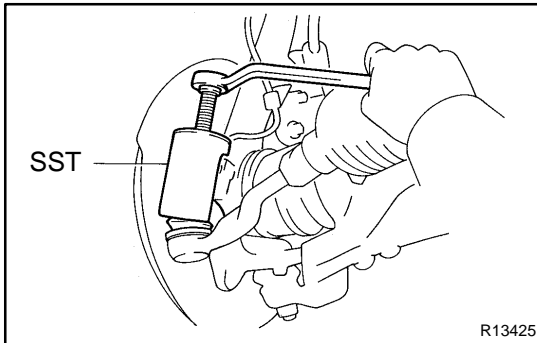


REMOVAL

1. REMOVE RH AND LH FRONT WHEELS
2. DISCONNECT RH AND LH TIE ROD ENDS

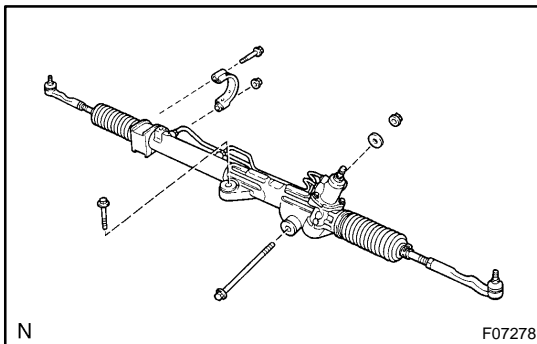
(a) Remove the cotter pin and nut.



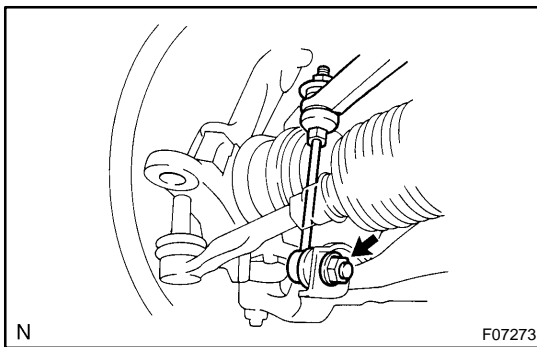
(b) Using SST, disconnect the tie rod end from the lower ball joint.

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(c) Use the same procedures described above to the other side.



3. REMOVE POWER STEERING GEAR SET BOLTS AND NUTS

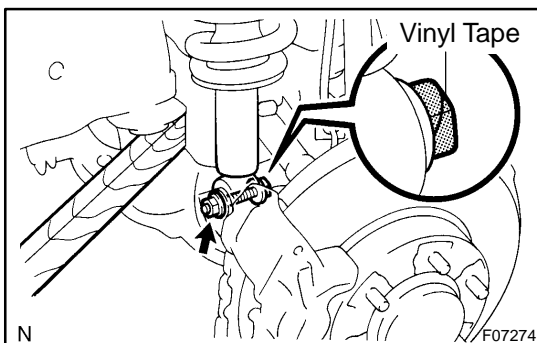


4. DISCONNECT STABILIZER BAR LINK FROM LOWER SUSPENSION ARM

Remove the nut and disconnect the stabilizer bar link from the lower suspension arm.

HINT:

If the ball joint turns together with the nut, use a hexagon (6 mm) wrench to hold the stud.



5. DISCONNECT SHOCK ABSORBER FROM LOWER SUSPENSION ARM

(a) Remove the shock absorber lower side set nut and washer.

NOTICE:

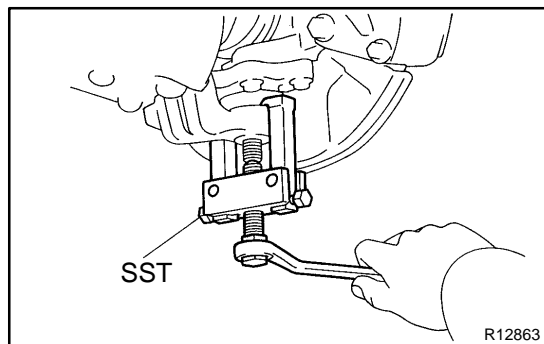
Do not remove the bolt.

(b) Wrap the bolt's head with vinyl tape to prevent the drive shaft boot from being damaged.

(c) Pry down the lower suspension arm to remove the bolt and disconnect the shock absorber.

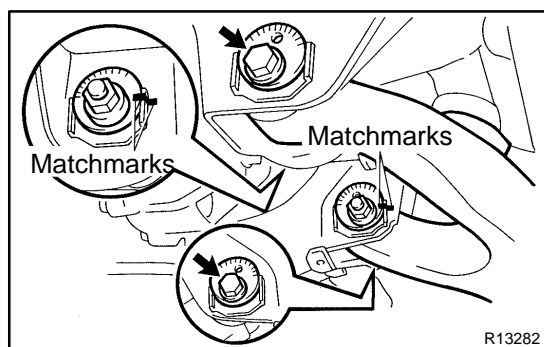
6. DISCONNECT LOWER BALL JOINT FROM LOWER SUSPENSION ARM

- (a) Remove the cotter pin and nut.



- (b) Using SST, disconnect the lower ball joint from the lower suspension arm.

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**7. REMOVE LOWER SUSPENSION ARM**

- (a) Place matchmarks on the front and rear cam plates and chassis frame.
- (b) Remove the 2 cam plates, bolts, cams and lower suspension arm while slightly shifting the power steering gear rearward.

NOTICE:

Do not damage the power steering gear tubes.