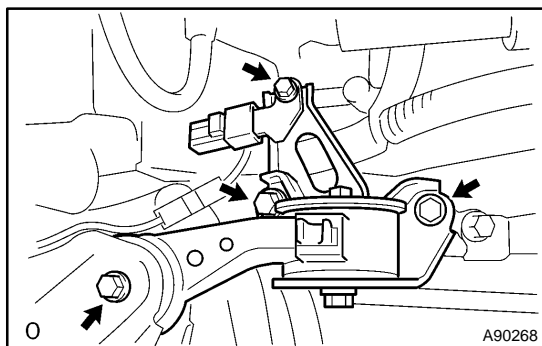


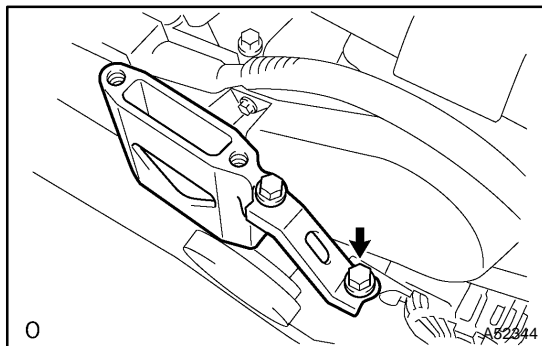
## REPLACEMENT

1. WORK FOR PREVENTING GASOLINE FROM SPILLING OUT (See page 11-26)
2. REMOVE FRONT WHEELS
3. REMOVE ENGINE UNDER COVER RH
4. REMOVE ENGINE UNDER COVER LH
5. REMOVE FRONT FENDER APRON SEAL RH
6. DRAIN ENGINE OIL
7. DRAIN ENGINE COOLANT (See page 16-27)
8. DRAIN AUTOMATIC TRANSAXLE FLUID
9. REMOVE BATTERY
10. REMOVE V (COOLER COMPRESSOR TO CRANKSHAFT PULLEY) BELT NO.1 (See page 14-140)
11. REMOVE VANE PUMP V BELT (See page 14-140)



### 12. REMOVE ENGINE MOVING CONTROL ROD

- (a) Remove the 4 bolts and control rod.

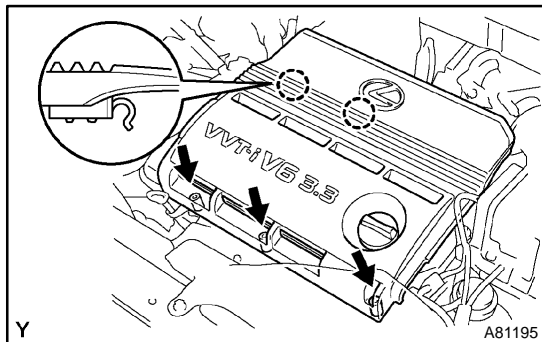


### 13. REMOVE ENGINE MOUNTING STAY NO.2 RH

- (a) Remove the bolt, mounting stay No. 2 RH and mounting bracket No. 2 RH.

### 14. REMOVE UNION TO CHECK VALVE HOSE

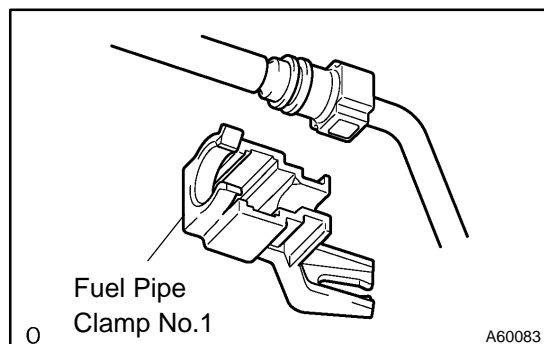
- (a) Remove the vacuum hose for the brake booster.



### 15. REMOVE V-BANK COVER SUB-ASSY

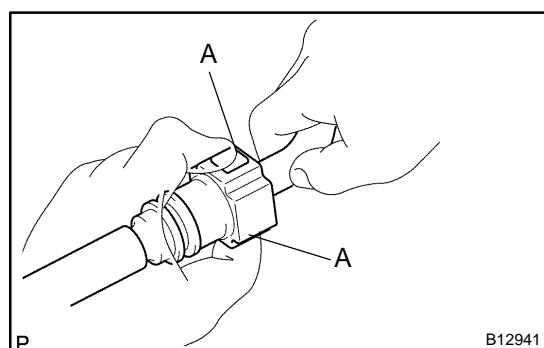
- (a) Using a 5 mm hexagon wrench, remove the 3 nuts.
- (b) Disconnect the 2 clips, and remove the cover.

16. REMOVE AIR CLEANER INLET ASSY
17. REMOVE AIR CLEANER ASSEMBLY WITH HOSE
18. REMOVE AIR CLEANER BRACKET
19. REMOVE AIR CLEANER INLET NO.1
20. REMOVE INTAKE AIR RESONATOR SUB-ASSY



## 21. SEPARATE FUEL PIPE SUB-ASSY NO.1

- (a) Remove the fuel pipe clamp.



- (b) Disconnect the connector from the tube while pinching part A with fingers as shown in the illustration.

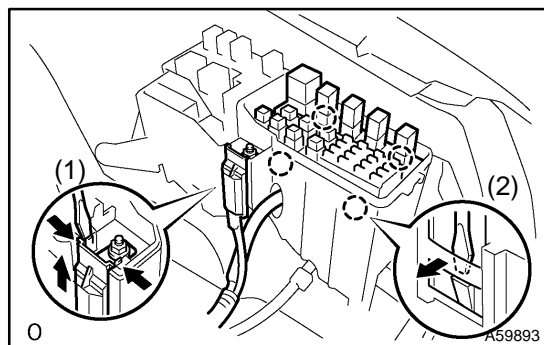
### NOTICE:

- Check for contamination in the pipe and around the connector. Clean if necessary and then disconnect the connector.
- Disconnect the connector with your hands.
- Do not bend, fold or rotate the nylon tube.
- If the pipe and connector are stuck together, push and pull the connector until it comes free.
- Put the pipe and connector ends in vinyl bags to prevent damage and contamination.

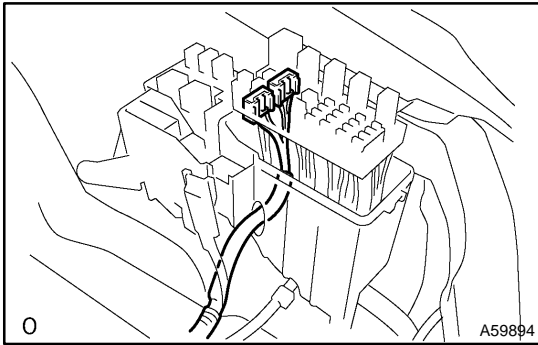
22. REMOVE RADIATOR HOSE INLET
23. REMOVE RADIATOR HOSE OUTLET
24. DISCONNECT OIL COOLER INLET HOSE
25. DISCONNECT OIL COOLER OUTLET HOSE
26. DISCONNECT HEATER INLET WATER HOSE
27. DISCONNECT HEATER OUTLET WATER HOSE
28. REMOVE GLOVE COMPARTMENT DOOR ASSY

## 29. DISCONNECT ENGINE WIRE

- (a) Disconnect the engine wire from the ECM and J/B.

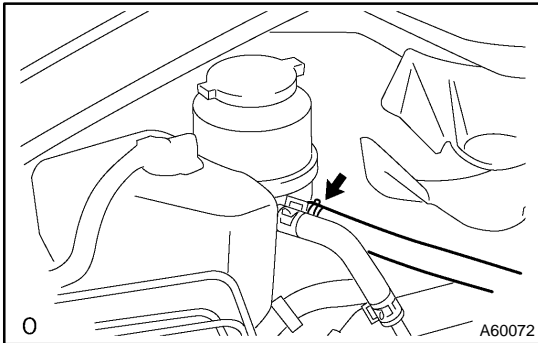


- (b) Disconnect the engine wire from the engine room J/B.
  - (1) Remove the nut and separate the wire harness.
  - (2) Using a screwdriver, unlock the engine room junction block. Disconnect the engine wire by pulling it upward.

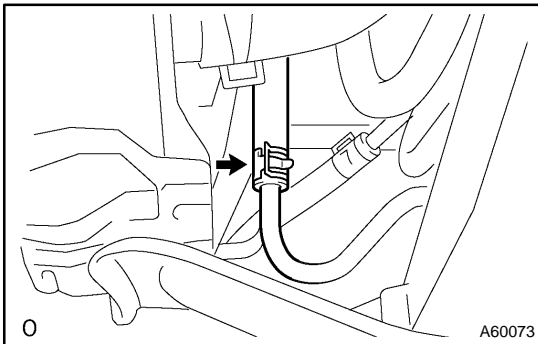


- (3) Disconnect the connector.
- (c) Pull out the engine wire.
- (d) Remove the body ground.

**30. DISCONNECT FLOOR SHIFT CABLE TRANSMISSION CONTROL SELECT (See page 40-65)**



**31. DISCONNECT OIL RESERVOIR TO PUMP HOSE NO.1**



**32. DISCONNECT STEERING GEAR OUTLET RETURN TUBE**

**33. REMOVE EXHAUST PIPE NO.1 SUPPORT BRACKET**

**34. REMOVE EXHAUST PIPE ASSY FRONT**

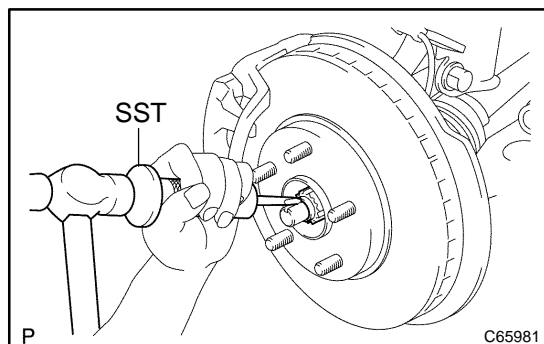
**35. DISCONNECT FRONT STABILIZER LINK ASSY LH**

- (a) Using a 6 mm socket hexagon wrench, hold the ball stud.
- (b) Remove the nut and disconnect the stabilizer link.

