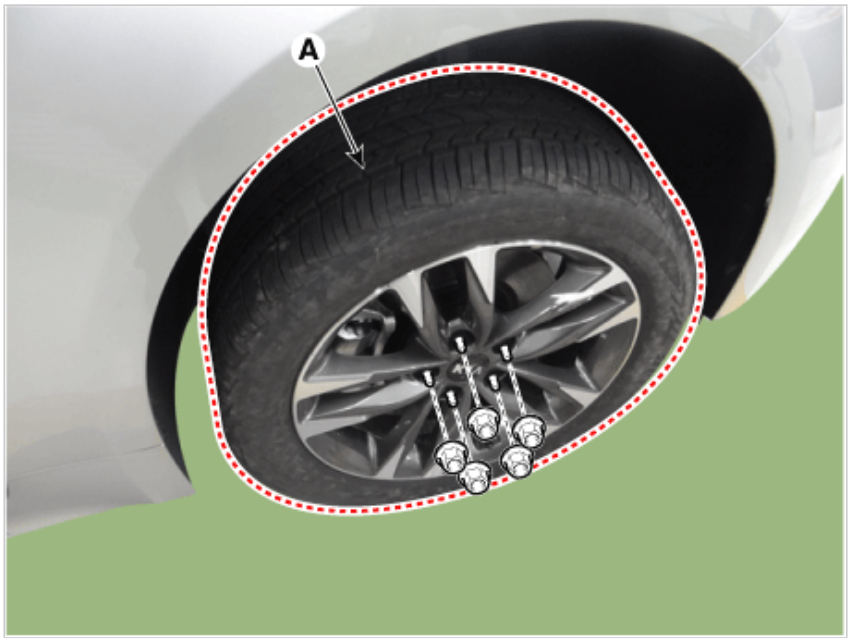
Removal

1. Remove wheel nuts, front wheel and tire (A) from hub.

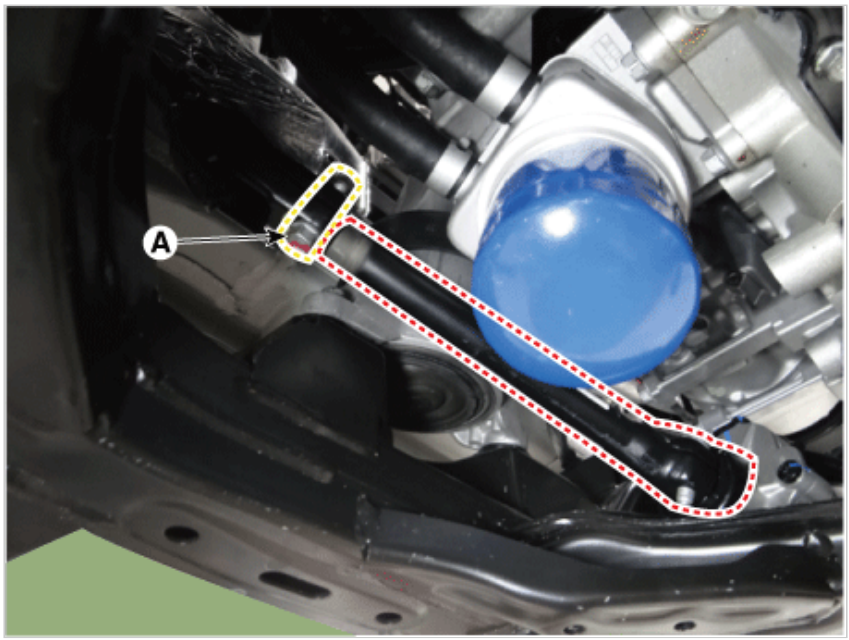
Tightening torque :
107.9 - 127.5 N·m (11.0 - 13.0 kgf·m, 79.6 - 94.0 lb·ft)



NOTICE
Be careful not to damage the wheel bolts when removing the wheel and tire (A).

