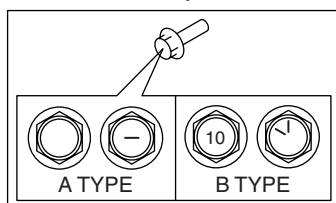
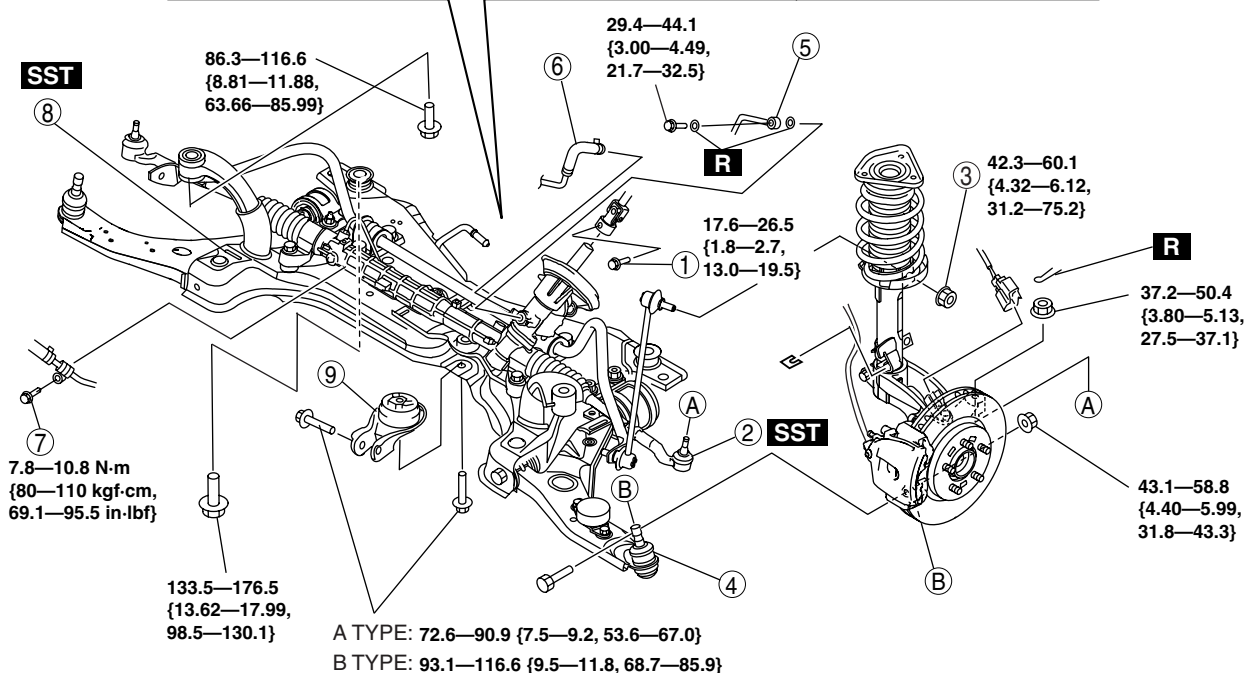
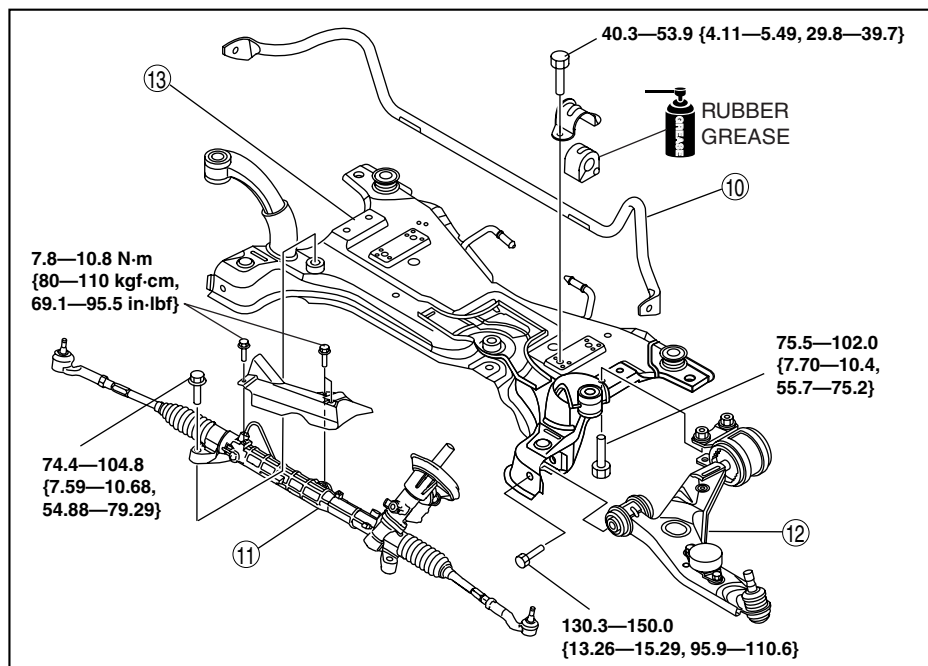

