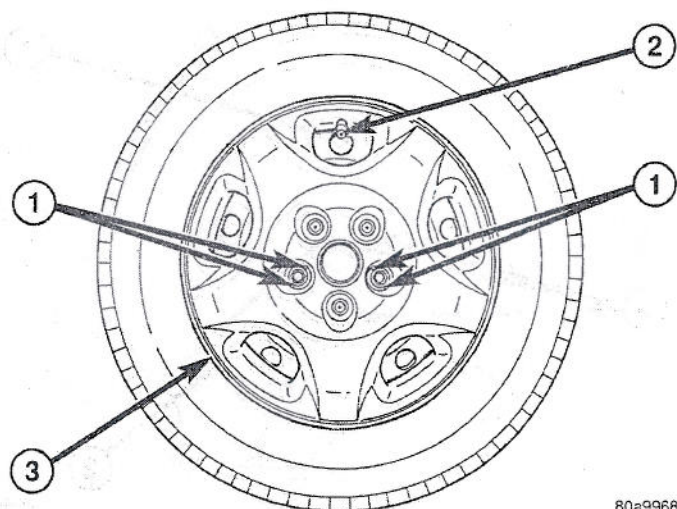


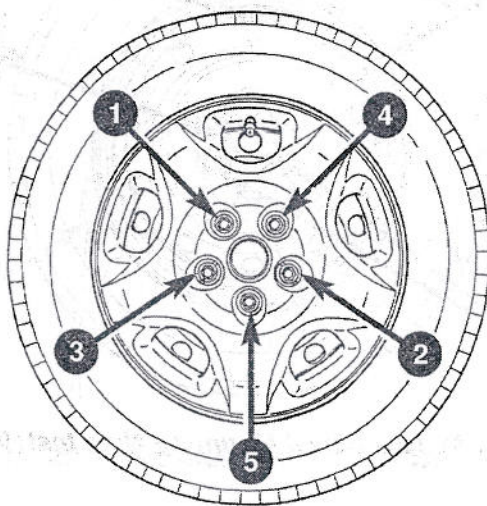
WHEEL COVER (Continued)

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Fig. 32 Wheel Cover Installation Over Two Nuts

- 1 - RETAINING TABS
- 2 - VALVE STEM
- 3 - BOLT-ON WHEEL COVER

(3) Tighten all five wheel mounting nuts in the proper sequence (Fig. 33). Tighten wheel nuts to a torque of 135 N·m (100 ft. lbs.).



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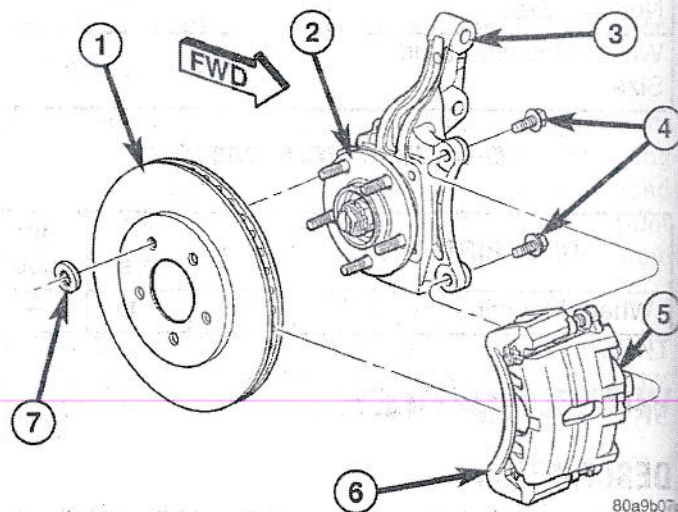
Fig. 33 Nut Tightening Sequence**WHEEL MOUNTING STUDS - FRONT****REMOVAL**

CAUTION: If a wheel mounting stud needs to be replaced in the hub and bearing assembly, the studs **MUST NOT** be hammered out of the hub flange. If a stud is removed by hammering it out of the bearing flange, damage to the hub and bearing assembly will occur leading to premature bearing failure.

(1) Raise vehicle on jackstands or centered on a frame contact type hoist. See Hoisting in Lubrication and Maintenance.

(2) Remove the front wheel and tire assembly from the vehicle.

(3) Remove the two adapter mounting bolts securing both the disc brake caliper adapter to the steering knuckle (Fig. 34).



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Fig. 34 Front Brake Mounting

- 1 - BRAKE ROTOR
- 2 - HUB AND BEARING
- 3 - STEERING KNUCKLE
- 4 - ADAPTER MOUNTING BOLTS
- 5 - BRAKE CALIPER
- 6 - ADAPTER
- 7 - CLIP

(4) Remove the disc brake caliper and adapter as an assembly from the steering knuckle (Fig. 34). Hang the assembly out of the way using wire or a bungee cord. Use care not to overextend the brake hose when doing this.

(5) Remove brake rotor from hub by pulling it straight off wheel mounting studs (Fig. 34).

(6) On the wheel mounting stud to be removed, install a wheel mounting (lug) nut far enough so the threads on the stud are even with end of nut. Install Remover, Special Tool C-4150A on hub and bearing assembly flange and wheel stud (Fig. 35).

(7) Tighten down on special tool, pushing wheel stud out of the hub flange. When shoulder of wheel stud is past flange, remove special tool from hub and bearing. Remove nut from stud and remove stud from hub flange.