**36. DISCONNECT FRONT STABILIZER LINK ASSY RH**

HINT:

Use the same procedures described for the LH side.

**37. REMOVE FRONT AXLE HUB LH NUT**

- (a) Using SST and a hammer, strike the lock nut covering to remove it.

SST 09930-00010

**NOTICE:**

- Set the drive shaft's groove so that it faces up. Then use the SST and hammer.
  - Remove the covering from the lock nut completely or the screw of the drive shaft may be damaged.
  - Do not sharpen the tip of the SST.
- (b) Using a 30 mm socket wrench, remove the lock nut.

**38. REMOVE FRONT AXLE HUB RH NUT****HINT:**

Use the same procedures described for the LH side.

**39. DISCONNECT SPEED SENSOR FRONT LH**

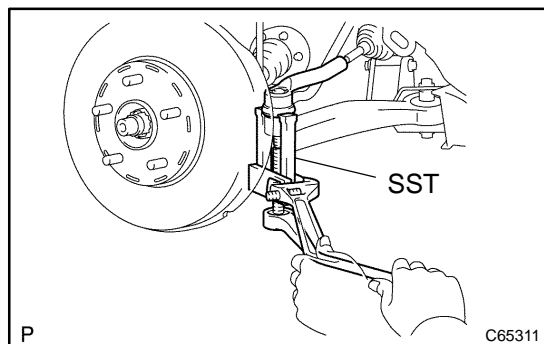
- (a) Remove the bolt and disconnect the speed sensor from the steering knuckle.

**NOTICE:**

Keep the speed sensor tip and connection free from foreign matter.

**40. DISCONNECT SPEED SENSOR FRONT RH****HINT:**

Use the same procedures described for the LH side.

**41. DISCONNECT TIE ROD ASSY LH**

- (a) Remove the cotter pin and nut.
- (b) Using SST, disconnect the tie rod end from the steering knuckle.

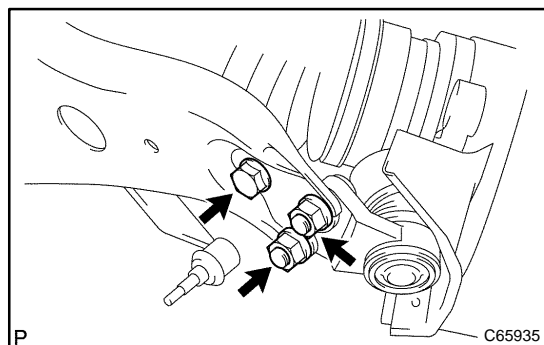
SST 09628-62011

**NOTICE:**

Do not damage the dust cover of the ball joint.

**42. DISCONNECT TIE ROD ASSY RH****HINT:**

Use the same procedures described for the LH side.

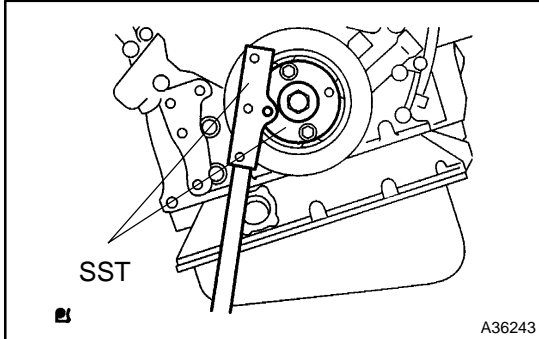
**43. DISCONNECT FRONT SUSPENSION ARM SUB-ASSY LOWER NO.1 LH**

- (a) Remove the bolt and 2 nuts, and separate the front suspension arm from the lower ball joint.
- (b) Using a plastic hammer, disconnect the drive shaft from the axle hub.

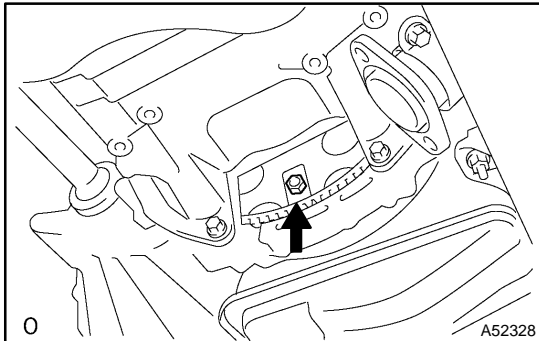
**44. DISCONNECT FRONT SUSPENSION ARM SUB-ASSY LOWER NO.1 RH**

HINT:

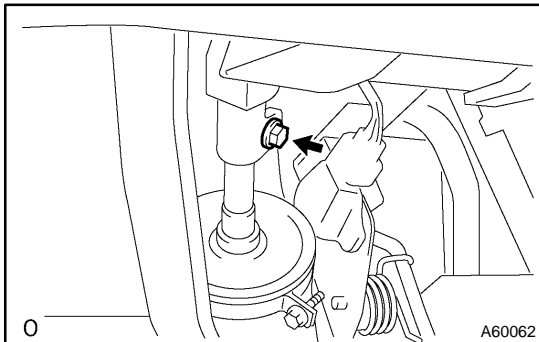
Use the same procedures described for the LH side.

**45. REMOVE STARTER ASSY (See page 19-29)****46. REMOVE EXHAUST PIPE SUPPORT BRACKET NO.1****47. REMOVE DRIVE PLATE & TORQUE CONVERTER CLUTCH SETTING BOLT**

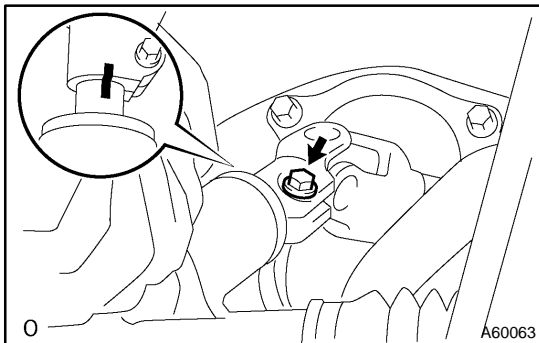
- (a) Using SST, hold the crankshaft.  
SST 09213-54015 (91651-60855), 09330-00021
- (b) Remove the 2 bolts and flywheel housing under cover.



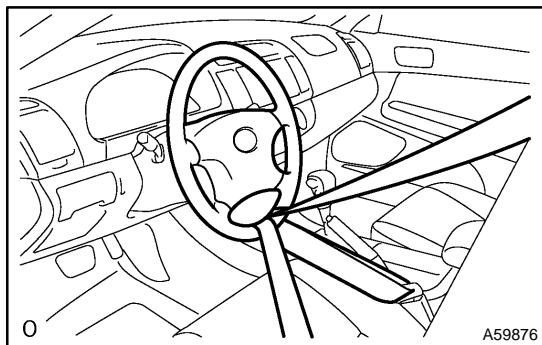
- (c) Remove the 6 torque converter setting bolts.

**48. DISCONNECT STEERING INTERMEDIATE SHAFT ASSY**

- (a) Loosen the sliding yoke bolt.



- (b) Place matchmarks on the steering intermediate shaft and control valve shaft.
- (c) Remove the bolt and disconnect the steering intermediate shaft.



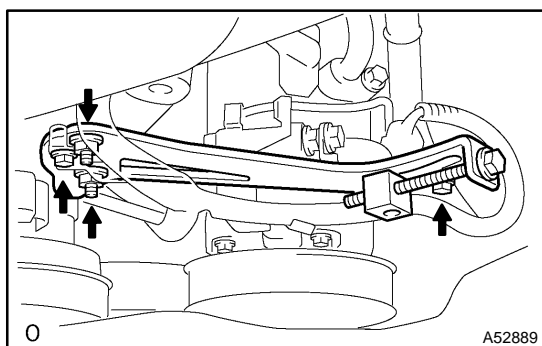
- (d) To prevent the steering wheel from rotating, fix the wheel with the seat belt.

**NOTICE:**

If the steering wheel is not fixed, the spiral cable will be damaged.

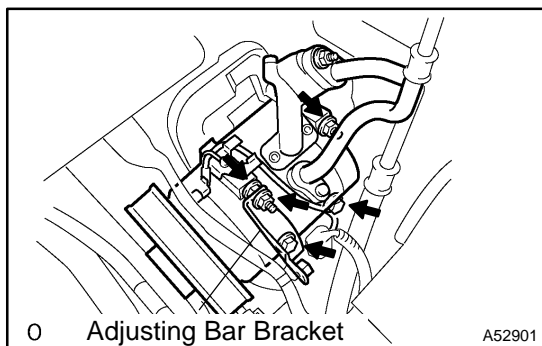
**49. REMOVE GENERATOR ASSY (See page 19-42)**

**50. REMOVE GENERATOR BRACKET NO.2**



**51. REMOVE GENERATOR BELT ADJUSTING BAR**

- (a) Remove the 2 bolts, 2 nuts and the adjusting bar.



**52. DISCONNECT COMPRESSOR AND MAGNETIC CLUTCH**

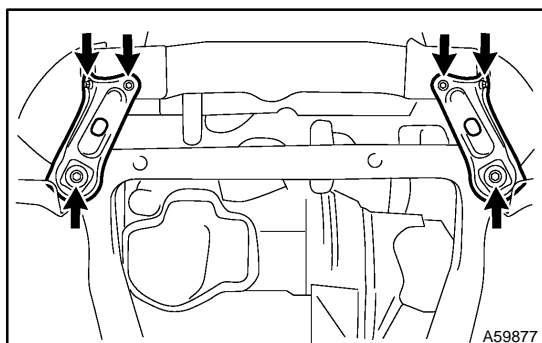
- (a) Remove the bolt, nut and adjusting bar bracket.  
 (b) Remove the 3 bolts and disconnect the compressor.

