
GROUP 33

FRONT SUSPENSION

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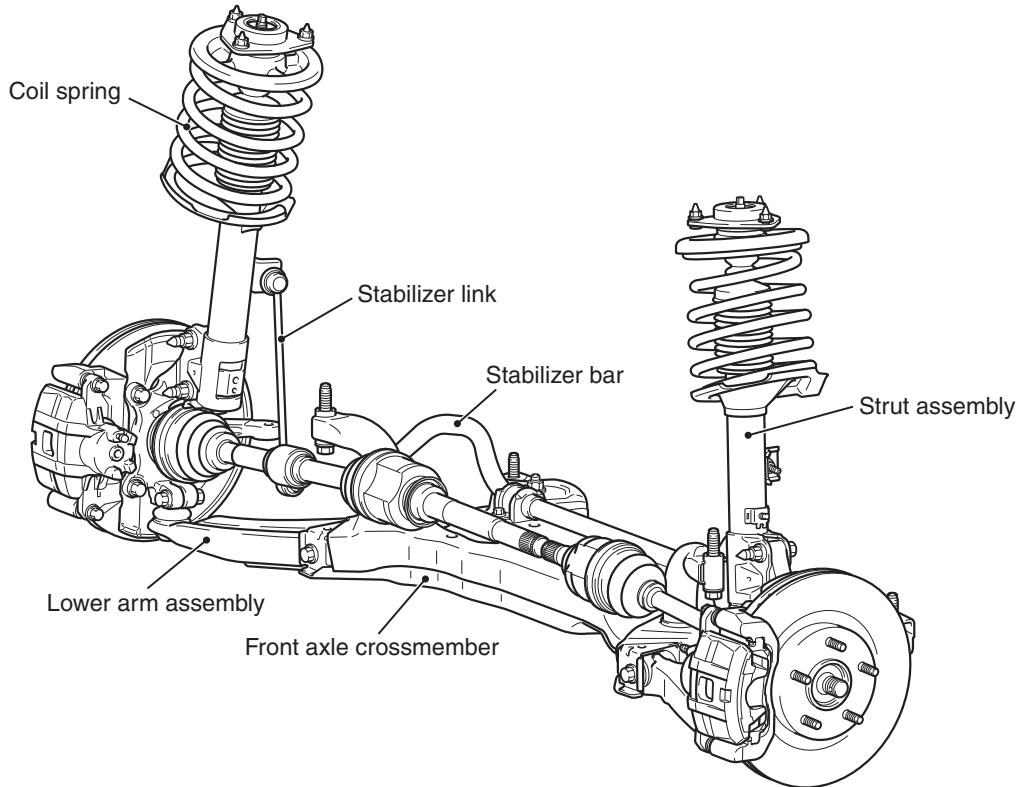
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GENERAL INFORMATION

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The MacPherson strut type suspension is adopted.

CONSTRUCTION DIAGRAM



AC704218 AC

FASTENER TIGHTENING SPECIFICATIONS

M1332008500357

Item	Specification
Lower arm assembly	
Lower arm to crossmember connection bolt (Front)	$110 \pm 11 \text{ N}\cdot\text{m} (81 \pm 8 \text{ ft-lb})$
Lower arm to crossmember connection nut (Rear)	$110 \pm 11 \text{ N}\cdot\text{m} (81 \pm 8 \text{ ft-lb})$
Lower arm to knuckle connection nut	$71 \pm 10 \text{ N}\cdot\text{m} (52 \pm 7 \text{ ft-lb})$
Stabilizer bar	
Stabilizer fixture bolt	$31 \pm 4 \text{ N}\cdot\text{m} (23 \pm 3 \text{ ft-lb})$
Strut assembly to stabilizer link connection nut	$39 \pm 6 \text{ N}\cdot\text{m} (29 \pm 4 \text{ ft-lb})$
Stabilizer to stabilizer link connection nut	$39 \pm 6 \text{ N}\cdot\text{m} (29 \pm 4 \text{ ft-lb})$

Item	Specification
Strut assembly	
Strut assembly self-locking nut	$60 \pm 9 \text{ N}\cdot\text{m}$ ($44 \pm 6 \text{ ft-lb}$)
Strut assembly to body connection nut	$45 \pm 7 \text{ N}\cdot\text{m}$ ($33 \pm 5 \text{ ft-lb}$)
Strut assembly to knuckle connection nut	$110 \pm 11 \text{ N}\cdot\text{m}$ ($81 \pm 8 \text{ ft-lb}$)
Strut assembly to stabilizer link connection nut	$39 \pm 6 \text{ N}\cdot\text{m}$ ($29 \pm 4 \text{ ft-lb}$)
Wheel speed sensor clamp nut	$13 \pm 2 \text{ N}\cdot\text{m}$ ($115 \pm 17 \text{ in-lb}$)
Break hose clamp nut	$13 \pm 2 \text{ N}\cdot\text{m}$ ($115 \pm 17 \text{ in-lb}$)

GENERAL SPECIFICATIONS

M1332000200493

COIL SPRING

Item	2.4L Engine	3.0L Engine
Wire diameter mm (in.)	14 (0.6)	14 (0.6)
Average diameter mm (in.)	159 (6.3)	159 (6.3)
Free length mm (in.)	339 (13.3), 326 (12.8)*	338(13.3)

NOTE: * : Heavyduty suspension for FWD

SERVICE SPECIFICATIONS

M1332000301824

Item	Standard value
Toe-in mm (in)	1 ± 2 (0.04 ± 0.08)
Camber	$0^\circ 20' \pm 30'$ (Left/right deviation within $0^\circ 30'$)
Caster	$2^\circ 35' \pm 30'$ (Left/right deviation within $0^\circ 30'$)
Kingpin inclination	$12^\circ 45' \pm 1^\circ 30'$
Lower arm ball joint breakaway torque N·m (in-lb)	2.2 – 4.1 (19 – 36)
Stabilizer link ball joint turning torque N·m (in-lb)	0.5 – 2.9 (4.4 – 25.7)

LUBRICANT

M1333000400047

Item	Specified lubricant	Quantity
Lower arm ball joint	Lip portion of dust cover	Multipurpose grease SAE J310, NLGI No.2 or equivalent
	Inside of dust cover	As required 9.0 \pm 1.0g (0.32 \pm 0.04oz)

FRONT SUSPENSION DIAGNOSIS

INTRODUCTION TO FRONT SUSPENSION DIAGNOSIS

If the front suspension is faulty, the vehicle will not run straightforward or noise will occur. Incorrect wheel alignment, malfunction of strut assembly, stabilizer bar, coil spring, or worn or out-of-balance tires can cause these problems.

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FRONT SUSPENSION DIAGNOSIS TROUBLESHOOTING STRATEGY

Use these steps to plan your diagnostic strategy. If you follow them carefully, you will be sure that you have exhausted most of the possible ways to find a front suspension fault.

