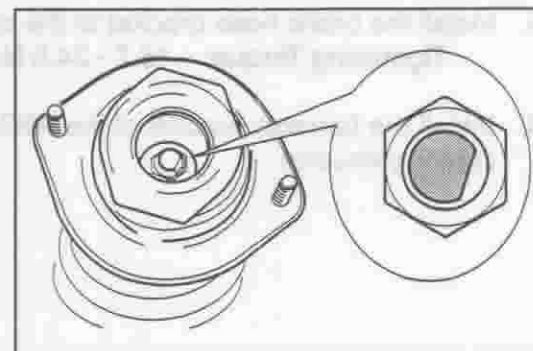


LFS00051-00049

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.



LFS00052-00050

- Turn the screw of the coil spring compressor so that the compressed front 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.

INSTALLATION

- 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.

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

Tightening Torque: 83.4 - 107.9 N·m

- Tighten the nuts of the shock absorber rod to the specified torque.

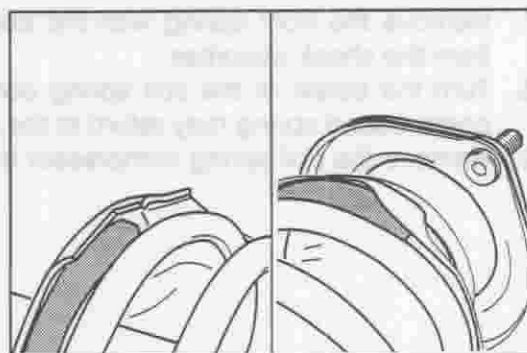
Tightening Torque: 53.9 - 73.5 N·m

- Install the bearing dust cover.

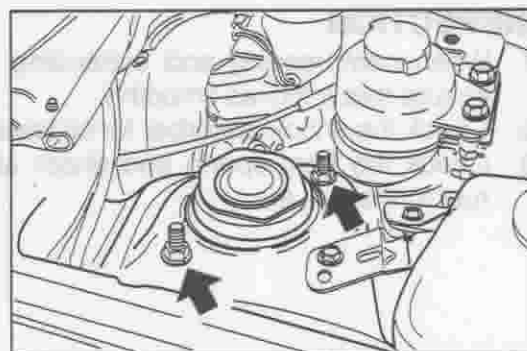
- Install the brake hose bracket to the steering knuckle.

Tightening Torque: 16.7 - 24.5 N·m

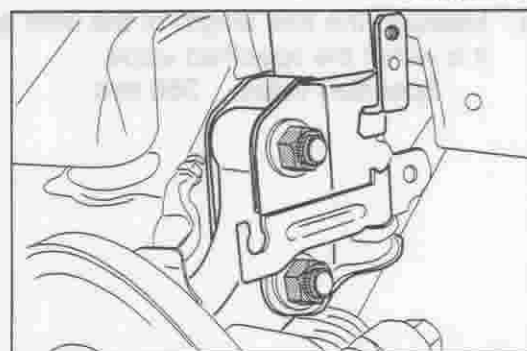
- Install the harness bracket of the ABS speed sensor to the steering knuckle.



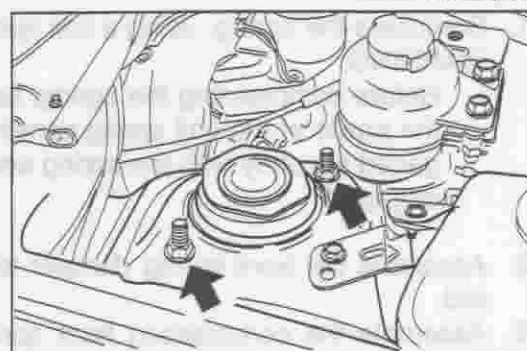
LFS00053-00051



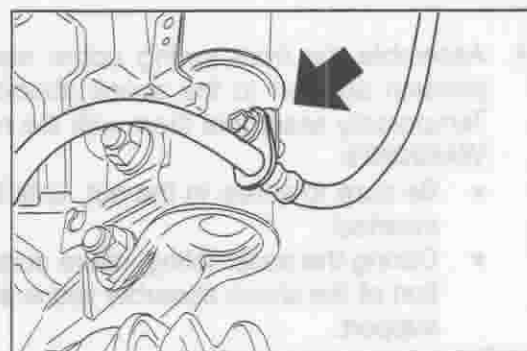
LFS00054-00052



LFS00055-00053



LFS00056-00054



LFS00057-00055

SUSPENSION LOWER ARM

REMOVAL

1. Jack up the vehicle and remove the tyre.

NOTE:

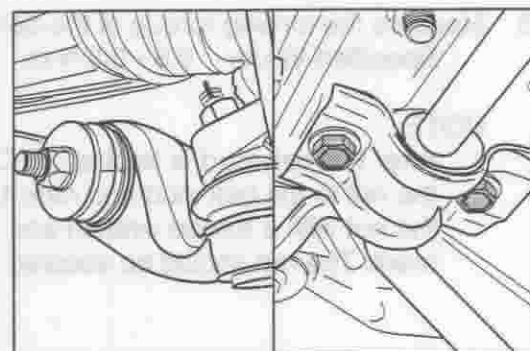
- For assured safety, before you start the following operations, be sure to support the vehicle with safety stands placed underneath the vehicle.