FRONT CROSSMEMBER REMOVAL/INSTALLATION

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Caution

- Performing the following procedures without first removing the ABS wheel-speed sensor may possibly cause an open circuit in the wiring harness if it is pulled by mistake. Before performing the following procedures, disconnect the ABS wheel-speed sensor wiring harness connector (axle side) and fix the wiring harness to an appropriate place where it will not be pulled by mistake while servicing the vehicle.

1. Remove in the order indicated in the table.
2. Install in the reverse order of removal.
3. Inspect the wheel alignment and adjust it if necessary. (See FRONT WHEEL ALIGNMENT.)



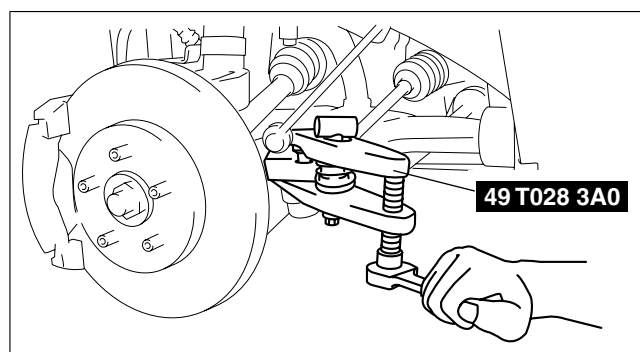
N·m {kgf·m, ft·lbf}

1	Bolt (intermediate shaft)
2	Tie-rod end ball joint (See Tie-rod End Ball Joint Removal Note .)
3	Stabilizer control link upper nut
4	Lower arm ball joint (See FRONT SHOCK ABSORBER AND COIL SPRING REMOVAL/INSTALLATION.)
5	Pressure pipe (gear side)
6	Return hose (gear side)
7	Bolt

8	Front crossmember component, steering gear and linkage component (See Front Crossmember Component, Steering Gear and Linkage Removal Note .) (See Front Crossmember Component, Steering Gear and Linkage Component Installation Note .)
9	No.1 engine mount rubber
10	Front stabilizer
11	Steering gear and linkage
12	Front lower arm
13	Front crossmember

Tie-rod End Ball Joint Removal Note

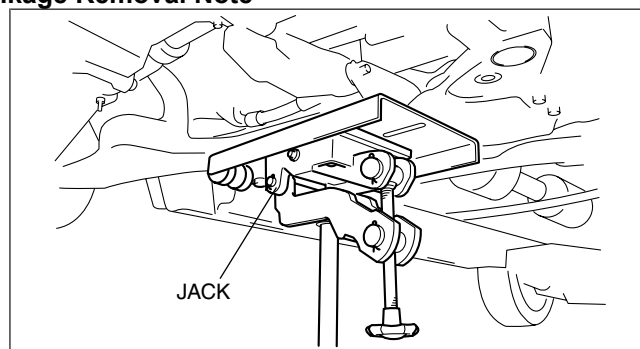
1. Remove the tie-rod end locknut.
2. Detach the tie-rod end from the steering knuckle using the **SST**.



