

GROUP 33

FRONT SUSPENSION

CONTENTS

FASTENER TIGHTENING SPECIFICATIONS	33-2	STRUT ASSEMBLY	33-8
SERVICE SPECIFICATIONS	33-2	REMOVAL AND INSTALLATION	33-8
FRONT SUSPENSION DIAGNOSIS .	33-2	INSPECTION	33-9
INTRODUCTION TO FRONT SUSPENSION DIAGNOSIS	33-2	DISASSEMBLY AND REASSEMBLY	33-9
FRONT SUSPENSION DIAGNOSIS TROUBLESHOOTING STRATEGY	33-2	INSPECTION	33-12
SYMPTOM CHART	33-3	LOWER ARM	33-13
SYMPTOM PROCEDURES	33-3	REMOVAL AND INSTALLATION	33-13
SPECIAL TOOLS	33-5	INSPECTION	33-14
ON-VEHICLE SERVICE	33-6	LOWER ARM REAR BUSHING REPLACEMENT	33-15
FRONT WHEEL ALIGNMENT CHECK AND ADJUSTMENT	33-6	STABILIZER BAR*	33-17
LOWER ARM BALL JOINT PLAY CHECK	33-7	REMOVAL AND INSTALLATION	33-17
LOWER ARM BALL JOINT DUST COVER CHECK	33-8	INSPECTION	33-21

WARNINGS REGARDING SERVICING OF SUPPLEMENTAL RESTRAINT SYSTEM (SRS) EQUIPPED VEHICLES

WARNING

- *Improper service or maintenance of any component of the SRS, or any SRS-related component, can lead to personal injury or death to service personnel (from inadvertent firing of the air bag) or to the driver and passenger (from rendering the SRS inoperative).*
- *Service or maintenance of any SRS component or SRS-related component must be performed only at an authorized MITSUBISHI dealer.*
- *MITSUBISHI dealer personnel must thoroughly review this manual, and especially its GROUP 52B - Supplemental Restraint System (SRS) before beginning any service or maintenance of any component of the SRS or any SRS-related component.*

NOTE

The SRS includes the following components: SRS air bag control unit, SRS warning light, front impact sensors, air bag module, side-airbag module, curtain air bag module, side impact sensors, seat belt pre-tensioners, clock spring, and interconnecting wiring. Other SRS-related components (that may have to be removed/installed in connection with SRS service or maintenance) are indicated in the table of contents by an asterisk (*).

FASTENER TIGHTENING SPECIFICATIONS

M1332008500421

Item	Specification
Strut assembly	
Strut mounting nut	47 ± 11 N·m (35 ± 8 ft-lb)
Knuckle and strut connection nut	67 ± 6 N·m (49 ± 4 ft-lb)
Wheel speed sensor harness bracket connection bolt	5.0 ± 2.0 N·m (44 ± 18 in-lb)
Strut nut (Jam nut)	44 ± 5 N·m (32 ± 4 ft-lb)
Lower arm assembly	
Lower arm and crossmember connection bolt (Front)	67 ± 6 N·m (49 ± 4 ft-lb)
Lower arm and crossmember connection nut (Rear)	67 ± 6 N·m (49 ± 4 ft-lb)
Lower arm and knuckle connection nut	65 ± 6 N·m (48 ± 4 ft-lb)
Stabilizer bar	
Stabilizer fixture bolt	23 ± 6 N·m (17 ± 4 ft-lb)
Steering column and steering gear connection bolt	35 ± 7 N·m (26 ± 5 ft-lb)
Tie-rod end connection nut	25 ± 5 N·m (18 ± 4 ft-lb)
Front axle crossmember connection bolt	110 ± 11 N·m (81 ± 8 ft-lb)

SERVICE SPECIFICATIONS

M1332000302281

Item	Standard value
Toe-in	At the center of tire tread mm (in) 0 ± 3 (0.0 ± 0.1)
Camber	$0^{\circ}05' \pm 0^{\circ}45'$ *
Caster	$4^{\circ}00' \pm 0^{\circ}45'$ *
Kingpin inclination	$11^{\circ}35' \pm 1^{\circ}30'$
Lower arm ball joint torque N·m (in-lb)	$0.1 - 5.0$ (1 - 44)
Protruding length of stabilizer link thread part mm (in)	20 ± 1 (0.8 ± 0.04)

NOTE: *: Difference between right and left wheels must be $0^{\circ}30'$ or less.

FRONT SUSPENSION DIAGNOSIS

INTRODUCTION TO FRONT SUSPENSION DIAGNOSIS

M1332009000366

If the front suspension is faulty, the vehicle will not run straightforward or noise will occur. Incorrect wheel alignment, malfunction of strut assembly, stabilizer bar, coil spring, or worn or out-of-balance tires can cause these problems.

FRONT SUSPENSION DIAGNOSIS TROUBLESHOOTING STRATEGY

M1332009100352

Use these steps to plan your diagnostic strategy. If you follow them carefully, you will be sure that you have exhausted most of the possible ways to find a front suspension fault.

1. Gather information from the customer.
2. Verify that the condition described by the customer exists.

3. Find and repair the malfunction by following the Symptom Chart and Symptom Procedures.
4. Verify malfunction is eliminated.

SYMPTOM CHART

M1332009400416

Symptom	Inspection procedure	Reference page
Steering wheel is heavy, vibrates or pulls to one side	1	P.33-3
Excessive body rolling	2	P.33-3
Poor ride	3	P.33-4
Unequal ride height	4	P.33-4
Noise	5	P.33-4

SYMPTOM PROCEDURES

INSPECTION PROCEDURE 1: Steering Wheel is Heavy, Vibrates or Pulls to One Side

DIAGNOSIS

STEP 1. Check the tires.

Refer to GROUP 31, Diagnosis P.31-18.

Q: Are the tires in normal condition?

YES : Replace the tires as necessary, then go to Step 2.

NO : If out of balance, balance the tires as necessary. If excessively worn, replace the tires as necessary and go to Step 5.

STEP 2. Check the wheel alignment.

Refer to P.33-6.

Q: Is the wheel alignment correct?

YES : Go to Step 3.

NO : Adjust it (Refer to P.33-6), then go to Step 5.

STEP 3. Check the lower arm ball joint.

Q: Is the ball joint in good condition?

YES : Go to Step 4.

NO : Replace the lower arm assembly (Refer to P.33-13), then go to Step 5.

STEP 4. Check the coil spring.

Q: Is the coil spring in good condition?

YES : Go to Step 5.

NO : Replace it (Refer to P.33-9), then go to Step 5.

STEP 5. Retest the system.

Q: Is the malfunction eliminated?

YES : The procedure is complete.

NO : Return to Step 1.

INSPECTION PROCEDURE 2: Excessive Body Rolling

DIAGNOSIS

STEP 1. Check for broken or deteriorated stabilizer bar.

Q: Is the stabilizer bar in good condition?

