

GROUP 33

FRONT SUSPENSION

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WARNINGS REGARDING SERVICING OF SUPPLEMENTAL RESTRAINT SYSTEM (SRS) EQUIPPED VEHICLES

WARNING

- *Improper service or maintenance of any component of the SRS, or any SRS-related component, can lead to personal injury or death to service personnel (from inadvertent firing of the air bag) or to the driver and passenger (from rendering the SRS inoperative).*
- *Service or maintenance of any SRS component or SRS-related component must be performed only at an authorized MITSUBISHI dealer.*
- *MITSUBISHI dealer personnel must thoroughly review this manual, and especially its GROUP 52B - Supplemental Restraint System (SRS) before beginning any service or maintenance of any component of the SRS or any SRS-related component.*

NOTE

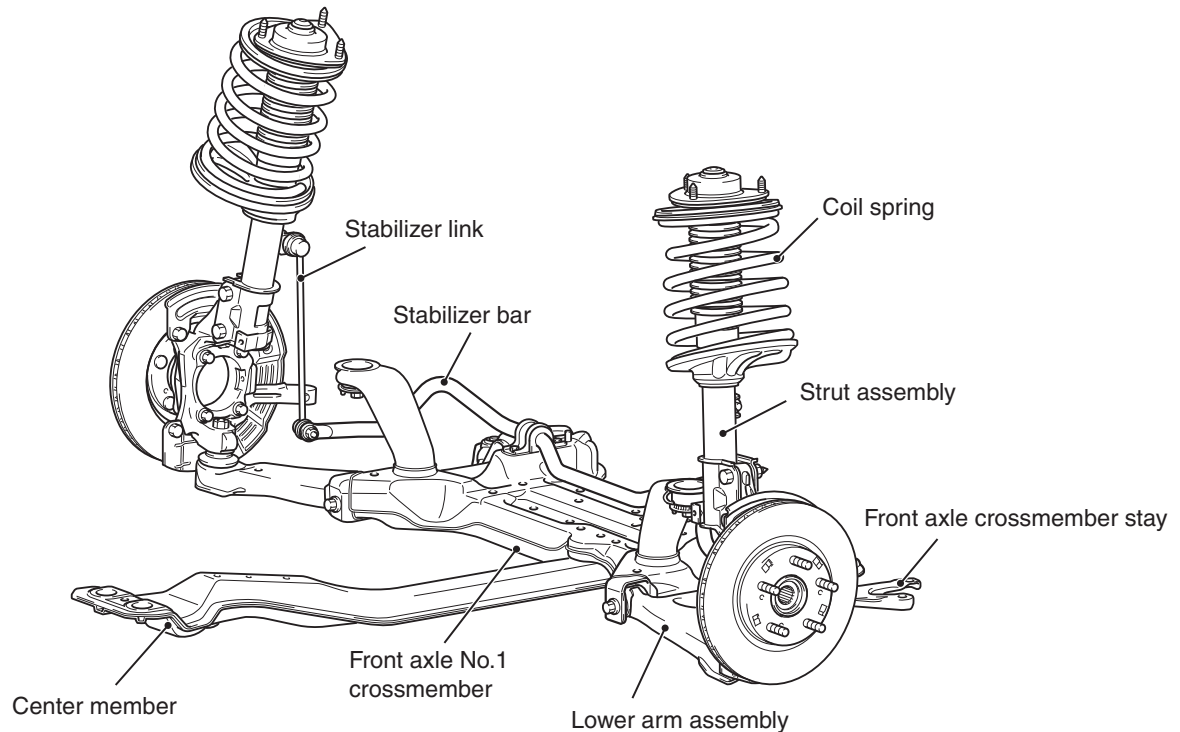
The SRS includes the following components: SRS air bag control unit, SRS warning light, front impact sensors, air bag module, side-airbag module, curtain air bag module, side impact sensors, seat belt pre-tensioners, clock spring, and interconnecting wiring. Other SRS-related components (that may have to be removed/installed in connection with SRS service or maintenance) are indicated in the table of contents by an asterisk (*).

GENERAL INFORMATION

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The front suspension is a MacPherson strut with coil spring. The strut assembly is gas-filled hydraulic double-tube type.

CONSTRUCTION DIAGRAM



AC305733 AE

FRONT SUSPENSION DIAGNOSIS

INTRODUCTION TO FRONT SUSPENSION DIAGNOSIS

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If the front suspension is faulty, the vehicle will not run straightforward or noise will occur. Incorrect wheel alignment, malfunction of strut assembly, stabilizer bar, coil spring, or worn or out-of-balance tires can cause these problems.

FRONT SUSPENSION DIAGNOSIS TROUBLESHOOTING STRATEGY

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Use these steps to plan your diagnostic strategy. If you follow them thoroughly, you will be sure that you have exhausted most of the possible ways to find a front suspension fault.

1. Gather information from the customer.

2. Verify that the condition described by the customer exists.
3. Find and repair the malfunction by following the Symptom Chart and Symptom Procedures.
4. Verify malfunction is eliminated.

SYMPTOM CHART

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SYMPTOM	INSPECTION PROCEDURE	REFERENCE PAGE
Steering wheel is heavy, vibrates or pulls to one side	1	P.33-3
Excessive body rolling	2	P.33-3
Poor ride	3	P.33-4
Unequal ride height	4	P.33-4
Noise	5	P.33-4

SYMPTOM PROCEDURES

INSPECTION PROCEDURE 1: Steering Wheel is Heavy, Vibrates or Pulls to One Side

DIAGNOSIS

STEP 1. Check the tires.

Check for the tire pressure, the tire pressure balance between left and right tires, and the tire condition. Refer to GROUP 31, Diagnosis P.31-5.

Q: Are the tires in normal condition?

YES : Go to Step 2.

NO : If out of pressure, adjust the tire pressure. If out of balance, balance the tires as necessary. If excessively worn, replace the tires as necessary and then go to Step 5.

STEP 2. Check the wheel alignment.

Refer to P.33-6.

Q: Is the wheel alignment correct?

YES : Go to Step 3.

NO : Adjust it (Refer to P.33-6), and then go to Step 5.

STEP 3. Check the lower arm ball joint.

Q: Is the ball joint in good condition?

YES : Go to Step 4.

NO : Replace the lower arm assembly (Refer to P.33-15), and then go to Step 5.

STEP 4. Check the coil spring.