1. Gather information from the customer.

2. Verify that the condition described by the customer exists.
3. Find and repair the malfunction by following the Symptom Chart and Symptom Procedures.
4. Verify malfunction is eliminated.

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SYMPTOM CHART

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Symptom	Inspection procedure	Reference page
Steering wheel is heavy, vibrates or pulls to one side	1	P.33-4
Excessive body rolling	2	P.33-5
Poor ride	3	P.33-5
Unequal ride height	4	P.33-5
Noise	5	P.33-6

SYMPTOM PROCEDURES

INSPECTION PROCEDURE 1: Steering Wheel Is Heavy, Vibrates or Pulls to One Side

DIAGNOSIS

STEP 1. Check the tires.

Refer to GROUP 31, Diagnosis [P.31-3](#).

Q: Are the tires in normal condition?

YES : Replace the tires as necessary, then go to Step 2.

NO : If out of balance, balance the tires as necessary. If excessively worn, replace the tires as necessary and go to Step 5.

STEP 2. Check the wheel alignment.

Refer to [P.33-8](#).

Q: Is the wheel alignment correct?

YES : Go to Step 3.

NO : Adjust it (Refer to [P.33-8](#)), then go to Step 5.

STEP 3. Check the lower arm ball joint.

Q: Is the ball joint in good condition?

YES : Go to Step 4.

NO : Replace the lower arm assembly (Refer to [P.33-16](#)), then go to Step 5.

STEP 4. Check the coil spring.

Q: Is the coil spring in good condition?

YES : Go to Step 5.

NO : Replace it (Refer to [P.33-12](#)), then go to Step 5.

STEP 5. Retest the system.

Q: Is the malfunction eliminated?

YES : The procedure is complete.

NO : Return to Step 1.

INSPECTION PROCEDURE 2: Excessive Body Rolling

DIAGNOSIS

STEP 1. Check for broken or deteriorated stabilizer bar.

Q: Is the stabilizer bar in good condition?

YES : Go to Step 2.

NO : Replace it (Refer to [P.33-20](#)), then go to Step 3.

STEP 2. Check the strut assembly for damage.

Q: Is the strut assembly in good condition?

YES : Go to Step 3.

NO : Replace it (Refer to [P.33-10](#)), then go to Step 3.

STEP 3. Retest the system.

Q: Is the malfunction eliminated?

YES : The procedure is complete.

NO : Return to Step 1.

INSPECTION PROCEDURE 3: Poor Ride

DIAGNOSIS

STEP 1. Check for improper tire inflation pressure.

Refer to GROUP 31, On-vehicle Service – Tire Inflation Pressure Check [P.31-8](#).

Q: Is the tire inflation correct?

YES : Go to Step 2.

NO : Adjust it, then go to Step 4.

STEP 3. Check for strut assembly damage.

Q: Is the strut assembly damaged?

YES : Replace it (Refer to [P.33-10](#)), then go to Step 4.

NO : Go to Step 4.

STEP 4. Retest the system.

Q: Is the malfunction eliminated?

YES : The procedure is complete.

NO : Return to Step 1.

STEP 2. Check for broken or deteriorated coil spring(s).

Q: Are the coil spring(s) broken or deteriorated?

YES : Replace the coil spring(s) (Refer to [P.33-12](#)), then go to Step 4.

NO : Go to Step 3.

INSPECTION PROCEDURE 4: Unequal Ride Height

DIAGNOSIS

STEP 1. Check for broken or deteriorated coil spring(s).

Q: Is the coil spring(s) broken or deteriorated?

YES : Replace it (Refer to [P.33-12](#)), then go to Step 2.

NO : Go to Step 2.

STEP 2. Retest the system.

Q: Is the malfunction eliminated?

YES : The procedure is complete.

NO : Return to Step 1.

INSPECTION PROCEDURE 5: Noise

DIAGNOSIS

STEP 1. Check for lack of lubrication.

Q: Is lubrication inadequate?

YES : Lubricate it, then go to Step 5.
NO : Go to Step 2.

STEP 2. Check the tightened parts for looseness as well as the bushings for wear.

Q: Are the tightened parts and bushings in good condition?

YES : Go to Step 3.
NO : Replace it (Refer to P.33-18), then go to Step 5.

STEP 3. Check for broken coil spring.

Q: Is the coil spring broken?

YES : Replace it (Refer to P.33-12), then go to Step 5.

NO : Go to Step 4.

STEP 4. Check for strut assembly damage.

Q: Is the strut assembly damaged?

YES : Replace it (Refer to P.33-10), then go to Step 5.
NO : Go to Step 5.

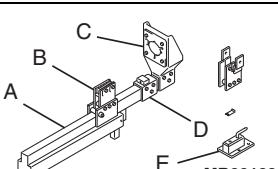
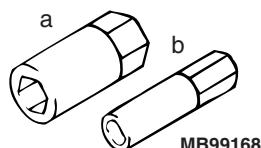
STEP 5. Retest the system.

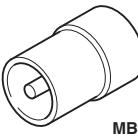
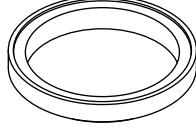
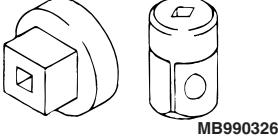
Q: Is the malfunction eliminated?

YES : The procedure is complete.
NO : Return to Step 1.

SPECIAL TOOLS

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Tool	Tool number and name	Supersession	Application
 MB991004	MB991004 Wheel alignment gauge attachment	MB991004-01 or General service tool	Wheel alignment measurement
 MB991832	MB991832 Spring compressor set A: MB991793 Spring compressor B: MB991795 Attachment A C: MB991794 Upper plate D: MB991829 Arm bracket E: MB991830 Fixture	General service tool	Front coil spring compression <i>NOTE: The coil spring can not be compressed by following conventional special tools.</i> <ul style="list-style-type: none">• MB991237 Spring compressor body• MB991238 Arm set
 MB991680	MB991680 Wrench set a. MB991681 Wrench b. MB991682 Socket	—	Strut assembly disassembly and reassembly

Tool	Tool number and name	Supersession	Application
 MB991006	MB991006 Preload socket	MB990228-01	Lower arm ball joint breakaway torque check
 MB990800	MB990800 Ball joint dust cover installer	MB990800-01 or General service tool	Lower arm ball joint dust cover installation
 MB992119	MB992119 Arm bushing & installer	–	Lower arm bushing removal and press-fitting
 MB990979	MB990979 Ring	–	
 MB990890	MB990890 Rear suspension bushing base	MB990890-01 or general service tool	
 MB990326	MB990326 Preload socket	General service tool	Ball joint turning torque check

ON-VEHICLE SERVICE

FRONT WHEEL ALIGNMENT CHECK AND
ADJUSTMENT

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CAUTION

After the installation, perform a calibration for the ASC-ECU to learn the steering wheel sensor neutral point. (Refer to GROUP 35C – On-vehicle Service – Steering Wheel Sensor Calibration [P.35C-280](#)). <Vehicles with ASC>

Measure wheel alignment with alignment equipment on a level surface. The front suspension, steering system, wheels, and tires should be serviced to normal condition before measuring wheel alignment.

