

B: INSPECTION

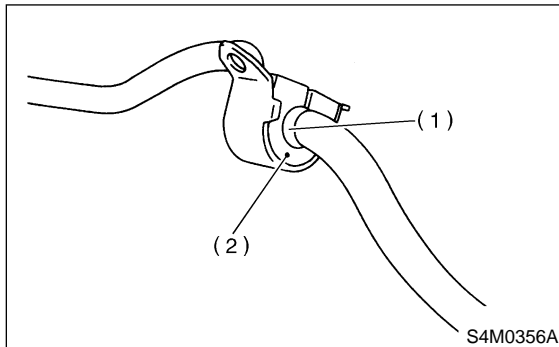
- 1) Check bushing for cracks, fatigue or damage.
- 2) Check stabilizer link for deformities, cracks, or damage, and bushing for protrusions from the hole of stabilizer link.

C: INSTALLATION

- 1) Install in the reverse order of removal.

NOTE:

- 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.



- (1) Mark stamped on stabilizer
- (2) Bushing identification color

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

Tightening torque:**Jack-up plate to crossmember:**

18±5 N·m (1.8±0.5 kg·m, 13.0±3.6 ft·lb)

Stabilizer link to front transverse link:

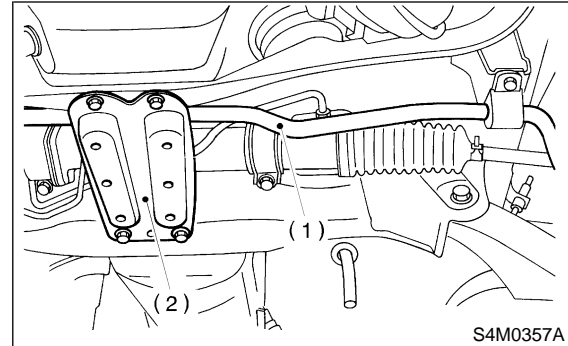
29±5 N·m (3.0±0.5 kg·m, 21.7±3.6 ft·lb)

Stabilizer to crossmember:

25±4 N·m (2.5±0.4 kg·m, 18.1±2.9 ft·lb)

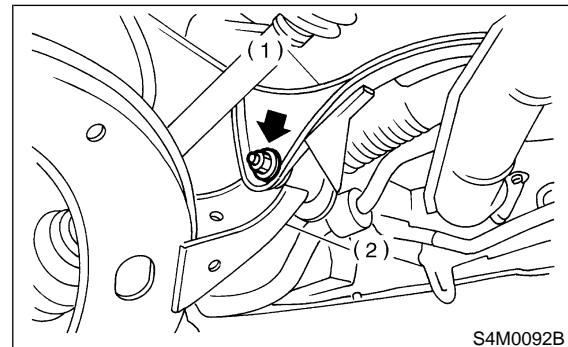
6. Front Crossmember**A: REMOVAL**

- 1) Disconnect ground cable from battery.
- 2) Loosen front wheel nuts.
- 3) Jack-up vehicle, support it with safety stands (rigid racks), and remove front tires and wheels.
- 4) Remove both stabilizer and jack-up plate.



- (1) Front stabilizer
- (2) 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.



- (1) Front crossmember
- (2) Transverse link

- 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.

B: INSTALLATION

1) Install in the reverse order of removal.

CAUTION:

Always tighten rubber bushing when wheels are in full contact with the ground and vehicle is curb weight.

Tightening torque:

Transverse link bushing to crossmember:

98±15 N·m (10.0±1.5 kg·m, 72±11 ft·lb)

Stabilizer to bushing:

25±4 N·m (2.5±0.4 kg·m, 18.1±2.9 ft·lb)

Tie-rod end to housing:

27.0±2.5 N·m (2.75±0.25 kg·m, 19.9±1.8

ft·lb)

Front cushion rubber to crossmember:

85±15 N·m (8.7±1.5 kg·m, 63±11 ft·lb)

Universal joint to pinion shaft:

24±3 N·m (2.4±0.3 kg·m, 17.4±2.2 ft·lb)

Crossmember to body:

98±15 N·m (10.0±1.5 kg·m, 72±11 ft·lb)

2) Purge air from power steering system.

NOTE:

Check wheel alignment and adjust if necessary.