Q: Is the coil spring in good condition?

YES : Go to Step 5.

NO : Replace it (Refer to P.33-10), and then go to Step 5 .

STEP 5. Retest the system.

Q: Is the malfunction eliminated?

YES : The procedure is complete.

NO : Return to Step 1.

INSPECTION PROCEDURE 2: Excessive Body Rolling

DIAGNOSIS

STEP 1. Check for broken or deteriorated stabilizer bar.

Q: Is the stabilizer bar in good condition?

YES : Go to Step 2.

NO : Replace it (Refer to P.33-19), and then go to Step 3 .

STEP 2. Check the strut assembly for damage.

Q: Is the strut assembly in good condition?

YES : Go to Step 3.

NO : Replace it (Refer to P.33-9), and then go to Step 3 .

STEP 3. Retest the system.

Q: Is the malfunction eliminated?

YES : The procedure is complete.

NO : Return to Step 1.

INSPECTION PROCEDURE 3: Poor Ride

DIAGNOSIS

STEP 1. Check for improper tire inflation pressure.

Refer to GROUP 31, On-vehicle Service – Tire Inflation Pressure Check [P.31-50](#).

Q: Is the tire inflation correct?

YES : Go to Step 2.

NO : Adjust it, and then go to Step 4.

STEP 2. Check for broken or deteriorated coil spring(s).

Q: Are the coil spring(s) broken or deteriorated?

YES : Replace the coil spring(s) (Refer to [P.33-10](#)), and then go to Step 4.

NO : Go to Step 3.

STEP 3. Check for strut assembly damage.

Q: Is the strut assembly damaged?

YES : Replace it (Refer to [P.33-9](#)), and then go to Step 4 .

NO : Go to Step 4.

STEP 4. Retest the system.

Q: Is the malfunction eliminated?

YES : The procedure is complete.

NO : Return to Step 1.

INSPECTION PROCEDURE 4: Unequal Ride Height

DIAGNOSIS

STEP 1. Check for broken or deteriorated coil spring(s).

Q: Is the coil spring(s) broken or deteriorated?

YES : Replace it (Refer to [P.33-10](#)), and then go to Step 2 .

NO : Go to Step 2.

STEP 2. Retest the system.

Q: Is the malfunction eliminated?

YES : The procedure is complete.

NO : Return to Step 1.

INSPECTION PROCEDURE 5: Noise

DIAGNOSIS

STEP 1. Check for lack of lubrication.

Q: Is lubrication inadequate?

YES : Lubricate it, and then go to Step 5.

NO : Go to Step 2.

STEP 2. Check the tightened parts for looseness and check the bushings for wear.

Q: Are the tightened parts and bushings in good condition?

YES : Go to Step 3.

NO : Replace it (Refer to [P.33-17](#)), then go to Step 5.

STEP 3. Check for broken coil springs.

Q: Is the coil spring broken?

YES : Replace it (Refer to [P.33-10](#)), and then go to Step 5 .

NO : Go to Step 4.

STEP 4. Check for strut assembly damage.

Q: Is the strut assembly damaged?

YES : Replace it (Refer to [P.33-9](#)), and then go to Step 5 .

NO : Go to Step 5.

STEP 5. Retest the system.

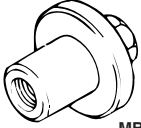
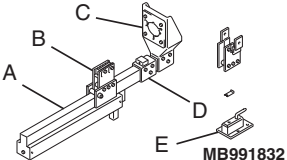
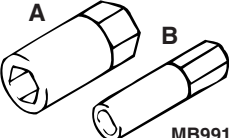
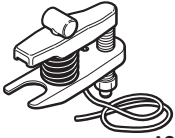
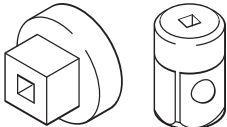
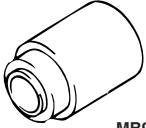
Q: Is the malfunction eliminated?

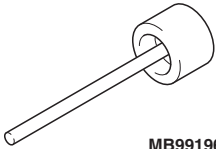
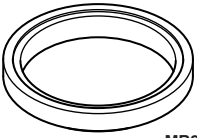
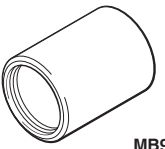
YES : The procedure is complete.

NO : Return to Step 1.

SPECIAL TOOLS

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TOOL	TOOL NUMBER AND NAME	SUPERSESSSION	APPLICATION
 MB991004	MB991004 Wheel alignment gauge attachment	MB991004-01 or General service tool	Wheel alignment measurement
 MB991832	MB991832 Spring compressor set A: MB991793 Spring compressor B: MB991795 Attachment A C: MB991794 Upper plate D: MB991829 Arm bracket E: MB991830 Fixture	General service tool	Front coil spring compression <i>NOTE: The coil spring can not be compressed by following conventional special tools.</i> • MB991237 Spring compressor body • MB991238 Arm set
 MB991680	MB991680 Wrench set A: MB991681 Wrench B: MB991682 Socket	—	Strut assembly disassembly and assembly
 AC106827	MB991897 Ball joint remover	MB991113-01, MB990635-01 or General service tool	Knuckle and ball joint disconnection <i>NOTE: Steering linkage puller (MB990635 or MB991113) is also available to disconnect knuckle and ball joint.</i>
 MB990326	MB990326 Preload socket	General service tool	Stabilizer link ball joint breakaway torque check
 MB990776	MB990776 Front axle base	MB990776-01	Lower arm ball joint dust cover installation

TOOL	TOOL NUMBER AND NAME	SUPERSESION	APPLICATION
 MB991963	MB991963 Suspension bushing arbor	—	Lower arm bushing removal and press-fitting
 MB990889	MB990889 Rear suspension bushing ring	—	
 MB990890	MB990890 Rear suspension bushing base	MB990890-01 or general service tool	

ON-VEHICLE SERVICE

FRONT WHEEL ALIGNMENT CHECK AND ADJUSTMENT

M1331000900778

Measure wheel alignment with alignment equipment on a level surface. The front suspension, steering system and tires should be serviced to normal condition before measuring wheel alignment.

