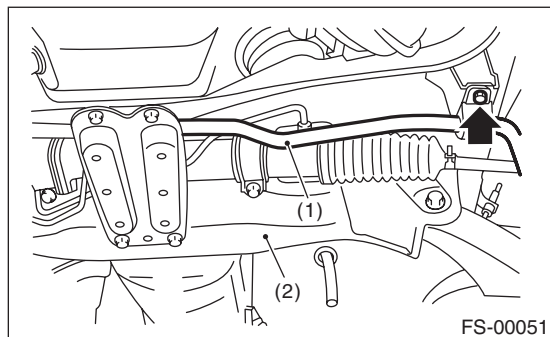


7. Front Crossmember

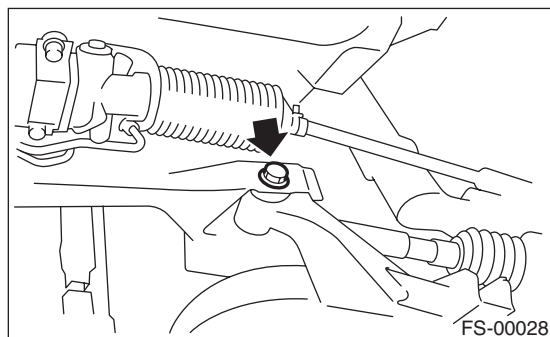
A: REMOVAL

- 1) Lift up the vehicle, and remove the front wheels.
- 2) Remove the sub frame.
- 3) Remove the stabilizer and jack-up plate.



- (1) Front stabilizer
- (2) Front crossmember

- 4) Disconnect the tie-rod end from the housing.
- 5) Remove the front exhaust pipe.
- 6) Remove the front transverse link from the front crossmember and body.



- 7) Remove the bolts attaching the engine mount cushion rubber to crossmember.
- 8) Remove the steering universal joint.
- 9) Disconnect the power steering pipe from steering gearbox.
- 10) Lift the engine approx. 10 mm (0.39 in) using a chain block.
- 11) Support the crossmember with a jack, remove the nuts securing the crossmember to body and lower the crossmember gradually along with the steering gearbox.

CAUTION:

When pulling the crossmember downward to remove, be careful that the tie-rod end does not interfere with SFJ boot.

B: INSTALLATION

- 1) Install in the reverse order of removal.

CAUTION:

Always tighten bushings with wheels in full contact with the ground and the vehicle at curb weight.

Tightening torque:

Transverse link bushing to crossmember:

100 N·m (10.2 kgf-m, 74 ft-lb)

Stabilizer to bushing:

25 N·m (2.5 kgf-m, 18.1 ft-lb)

Tie-rod end to housing:

27 N·m (2.75 kgf-m, 19.9 ft-lb)

Front cushion rubber to crossmember:

85 N·m (8.7 kgf-m, 62.7 ft-lb)

Universal joint to pinion shaft:

24 N·m (2.4 kgf-m, 17.4 ft-lb)

Crossmember to body:

100 N·m (10.2 kgf-m, 74 ft-lb)

- 2) Purge air from the power steering system.
- 3) Inspect the wheel alignment and adjust if necessary.

C: INSPECTION

Check the crossmember for wear, damage or cracks, and then repair or replace if faulty.