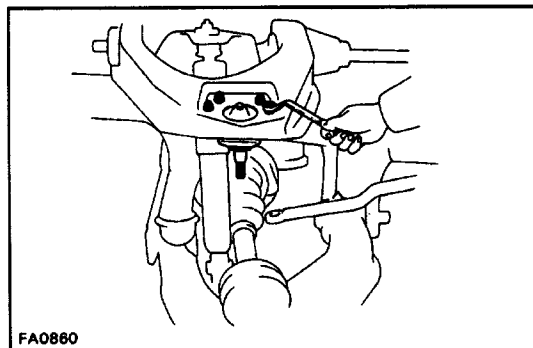
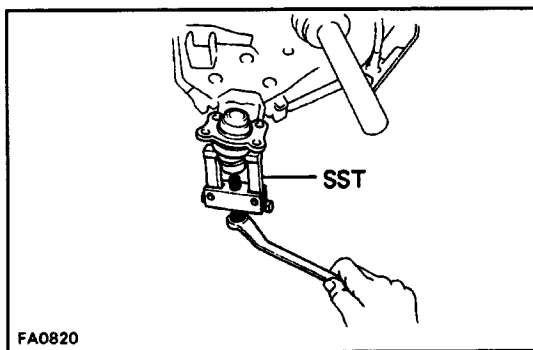
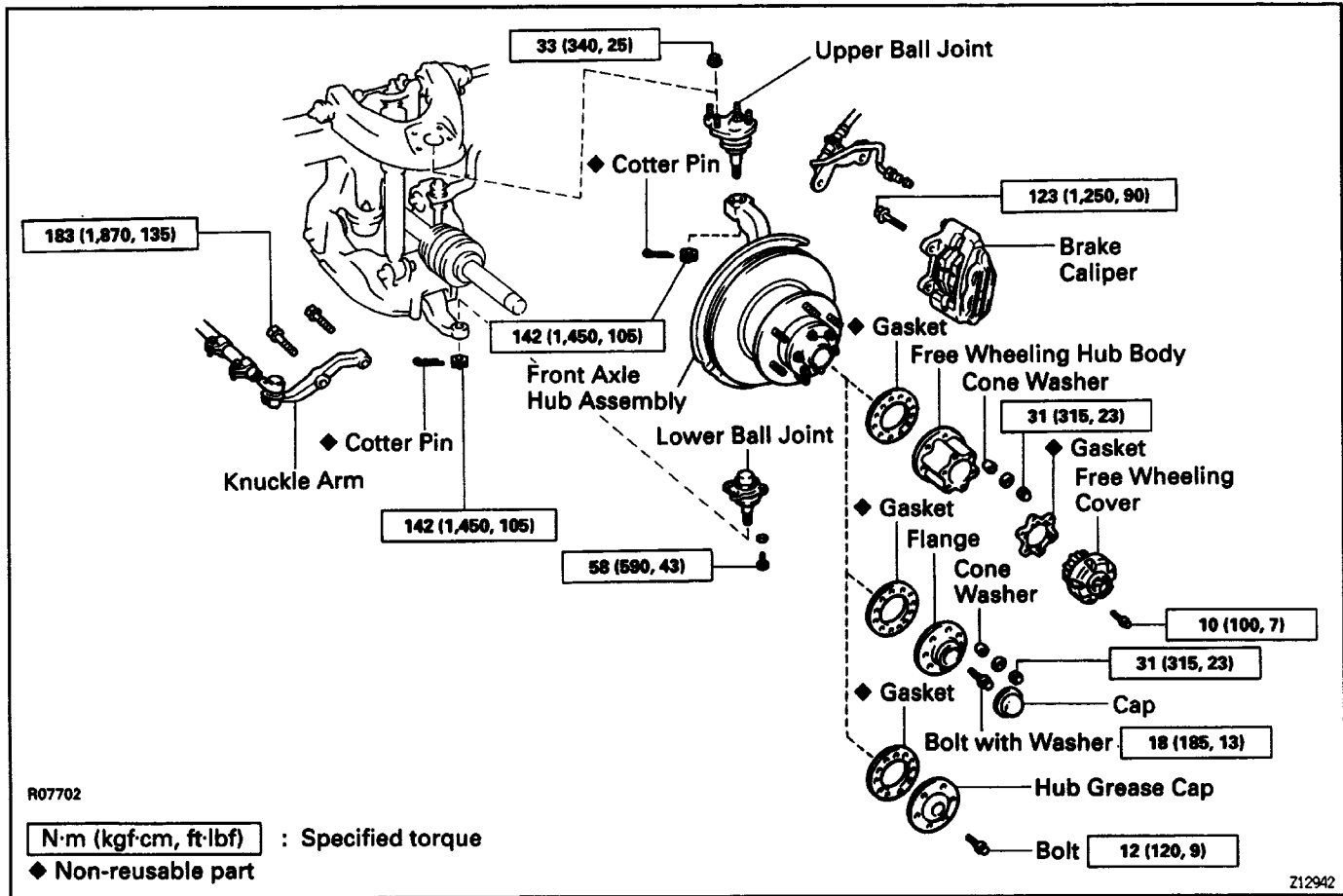
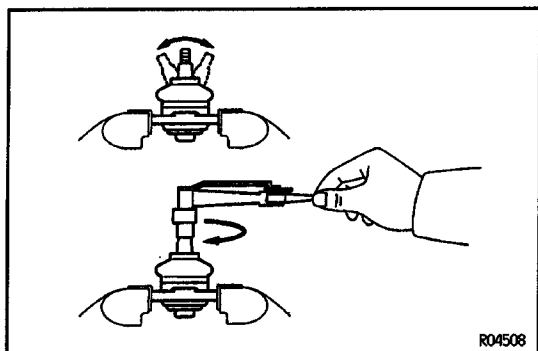


