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# FRONT AXLE

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110003084

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**GENERAL INFORMATION**

11000308

The wheel bearing and front hub are press-fitted in the axle housing portion of the knuckle to support the drive shaft.

The drive shafts have R.J.-T.J. or B.J.-T.J. type constant velocity joints which transmit torque at high efficiency. A dynamic damper is attached to the drive shaft to reduce vibration.

The R.J. or B.J. boot is not interchangeable and is made from resin.

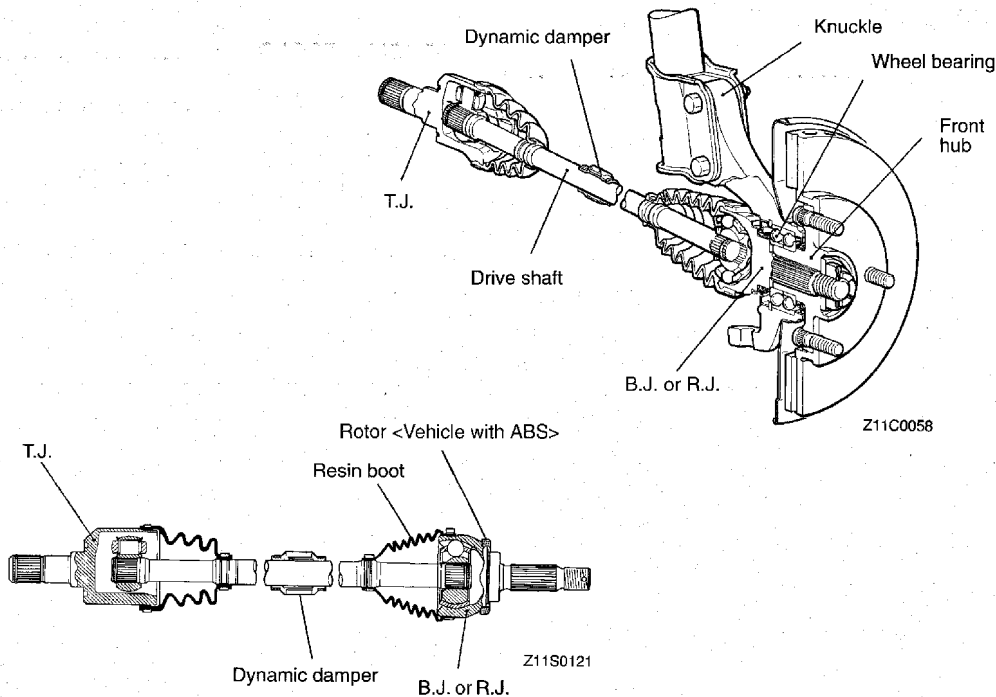
In addition, the drive shaft on vehicles equipped with ABS has the wheel speed sensing rotor press-fitted to the outer race of R.J.

The wheel bearing is a double-row angular contact ball bearing.

Items		1.5L Engine	1.8L Engine
Wheel bearing	O.D. × I.D. mm (in.)	74 × 40 (2.91 × 1.57)	74 × 40 (2.91 × 1.57)
Drive shaft	Length mm (in.)	L.H. shaft	698 (27.48)
		R.H. shaft	379 (14.92)
			699 (27.52)
			366 (14.41)

**CONSTRUCTION DIAGRAM**

11000308



**NOTE**  
 R.J.: Rzeppa Joint  
 B.J.: Birfield Joint  
 T.J.: Tripod Joint

## SERVICE SPECIFICATIONS

110003087

Items	Standard value	Limit
Setting of boot length mm (in.)	85 ± 3 (3.35 ± .12)	–
Protruding length of stabilizer bar mounting bolt mm (in.)	22 (.87)	–
Hub end play mm (in.)	–	0.05 (.0020)
Width of opening in special tool (MB991561) mm (in.)	When crimping boot bands (small)	2.9 (.11)
	When crimping boot bands (large)	3.2 (.13)
Amount of boot band crimping mm (in.)	2.4–2.8 (.09–.11)	–
Clearance between boot (large diameter side) and B.J. housing shoulder mm (in.)	0.1–1.55 (.004–.061)	–
Wheel bearing breakaway torque Nm (in.lbs.)	–	1.8 (16) or less

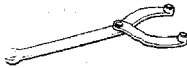
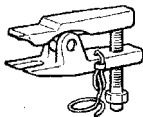
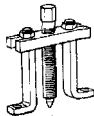
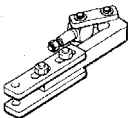
## LUBRICANTS

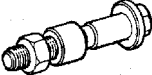

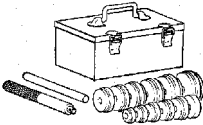

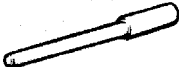
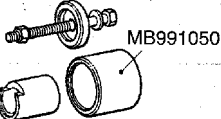
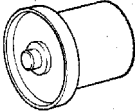
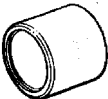
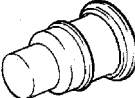
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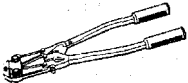
Items	Specified lubricant	Quantity g (oz.)
T.J. boot grease	Repair kit grease	125 (4.41) <R.J.-T.J. type> 95 (3.35) <B.J.-T.J. type>
R.J. (or B.J.) boot grease	Repair kit grease <SW-2>	100–120 (3.53–4.23)

## SPECIAL TOOLS

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Tool	Tool number and name	Supersession	Application
	MB990767 End yoke holder	MB990767-01	Fixing of the hub
	MB991113 or MB990635 Steering linkage puller	MB991113-01	<ul style="list-style-type: none"> <li>Removal of the lower arm ball joint and knuckle</li> <li>Removal of the knuckle and tie rod end ball joint</li> </ul>
	MB990241 Axle shaft puller	MB990241-01 or General service tool	Removal of the drive shaft
	MB991056 or MB991355 Knuckle arm bridge	MB991056-01	Removal of the hub

Tool	Tool number and name	Supersession	Application
	MB990998 Front hub remover and installer	MB990998-01	<ul style="list-style-type: none"> <li>● Removal or press-in the hub</li> <li>● Provisional holding of the wheel bearing</li> </ul>
	MB990810 Side bearing puller	General service tool	Removal of the wheel bearing inner race (outside)
	MB990925 Bearing and oil seal installer set	MB990925-01 or General service tool	Removal of wheel bearing MB990932 MB990938
	MB990326 Preload socket	General service tool	Measurement of the wheel bearing breakaway torque
	MB990883 Rear suspension arbor	MB990883-01	Press-fitting of wheel bearing
	MB991045 Bushing remover and installer	Tool not available	Press-fitting of wheel bearing
	MB991387 Bushing remover and installer		Press-fitting of the outer oil seal
	MB991389 Bushing remover base	MB991389-01	Press-fitting of the inner oil seal
	MB991460 Plug	General service tool	Preventing of entry of foreign objects into the transaxle case

Tool	Tool number and name	Supersession	Application
	MB991561 Boot band clipping tool	MB991561	Installation of R.J. (or B.J.) boot band

