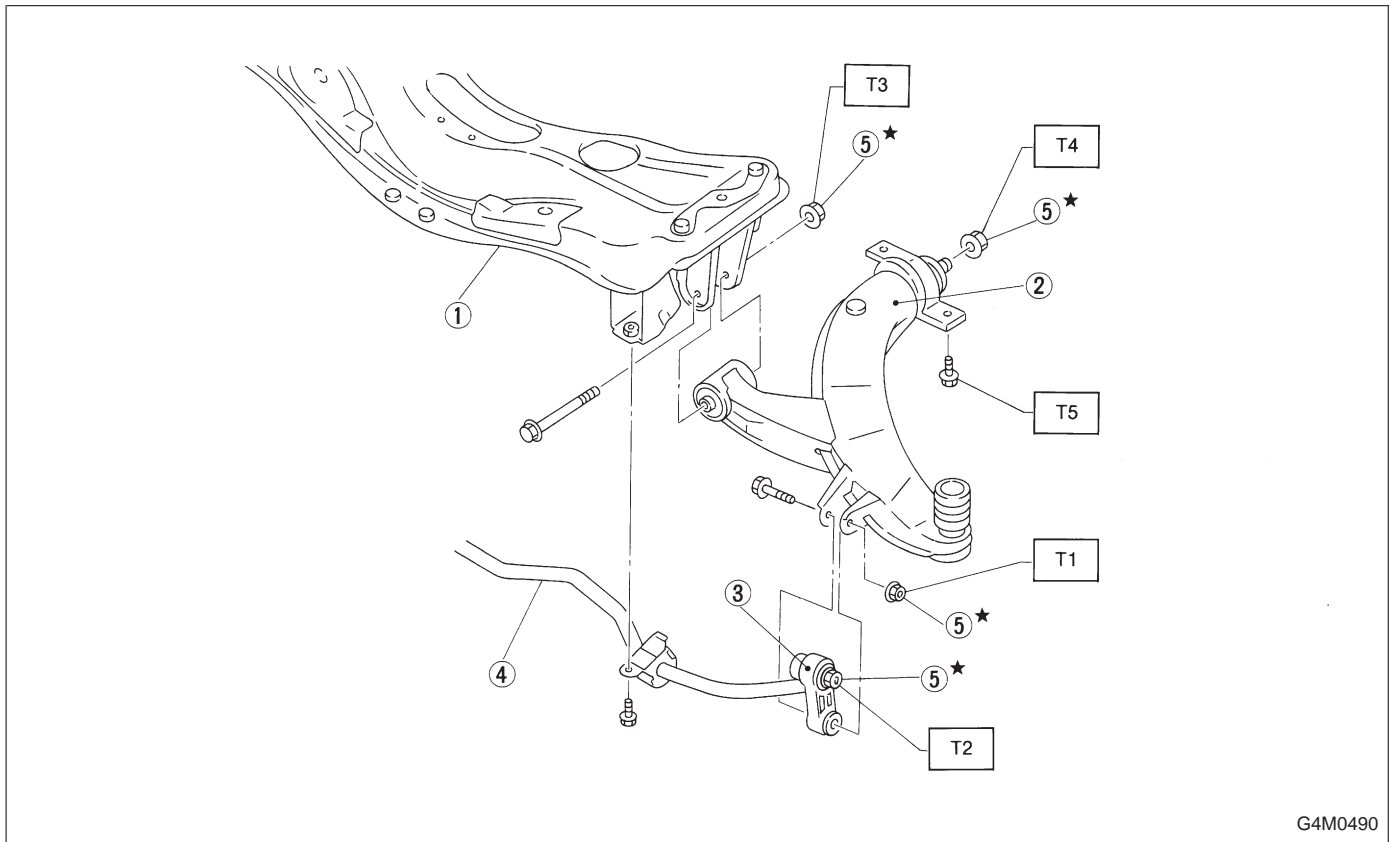


## 2. Front Transverse Link

### A: REMOVAL



G4M0490

- ① Front crossmember
- ② Transverse link
- ③ Stabilizer link
- ④ Front stabilizer
- ⑤ Self-locking nut