TOE-IN

Standard value: 0 ± 3 mm (0 ± 0.12 inch)

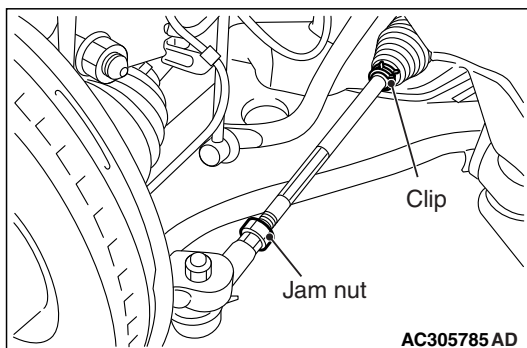
1. Adjust the toe-in by undoing the clip and jam nut, and turning the left and right tie rod turnbuckles by the same amount (in opposite directions).

NOTE: The toe will move out as the left turnbuckle is turned toward the front of the vehicle and the right turnbuckle is turned toward the rear of the vehicle.

2. Install the clip and tighten the jam nut to the specified torque.

Tightening torque: 52 ± 2 N·m (38 ± 1 ft-lb)

3. Confirm that the toe-in is at the standard value.
4. Use a turning radius gauge to check that the steering angle is at the standard value (Refer to [P.37-16](#)).



CAMBER, CASTER AND KINGPIN INCLINATION

Required Special Tool:

- MB991004: Wheel Alignment Gauge Attachment

Standard value:

Camber: $0^{\circ}00' \pm 0^{\circ}30'$ (Left/right deviation within $0^{\circ}30'$)

Caster: $3^{\circ}00' \pm 0^{\circ}30'$ (Left/right deviation within $0^{\circ}30'$)

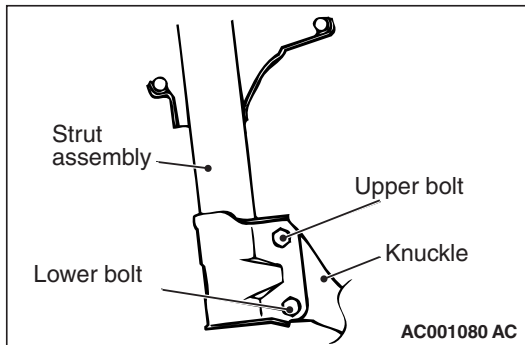
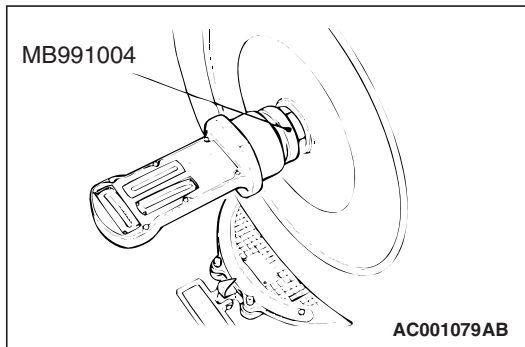
Kingpin inclination: $12^{\circ}54' \pm 1^{\circ}30'$

NOTE: Caster are preset at the factory and cannot be adjusted.

CAUTION

Never subject the wheel bearings to the vehicle load when the drive shaft nuts are loosened.

NOTE: Attach the camber/caster/kingpin gauge to the drive-shaft by using special tool MB991004. Tighten special tool MB991004 to the same torque 196 – 255 N·m (145 – 188 ft·lb) as the drive shaft nut.

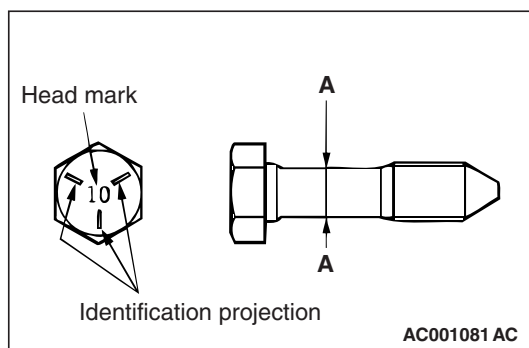


If the camber is outside of the standard value, perform the following adjustment procedures.

1. Estimate how much additional camber adjustment is required. Using the table below, select the camber adjusting bolt, and then replace the knuckle and strut assembly connection bolts (upper bolt, lower bolt) with the selected bolts.

BOLT DIAMETER mm (in)		CAMBER ADJUSTING VALUE					
		0°00'	0°15'	0°30'	0°45'	1°00'	1°15'
Upper bolt	16.0 (0.630)	•	•				
	14.9 (0.587)			•	•		
	14.1 (0.555)					•	
	13.6 (0.535)						•
Lower bolt	16.0 (0.630)	•					
	14.9 (0.587)		•	•			
	14.1 (0.555)				•	•	
	13.6 (0.535)						•

NOTE: "•" indicates upper bolt and lower bolt combination in each selection of CAMBER ADJUSTING VALUE.



Bolts are identified in the following table:

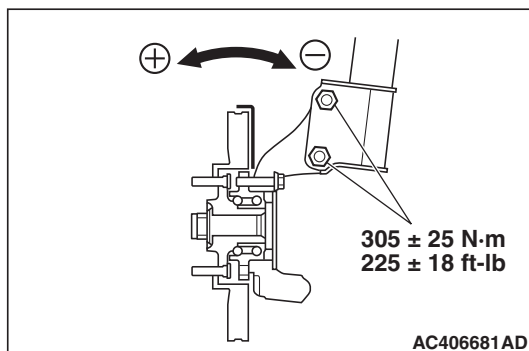
DIAMETER A mm (in)		NUMBER OF IDENTIFICATION PROJECTION
Set bolt	16.0 (0.630)	0
Adjusting bolt	14.9 (0.587)	1
	14.1 (0.555)	2
	13.6 (0.535)	3

NOTE: Set bolt is the bolt installed at factory. "10" embossed on bolt head is head mark.

2. Tighten the nuts temporarily, and then pull or push the front axle to adjust the camber.

NOTE: Pulling the upper side of the front axle to the outside of the vehicle will increase the camber. Pushing it to the inside of the vehicle will decrease the camber.

3. Tighten the nuts to 305 ± 25 N·m (225 ± 18 ft-lb).
4. Recheck the camber.



LOWER ARM BALL JOINT END PLAY CHECK

M1332011300085

1. Raise the vehicle.
2. Move the lower arm up and down with your hands to check for excessive play in the axial direction of the ball joint. If there is excessive play, replace the lower arm assembly (Refer to [P.33-15](#)).

