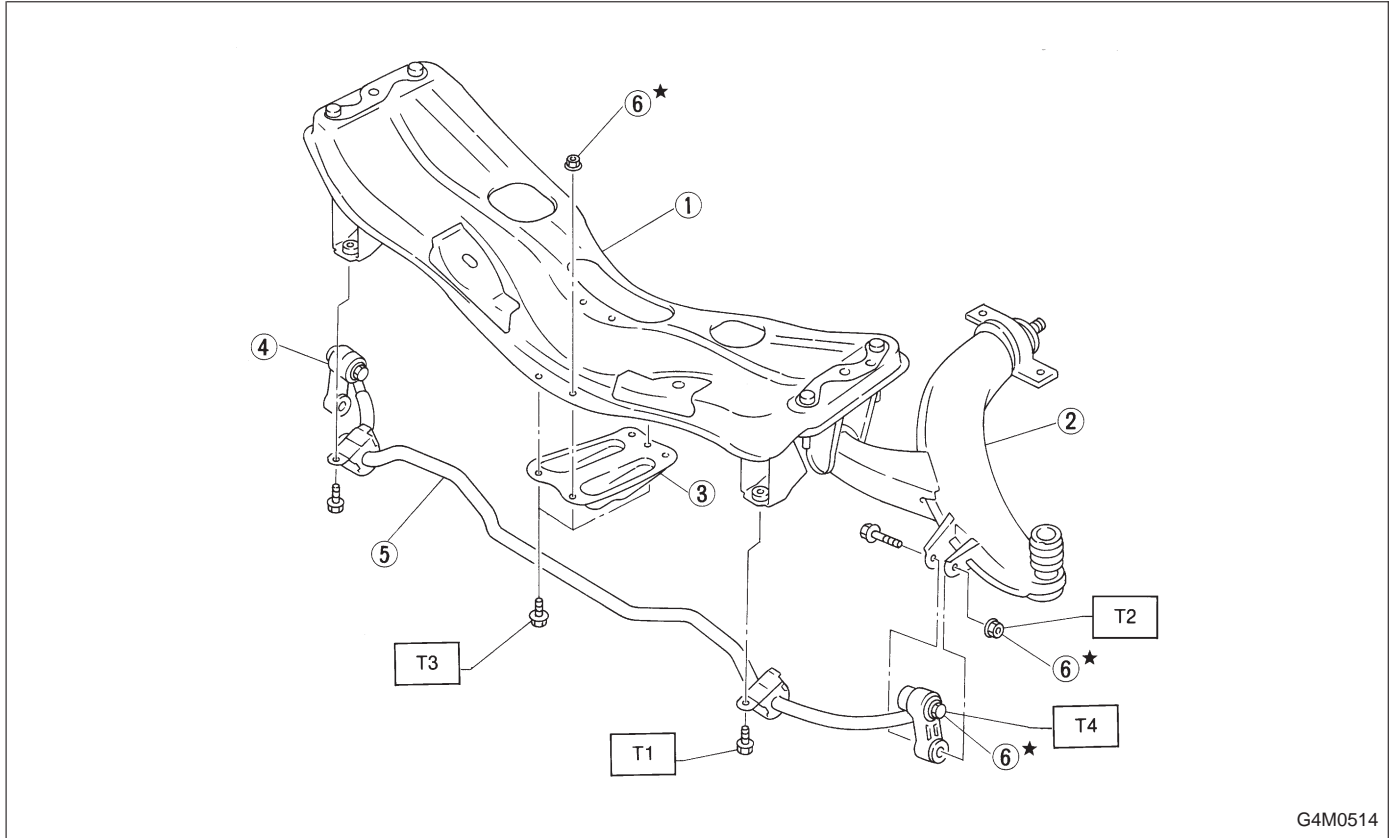


5. Front Stabilizer



G4M0514

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

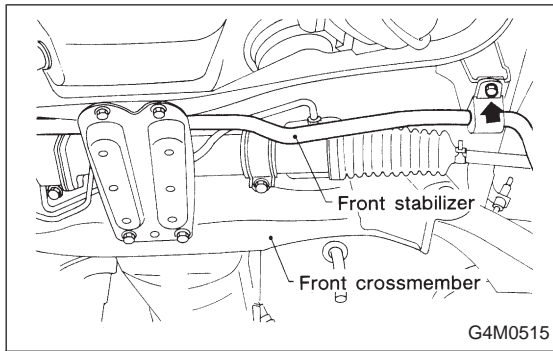
Tightening torque: N·m (kg·m, ft·lb)

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)

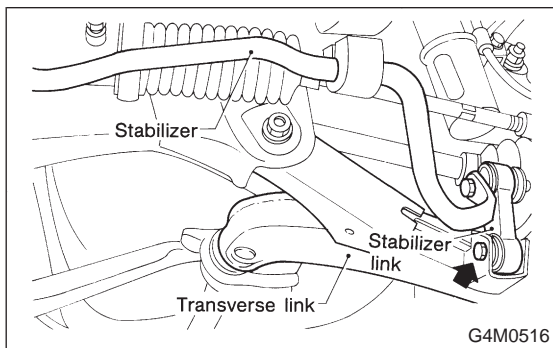
T4: 44±6 (4.5±0.6, 32.5±4.3)



G4M0515

A: REMOVAL

- 1) Jack-up the front part of the vehicle.
- 2) Remove bolts which secure stabilizer to crossmember.

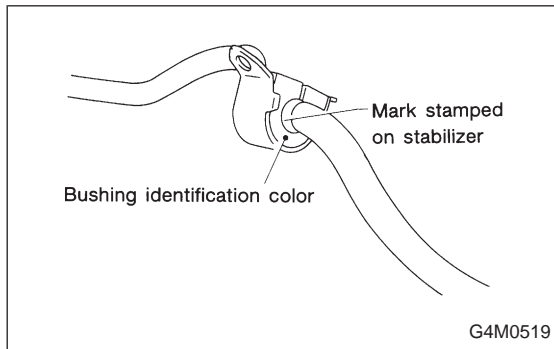


G4M0516

- 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 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.

- 3) 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)