**Tightening torque: N·m (kg·m, ft·lb)**

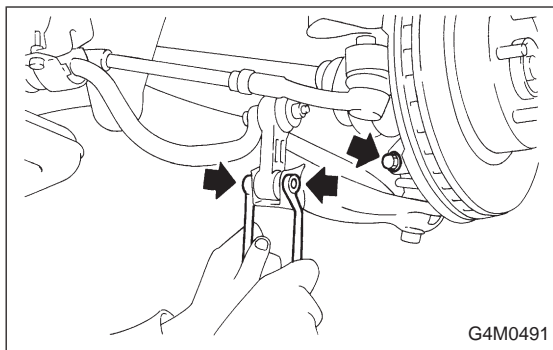
**T1: 29±5 (3.0±0.5, 21.7±3.6)**

**T2: 44±6 (4.5±0.6, 32.5±4.3)**

**T3: 98±15 (10.0±1.5, 72±11)**

**T4: 196±25 (20.0±2.5, 145±18)**

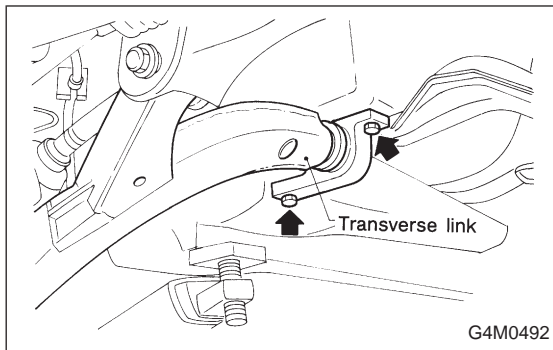
**T5: 245±49 (25.0±5.0, 181±36)**



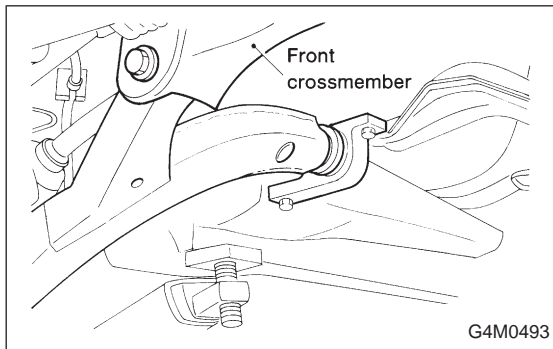
G4M0491

- 1) Disconnect stabilizer link from transverse link.
- 2) Remove bolt securing ball joint of transverse link to housing.

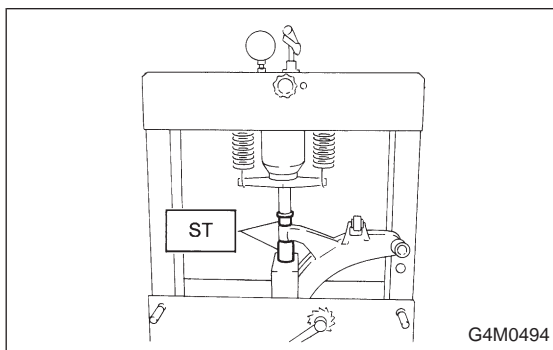
## 2. Front Transverse Link



- 3) Remove nuts (do not remove bolts.) securing transverse link to crossmember.
- 4) Remove two bolts securing bushing bracket of transverse link to car body at rear bushing location.

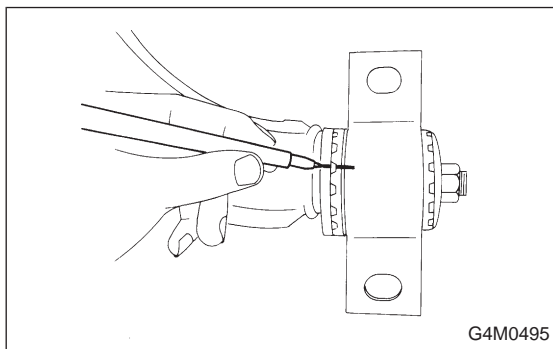


- 5) Extract ball joint from housing.
- 6) Remove bolts securing transverse link to crossmember and extract transverse link from crossmember.

**B: DISASSEMBLY****1. FRONT BUSHING**

Using ST, press front bushing out of place.

