

# **Component Procedures: Stabilizer Bar**

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# Component Procedures: Stabilizer Bar

## Parts and Labor (itype\_189)

### Parts

Qualifier	Part #	Name	Price	Note
Multi Link > Rear Suspension?	55530G2000	16 - Link	110.40	
Multi Link > Rear Suspension?	55510G2000	17 - Stabilizer Bar	259.89	
Multi Link > Rear Suspension?	555133N200	18 - Bushings	28.08	
Multi Link > Rear Suspension?	555143M101	19 - Left	14.42	
Multi Link > Rear Suspension?	555153M101	19 - Right	15.03	
Front Suspension > Stabilize?	54810G2000	14 - With Sport	264.87	Includes Bushings & Bracke?
Front Suspension > Stabilize?	54810F2000	14 - Without Sport	264.87	Includes Bushings & Bracke?
Front Suspension > Stabilize?	54830F2000	17 - Link	97.73	
Front Suspension > Stabilize?	548143R000	16 - Left	10.87	
Front Suspension > Stabilize?	548143R000	16 - Right	10.87	
Front Suspension > Stabilize?	548133S110	15 - With Sport	17.87	
Front Suspension > Stabilize?	548132T000	15 - Without Sport	24.52	

### Labor

Operation	Qualifier Path	Skill	Std Hrs	Wty Hrs
Remove & Replace	Front Suspension > Stabilizer Bar > Bushings,?	B	3.0	0.0
Remove & Replace	Front Suspension > Stabilizer Bar > Link, R&R?	C	0.5	0.0
Remove & Replace	Front Suspension > Stabilizer Bar > Link, R&R?	C	0.7	0.0
Remove & Replace	Front Suspension > Stabilizer Bar > Stabilize?	B	3.0	0.0
Remove & Replace	Multi Link > Rear Suspension > Stabilizer Bar?	C	0.8	0.0
Remove & Replace	Multi Link > Rear Suspension > Stabilizer Bar?	B	0.4	0.0
Remove & Replace	Multi Link > Rear Suspension > Stabilizer Bar?	B	0.6	0.0
Remove & Replace	Multi Link > Rear Suspension > Stabilizer Bar?	C	0.8	0.0

## Front Stabilizer Bar - Repair Procedures (Article 44281)

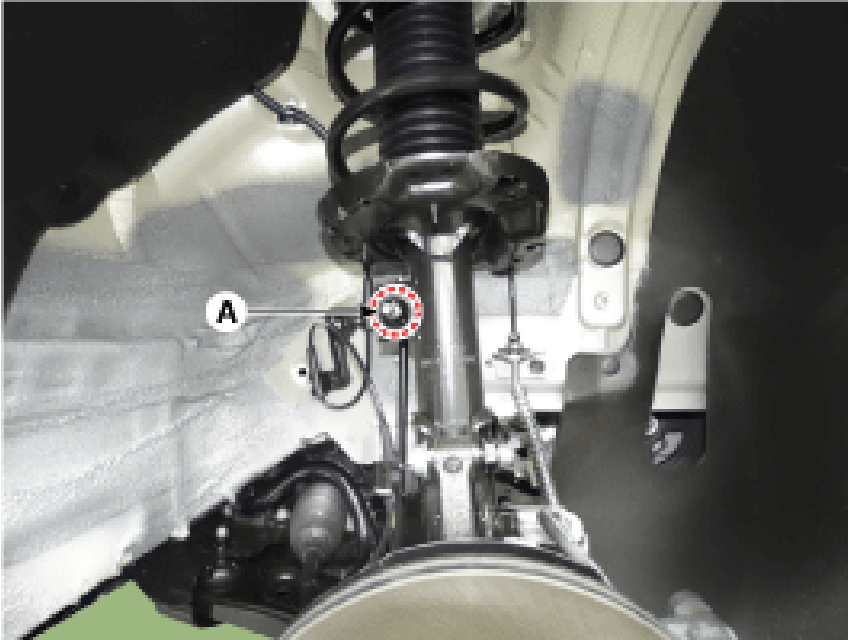
- Removal
- Loosen the wheel nut s slightly. Raise the vehicle, and make sure it is securely supported.
- Remove the front wheel and tire (A) from front hub . Tightening torque : 107.9 - 127.5 N.m (11.0 - 13.0 kgf.m, 79.6 - 94.0 lb-ft) Be careful not to damage the hub bolt s when removing the front wheel and tire (A).