**HINT:**

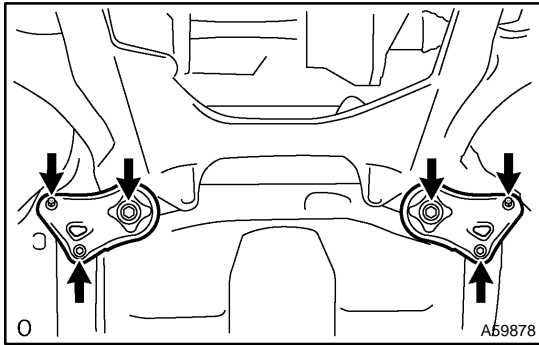
Hang up the hoses instead of detaching them.

**53. REMOVE ENGINE ASSEMBLY WITH TRANSAXLE**

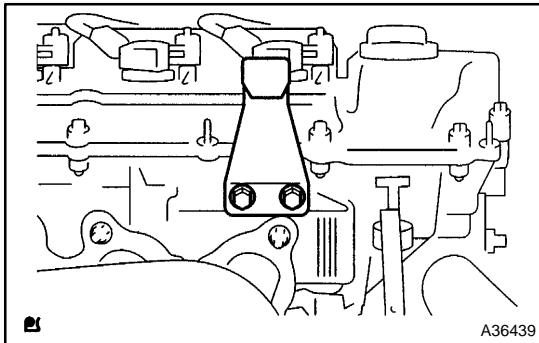
- (a) Set the engine lifter.



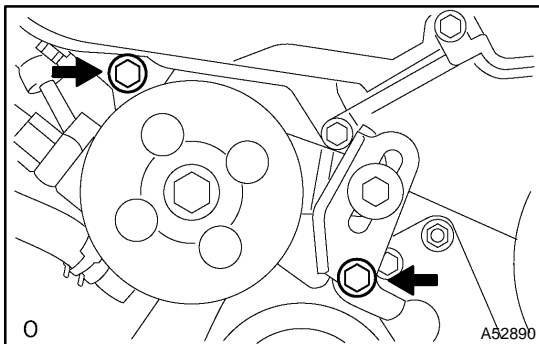
- (b) Remove the 4 bolts, 2 nuts, and frame side rail plate sub-assembly RH and LH.



- (c) Remove the 4 bolts, 2 nuts, and front suspension member brace rear RH and LH.
- (d) Carefully, remove the engine assembly from the vehicle.

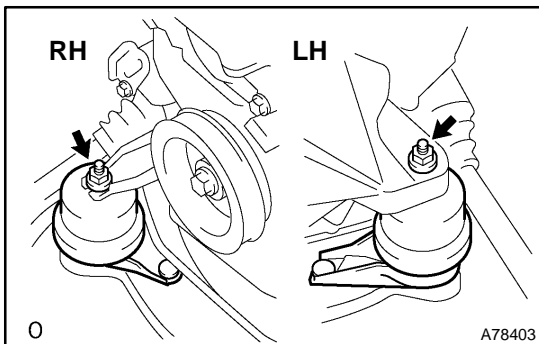


- (e) Install the engine hanger as shown in the illustration.  
No. 2 engine hanger: Part No. 12282-20020  
Bolt: Part No. 91621-60822  
**Torque: 20 N·m (204 kgf·cm, 15 ft·lbf)**
- (f) Using a chain block and an engine sling device, hang the engine assembly.



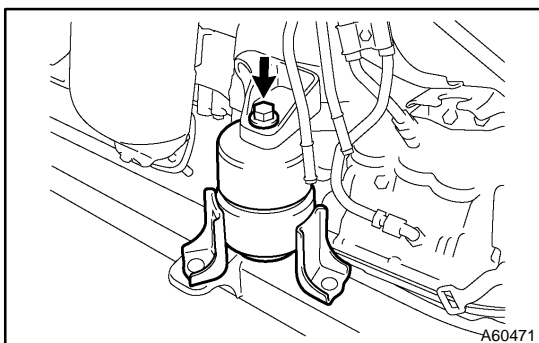
#### 54. REMOVE VANE PUMP ASSY

- (a) Remove the power steering oil pressure sensor harness.
- (b) Remove the pressure feed tube clamp.
- (c) Remove the 2 bolts and vane pump.



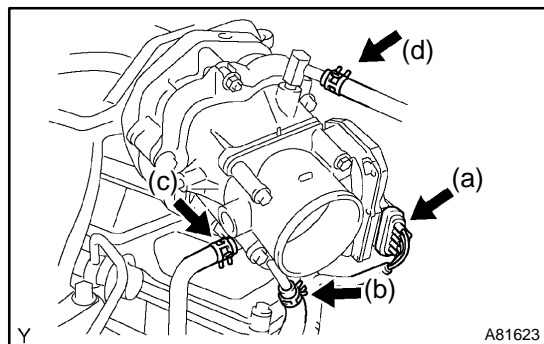
#### 55. REMOVE FRONT FRAME ASSY

- (a) Remove the 2 nuts and disconnect the engine mounting insulator RH and LH.



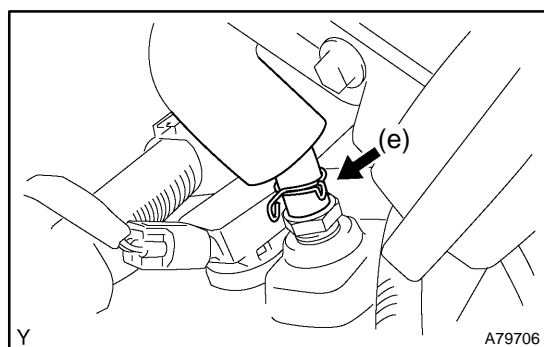
- (b) Remove the bolt and disconnect the engine mounting insulator FR.

56. REMOVE FRONT DRIVE SHAFT ASSY LH (See page 30-8)
57. REMOVE FRONT DRIVE SHAFT ASSY RH (See page 30-8)
58. REMOVE ENGINE WIRE
59. REMOVE AUTOMATIC TRANSAXLE ASSY (See page 40-9)
60. REMOVE DRIVE PLATE & RING GEAR SUB-ASSY (See page 40-27)
61. INSTALL ENGINE STAND

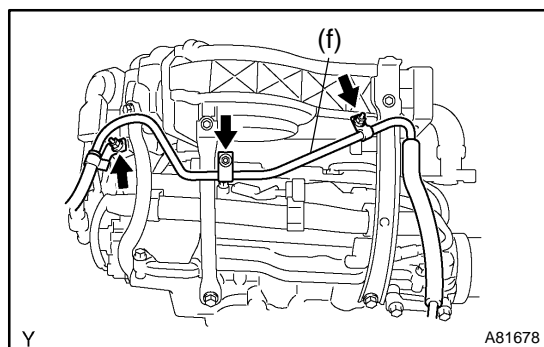


## 62. REMOVE INTAKE AIR SURGE TANK

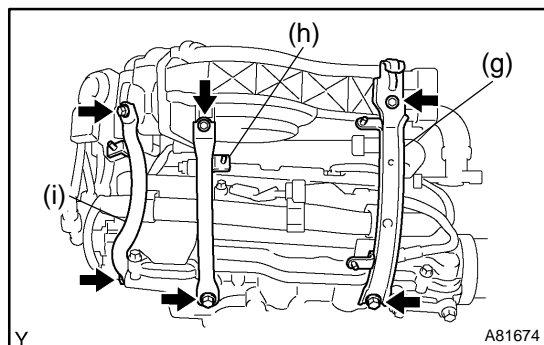
- (a) Disconnect the throttle motor connector.
- (b) Disconnect the water bypass hose No. 3.
- (c) Disconnect the water bypass hose No. 2.
- (d) Disconnect the union to check valve hose.



- (e) Disconnect the ventilation hose.

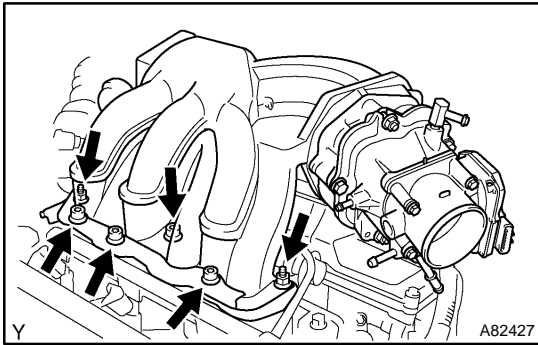


- (f) Remove the 3 nuts and separate the pressure feed tube.

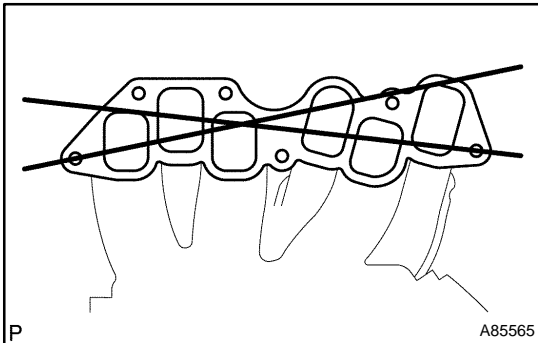


- (g) Remove the 2 bolts and engine hanger No. 1.
- (h) Remove the 2 bolts and surge tank stay No. 1.
- (i) Remove the 2 bolts and surge tank stay No. 2.





- (j) Using a socket hexagon wrench 8, remove the 4 bolts.
- (k) Remove the 2 nuts, emission control valve bracket and surge tank.
- (l) Remove the gasket from the surge tank.



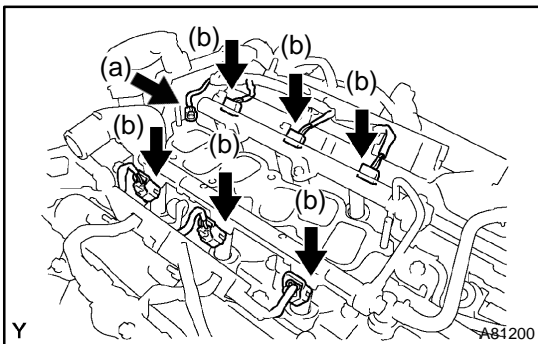
### 63. INSPECT INTAKE AIR SURGE TANK

- (a) Using a precision straight edge and feeler gauge, measure the surface contacting the cylinder head for warpage.