2. Remove the stabilizer bar.

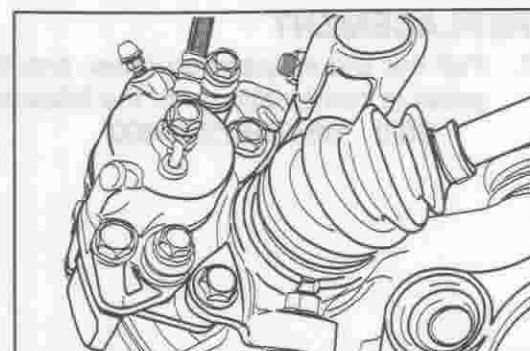
3. Disconnect the suspension lower arm from the steering knuckle.

4. Remove the bolt connecting the suspension lower arm to the frame.

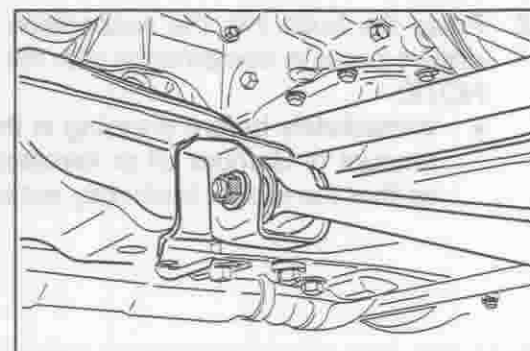
5. Remove the suspension lower arm from the frame.



LFS00058-00056



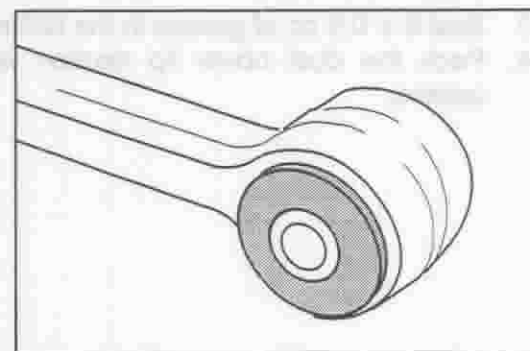
LFS00059-00057



LFS00060-00058

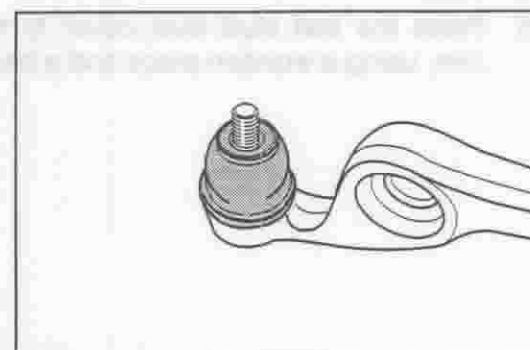
INSPECTION

1. Check the suspension lower arm bush for cracks, damage or deteriorated rubber quality.



LFS00061-00059

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



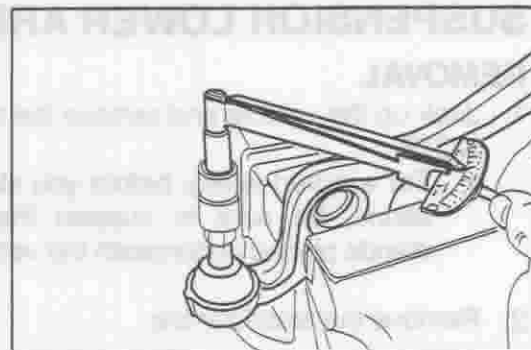
LFS00062-00060

3. Measure the turning torque of the ball stud.

Specified Value: 0.6 - 0.8 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.