Be careful not to damage the hub bolt s when removing the front wheel and tire (A).

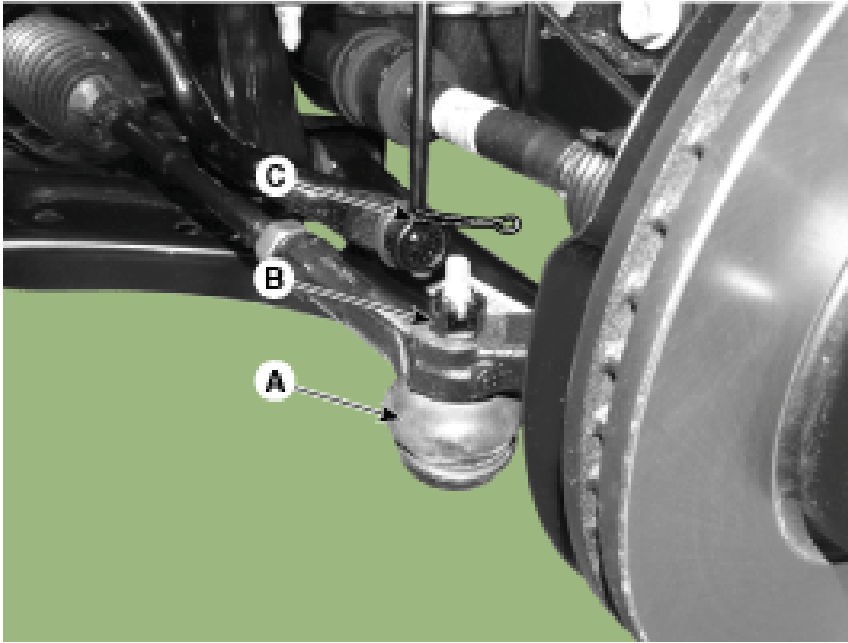
# NOTICE

- Be careful not to damage the hub bolts when removing the front wheel and tire (A).
- Disconnect the stabilizer link with the front strut assembly after loosening the nut (A). Tightening torque : 98.1 - 117.7 N.m (10.0 - 12.0 kgf.m, 72.3 - 86.8 lb-ft) When loosening the nut (A), fix the outer hexagon of stabilizer bar link. Be careful not to damage the stabilizer link boots.