**Maximum warpage: 0.10 mm (0.0039 in.)**

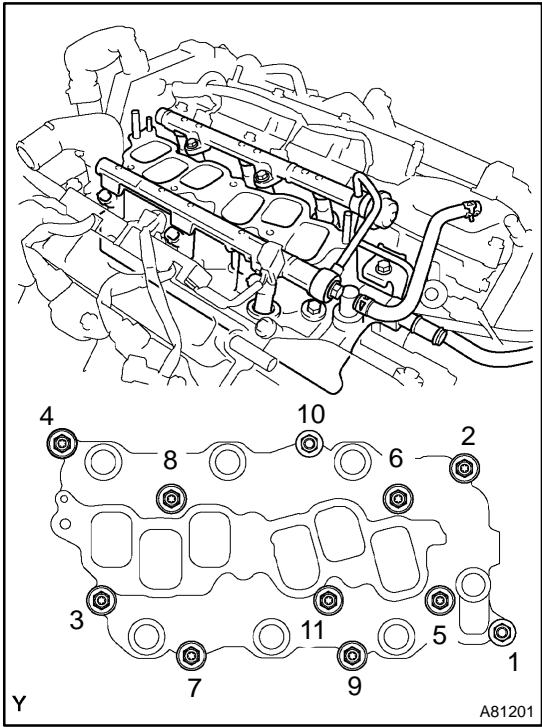
If the warpage is greater than the maximum, replace the manifold.

### 64. REMOVE IGNITION COIL ASSY

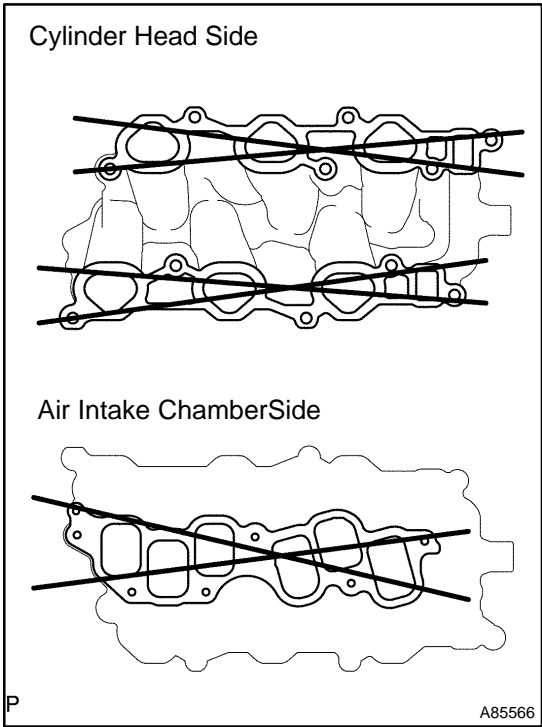


### 65. REMOVE INTAKE MANIFOLD

- (a) Remove the nut and disconnect the ground cable.
- (b) Disconnect the 6 fuel injector connectors.



- (c) Uniformly, loosen and remove the 9 bolts and 2 nuts in the sequence shown in the illustration. Remove the intake manifold.



**66. INSPECT INTAKE MANIFOLD**

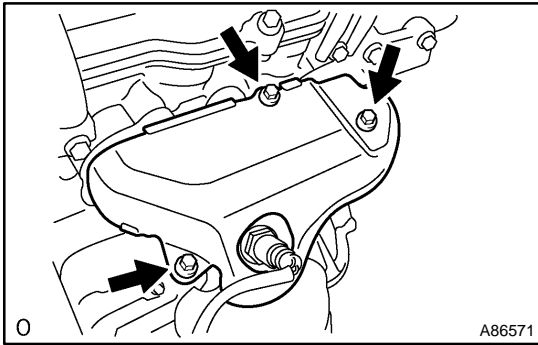
- (a) Using a precision straight edge and feeler gauge, measure the surface contacting the cylinder head and air intake surge tank for warpage.

**Maximum warpage:**

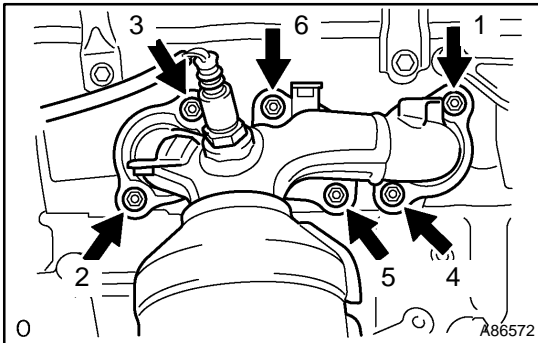
Item	Specified Condition
Intake air surge tank side	0.15 mm (0.0059 in.)
Cylinder head side	0.08 mm (0.0031 in.)

If warpage is greater than the maximum, replace the manifold.

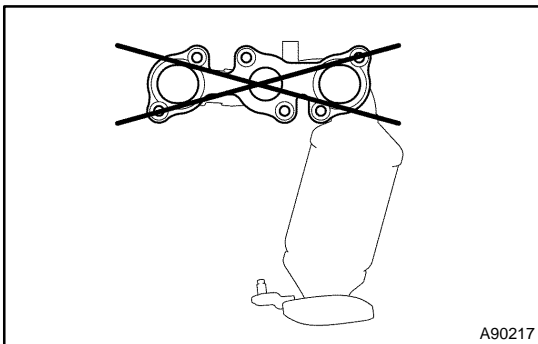
**67. REMOVE WATER OUTLET (See page 14-239)**

**68. REMOVE EXHAUST MANIFOLD SUB-ASSY RH**

- (a) Disconnect the A/F sensor connector.
- (b) Remove the 3 bolts and insulator.



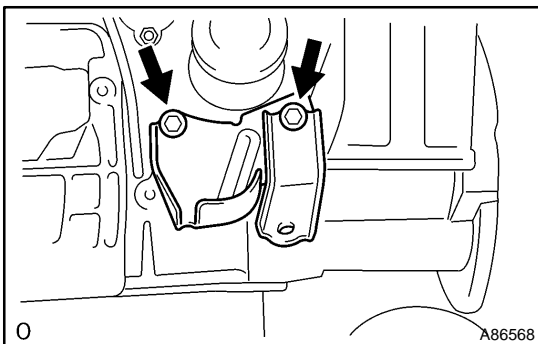
- (c) Uniformly loosen and remove the 6 nuts in the sequence shown in the illustration.
- (d) Remove the manifold and gasket.

**69. INSPECT EXHAUST MANIFOLD SUB-ASSY RH**

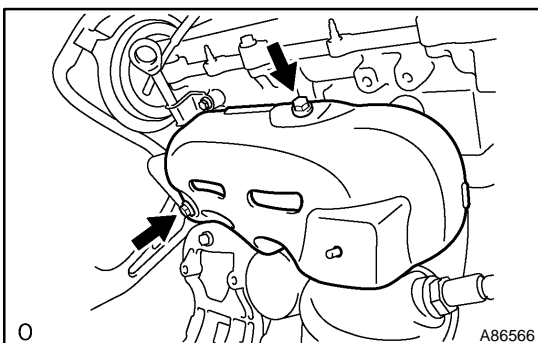
- (a) Using a precision straight edge and feeler gauge, measure the surface contacting the cylinder head for warpage.

**Maximum warpage: 0.50 mm (0.0196 in.)**

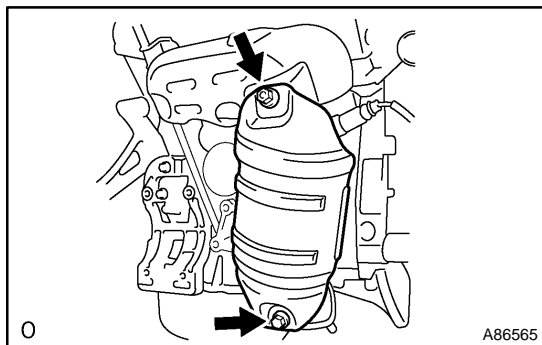
If the warpage is greater than the maximum, replace the manifold.

**70. REMOVE MANIFOLD STAY NO.2**

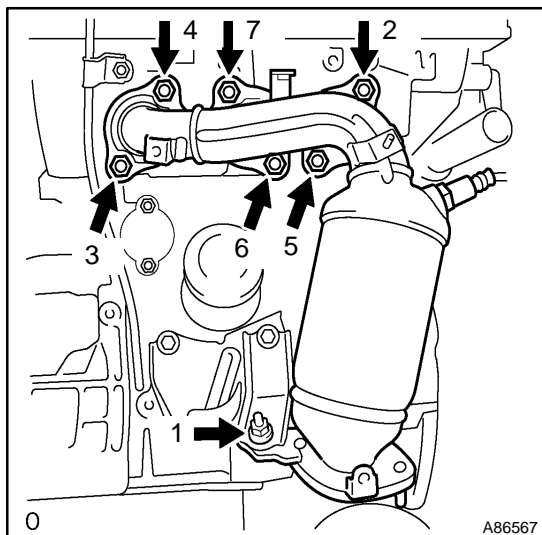
- (a) Remove the 2 bolts and manifold stay.

**71. REMOVE EXHAUST MANIFOLD HEAT INSULATOR NO.2**

- (a) Remove the 2 bolts and insulator.

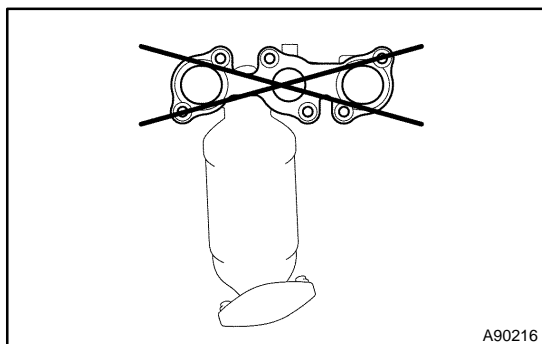


- (b) Remove the bolt, nut and insulator.



