

FRONT & REAR SUSPENSION

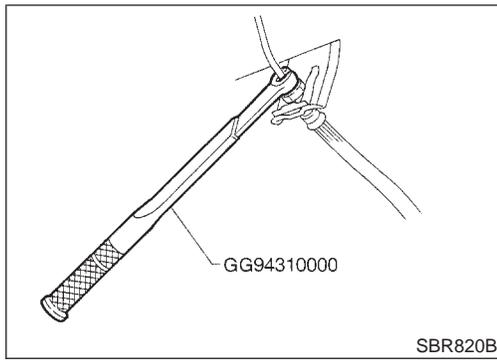
SECTION **SU**

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FRONT SUSPENSION

Precautions



Precautions

PRECAUTIONS

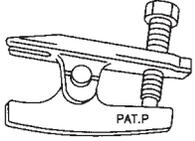
NMSU0001

- When installing rubber parts, final tightening must be carried out under unladen condition* with tires on ground. Oil will shorten the life of rubber bushes. Be sure to wipe off any spilled oil.
- *: Fuel, radiator coolant and engine oil full. Spare tire, jack, hand tools and mats in designated positions.
- After installing removed suspension parts, check wheel alignment and adjust if necessary.
- Use flare nut wrench when removing or installing brake tubes.
- Always torque brake lines when installing.
- Lock nuts are un reusable parts; always use new ones. When replacing, do not wipe the oil off the new lock nut before tightening.

Preparation

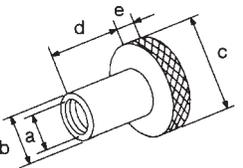
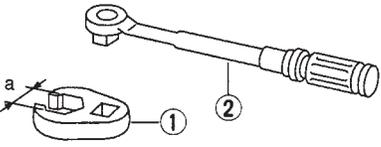
SPECIAL SERVICE TOOLS

NMSU0002

Tool number Tool name	Description
HT72520000 Ball joint remover	 <p>Removing tie-rod outer end and lower ball joint</p>
	NT146

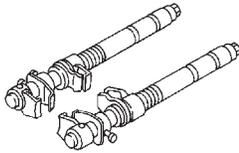
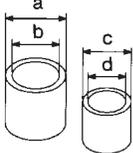
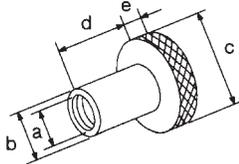
COMMERCIAL SERVICE TOOLS

NMSU0003

Tool name	Description
Attachment Wheel alignment	 <p>Measure wheel alignment a: Screw M24 x 1.5 pitch b: 35 mm (1.38 in) dia. c: 65 mm (2.56 in) dia. d: 56 mm (2.20 in) e: 12 mm (0.47 in)</p>
	NT148
1 Flare nut crowfoot 2 Torque wrench	 <p>Removing and installing each brake piping a: 10 mm (0.39 in)</p>
	NT360

FRONT SUSPENSION

Preparation (Cont'd)

Tool name	Description	
Spring compressor	 <p>NT717</p>	Removing and installing coil spring GI MA EM
Tension rod bushing drift	 <p>NT155</p>	Removing and installing tension rod bushing a: 75 mm (2.95 in) dia. b: 66 mm (2.60 in) dia. c: 62 mm (2.44 in) dia. d: 25 - 55 mm (0.98 - 2.17 in) dia. LC EC
Attachment Wheel alignment	 <p>NT148</p>	Measure wheel alignment a: Screw M22 x 1.5 pitch b: 35 mm (1.38 in) dia. c: 65 mm (2.56 in) dia. d: 56 mm (2.20 in) e: 12 mm (0.47 in) FE CL MT

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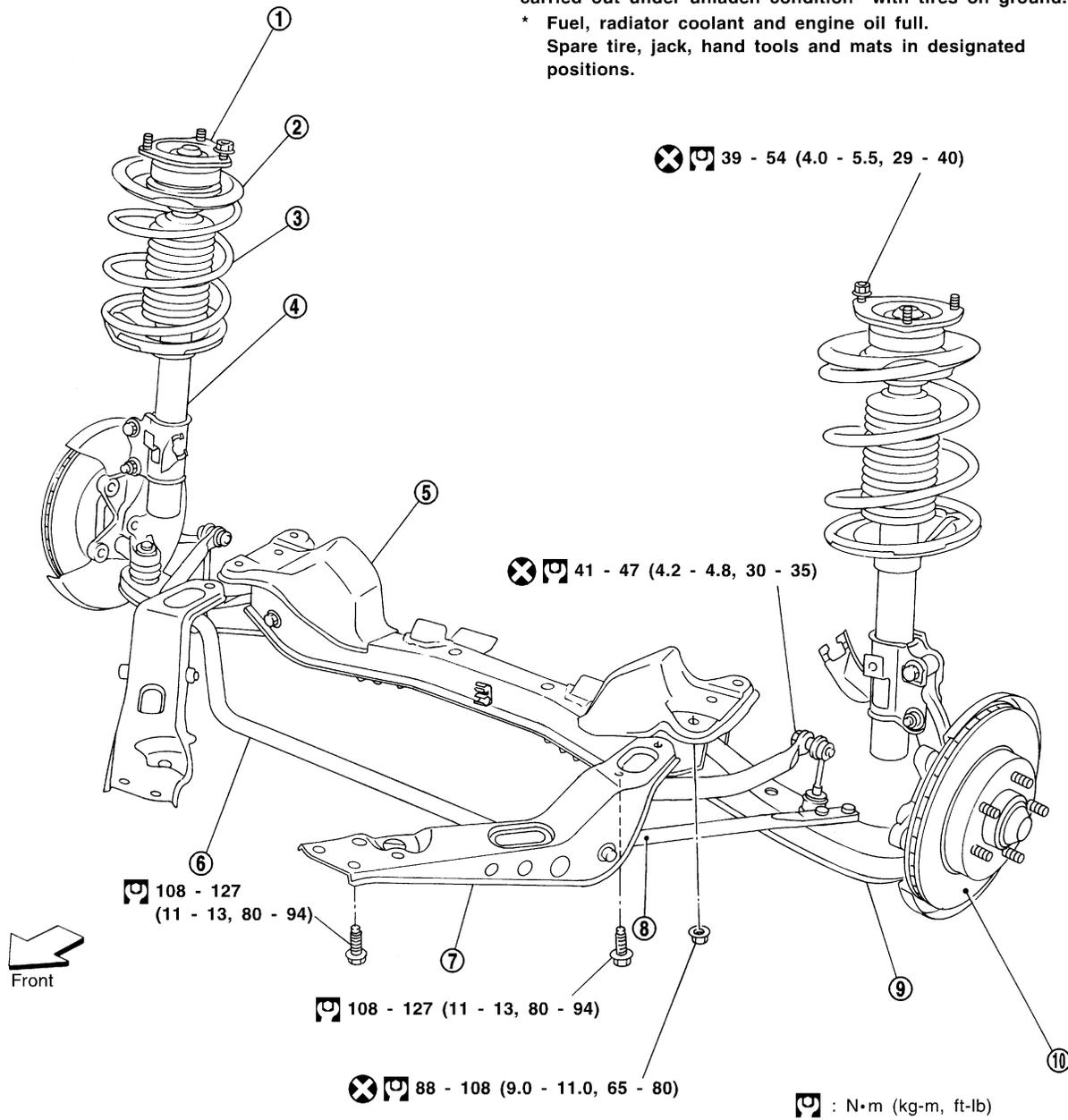
IDX

SEC. 401

Components

When installing rubber parts, final tightening must be carried out under unladen condition* with tires on ground.

* Fuel, radiator coolant and engine oil full.
Spare tire, jack, hand tools and mats in designated positions.



- 1. Strut mounting insulator
- 2. Spring upper seat
- 3. Coil spring
- 4. Strut assembly

- 5. Front suspension member
- 6. Front stabilizer
- 7. Tension rod bracket

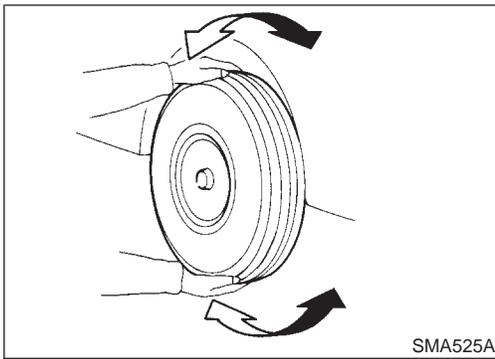
- 8. Tension rod
- 9. Transverse link
- 10. Brake rotor

SSU044

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FRONT SUSPENSION

On-vehicle Service



On-vehicle Service FRONT SUSPENSION PARTS

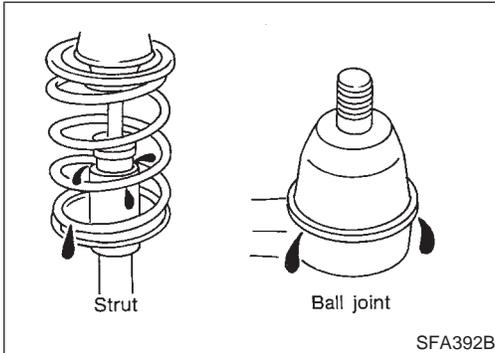
NMSU0006

Check front axle and front suspension parts for excessive play, cracks, wear or other damage.