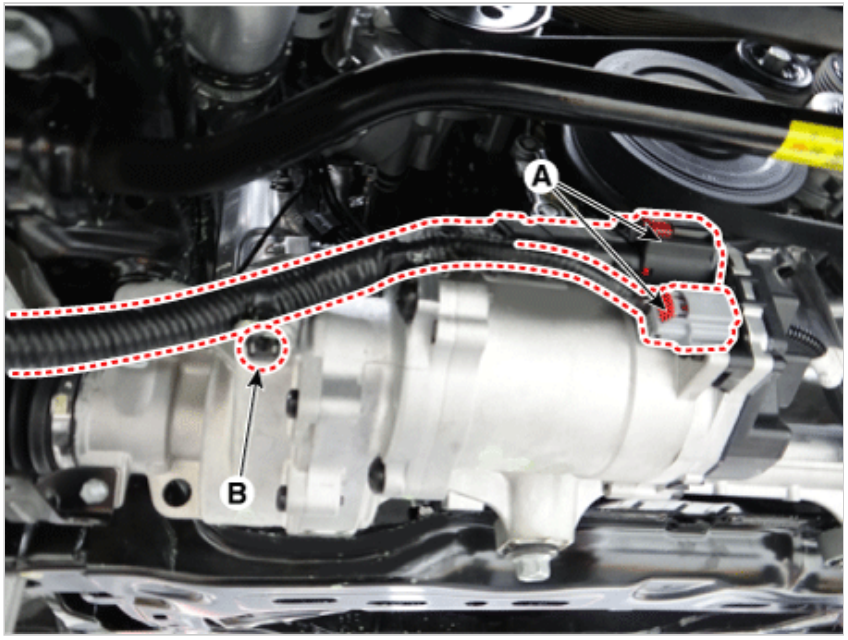
2. Loosen the bolt (A) and then separate the universal joint from the shaft joint.

Tightening torque :
32.4 - 37.3 N·m (3.3 - 3.8 kgf·m, 23.9 - 27.5 lb·ft)



NOTICE
- Keep the steering wheel in a neutral position. Moving the steering wheel may damage the cable inside the clock spring.
- Tighten the steering column bolts in the same direction as they were removed.
- Do not reuse the universal joint bolt when installing.