TOE-IN

Standard value: $1 \pm 2 \text{ mm (0.04} \pm 0.08 \text{ inch)}$

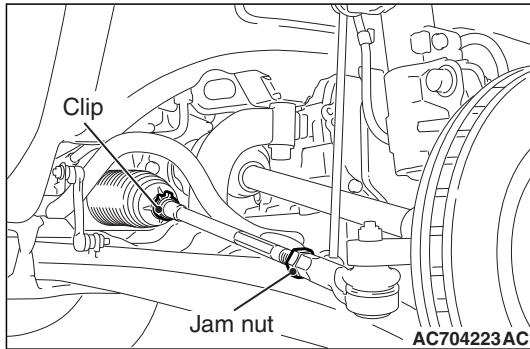
1. Adjust the toe-in by undoing the clip and jam nut, and turning the left and right tie rod turnbuckles by the same amount (in opposite directions).

NOTE: The toe will move out as the left turnbuckle is turned toward the front of the vehicle and the right turnbuckle is turned toward the rear of the vehicle.

2. Install the clip and tighten the jam nut to the specified torque.

Tightening torque: $52 \pm 2 \text{ N}\cdot\text{m (38} \pm 1 \text{ ft-lb)}$

3. Confirm that the toe-in is at the standard value.
4. Use a turning radius gauge to check that the steering angle is at the standard value (Refer to GROUP 37 – On-vehicle Service, Steering Angle Check [P.37-17](#)).

**CAMBER, CASTER AND KINGPIN INCLINATION****Required Special Tool:**

- MB991004: Wheel Alignment Gauge Attachment
Vehicles with aluminum wheels

Standard value:

Camber $0^\circ 20' \pm 0^\circ 30'$ (Left/right deviation within $0^\circ 30'$)

Caster $2^\circ 35' \pm 0^\circ 30'$ (Left/right deviation within $0^\circ 30'$)

Kingpin inclination $12^\circ 45' \pm 1^\circ 30'$

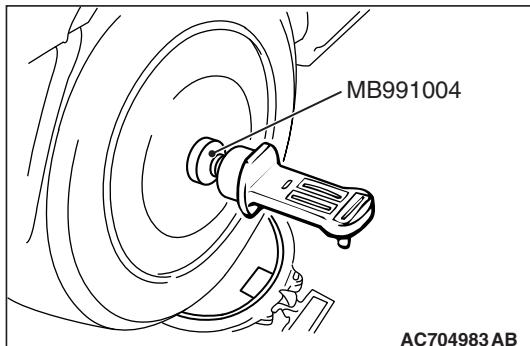
NOTE: Camber and caster are preset at the factory and cannot be adjusted.

⚠ CAUTION

Do not apply the vehicle weight to the wheel bearing while loosening the driveshaft nut.

NOTE: For vehicles with aluminum wheels, tighten special tool wheel alignment gauge attachment (MB991004) to the specified torque, then measure the camber.

Tightening torque: 144 - 176 N·m (106 - 130 ft-lb)

**LOWER ARM BALL JOINT END PLAY CHECK**

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1. Raise the vehicle.
2. Remove the stabilizer link from the lower arm (Refer to [P.33-16](#)).
3. Move the lower arm up and down with your hands to check for an excessive play in the axial direction of the ball joint. If there is an excessive play, replace the lower arm assembly (Refer to [P.33-16](#)).

BALL JOINT DUST COVER CHECK

M1332008600923

1. Using your fingers, press the dust cover to check for a crack or damage.
2. If the dust cover has a crack or damage, replace the lower arm assembly (Refer to [P.33-16](#)).

NOTE: If the dust cover has a crack or damage, the ball joint could be damaged.

STRUT ASSEMBLY

REMOVAL AND INSTALLATION

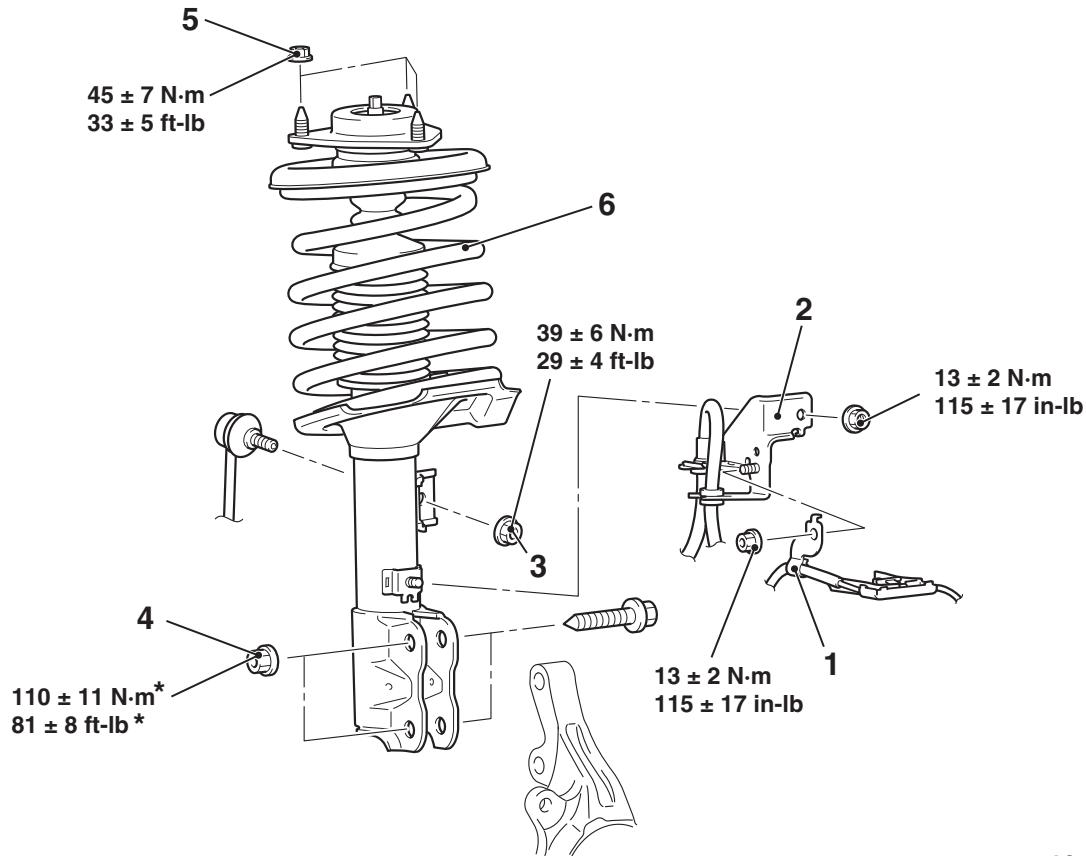
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CAUTION

The part indicated by * is the nut with friction coefficient stabilizer. In removal, ensure there is no damage, clean dust and soiling from the bearing and thread surfaces, and tighten it to the specified torque.