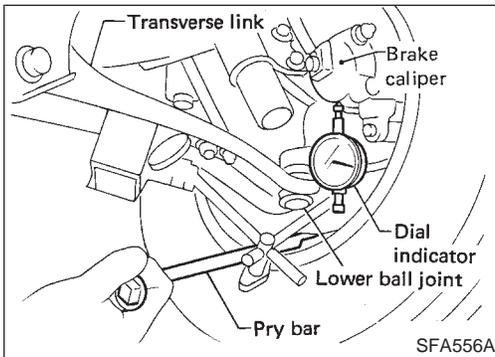
- Shake each front wheel to check for excessive play.
- Make sure that cotter pin is inserted.
- Retighten all axle and suspension nuts and bolts to the specified torque.

Tightening torque:

Refer to "FRONT SUSPENSION", SU-5.



- Check strut (shock absorber) for oil leakage or other damage.
- Check suspension ball joint for grease leakage and ball joint dust cover for cracks or other damage. If ball joint dust cover is cracked or damaged, replace transverse link.



- Check suspension ball joint end play.
 - a) Jack up front of vehicle and set the stands.
 - b) Clamp dial indicator onto transverse link and place indicator tip on lower edge of brake caliper.
 - c) Make sure front wheels are straight and brake pedal is depressed.
 - d) Place a pry bar between transverse link and inner rim of road wheel.
 - e) While raising and releasing pry bar, observe maximum dial indicator value.

Vertical end play: 0 mm (0 in)

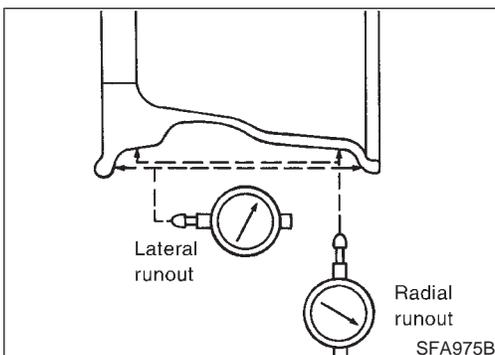
- f) If ball joint movement is beyond specifications, remove and replace it.

FRONT WHEEL ALIGNMENT

NMSU0007

Before checking front wheel alignment, be sure to make a preliminary inspection (Unladen*).

*: Fuel, radiator coolant and engine oil full. Spare tire, jack, hand tools and mats in designated positions.



Preliminary Inspection

NMSU0007S01

1. Check tires for wear and improper inflation.
2. Check wheels for deformation, cracks and other damage. If deformed, remove wheel and check wheel runout.
 - a. Remove tire from wheel and mount wheel on a tire balance machine.
 - b. Set dial indicator as shown in the illustration.

Wheel runout (Dial indicator value):
Refer to SDS, SU-13.
3. Check front wheel bearings for looseness.

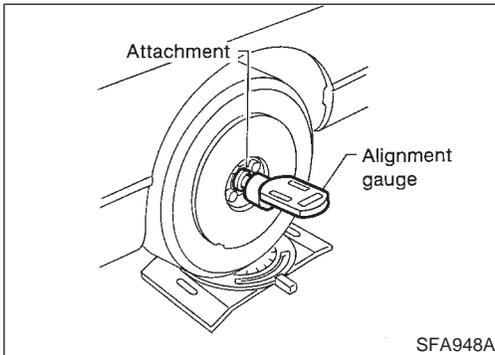
4. Check front suspension for looseness.
5. Check steering linkage for looseness.
6. Check that front shock absorbers work properly.
7. Check vehicle posture (Unladen).

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SFA948A

Camber, Caster and Kingpin Inclination

Camber, caster and kingpin inclination are preset at factory and cannot be adjusted.

NMSU0007S02

1. Measure camber, caster and kingpin inclination of both right and left wheels with a suitable alignment gauge.

Camber, caster and kingpin inclination:
Refer to SDS, SU-13.

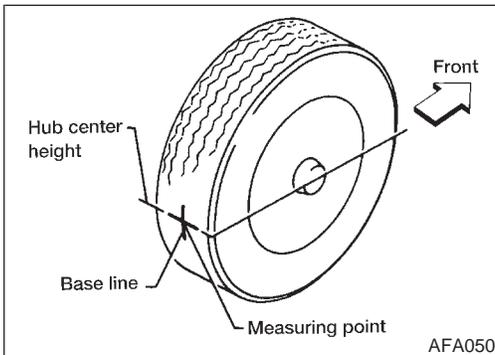
EC

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2. If camber, caster or kingpin inclination is not within specification, inspect front suspension parts. Replace damaged or worn out parts.

MT



AFA050

Toe-in

Measure toe-in using the following procedure.

NMSU0007S03

WARNING:

- Always perform the following procedure on a flat surface.
- Make sure that no person is in front of the vehicle before pushing it.

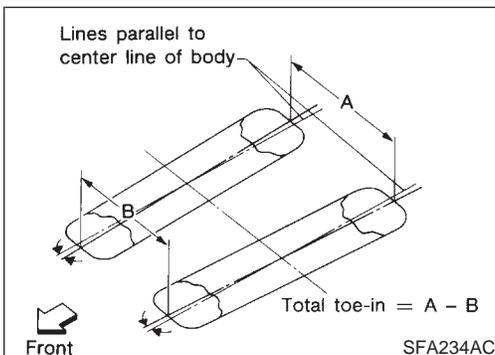
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1. Bounce front of vehicle up and down to stabilize the posture.
2. Push the vehicle straight ahead about 5 m (16 ft).
3. Put a mark on base line of tread (rear side) of both tires at the same height as hub center. These are measuring points.

AX

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SFA234AC

4. Measure distance "A" (rear side).
5. Push the vehicle slowly ahead to rotate the wheels 180 degrees (1/2 turn).

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If the wheels have rotated more than 180 degrees (1/2 turn), try the above procedure again from the beginning. Never push vehicle backward.

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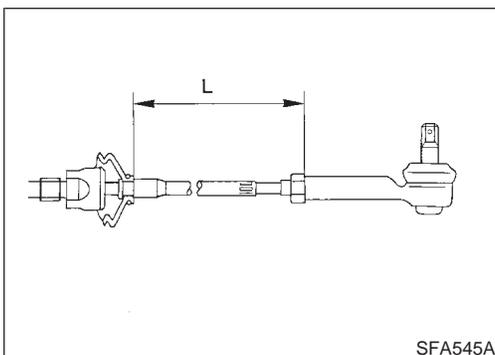
6. Measure distance "B" (front side).

RS

Total toe-in:

Refer to SDS, SU-13.

BT



SFA545A

7. Adjust toe-in by varying the length of steering tie-rods.
 - a. Loosen lock nuts.
 - b. Adjust toe-in by screwing tie-rods in and out.

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Standard length "L": 164.2 mm (6.46 in)

SC

- c. Tighten lock nuts to specified torque.

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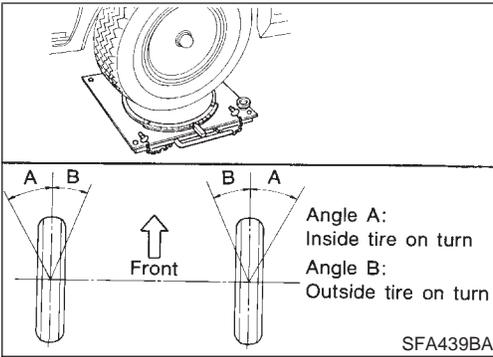
Lock nut tightening torque:

37 - 46 N·m (3.7 - 4.7 kg·m, 27 - 33 ft·lb)

IDX

FRONT SUSPENSION

On-vehicle Service (Cont'd)



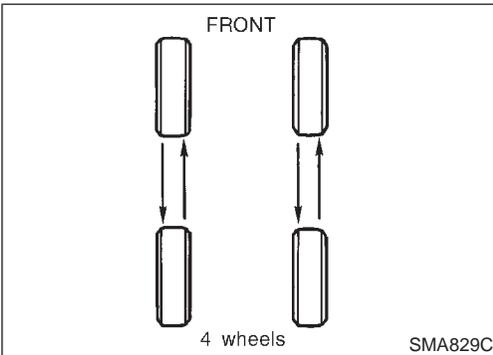
Front Wheel Turning Angle

1. Set wheels in straight-ahead position. Then move vehicle forward until front wheels rest on turning radius gauge properly. NMSU0007S04
2. Rotate steering wheel all the way right and left; measure turning angle.

