

Method of Inspection	Reason for Rejection
<p>b.</p> <ul style="list-style-type: none"> ▪ at MacPherson strut sliding bushes and glands ▪ at MacPherson strut upper support bearings. <p>2. Grasp each front wheel at 3 o'clock and 9 o'clock, and shake vigorously to determine the condition of the outer ball joints and track control arm inner bushes. If ATL approved this inspection is carried out on wheel play detectors in side-to-side mode.</p> <p>3. Examine the condition of the bonding between the metal and flexible material in the MacPherson strut upper support bearing, if visible. Repeat method of inspection 2 and 3 above using the assistant to shake the wheel vigorously at 3 0'clock and 9 0'clock while the tester examines the relevant items.</p>	<p>b.</p> <ul style="list-style-type: none"> ▪ excessive play in a MacPherson strut sliding bush or gland ▪ excessive movement in a MacPherson strut upper support bearing assembly ▪ roughness or stiffness in a MacPherson strut upper support bearing (cross check with sub section 2.2D MOI 1e). <p>2.</p> <ul style="list-style-type: none"> a. Excessive play in an outer ball joint b. excessive play in a track control arm inner bush <p>3.</p> <ul style="list-style-type: none"> a. Serious deterioration of the bonding between metal and flexible material of an upper support bearing b. a loose or insecurely locked unit in the upper support bearing assembly.

2.5 Front Suspension, Wheel Bearings and Drive Shafts