



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 gearbox.

CAUTION:

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

B: INSTALLATION

- 1) Installation is in the reverse order of removal procedures.

CAUTION:

Always tighten rubber bushing when wheels are in full contact with the ground and vehicle is at curb weight condition.

Tightening torque:

Transverse link bushing to crossmember:

98±15 N·m (10.0±1.5 kg-m, 72±11 ft-lb)

Stabilizer to bushing:

25±4 N·m (2.5±0.4 kg-m, 18.1±2.9 ft-lb)

Tie-rod end to housing:

27.0±2.5 N·m (2.75±0.25 kg-m, 19.9±1.8 ft-lb)

Front cushion rubber to crossmember:

69±15 N·m (7.0±1.5 kg-m, 51±11 ft-lb)

Universal joint to pinion shaft:

24±3 N·m (2.4±0.3 kg-m, 17.4±2.2 ft-lb)

Crossmember to body:

98±15 N·m (10.0±1.5 kg-m, 72±11 ft-lb)

- 2) Purge air from power steering system.

NOTE:

Check wheel alignment and adjust if necessary.