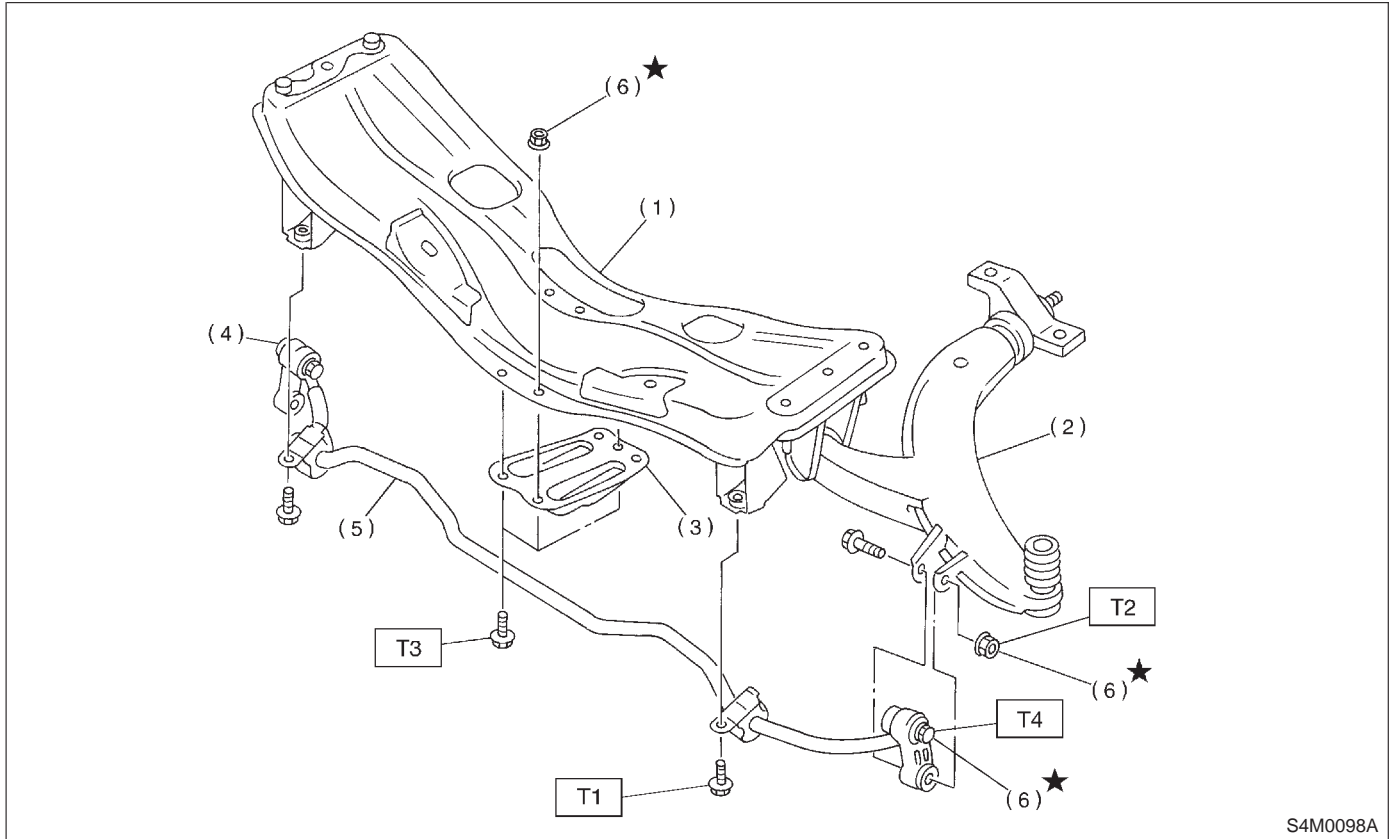


5. Front Stabilizer

A: REMOVAL



- (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)

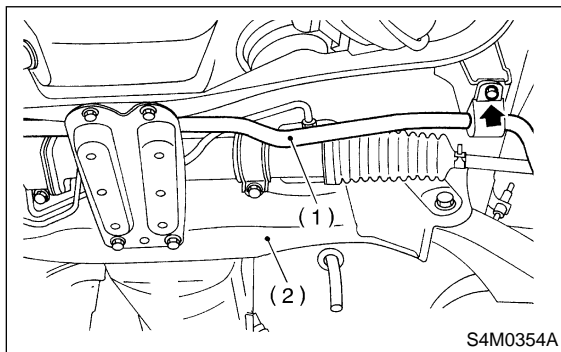
T1: 25±4 (2.5±0.4, 18.1±2.9)