Do not hold the steering wheel on full lock for more than 15 seconds.

Wheel turning angle (Full turn):

Refer to SDS, SU-13.



Tire Rotation

- Do not include the T-type spare tire when rotating the tires. NMSU0007S05

🔧 : 99 - 117 N·m (10.1 - 11.9 kg-m, 73.0 - 86.3 ft-lb)

FRONT SUSPENSION

Coil Spring and Shock Absorber

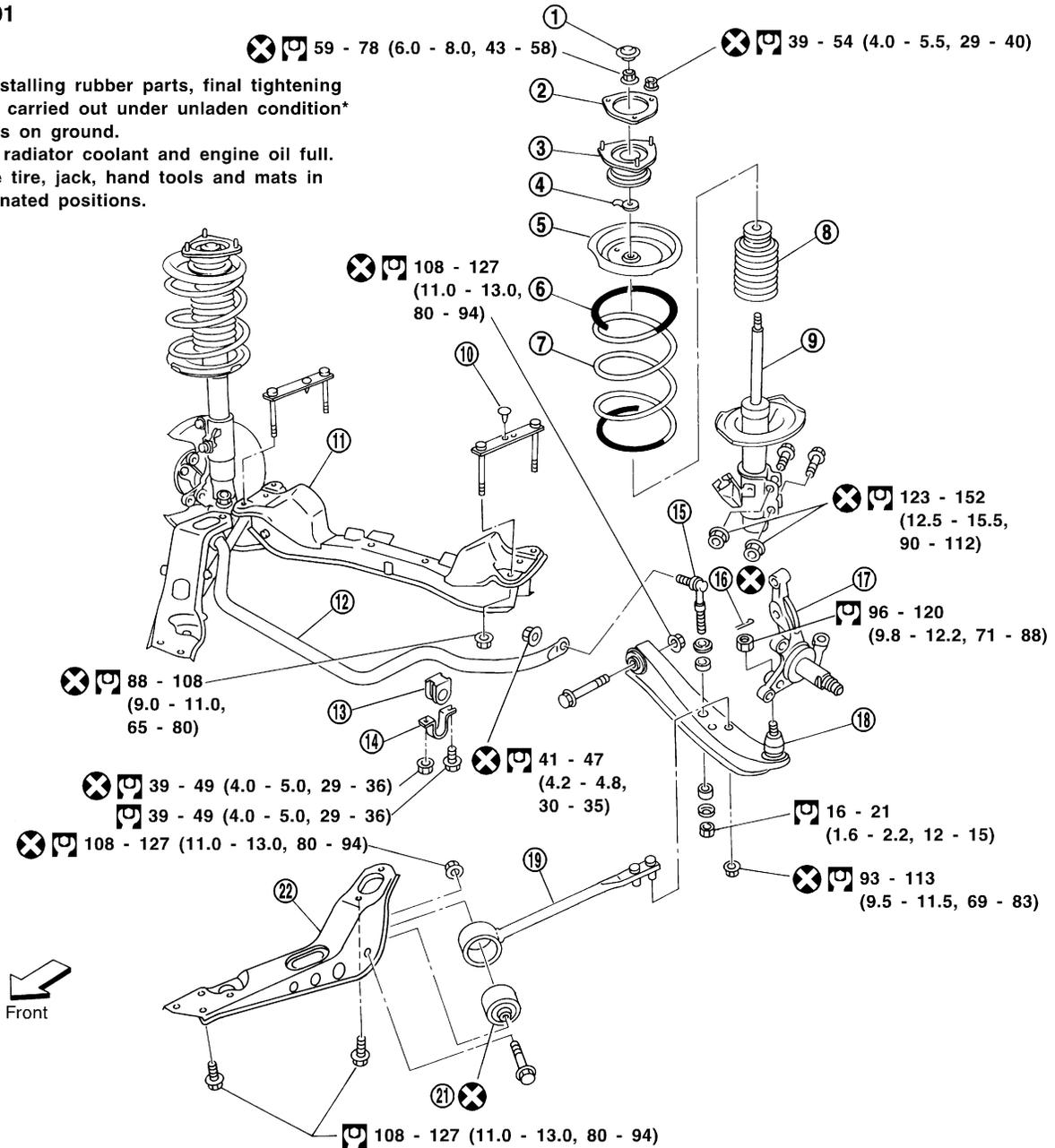
Coil Spring and Shock Absorber COMPONENTS

=NMSU0008

SEC. 401

When installing rubber parts, final tightening must be carried out under unladen condition* with tires on ground.

* Fuel, radiator coolant and engine oil full.
Spare tire, jack, hand tools and mats in designated positions.



: N•m (kg-m, ft-lb)

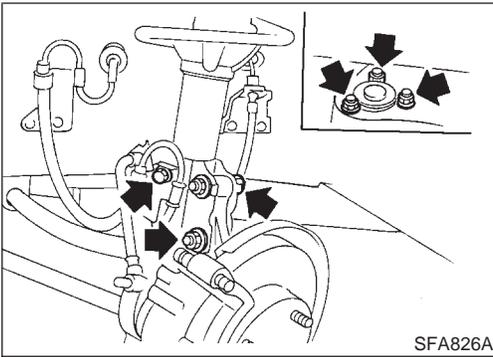
SSU045

- | | | |
|-----------------------------|-----------------------------|-------------------------------------|
| 1. Cap | 8. Bound bumper | 15. Stabilizer connecting rod |
| 2. Gasket | 9. Strut assembly | 16. Cotter pin |
| 3. Strut mounting insulator | 10. Plastic cap | 17. Knuckle spindle |
| 4. Lock washer | 11. Front suspension member | 18. Transverse link with ball joint |
| 5. Upper seat | 12. Stabilizer | 19. Tension rod |
| 6. (Polyurethane tube) | 13. Bushing | 20. Tension rod bushing |
| 7. Coil spring | 14. Clamp | 21. Tension rod bracket |

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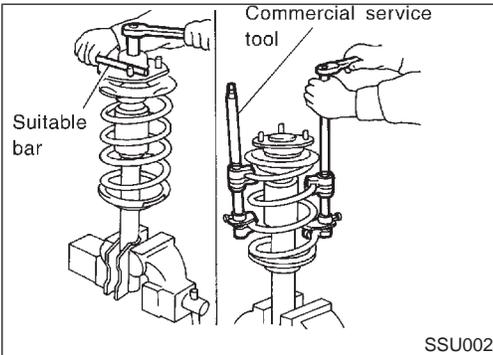
FRONT SUSPENSION

Coil Spring and Shock Absorber (Cont'd)



REMOVAL AND INSTALLATION

- Remove shock absorber fixing bolt and nut (to hood edge). =NMSU0009
- Do not remove piston rod lock nut on vehicle.

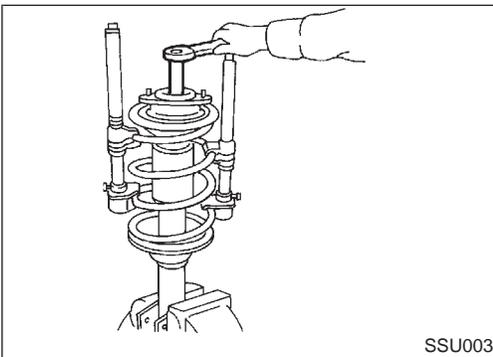


DISASSEMBLY

1. Set shock absorber on vise, then **loosen** piston rod lock nut. NMSU0010
- Do not remove piston rod lock nut at this time.
2. Compress spring with Tool so that shock absorber mounting insulator can be turned by hand.

WARNING:

Make sure that the pawls of the two spring compressors are firmly hooked on the spring. The spring compressors must be tightened alternately so as not to tilt the spring.



3. Remove piston rod lock nut.

INSPECTION

Shock Absorber Assembly

- Check for smooth operation through a full stroke, both compression and extension. NMSU0011
- Check for oil leakage on welded or gland packing portions. NMSU0011S01
- Check piston rod for cracks, deformation or other damage. Replace if necessary.