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Front Crossmember Component, Steering Gear and Linkage Removal Note

1. Remove the front crossmember, front stabilizer, lower arm, and steering gear as a single unit using a jack.



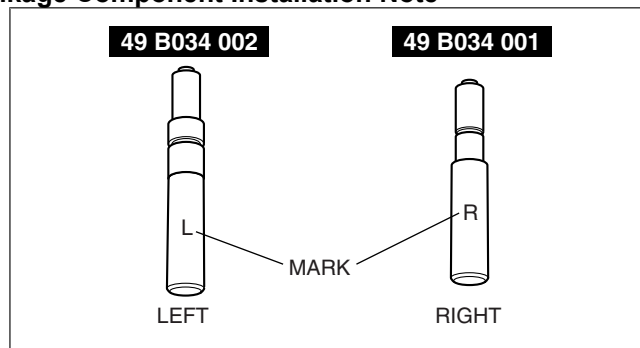
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Front Crossmember Component, Steering Gear and Linkage Component Installation Note

1. Verify the left and right identification marks and install the positioning **SST** to the front crossmember.

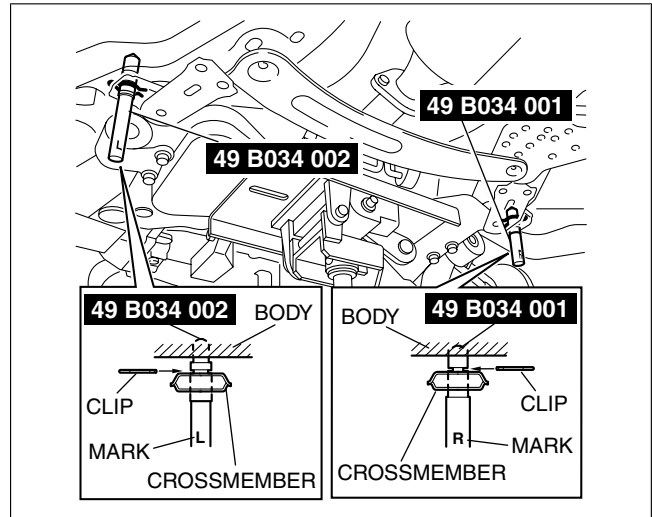
Note

- Verify the identification marks before installation because the left and right parts of the **SST** have different shapes.



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2. Support the front crossmember, front stabilizer, lower arm, and steering gear and linkage using a transmission jack.
3. Raise the transmission jack gradually and install the front crossmember to the vehicle. At this point verify that the **SST** is securely inserted in the positioning holes on the body.
4. Tighten the front crossmember installation bolts and nuts.



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5. Tighten the No.1 engine mount rubber installation bolt.

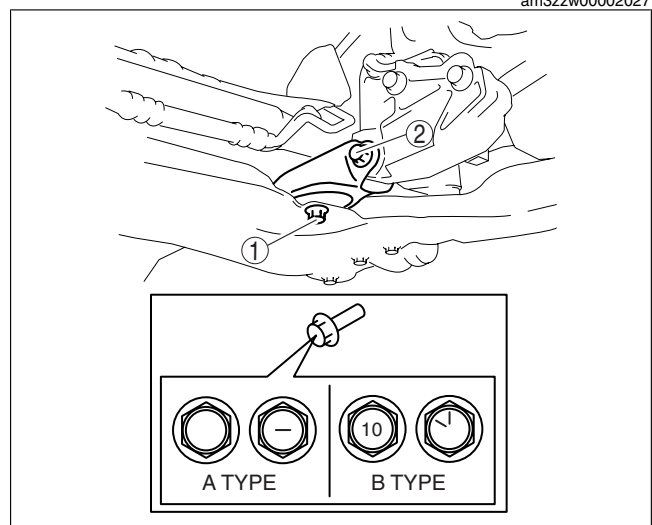
Caution

- When installing the No.1 engine mount, tighten the bolts in order shown in the figure to prevent abnormal noise and vibration after assembly.
- Tighten the bolts while being careful of their length to prevent interference between the steering gear housing and bolt.

Bolt length (measured from below the head)
Front crossmember side: 62 mm {2.441 in}
No.1 engine mount bracket side: 65 mm {2.559 in}

Tightening torque

- A type: 72.6—90.9 N·m {7.5—9.2 kgf·m, 53.6—67.0 ft·lbf}
- B type: 93.1—116.6 N·m {9.5—11.8 kgf·m, 68.7—85.9 ft·lbf}



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