Post-installation operation

- Front wheel alignment check and adjustment (Refer to P.33-8.)
- Headlight aiming adjustment (Refer to GROUP 54A – Headlight – On-vehicle Service P.54A-205).



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Removal steps

- Front wheel speed sensor clamp
 - Brake hose bracket
 - Stabilizer link and strut connection nut
- <<A>> >>A<<

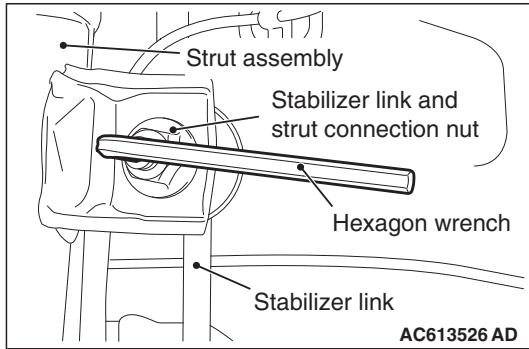
Removal steps (Continued)

- Knuckle and strut connection
- Strut mounting nut
- Strut assembly

REMOVAL SERVICE POINT

<<A>> STABILIZER LINK AND STRUT CONNEC-
TION NUT REMOVAL

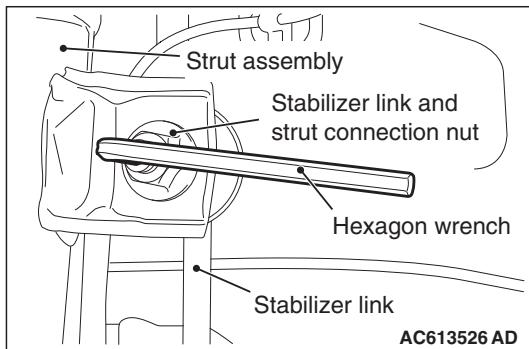
Use a hexagon wrench to remove the stabilizer link and strut connection nut as shown in the figure.



INSTALLATION SERVICE POINT

>>A<< STABILIZER LINK AND STRUT CONNEC-
TION NUT INSTALLATION

Use a hexagon wrench to install the stabilizer link and strut connection nut as shown in the figure.



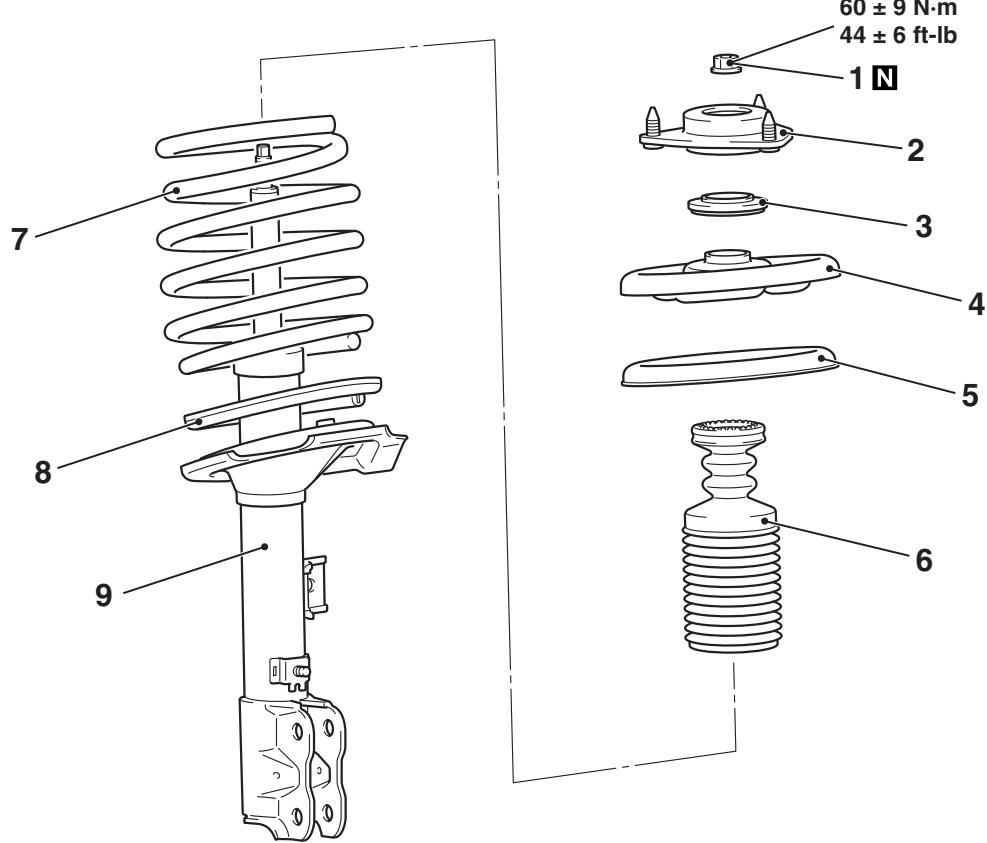
INSPECTION

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- Check for oil leaks from the strut assembly.
- Check the strut assembly for damage or deformation.

DISASSEMBLY AND ASSEMBLY

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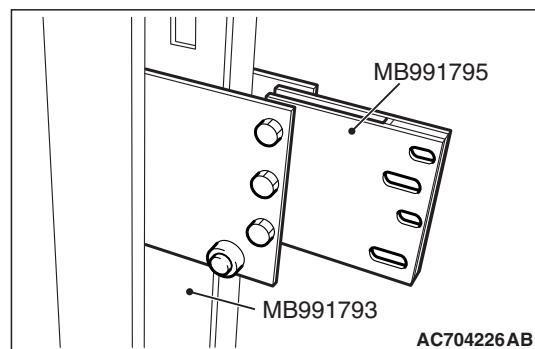


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- <<A>> >>C<< 1. Disassembly steps
 >>B<< 2. Strut nut jam nut
 3. Strut insulator assembly
 4. Strut bearing
 5. Upper spring seat
 6. Upper spring pad
 7. Bump rubber
 >>A<< 8. Coil spring
 9. Spring tube
 <> 9. Strut

Required Special Tools:

- MB991681: Wrench
- MB991682: Socket
- MB991793: Spring compressor
- MB991794: Upper plate
- MB991795: Attachment A
- MB991830: Fixture