## TROUBLESHOOTING

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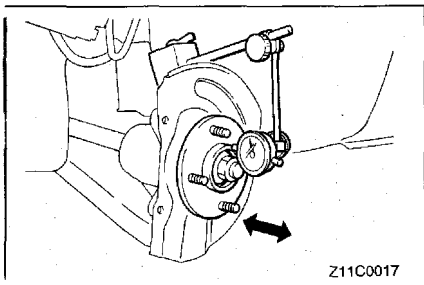
Symptom	Probable cause	Remedy
Vehicle pulls to one side	Seizure of drive shaft ball joint	Replace
	Abnormal wear, play or seizure of wheel bearing	
	Malfunction of front suspension or steering	Adjust or replace
Vibration	Bend, damage or abnormal wear of drive shaft	Replace
	Play in drive shaft and hub serration	
	Abnormal wear, play or seizure of wheel bearing	
Shimmy	Improper wheel alignment	Adjust or replace
	Malfunction of front suspension or steering	
Excessive noise	Broken boot, grease leakage	Replace, repack grease
	Bend, damage or abnormal wear of drive shaft	Replace
	Play of drive shaft and hub serration	
	Abnormal wear, play or seizure of wheel bearing	
	Loose wheel nut	Retighten
	Malfunction of front suspension and steering	Adjust or replace

## SERVICE ADJUSTMENT PROCEDURES

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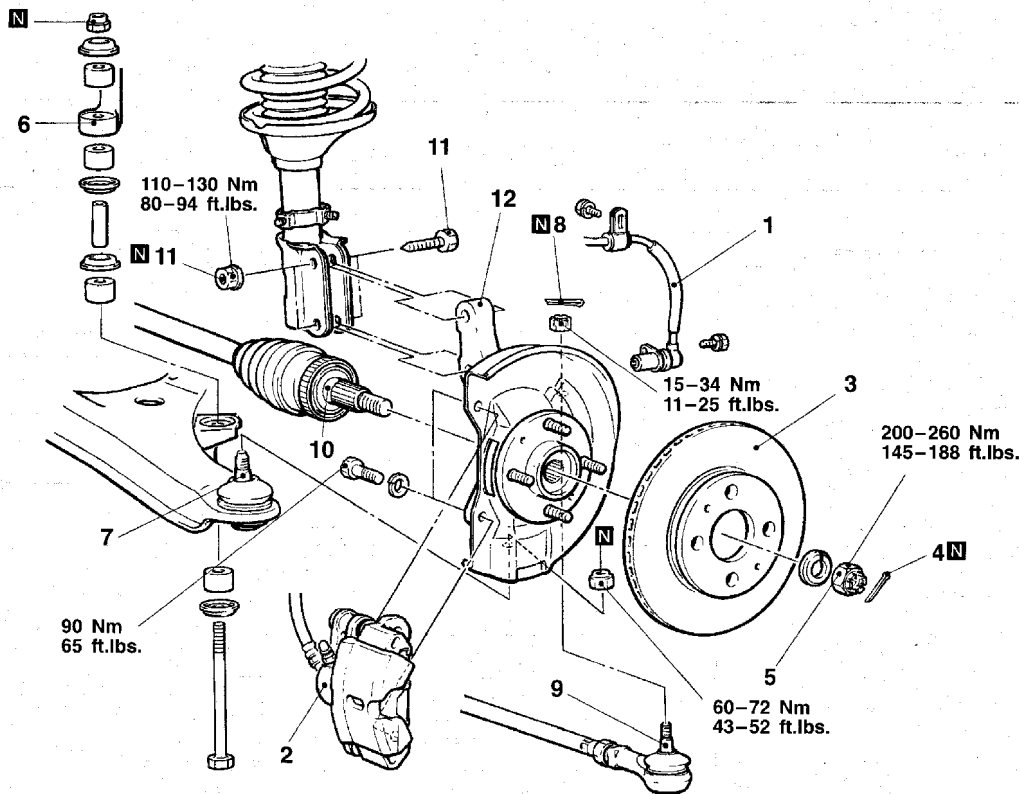
### HUB END PLAY CHECK

1. Remove the disc brake caliper and suspend it with a wire.
2. Remove the brake disc from the front hub.
3. Attach a dial gauge as shown in the illustration, and then measure the end play while moving the hub in the axial direction.  
**Limit: 0.05 mm (.0020 in.)**
4. If end play exceeds the limit, disassemble and check parts.



## AXLE HUB

## REMOVAL AND INSTALLATION



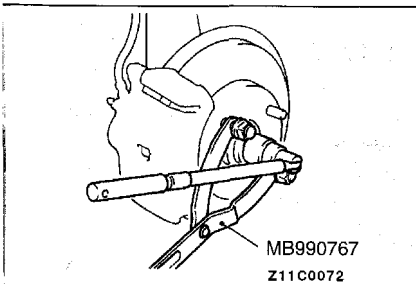
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## Removal steps

1. Front speed sensor <Vehicle with ABS>
2. Caliper assembly
3. Brake disc
4. Cotter pin
5. Drive shaft nut
6. Connection for stabilizer bar
7. Connection for lower arm ball joint
8. Cotter pin
9. Connection for tie rod end
10. Front strut
11. Drive strut mounting bolt and nut
12. Hub and knuckle

## Caution

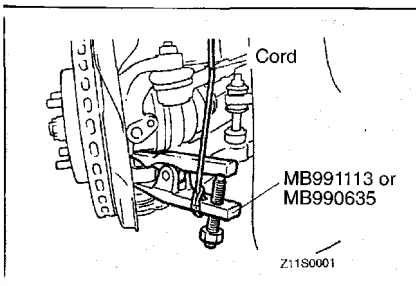
1. Be careful when handling the pole piece at the tip of the speed sensor and the toothed edge of the rotor so as not to damage them by striking against other parts.
2. For vehicles with ABS, be careful not to damage the rotors installed to the R.J. (or B.J.) outer race during removal and installation of the drive shaft.

**REMOVAL SERVICE POINTS****◀A▶ CALIPER ASSEMBLY REMOVAL**

Secure the removed caliper assembly with wire, etc.

**◀B▶ DRIVE SHAFT NUT REMOVAL**

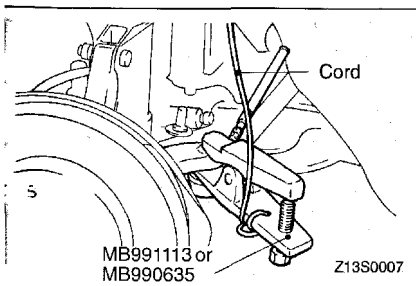
Using the special tool, remove the drive shaft nut from the hub.

**◀C▶ LOWER ARM BALL JOINT DISCONNECTION**

Using the special tool, disconnect the lower arm ball joint from the knuckle.

**Caution**

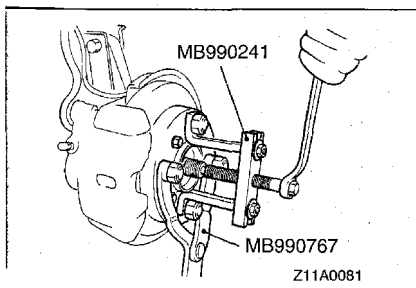
1. Be sure to tie the cord of the special tool to a nearby part.
2. Loosen the nut but do not remove it.