YES : Go to Step 2.

NO : Replace it (Refer to P.33-17), then go to Step 3.

STEP 2. Check the strut assembly for damage.

Q: Is the strut assembly in good condition?

YES : Go to Step 3.

NO : Replace it (Refer to P.33-8), then go to Step 3.

STEP 3. Retest the system.

Q: Is the malfunction eliminated?

YES : The procedure is complete.

NO : Return to Step 1.

INSPECTION PROCEDURE 3: Poor Ride

DIAGNOSIS

STEP 1. Check for improper tire inflation pressure.

Refer to GROUP 31, On-vehicle Service – Tire Inflation Pressure Check [P.31-41](#).

Q: Is the tire inflation correct?

YES : Go to Step 2.

NO : Adjust it, then go to Step 4.

STEP 2. Check for broken or deteriorated coil spring(s).

Q: Are the coil spring(s) broken or deteriorated?

YES : Replace the coil spring(s) (Refer to [P.33-9](#)), then go to Step 4.

NO : Go to Step 3.

STEP 3. Check for strut assembly damage.

Q: Is the strut assembly damaged?

YES : Replace it (Refer to [P.33-8](#)), then go to Step 4.

NO : Go to Step 4.

STEP 4. Retest the system.

Q: Is the malfunction eliminated?

YES : The procedure is complete.

NO : Return to Step 1.

INSPECTION PROCEDURE 4: Unequal Ride Height

DIAGNOSIS

STEP 1. Check for broken or deteriorated coil spring(s).

Q: Is the coil spring(s) broken or deteriorated?

YES : Replace it (Refer to [P.33-9](#)), then go to Step 2.

NO : Go to Step 2.

STEP 2. Retest the system.

Q: Is the malfunction eliminated?

YES : The procedure is complete.

NO : Return to Step 1.

INSPECTION PROCEDURE 5: Noise

DIAGNOSIS

STEP 1. Check for lack of lubrication.

Q: Is lubrication inadequate?

YES : Lubricate it, then go to Step 5.

NO : Go to Step 2.

STEP 2. Check the tightened parts for looseness as well as the bushings for wear.

Q: Are the tightened parts and bushings in good condition?

YES : Go to Step 3.

NO : Replace it (Refer to [P.33-15](#)), then go to Step 5.

STEP 3. Check for broken coil spring.

Q: Is the coil spring broken?

YES : Replace it (Refer to [P.33-9](#)), then go to Step 5.

NO : Go to Step 4.

STEP 4. Check for strut assembly damage.

Q: Is the strut assembly damaged?

YES : Replace it (Refer to [P.33-8](#)), then go to Step 5.

NO : Go to Step 5.

STEP 5. Retest the system.

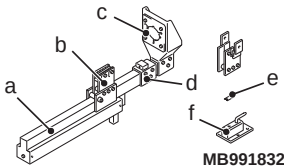
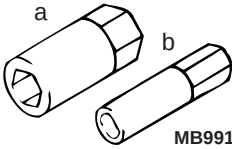
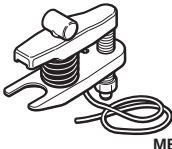
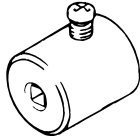
Q: Is the malfunction eliminated?

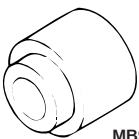
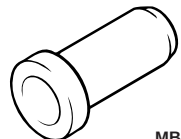
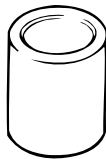
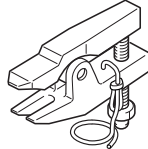
YES : The procedure is complete.

NO : Return to Step 1.

SPECIAL TOOLS

M1332000601245

Tool	Tool number and name	Supersession	Application
 MB991004	MB991004 Wheel alignment gauge attachment	MB991004-01 or General service tool	Measurement of wheel alignment <Vehicles with aluminum wheels>
 MB991832	MB991832 a. MB991793 b. MB991795 c. MB991794 d. MB991829 e. MB991831 f. MB991830 Spring compressor set a. Spring compressor b. Attachment A c. Upper plate d. Arm bracket e. Spacer f. Fixture	General service tool	Front coil spring compression <i>NOTE: The coil spring can not be compressed by following conventional special tools.</i> • MB991237 Spring compressor body • MB991238 Arm set
 MB991680	MB991680 a. MB991681 b. MB991682 Wrench set a. Wrench b. Socket	—	Strut assembly disassembly and reassembly
 MB991897	MB991897 or MB992011 Ball joint remover	General service tool	Disconnection of knuckle and ball joint
 MB991006	MB991006 Preload socket	MB990228-01	Measurement of Lower arm ball joint rotation starting torque

Tool	Tool number and name	Supersession	Application
 MB990800	MB990800 Ball joint remover and installer	MB990800-01or General service tool	Removal of lower arm bushing
 MB991389	MB991389 Bush remover base	—	Removal of lower arm bushing
 MB990727	MD998375 Crankshaft front oil seal installer	—	Press-fit of lower arm bushing
	MB992868 Base spacer	—	
	MB990643 Base	—	
 B991113	Steering linkage puller	—	Disconnection of knuckle and ball joint

ON-VEHICLE SERVICE

FRONT WHEEL ALIGNMENT CHECK AND ADJUSTMENT

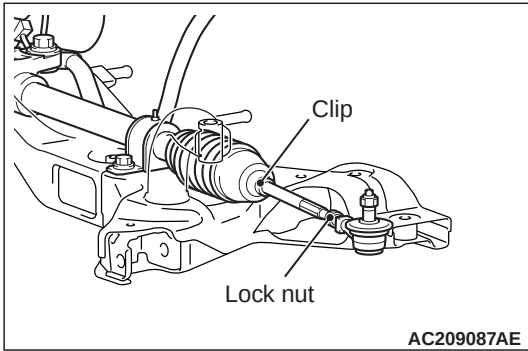
M1331000901920

Measure wheel alignment with alignment equipment on a level surface. The front suspension, steering system, wheels, and tires should be serviced to normal condition before measuring wheel alignment.

TOE-IN

Standard value:

At the center of tire tread: $0 \pm 3 \text{ mm}$ ($0.0 \pm 0.1 \text{ in}$)



1. Adjust the toe-in by undoing the clip and lock nut, and turning the left and right tie rod turnbuckles by the same amount (in opposite directions).

NOTE: The toe will move out as the left turnbuckle is turned toward the front of the vehicle and the right turnbuckle is turned toward the rear of the vehicle.

2. Install the clip and tighten the lock nut to the specified torque.

Tightening torque: 34 ± 5 N·m (25 ± 4 ft·lb)

3. Confirm that the toe-in is at the standard value.
4. Use a turning radius gauge to check that the steering angle is at the standard value (Refer to P.37-58).

