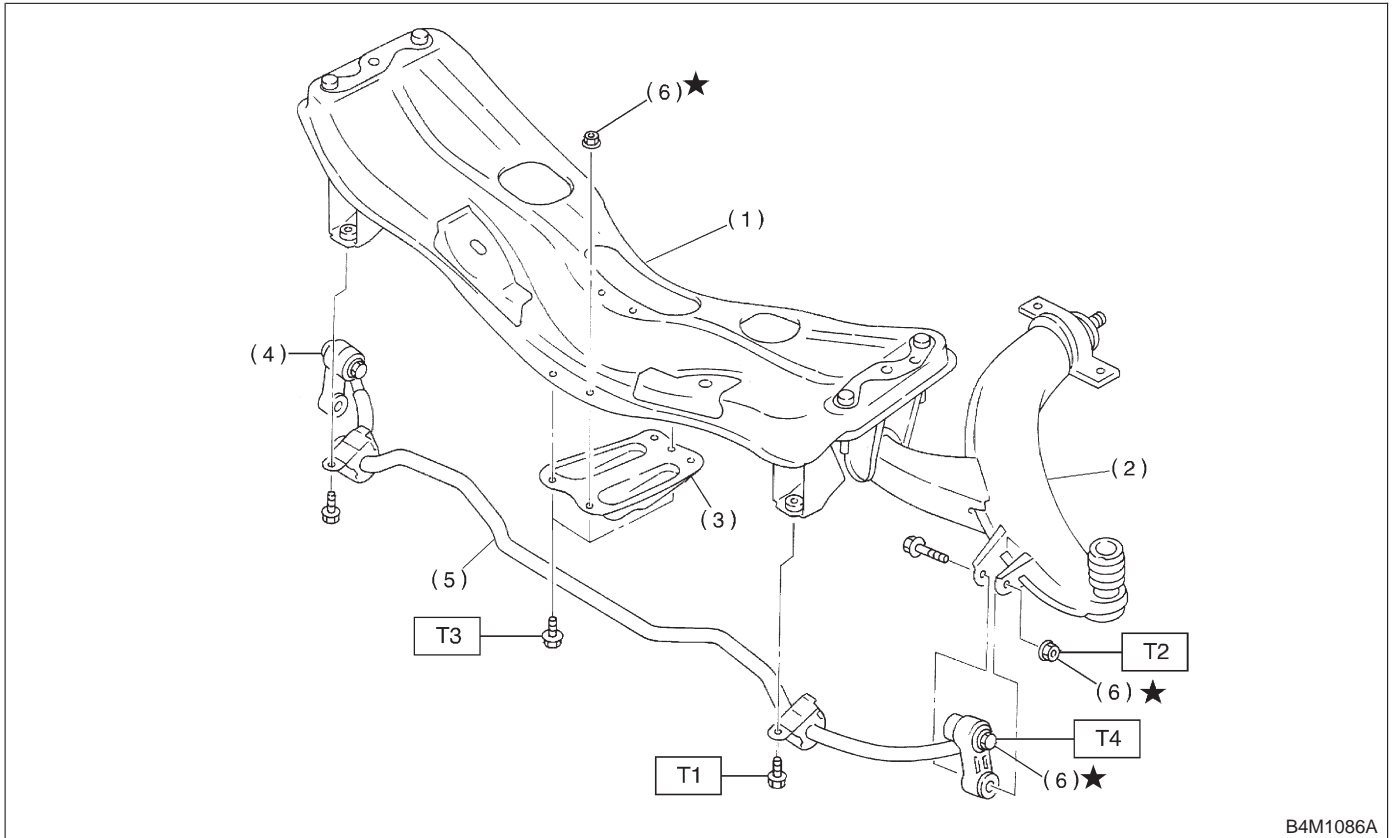


## 5. Front Stabilizer

### A: REMOVAL



B4M1086A

- (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)**

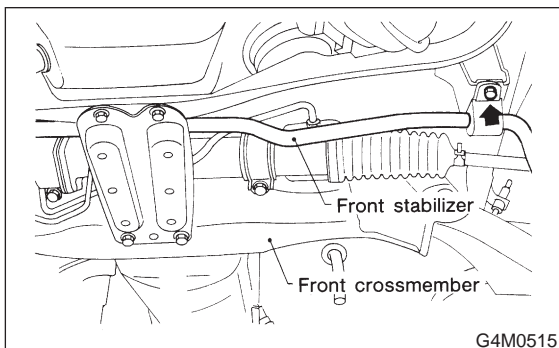
**T2: 29±5 (3.0±0.5, 21.7±3.6)**

**T3: 32±10 (3.3±1.0, 24±7)**

**T4: 44±6 (4.5±0.6, 32.5±4.3)**

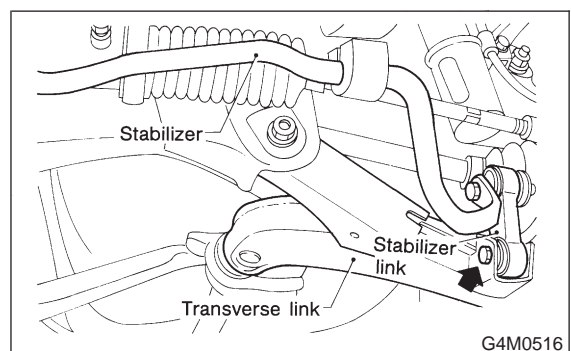
1) Jack-up the front part of the vehicle, support it with safety stands (rigid racks).

2) Remove bolts which secure stabilizer to cross-member.



G4M0515

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



G4M0516

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

**B: INSPECTION**

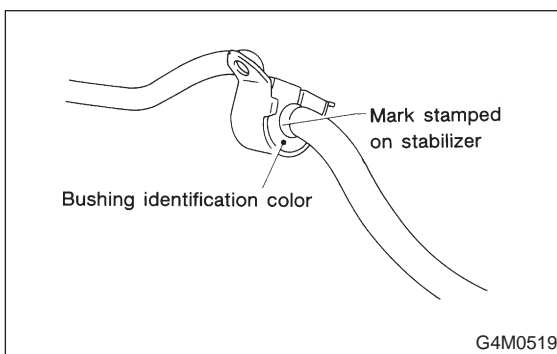
- 1) Check bushing for cracks, fatigue or damage.