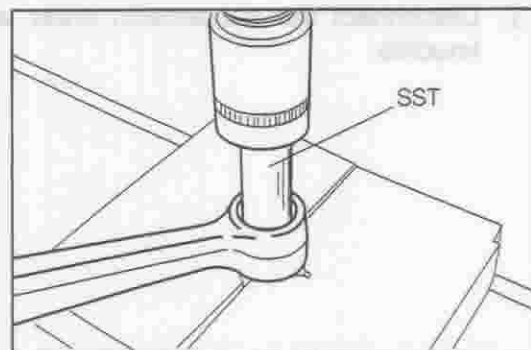


LFS00063-00061

REPLACEMENT

1. Pull out the suspension lower arm bush with a hydraulic press in combination with the following SST.

SST: 09726-87201-000

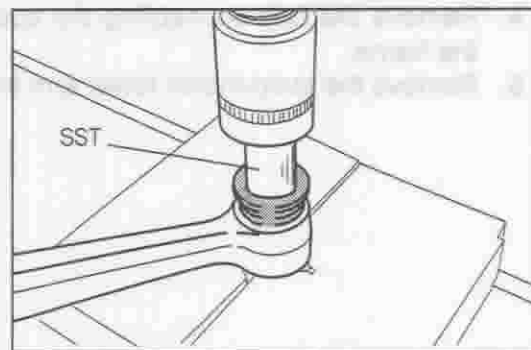


LFS00064-00062

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

NOTE:

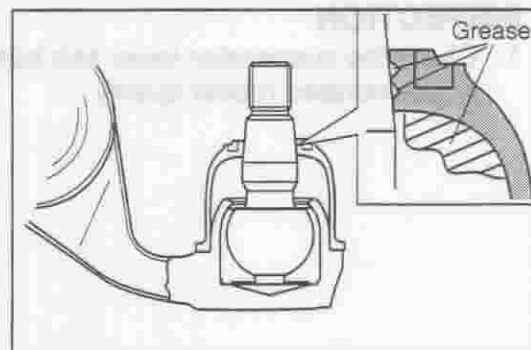
- Immediately before pressing in the bush, apply a small amount of Samper oil or kerosene to around the bush so that the rubber bush may not shudder.



LFS00065-00063

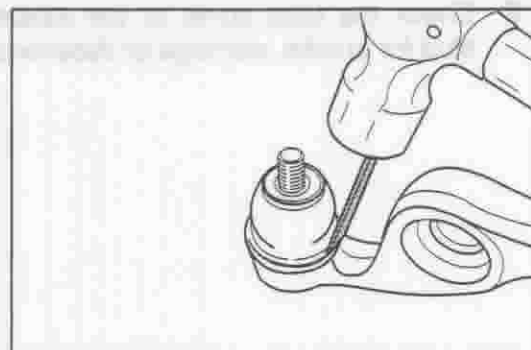
3. Seal 6 ± 0.5 cc of grease in the ball stud dust cover.

4. Pack the dust cover lip section with 0.1 to 0.2 cc of grease.



LFS00066-00064

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



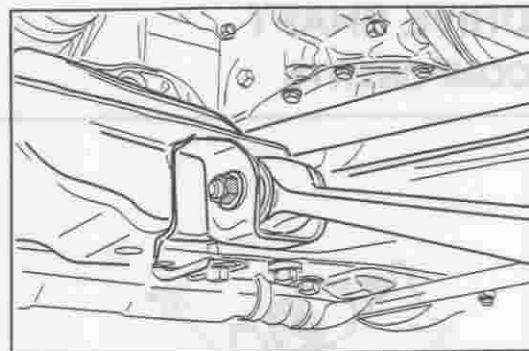
LFS00067-00065

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.



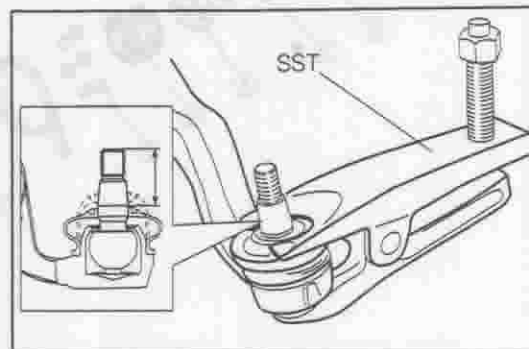
LFS00068-00065

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:

NOTE:

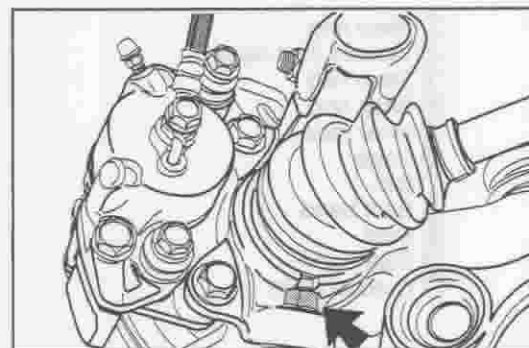
- With the SST installed, proceed with the assembling operation in the next step 3.