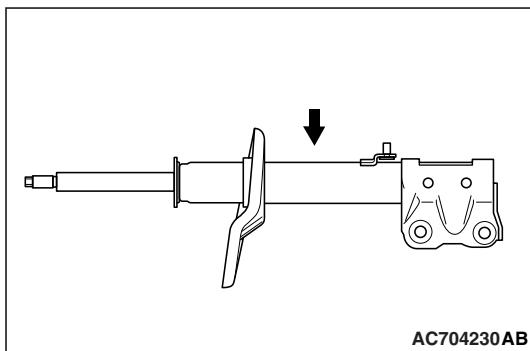
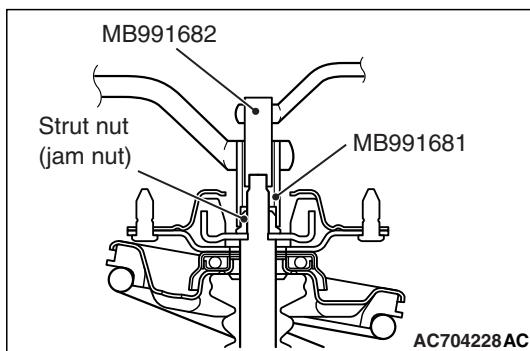
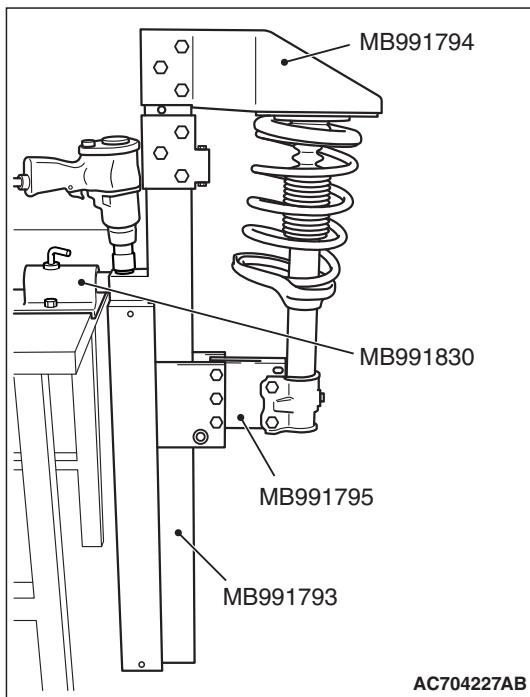


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DISASSEMBLY SERVICE POINTS

<<A>> STRUT NUT (JAM NUT) REMOVAL

1. Install the special tool attachment A (MB991795) to the special tool spring compressor (MB991793) as shown in the figure.



2. Set the strut assembly to the following special tools:

- Spring compressor (MB991793)
- Attachment A (MB991795)
- Upper plate (MB991794)
- Fixture (MB991830)

NOTE: Use the bolts and nuts removed from the vehicle to secure the strut assembly and tighten them lightly by hand.

3. After setting the strut assembly, operate the spring compressor and compress the coil spring by approximately 5 mm.

⚠ CAUTION

The locking nut for the piston rod inside the strut may be loose. Do not use the impact wrench to loosen the strut nut (jam nut).

4. Use the following tools to loosen the strut nut (jam nut):

- Wrench (MB991681)
- Socket (MB991682)

<> STRUT REMOVAL

⚠ CAUTION

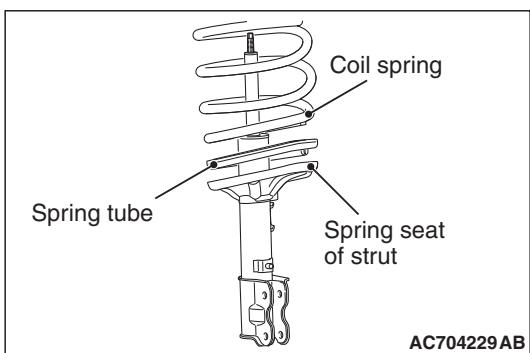
Wear the protective glasses. Although the gas is harmless, drilling chips may be blown out by the gas.

Before disposal of the strut, place the strut on the level surface with the piston rod extended, and make a hole of approximately 3 mm in diameter at the point shown in the figure to discharge the gas.

ASSEMBLY SERVICE POINTS

>>A<< COIL SPRING INSTALLATION

1. Fit the coil spring to the spring tube securely.
2. Install the coil spring equipping with the spring tube to align the bottom with the shape of the strut spring sheet.



>>B<< STRUT BEARING INSTALLATION

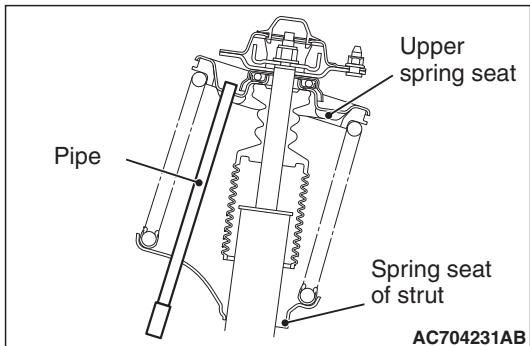
CAUTION

Install the bearing without any damage.

>>C<< STRUT NUT (JAM NUT) INSTALLATION

1. Check that both of the coil spring ends align with the spring sheet groove correctly.
2. Align the strut spring sheet hole with the upper spring sheet hole.

NOTE: Use the pipe to align the holes easily.



⚠ CAUTION

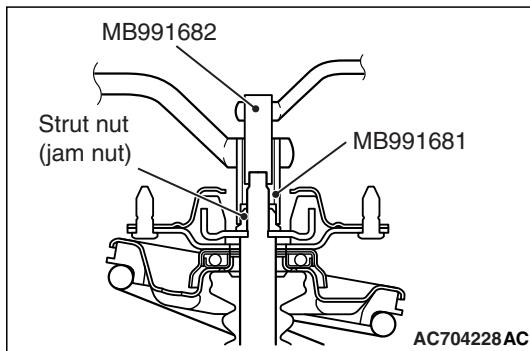
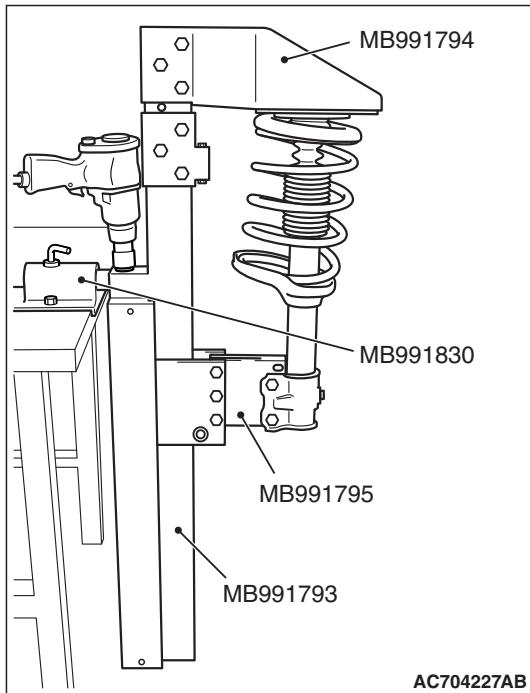
Be careful that the hand is not pinched by the coil spring when aligning the piston rod with the hole of upper insulator while compressing the coil spring.