CAMBER, CASTER AND KINGPIN INCLINATION

Standard value:

Item	Specification
Camber	$0^{\circ}05' \pm 0^{\circ}45'^*$
Caster	$4^{\circ}00' \pm 0^{\circ}45'^*$
Kingpin inclination	$11^{\circ}35' \pm 1^{\circ}30'$

NOTE:

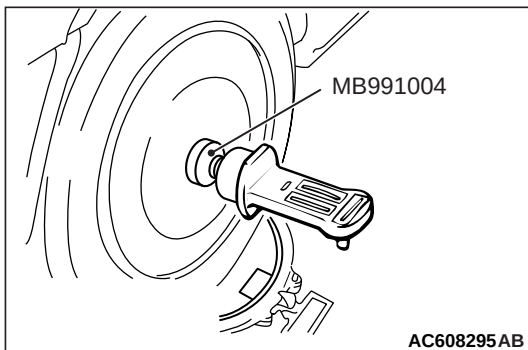
- *: Difference between right and left wheels must be $0^{\circ}30'$ or less.
- The camber and the caster are pre-adjusted at factory and not adjustable.

CAUTION

Do not apply the vehicle weight to the wheel bearing while loosening the driveshaft nut.

NOTE: For vehicles with aluminum wheels, tighten special tool wheel alignment gauge attachment (MB991004) to the specified torque, then measure the camber.

Tightening torque: 270 ± 27 N·m (199 ± 20 ft·lb)



LOWER ARM BALL JOINT PLAY CHECK

M1332015000417

1. Raise the vehicle.
2. Move the lower arm up and down by hand, and check for the ball joint end play. If there is a play, replace the lower arm assembly.(Refer to P.33-13.)

LOWER ARM BALL JOINT DUST COVER CHECK

M1332008601120

1. Press the lower arm ball joint dust cover with your finger to check that there are no cracks or damage in the lower arm ball joint cover.
2. If the lower arm ball joint dust cover is cracked or damaged, replace the lower arm assembly (Refer to [P.33-13](#)).

NOTE: If the lower arm ball joint dust cover is cracked or damaged, it is possible that there may also be damage to the ball joint.

STRUT ASSEMBLY

REMOVAL AND INSTALLATION

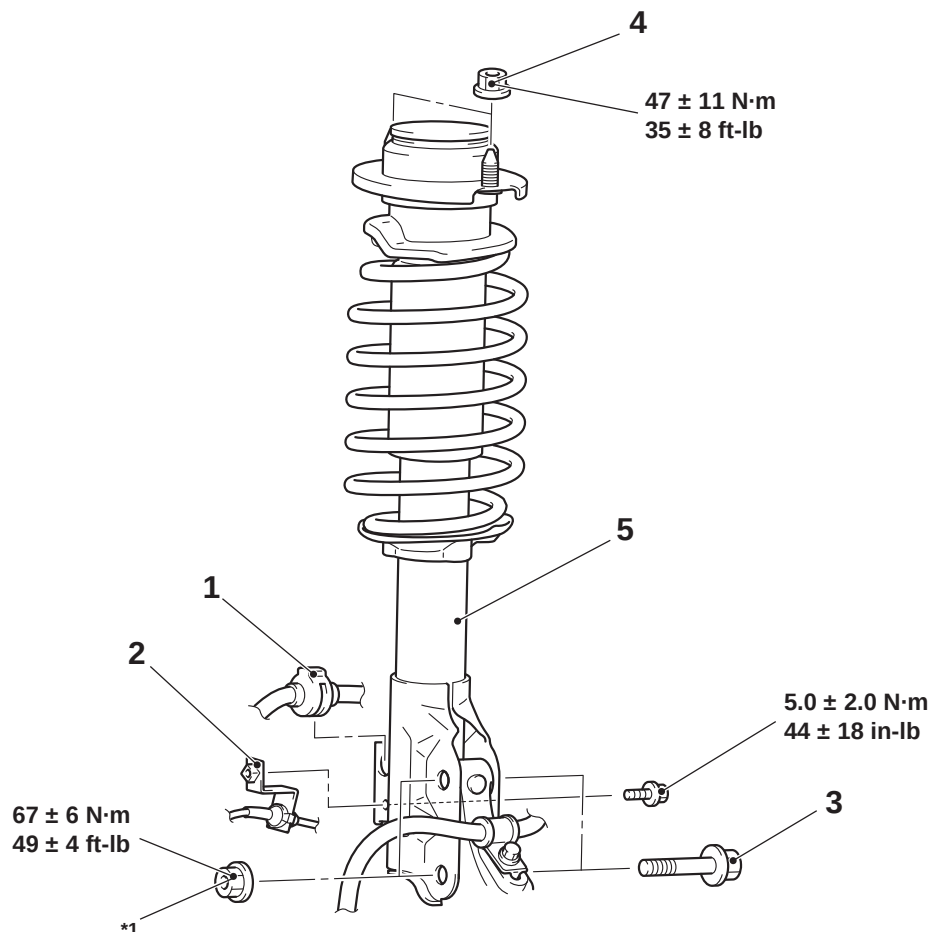
M1332001101663

CAUTION

- The parts indicated by *1 are the nut with friction coefficient stabilizer. In removal, ensure there is no damage, clean dust and soiling from the bearing and thread surfaces, and tighten them to the specified torque.

Post-installation Operation

- Front Wheel Alignment Check and Adjustment (Refer to [P.33-6](#)).



ACC01744 AB

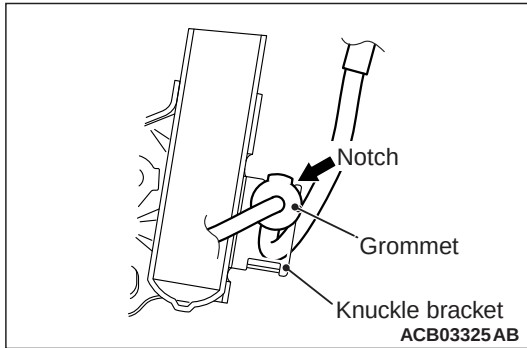
- >>A<< Removal steps**
1. Brake hose grommet
 2. Front wheel speed sensor harness bracket

- Removal steps (Continued)**
3. Knuckle connection
 4. Strut nut
 5. Strut assembly

INSTALLATION SERVICE POINT

>>A<< BRAKE HOSE GROMMET INSTALLATION

Insert grommet to knuckle bracket securely as shown. The notch of grommet must be coincided with the top end of knuckle bracket.