BALL JOINT DUST COVER CHECK

M1332013200103

LOWER ARM BALL JOINT DUST COVER CHECK

1. Check the dust cover for cracks or damage by pushing it with your finger.
2. If the dust cover is cracked or damaged, replace the lower arm assembly (Refer to [P.33-15](#)).

NOTE: Cracks or damage to the dust cover may cause damage to the ball joint. When it is damaged during service work, replace the dust cover (Refer to [P.33-17](#)).

STABILIZER LINK BALL JOINT DUST COVER CHECK

1. Check the dust cover for cracks or damage by pushing it with your finger.
2. If the dust cover is cracked or damaged, replace the stabilizer link (Refer to [P.33-19](#)).

NOTE: Cracks or damage of the dust cover may cause damage to the ball joint.

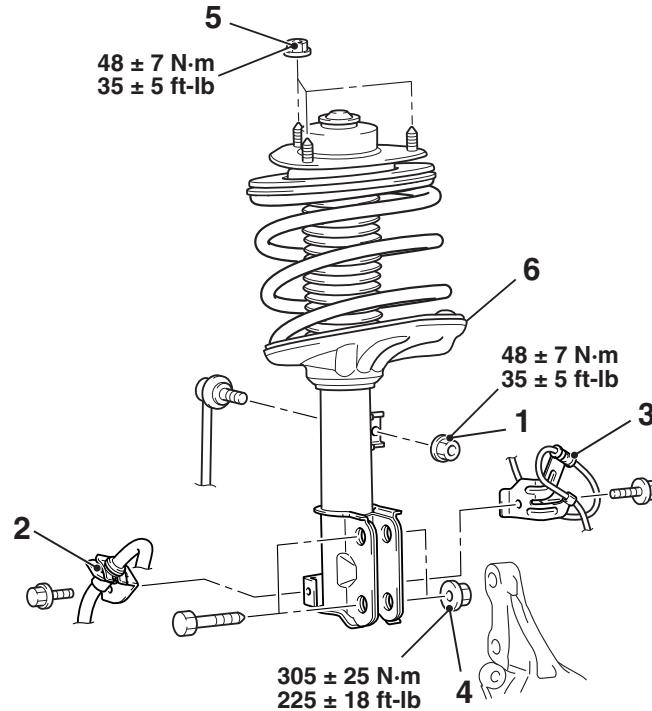
STRUT ASSEMBLY

REMOVAL AND INSTALLATION

M1332001100552

Post-installation Operation

Front Wheel Alignment Check and Adjustment (Refer to P.33-6).



AC405077 AD

Removal steps

- <<A>> >>A<<
1. Stabilizer link and strut connection nut
 2. Brake hose bracket
 3. Front wheel speed sensor bracket

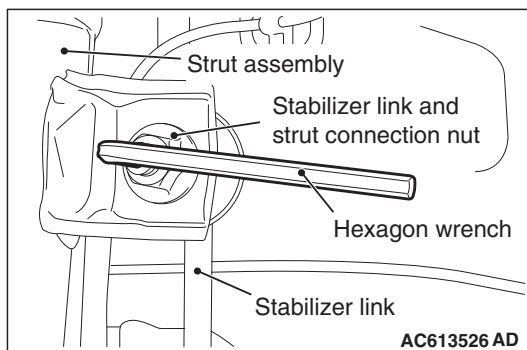
Removal steps (Continued)

4. Knuckle and strut connection nut
5. Strut mounting nut
6. Strut assembly

REMOVAL SERVICE POINT

<<A>> STABILIZER LINK AND STRUT CONNECTION NUT REMOVAL

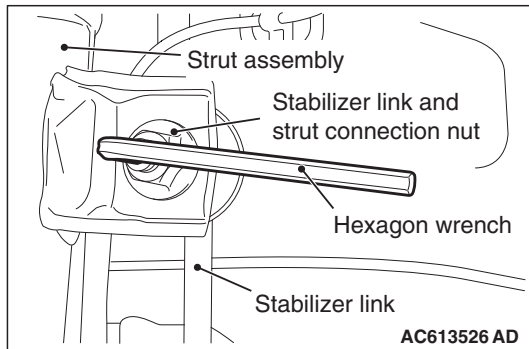
Use a hexagon wrench to remove the stabilizer link and strut connection nut as shown in the figure.



INSTALLATION SERVICE POINT

>>A<< STABILIZER LINK AND STRUT CONNEC-
TION NUT INSTALLATION

Use a hexagon wrench to install the stabilizer link and strut connection nut as shown in the figure.



