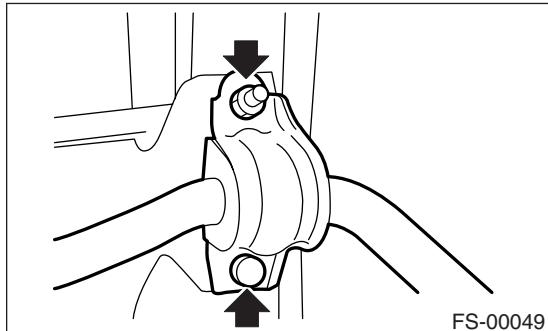


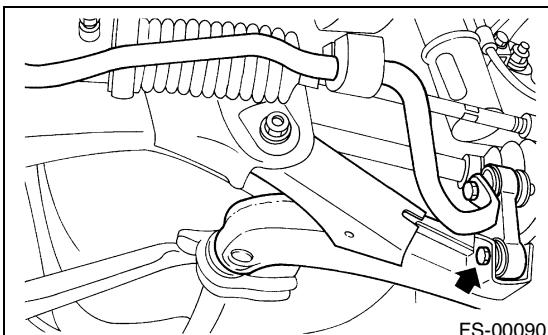
7. Front Stabilizer

A: REMOVAL

- 1) Jack-up the front part of the vehicle and support it with safety stands (rigid racks).
- 2) Remove the jack-up plate from lower part of crossmember.
- 3) Remove the sub frame. <Ref. to FS-16, REMOVAL, Sub Frame.>
- 4) Remove the bolt and nut which secure the stabilizer to crossmember.



- 5) Remove the bolts which secure the stabilizer link to front transverse link.

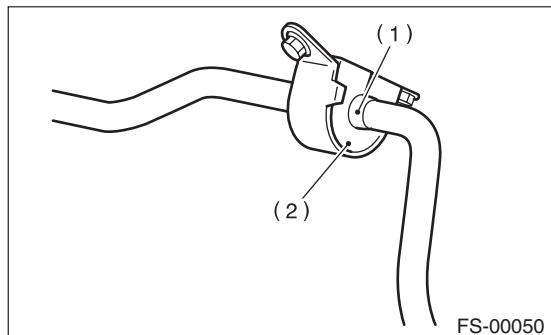


B: INSTALLATION

- 1) Install in the reverse order of removal.

NOTE:

- Install the bushing (on front crossmember side) while aligning it with paint mark on stabilizer.
- Ensure the bushing and stabilizer have the same identification colors when installing.



(1) Mark stamped on stabilizer

(2) Bushing identification color

- 2) Always tighten the rubber bushing location when wheels are in full contact with the ground and vehicle is curb weight.

Tightening torque (Sedan turbo model):

Jack-up plate to crossmember:

20 N·m (2.0 kgf-m, 14.5 ft-lb)

Stabilizer link to front transverse link:

45 N·m (4.6 kgf-m, 33 ft-lb)

Stabilizer to crossmember:

25 N·m (2.5 kgf-m, 18.1 ft-lb)

Tightening torque (Except sedan turbo model):

Jack-up plate to crossmember:

20 N·m (2.0 kgf-m, 14.5 ft-lb)

Stabilizer link to front transverse link:

30 N·m (3.1 kgf-m, 22 ft-lb)

Stabilizer to crossmember:

25 N·m (2.5 kgf-m, 18.1 ft-lb)

- 3) Install the sub frame. <Ref. to FS-16, INSTALLATION, Sub Frame.>

C: INSPECTION

- 1) Check the bushing for cracks, fatigue or damage.
- 2) Check the stabilizer link for deformities, cracks or damage, and bushing for protrusions from the hole of stabilizer link.