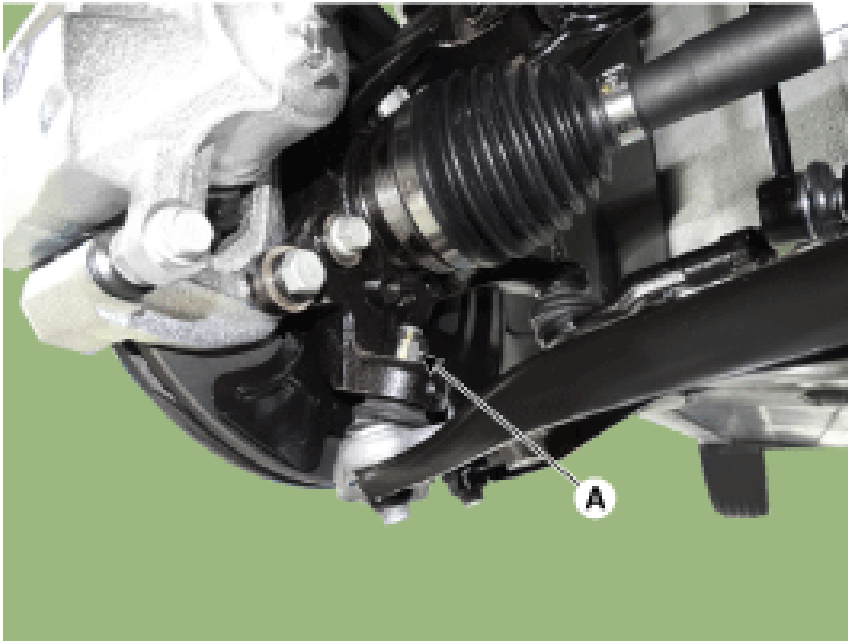


When loosening the nut (A), fix the outer hexagon of stabilizer bar link. Be careful not to damage the stabilizer link boots.

- When loosening the nut (A), fix the outer hexagon of stabilizer bar link. Be careful not to damage the stabilizer link boots.
- Remove the tie rod end ball joint . Remove the split pin (C). Loosen the nut (B). Using SST(09568-1S100), separate the ball joint (A) from the knuckle . Tightening torque : 23.5 - 33.3 N.m (2.4 - 3.4 kgf.m, 17.4 - 24.6 lb-ft)
- Remove the split pin (C).
- Loosen the nut (B).
- Using SST(09568-1S100), separate the ball joint (A) from the knuckle . Tightening torque : 23.5 - 33.3 N.m (2.4 - 3.4 kgf.m, 17.4 - 24.6 lb-ft)



- Loosen the lower arm nut (A) and then remove the lower arm ball joint by using SST(09568-1S100). Tightening torque : 58.8 - 70.6 N.m (6.0 - 7.2 kgf.m, 43.4 - 52.1 lb-ft) Do not reuse the lower arm lock nut(A).





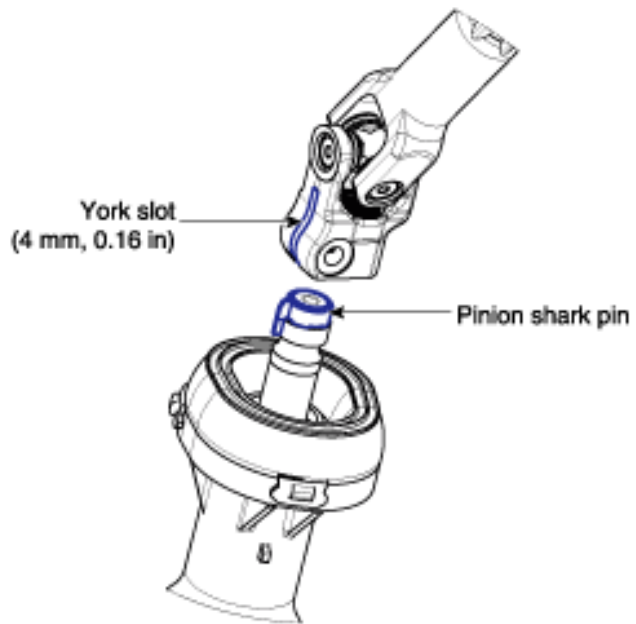
Do not reuse the lower arm lock nut(A).

- Loosen the bolt (A) and then disconnect the universal joint assembly from the pinion of the steering gear box . Tightening torque : 32.4 - 37.3 N.m (3.3 - 3.8 kgf.m, 23.9 - 27.5 lb-ft) Do not reuse the bolt. Lock the steering wheel in the straight ahead position to prevent the damage of the clock spring inner cable. When assembling, insert the shark pin into the universal joint york slot as the below illustration.