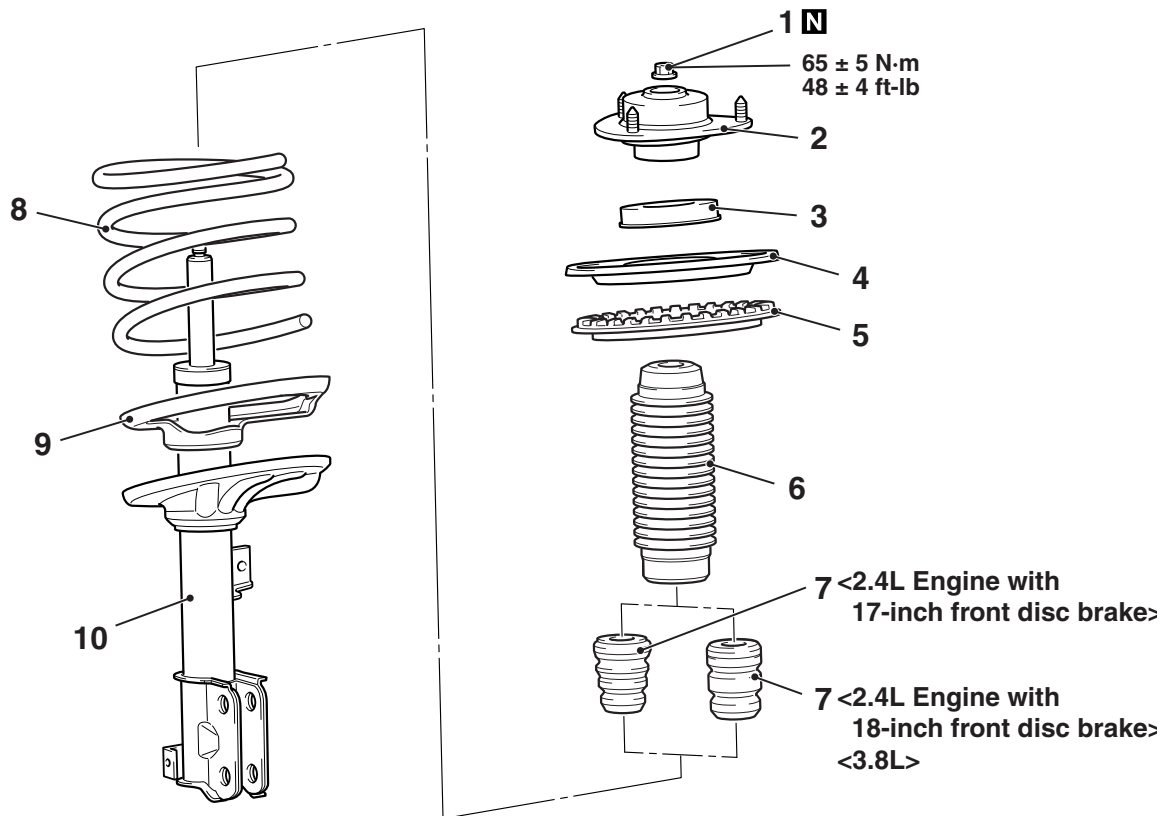
INSPECTION

M1332001200281

- Check for oil leaks from the strut assembly.
- Check the strut assembly for damage or deformation.

DISASSEMBLY AND ASSEMBLY

M1332001300567



AC405076 AB

Disassembly steps

- <<A>>>>C<<1. Strut nut (jam nut)
>>B<<2. Strut insulator assembly
3. Strut bearing
4. Upper spring seat
5. Upper spring pad
6. Strut cover
7. Strut damper

Disassembly steps (Continued)

8. Coil spring
>>A<<9. Lower spring pad
<> 10. Strut

Required Special Tools:

- MB991680: Wrench Set
 - MB991681: Wrench
 - MB991682: Socket

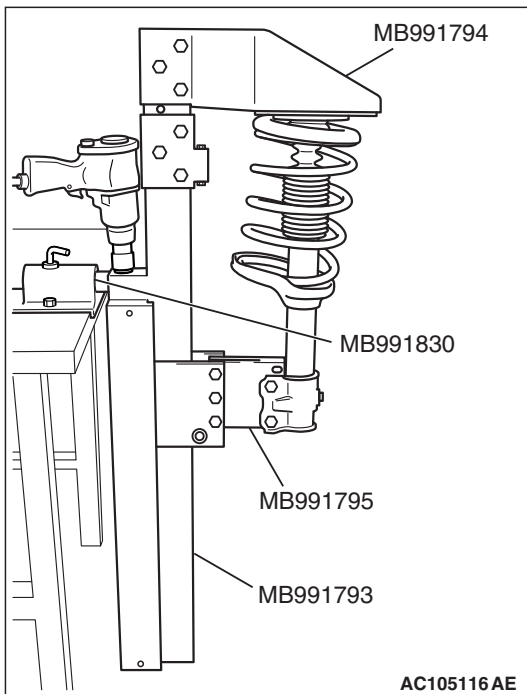
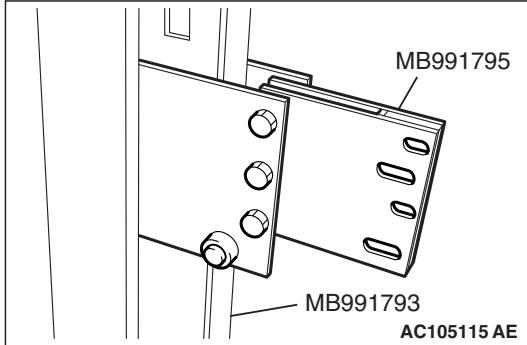
- MB991832: Spring Compressor Set
 - MB991793: Spring Compressor
 - MB991794: Upper Plate

- MB991795: Attachment A
- MB991829: Arm Bracket
- MB991830: Fixture

DISASSEMBLY SERVICE POINTS

<<A>> STRUT NUT (JAM NUT) REMOVAL

1. Install special tool MB991795 to special tool MB991793 as shown in the illustration.



2. Set the strut assembly to the following special tools.

- MB991793: Spring Compressor
- MB991794: Upper Plate
- MB991795: Attachment A
- MB991830: Fixture

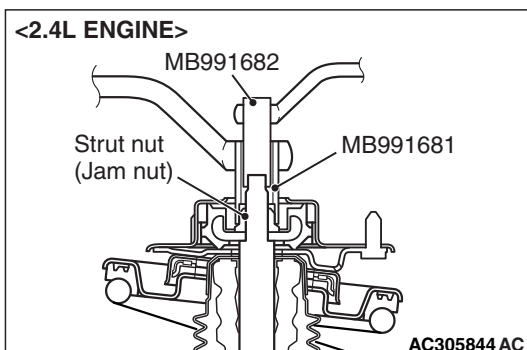
NOTE: Set the strut assembly by using the bolt and nut that are removed from the vehicle. When installing the bolt and nut, lightly tighten them by hand.

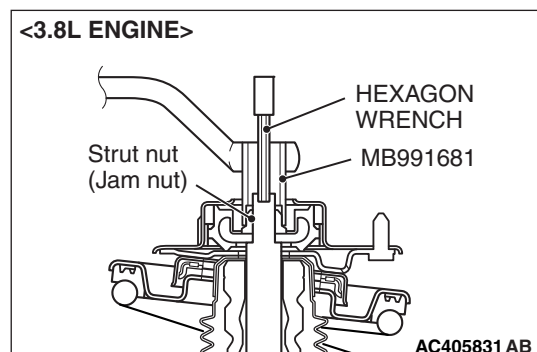
3. Compress the coil spring approximately 5 mm (0.20 inch) using the spring compressor.

⚠ CAUTION

Do not use an impact wrench to tighten the strut nut, otherwise the strut nut will be damaged. Vibration of the impact wrench will cause the valve inside the strut to drop out.

4. For 2.4L engine models, use special tool MB991682 to secure the strut, and then remove the strut nut (jam nut) using special tool MB991681.