3. Disconnect the R-MDPS connector (A) and clip (B).

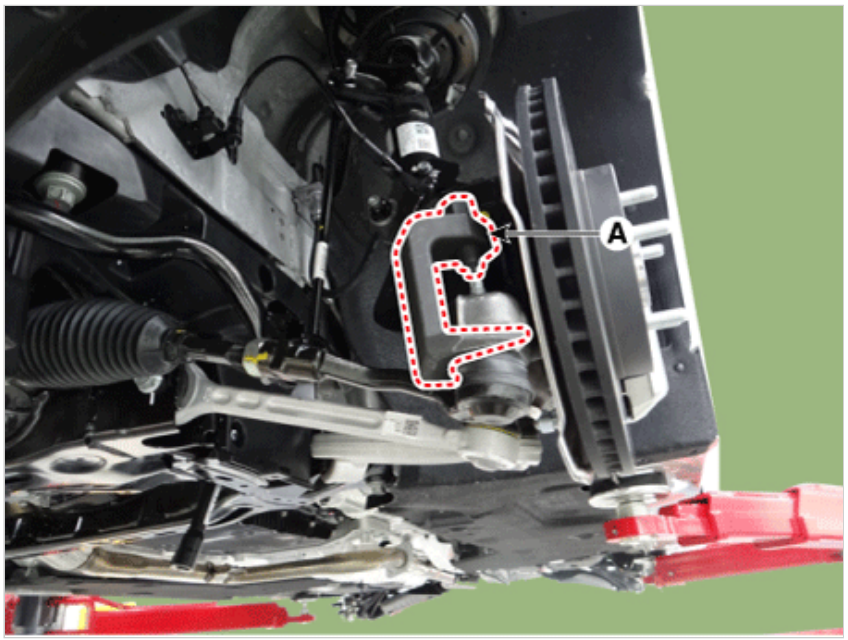


4. Disconnect the R-MDPS wiring clip (A) from the sub frame.

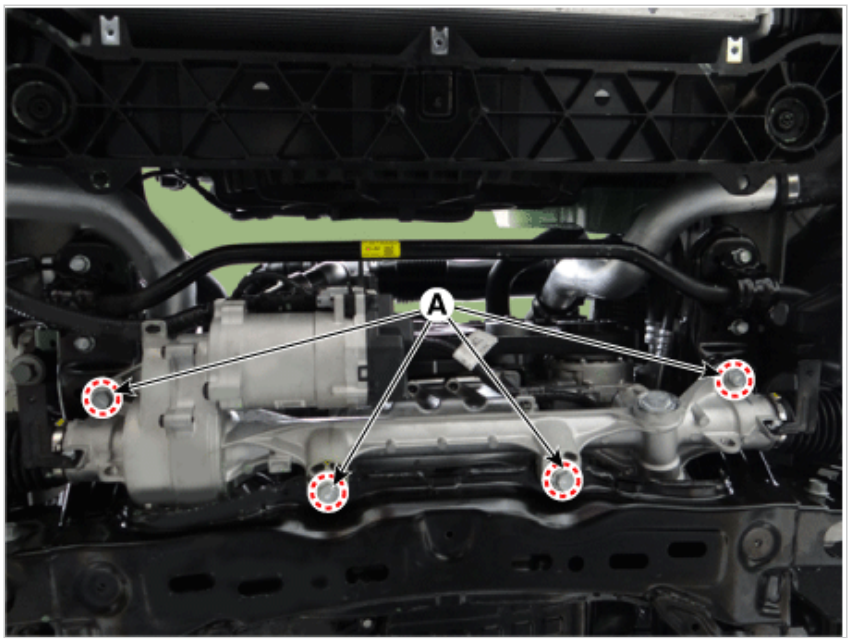
5. Remove the tie rod end nut.

Tightening Torques :
88.3 - 107.9 N·m (9.0 - 11.0 kgf·m, 65.1 - 79.6 lb·ft)

6. Remove the knuckle by using the ball joint remover (A).



7. Loosen the gear box bolts (A) and then remove the gear box.



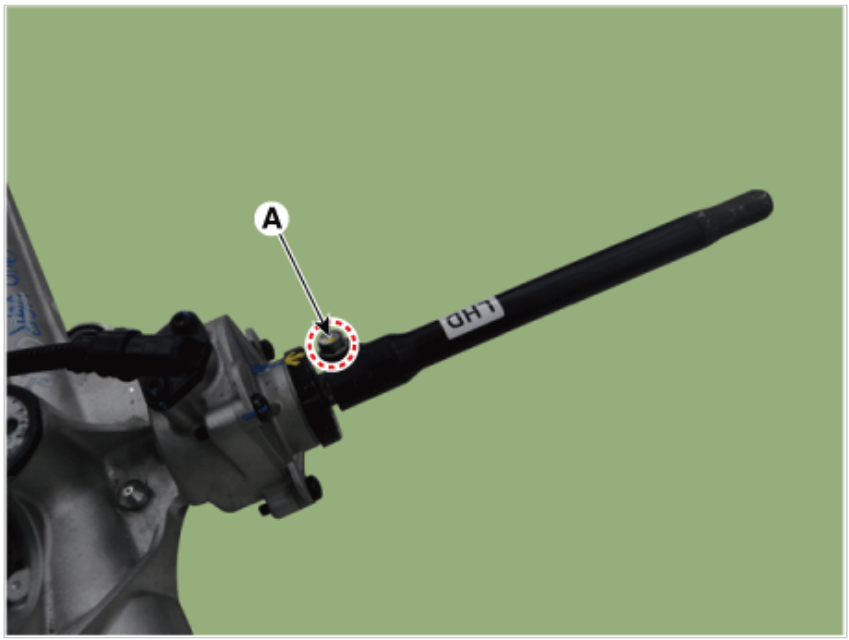
NOTICE

Must use a engine jack for safety.

8. Loosen the shaft joint bolt (A) from the gear box.

Tightening Torques :

32.4 - 37.3 N·m (3.3 - 3.8 kgf·m, 23.9 - 27.5 lb·ft)



9. Check the front alignment.
   (Refer to Suspension System - "Alignment")
10. Install in the reverse order of removal.
11. Register "ASP calibration EPS type recognition" by KDS after replacing steering column assembly.
    (Refer to Electric Power Steering - "Repair procedures")