**◀D▶ TIE ROD END DISCONNECTION**

Using the special tool, disconnect the tie rod end from the knuckle.

**Caution**

1. Be sure to tie the cord of the special tool to a nearby part.
2. Loosen the nut but do not remove it.

**◀E▶ DRIVE SHAFT REMOVAL**

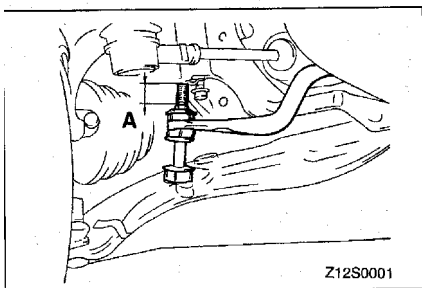
Use the special tool to push out the drive shaft from the front hub.

**INSPECTION**

- Check the hub for cracks and spline for wear.
- Check the oil seal for damage.
- Check the knuckle for cracks.
- Check for defective bearing.

**NOTE**

If the meshing of the wheel bearing outer race and the knuckle, or of the wheel bearing inner race and the hub, is loose, replace the bearing or damaged parts.

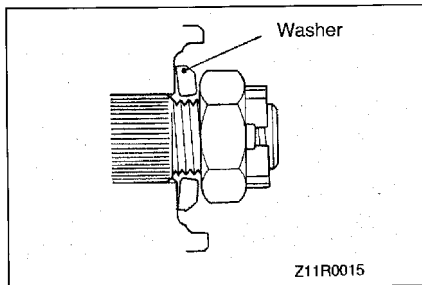


## INSTALLATION SERVICE POINTS

### ▶A◀ STABILIZER BAR MOUNTING NUT INSTALLATION

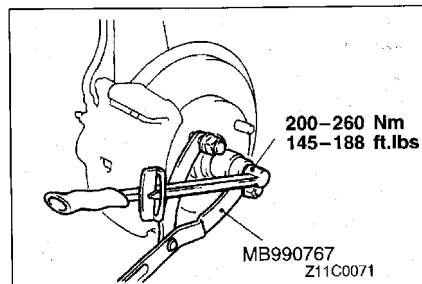
Tighten the nut on the stabilizer bar bolt so that the threaded portion meets the standard value (A).

**Standard value (A): 22 mm (.87 in.)**



### ▶B◀ DRIVE SHAFT NUT INSTALLATION

- (1) Be sure to install the drive shaft washer in the specified direction.



- (2) Using the special tool, tighten the drive shaft nut.

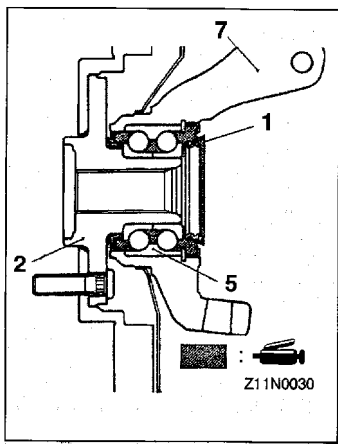
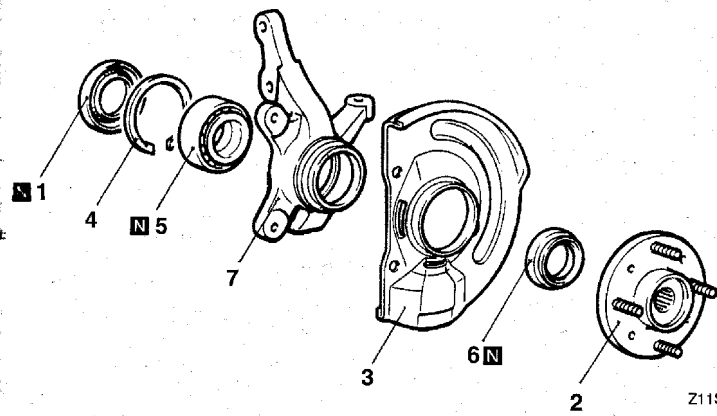
#### Caution

**Before securely tightening the drive shaft nuts, make sure there is no load on the wheel bearings.**

- (3) If the position of the cotter pin holes does not match, tighten the nut up to 260 Nm (188 ft.lbs.) in maximum.
- (4) Install the cotter pin in the first matching holes and bend it securely.

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DISASSEMBLY AND REASSEMBLY



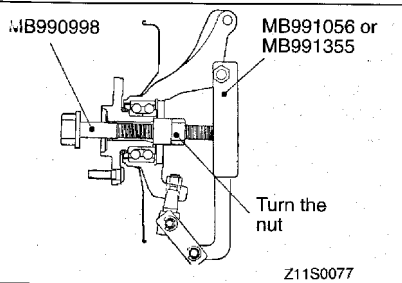
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Disassembly steps

1. Inner oil seal
2. Hub
3. Dust cover
4. Snap ring
5. Wheel bearing
6. Outer oil seal
7. Knuckle

Reassembly steps

7. Knuckle
5. Wheel bearing
4. Snap ring
6. Outer oil seal
3. Dust cover
2. Hub
- Wheel bearing breakaway torque check
- Hub end play check
1. Inner oil seal



DISASSEMBLY SERVICE POINTS

◀A▶ HUB REMOVAL

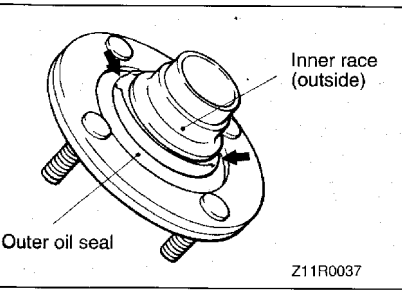
- (1) Attach the special tools to the knuckle and front hub.
- (2) Secure the knuckle in a vise.
- (3) Tighten the nut of the special tool and remove the front hub from the knuckle.

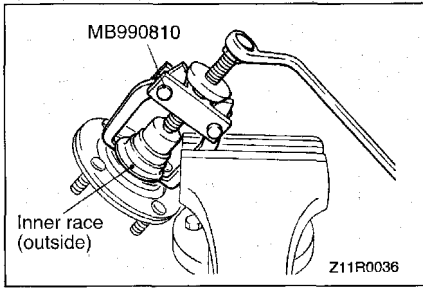
Caution

When removing the hub, always replace the wheel bearing with a new part.

◀B▶ WHEEL BEARING REMOVAL

- (1) Crush the oil seal in two places so that the tabs of the special tool will be caught on the wheel bearing inner race (outside).

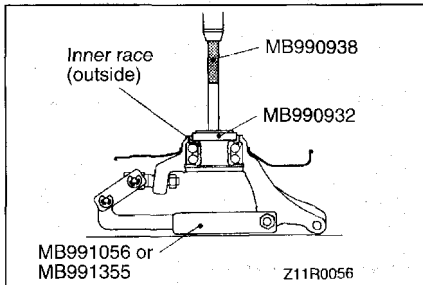




- (2) Remove the wheel bearing inner race (outside) from the front hub by using the special tool.