Mounting Insulator and Rubber Parts

- Check cemented rubber-to-metal portion for separation or cracks. Check rubber parts for deterioration. Replace if necessary. NMSU0011S02

Thrust Bearing

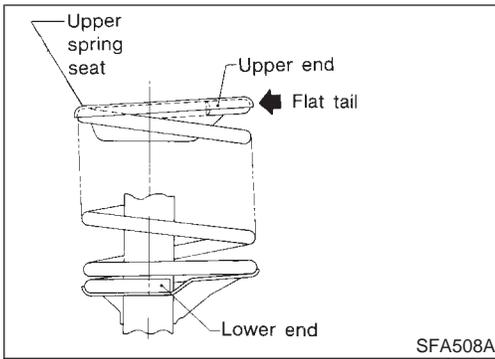
- Check thrust bearing parts for abnormal noise or excessive rattle in axial direction. NMSU0011S06
- Replace if necessary.

Coil Spring

- Check for cracks, deformation or other damage. Replace if necessary. NMSU0011S03

FRONT SUSPENSION

Coil Spring and Shock Absorber (Cont'd)



ASSEMBLY

NMSU0012

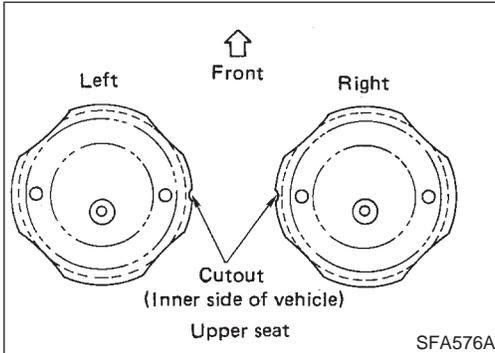
- When installing coil spring on strut, it must be positioned as shown in the figure at left.

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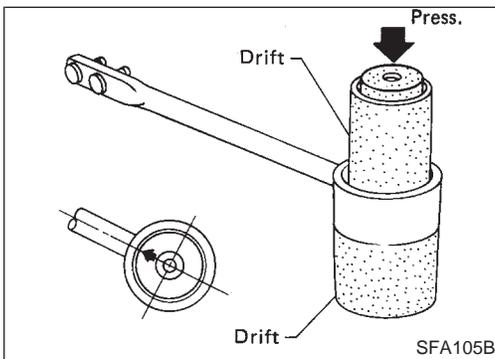
- Install upper spring seat with its cutout facing the inner side of vehicle.

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Tension Rod and Stabilizer Bar REMOVAL AND INSTALLATION

NMSU0042

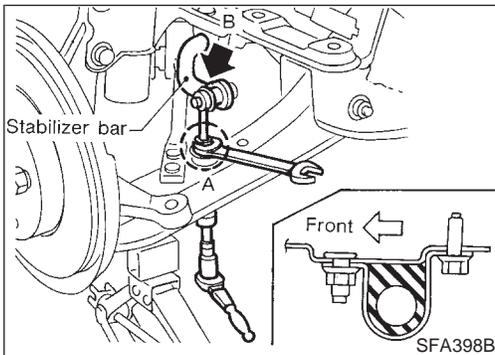
- Remove tension rod and stabilizer bar.
- Place one drift on lower side of tension rod bushing and another on upper side, as shown. Remove tension rod bushing by pressing it out.
- Place arrow mark on bushing facing tension rod before installing bushing.

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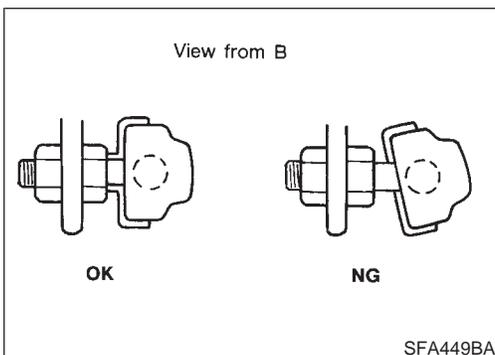
- Install stabilizer rear side bushings, then install front side bushings. When installing stabilizer bar clamp, make sure direction is correct (as shown at left).
- When removing and installing stabilizer bar, fix portion A.

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- Install stabilizer bar with ball joint socket properly placed.

HA

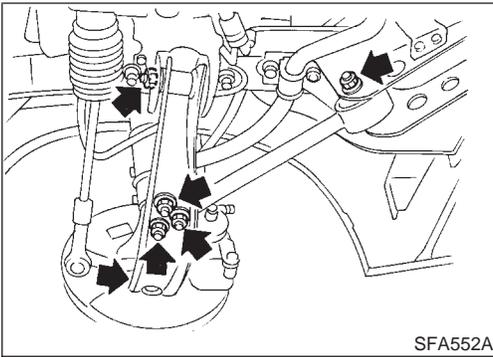
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FRONT SUSPENSION

Transverse Link and Lower Ball Joint



Transverse Link and Lower Ball Joint

REMOVAL AND INSTALLATION

NMSU0018

- Remove stabilizer, tension rod, ball joint and transverse link assembly.
- During installation, final tightening must be carried out at curb weight with tires on ground.
- After installation, check wheel alignment. Refer to "Front Wheel Alignment" of ON-VEHICLE SERVICE (SU-6).

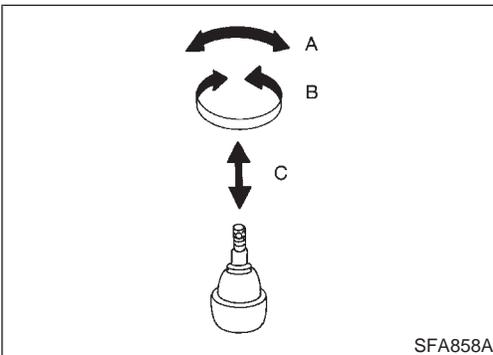
INSPECTION

NMSU0019

Transverse Link

NMSU0019S01

- Check transverse link for damage, cracks or deformation. Replace it if necessary.
- Check rubber bushing for damage, cracks and deformation. Replace transverse link if necessary.



Lower Ball Joint

NMSU0019S02

- Check ball joint for play. Replace transverse link assembly if any of the following cases occur. Ball stud is worn, play in axial direction is excessive or joint is hard to swing. Before checking, turn ball joint at least 10 revolutions so that ball joint is properly broken in.

Swinging force "A":

(measuring point: cotter pin hole of ball stud):

7.8 - 54.9 N (0.8 - 5.6 kg, 1.8 - 12.3 lb)

Turning torque "B":

0.5 - 3.4 N-m (5 - 35 kg-cm, 4.3 - 30.4 in-lb)

Vertical end play "C":

0 mm (0 in)

- Check dust cover for damage. Replace it and cover clamp if necessary.

FRONT SUSPENSION

Service Data and Specifications (SDS)

Service Data and Specifications (SDS)

GENERAL SPECIFICATIONS (FRONT)

=NMSU0020

Suspension type	Independent MacPherson strut
Shock absorber type	Double-acting hydraulic
Stabilizer bar	Standard equipment

FRONT WHEEL ALIGNMENT (UNLADEN*1)

NMSU0021

Camber Degree minute (Decimal degree)	Minimum	-1°45' (-1.75°)	
	Nominal	-1°00' (-1.00°)	
	Maximum	-0°15' (-0.25°)	
	Left and right difference	45' (0.75°) or less	
Caster Degree minute (Decimal degree)	Minimum	6°10' (6.17°)	
	Nominal	6°55' (6.92°)	
	Maximum	7°40' (7.67°)	
	Left and right difference	45' (0.75°) or less	
Kingpin inclination Degree minute (Decimal degree)	Minimum	13°10' (13.17°)	
	Nominal	13°55' (13.92°)	
	Maximum	14°40' (14.67°)	
Total toe-in	Distance (A - B) mm (in)	Minimum	1 (0.04)
		Nominal	2 (0.08)
		Maximum	3 (0.12)
	Angle (left plus right) Degree minute (Decimal degree)	Minimum	2'30" (0.04°)
		Nominal	5' (0.08°)
		Maximum	7'30" (0.13°)
Wheel turning angle Full turn*2	Inside Degree minute (Decimal degree)	Nominal	40°15' (40.25°)
	Outside Degree minute (Decimal degree)	Nominal	32°10' (32.17°)

*1: Fuel, radiator coolant and engine oil full. Spare tire, jack, hand tools and mats in designated positions.

*2: On power steering models, wheel turning force (at circumference of steering wheel) of 98 to 147 N (10 to 15 kg, 22 to 33 lb) with engine idle.