LFS00069-00067

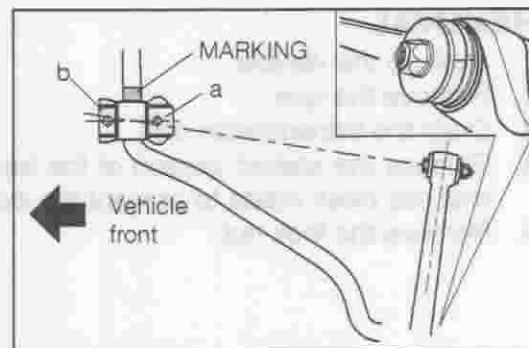
3. Assemble the suspension lower arm ball stud into the steering knuckle with the new nut.

Tightening Torque: 29.4 - 44.1 N·m



LFS00070-00068

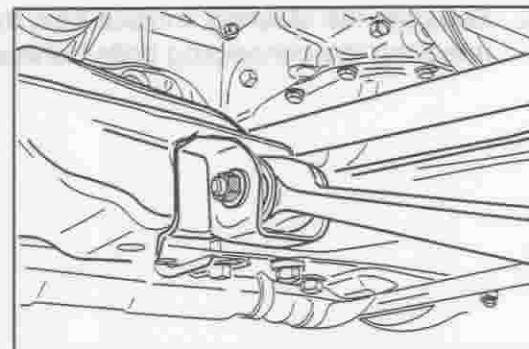
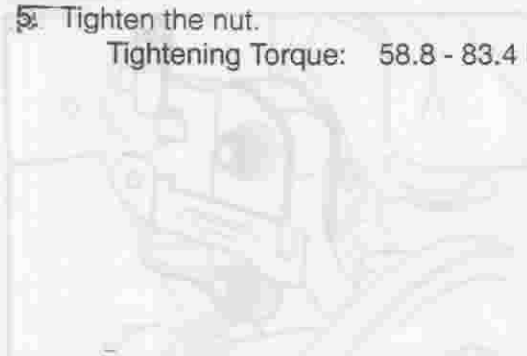
4. Assemble the stabilizer bar.



LFS00071-00069

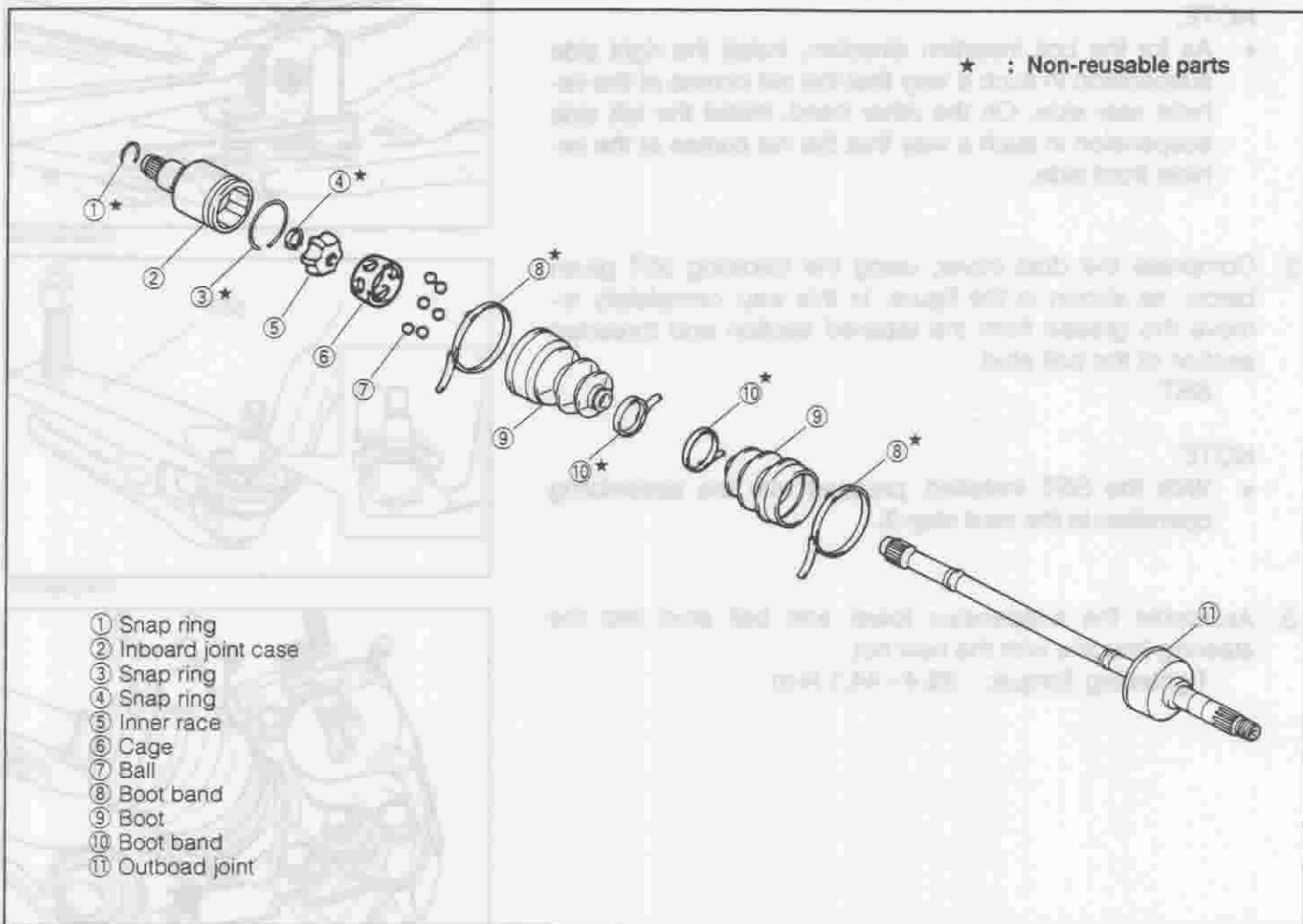
5. Tighten the nut.

