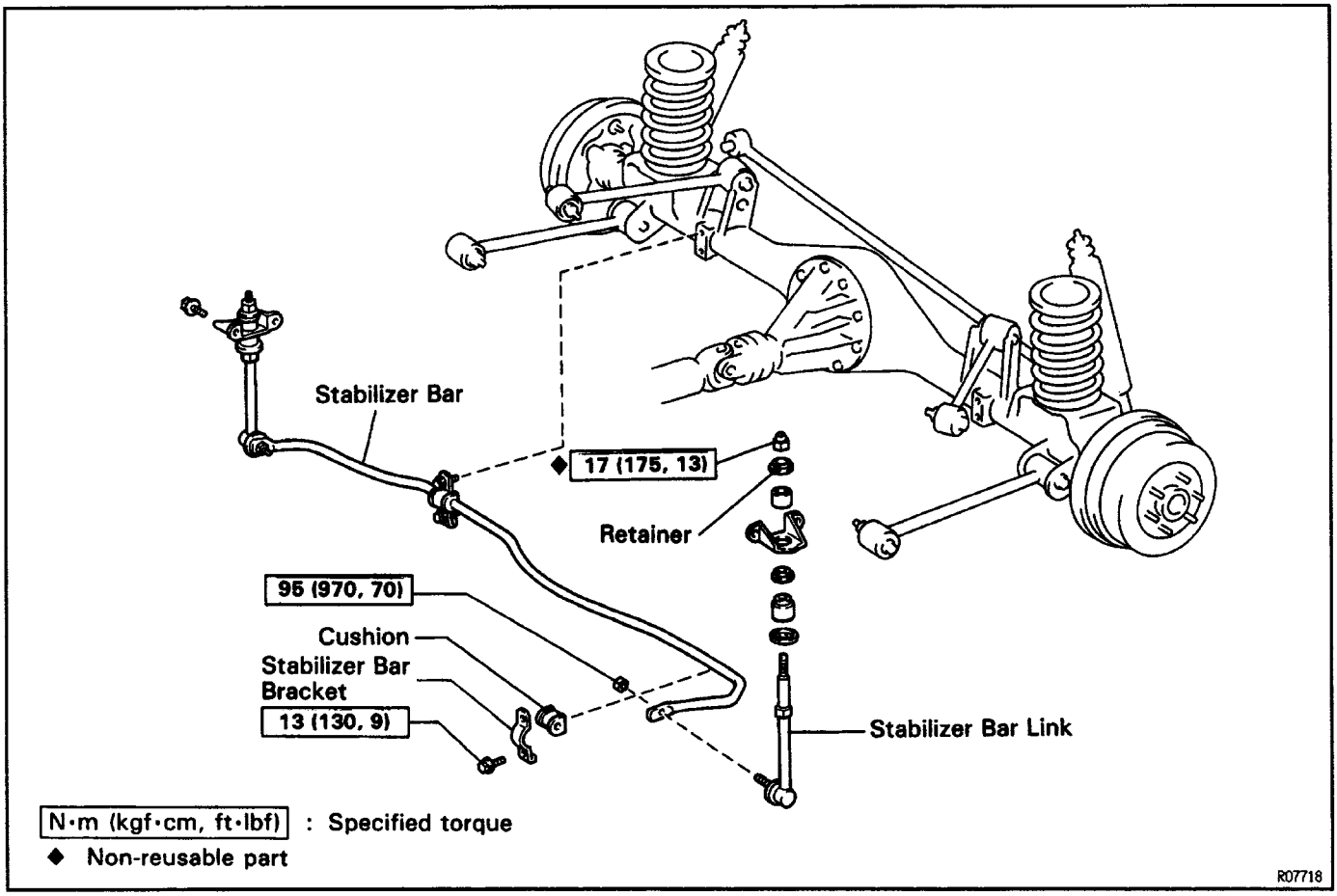
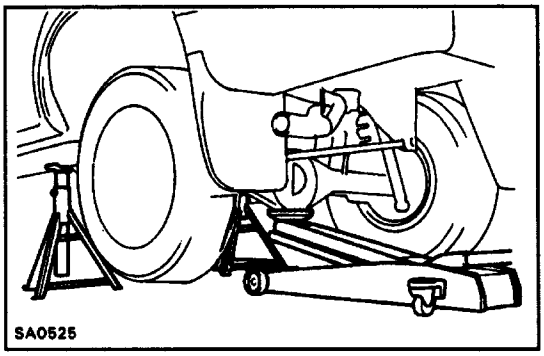
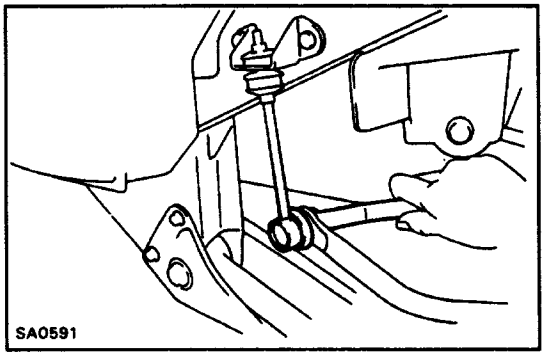
STABILIZER BAR
COMPONENTS





