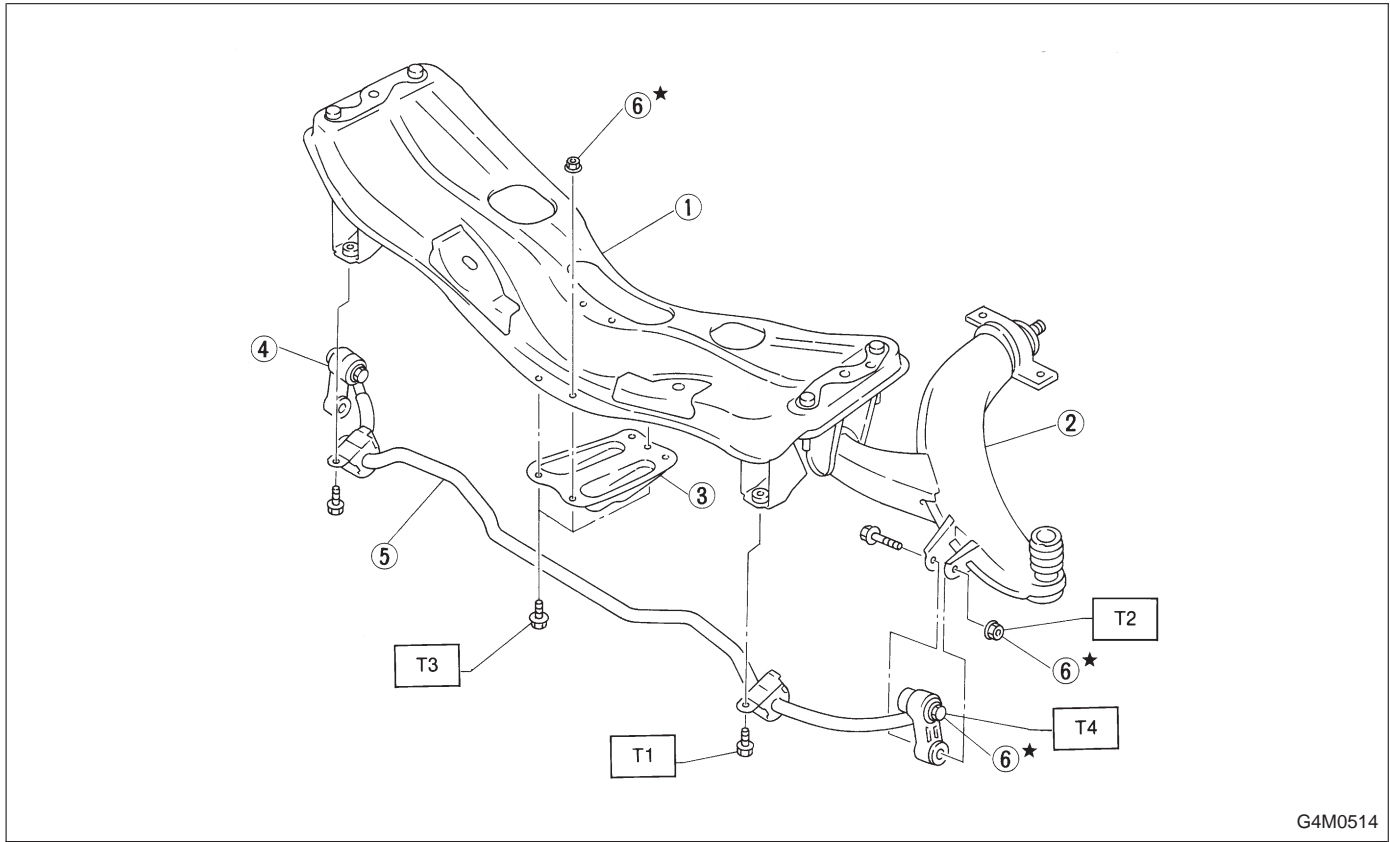


5. Front Stabilizer

A: REMOVAL



G4M0514

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

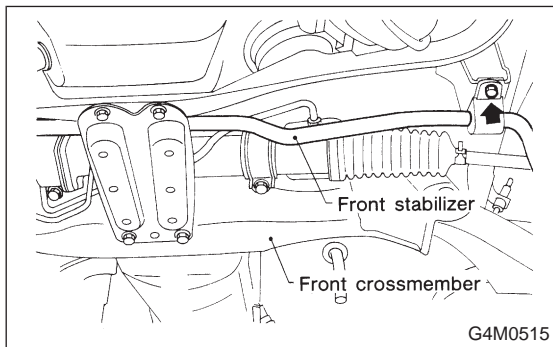
**Tightening torque: N·m (kg·m, ft·lb)**

T1: 25±4 (2.5±0.4, 18.1±2.9)

T2: 29±5 (3.0±0.5, 21.7±3.6)

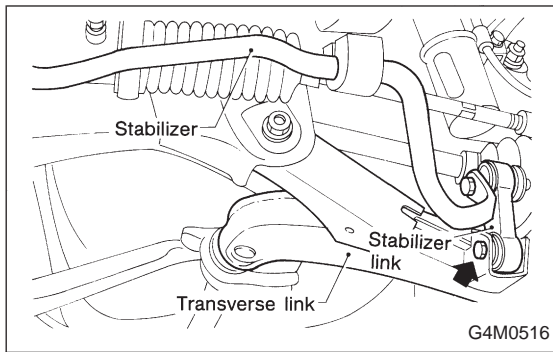
T3: 18±5 (1.8±0.5, 13.0±3.6)

T4: 44±6 (4.5±0.6, 32.5±4.3)



G4M0515

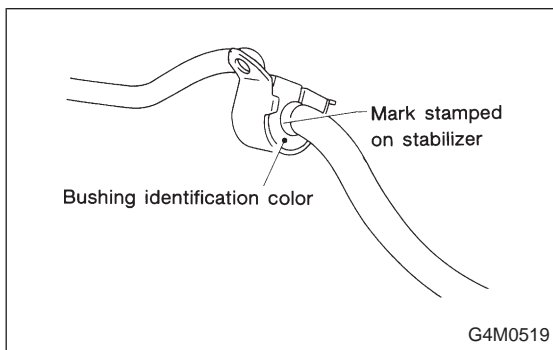
- 1) Jack-up the front part of the vehicle, support it with safety stand (rigid racks).
- 2) Remove bolts which secure stabilizer to crossmember.



- 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:**

**$18 \pm 5 \text{ N}\cdot\text{m}$  ( $1.8 \pm 0.5 \text{ kg}\cdot\text{m}$ ,  $13.0 \pm 3.6 \text{ ft}\cdot\text{lb}$ )**

#### **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:**

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