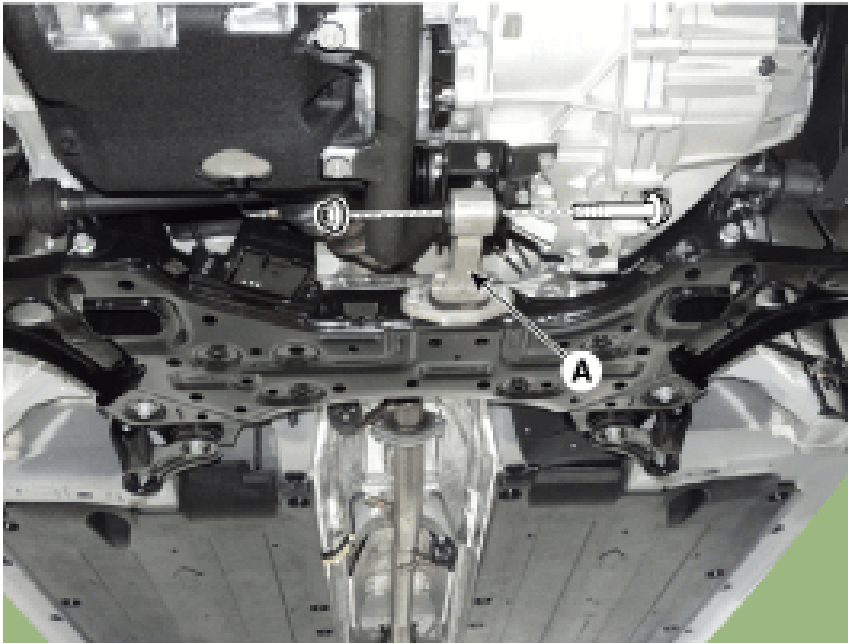


Do not reuse the bolt. Lock the steering wheel in the straight ahead position to prevent the damage of the clock spring inner cable. When assembling, insert the shark pin into the universal joint york slot as the below illustration.

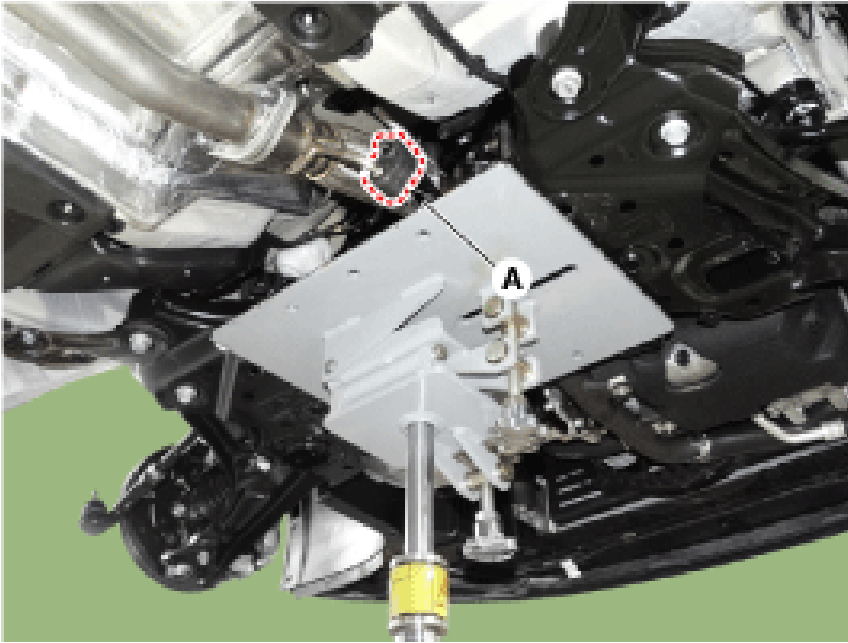
- Do not reuse the bolt.
- Lock the steering wheel in the straight ahead position to prevent the damage of the clock spring inner cable.
- When assembling, insert the shark pin into the universal joint york slot as the below illustration.