Tightening Torque: 58.8 - 83.4 N·m



LFS00072-00070

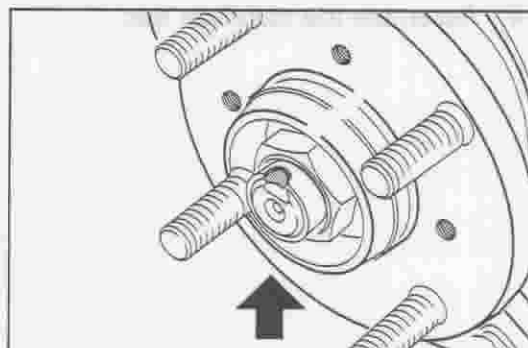
DRIVE SHAFT COMPONENTS



LFS00073-00071

REMOVAL

1. Jack up the vehicle.
2. Remove the tyre.
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.



LFS00074-00072

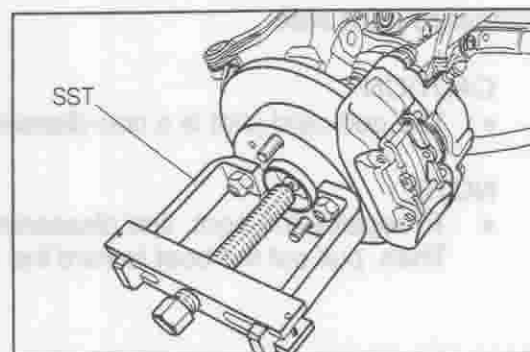
6. Separate the steering knuckle from the shock absorber by removing the connecting bolts between them.



LFS00075-00073

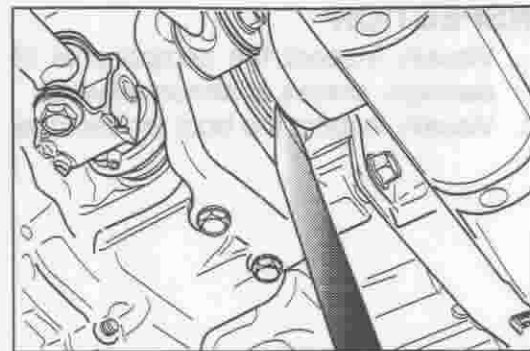
- Pull out the drive shaft from the axle hub, using the following SST given below.

SST: 09510-87301-000



LFS00076-00074

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



LFS00077-00075

DISASSEMBLY (Inboard joint only)

- Remove the boot band clip.

NOTE:

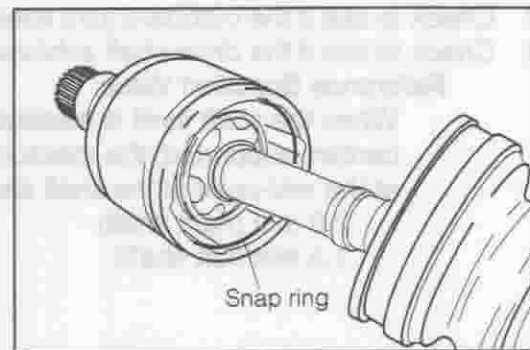
- During this operation, be very careful not to damage the boot.

- Move the boot toward the center of the shaft.

- Remove the snap ring with a screwdriver or the like.