## 72. REMOVE EXHAUST MANIFOLD CONVERTER SUB-ASSY NO.2

- (a) Uniformly loosen and remove the 7 nuts in the sequence shown in the illustration.  
 (b) Remove the converter and gasket.



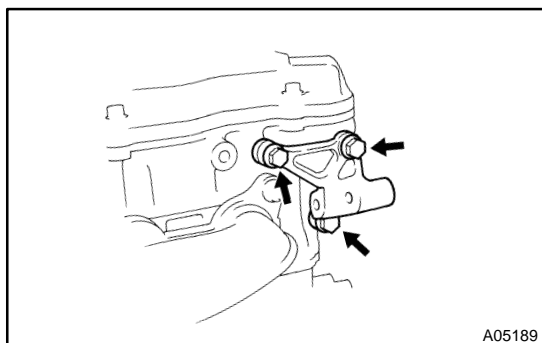
## 73. INSPECT EXHAUST MANIFOLD CONVERTER SUB-ASSY NO.2

- (a) Using a precision straight edge and feeler gauge, measure the surface contacting the cylinder head for warpage.

**Maximum warpage: 0.50 mm (0.0196 in.)**

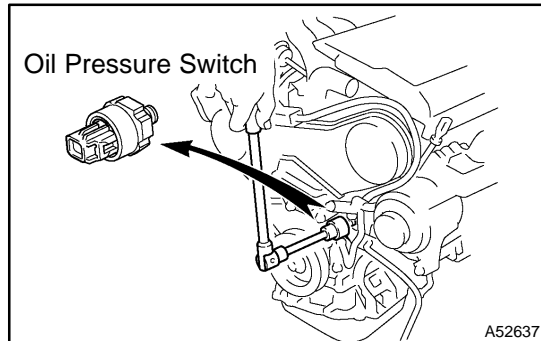
If the warpage is greater than the maximum, replace the manifold.

## 74. REMOVE DRIVE SHAFT BEARING BRACKET

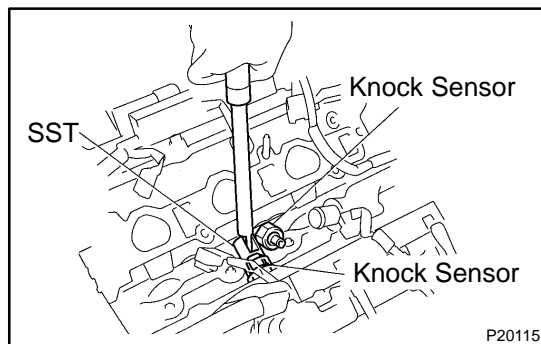


## 75. REMOVE PUMP BRACKET

- (a) Remove the 3 bolts and pump bracket.

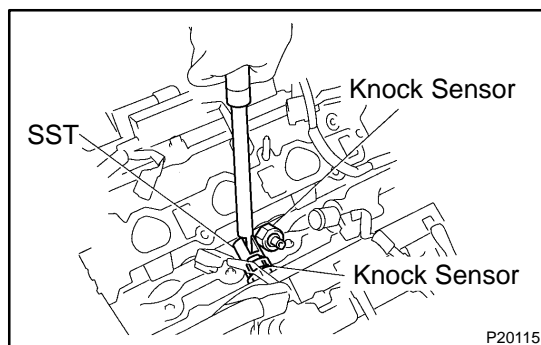
**76. REMOVE GENERATOR BRACKET NO.1****77. REMOVE COMPRESSOR MOUNTING BRACKET NO.1****78. REMOVE WATER INLET PIPE****79. REMOVE WATER INLET****80. REMOVE THERMOSTAT****81. REMOVE ENGINE OIL PRESSURE SWITCH ASSY**

- (a) Remove the oil pressure switch.

**82. REMOVE KNOCK SENSOR**

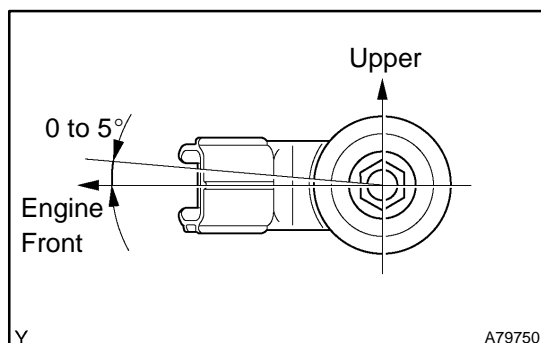
- (a) 1MZ-FE:  
Using SST, remove the 2 sensors.  
SST 09816-30010

- (b) 3MZ-FE:  
Remove the 2 nuts and 2 sensors.

**83. REPLACE PARTIAL ENGINE ASSY****84. INSTALL KNOCK SENSOR**

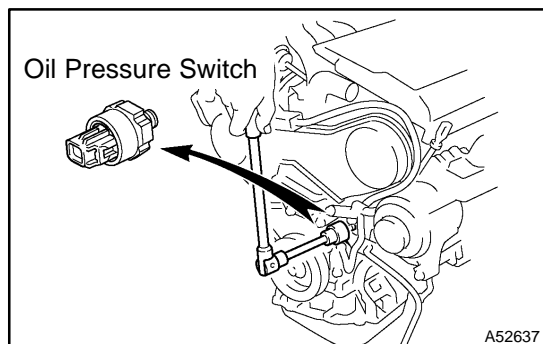
- (a) 1MZ-FE:  
Using SST, install the 2 knock control sensors.  
SST 09816-30010

**Torque: 39 N·m (398 kgf·cm, 29 ft·lbf)**



- (b) 3MZ-FE:  
Install the 2 knock sensors with the 2 nuts, as shown in the illustration.

**Torque: 20 N·m (199 kgf·cm, 14 ft·lbf)**

**85. INSTALL ENGINE OIL PRESSURE SWITCH ASSY**

- (a) Clean the threads of the oil pressure switch. Apply adhesive to 2 or 3 threads of the oil pressure switch.

**Adhesive:**

**Part No. 08833-00080 THREE BOND 1344, LOCTITE 242 or equivalent**

- (b) Install the oil pressure switch.

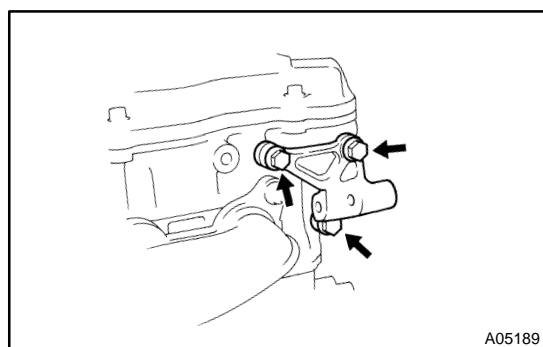
**Torque: 15 N·m (152 kgf·cm, 11 ft·lbf)**

**86. INSTALL THERMOSTAT (See page 16-32)****87. INSTALL WATER INLET (See page 16-32)****88. INSTALL WATER INLET PIPE (See page 16-32)****89. INSTALL COMPRESSOR MOUNTING BRACKET NO.1**

**Torque: 25 N·m (255 kgf·cm, 18 ft·lbf)**

**90. INSTALL GENERATOR BRACKET NO.1**

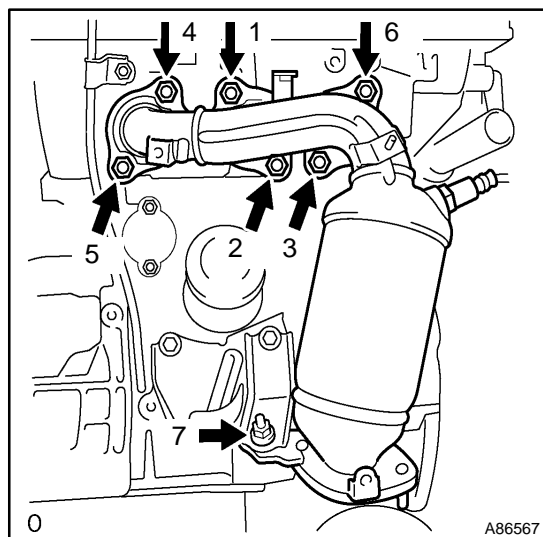
**Torque: 58 N·m (591 kgf·cm, 43 ft·lbf)**

**91. INSTALL PUMP BRACKET**

**Torque: 32 N·m (326 kgf·cm, 24 ft·lbf)**

**92. INSTALL DRIVE SHAFT BEARING BRACKET**

**Torque: 64 N·m (653 kgf·cm, 47 ft·lbf)**

**93. INSTALL EXHAUST MANIFOLD CONVERTER SUB-ASSY NO.2**

- (a) Install a new gasket and the converter sub-assy No. 2 with the 7 nuts. Uniformly, tighten the 7 nuts in the sequence shown in the illustration.

**Torque: 49 N·m (500 kgf·cm, 36 ft·lbf)**

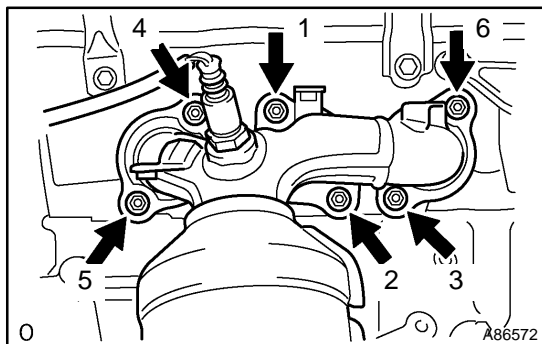
- (b) Retighten nuts 1 and 2 as shown in the illustration.