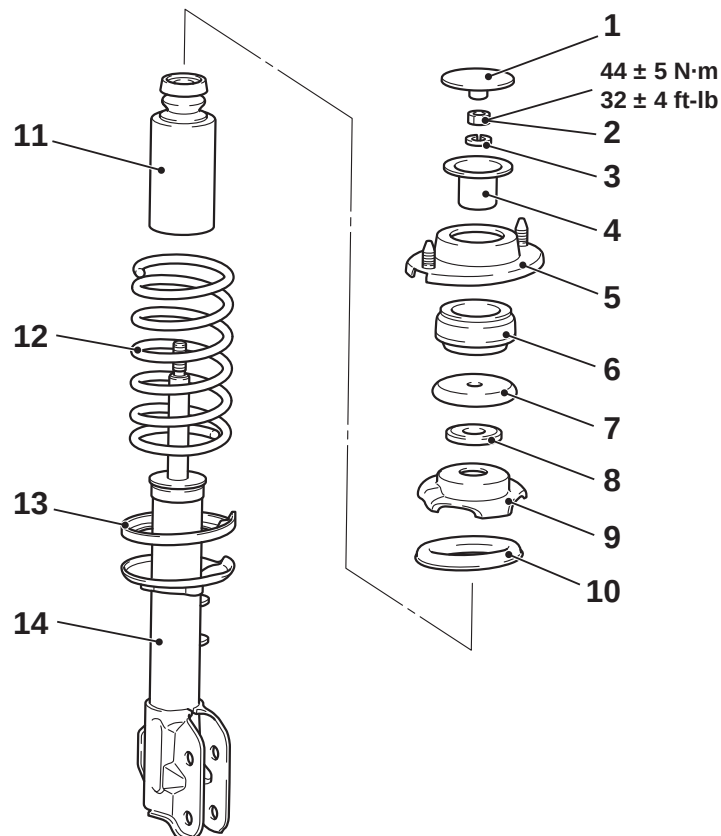
INSPECTION

- Check for oil leaks from the strut assembly.
- Check the strut assembly for damage or deformation.

M1332001200601

DISASSEMBLY AND REASSEMBLY

M1332001301184



ACC05711AB

- <<A>> >>A<<
- Disassembly steps**
1. Dust cover
 2. Strut nut
 3. Spring washer
 4. Strut stopper
 5. Strut insulator bracket
 6. Strut insulator rubber
 7. Strut support
 8. Strut bearing
 9. Upper spring seat
 10. Spring pad (upper)
 11. Strut damper

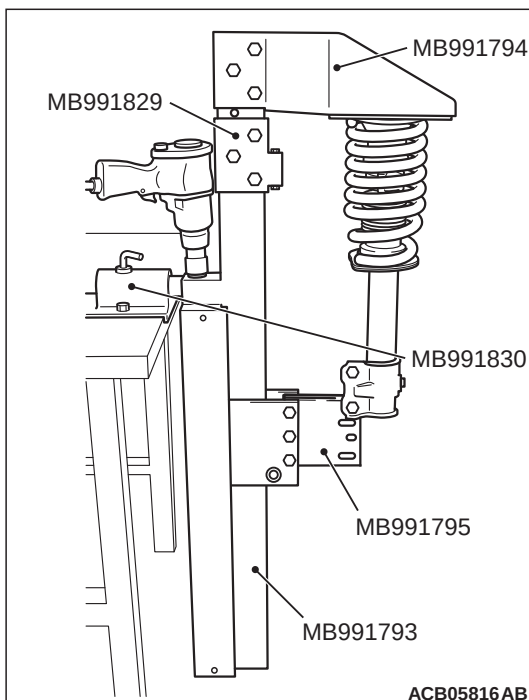
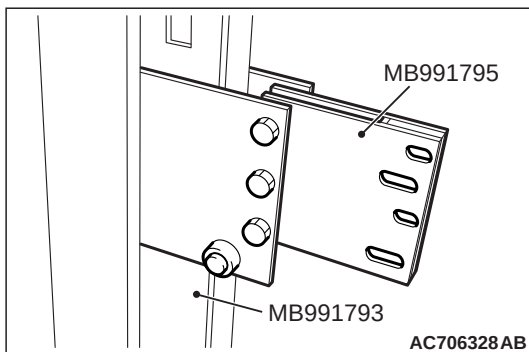
- Disassembly steps**
12. Coil spring
 13. Spring pad (lower)
 14. Strut
- <>

Required Special Tools:

- MB991681: Wrench
- MB991793: Spring compressor
- MB991829: Arm bracket
- MB991794: Upper plate
- MB991795: Attachment A
- MB991830: Fixture

DISASSEMBLY SERVICE POINTS**<<A>> STRUT NUT REMOVAL**

1. Set the attachment A (MB991793) to the spring compressor (special tool: MB991795) as shown in the figure.



2. Set the following special tools to the strut assembly.

- Spring compressor (MB991793)
- Attachment A (MB991795)
- Arm bracket (MB991829)
- Upper plate (MB991794)
- Fixture (MB991830)

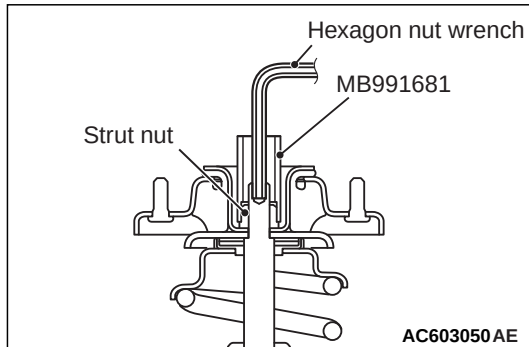
NOTE: Use the bolts and nuts removed from the vehicle to secure the strut, and tighten them lightly by hand.

3. After setting the strut assembly, operate the spring compressor and compress the coil spring by approximately 5 mm.

⚠ CAUTION

The locking nut for the piston rod inside the strut may be loose. Do not use the impact wrench to loosen the strut nut.

4. Counterhold the piston rod, then use the wrench (special tool: MB991681) to remove the strut nut.

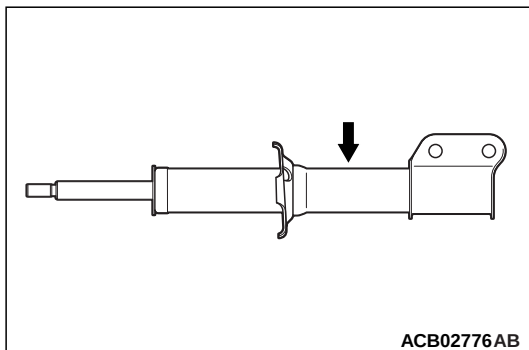


<> STRUT DISPOSAL

⚠ CAUTION

Wear the protective glasses. Although the gas is harmless, drilling chips may be blown out by the gas.

