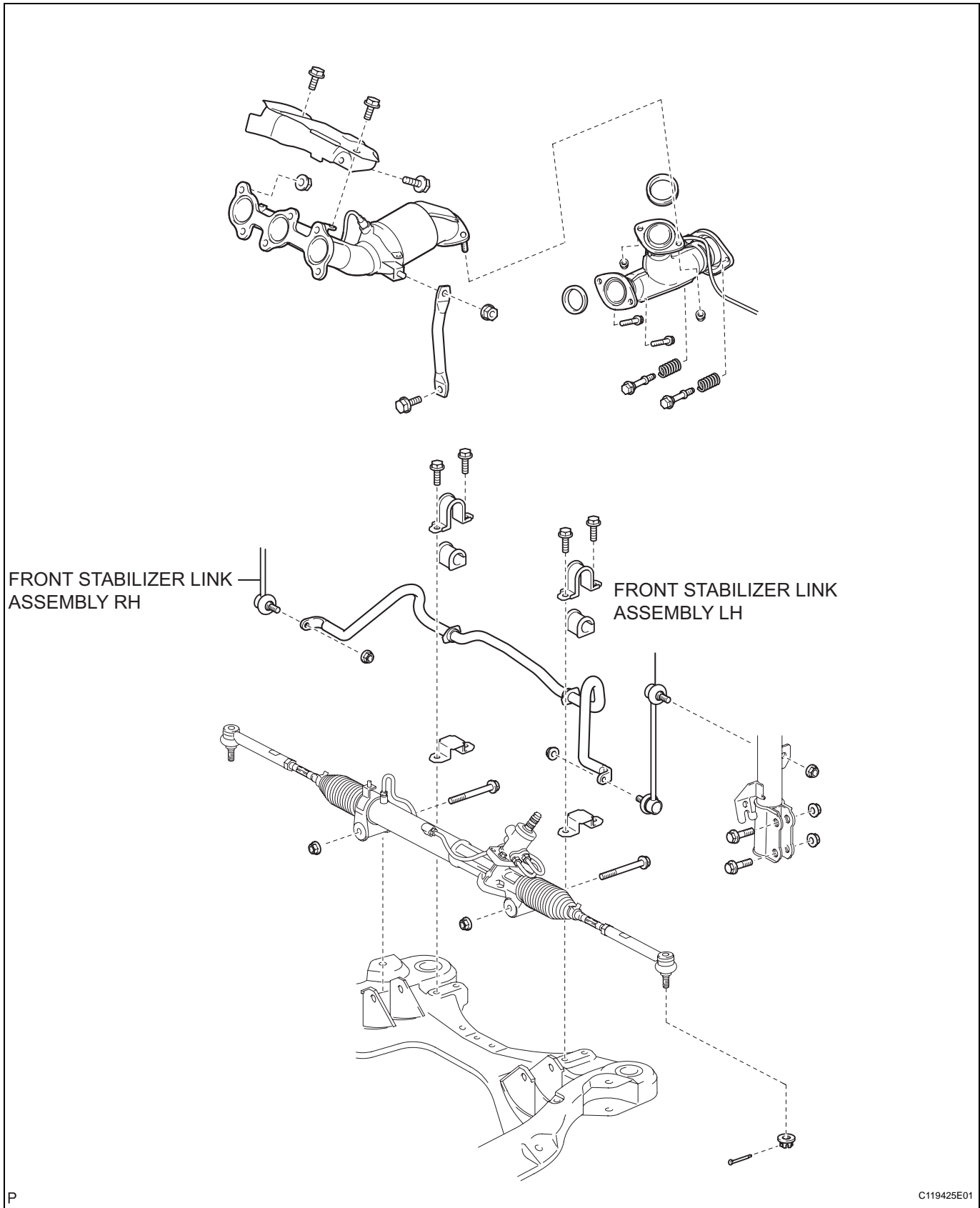
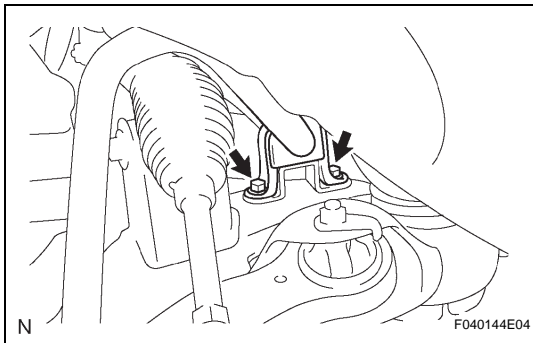
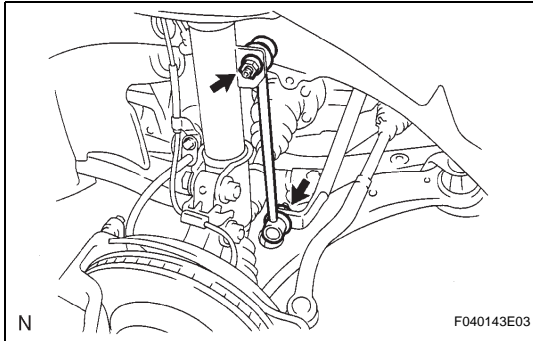