3. While passing the strut piston rod through the hole of upper insulator by hand, slowly compress the coil spring by the following special tool:

- Spring compressor (MB991793)
- Attachment A (MB991795)
- Upper plate (MB991794)
- Fixture (MB991830)

⚠ CAUTION

The locking nut for the piston rod inside the strut may be loose. Do not use the impact wrench to loosen the strut nut (jam nut).



4. Use the following special tools to tighten the strut nut (jam nut) to the specified torque:

- Wrench (MB991681)
- Socket (MB991682)

Tightening torque: $60 \pm 9 \text{ N}\cdot\text{m}$ ($45 \pm 6 \text{ ft-lb}$)

INSPECTION

M1332001400315

- Check the bearing for wear or rust.
- Check the rubber parts for damage or deterioration.
- Check the spring for deformation, deterioration or damage.
- Check the shock absorber for deformation.

LOWER ARM

REMOVAL AND INSTALLATION

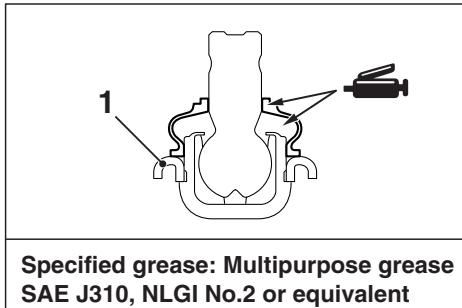
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⚠ CAUTION

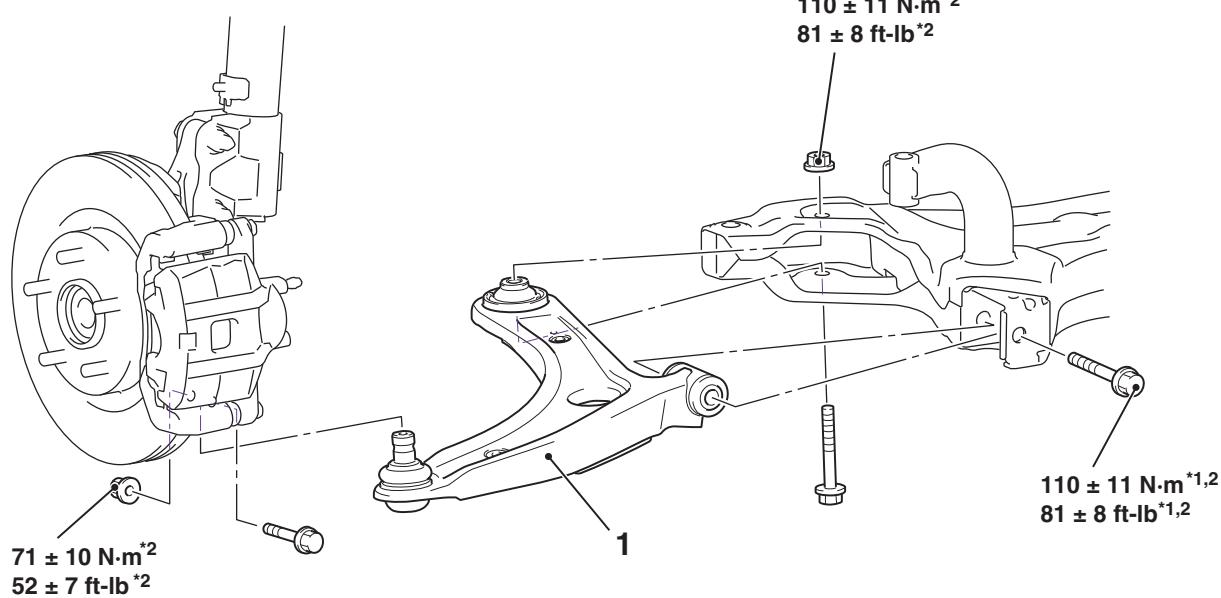
- The part indicated by ^{*1} indicates parts which should be temporarily tightened, and then fully tightened with the vehicle standing on the ground and the curb weight condition.
- The parts indicated by ^{*2} are the bolts/nuts with friction coefficient stabilizer. In removal, ensure there is no damage, clean dust and soiling from the bearing and thread surfaces, and tighten them to the specified torque.

Post-installation operation

- Using your fingers, press the dust cover to check for a crack or damage.
- Wheel alignment check and adjustment (Refer to P.33-8).
- Headlight aiming adjustment (Refer to GROUP 54A – Headlight – On-vehicle Service P.54A-205).



Specified grease: Multipurpose grease
SAE J310, NLGI No.2 or equivalent



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Removal steps

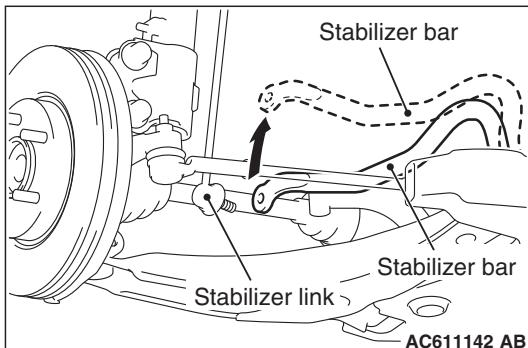
- Stabilizer link and stabilizer bar connection at both sides (Refer to P.33-8).

<<A>> 1. Lower arm assembly

REMOVAL SERVICE POINT

<<A>> LOWER ARM ASSEMBLY REMOVAL

Rotate upward the stabilizer bar so as not to interfere the lower arm removal.



LOWER ARM CHECK

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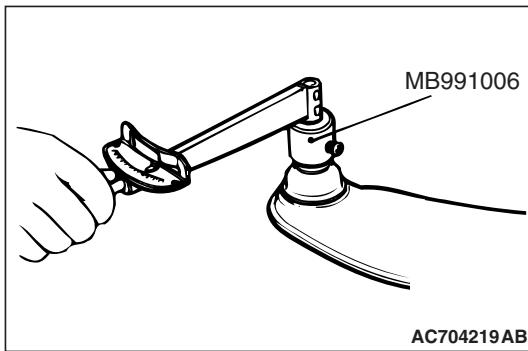
- Check the bushing for wear and deterioration.
- Check the lower arm for bend or breakage.
- Check all bolts for condition and straightness.

LOWER ARM BALL JOINT ROTATION STARTING TORQUE

1. Move the lower arm ball joint stud back and forth for several times, and measure the lower arm ball joint rotation starting torque using the special tool preload socket (MB991006).

Standard value: 2.2 – 4.1 N·m (19 – 36 in-lb)

2. If the measured value exceeds the standard range, replace the lower arm assembly.
3. Even if the measured value is within the standard range, check the lower arm ball joint that there is no looseness or gritty feeling. If there is no looseness or gritty feeling, it is judged as usable.