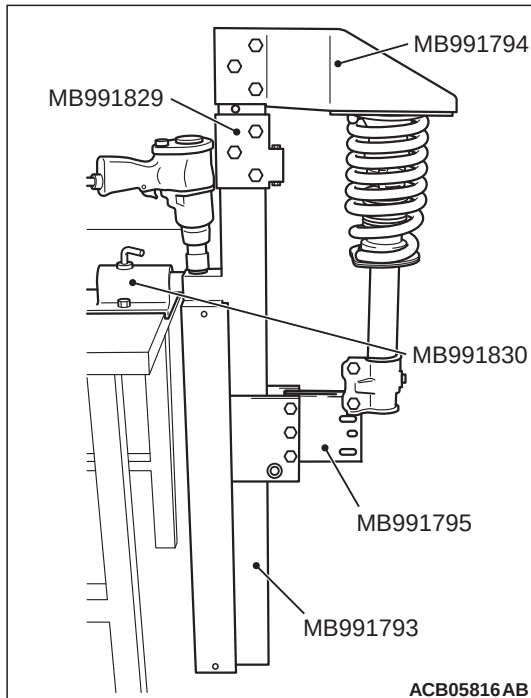
The gas must be discharged from the strut before discarding it. Place the strut horizontally with its piston rod extended. Then drill a hole of approximately 3 mm in diameter at the location shown in the illustration and discharge the gas.



ASSEMBLY SERVICE POINT

>>A<< STRUT NUT INSTALLATION

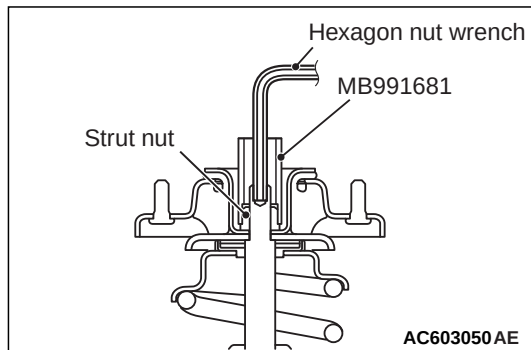
1. Check that both of the coil spring ends align with the spring seat groove correctly.

**⚠ CAUTION**

Be careful that the hand is not pinched by the coil spring when aligning the piston rod with the hole of upper insulator while compressing the coil spring.

2. While passing the strut piston rod through the hole of upper insulator by hand, slowly compress the coil spring by the following special tool:

- Spring compressor (MB991793)
- Attachment A (MB991795)
- Arm bracket (MB991829)
- Upper plate (MB991794)
- Fixture (MB991830)

**⚠ CAUTION**

The locking nut for the piston rod inside the strut may be loose. Do not use the impact wrench to loosen the strut nut.

3. Counterhold the piston rod, then use the wrench (special tool: MB991681) to tighten the strut nut to the specified torque.

Tightening torque: 44 ± 5 N·m (32 ± 4 ft-lb)

INSPECTION

M1332001400371

- Check the strut bearing for wear or rust.
- Check the rubber parts for damage or deterioration.
- Check the coil spring for deformation, deterioration or damage.
- Check the strut for deformation.

LOWER ARM

REMOVAL AND INSTALLATION

M1332001601925

CAUTION

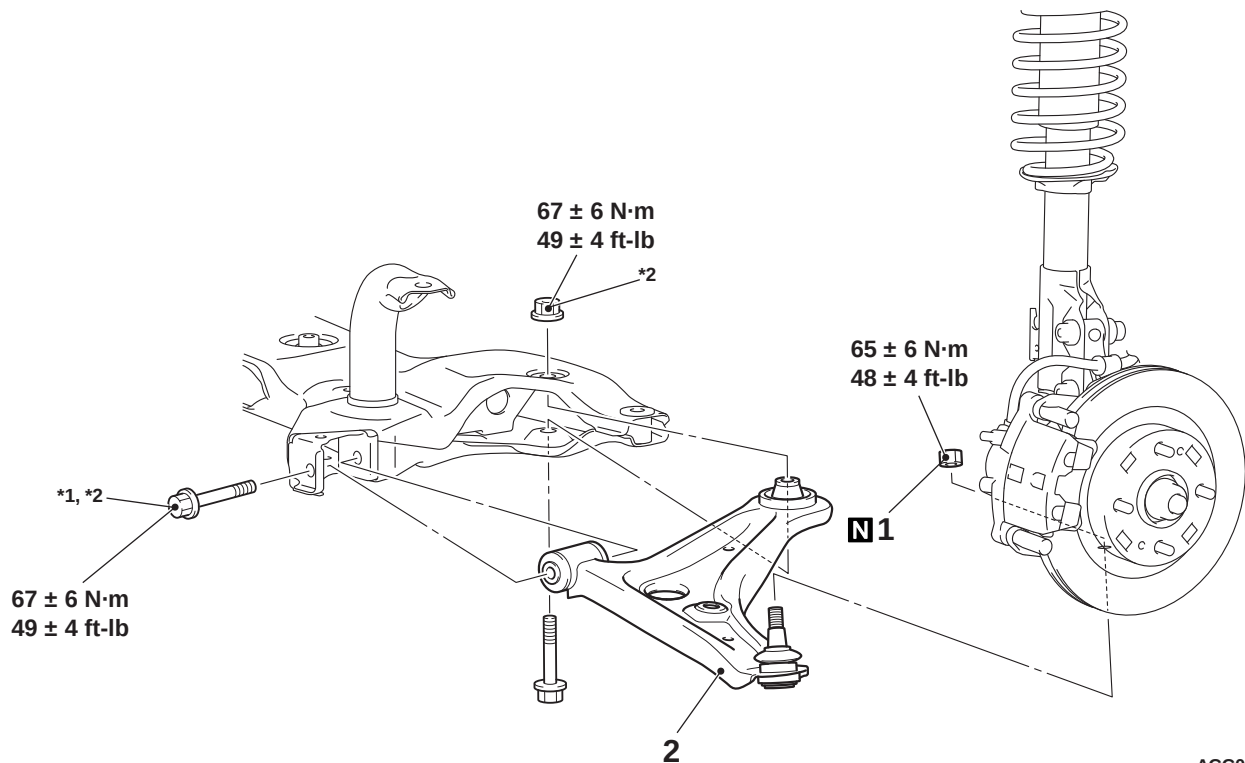
- The parts indicated by ^{*1} should be temporarily tightened, and then fully tightened with the vehicle standing on the ground and the curb weight condition.
- The parts indicated by ^{*2} are the bolts with friction coefficient stabilizer. In removal, ensure there is no damage, clean dust and soiling from the bearing and thread surfaces, and tighten them to the specified torque.

Pre-removal operation

- Front under cover removal (Refer to GROUP 51, Under Cover Removal and Installation [P.51-15](#)).
- Lower arm assembly and Stabilizer bar Connection Removal (Refer to GROUP 33, Stabilizer bar Removal and Installation [P.33-21](#)).

Post-installation operation

- Using your fingers, press the Ball Joint Dust Cover to check for a crack or damage.
- Front wheel alignment check and adjustment (Refer to [P.33-6](#)).
- Lower arm assembly and Stabilizer bar Connection Installation (Refer to GROUP 33, Stabilizer Bar Removal and Installation [P.33-21](#)).
- Front under cover installation (Refer to GROUP 51, Under Cover Removal and Installation [P.51-15](#)).
- Check the beam direction of the headlight (Low beam) (Refer to GROUP 54A – Headlight Aiming [P.54A-93](#)).