**94. INSTALL EXHAUST MANIFOLD HEAT INSULATOR NO.2**

Torque: 8.5 N·m (87 kgf·cm, 55 in·lbf)

**95. INSTALL MANIFOLD STAY NO.2**

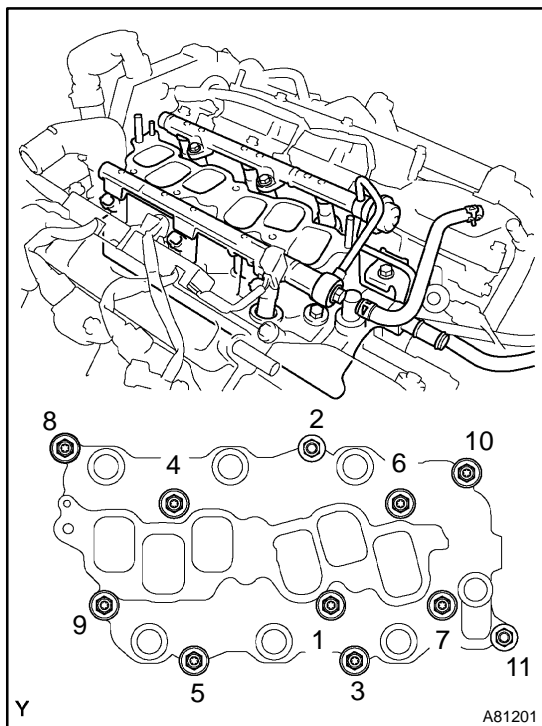
Torque: 34 N·m (347 kgf·cm, 25 ft·lbf)

**96. INSTALL EXHAUST MANIFOLD SUB-ASSY RH**

- (a) Install a new gasket and the exhaust manifold RH. Uniformly tighten the 5 nuts in the sequence shown in the illustration.

Torque: 49 N·m (500 kgf·cm, 36 ft·lbf)

- (b) Retighten nuts 1 and 2 shown in the illustration.

**97. INSTALL WATER OUTLET (See page 14-239)****98. INSTALL INTAKE MANIFOLD**

- (a) Install the intake manifold with the 9 bolts, 2 nuts and 2 washers. Uniformly tighten the bolts and nuts in the sequence shown in the illustration.

Torque: 15 N·m (153 kgf·cm, 11 ft·lbf)

- (b) Retighten the water outlet mounting bolts and nuts.

Torque: 15 N·m (153 kgf·cm, 11 ft·lbf)

- (c) Install the ground cable with the nut.

Torque: 8.4 N·m (86 kgf·cm, 74 in·lbf)

- (d) Connect the heater inlet water hose.

**99. INSTALL IGNITION COIL ASSY**

Torque: 8.0 N·m (82 kgf·cm, 71 in·lbf)

**100. INSTALL INTAKE AIR SURGE TANK**

- (a) Install a new gasket to the intake air surge tank.

- (b) Install the intake air surge tank and emission control valve bracket with the 2 nuts.

Torque: 28 N·m (286 kgf·cm, 21 ft·lbf)

- (c) Using a socket hexagon wrench 8, tighten the 4 bolts.

Torque: 28 N·m (286 kgf·cm, 21 ft·lbf)

- (d) Install the surge tank stay No. 2 with the 2 bolts.

Torque: 20 N·m (199 kgf·cm, 15 ft·lbf)

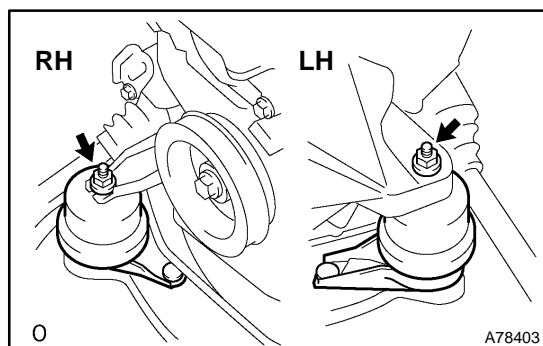
- (e) Install the surge tank stay No. 1 with the 2 bolts.  
**Torque: 20 N·m (199 kgf·cm, 15 ft·lbf)**
- (f) Install the engine hunger No. 1 with the 2 bolts.  
**Torque: 20 N·m (199 kgf·cm, 15 ft·lbf)**
- (g) Install the pressure feed tube with the 3 nuts.  
**Torque: 7.8 N·m (80 kgf·cm, 69 in·lbf)**
- (h) Connect the ventilation hose.
- (i) Connect the union to check valve hose.
- (j) Connect the water bypass hose No. 2.
- (k) Connect the water bypass hose No. 3.
- (l) Connect the throttle motor connector.

**101. INSTALL DRIVE PLATE & RING GEAR SUB-ASSY (See page 40-27)**

**102. INSTALL AUTOMATIC TRANSAXLE ASSY (See page 40-9)**

**103. INSTALL FRONT DRIVE SHAFT ASSY RH (See page 30-8)**

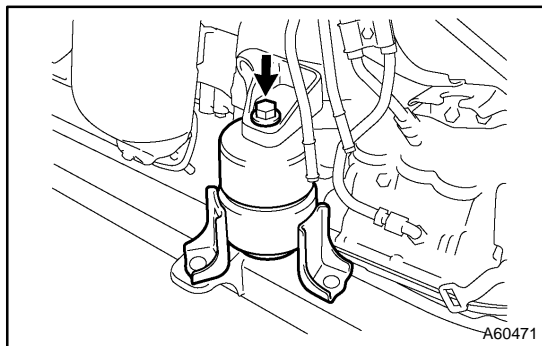
**104. INSTALL FRONT DRIVE SHAFT ASSY LH (See page 30-8)**



**105. INSTALL FRONT FRAME ASSY**

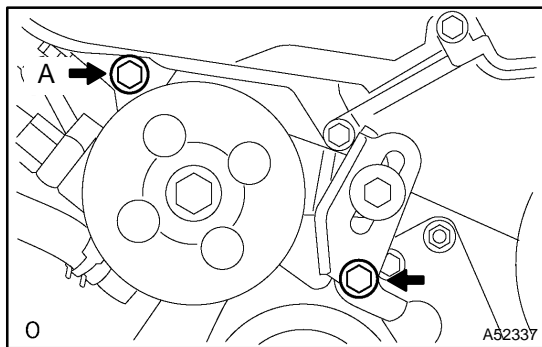
- (a) Install the engine mounting insulator RH and LH with the 2 nuts.

**Torque: 95 N·m (969 kgf·cm, 70 ft·lbf)**



- (b) Install the engine mounting insulator FR with the bolt.

**Torque: 87 N·m (887 kgf·cm, 64 ft·lbf)**



**106. INSTALL VANE PUMP ASSY**

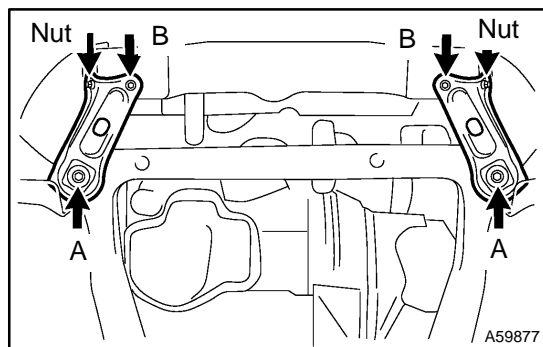
- (a) Install the vane pump with the 2 bolts.

**Torque: 43 N·m (439 kgf·cm, 32 ft·lbf)**

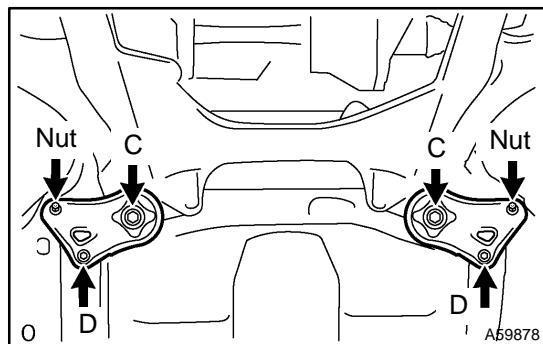
**HINT:**

After adjusting the V-ribbed belt, tighten bolt A.

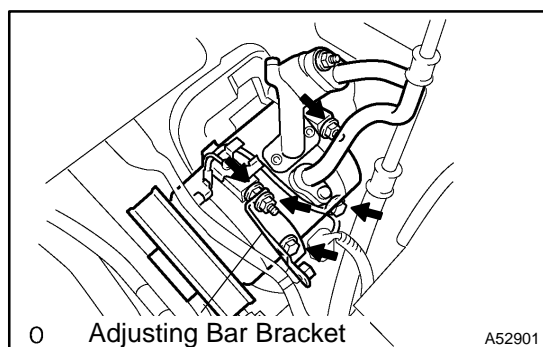


**107. INSTALL ENGINE ASSEMBLY WITH TRANSAXLE**

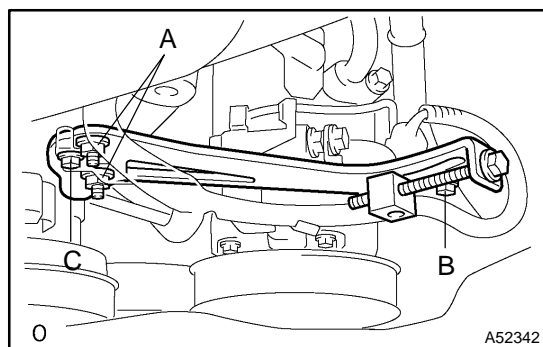
- (a) Set the engine assembly with transaxle on the engine lifter.
- (b) Install the engine assembly to the vehicle.
- (c) Install the frame side rail plate RH and LH with the 4 bolts and 2 nuts.

**Torque:****85 N·m (867 kgf·cm, 63 ft·lbf) for bolt A****32 N·m (326 kgf·cm, 24 ft·lbf) for bolt B and nut**

- (d) Install the front suspension member brace rear RH and LH with the 4 bolts and 2 nuts.

