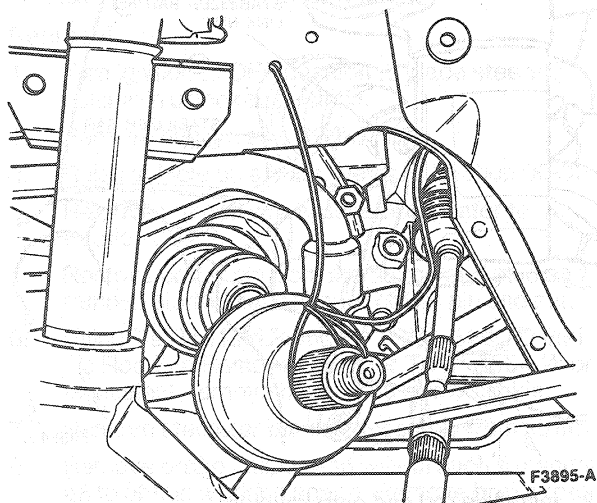


REMOVAL AND INSTALLATION (Continued)

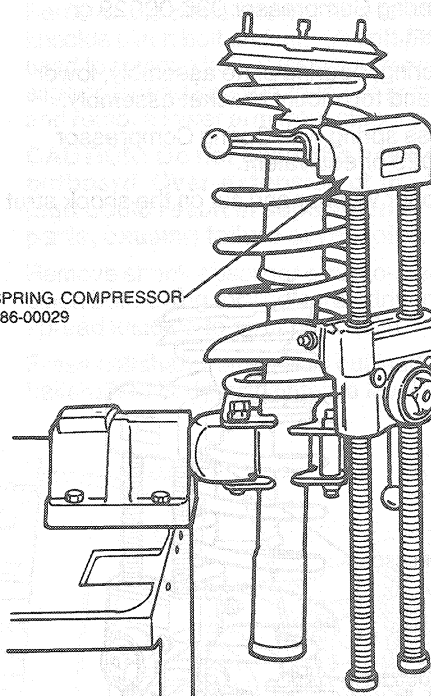
11. Remove and discard lower arm-to-steering knuckle pinch bolt and nut. (A drift punch may be used to remove bolt.) Using a screwdriver, slightly spread knuckle-to-lower arm pinch joint and remove lower arm from steering knuckle.

CAUTION: Do not allow the halfshaft to move outboard. Over-extension of the tripod CV joint could result in separation of internal parts, causing failure of the joint.

12. Press halfshaft from hub as outlined. Wire halfshaft to body to maintain level position.

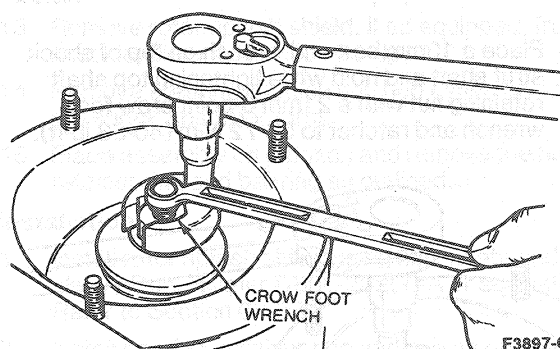


13. Remove shock absorber strut-to-steering knuckle pinch bolt. Using a large screwdriver, slightly spread knuckle-to-strut pinch joint, if required, for removal.
14. Remove steering knuckle and hub assembly from shock absorber strut.
15. Remove three top mount-to-shock tower nuts and remove strut and spring assembly from vehicle.
16. Compress spring with Spring Compressor 086-00029 or equivalent.



CAUTION: It is important that the retaining nut be turned and rod held still to prevent fracture of the rod at the base of the hex.

17. Place 10mm box-end wrench on top of shock strut shaft and hold while removing top shaft retaining nut with a 21mm 6-point crow foot wrench and ratchet.



18. Loosen Spring Compressor 086-00029 or equivalent, then remove top mount bracket assembly, bearing plate assembly and spring.

Installation

CAUTION: Make sure that the correct assembly sequence and proper positioning of bearing and seat assembly are followed. The bearing and seat assembly is press-fit onto the upper mount.

NOTE: When servicing, check the spring insulator for damage before assembly. If the outer metal splash shield is bent or damaged, it must be bent back carefully so that it does not touch the locator tabs on the bearing and seal assembly.