UPPER AND LOWER BALL JOINT COMPONENTS



UPPER AND LOWER BALL JOINT REMOVAL

1. JACK UP VEHICLE AND REMOVE FRONT WHEEL
2. REMOVE STEERING KNUCKLE
(See page SA-13)
3. REMOVE LOWER BALL JOINT FROM LOWER SUSPENSION ARM
 - (a) Remove the cotter pin and nut.
 - (b) Using SST, remove the lower ball joint from the lower suspension arm.
SST 09628-62011
4. REMOVE UPPER BALL JOINT FROM UPPER SUSPENSION ARM
Remove the 4 nuts and washers.



UPPER AND LOWER BALL JOINT INSPECTION

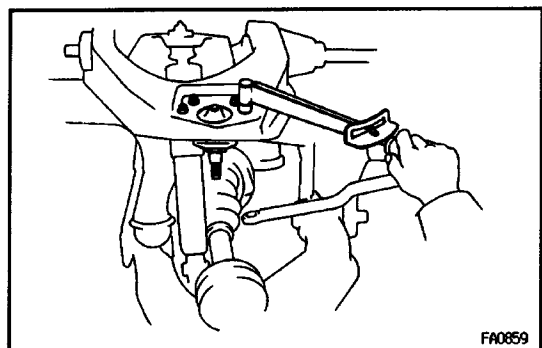
INSPECT BALL JOINTS

- As shown in the illustration, flip the ball joint stud back and forth 5 times before installing the nut.
- Using a torque gauge, turn the nut continuously 1 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)

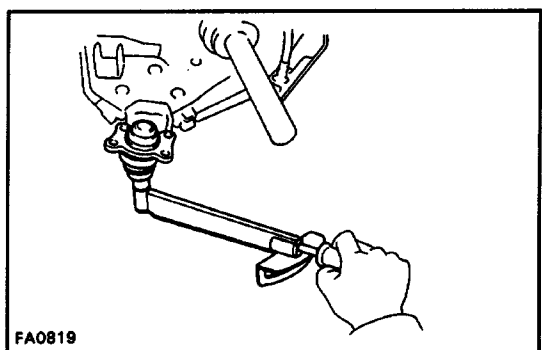


UPPER AND LOWER BALL JOINT INSTALLATION

1. INSTALL UPPER BALL JOINT TO UPPER SUSPENSION ARM

Install the 4 washers and nuts.

Torque: 33 N-m (340 kgf-cm, 26 ft-lbf)

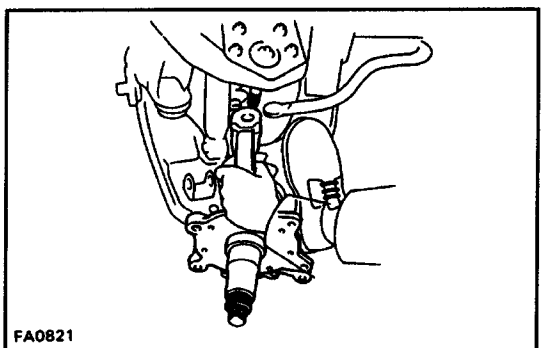


2. INSTALL LOWER BALL JOINT TO LOWER SUSPENSION

- Install the lower ball joint to the lower suspension arm.

- Torque the nut and install a new cotter pin.

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



3. INSTALL STEERING KNUCKLE

(See page [SA-23](#))

4. INSTALL FRONT WHEEL AND LOWER VEHICLE

Torque: 103 N-m, (1,050 kgf-cm, 76 ft-lbf)