**Caution**

When removing the inner race (outside) from the hub, be careful not to let the hub drop.



- (3) Install the inner race (outside) that was removed from the hub to the wheel bearing, and then use the special tool to remove the wheel bearing.

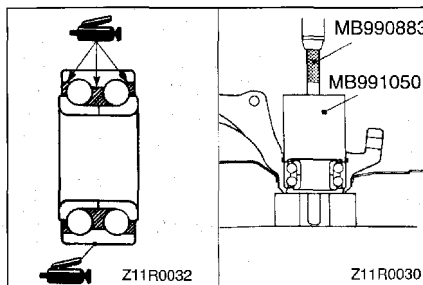
**INSPECTION**

- Check the front hub and brake disc mounting surfaces for galling and contamination.
- Check the knuckle inner surface for galling and cracks.
- Check for defective bearing.

**REASSEMBLY SERVICE POINTS**

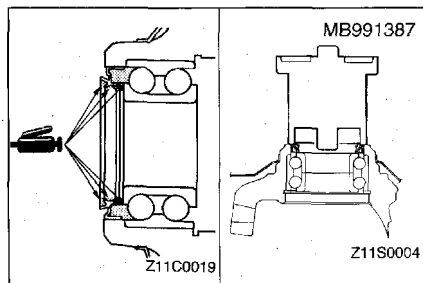
**▶A◀ WHEEL BEARING INSTALLATION**

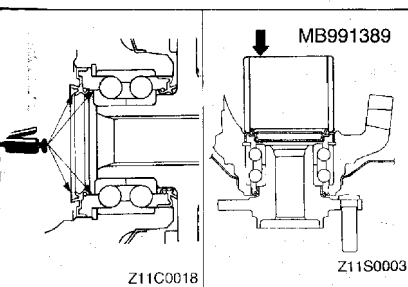
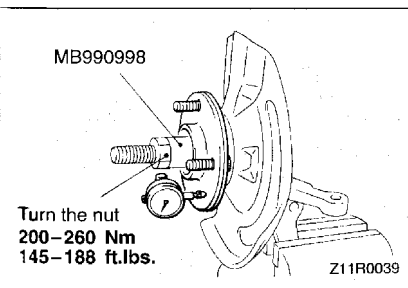
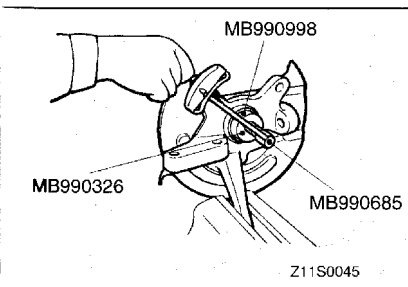
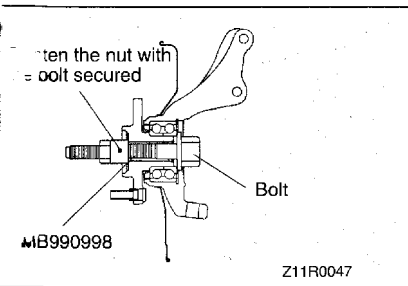
- (1) Fill the wheel bearing with multipurpose grease.
- (2) Apply a thin coating of multipurpose grease to the knuckle and bearing contact surfaces.
- (3) Press-in the bearing by using the special tools.



**▶B◀ OUTER OIL SEAL INSTALLATION**

- (1) Drive the oil seal (hub side) into the knuckle by using the special tools until it is flush with the knuckle end surface.
- (2) Apply multipurpose grease to the lip of the oil seal and to the surfaces of the oil seal which contact the front hub.





### ►◄ WHEEL BEARING BREAKAWAY TORQUE CHECK

- (1) Use the special tool to mount the hub onto the knuckle.
- (2) Tighten the nut of the special tool to 200–260 Nm (145–188 ft.lbs.).
- (3) Rotate the hub in order to seat the bearing.

- (4) Measure the wheel bearing breakaway torque (hub starting torque) by using the special tools.

**Limit: 1.8 Nm (16 in.lbs.) or less**

- (5) The starting torque must be within the limit and, in addition, the bearing must not feel rough when rotated.

### ►◄ HUB END PLAY CHECK

- (1) Measure to determine whether the end play of the hub is within the specified limit or not.

**Limit: 0.05 mm (.0020 in.)**

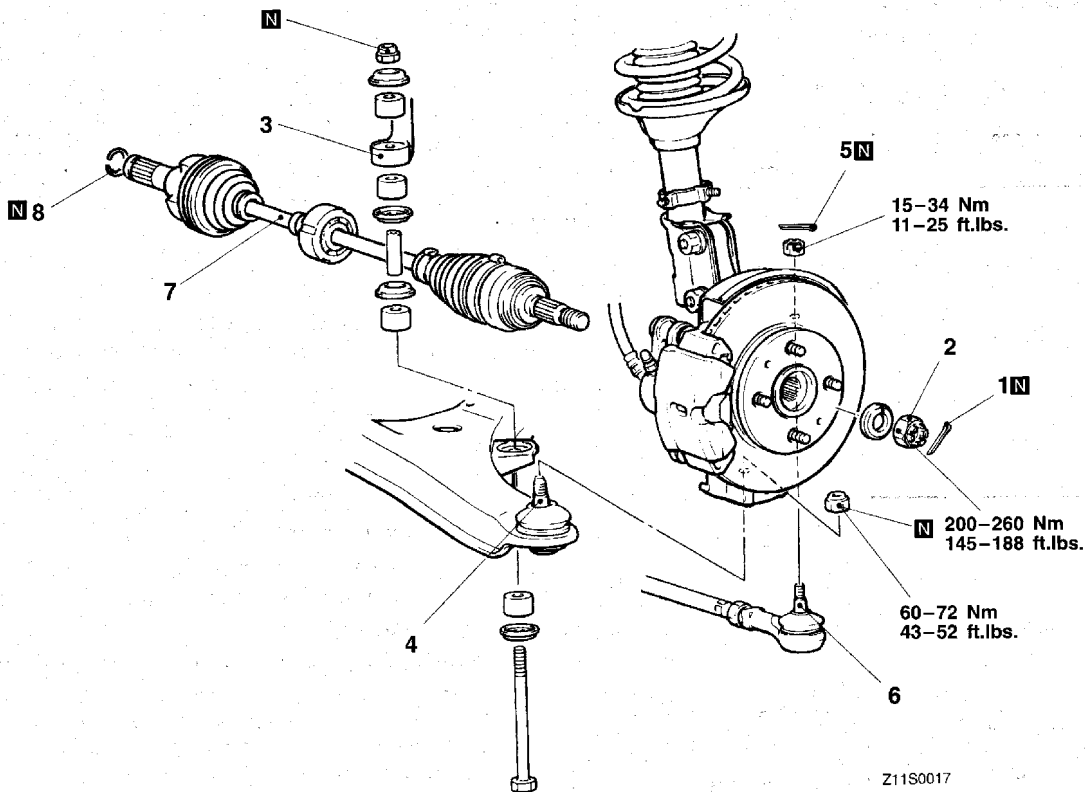
- (2) If the starting torque and hub end play are not within the limit range while the nut is tightened to 200–260 Nm (144–188 ft.lbs.), the bearing, hub and/or knuckle have probably not been installed correctly. Replace the bearing and re-install.