LOWER ARM BALL JOINT DUST COVER CHECK

1. Using your fingers, press the dust cover to check for a crack or damage.
2. If the dust cover has any crack or damage, replace the lower arm assembly (Refer to P.33-16).

NOTE: If the dust cover has a crack or damage, the ball joint could be damaged.

If the dust cover is damaged during the maintenance, replace it.

LOWER ARM BALL JOINT DUST COVER
REPLACEMENT

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Only when the dust cover is damaged accidentally during maintenance, replace the dust cover as follows:

1. Remove the dust cover.
2. Fill and apply the specified grease into the inside and lip of the dust cover.

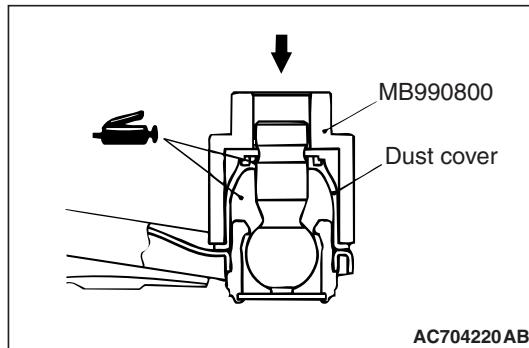
Specified grease

Multipurpose grease SAE J310, NLGI No.2 or equivalent

Usage:

Inside of dust cover: 9.0 ± 1.0 g (0.32 ± 0.04 oz), Lip: As required

3. Use the special tool ball joint remover & installer (MB990800) to drive in the dust cover to the point where it contact with the lower arm assembly.
4. Using your fingers, press the dust cover to check for a crack or damage.



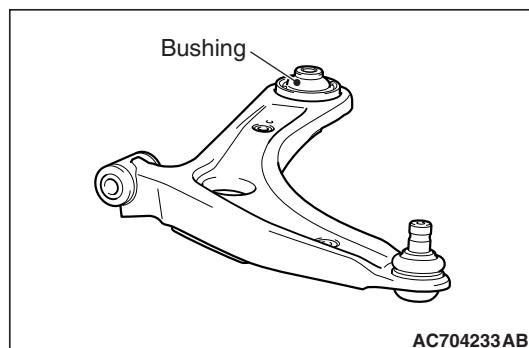
LOWER ARM BUSHING REPLACEMENT

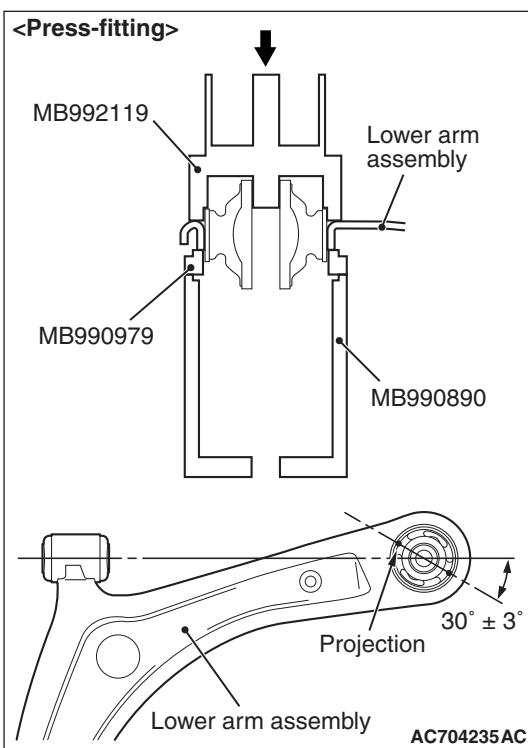
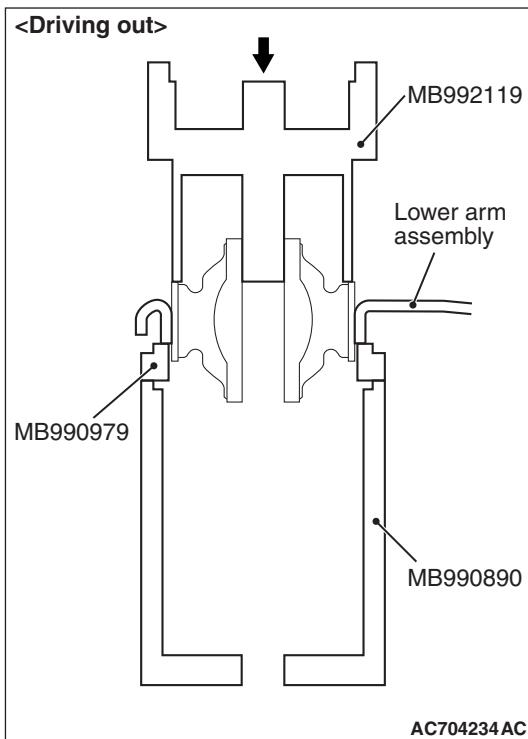
M1332008100906

Required Special Tools:

- MB992119: Arm bushing remover and installer
- MB990979: Ring
- MB990890: Rear suspension bushing base

Replace the back side bushing according to the following procedure.





1. Use the following special tools to remove the bushing:

- MB992119 (Arm bushing remover and installer)
- MB990979 (Ring)
- MB990890 (Rear suspension bushing base)

2. Use the following special tools to press-fit the bushing.

- MB992119 (Arm bushing remover and installer)
- MB990979 (Ring)
- MB990890 (Rear suspension bushing base)

3. Press-fit the bushing so that the bushing protrusion is in the direction shown in the figure.

4. Press-fit the bushing until the special tool contacts with the lower arm assembly.

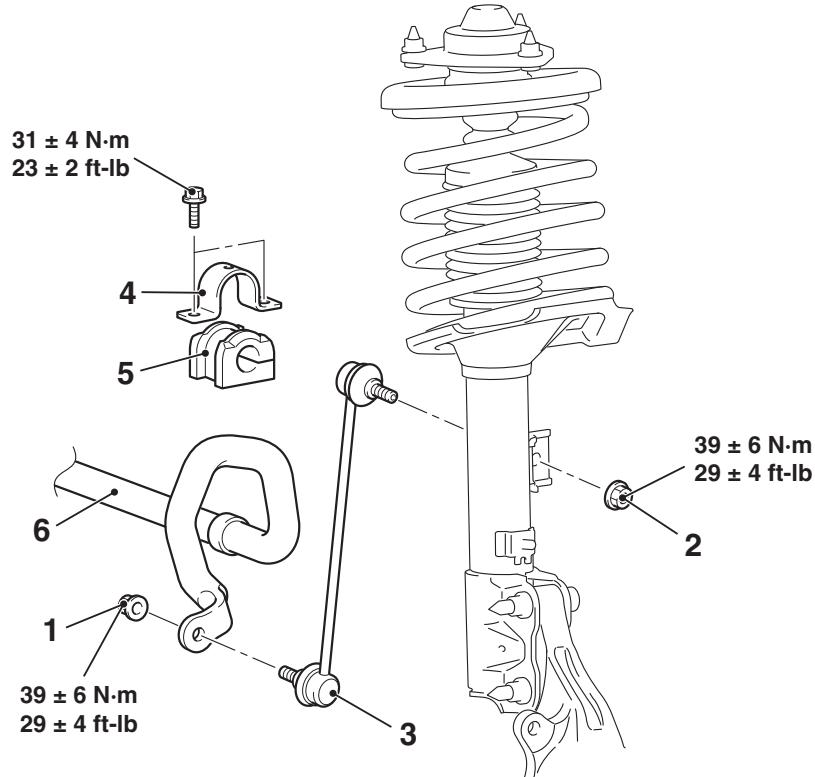
STABILIZER BAR

REMOVAL AND INSTALLATION

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Post-installation operation

Front wheel alignment check and adjustment (Refer to P.33-8.)