LOWER BALL JOINT

NMSU0022

Swinging force "A" (Measuring point: cotter pin hole of ball stud) N (kg, lb)	7.8 - 54.9 (0.8 - 5.6, 1.8 - 12.3)
Turning torque "B" N-m (kg-cm, in-lb)	0.5 - 3.4 (5 - 35, 4.3 - 30.4)
Vertical end play "C" mm (in)	0 (0)

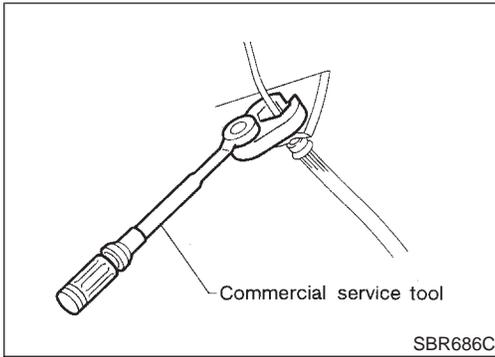
WHEEL RUNOUT

NMSU0023

Wheel type	Aluminum	Steel wheel	
		Inside	Outside
Maximum radial runout limit mm (in)	0.3 (0.012) or less	0.8 (0.031) or less	0.4 (0.016) or less
Maximum lateral runout limit mm (in)	0.3 (0.012) or less	1.0 (0.039) or less	0.9 (0.035) or less

REAR SUSPENSION

Precautions



Precautions

PRECAUTIONS

NMSU0024

- When installing each rubber part, final tightening must be carried out under unladen condition* with tires on ground. Oil will shorten the life of rubber bushes. Be sure to wipe off any spilled oil.
- *: Fuel, radiator coolant and engine oil full. Spare tire, jack, hand tools and mats in designated positions.
- Use flare nut wrench when removing or installing brake tubes.
- After installing removed suspension parts, check wheel alignment.
- Do not jack up at the trailing arm and lateral link.
- Always torque brake lines when installing.
- Lock nuts are un reusable parts; always use new ones. When replacing, do not wipe the oil off of the new lock nut before tightening.

Preparation

COMMERCIAL SERVICE TOOLS

NMSU0026

Tool name	Description
Equivalent to GG94310000 1 Flare nut crowfoot 2 Torque wrench	<p>Removing and installing brake piping a: 10 mm (0.39 in)</p> <p>NT360</p>
Spring compressor	<p>Removing and installing coil spring</p> <p>NT717</p>
Arm bushing remover	<p>Removing and installing bushing of rear axle housing</p> <p>NT157</p>

Noise, Vibration and Harshness (NVH) Troubleshooting

NMSU0027

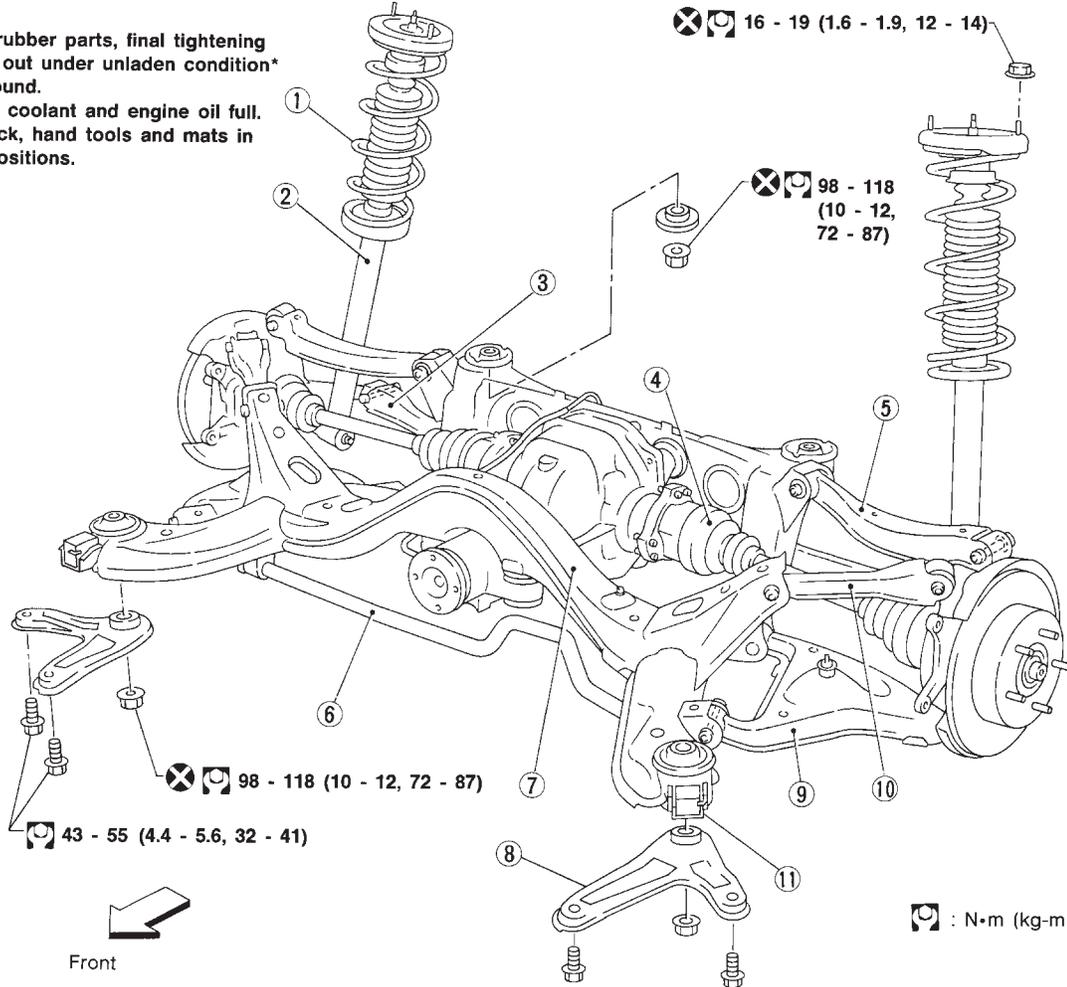
Refer to "Noise, Vibration and Harshness (NVH) Troubleshooting", "FRONT SUSPENSION", SU-4.

Components

SEC. 431

When installing rubber parts, final tightening must be carried out under unladen condition* with tires on ground.

* Fuel, radiator coolant and engine oil full. Spare tire, jack, hand tools and mats in designated positions.



- 1. Coil spring
- 2. Shock absorber
- 3. Lateral link
- 4. Drive shaft

- 5. Rear upper link
- 6. Stabilizer bar
- 7. Suspension member
- 8. Member stay

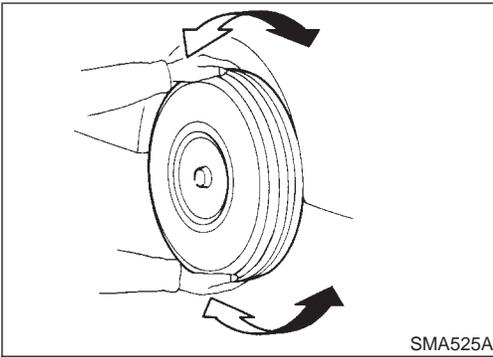
- 9. Lower arm
- 10. Front upper link
- 11. Dynamic damper assembly

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REAR SUSPENSION

On-vehicle Service



On-vehicle Service

REAR SUSPENSION PARTS

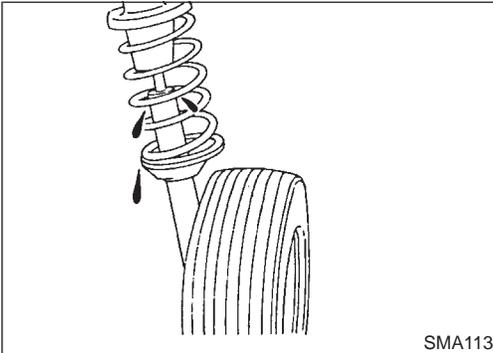
=NMSU0029

Check axle and suspension parts for excessive play, wear or damage.

- Shake each rear wheel to check for excessive play.
- Retighten all nuts and bolts to the specified torque.

Tightening torque:

Refer to "REAR SUSPENSION", SU-15.



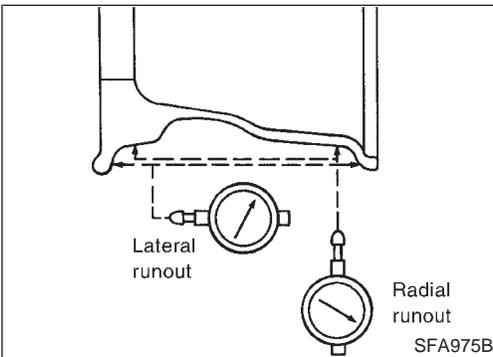
- Check shock absorber for oil leakage or other damage.
- Check shock absorber bushing for excessive wear and other damage.

