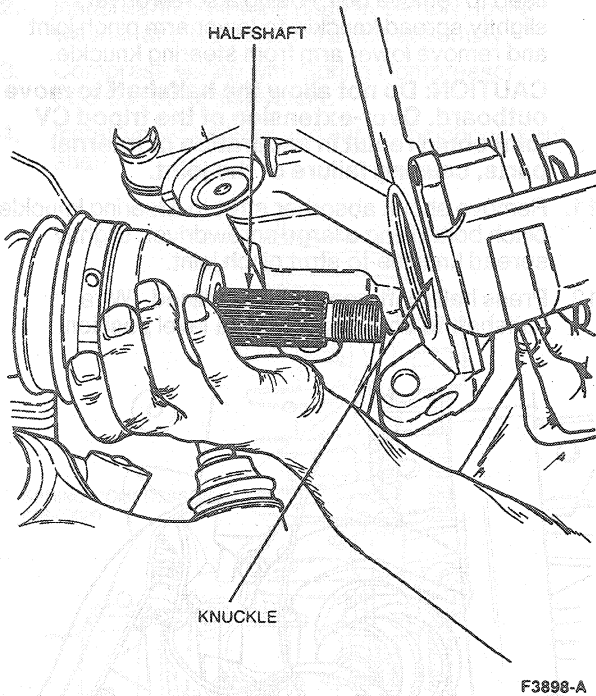


## REMOVAL AND INSTALLATION (Continued)

4. Install steering knuckle and hub on halfshaft.



5. Install lower control arm to knuckle, making sure that ball stud groove is properly positioned. Install a new nut and bolt and tighten nut. **Use extreme care not to damage boot seal.** Tighten to 53-72 N-m (40-53 lb-ft). Tighten strut-to-knuckle pinch bolt to 98-132 N-m (73-97 lb-ft).
6. Install the rotor and brake caliper. Tighten caliper locking pins to 25-34 N-m (19-25 lb-ft). Refer to Section 06-03.
7. Position tie rod end into knuckle, install a new slotted nut and tighten. If necessary, advance nut to align slot and install a new cotter pin. Tighten to 31-47 N-m (23-34 lb-ft).
8. Install stabilizer bar link assembly to strut and install a new nut. Tighten to 77-103 N-m (57-75 lb-ft).
9. Install tire and wheel assembly. Refer to Section 00-02.
10. Lower vehicle.
11. Install the three nuts retaining top mount to apron. Tighten to 30-40 N-m (23-29 lb-ft). Tighten hub nut to 230-275 N-m (170-202 lb-ft).
12. Pump brake pedal prior to moving vehicle to position brake linings.

## ADJUSTMENTS

## Wheel Bearings

The front wheel bearings are of a cartridge design and are pregreased, sealed and require no scheduled maintenance. The bearings are preset and cannot be adjusted. If a bearing is disassembled for any reason, it must be replaced as a unit. No individual service seals, roller or races are available. The hub nut torque of 230-275 N-m (170-202 lb-ft) restricts bearing/hub relative movement and maintains axial position of the hub. Due to the importance of the hub nut torque/tension relationship, take the following precautions during service:

1. Since the bearing cannot be adjusted, the hub nut retainer must not be backed off after reaching the required torque of 230-275 N-m (170-202 lb-ft) during installation.
2. The hub nut must be replaced with a new nut whenever the nut is backed off or removed. Never reuse the nut.
3. Impact-type tools must not be used to tighten the hub nut or bearing damage will result.
4. The hub and CV joint splines have an interference fit requiring special tools for disassembly. The hub nut retainer must not be used to accomplish assembly. Refer to Section 05-04.
5. To remove the hub nut retainer, apply sufficient torque to the nut to overcome the prevailing torque feature of the nut collar.

## SPECIFICATIONS

## TORQUE SPECIFICATIONS

Description	N-m	Lb-Ft
Strut Top Mount to Body	30-40	23-29
Strut to Top Mount	53-72	40-53
Strut to Knuckle	98-132	73-97
Control Arm to Knuckle	53-72	40-53
Control Arm to Subframe	98-132	73-97
Tension Strut to Control Arm	98-132	73-97
Tension Strut to Sub-Frame	98-132	73-97
Stabilizer Bar Bracket to Subframe	30-40	23-29
Stabilizer Bar Link Assembly to Stabilizer Bar	47-63	35-46
Stabilizer Bar Link Assembly to Shock Strut	77-103	57-75
Tie Rod End to Steering Knuckle	31-47	23-34
Steering Gear Nuts	115-135	85-99
Caliper Locking Pins	25-34	19-25
Hub Nut	230-275	170-202
Lug Nuts	115-142	85-105