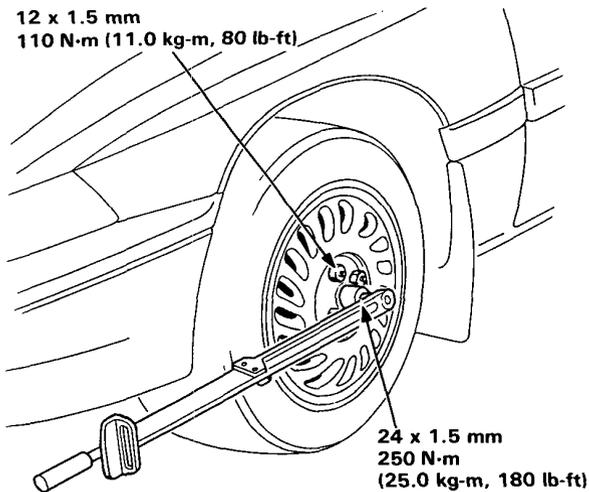


Knuckle/Hub

Removal

1. Pry the spindle nut lock tab away from the spindle, then loosen the nut using a 36 mm socket.

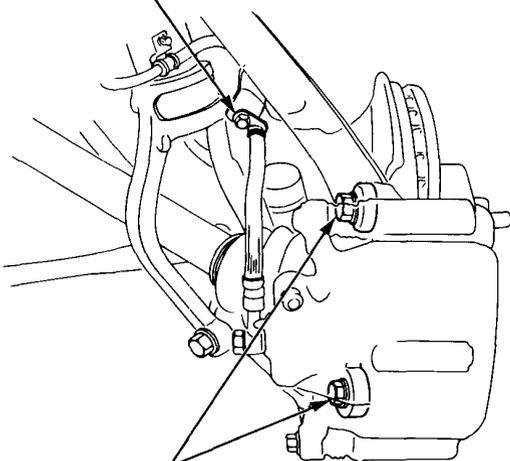
12 x 1.5 mm
110 N·m (11.0 kg-m, 80 lb-ft)



2. Loosen the lug nuts slightly.
3. Raise the front of car and support it with safety stands in proper locations.
4. Remove the lug nuts, wheel and spindle nut.
5. Remove the caliper mounting bolts and hang the caliper assembly to one side.

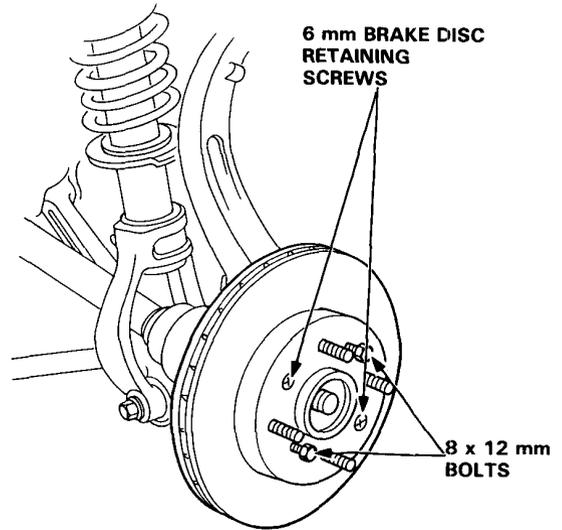
CAUTION: To prevent accidental damage to the caliper assembly or brake hose, use a short piece of wire to hang the caliper assembly from the undercarriage.

8 x 1.25 mm
22 N·m (2.2 kg-m, 16 lb-ft)

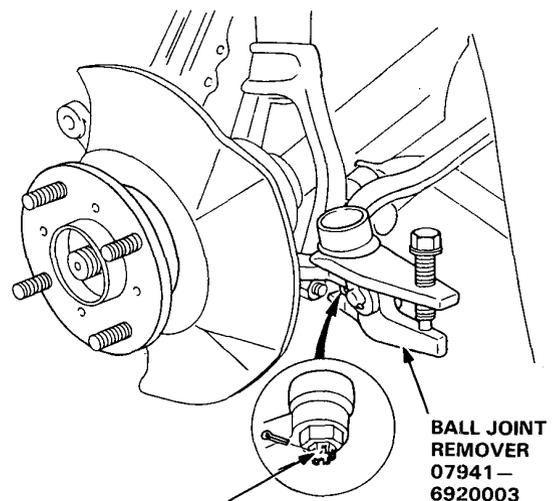


6. Remove the 6 mm brake disc retaining screws.
7. Screw two 8 x 12 mm bolts into the disc to push it away from the hub.

NOTE: Turn each bolt two turns at a time to prevent cocking disc excessively.