# FRONT STABILIZER BAR (for 4WD)

## COMPONENTS



## REMOVAL



1. **REMOVE FRONT WHEEL**
2. **REMOVE FRONT STABILIZER LINK ASSEMBLY LH**
  - (a) Remove the 2 nuts and the front stabilizer link assembly LH.  
HINT:  
If the ball joint turns together with the nut, use a hexagon (6 mm) wrench to hold stud.
3. **REMOVE FRONT STABILIZER LINK ASSEMBLY RH**  
HINT:  
Remove the RH side following the same procedures as with the LH side.
4. **REMOVE ENGINE UNDER COVER NO.2**
5. **REMOVE EXHAUST PIPE SUB-ASSEMBLY FRONT NO.3**
6. **REMOVE FRONT STABILIZER BRACKET NO.1 LH**
  - (a) Remove the 2 bolts and 2 front stabilizer brackets No. 1 LH.
7. **REMOVE FRONT STABILIZER BRACKET NO.1 RH**  
HINT:  
Remove the RH side following the same procedures as with the LH side.
8. **REMOVE FRONT STABILIZER BRACKET NO.2 LH**
  - (a) Remove the front stabilizer bracket No. 2 LH from the stabilizer bar bush.
9. **REMOVE FRONT STABILIZER BRACKET NO.2 RH**  
HINT:  
Remove the RH side by the same procedures with the LH side.
10. **SEPARATE TIE ROD END SUB-ASSEMBLY LH**  
SST 09628-62011
11. **SEPARATE TIE ROD END SUB-ASSEMBLY RH**  
SST 09628-62011  
HINT:  
Separate the RH side following the same procedures as with the LH side.
12. **SEPARATE STEERING INTERMEDIATE SHAFT SUB-ASSEMBLY**
13. **DISCONNECT RETURN TUBE ASSEMBLY**  
SST 09023-12701
14. **DISCONNECT PRESSURE FEED TUBE ASSEMBLY**  
SST 09023-12701
15. **REMOVE POWER STEERING LINK ASSEMBLY**
16. **REMOVE FRONT STABILIZER BAR BUSH NO.1**
  - (a) Remove the 2 bushes from the stabilizer.
17. **REMOVE MANIFOLD STAY**

18. REMOVE EXHAUST MANIFOLD HEAT INSULATOR NO.1
19. REMOVE EXHAUST MANIFOLD CONVERTER SUB-ASSEMBLY
20. REMOVE STABILIZER BAR FRONT
  - (a) Remove the stabilizer bar front from the vehicle.

## INSPECTION

1. INSPECT FRONT STABILIZER LINK ASSEMBLY LH
  - (a) As shown in the illustration, flip the ball joint stud back and forth 5 times before installing the nut.
  - (b) Using a torque wrench, turn the nut continuously at a rate of 2 to 4 seconds per turn and the torque reading on the 5th turn.

**Torque: Turning torque**

**0.05 to 1.96 N\*m (0.5 to 20 kgf\*cm, 0.4 to 17.4 in.\*lbf)**

