



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 gearbox.

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.

CAUTION:

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

Tightening torque:

Transverse link bushing to crossmember:

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

Stabilizer to bushing:

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

Tie-rod end to housing:

$27.0 \pm 2.5 \text{ N}\cdot\text{m}$ ($2.75 \pm 0.25 \text{ kg}\cdot\text{m}$, $19.9 \pm 1.8 \text{ ft}\cdot\text{lb}$)

Front cushion rubber to crossmember:

$69 \pm 15 \text{ N}\cdot\text{m}$ ($7.0 \pm 1.5 \text{ kg}\cdot\text{m}$, $51 \pm 11 \text{ ft}\cdot\text{lb}$)

Universal joint to pinion shaft:

$24 \pm 3 \text{ N}\cdot\text{m}$ ($2.4 \pm 0.3 \text{ kg}\cdot\text{m}$, $17.4 \pm 2.2 \text{ ft}\cdot\text{lb}$)

Crossmember to body:

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

- 2) Purge air from power steering system.

NOTE:

Check wheel alignment and adjust if necessary.