NOTE:

- This snap ring is a non-reusable part.



LFS00078-00076

- Disconnect the inboard joint sub-assembly from the inboard joint case.

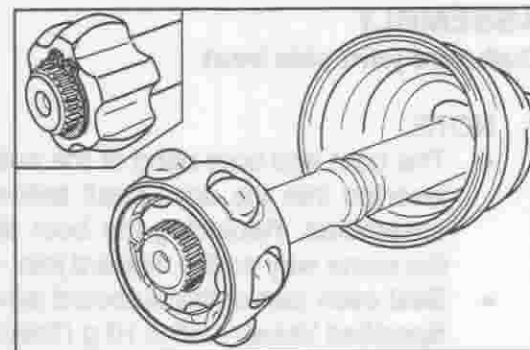
- Take out the six balls.

- Remove the cage from the inner race.

- Remove the snap ring.

NOTE:

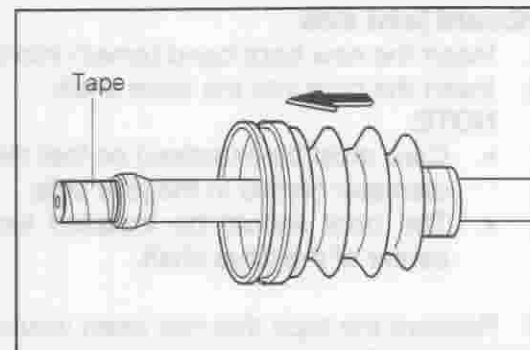
- This snap ring is a non-reusable part.



LFS00079-00077

- Remove the inner race from the drive shaft.

- Wind a tape around the splined section of the drive shaft as shown in the figure. Remove the boot from the drive shaft.



LFS00080-00078

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

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

- Check to see if the outboard joint exhibits excessive play.
- 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)

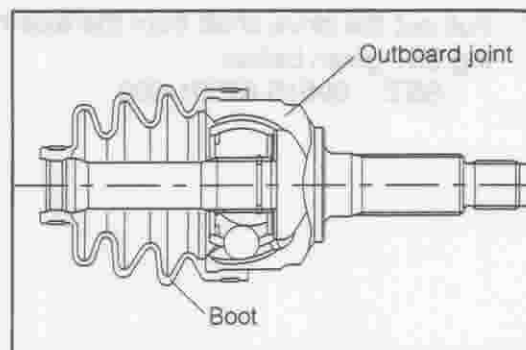
Inboard joint side

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

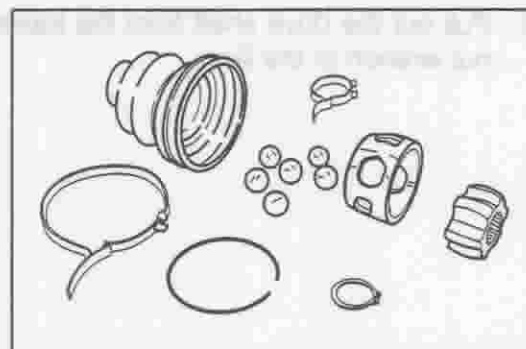
NOTE:

- 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.

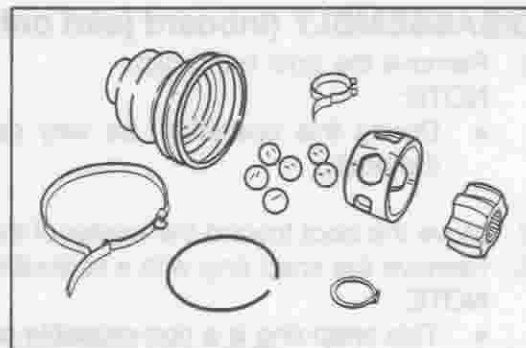
- Remove the tape that has been wound around the splined section of the drive shaft.



