

STEERING KNUCKLE

Removal

1. Raise and support vehicle. Remove wheel, disc brake caliper, rotor, cotter pin, nut retainer, and axle hub nut. Remove hub-to-steering knuckle attaching bolts. Remove hub and rotor shield from steering knuckle. Remove axle shaft from axle tube. See the FRONT AXLE article in DRIVE AXLES.

NOTE: **DO NOT disconnect caliper unless service is needed. Support caliper with wire to prevent hose damage.**

2. On models with front axle shift motor, remove outer axle shaft from right axle tube. Leave shift collar on intermediate shaft. On all models, remove caliper anchor plate from steering knuckle. Remove steering knuckle and ball joint cotter pins. Remove ball joint nuts. Strike steering knuckle at ball joint stud boss with a brass hammer to loosen knuckle from ball joint studs. Remove steering knuckle. See **Fig. 2**.

Installation

1. Position steering knuckle over ball joint studs and install nuts. Tighten nuts to specification. Install NEW cotter pins. Install caliper anchor plate and tighten bolts to specification. See **TORQUE SPECIFICATIONS**. Install axle shafts into axle tubes.
2. On vehicles with front axle shift motor, ensure shift collar is correctly positioned on intermediate axle shaft, install axle into shift collar inside axle tube. Ensure axle shaft is completely engaged with shift collar.
3. On all models, apply bearing grease to spindle hub bore in steering knuckle and install rotor shield and hub. Tighten spindle hub bolts. Install hub washer and nut. Tighten hub nut to specification. Install hub nut retainer and install NEW cotter pin. Install rotor, caliper and wheel. Lower vehicle.

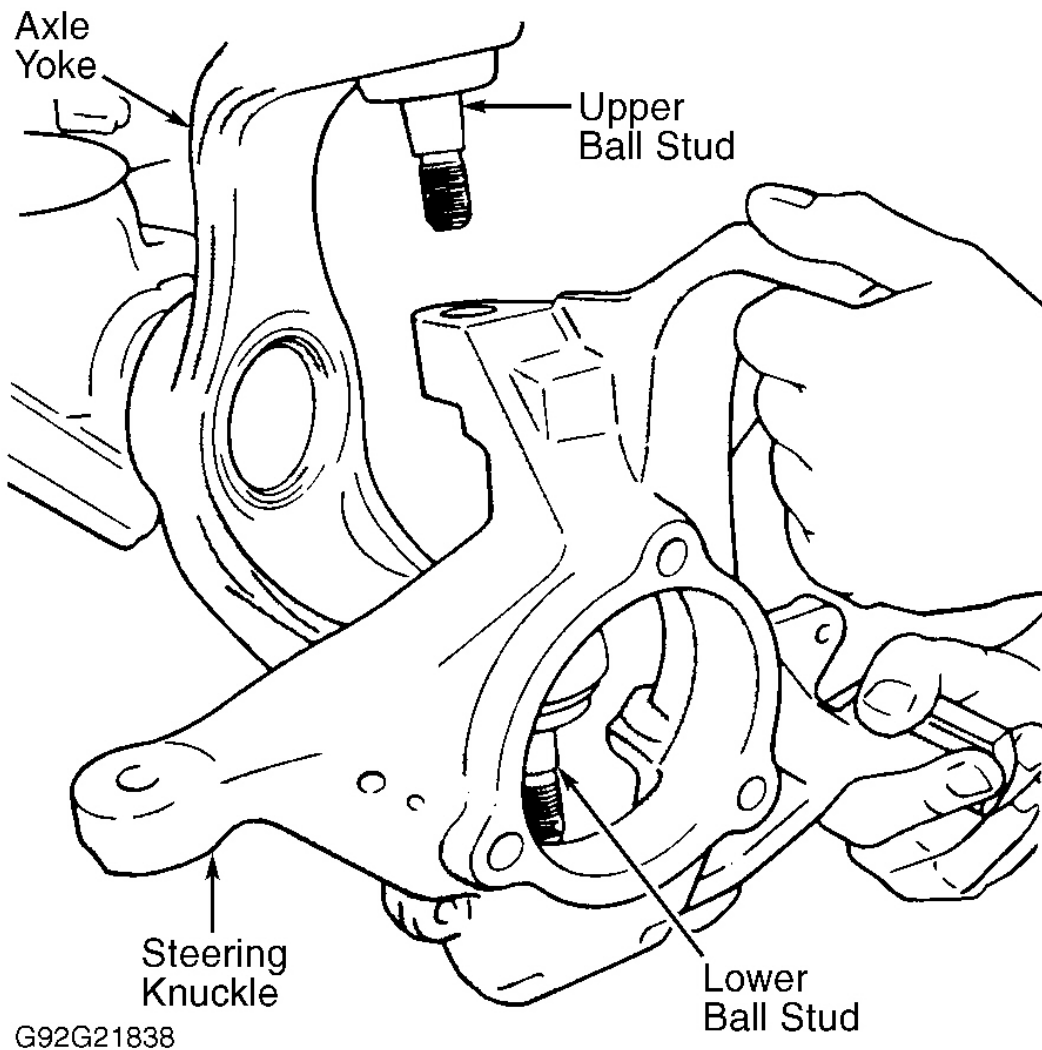


Fig. 2: Removing & Installing Steering Knuckle Assembly
Courtesy of CHRYSLER CORP.