ACC04719AC

Removal steps

- <<A>>
1. Self-locking nut (Lower arm and knuckle connection)
 2. Lower arm assembly

Required Special Tools:

- MB991897 or MB992011: Ball Joint Remover

- MB991006: preload socket
- MB990800: Ball joint remover and installer
- MB991389: Bush remover base
- MD998375: Crankshaft front oil seal installer
- MB992868: Base spacer
- MB990643: Base

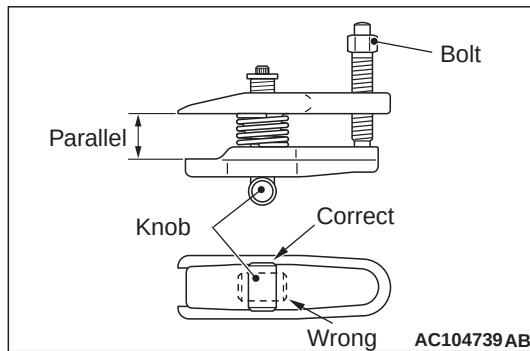
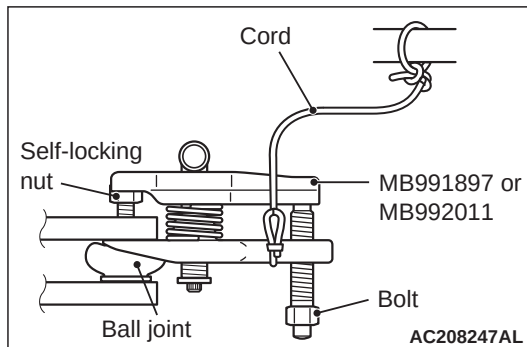
REMOVAL SERVICE POINT

<<A>> SELF-LOCKING NUT REMOVAL (LOWER ARM BALL JOINT DISCONNECTION)

⚠ CAUTION

- The self-locking nut must be only loosened but not removed from the ball joint. Be sure to use the special tool.
- To prevent the special tool from dropping off, suspend it with a cord.

1. Install the special tool ball joint remover (MB991897 or MB992011) as shown in the figure.



2. Turn the bolt and knob to make the special tool insert horizontal, then hand-tighten the bolt. After tightening, verify that the insert is still horizontal.

NOTE: When adjusting the special tool wedge horizontally, position the knob as shown.

3. Turn the bolt to disengage the lower arm ball joint from the knuckle.

INSPECTION

M1332001701234

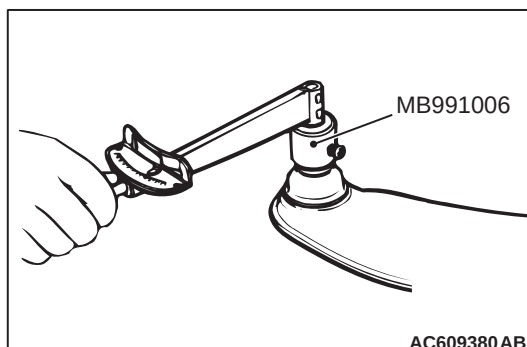
- Check the lower arm bushing for wear and deterioration.
- Check the lower arm assembly for bend or breakage.
- Check all bolts for condition and straightness.

LOWER ARM BALL JOINT ROTATION STARTING TORQUE

1. Move the lower arm ball joint stud back and forth for several times, and measure the lower arm ball joint rotation torque using the special tool preload socket (MB991006).

Standard value: 0.1 – 5.0 N·m (1 – 44 in·lb)

2. If the measured value is not within the standard value, or if the ball joint is difficult to turn or does not turn smoothly, replace the lower arm assembly (Refer to [P.33-13](#)).



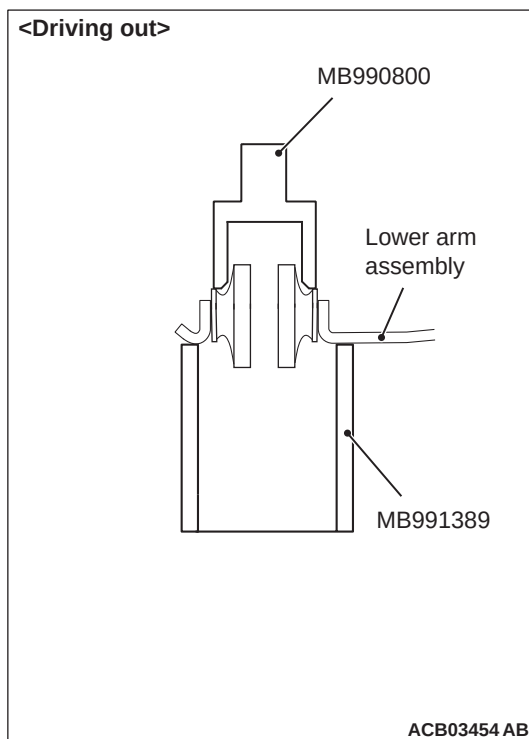
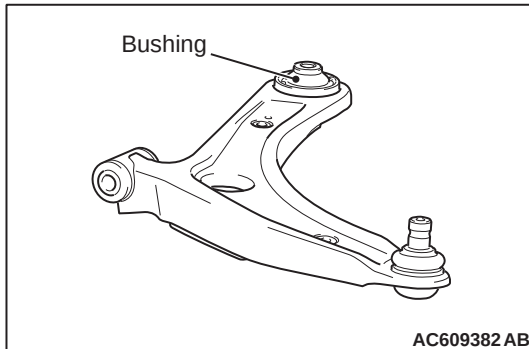
LOWER ARM BALL JOINT DUST COVER CHECK

Refer to [P.33-8](#)

LOWER ARM REAR BUSHING REPLACEMENT

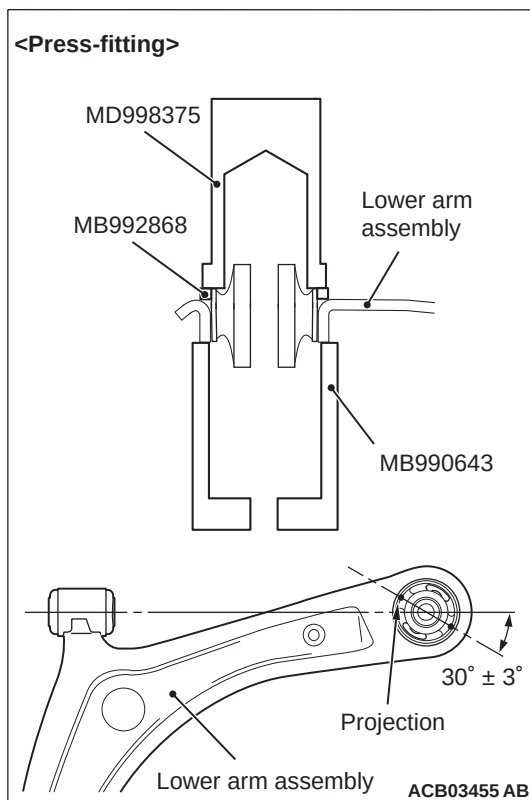
M1332008101103

Replace the back side bushing according to the following procedure.