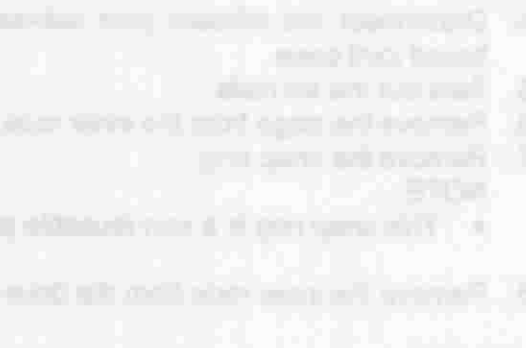
LFS00081-00079



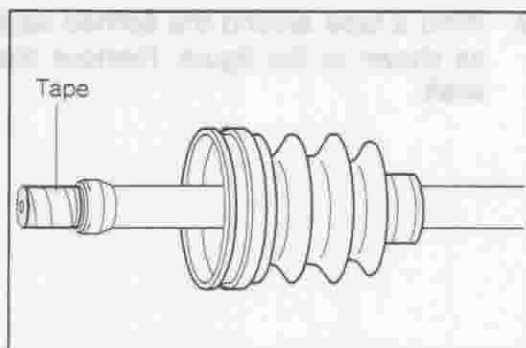
LFS00082-00080



LFS00083-00081

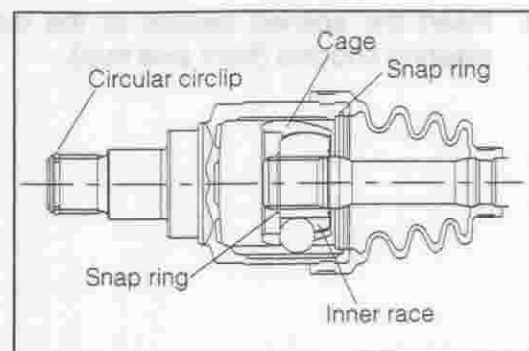


LFS00084-00000



LFS00085-00082

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



LFS00086-00083

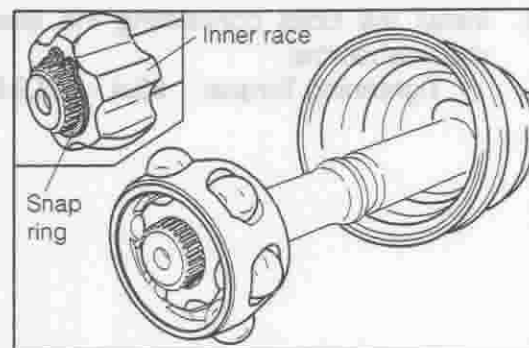
6. Install the new snap ring.

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.

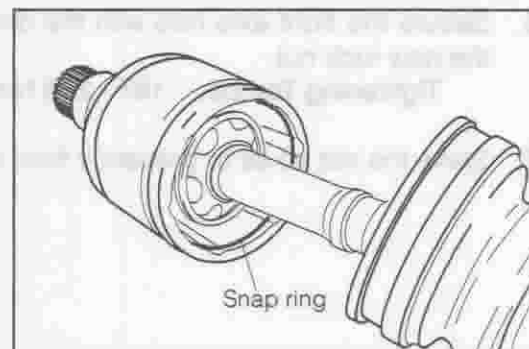
Specified Value: 60 ± 10 g (Total)



LFS00087-00084

8. Insert the part assembled in the step 7 above into the inboard joint case.

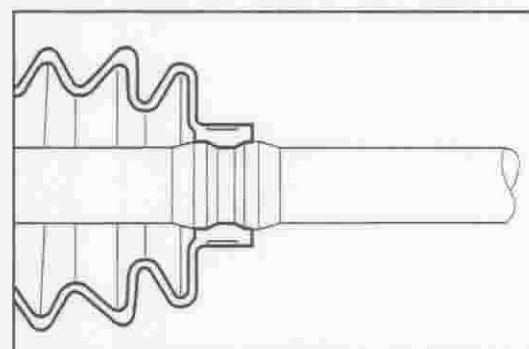
9. Install the new snap ring into the inboard joint case.



LFS00088-00085

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).

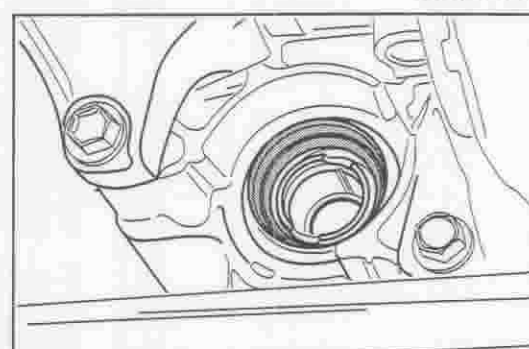
11. Install the new boot band (large) at the inboard joint case side and tighten it.



LFS00089-00086

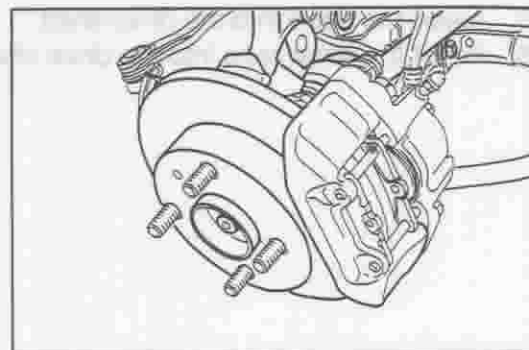
INSTALLATION

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.