### ►◄ INNER OIL SEAL INSTALLATION

- (1) Apply multipurpose grease to the reverse side of the inner oil seal.
- (2) Drive the inner oil seal into the knuckle until it contacts the snap ring.
- (3) Apply multipurpose grease to the lip of the inner oil seal.

**DRIVE SHAFT**

**REMOVAL AND INSTALLATION**



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**Removal steps**

- 1. Cotter pin
- 2. Drive shaft nut
- 3. Connection for stabilizer bar
- 4. Connection for lower arm ball joint
- 5. Cotter pin
- 6. Connection for tie rod end
- 7. Drive shaft
- 8. Circlip

**Caution**

For vehicles with ABS, be careful not to damage the rotor installed to the R.J. (or B.J.) outer race during removal and installation of the drive shaft.

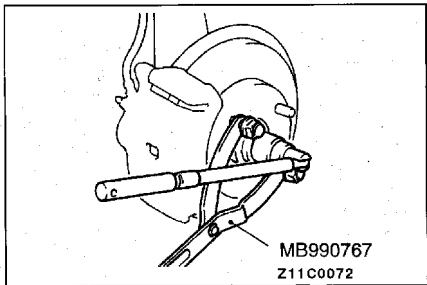
**REMOVAL SERVICE POINTS**

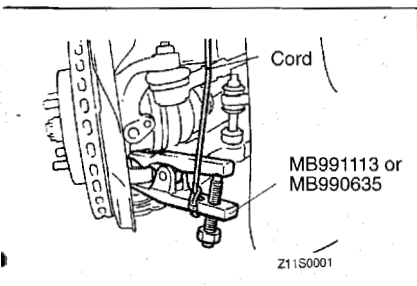
**◀A▶ DRIVE SHAFT NUT REMOVAL**

Using the special tool, remove the drive shaft nut from the hub.

**Caution**

Do not apply the vehicle weight to the wheel bearing while loosening the drive shaft nut.



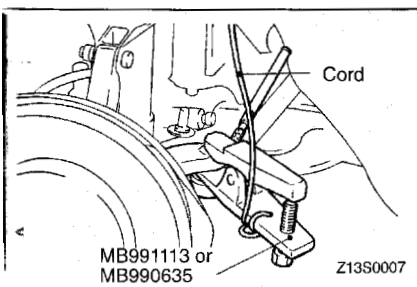


### ◀B▶ LOWER ARM BALL JOINT DISCONNECTION

Using the special tool, disconnect the lower arm ball joint from the knuckle.

#### Caution

1. Be sure to tie the cord of the special tool to a nearby part.
2. Loosen the nut but do not remove it.

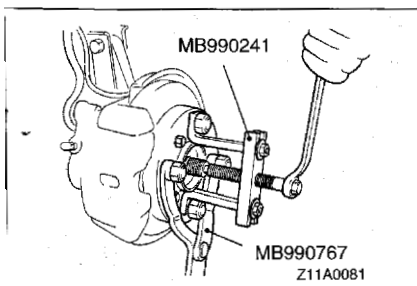


### ◀C▶ TIE ROD END DISCONNECTION

Using the special tool, disconnect the tie rod end from the knuckle.

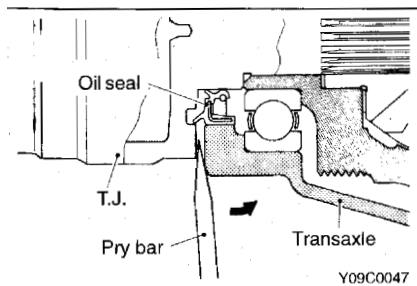
#### Caution

1. Be sure to tie the cord of the special tool to a nearby part.
2. Loosen the nut but do not remove it.



### ◀D▶ DRIVE SHAFT REMOVAL

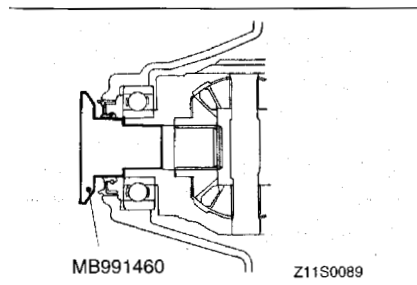
- (1) Use the special tools to push out the drive shaft from the hub.



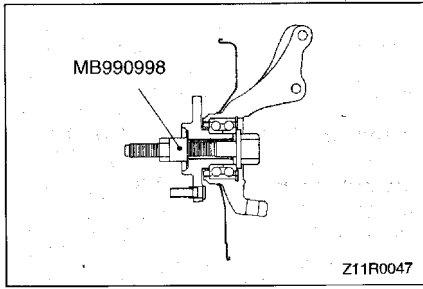
- (2) Insert a pry bar between the transaxle case and the drive shaft, and then pry the drive shaft from the transaxle.

#### Caution

1. Do not pull on the drive shaft; doing so will damage the T.J.; be sure to use the pry bar.
2. Do not insert the pry bar so deep as to damage the oil seal.



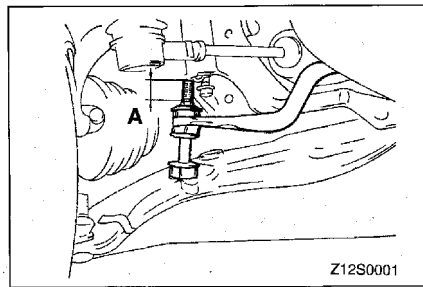
- (3) Use the special tool provided as a cover to prevent the entry of foreign objects into the transaxle case.

**Caution**

Do not apply the vehicle weight to the wheel bearing with the drive shaft removed. If, however, the vehicle weight must be applied to the bearing (because of moving the vehicle), temporarily secure the wheel bearing by using the special tool, MB990998, etc.

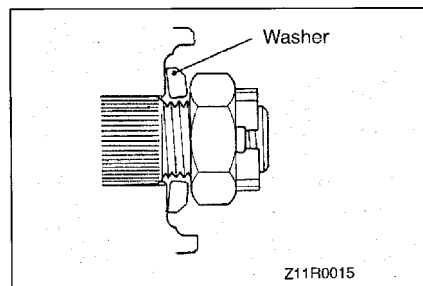
**INSPECTION**

- Check the drive shaft boot for damage or deterioration.
- Check the ball joints for wear or operating condition.
- Check the spline part for wear or damage.

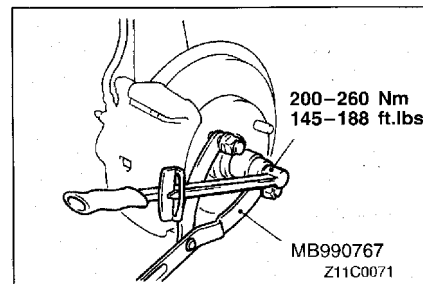
**INSTALLATION SERVICE POINTS****▶A◀ STABILIZER BAR MOUNTING NUT INSTALLATION**

Tighten the nut on the stabilizer bar bolt so that the threaded portion meets the standard value (A).