1. Use the following special tools to remove the bushing:

- MB990800 (Ball joint remover and installer)
- MB991389 (Bush remover base)



2. Use the following special tools to locate the front suspension lower arm bushing protrusion as shown in the figure. Press-fit the special tool until it reaches the lower arm assembly.

- MD998375 (Crankshaft front oil seal installer)
- MB992868 (Base spacer)
- MB990643 (Base)

STABILIZER BAR

REMOVAL AND INSTALLATION

M1332004001278

CAUTION

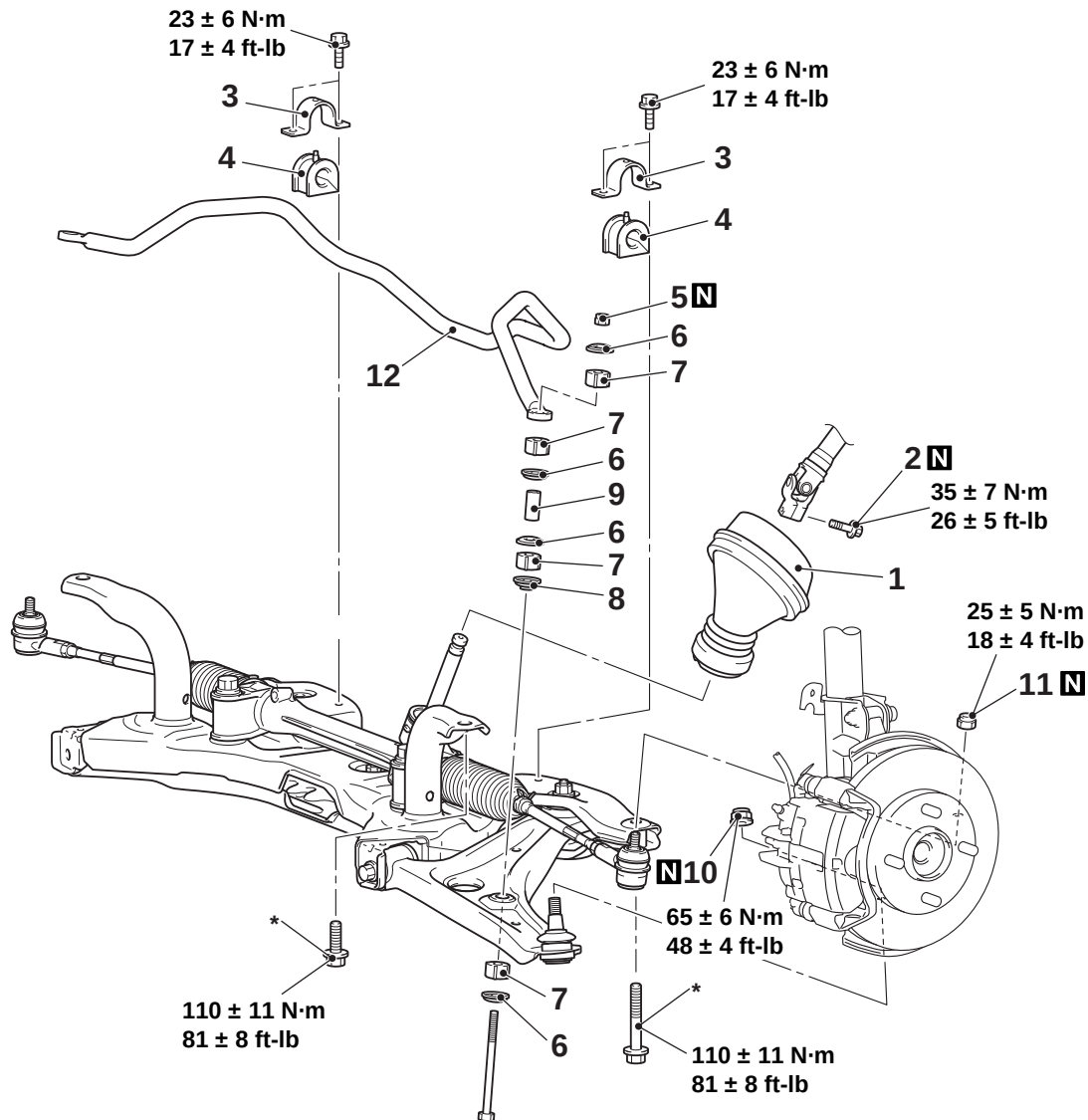
- Before removing the steering wheel and air bag module assembly, refer to GROUP 52B, Service Precautions [P.52B-5](#) and Air Bag Module and Clock Spring [P.52B-232](#). Also, put the front wheels in straight-ahead position. Failure to do so may damage the SRS clock spring and render the SRS air bag inoperative, which results serious driver injury.
- The parts indicated by *² are the bolts with friction coefficient stabilizer. In removal, ensure there is no damage, clean dust and soiling from the bearing and thread surfaces, and tighten them to the specified torque.

Pre-removal Operation

- Steering Wheel and Air Bag Module Assembly Removal (Refer to GROUP 37, Steering Wheel [P.37-62](#)).
- Engine roll stopper rod assembly (Refer to GROUP 32, Engine Roll Stopper, Center Member [P.32-4](#)).
- Front Exhaust Pipe Removal (Refer to GROUP 15, Exhaust Pipe and Main Muffler [P.15-10](#)).

Post-installation Operation

- Front Exhaust Pipe Installation (Refer to GROUP 15, Exhaust Pipe and Main Muffler [P.15-10](#)).
- Engine roll stopper rod assembly (Refer to GROUP 32, Engine Roll Stopper, Center Member [P.32-4](#)).
- Steering Wheel and Air Bag Module Assembly Installation (Refer to GROUP 37, Steering Wheel [P.37-62](#)).
- Check the dust covers for cracks or damage by pushing it with your finger.
- Checking Steering Wheel Position with Wheels Straight Ahead
- Front Wheel Alignment Check and Adjustment (Refer to [P.33-6](#)).



