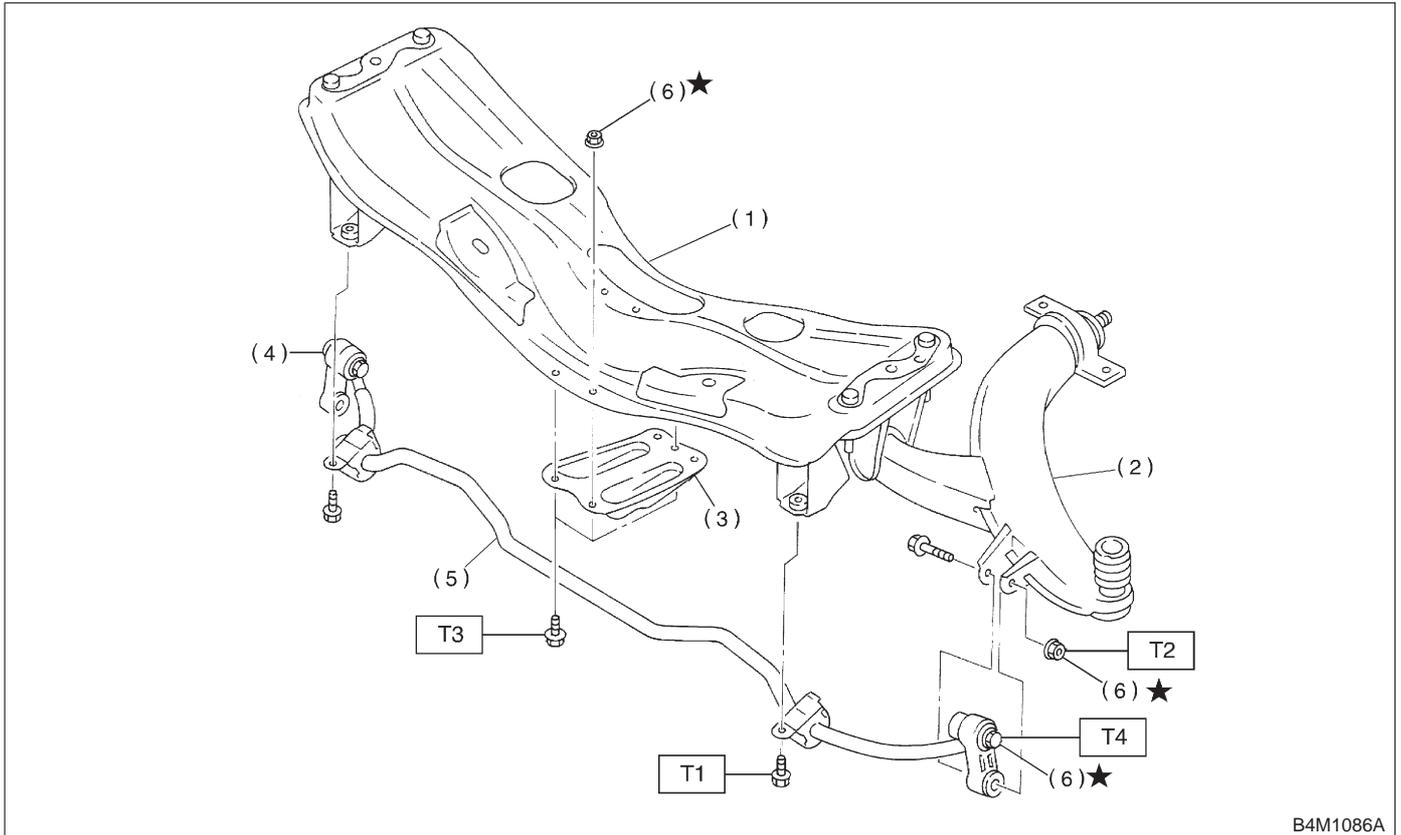


5. Front Stabilizer

A: REMOVAL



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- | | |
|-----------------------|----------------------|
| (1) Front crossmember | (6) Self-locking nut |
| (2) Transverse link | |
| (3) Jack-up plate | |
| (4) Stabilizer link | |
| (5) Front stabilizer | |

Tightening torque: N·m (kg·m, ft·lb)