**Standard value (A): 22 mm (.87 in.)**

**▶B◀ DRIVE SHAFT NUT INSTALLATION**

- (1) Be sure to install the drive shaft washer in the specified direction.



- (2) Using the special tool, tighten the drive shaft nut.

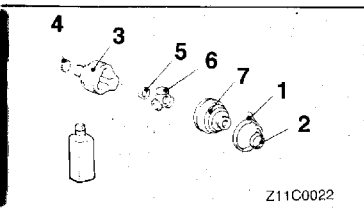
**Caution**

**Before securely tightening the drive shaft nut, make sure there is no load on the wheel bearings.**

- (3) If the position of the cotter pin holes does not match, tighten the nut up to 260 Nm (188 ft.lbs.) in maximum.
- (4) Install the cotter pin in the first matching holes and bend it securely.

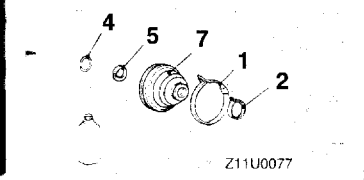
DISASSEMBLY AND REASSEMBLY

110003095



Z11C0022

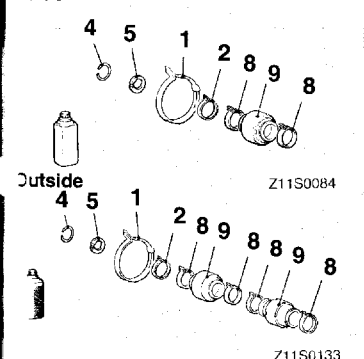
T.J. repair kit



Z11U0077

T.J. boot repair kit

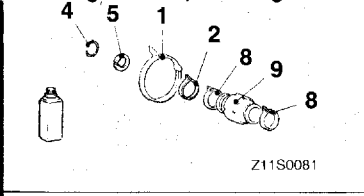
< 5L Engine – A/T >



Z11S0084

Z11S0133

< 1.5L Engine – M/T, 1.8L Engine >

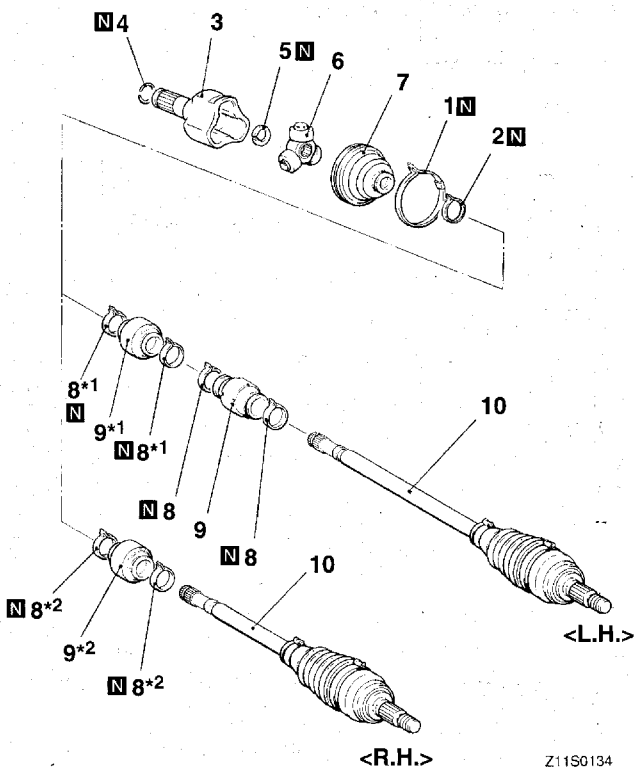


Z11S0081

Z11S0084

Damper kit (L.H.)

Damper kit (R.H.)  
< 1.8L Engine – M/T >



<L.H.>

<R.H.>

Z11S0134

00001103

Disassembly steps

- ▶▶D 1. T.J. boot band (large)
- ▶▶D 2. T.J. boot band (small)
- ▶▶C 3. T.J. case
- ▶▶A 4. Circlip
- ▶▶B 5. Snap ring
- ▶▶C 6. Spider assembly
- ▶▶B 7. T.J. boot
- ▶▶A 8. Damper band
- ▶▶A 9. Dynamic damper
- ▶▶A 10. R.J. (or B.J.) assembly

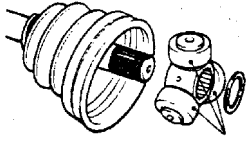
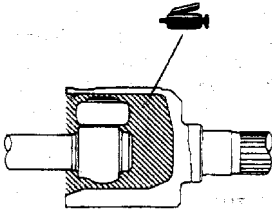
Caution

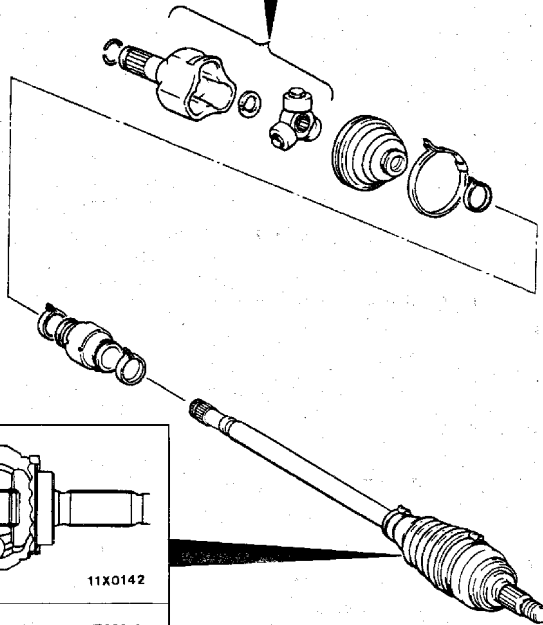
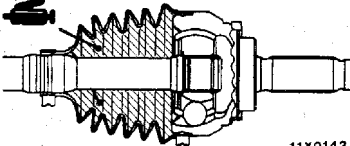
1. Do not disassemble the R.J. (or B.J.) assembly. [except for replacing R.J. (or B.J.) boot]
2. For vehicles with ABS, be careful not to damage the rotors installed to the R.J. (or B.J.) outer race during disassembly and reassembly.

NOTE

- \*1: 1.5L Engine – A/T
- \*2: 1.8L Engine – M/T

LUBRICANT POINTS

 <p>11E560</p>	 <p>11A0084</p>
<p>Grease: Repair kit grease</p>	<p>Grease: Repair kit grease                  &lt;R.J.-T.J. type&gt; 125 g (4.41 oz.)                  &lt;B.J.-T.J. type&gt; 95 g (3.35 oz.)</p>
<p><b>Caution</b>                  The drive shaft joint uses special grease. Do not mix old and new or different types of grease.</p>	

11X0142

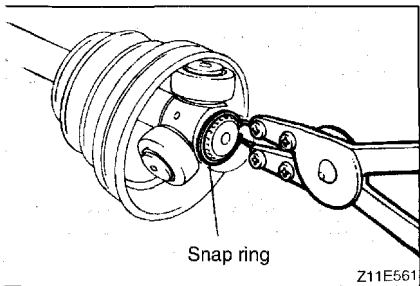
Grease: Repair kit grease <SW-2>  
 100-120 g (3.53-4.23 oz.)

