

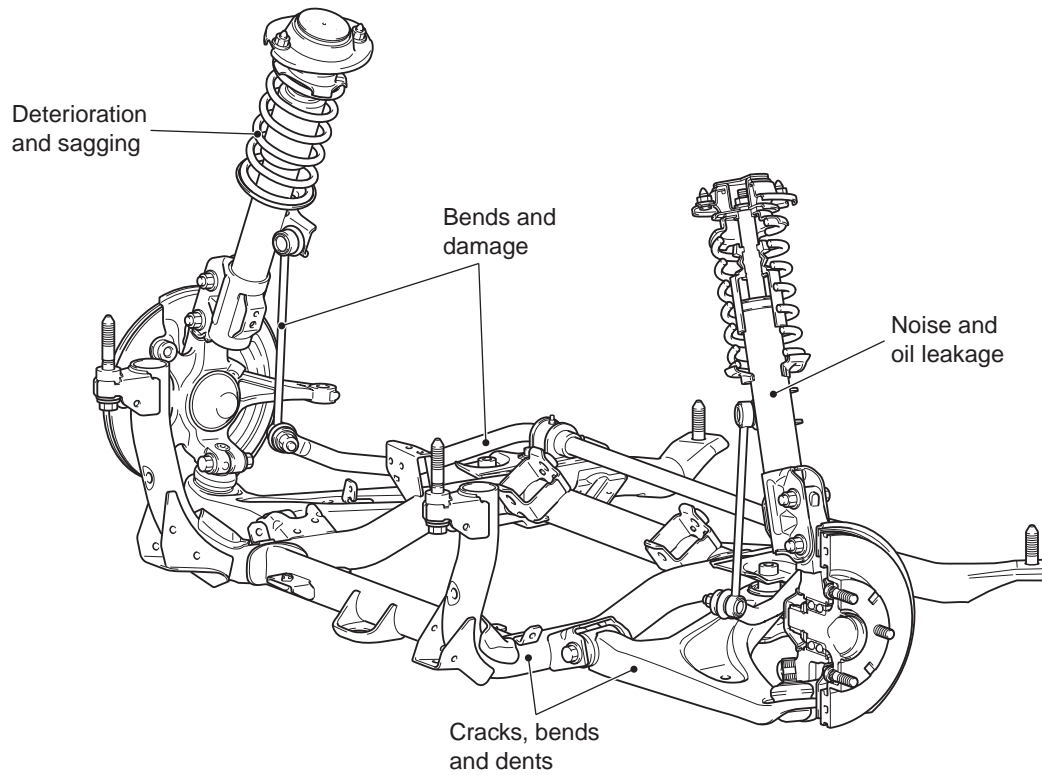
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# OPERATIONS UNDER THE VEHICLE

## CHECK SUSPENSION SYSTEM FOR DAMAGE AND LOOSENESS

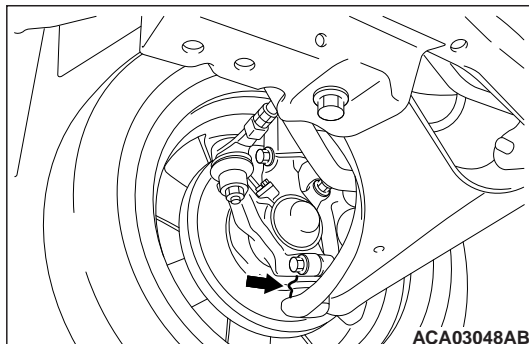
1. Check each portion of suspension for damage visually.
2. Check each installation bolt and nut for looseness by spanner or similar tool.

### FRONT SUSPENSION



## CHECK SUSPENSION ARM BALL JOINTS FOR PLAY, AND DUST COVERS FOR DAMAGE

### LOWER ARM BALL JOINT PLAY CHECK



1. Raise the vehicle.
2. Move the lower arm up and down by hand, and check for the ball joint axial play. If there is a play, replace the lower arm assembly.

### LOWER ARM BALL JOINT DUST COVER CHECK

#### CAUTION

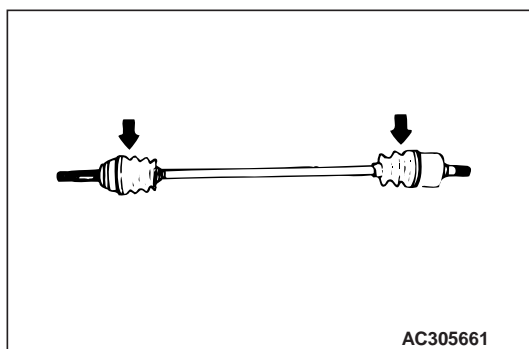
**Be careful not to damage the lower arm ball joint dust cover during maintenance.**

1. Using your fingers, press the dust cover to check for a crack or damage.
2. If the dust cover has any crack or damage, replace the lower arm assembly.

*NOTE: If the dust cover has a crack or damage, the ball joint could be damaged.*

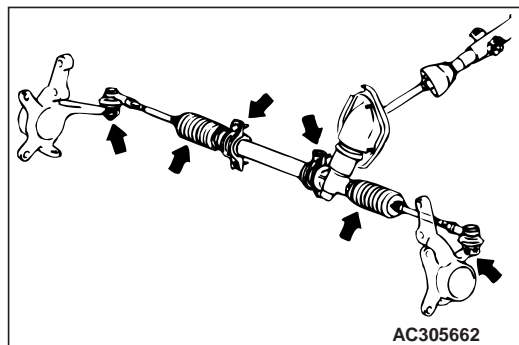
*If the dust cover is damaged during the maintenance, replace it.*

### CHECK DRIVESHAFT BOOTS FOR GREASE LEAKS AND DAMAGE

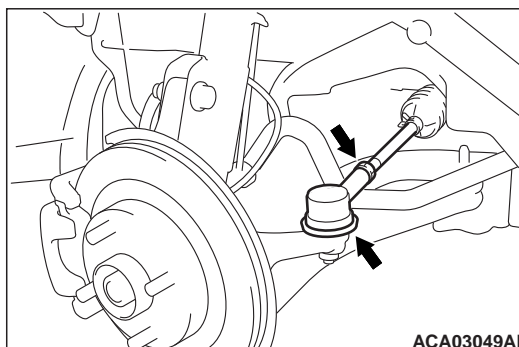


Check the driveshaft boots for damage.

## CHECK STEERING LINKAGE FOR DAMAGE AND LOOSE CONNECTIONS (INCLUDING SEALS AND BOOTS)



1. Move the steering wheel bit by bit to the left or right, and check to be sure that there is no play or looseness in the linkage coupling, that the installation is not loose, and that the rod or arm is not bent or damaged.



2. Check to be sure that the seal and boot of the ball joint are correctly installed (in the correct position), and that they are not damaged.
3. Check tie-rod end lock nut for looseness. If lock nut is loose, adjust toe-in and then tighten lock nut to the specified torque.

**Tightening torque:  $34 \pm 5$  N·m**