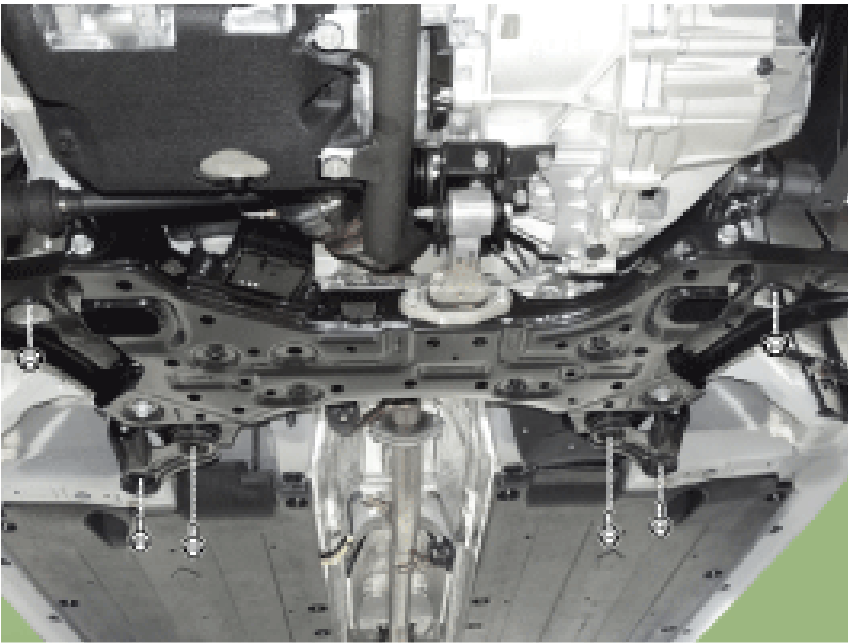
- Remove the roll rod stopper (A) by loosening the bolt and nut. Tightening torque : 107.9 - 127.5 N.m (11.0 - 13.0 kgf.m, 79.6 - 94.0 lb-ft)



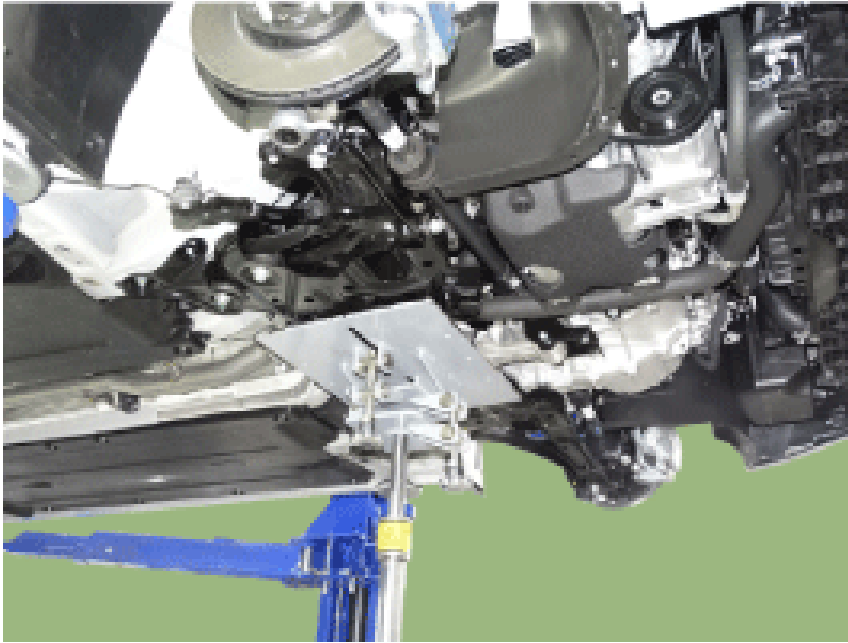
- Remove the muffler rubber hanger (A).