STABILIZER BAR REMOVAL

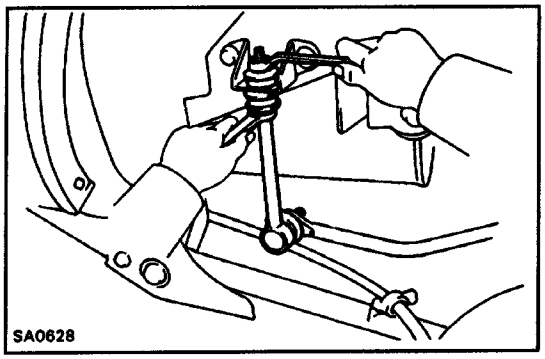
1. JACK UP AND SUPPORT VEHICLE



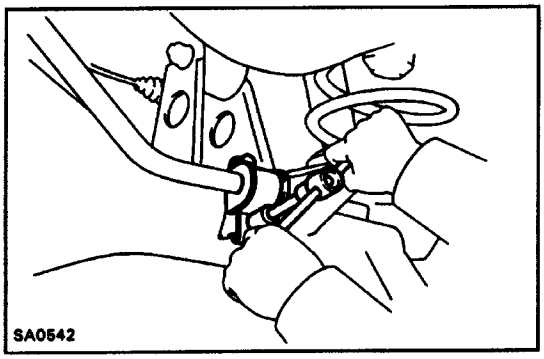
2. REMOVE BOTH STABILIZER BAR LINKS

(a) Remove the nuts and disconnect the stabilizer bar from the stabilizer bar links.

HINT: If the ball joint stud turns together with the nut, use a hexagon wrench to hold the stud.

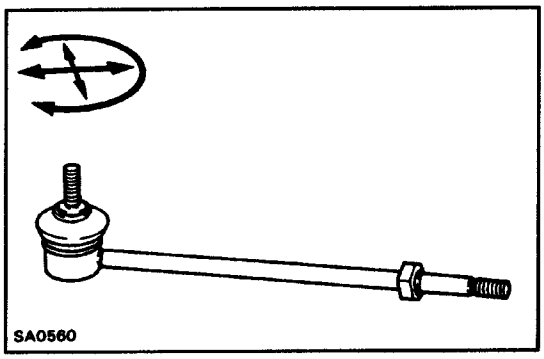


(b) Hold the stabilizer bar link with a wrench and remove the nuts, retainers, cushions and links.
(c) Remove the retainers and cushions from the stabilizer bar links.



3. REMOVE STABILIZER BAR FROM REAR AXLE HOUSING

Remove the bolts and stabilizer bar with cushions and brackets.

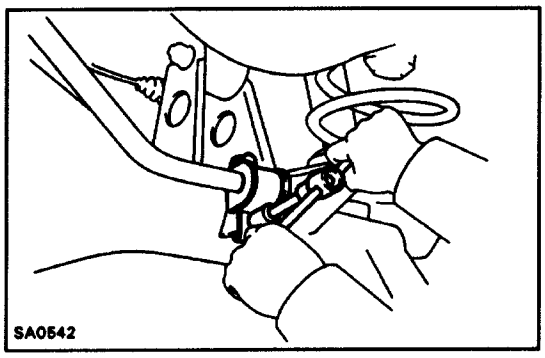


STABILIZER BAR LINK INSPECTION

INSPECT STABILIZER BAR LINK

Rotate the ball joint stud in all directions.

If the movement is not smooth and free, replace the stabilizer link.

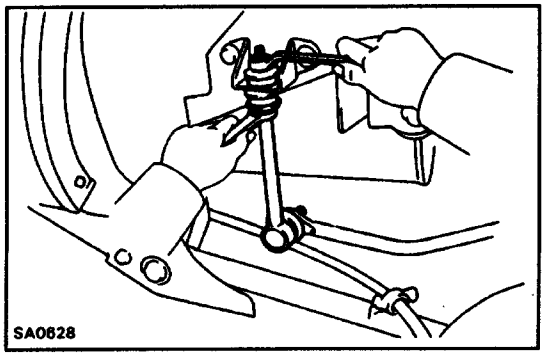


REAR STABILIZER BAR INSTALLATION

1. INSTALL STABILIZER TO REAR AXLE HOUSING

(a) Place the stabilizer bar to the rear axle housing.
(b) Install the cushions and brackets with the bolts.

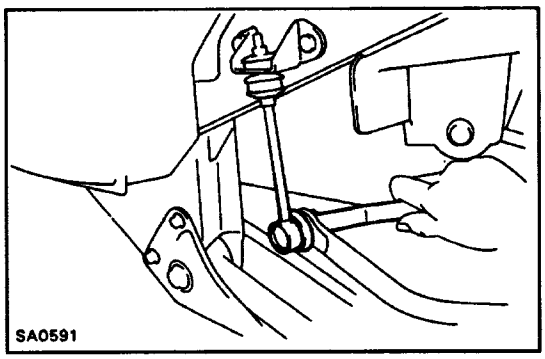
Torque: 13 N–m (130 kgf–cm, 9 ft–lbf)



2. INSTALL BOTH STABILIZER BAR LINKS

(a) Install the retainers and cushions from the stabilizer bar links.
(b) Install the links, cushions and retainers onto the frame, as shown.

Torque: 17 N–m (175 kgf–cm, 13 ft–lbf)



(c) Connect the both stabilizer bar to the links with the nuts.

Torque: 95 N–m (970 kgf–cm, 70 ft–lbf)

HINT: If the ball joint stud turns together with the nut, use a hexagon wrench to hold the stud.

3. LOWER VEHICLE