11S0123  
 00003418

**DISASSEMBLY SERVICE POINTS**

◀▶ T.J. CASE REMOVAL

Remove the T.J. case from the R.J. assembly or B.J. assembly, and wipe off the grease inside the T.J. case

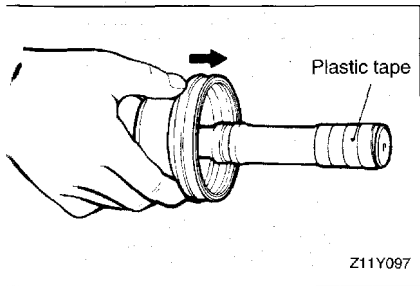


**◀B▶ SNAP RING / SPIDER ASSEMBLY REMOVAL**

- (1) Remove the snap ring from the drive shaft with the snap ring pliers.
- (2) Take out the spider assembly from the drive shaft.
- (3) Clean the spider assembly.

**Caution**

1. Do not disassemble the spider assembly.
2. Use care in handling so as not to damage the drive shaft.



**◀C▶ T.J. BOOT REMOVAL**

- (1) Wipe the grease off of the spline portion.
- (2) Remove the T.J. boot.

**NOTE**

If the boot is reused, wrap plastic tape around the drive shaft spline so that the boot is not damaged when it is removed.

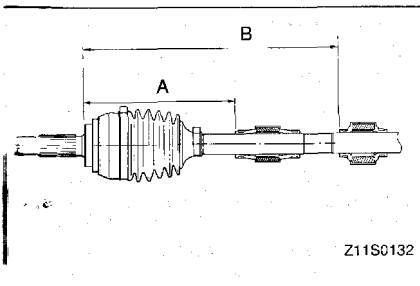
**INSPECTION**

- Check the drive shaft for damage, bending or corrosion.
- Check the drive shaft spline part for wear or damage.
- Check the spider assembly for roller rotation, wear or corrosion.
- Check the groove inside T.J. case for wear or corrosion.
- Check the dynamic damper for damage or cracking.
- Check the boots for deterioration, damage or cracking.

**REASSEMBLY SERVICE POINTS**

**▶A◀ DYNAMIC DAMPER / DAMPER BAND INSTALLATION**

- (1) Install the dynamic damper in the position shown in the illustration.

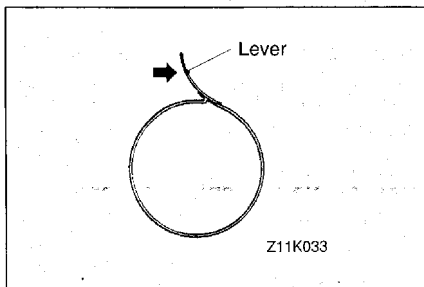


Items	1.5L Engine	1.8L Engine – L.H.	1.8L Engine – R.H.
A mm (in.)	351 ± 3 (13.82 ± .12)	365 ± 3 (14.37 ± .12)	200.5 ± 3*2 (7.89 ± .12)
B mm (in.)	481 ± 3*1 (18.94 ± .12)	–	–

**NOTE**

\*1: A/T

\*2: M/T



- (2) Secure the damper bands.

#### Caution

1. There should be no grease adhered to the rubber part of the dynamic damper.
2. The damper band and T.J. boot band of the drive shaft (R.J.-T.J. type) are identified by the identification number stamped on the lever. Take good care to install the correct one.

Items	R.J.-T.J. type
Damper band	31
T.J. boot band	33

### ►B◀ T.J. BOOT INSTALLATION

Wrap plastic tape around the spline part on the drive shaft and then install the T.J. boot band (small) and T.J. boot.

### ►C◀ SPIDER ASSEMBLY / T.J. CASE INSTALLATION

- (1) Apply the specified grease to the spider assembly between the spider axle and the roller.

**Specified grease: Repair kit grease**

#### Caution

1. The drive shaft joint uses special grease. Do not mix old and new or different types of grease.
  2. If the spider assembly has been cleaned, take special care to apply the specified grease.
- (2) Install the spider assembly to the shaft from the direction of the spline bevelled section.
- (3) After applying specified grease to the T.J. case, insert the drive shaft and apply grease one more time.

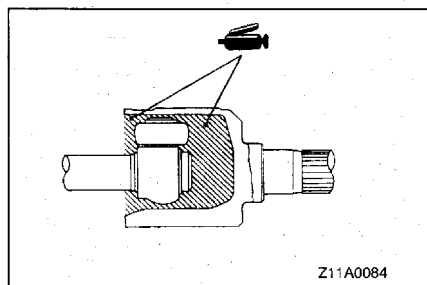
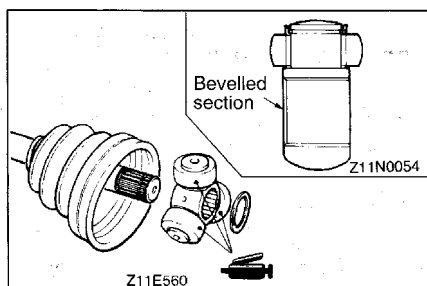
**Specified grease: Repair kit grease**

<R.J.-T.J. type> 125 g (4.41 oz.)

<B.J.-T.J. type> 95 g (3.35 oz.)

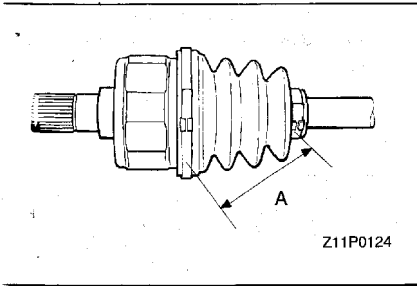
#### NOTE

The grease in the repair kit should be divided in half for use, respectively, at the joint and inside the boot.



**Caution**

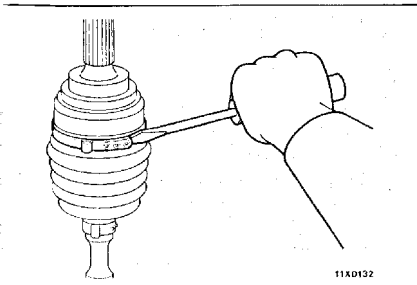
The drive shaft joint use special grease. Do not mix old and new or different types of grease.



**▶D◀ T.J. BOOT BAND (SMALL) / T.J. BOOT BAND (LARGE) INSTALLATION**

Set the T.J. boot bands at the specified distance in order to adjust the amount of air inside the T.J. boot, and then tighten the T.J. boot bands securely.

**Standard value (A): 85 ± 3 mm (3.35 ± .12 in.)**



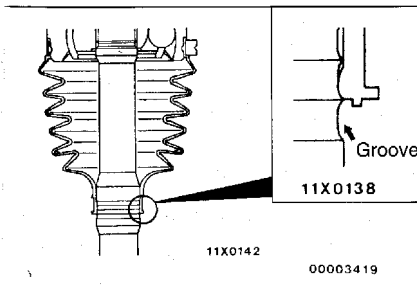
**R.J. (or B.J.) BOOT (RESIN BOOT) REPLACEMENT**

- (1) Remove the large and small boot bands.