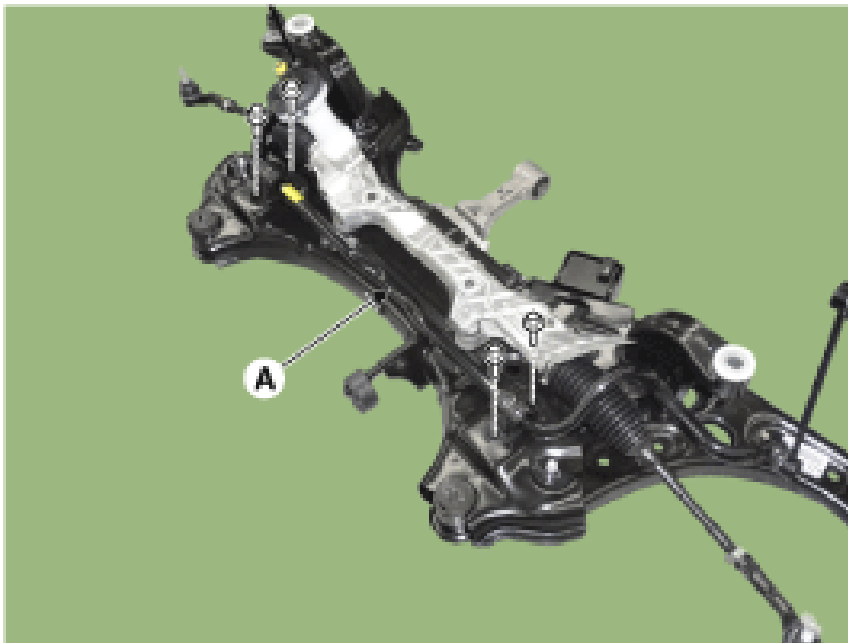
- Remove the subframe by loosening the mounting bolts and nuts. Tightening torque Sub frame mounting bolts and nut : 156.9 - 176.5 N.m (16.0 - 18.0 kgf.m, 115.7 - 130.2 lb-ft) Sub frame stay mounting bolt : 44.1 - 53.9 N.m (4.5 - 5.5 kgf.m, 32.5 - 39.8 lb-ft) Set a transmission jack for safety.



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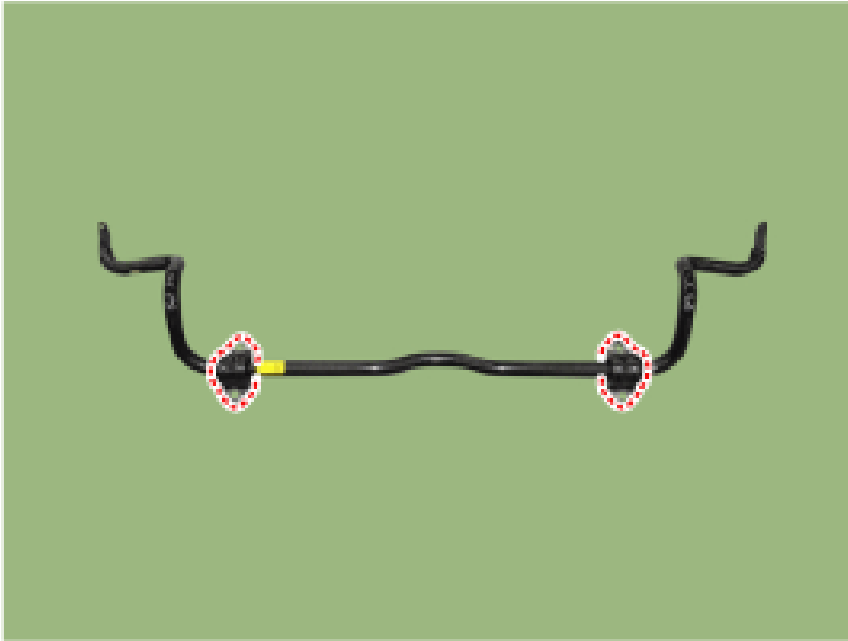
- Loosen the mounting bolts and then remove the stabilizer bar (A). Tightening torque : 44.1 - 53.9 N.m (4.5 - 5.5 kgf.m, 32.5 - 39.8 lb-ft)



- Remove the stabilizer link. Tightening torque : 98.1 - 117.7 N.m (10.0 - 12.0 kgf.m, 72.3 - 86.8 lb-ft)



- Remove the bushing.



- Install in the reverse order of removal.
- Check the wheel Alignment. (Refer to Tires/Wheels - "Alignment")
- Inspection
- Check the bushing for wear and deterioration.
- Check the front stabilizer bar for deformation.
- Check the front stabilizer link ball joint for damage.