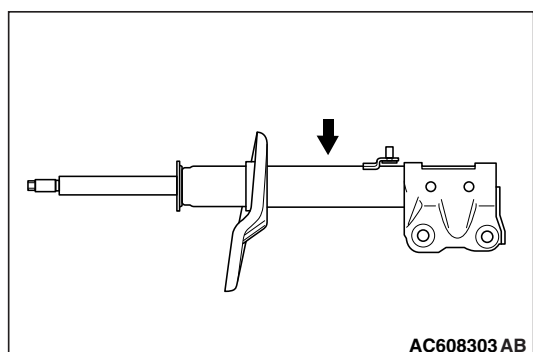
For 3.8L engine models, use a hexagon wrench and a pipe to secure the strut, and then remove the strut nut (jam nut) using special tool MB991681.

<> STRUT DISPOSAL

⚠ WARNING

Wear goggles when drilling to protect your eyes from flying metal debris.

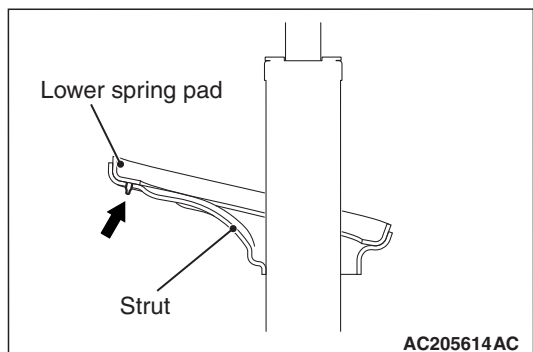
The gas must be discharged from the strut before discarding it. Place the strut horizontally with its piston rod extended. Then drill a hole of approximately 3 mm (0.12 inch) in diameter at the location shown in the illustration and discharge the gas.



ASSEMBLY SERVICE POINTS

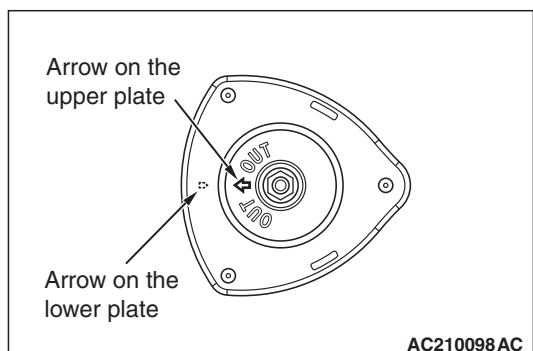
>>A<< LOWER SPRING PAD INSTALLATION

Engage the three lugs of the spring lower pad into the holes on the front suspension strut as shown.



>>B<< STRUT INSULATOR ASSEMBLY INSTALLATION

If the upper plate and lower plate of the strut insulator have been disassembled, assemble them as shown.



>>C<< STRUT NUT (JAM NUT) INSTALLATION

1. Ensure that the bearing is seated correctly.

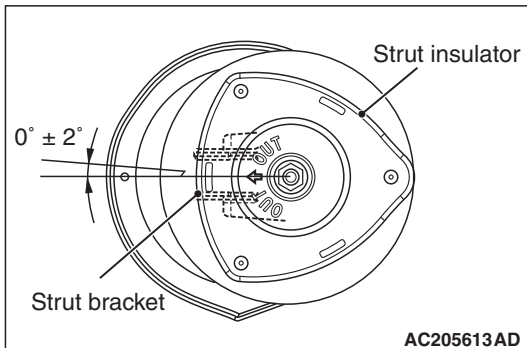
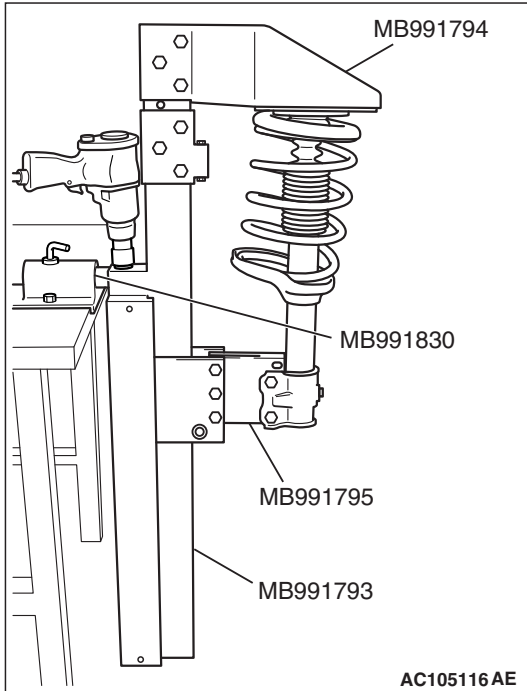
⚠ WARNING

When the strut piston rod is positioned to the hole of strut insulator with compressing the coil spring, be careful that your hand is not jammed by the coil spring.

2. Compress the coil spring slowly using the following special tools, penetrating the strut piston rod to the hole of strut insulator.

- MB991793: Spring Compressor
- MB991794: Upper Plate
- MB991795: Attachment A
- MB991830: Fixture

3. While the coil spring is being compressed by the special tools, temporarily tighten the strut nut (jam nut).

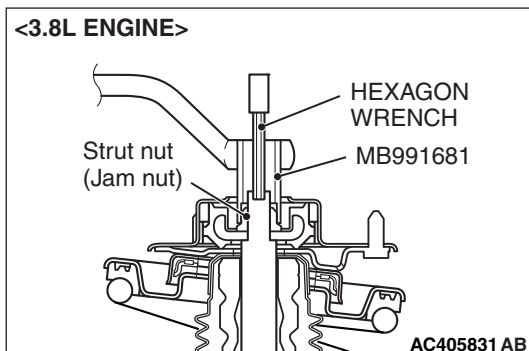
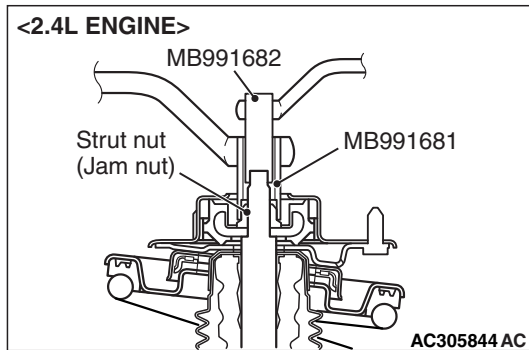


4. Ensure that the arrows on the strut bracket center and the strut insulator are positioned as shown.

⚠ CAUTION

Do not use an impact wrench to tighten the strut nut, otherwise the strut nut will be damaged. Vibration of the impact wrench will cause the valve inside the strut to drop out.