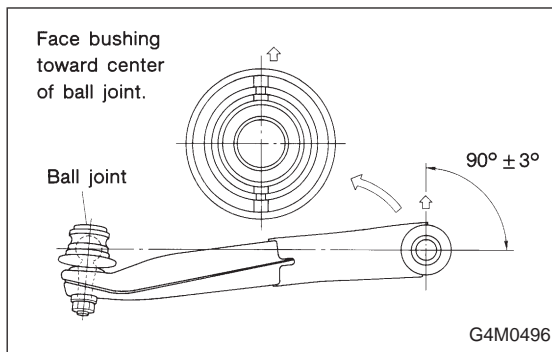
ST 927680000 INSTALLER & REMOVER SET

**2. REAR BUSHING**

- 1) Scribe an aligning mark on transverse link and rear bushing.
- 2) Loosen nut and remove rear bushing.

**C: INSPECTION**

- 1) Check transverse link for wear, damage and cracks, and correct or replace if defective.
- 2) Check bushings for cracks, fatigue or damage.
- 3) Check rear bushing for oil leaks.



## D: ASSEMBLY

### 1. FRONT BUSHING

To reassemble, reverse disassembly procedures.

#### CAUTION:

**Install front bushing in correct direction, as shown in figure.**

### 2. REAR BUSHING

- 1) Install rear bushing to transverse link and align aligning marks scribed on the two.
- 2) Tighten self-locking nut.

#### CAUTION:

- Discard loosened self-locking nut and replace with a new one.
- While holding rear bushing so as not to change position of aligning marks, tighten self-locking nut.

#### Tightening torque:

**$196 \pm 25$  N·m ( $20.0 \pm 2.5$  kg·m,  $145 \pm 18$  ft-lb)**

## E: INSTALLATION

- 1) Temporarily tighten the two bolts used to secure rear bushing of the transverse link to body.

#### NOTE:

These bolts should be tightened to such an extent that they can still move back and forth in the oblong shaped hole in the bracket (which holds the bushing).

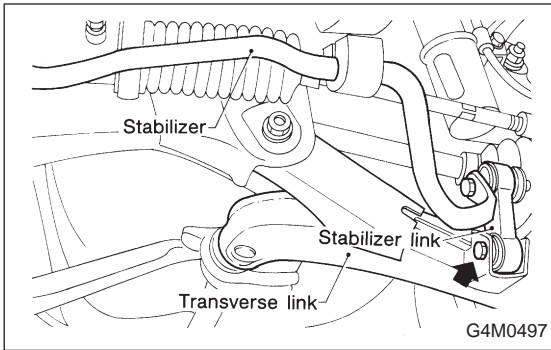
- 2) Install bolts used to connect transverse link to cross-member and temporarily tighten with nuts.

#### CAUTION:

**Discard loosened self-locking nut and replace with a new one.**

- 3) Insert ball joint into housing.

## 2. Front Transverse Link



4) Connect stabilizer link to transverse link, and temporarily tighten bolts.

**CAUTION:**

**Discard loosened self-locking nut and replace with a new one.**

5) Tighten the following points in the order shown below when wheels are in full contact with the ground and vehicle is curb weight.

- (1) Transverse link and stabilizer

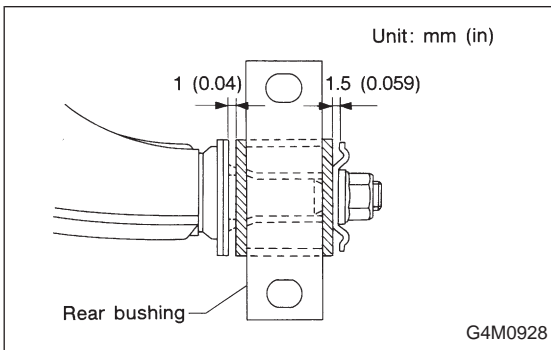
**Tightening torque:**

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

- (2) Transverse link and crossmember

**Tightening torque:**

**$98 \pm 15 \text{ N}\cdot\text{m}$  ( $10.0 \pm 1.5 \text{ kg}\cdot\text{m}$ ,  $72 \pm 11 \text{ ft}\cdot\text{lb}$ )**



- (3) Transverse link rear bushing and body

**Tightening torque:**

**$245 \pm 49 \text{ N}\cdot\text{m}$  ( $25 \pm 5 \text{ kg}\cdot\text{m}$ ,  $181 \pm 36 \text{ ft}\cdot\text{lb}$ )**

**NOTE:**

Move rear bushing back and forth until transverse link-to-rear bushing clearance is established (as indicated in figure.) before tightening.