AC709442 AC

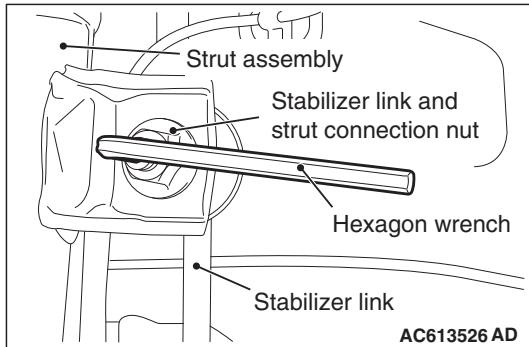
- <<A>> >>C<<**
1. Stabilizer link and stabilizer bar connection nut
 2. Stabilizer link and strut connection nut
 3. Stabilizer link
- Stabilizer bushing removal steps**
1. Stabilizer link and stabilizer bar connection nut
 4. Stabilizer bar bracket
 5. Stabilizer bushing
- >>B<<**
2. Stabilizer link and stabilizer bar connection nut
 3. Stabilizer link
 4. Stabilizer bar bracket
 5. Stabilizer bushing

- <<A>> >>C<<**
1. Stabilizer link and stabilizer bar connection nut
 2. Front axle crossmember (Refer to GROUP 32 – Crossmember P.32-13 <2.4L>, P.32-17 <3.0L>)
 3. Stabilizer bar bracket
 4. Stabilizer bushing
 5. Stabilizer bar
- >>B<<**
1. Stabilizer link and stabilizer bar connection nut
 2. Front axle crossmember (Refer to GROUP 32 – Crossmember P.32-13 <2.4L>, P.32-17 <3.0L>)
 3. Stabilizer bar bracket
 4. Stabilizer bushing
 5. Stabilizer bar

REMOVAL SERVICE POINT

<<A>> STABILIZER LINK AND STABILIZER BAR
CONNECTION NUT/STABILIZER LINK AND
STRUT CONNECTION NUT REMOVAL

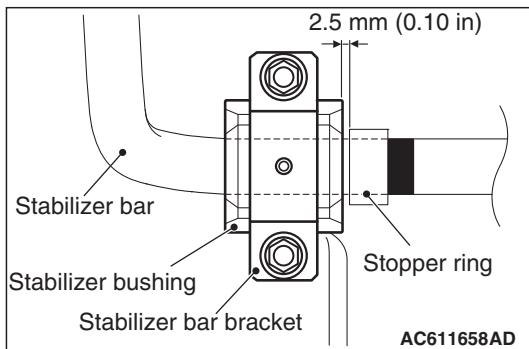
Use a hexagon wrench to remove the stabilizer link and strut connection nut as shown in the figure.



INSTALLATION SERVICE POINTS

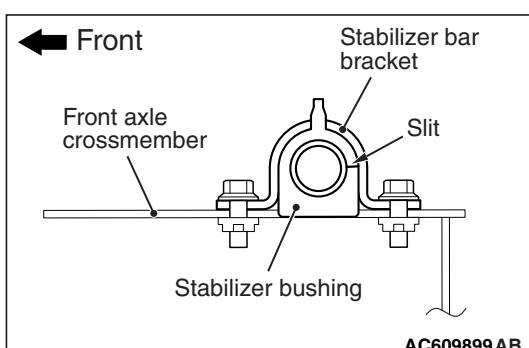
>>A<< STABILIZER BAR INSTALLATION

Install the stabilizer bar as shown in the figure.



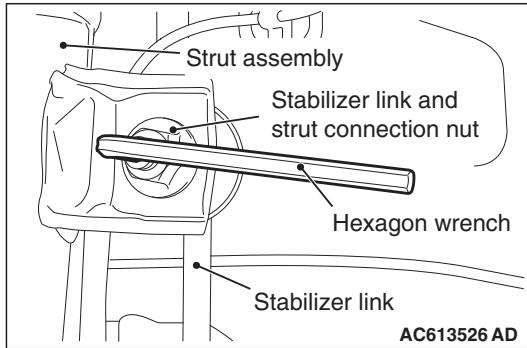
>>B<< STABILIZER BUSHING INSTALLATION

Install the stabilizer bushing as shown in the figure.



>>C<< STABILIZER LINK AND STRUT
CONNECTION NUT/STABILIZER LINK AND
STABILIZER BAR CONNECTION NUT
INSTALLATION

Use a hexagon wrench to install the stabilizer link and strut connection nut as shown in the figure.



INSPECTION

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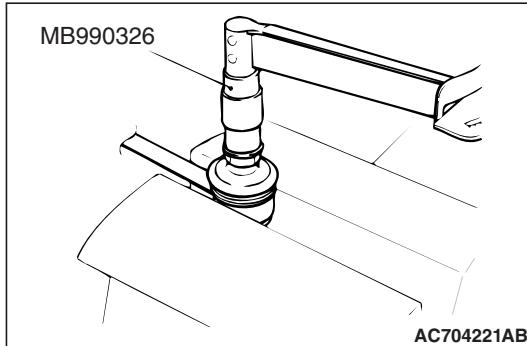
- Check the bushings for wear and deterioration.
- Check the stabilizer bar for deterioration or damage.
- Check all bolts for condition and straightness.

STABILIZER LINK BALL JOINT ROTATION
STARTING TORQUE CHECK

1. Move the stabilizer link ball joint stud back and forth for several times, install the stud with nut, and measure the stabilizer link ball joint rotation starting torque using the special tool preload socket (MB990326).

Standard value: 0.5 – 2.9 N·m (4.4 – 26 in-lb)

2. When the measured value exceeds the standard range, replace the stabilizer link.
3. If the measured value stays within the standard range, and there is looseness or gritty feeling, the component is judged as unusable and should be replaced.

STABILIZER LINK BALL JOINT DUST COVER
CHECK

1. Using your fingers, press the dust cover to check for a crack or damage.
2. If the dust cover has a crack or damage, replace the stabilizer link (Refer to P.33-20).

NOTE: If the dust cover has a crack or damage, the ball joint could be damaged.