5. For 2.4L engine models, using special tools MB991681 and MB991682, tighten the strut nut (jam nut) to 65 ± 5 N·m (48 ± 4 ft-lb).



For 3.8L engine models, using special tool MB991681, a hexagon wrench and a pipe, tighten the strut nut (jam nut) to 65 ± 5 N·m (48 ± 4 ft-lb).

INSPECTION

M1332001400207

- Check the strut bearing for wear.
- Check the rubber parts for damage or deterioration.
- Check the coil spring for deformation, deterioration or damage.
- Check the front suspension strut for deformation.

LOWER ARM

REMOVAL AND INSTALLATION

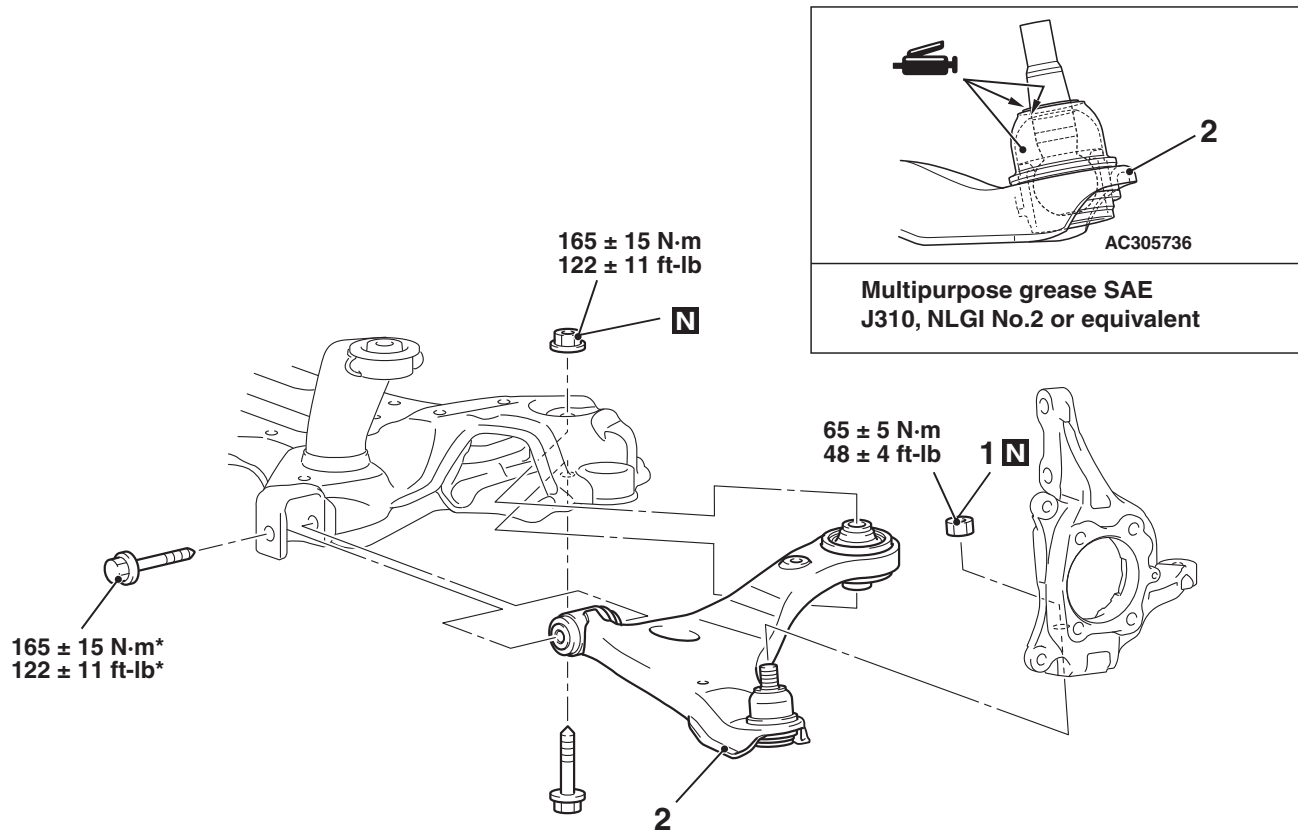
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CAUTION

* : Indicates parts which should be temporarily tightened, and then fully tightened with the vehicle on the ground in an unladen condition.

Post-installation Operation

- Check the Dust Cover for Cracks or Damage by Pushing it with Your Finger.
- Front Wheel Alignment Check and Adjustment (Refer to P.33-6).



AC406143AB

<<A>>

Removal steps

1. Lower arm and knuckle connection
2. Lower arm assembly

Required Special Tool:

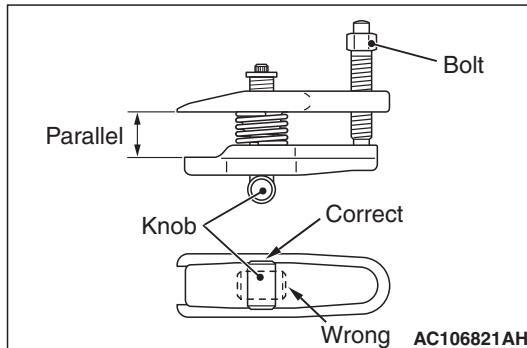
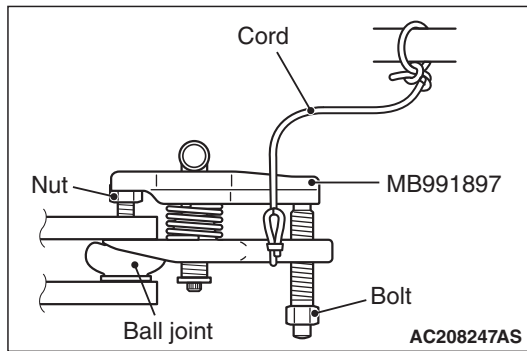
- MB991897: Ball Joint Remover

REMOVAL SERVICE POINT

<<A>> LOWER ARM AND KNUCKLE DISCONNECTION

CAUTION

- Do not remove the nut from ball joint. Loosen it and use special tool MB991897 to avoid possible damage to ball joint threads.
- Hang special tool MB991897 with a cord to prevent it from falling.