ACC02956AE

Removal steps

- >>D<< 1. Steering shaft joint dust cover
>>C<< 2. Bolt (securing the steering gear to the assembly)
>>B<< 3. Fixture
>>B<< 4. Bushing
>>A<< 5. Self-locking nut
6. Joint cup (A)
7. Stabilizer link rubber
8. Joint cup (B)
9. Stabilizer link collar

Removal steps (Continued)

- <<A>> 10. Self-locking nut (securing the lower arm to the knuckle)
<<A>> 11. Self-locking nut (securing the tie-rod end to the knuckle)
<> • Front crossmember
12. Stabilizer bar

Required Special Tools:

- MB991113: Steering linkage puller

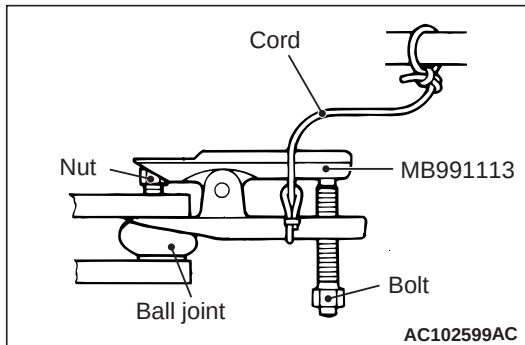
REMOVAL SERVICE POINT

<<A>> LOWER ARM AND KNUCKLE/TIE ROD END AND KNUCKLE DISCONNECTION

⚠ CAUTION

- Do not remove the nut from ball joint. Loosen it and use special tool steering linkage puller (MB991113) to avoid possible damage to ball joint threads.
- Hang special tool steering linkage puller (MB991113) with a cord to prevent it from falling.

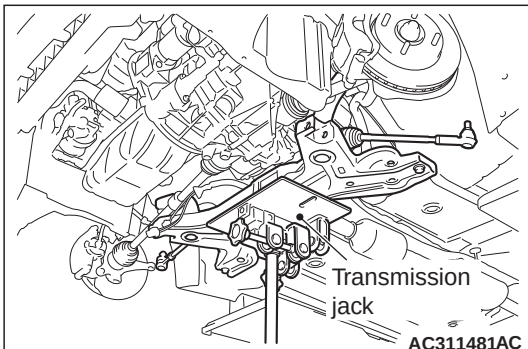
Replace the self-locking nut for lower arm ball joint with a regular nut, and then install special tool steering linkage puller (MB991113) as shown in the figure.



<> STABILIZER BAR REMOVAL

Carry out the following operations to ensure working space in order to remove the stabilizer bar.

1. Use a transmission jack to hold the crossmember, and then remove the crossmember mounting nuts and bolts.
2. Lower the crossmember until the stabilizer bar can be removed.

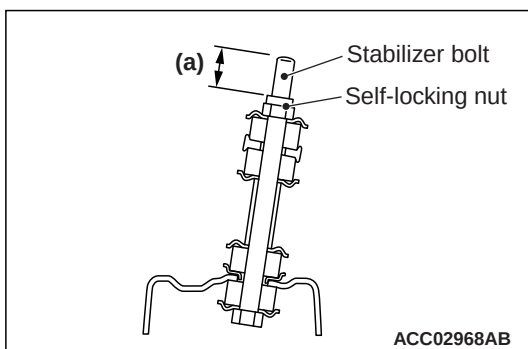


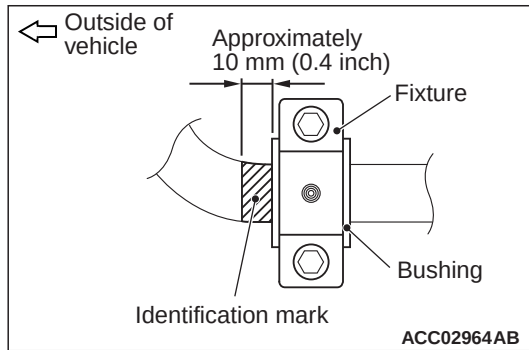
INSTALLATION SERVICE POINTS

>>A<< JOINT CUP (A)/STABILIZER LINK RUBBER/JOINT CUP (B)/STABILIZER LINK COLLAR INSTALLATION

Tighten the self-locking nut until the stabilizer rubber thread part protruding length meets the standard value.

Standard value (a): 20 ± 1 mm (0.8 ± 0.04 inch)



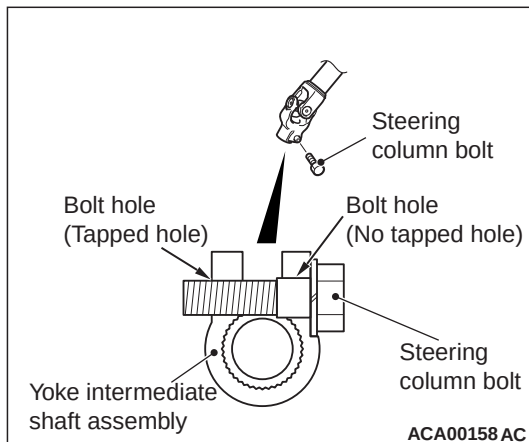
**>>B<< BUSHING/FIXTURE INSTALLATION**

Align the stabilizer bar identification mark with the right end of the bushing (LH).

**>>C<< STEERING COLUMN BOLT
(INTERMEDIATE SHAFT ASSEMBLY AND
STEERING GEAR & LINKAGE CONNECTION)
INSTALLATION**

Insert the steering column bolt into the no-tapped bolt hole, and tighten it to the specified torque.

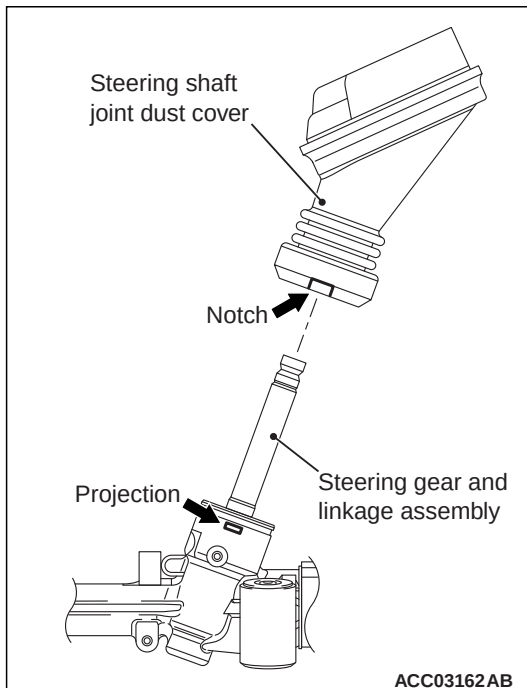
Tightening torque: 35 ± 7 N·m (26 ± 5 ft-lb)

**>>D<< STEERING SHAFT JOINT DUST COVER
INSTALLATION**

Install the steering shaft joint dust cover so that the cover notch is aligned with the projection of the steering gear and linkage assembly.

Shall fit the steering shaft joint dust cover in steering gear and linkage assembly cater-corner, then fit in all round until the lip shall be fitted into groove of steering gear and linkage assembly.

Shall pull the steering shaft joint dust cover to confirm that the steering shaft joint dust cover is fitted into steering gear and linkage assembly securely.



INSPECTION

M1332002000990

- Check the bushings for wear and deterioration.
- Check the stabilizer bar for deterioration or damage.
- Check all bolts for condition and straightness.

NOTES