REAR WHEEL ALIGNMENT

NMSU0030

Before checking rear wheel alignment, be sure to make a preliminary inspection (Unladen*).

*: Fuel, radiator coolant and engine oil full. Spare tire, jack, hand tools and mats in designated positions.

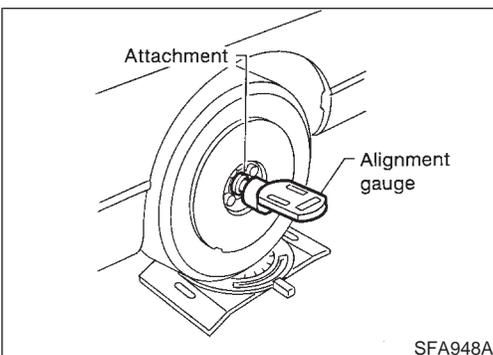


Preliminary Inspection

NMSU0030S01

1. Check tires for wear and improper inflation.
2. Check wheels for deformation, cracks and other damage. If deformed, remove wheel and check wheel runout.
 - a. Remove tire from wheel and mount wheel on a tire balance machine.
 - b. Set dial indicator as shown in the illustration.

Wheel runout (Dial indicator value):
Refer to SDS, SU-13.
3. Check front wheel bearings for looseness.
4. Check front suspension for looseness.
5. Check steering linkage for looseness.
6. Check that front shock absorbers work properly.
7. Check vehicle posture (Unladen).



Camber

Camber is preset at factory and cannot be adjusted.

NMSU0030S02

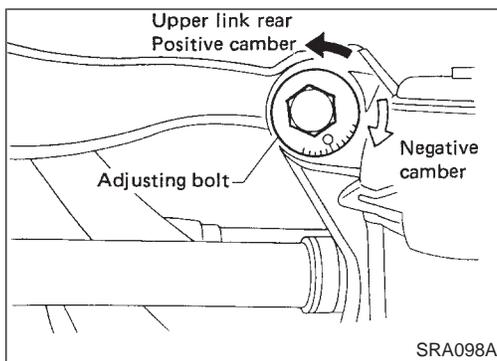
Camber:

Refer to SDS, SU-23.

- If the camber is not within specification, inspect and replace any damaged or worn rear suspension parts.

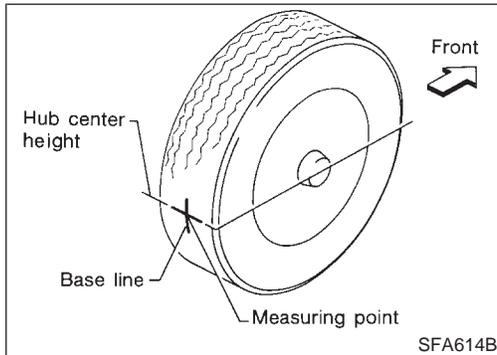
REAR SUSPENSION

On-vehicle Service (Cont'd)



- If camber is not within specification, adjust by turning the adjusting bolt.
- 1. Turn the adjusting bolt to adjust.
Camber changes about 4' with each graduation of the adjusting bolt.
- 2. Tighten to the specified torque.
🔧 : 69 - 88 N-m (7.0 - 9.0 kg-m, 51 - 65 ft-lb)
- After adjusting camber, be certain to check toe-in and, if necessary, re-adjust it.

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Toe-in

Measure toe-in using following procedure. ^{NMSU0030S03} If out of specification, inspect and replace any damaged or worn rear suspension parts.

WARNING:

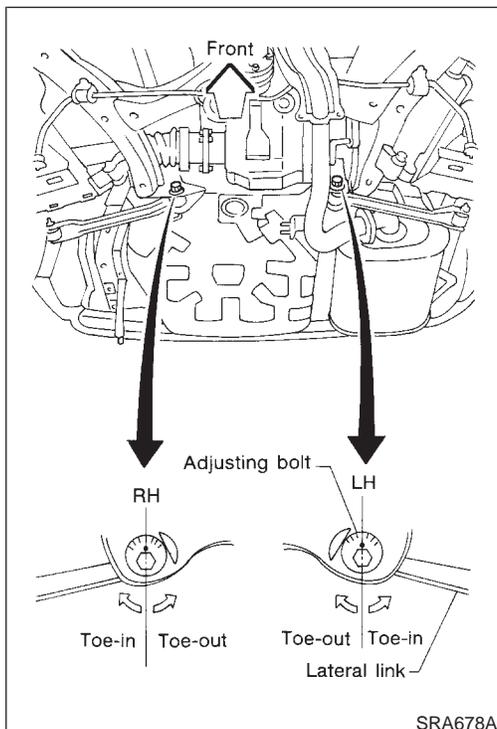
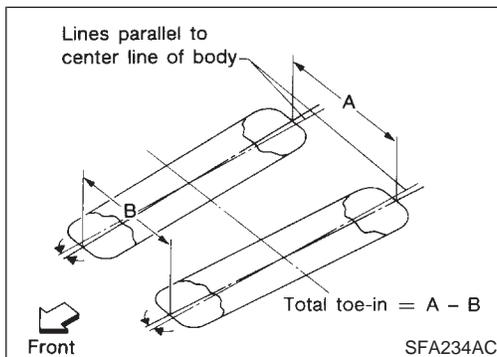
- Perform following procedure always on a flat surface.
- Make sure that no person is in front of the vehicle before pushing it.
- 1. Bounce rear of vehicle up and down to stabilize the posture.
- 2. Push the vehicle straight ahead about 5 m (16 ft).
- 3. Put a mark on base line of the tread (rear side) of both tires at the same height of hub center. This mark is a measuring point.
- 4. Measure distance "A" (rear side).
- 5. Push the vehicle slowly ahead to rotate the wheels 180 degrees (1/2 turn).

If the wheels have rotated more than 180 degrees (1/2 turn), try the above procedure again from the beginning. Never push vehicle backward.

- 6. Measure distance "B" (front side).

Total toe-in: A - B
Refer to SDS, SU-23.

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- 7. Adjust toe-in by turning adjusting bolts.

Toe changes about 1.3 mm (0.051 in) [One side] with each graduation of the adjusting bolt.

- 8. Tighten to the specified torque.

🔧 : 69 - 88 N-m (7.0 - 9.0 kg-m, 51 - 65 ft-lb)

- After adjusting the toe-in, be certain to check camber and, if necessary, re-adjust it.

Drive Shaft

^{NMSU0030S04} Check boot and drive shaft for cracks, wear, damage or grease leakage.