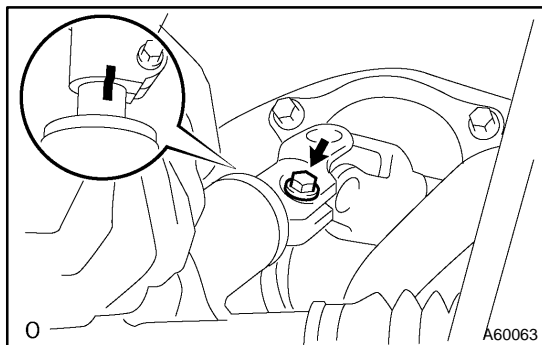
**Torque:****85 N·m (867 kgf·cm, 63 ft·lbf) for bolt C****32 N·m (326 kgf·cm, 24 ft·lbf) for bolt D and nut****108. INSTALL COMPRESSOR AND MAGNETIC CLUTCH**

- (a) Install the compressor with the 3 bolts.
- (b) Install the adjusting bar bracket with the bolt and nut.

**Torque:****25 N·m (250 kgf·cm, 18 ft·lbf) for bolt****26 N·m (260 kgf·cm, 19 ft·lbf) for nut****109. INSTALL GENERATOR BELT ADJUSTING BAR**

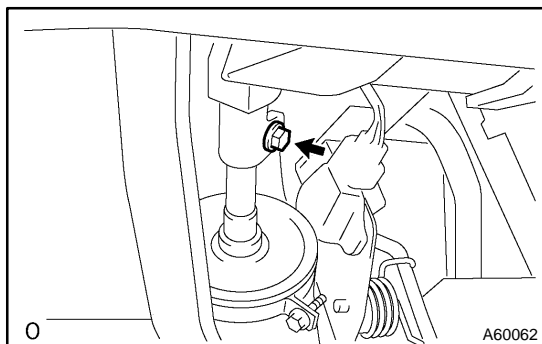
- (a) Install the adjusting bar with the 2 bolts and 2 nuts.

**Torque:****43 N·m (438 kgf·cm, 32 ft·lbf) for nut A****18 N·m (184 kgf·cm, 13 ft·lbf) for bolt B****8.0 N·m (82 kgf·cm, 71 in·lbf) for bolt C****110. INSTALL GENERATOR BRACKET NO.2****Torque: 28 N·m (286 kgf·cm, 21 ft·lbf)****111. INSTALL GENERATOR ASSY (See page 19-42)**

**112. INSTALL STEERING INTERMEDIATE SHAFT ASSY**

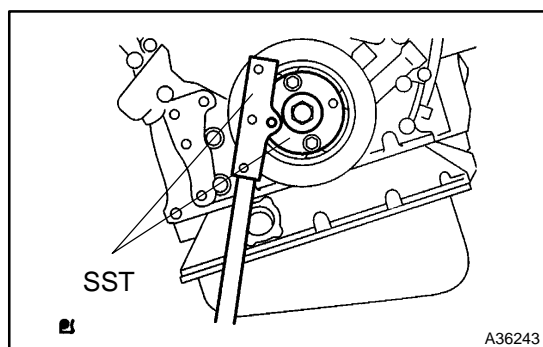
- (a) Align the matchmarks on the intermediate shaft and control valve shaft, and install the bolt.

**Torque: 35 N·m (357 kgf·cm, 26 ft·lbf)**



- (b) Tighten the sliding yoke bolt.

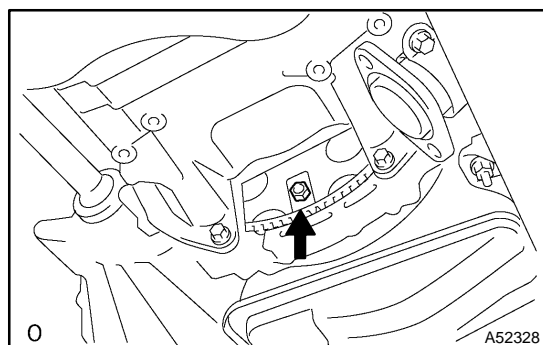
**Torque: 35 N·m (357 kgf·cm, 26 ft·lbf)**

**113. INSTALL DRIVE PLATE & TORQUE CONVERTER CLUTCH SETTING BOLT**

- (a) Using SST, hold the crankshaft.  
SST 09213-54015 (91651-60855), 09330-00021
- (b) Using kerosene or gasoline, clean the bolts thoroughly.
- (c) Apply adhesive to 2 or 3 threads of the bolt end.

**Adhesive:**

**Part No. 08833-00070, THREE BOND 1324 or equivalent**



- (d) Install the 6 torque converter set bolts.

**Torque: 41 N·m (418 kgf·cm, 30 ft·lbf)**

**NOTICE:**

**First tighten the green colored bolt and then tighten the 5 bolts.**

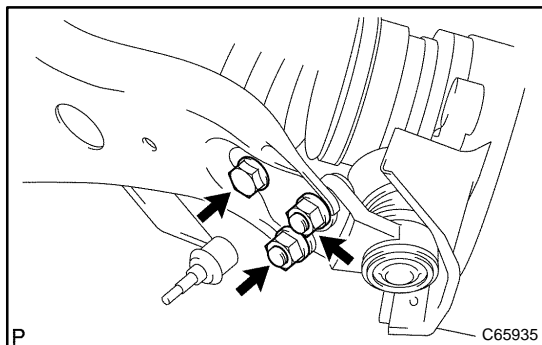
- (e) Install the flywheel housing under cover with the 2 bolts.

**Torque: 7.8 N·m (80 kgf·cm, 69 in·lbf)**

**114. INSTALL EXHAUST PIPE SUPPORT BRACKET NO.1**

**Torque: 21 N·m (214 kgf·cm, 15 ft·lbf)**

**115. INSTALL STARTER ASSY (See page 19-29)**



### 116. INSTALL FRONT SUSPENSION ARM SUB-ASSY LOWER NO.1 LH

- Install the drive shaft to the steering knuckle.
- Install the suspension lower arm with the bolt and 2 nuts.

**Torque: 75 N·m (764 kgf·cm, 55 ft·lbf)**

### 117. INSTALL FRONT SUSPENSION ARM SUB-ASSY LOWER NO.1 RH

**HINT:**

Use the same procedures described for the LH side.

### 118. INSTALL TIE ROD ASSY LH

- Connect the tie rod end to the steering knuckle and install a new castle nut.

**Torque: 49 N·m (500 kgf·cm, 36 ft·lbf)**

**NOTICE:**

- Prevent any lubricant from contacting the thread and the taper portions.
  - After tightening the castle nut, tighten it to the additional direction within 60° to put into a cotter pin.
- Insert a new cotter pin.

### 119. INSTALL TIE ROD ASSY RH

**HINT:**

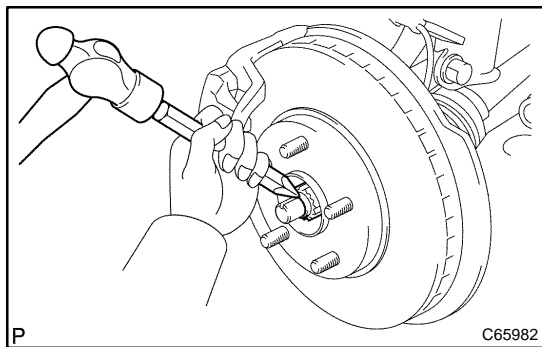
Use the same procedures described for the LH side.

### 120. INSTALL SPEED SENSOR FRONT LH (See page 32-66)

### 121. INSTALL SPEED SENSOR FRONT RH

**HINT:**

Use the same procedures described for the LH side.



### 122. INSTALL FRONT AXLE HUB LH NUT

- Using a 30 mm socket wrench, install a new hub nut.
- Torque: 294 N·m (2,998 kgf·cm, 217 ft·lbf)**
- Using a chisel and hammer, tapped the front axle hub LH nut.

### 123. INSTALL FRONT AXLE HUB RH NUT

**HINT:**

Use the same procedures described for the LH side.

### 124. INSTALL FRONT STABILIZER LINK ASSY LH

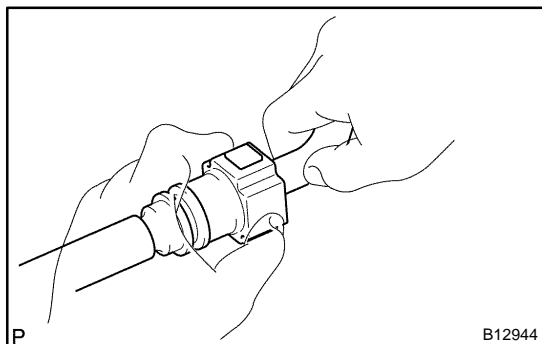
- Using a 6 mm socket hexagon wrench, hold the ball stud, and install the nut.
- Torque: 74 N·m (755 kgf·cm, 55 ft·lbf)**

### 125. INSTALL FRONT STABILIZER LINK ASSY RH

**HINT:**

Use the same procedures described for the LH side.