T2: 29±5 (3.0±0.5, 21.7±3.6)

T3: 18±5 (1.8±0.5, 13.0±3.6)

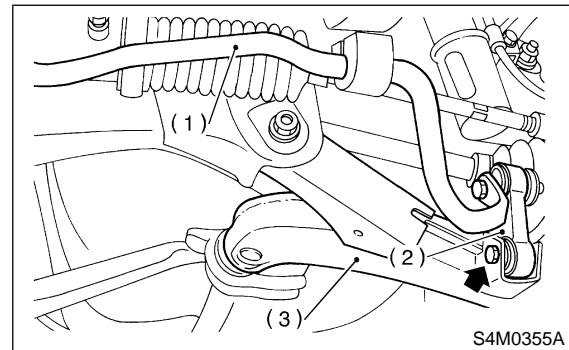
T4: 44±6 (4.5±0.6, 32.5±4.3)

- 1) Jack-up the front part of the vehicle and support it with safety stand (rigid racks).
- 2) Remove bolts which secure stabilizer to crossmember.



- (1) Front stabilizer
- (2) Front crossmember

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



- (1) Stabilizer
- (2) Stabilizer link
- (3) Transverse link

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

B: INSPECTION

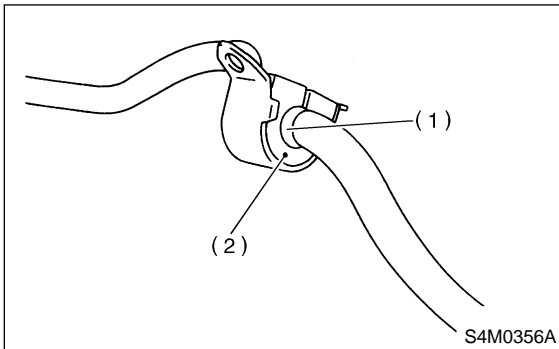
- 1) Check bushing for cracks, fatigue or damage.
- 2) Check stabilizer link for deformities, cracks, or damage, and bushing for protrusions from the hole of stabilizer link.

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.

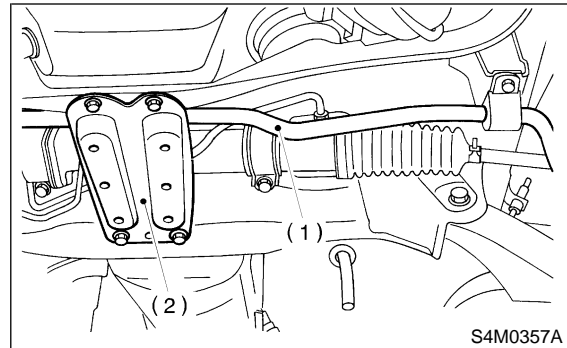
Tightening torque:

- Jack-up plate to crossmember:**
 $18 \pm 5 \text{ N}\cdot\text{m}$ ($1.8 \pm 0.5 \text{ kg}\cdot\text{m}$, $13.0 \pm 3.6 \text{ ft}\cdot\text{lb}$)
- Stabilizer link to front transverse link:**
 $29 \pm 5 \text{ N}\cdot\text{m}$ ($3.0 \pm 0.5 \text{ kg}\cdot\text{m}$, $21.7 \pm 3.6 \text{ ft}\cdot\text{lb}$)
- Stabilizer to crossmember:**
 $25 \pm 4 \text{ N}\cdot\text{m}$ ($2.5 \pm 0.4 \text{ kg}\cdot\text{m}$, $18.1 \pm 2.9 \text{ ft}\cdot\text{lb}$)

6. Front Crossmember

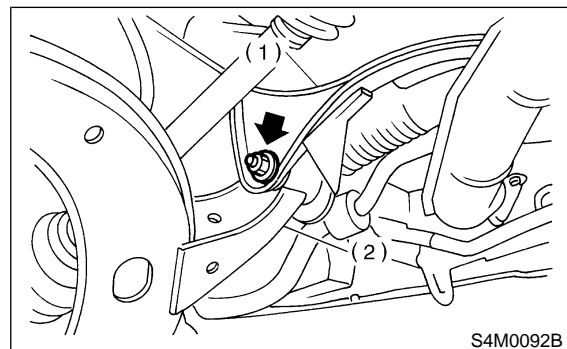
A: REMOVAL

- 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.