- 2) Check stabilizer links for deformities, cracks, or damage, and bushing for protrusions from the hole of stabilizer link.

**C: INSTALLATION**

- 1) To install, reverse the removal procedure.

**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.



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

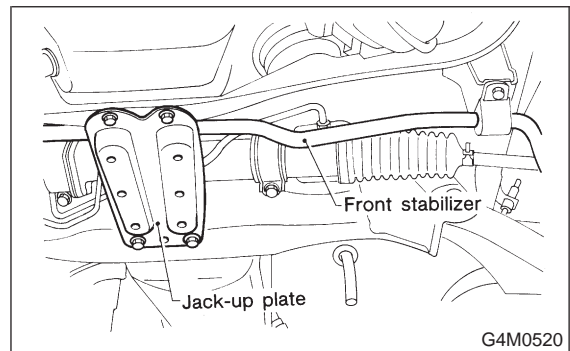
**Tightening torque:**

- Jack-up plate to crossmember:**  
**32±10 N·m (3.3±1.0 kg·m, 24±7 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)**

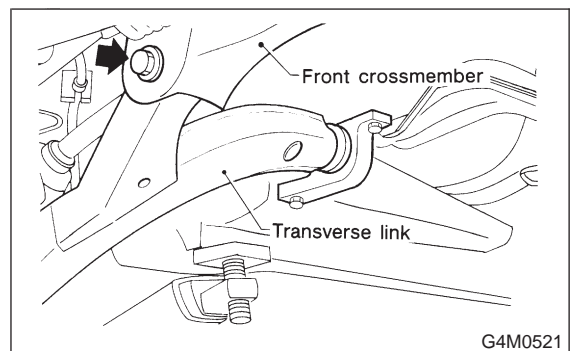
**6. Front Crossmember**

**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.



- 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.**

**B: INSTALLATION**

- 1) Installation is in the reverse order of removal procedures.