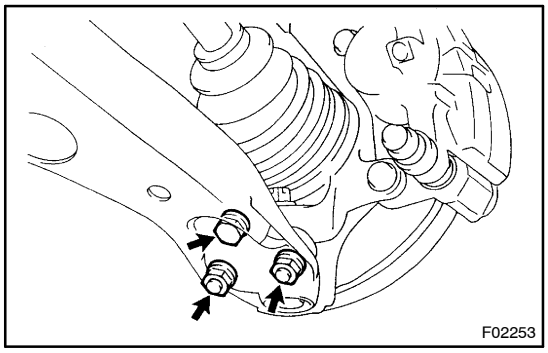
SA1OS–01

REMOVAL

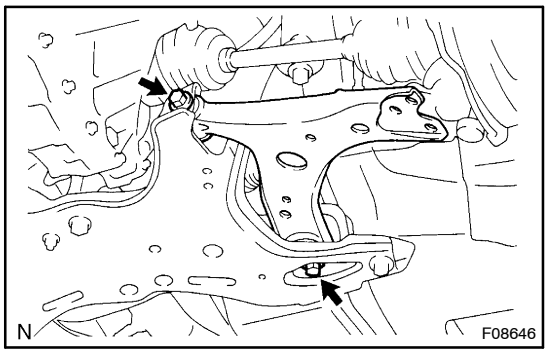
1. REMOVE FRONT WHEEL
Torque: 103 N·m (1,050 kgf·cm, 76 ft·lbf)

2. M/T or A/T RH side:
REMOVE LOWER SUSPENSION ARM

(a) Remove the engine under cover.



(b) Remove the bolt and 2 nuts, and disconnect the lower suspension arm from the lower ball joint.
Torque: 142 N·m (1,450 kgf·cm, 105 ft·lbf)



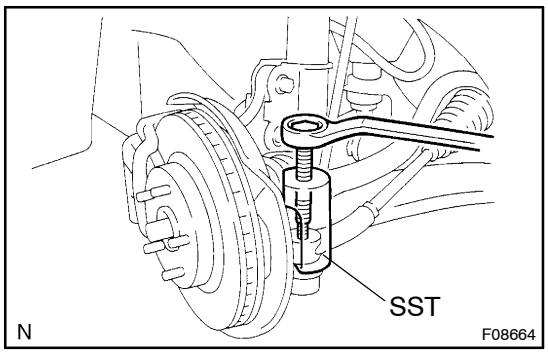
(c) Remove the 2 bolts, nut and lower suspension arm.
Torque: 137 N·m (1,397 kgf·cm, 101 ft·lbf)

HINT:
At the time of installation, after stabilizing the suspension, torque the bolts.

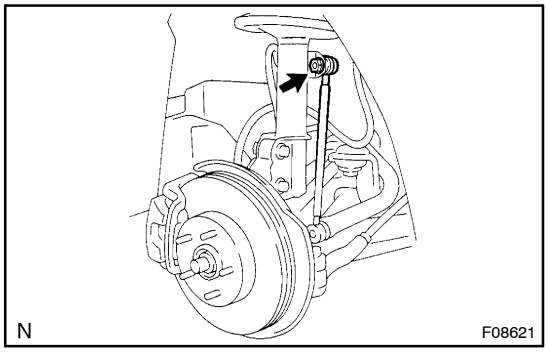
3. A/T LH side:
REMOVE LOWER SUSPENSION ARM

(a) Remove the engine under covers.
(b) Disconnect the RH and LH tie rod ends.
(1) Remove the cotter pin and nut.
Torque: 49 N·m (500 kgf·cm, 36 ft·lbf)

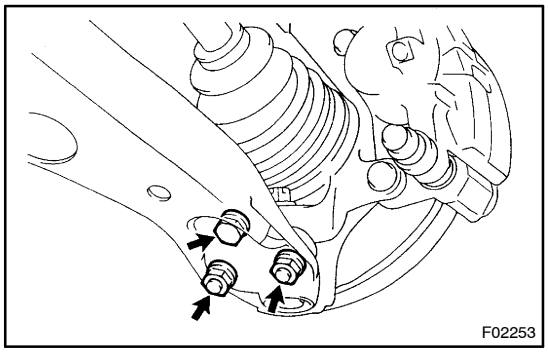
HINT:
At the time of installation, if the holes for a new cotter pin are not aligned, tighten the nut further up to 60°.



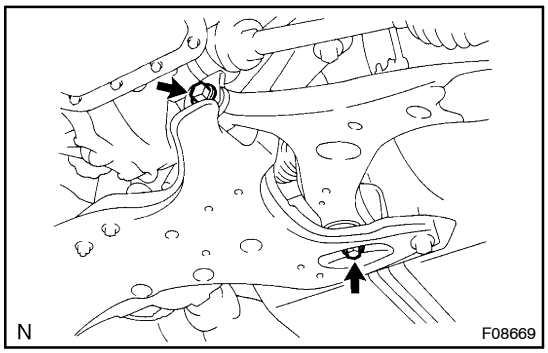
(2) Using SST, disconnect the tie rod end from the steering knuckle.
SST 09610–20012
(3) Employ the same manner described above to the other side.



