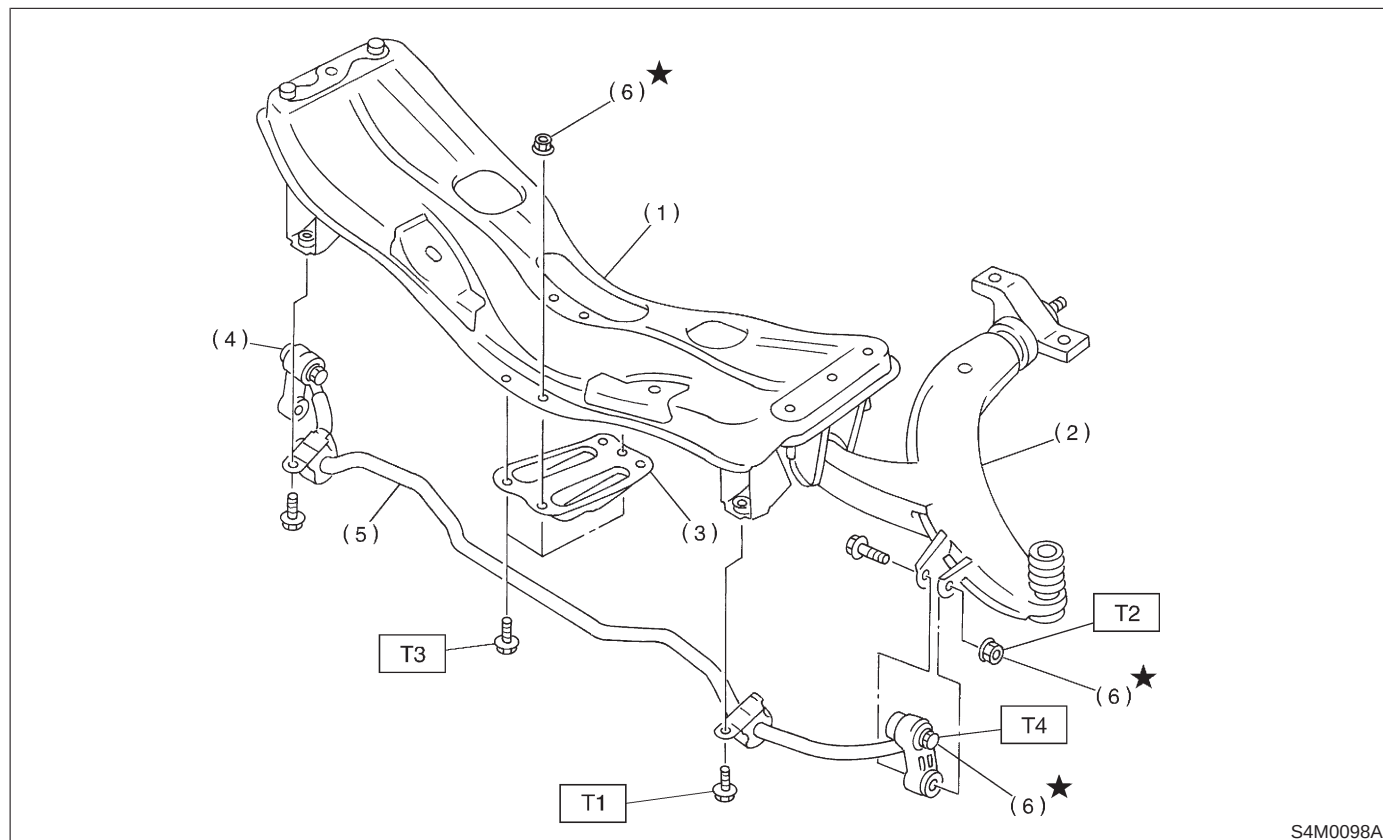


5. Front Stabilizer

A: REMOVAL



- (1) Front crossmember
- (2) Transverse link
- (3) Jack-up plate
- (4) Stabilizer link
- (5) Front stabilizer
- (6) Self-locking nut

Tightening torque: N·m (kg-m, ft-lb)

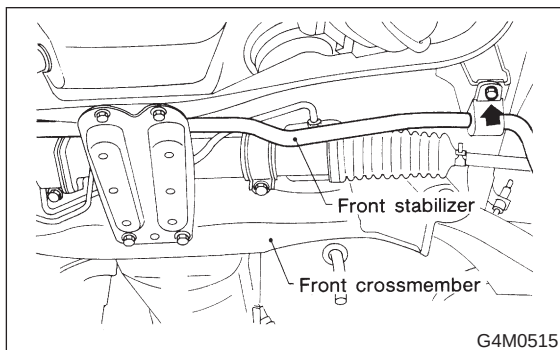
T1: 25±4 (2.5±0.4, 18.1±2.9)

T2: 29±5 (3.0±0.5, 21.7±3.6)

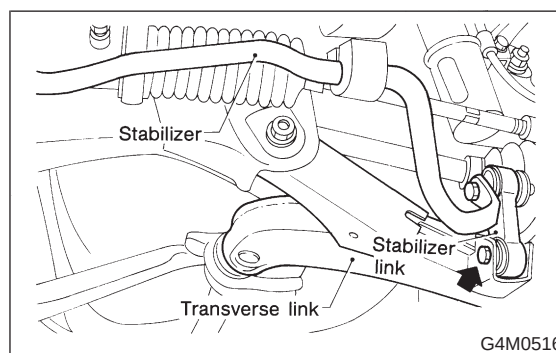
T3: 18±5 (1.8±0.5, 13.0±3.6)

T4: 44±6 (4.5±0.6, 32.5±4.3)

- 1) Jack-up the front part of the vehicle, support it with safety stand (rigid racks).
- 2) Remove bolts which secure stabilizer to cross-member.