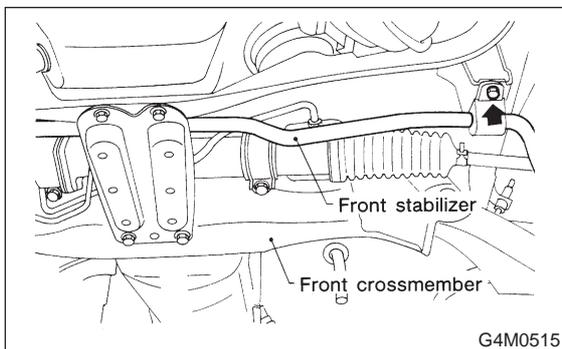
T1: 25±4 (2.5±0.4, 18.1±2.9)

T2: 29±5 (3.0±0.5, 21.7±3.6)

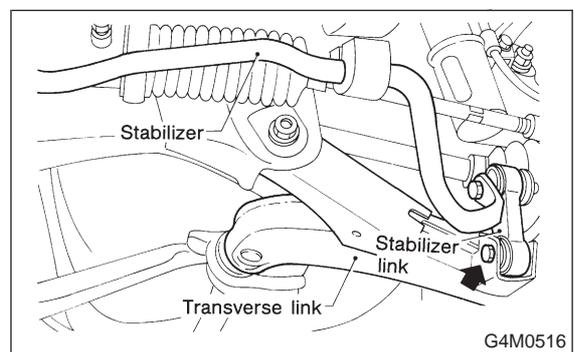
T3: 18±5 (1.8±0.5, 13.0±3.6)

T4: 44±6 (4.5±0.6, 32.5±4.3)

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



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



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

B: INSPECTION

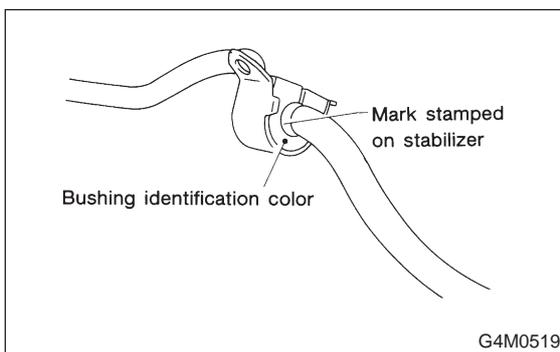
- 1) Check bushing for cracks, fatigue or damage.
- 2) Check stabilizer link for deformities, cracks, or damage, and bushing for protrusions from the hole of stabilizer link and its play.

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 at curb weight condition.

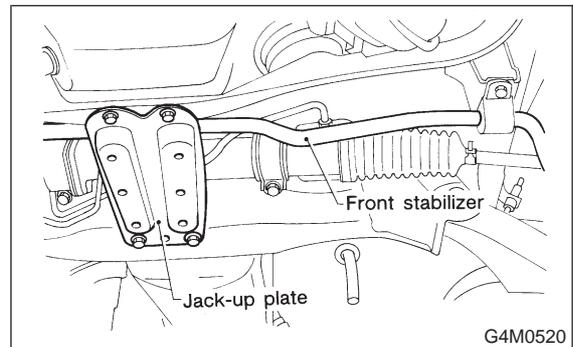
Tightening torque:

- Jack-up plate to crossmember:**
18±5 N-m (1.8±0.5 kg-m, 13.0±3.6 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)

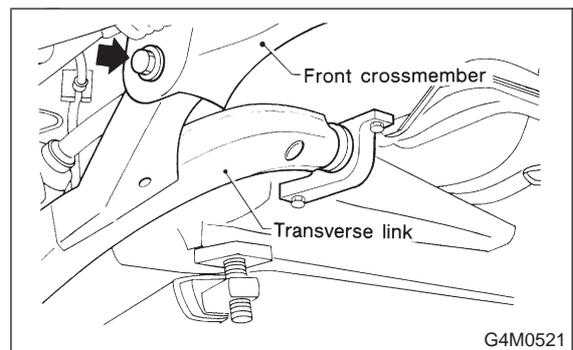
6. Front Crossmember

A: REMOVAL

- 1) Disconnect ground cable from battery.
- 2) Loosen front wheel nuts.
- 3) 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 gear-box.

CAUTION:

When removing crossmember downward, be careful that tie-rod end does not interfere with DOJ boot.