### 126. INSTALL EXHAUST PIPE ASSY FRONT (See page 15-7)

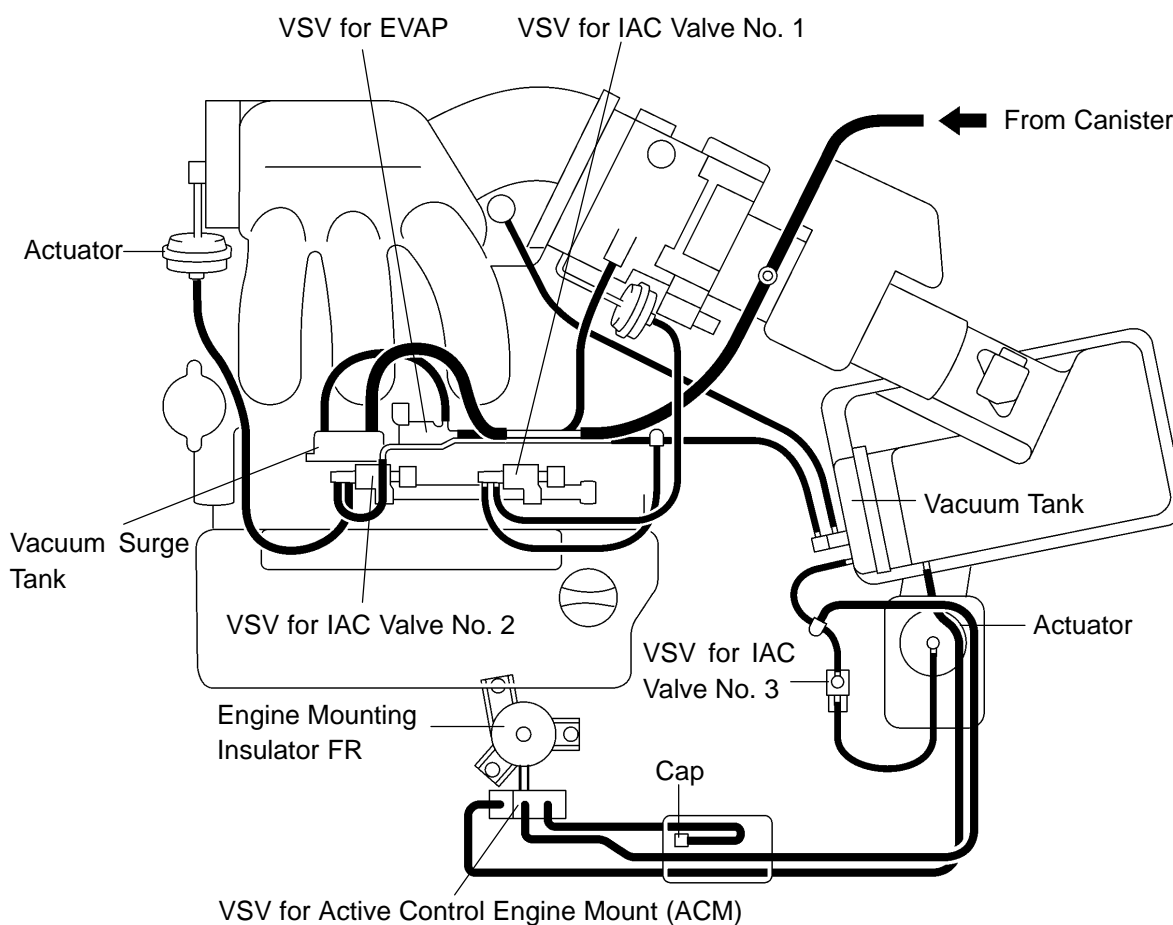
**127. INSTALL EXHAUST PIPE NO.1 SUPPORT BRACKET (See page 15-7)****128. CONNECT FUEL PIPE SUB-ASSY NO.1**

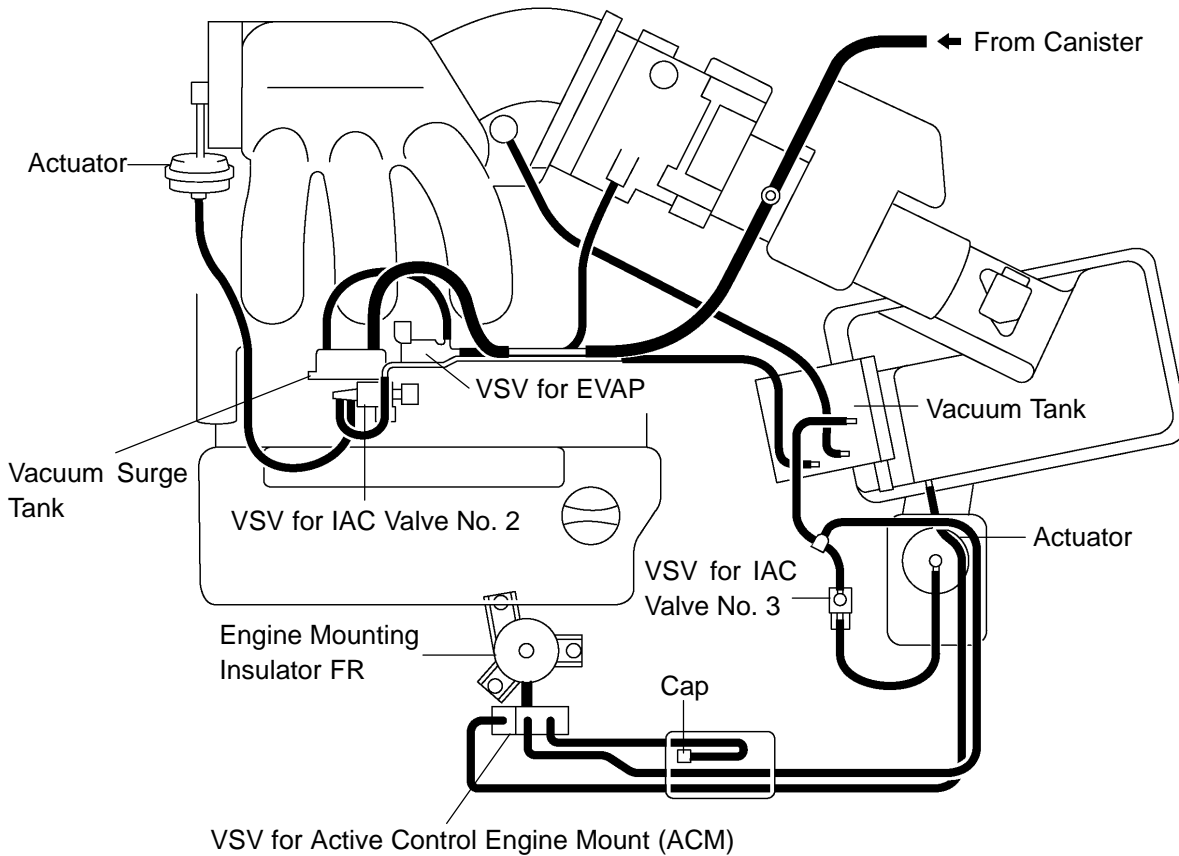
- (a) Push in the fuel tube connector to the fuel pipe until connector makes a "click" sound.

**NOTICE:**

- Check for damage or contamination on the connected part of the pipe.
- After having finished the connection, check if the pipe and the connector are securely connected by trying to pull them apart.

- (b) Install the fuel pipe clamp.

**129. INSTALL AIR CLEANER ASSEMBLY WITH HOSE****130. CONNECT VACUUM HOSES****Vacuum Hose Routing Diagram (1MZ-FE)**

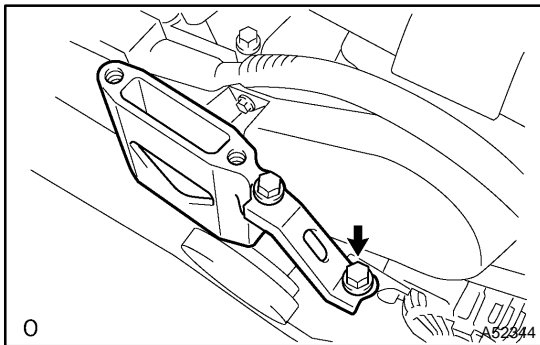
**Vacuum Hose Routing Diagram (3MZ-FE)**

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**131. INSTALL V-BANK COVER SUB-ASSY**

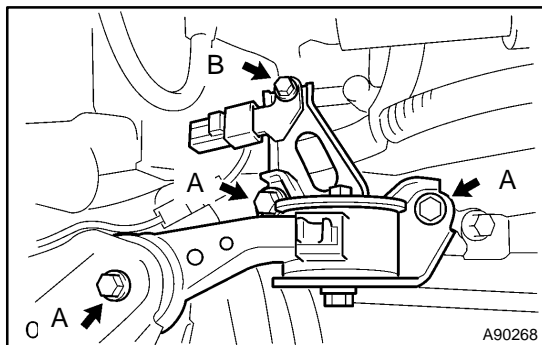
- (a) Using a 5 mm socket hexagon wrench, install the V-bank cover with the 2 nuts.  
**Torque: 7.9 N·m (81 kgf·cm, 70 in·lbf)**



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**132. INSTALL ENGINE MOUNTING STAY NO.2 RH**

- (a) Install the mounting stay and mounting bracket with the bolt.  
**Torque: 64 N·m (653 kgf·cm, 47 ft·lbf)**

**133. INSTALL ENGINE MOVING CONTROL ROD**

- (a) Install the control rod and bracket with the 4 bolts.

**Torque:**

**64 N·m (653 kgf·cm, 47 ft·lbf) for bolt A**

**23 N·m (235 kgf·cm, 17 ft·lbf) for bolt B**

**134. INSTALL VANE PUMP V BELT (See page 51-17)**

**135. INSTALL V (COOLER COMPRESSOR TO CRANKSHAFT PULLEY) BELT NO.1**

(See page 14-140)

**136. INSPECT DRIVE BELT TENSION (See page 14-136)**

**137. INSTALL FRONT WHEELS**

**138. ADD AUTOMATIC TRANSAXLE FLUID (See page 40-2)**

**139. ADD ENGINE OIL**

**140. ADD ENGINE COOLANT (See page 16-27)**

**141. ADD POWER STEERING FLUID**

**142. BLEED POWER STEERING FLUID (See page 51-3)**

**143. CHECK FOR OIL LEAKS**

**144. CHECK FOR ENGINE COOLANT LEAKS (See page 16-21)**

**145. INSPECT FOR FUEL LEAKS**

**146. CHECK FOR EXHAUST GAS LEAKS**

**147. INSPECT AND ADJUST FRONT WHEEL ALIGNMENT (See page 26-5)**

**148. INSPECT IGNITION TIMING (See page 14-136)**

**149. INSPECT ENGINE IDLE SPEED (See page 14-136)**

**150. INSPECT CO/HC (See page 14-136)**

**151. CHECK ABS SPEED SENSOR SIGNAL (See page 05-990)**