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REAR SUSPENSION

Removal and Installation

Removal and Installation

NMSU0031

SEC. 380•396•431

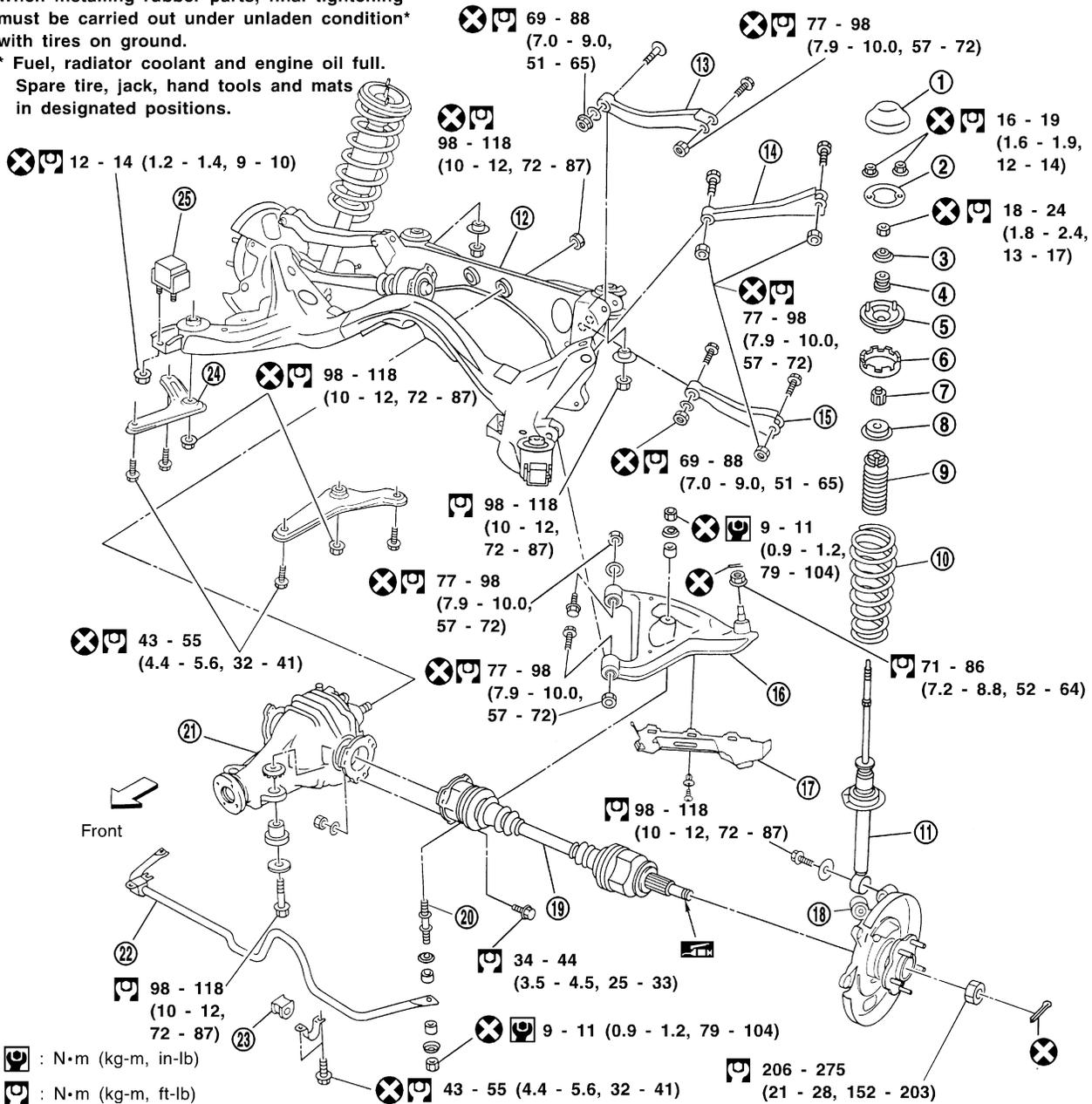
CAUTION:

Do not jack up at lower link.

When installing rubber parts, final tightening must be carried out under unladen condition* with tires on ground.

* Fuel, radiator coolant and engine oil full.

Spare tire, jack, hand tools and mats in designated positions.



SSU046

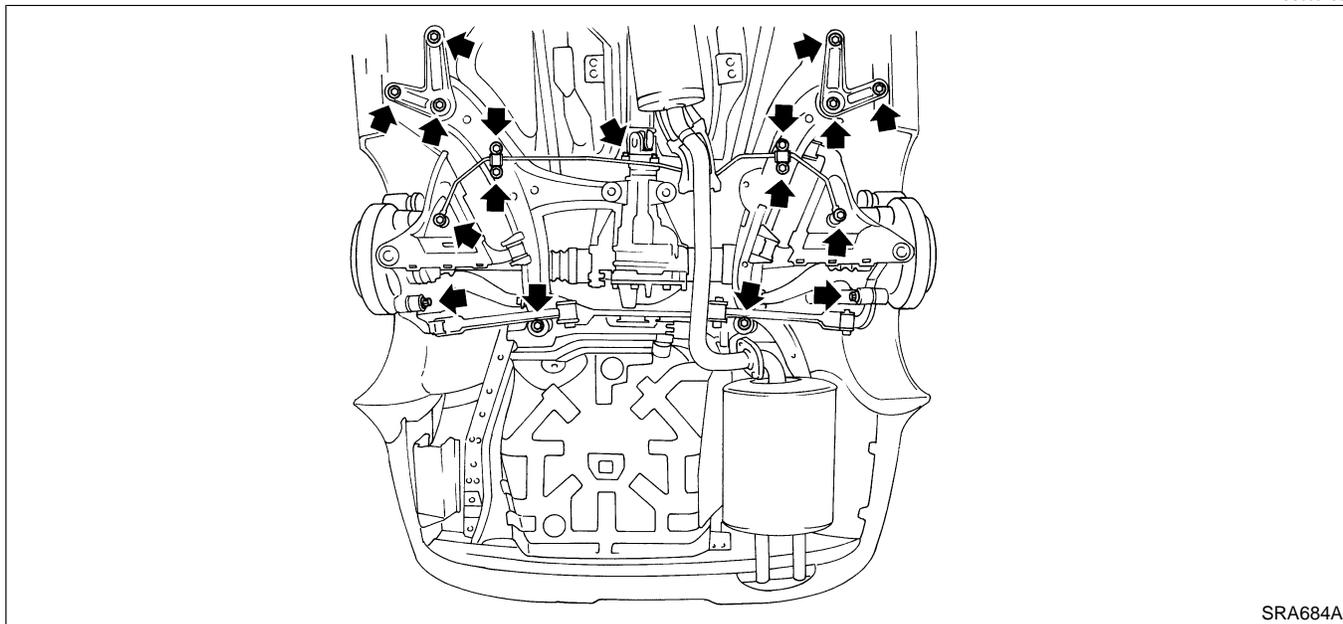
- | | | |
|----------------------------------|-----------------------|-----------------------------|
| 1. Cap | 10. Coil spring | 18. Axle housing |
| 2. Gasket | 11. Shock absorber | 19. Drive shaft |
| 3. Upper plate | 12. Suspension member | 20. Connecting rod |
| 4. Bushing | 13. Rear upper link | 21. Final drive |
| 5. Upper spring seat | 14. Front upper link | 22. Stabilizer bar |
| 6. Upper rubber seat | 15. Lateral link | 23. Bushing |
| 7. Bushing | 16. Lower arm | 24. Member stay |
| 8. Plate | 17. Protector | 25. Dynamic damper assembly |
| 9. Bumper rubber with dust cover | | |

REAR SUSPENSION

Removal and Installation (Cont'd)

REMOVAL AND INSTALLATION

NMSU0031S03



SRA684A

CAUTION:

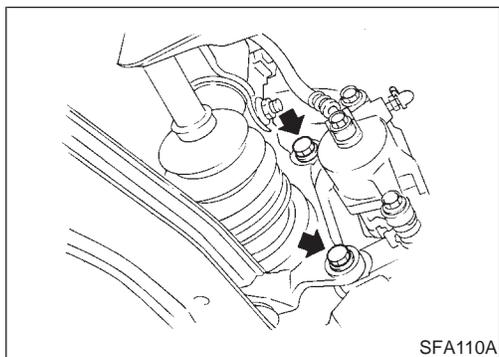
Before removing the rear suspension assembly, disconnect the ABS sensor from the assembly. Then move it away from the rear suspension assembly. Failure to do so may result in damages to the sensor wires, making the sensor inoperative.

1. Remove exhaust tube.
2. Disconnect propeller shaft rear end.
3. Disconnect hand brake wire front end.

4. Remove brake caliper assembly.

Suspend caliper assembly with wire so as not to stretch brake hose.

Be careful not to depress brake pedal, or piston will pop out.

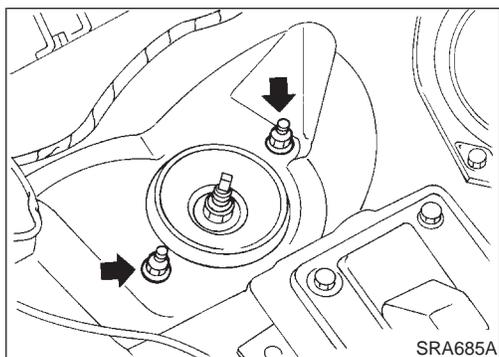


SFA110A

5. Remove rear parcel shelf. Refer to BT section.
6. Remove upper end nuts of shock absorber.

Do not remove piston rod lock nut.

7. Remove suspension member fixing nuts. Then draw out rear axle and rear suspension assembly.



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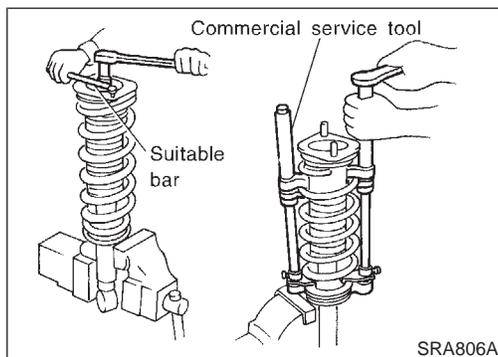
IDX

REAR SUSPENSION

Coil Spring and Shock Absorber REMOVAL AND INSTALLATION

NMSU0032

Remove shock absorber upper and lower fixing nuts.
Do not remove piston rod lock nut on vehicle.



DISASSEMBLY

NMSU0033

1. Set shock absorber in vise, then **loosen** piston rod lock nut.
Do not remove piston rod lock nut at this time.
2. Compress spring with Tool so that the shock absorber upper spring seat can be turned by hand.