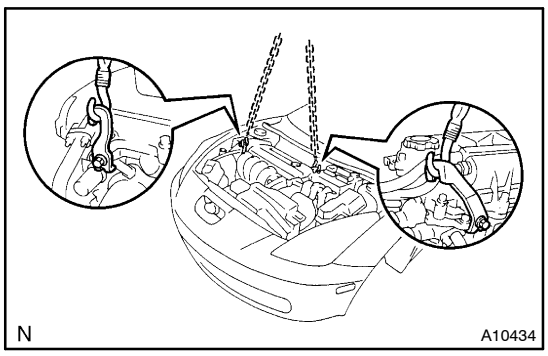
(c) Disconnect the RH and LH stabilizer bar links.
(1) Remove the nut and disconnect the stabilizer bar link from the shock absorber.
Torque: 44 N·m (449 kgf·cm, 32 ft·lbf)
HINT:
If the ball joint turns together with the nut, use a hexagon (5 mm) wrench to hold the stud.
(2) Employ the same manner described above to the other side.



(d) Disconnect the RH and LH lower suspension arms from the lower ball joints.
(1) Remove the bolt and 2 nuts, and disconnect the lower suspension arm from the lower ball joint.
Torque: 142 N·m (1,450 kgf·cm, 105 ft·lbf)
(2) Employ the same manner described above to the other side.

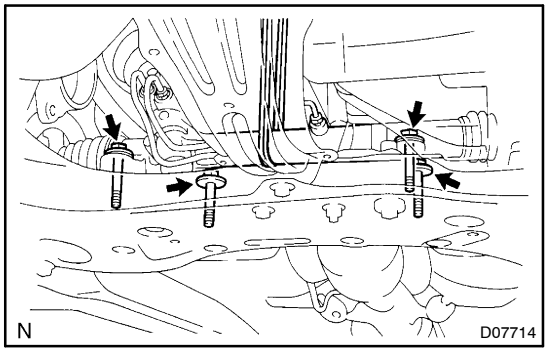


(e) Loosen the lower suspension arm set bolts.
Torque: 137 N·m (1,397 kgf·cm, 101 ft·lbf)
HINT:
At the time of installation, after stabilizing the suspension, torque the bolts.
(f) Remove the engine hood (See page BO–9).

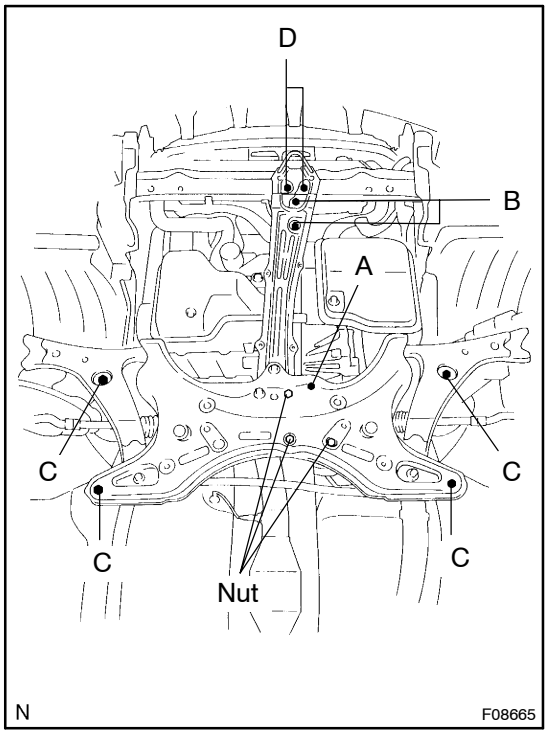


(g) Attach the engine sling device to the engine hangers.
(1) Disconnect the 2 PCV hoses.
(2) Install the No. 1 and No. 2 engine hangers in the correct direction.
Parts No. : (1ZZ–FE engine)
No. 1 engine hanger: 12281–22021
No. 2 engine hanger: 12281–15040 or 12281–15050
Bolt: 91512–B1016
Parts No. : (2ZZ–GE engine)
No. 1 engine hanger: 12281–88600
No. 2 engine hanger: 12282–88600
Bolt: 91512–61020
Torque: 38 N·m (387 kgf·cm, 28 ft·lbf)
(3) Attach the engine chain hoist to the engine hangers.

CAUTION:
Do not attempt to hang the engine by hooking the chain to any other part.



(h) Disconnect the PS gear assembly from the suspension member.
(1) Remove the 4 set bolts.
Torque: 58 N·m (591 kgf·cm, 43 ft·lbf)
(2) Tie the PS gear assembly to suspend it securely.



(i) Remove the bolt A and 3 nuts, and disconnect the engine rear mount.
Torque: 52 N·m (530 kgf·cm, 38 ft·lbf)
(j) Remove the 2 bolts (B) and disconnect the engine front mount.
Torque: 52 N·m (530 kgf·cm, 38 ft·lbf)
(k) Using a transmission jack, support the suspension member.
(l) Remove the 6 bolts (C and D) and lower the suspension member.
Torque:
Bolt C: 157 N·m (1,600 kgf·cm, 116 ft·lbf)
Bolt D: 39 N·m (400 kgf·cm, 29 ft·lbf)
(m) Remove the 2 bolts, nut and lower suspension arm.