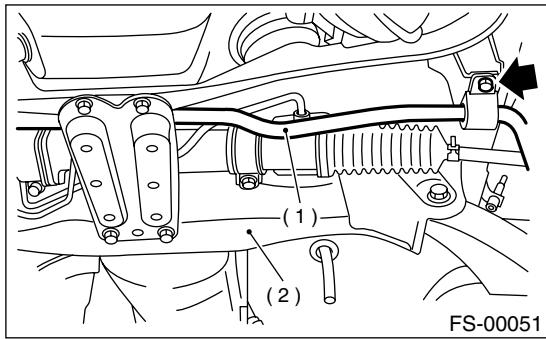


7. Front Crossmember

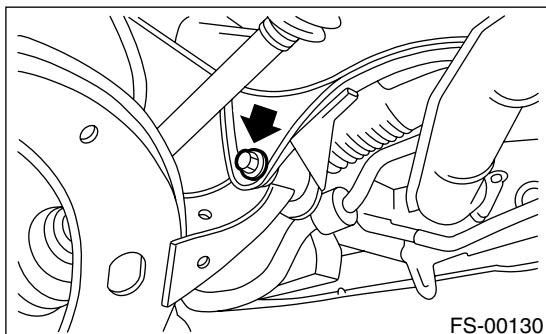
A: REMOVAL

- 1) Set vehicle on a lift.
- 2) Disconnect ground cable from battery.
- 3) Lift-up vehicle and remove front tires and wheels.
- 4) Remove both stabilizer and jack-up plate.

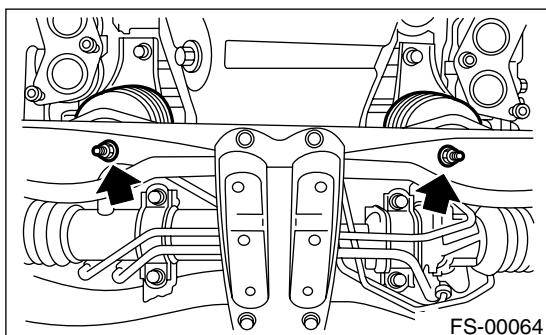


(1) Front stabilizer
(2) Front crossmember

- 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 steering universal joint. <Ref. to PS-19, REMOVAL, Universal Joint.>
- 10) Disconnect power steering hose from steering gear box.

11) Lift engine by approx. 10 mm (0.39 in) by using chain block.

12) Support crossmember with a jack, remove nuts securing crossmember to body and gradually lower crossmember along with steering gearbox.

CAUTION:

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

B: INSTALLATION

- 1) Install in the reverse order of removal.

CAUTION:

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

Tightening torque:

Transverse link bushing to crossmember:

95 N·m (9.7 kgf-m, 71 ft-lb)

Stabilizer to bushing:

25 N·m (2.5 kgf-m, 18.1 ft-lb)

Tie-rod end to housing:

27.0 N·m (2.75 kgf-m, 19.9 ft-lb)

Front cushion rubber to crossmember:

75 N·m (7.6 kgf-m, 55 ft-lb)

Universal joint to pinion shaft:

24 N·m (2.4 kgf-m, 17.4 ft-lb)

Crossmember to body:

95 N·m (9.7 kgf-m, 71 ft-lb)

Gearbox to steering hose:

15 N·m (1.5 kgf-m, 10.8 ft-lb)

- 2) Purge air from power steering system.

NOTE:

Check wheel alignment and adjust if necessary.

C: INSPECTION

Check crossmember for wear, damage and cracks, and correct or replace if defective.