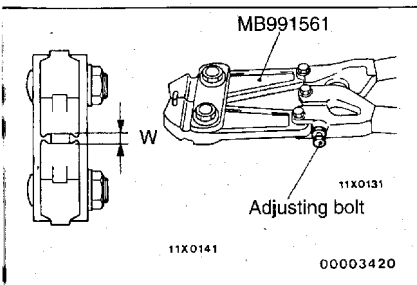
**NOTE**

Do not reuse the boot bands.

- (2) Remove the resin boot.



- (3) Install the small diameter end of the resin boot by so locating it as to expose only one of the grooves provided on the shaft.



- (4) Turn the adjusting bolt of the special tool to obtain a standard value of the opening width (W).

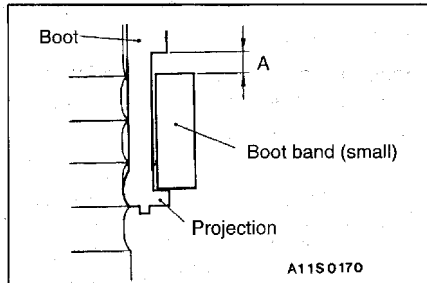
**Standard value (W): 2.9 mm (.11 in)**

**<When width is above 2.9 mm (.11 in)>  
Tighten the adjusting bolt.**

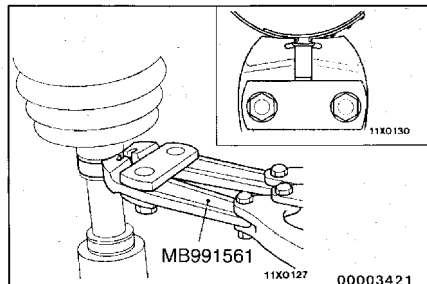
**<When width is below 2.9 mm (.11 in)>  
Loosen the adjusting bolt.**

## NOTE

- (1) One complete turn of the adjusting bolt will change the width by approx. 0.7 mm (.03 in.).
- (2) Do not give more than one turn to the adjusting bolt.



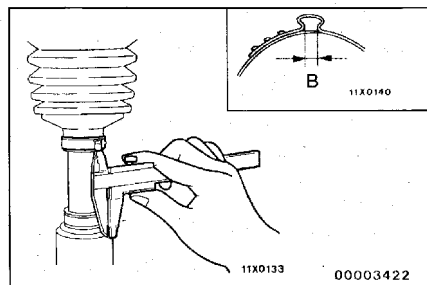
- (5) Install the boot band (small) against the projection at the boot end to provide clearance A as shown in the illustration.



- (6) Using the special tool, crimp the boot band (small).

**Caution**

1. With the drive shaft secured vertically, pinch positively the portion to be crimped of the band between the tips of the special tool.
2. Be sure to compress the boot band until the special tool handle comes in contact with the stopper.



- (7) Make sure that the amount of boot band crimping (B) is of the standard value.

**Standard value (B): 2.4–2.8 mm (.09–.11 in.)**

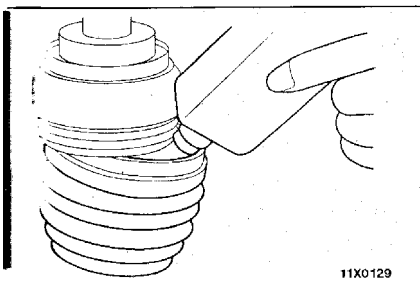
**<When amount of crimping is above 2.8 mm (.11 in.)>**  
 Readjust W given in (4) above to the value calculated by the following formula, and repeat work described in (6).

$$W = 5.5 - B \text{ (Example: When } B = 2.9, W = 2.6\text{)}$$

**<When amount of crimping is below 2.4 mm (.09 in.)>**  
 Remove the boot band, readjust W given in (4) to the value calculated by the following formula and repeat work described in (5) and (6) by using a new boot band.

$$W = 5.5 - B \text{ (Example: When } B = 2.3, W = 3.2\text{)}$$

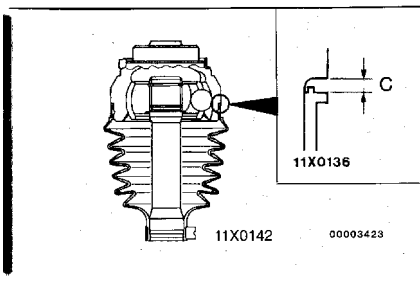
- (8) Make sure that the boot band does not protrude from the band mounting area.  
 If the band protrudes, replace it with a new band and repeat work described in (5) through (7).



- (9) Pack the boot with specified amount of grease to specification.

**Specified grease:**

**Repair kit grease <SW-2>**  
**100–120g (3.53–4.23 oz.)**

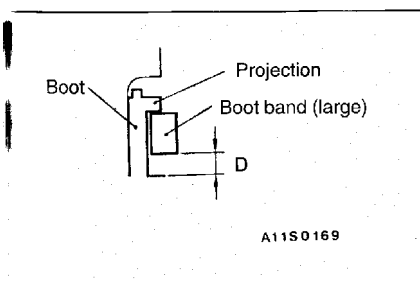


- (10) Install the boot with a clearance of standard value (C) provided between the large diameter end of the boot and the shoulder of R.J. (or B.J.) housing.

**Standard value (C): 0.1–1.55 mm (.004–.061 in.)**

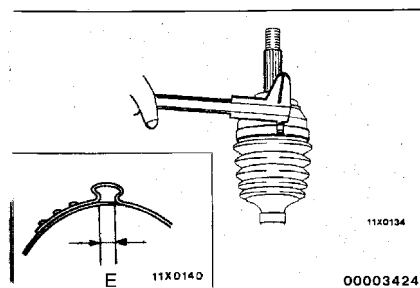
- (11) Adjust the width of opening in the special tool (W) to standard value in the same manner as described in (4).

**Standard value (W): 3.2 mm (.13 in.)**



- (12) Install the boot band (large) against the projection at the boot end to provide clearance D as shown in the illustration.

- (13) Crimp the boot band (large) with the special tool in the same manner as described in (6) above.



- (14) Make sure that the amount of boot band crimping is within the range of standard value (E).

**Standard value (E): 2.4–2.8 mm (.09–.11 in.)**

**<When amount of crimping is above 2.8 mm (.11 in.)>**  
**Readjust W given in (11) to a value obtained by the following formula and repeat work described in (13) above.**

**$W = 5.8 - E$  (Example: When  $E = 2.9$ ,  $W = 2.9$ )**

**<When amount of crimping is below 2.4 mm (.09 in.)>**  
**Remove the boot band, readjust W given in (11) to a value calculated by the following formula and repeat work described in (12) and (13) by using a new boot band.**

**$W = 5.8 - E$  (Example: When  $E = 2.3$ ,  $W = 3.5$ )**

- (15) Make sure that the boot band does not protrude from its mounting area.

If the band protrudes, replace it with a new band and repeat work described in (12) through (14).