8. Remove the cotter pin from the tie-rod end and remove the castle nut.
9. Break loose the tie-rod ball joint using the Ball Joint Remover, then lift the tie-rod out of the knuckle.



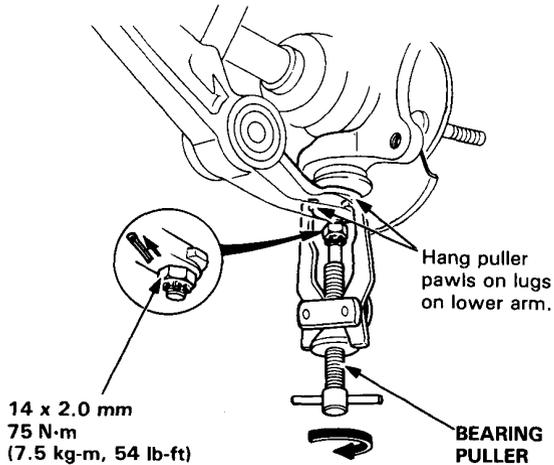
10 x 1.25 mm
44 N·m (4.4 kg-m, 32 lb-ft)



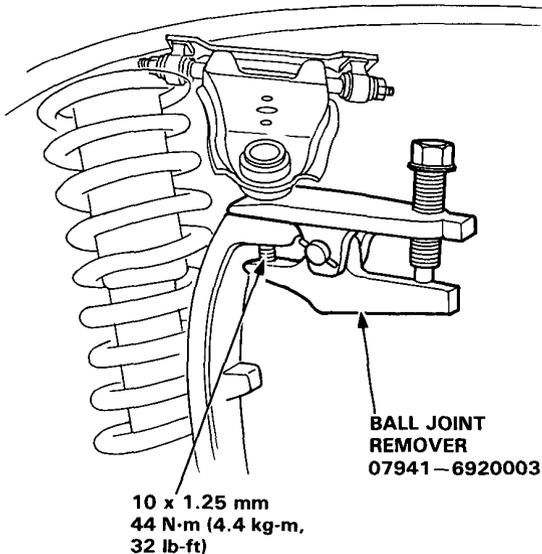
10. Pry the cotter pin off and loosen the lower arm ball joint nut half the length of the joint threads.
11. Separate the ball joint and lower arm using a puller with the pawls applied to the lower arm.

CAUTION: Avoid damaging the ball joint boot.

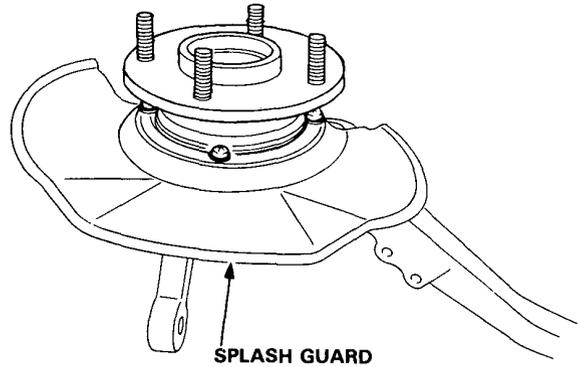
NOTE: If necessary, apply penetrating type lubricant to loosen the ball joint.



12. Pry off the cotter pin and remove the upper arm ball joint nut.
13. Separate the upper ball joint and knuckle using the Ball Joint Remover.
14. Remove the knuckle and hub by sliding them off the driveshaft.



15. Remove the splash guard screws from the knuckle.



16. Separate the hub from the knuckle using a hydraulic press and the special tools shown below.

CAUTION:

- Take care not to distort the splash guard.
- Hold onto the hub to keep it from falling when pressed clear.

