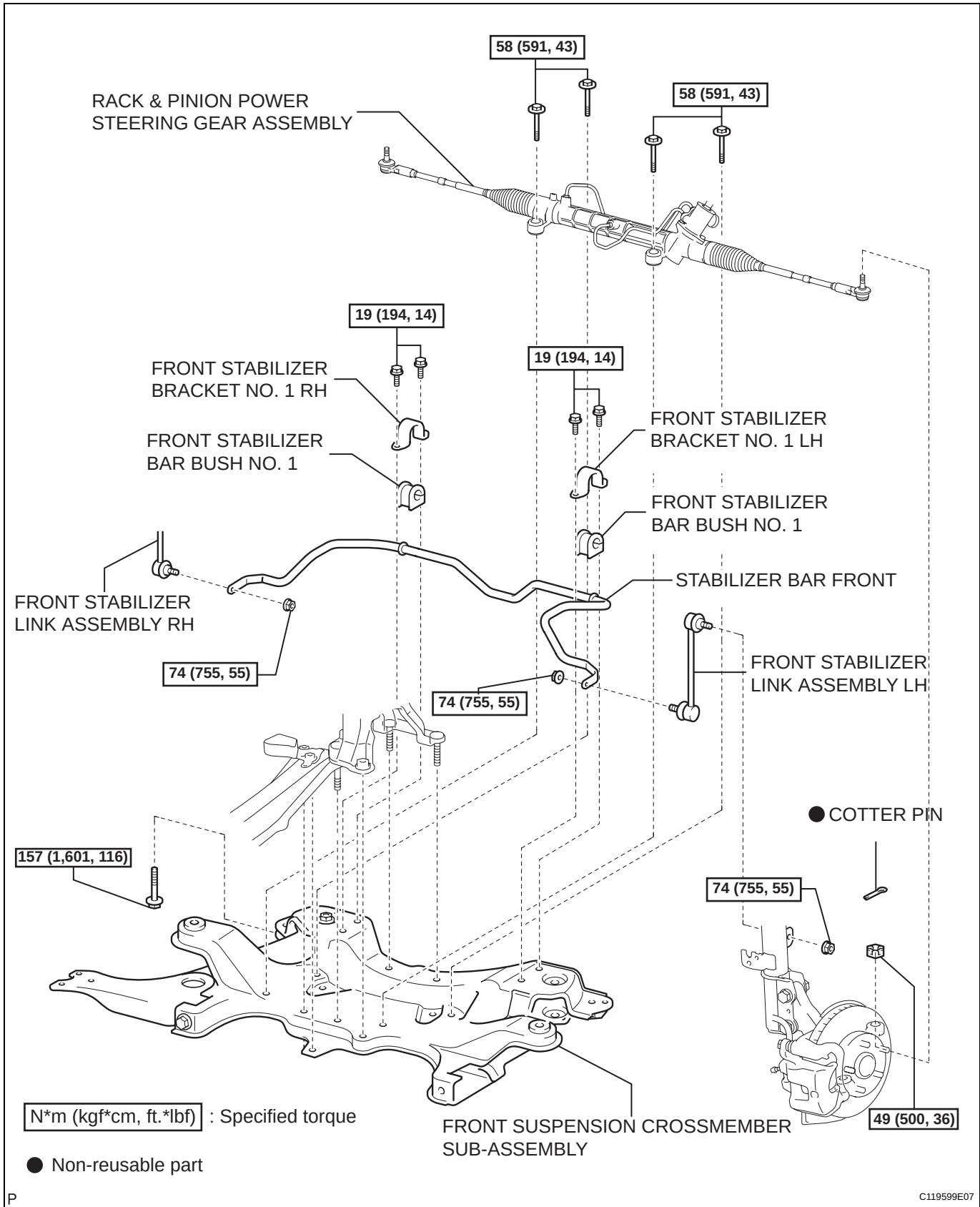


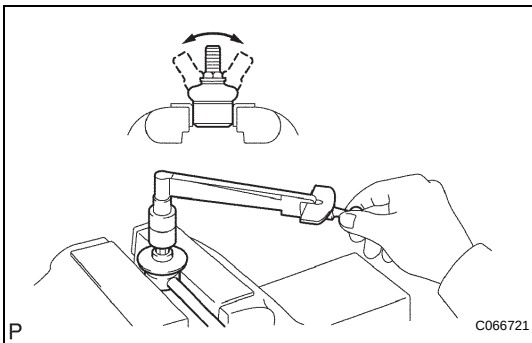
FRONT STABILIZER BAR

COMPONENTS



REMOVAL

1. **REMOVE FRONT WHEEL**
2. **REMOVE FRONT STABILIZER LINK ASSEMBLY LH**
 - (a) Remove the 2 nuts and stabilizer bar link.
HINT:
If the ball joint turns together with the nut, use a hexagon wrench (6 mm) to hold the stud.
3. **REMOVE FRONT STABILIZER LINK ASSEMBLY RH**
HINT:
Remove the RH side by the same procedure as the LH side.
4. **SEPARATE FRONT SUSPENSION ARM SUB-ASSEMBLY LOWER NO. 1 LH** (See page [SP-24](#))
5. **SEPARATE FRONT SUSPENSION ARM SUB-ASSEMBLY LOWER NO. 1 RH**
HINT:
Remove the RH side by the same procedure as the LH side.
6. **SEPARATE RACK & PINION POWER STEERING GEAR ASSEMBLY** (See page [SP-24](#))
7. **SUSPEND ENGINE ASSEMBLY**
HINT:
See page [EM-90](#)
8. **SEPARATE FRONT SUSPENSION CROSSMEMBER SUB-ASSEMBLY** (See page [SP-24](#))
9. **REMOVE STABILIZER BAR FRONT**
 - (a) Remove the 4 bolts, front stabilizer bracket No. 1 LH, front stabilizer bracket No. 1 RH, 2 front stabilizer bar bushes No. 1 and stabilizer bar front from the front suspension crossmember sub-assembly.



INSPECTION

1. **INSPECT FRONT STABILIZER LINK ASSEMBLY**
 - (a) As shown in the illustration, flip the ball joint stud back and forth 5 times, before installing the nut.
 - (b) Using a torque wrench, turn the nut continuously at a rate of 2 - 4 seconds per 1 turn and take the torque reading on the 5th turn.
Torque: Turning torque
0.05 to 1.96 N*m (0.5 to 20 kgf*cm, 0.4 to 17 in.*lbf)