- 3) Remove bolts which secure stabilizer link to front transverse link.



- 4) Remove jack-up plate from lower part of cross-member.

B: INSPECTION

- 1) Check bushing for cracks, fatigue or damage.

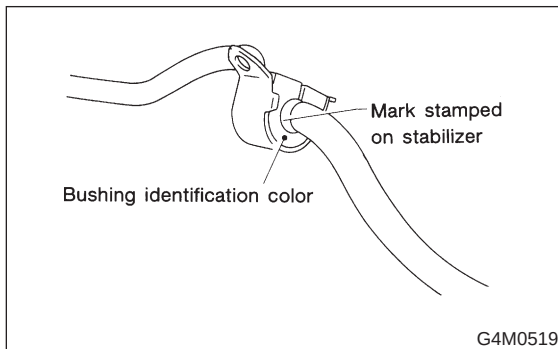
2) Check stabilizer link for deformities, cracks, or damage, and bushing for protrusions from the hole of stabilizer link and its play.

C: INSTALLATION

1) To install, reverse the removal procedure.

NOTE:

- Be sure that the protruding of the bushing is inserted inside the clamp hole.
- Install bushing (on front crossmember side) while aligning it with paint mark on stabilizer.
- Ensure that bushing and stabilizer have the same identification colors when installing.



2) Always tighten rubber bushing location when wheels are in full contact with the ground and vehicle is at curb weight condition.

Tightening torque:

Jack-up plate to crossmember:

$18 \pm 5 \text{ N}\cdot\text{m}$ ($1.8 \pm 0.5 \text{ kg}\cdot\text{m}$, $13.0 \pm 3.6 \text{ ft}\cdot\text{lb}$)

Stabilizer link to front transverse link:

$29 \pm 5 \text{ N}\cdot\text{m}$ ($3.0 \pm 0.5 \text{ kg}\cdot\text{m}$, $21.7 \pm 3.6 \text{ ft}\cdot\text{lb}$)

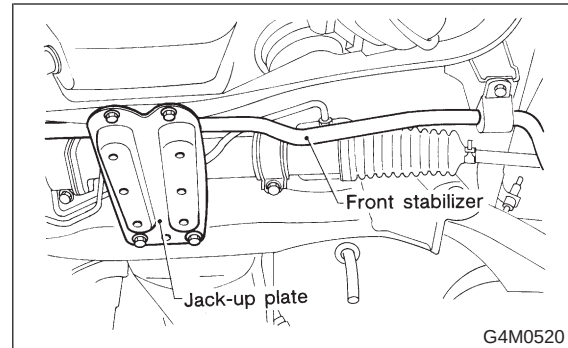
Stabilizer to crossmember:

$25 \pm 4 \text{ N}\cdot\text{m}$ ($2.5 \pm 0.4 \text{ kg}\cdot\text{m}$, $18.1 \pm 2.9 \text{ ft}\cdot\text{lb}$)

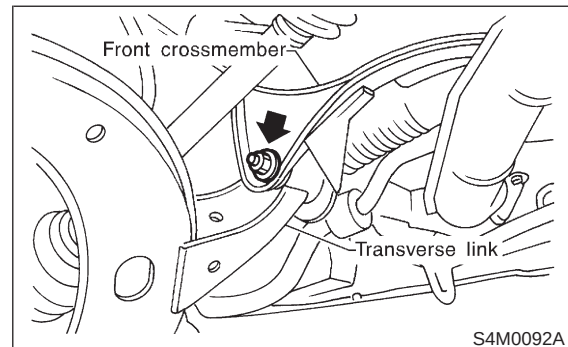
6. Front Crossmember

A: REMOVAL

- 1) Disconnect ground cable from battery.
- 2) Loosen front wheel nuts.
- 3) Lift-up vehicle, and remove front tires and wheels.
- 4) Remove both stabilizer and jack-up plate.



- 5) Disconnect tie-rod end from housing.
- 6) Remove front exhaust pipe.
- 7) Remove front transverse link from front crossmember and body.



- 8) Remove nuts attaching engine mount cushion rubber to crossmember.
- 9) Remove self-locking nuts connecting steering U/J and pinion shaft.
- 10) Lift engine by approx. 10 mm (0.39 in) by using chain block.
- 11) Support crossmember with a jack, remove nuts securing crossmember to body and lower crossmember gradually along with steering gear-box.

CAUTION:

When removing crossmember downward, be careful that tie-rod end does not interfere with DOJ boot.