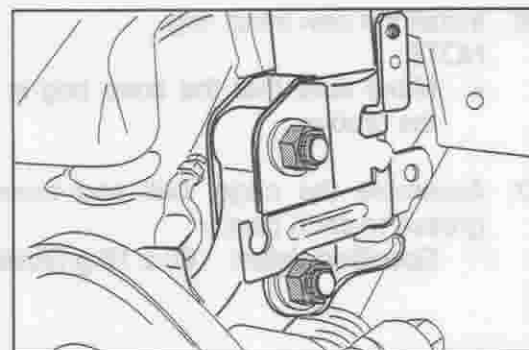
LFS00090-00087

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



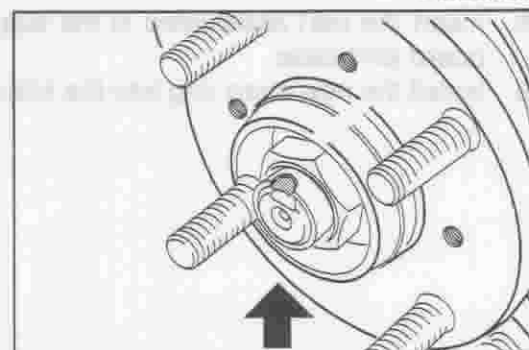
5. Install the bolts connecting the steering knuckle to the shock absorber.

Tightening Torque: 83.4 - 107.9 N·m

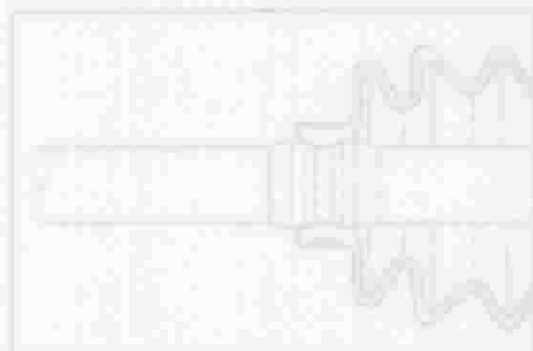


6. Secure the front axle hub with the drive shaft by means of the new lock nut.

Tightening Torque: 167 - 226 N·m



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

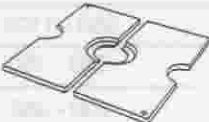
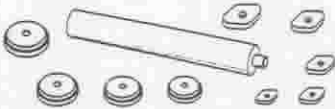
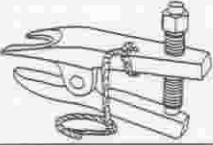
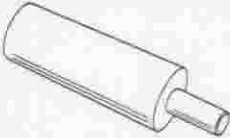


1. Before the front axle hub is installed, the lock nut must be tightened to the specified torque. (Tighten it with the torque wrench.)
2. After the front axle hub is installed, the lock nut must be staked. (Stake the lock nut with a stake.)

INSTALLATION

1. Before the front axle hub is installed, the lock nut must be tightened to the specified torque. (Tighten it with the torque wrench.)
2. After the front axle hub is installed, the lock nut must be staked. (Stake the lock nut with a stake.)
3. After the front axle hub is installed, the lock nut must be staked. (Stake the lock nut with a stake.)

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 FS-6
	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
	09950-87701-000 Bearing remover	Installation of dust cover	FS-8

TIGHTENING TORQUE

※T8:

	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

LFS00095-00000

1-25	Front wheel nut to axle hub	89-118 N·m Tighten to spec torque. Torque is applied clockwise.	
2-25	Long lower arm suspension lower arm nut to suspension lower arm	29.4-44.1 N·m Clockwise side	
3-25	Shock absorber nut to axle hub	53.9-73.5 N·m Tighten to spec torque. Torque is applied clockwise.	
4-25	Stabilizer bracket to frame	73.5-93.2 N·m Tighten to spec torque. Torque is applied clockwise.	
5-25	Drive shaft to front axle hub	167-226 N·m Tighten to spec torque. Torque is applied clockwise.	
6-25	Tie-rod end lock nut	29.4-44.1 N·m Tighten to spec torque. Torque is applied clockwise.	
7-25	Tie-rod end to steering knuckle	29.4-44.1 N·m Tighten to spec torque. Torque is applied clockwise.	
8-25	Steering knuckle to speed sensor bracket	6.9-9.8 N·m Tighten to spec torque. Torque is applied clockwise.	
9-25	Steering knuckle to brake hose bracket	16.7-24.5 N·m Tighten to spec torque. Torque is applied clockwise.	
10-25	Steering knuckle to disc brake assembly	90.2-135.3 N·m Tighten to spec torque. Torque is applied clockwise.	