WARNING:

Make sure that the pawls of the two spring compressors are firmly hooked on the spring. The spring compressors must be tightened alternately so as not to tilt the spring.

3. Remove piston rod lock nut.

INSPECTION

NMSU0034

Shock Absorber Assembly

NMSU0034S01

- Check for smooth operation through a full stroke, both compression and extension.
- Check for oil leakage on welded or gland packing portions.
- Check piston rod for cracks, deformation or other damage. Replace if necessary.

Upper Rubber Seat and Bushing

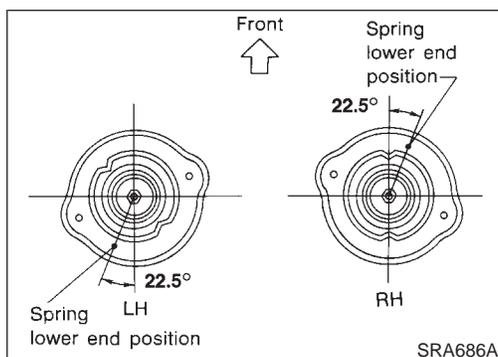
NMSU0034S02

Check rubber parts for deterioration or cracks.
Replace if necessary.

Coil Spring

NMSU0034S03

Check for cracks, deformation or other damage. Replace if necessary.



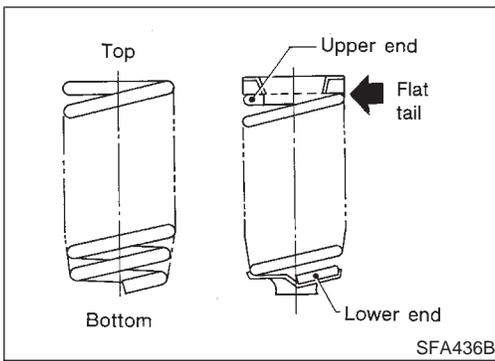
ASSEMBLY

NMSU0035

- Locate upper spring seat as shown.

REAR SUSPENSION

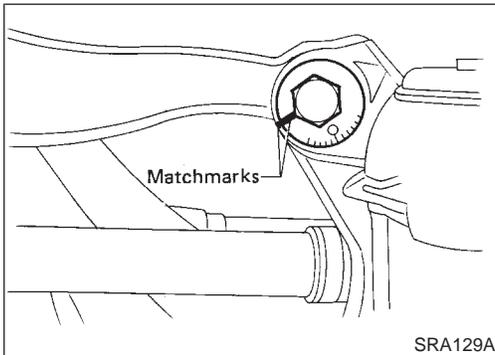
Coil Spring and Shock Absorber (Cont'd)



- When installing coil spring, be careful not to reverse top and bottom direction. (Top end is flat.)
- When installing coil spring on shock absorber, it must be positioned as shown in figure at left.

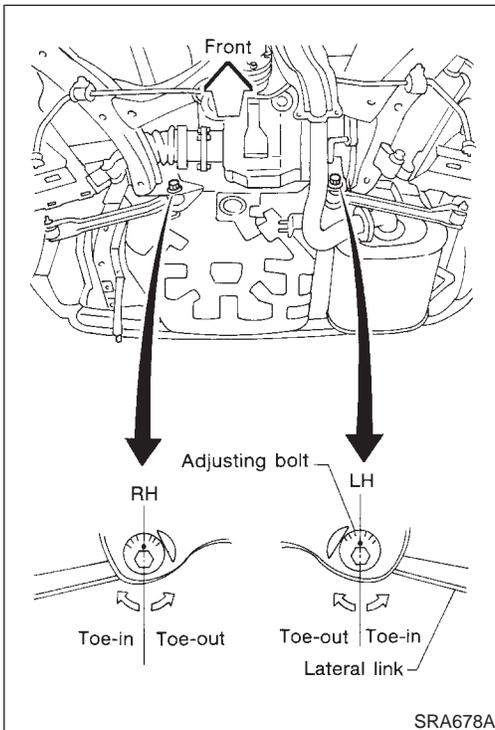
CAUTION:

Do not reuse piston rod lock nut.



Multi-link and Lower Ball Joint REMOVAL AND INSTALLATION

- Refer to "Removal and Installation" of REAR SUSPENSION (SU-18).
Before removing, put matchmarks on adjusting pin.
- When installing, final tightening must be carried out at curb weight with tires on ground.
- After installation, check wheel alignment. Refer to "Rear Wheel Alignment" of ON-VEHICLE SERVICE (SU-16).



INSPECTION

Rear Suspension member

Replace suspension member assembly if cracked or deformed or if any part (insulator, for example) is damaged.

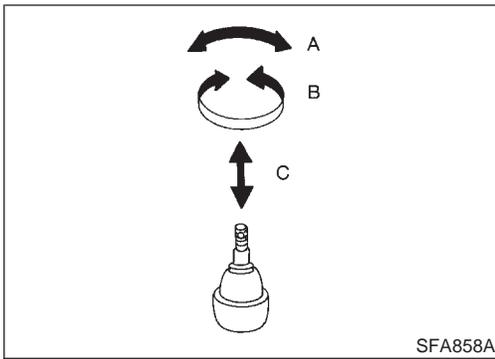
Upper and Lower Links

Replace upper or lower link as required if cracked or deformed or if bushing is damaged.

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REAR SUSPENSION

Multi-link and Lower Ball Joint (Cont'd)



Lower Ball Joint

NMSU0044S03

- Check ball joint for play. Replace transverse link assembly if any of the following cases occur. Ball stud is worn, play in axial direction is excessive or joint is hard to swing.

Swing Force and Turning Torque

NMSU0044S04

Before checking, turn ball joint at least 10 revolutions so that ball joint is properly broken in.

Swing force "A":

(measuring point: cotter pin hole of ball stud)

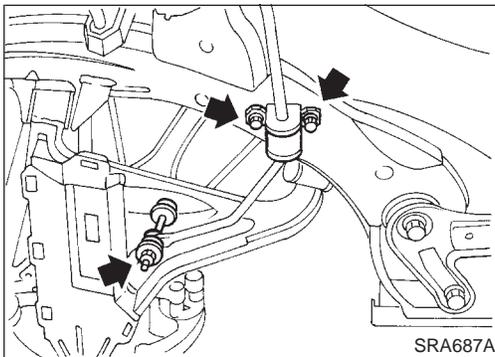
7.8 - 54.9 N (0.8 - 5.6 kg, 1.8 - 12.3 lb)

Turning torque "B":

0.5 - 3.4 N·m (5 - 35 kg·cm, 4.3 - 30.4 in·lb)

Vertical end play "C":

0 mm (0 in)



Stabilizer Bar

REMOVAL

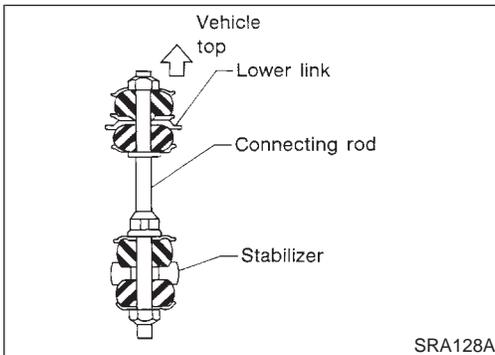
NMSU0045

- Remove connecting rod and clamp.

INSPECTION

NMSU0046

- Check stabilizer bar for deformation or cracks. Replace if necessary.
- Check rubber bushings for deterioration or cracks. Replace if necessary.



INSTALLATION

NMSU0047

When installing connecting rod, make sure direction is correct (as shown at left).

REAR SUSPENSION

Service Data and Specifications (SDS)

Service Data and Specifications (SDS)

GENERAL SPECIFICATIONS (REAR)

=NMSU0039

Suspension type	Independent multi-link with coil spring
Shock absorber type	Double-acting hydraulic
Stabilizer	Standard equipment

REAR WHEEL ALIGNMENT (UNLADEN*)

NMSU0040

Camber Degree minute (Decimal degree)		Minimum	-0°55' (-0.92°)
		Nominal	-1°25' (-1.42°)
		Maximum	-1°55' (-1.92°)
Total toe-in	Distance (A - B) mm (in)	Minimum	0 (0)
		Nominal	2.6 (0.102)
		Maximum	5.2 (0.205)
	Angle (left plus right) Degree minute (Decimal degree)	Minimum	0' (0°)
		Nominal	7' (0.12°)
		Maximum	14' (0.23°)

*: Fuel, radiator coolant and engine oil full. Spare tire, jack, hand tools and mats in designated positions.

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