1. Replace the jam nut for lower arm ball joint with a regular nut, because the original one is too large to install the special tool. And then install special tool MB991897 as shown in the figure.

2. Turn the bolt and knob as necessary to make the jaws of special tool MB991897 parallel, tighten the bolt by hand and confirm that the jaws are still parallel.

NOTE: When adjusting the jaws in parallel, make sure the knob is in the position shown in the figure.

3. Tighten the bolt with a wrench to disconnect the ball joint.

INSPECTION

M1332001700316

- Check the bushing for wear and deterioration.
- Check the lower arm assembly for bending or breakage.
- Check all bolts for condition and straightness.

LOWER ARM BALL JOINT BREAKAWAY TORQUE CHECK

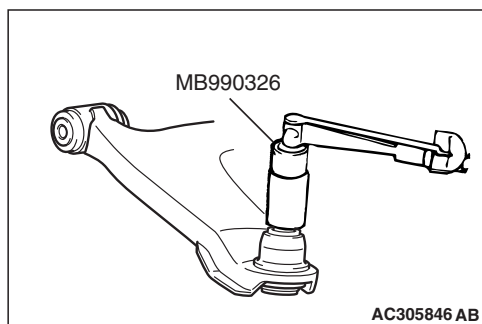
Required Special Tool:

- MB990326: Preload Socket

1. Move the ball joint stud several times and install the lower arm nut on the stud. Using special tool MB990326, measure the ball joint breakaway torque.

Standard value: 3.5 – 6.9 N·m (31 – 61 in-lb)

2. If the measured value is not within the standard value, or if the ball joint is difficult to turn or does not turn smoothly, replace the lower arm assembly (Refer to [P.33-15](#)).



LOWER ARM BALL JOINT DUST COVER CHECK

(Refer to [P.33-8](#)).

LOWER ARM BALL JOINT DUST COVER REPLACEMENT

M1332008200408

Required Special Tool:

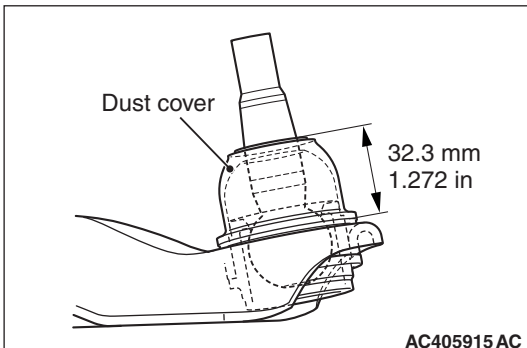
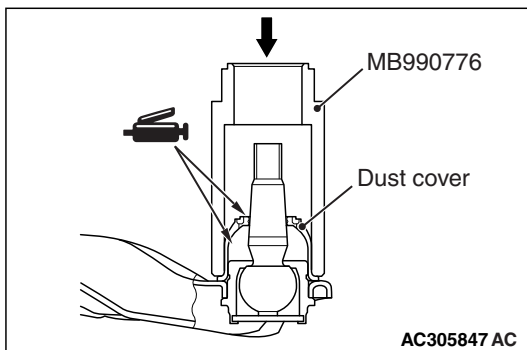
- MB990776: Front Axle Base

If the dust cover is damaged accidentally during service work, replace the dust cover as follows:

1. Remove the dust cover.
2. Apply the multipurpose grease SAE J310, NLGI No.2 or equivalent to the lip and the inside of a new dust cover.

Grease amount for the inside the dust cover (reference): 13 ± 0.5 g (0.459 ± 0.018 oz)

3. Using special tool MB990776, drive in the dust cover until it is fully seated.



4. Position the dust cover as shown in the illustration. Make sure that there is no abnormal bulge or pressure applied to the dust cover.
5. Check the dust cover for cracks or damage by pushing it with your finger.

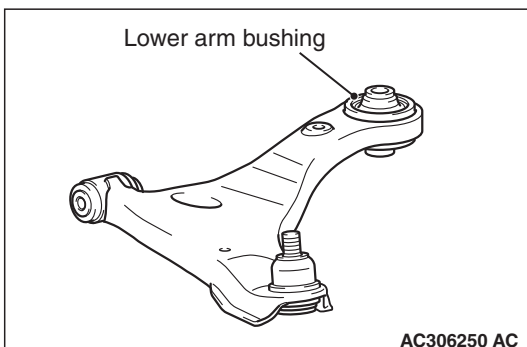
LOWER ARM BUSHING (REAR) REPLACEMENT

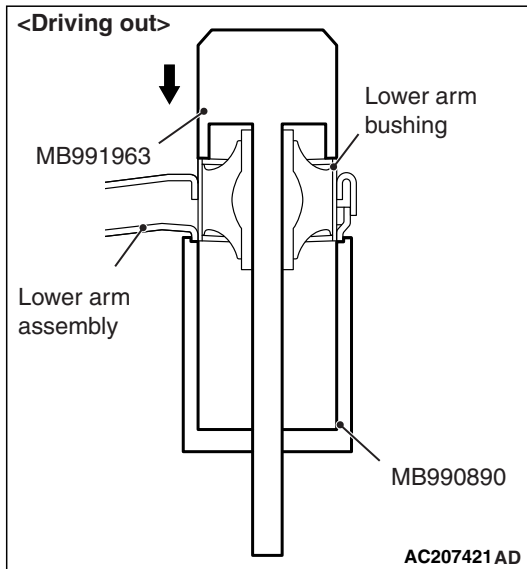
M1332008100478

Required Special Tools:

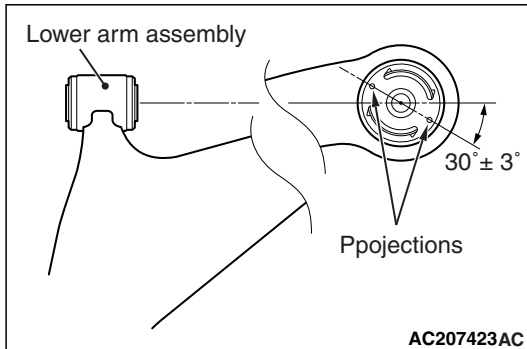
- MB991963: Suspension Bushing Arbor
- MB990889: Rear Suspension Bushing Ring
- MB990890: Rear Suspension Bushing Base

Replace the lower arm bushing as follows:





1. Use special tools MB991963 and MB990890 to drive out the lower arm bushing.



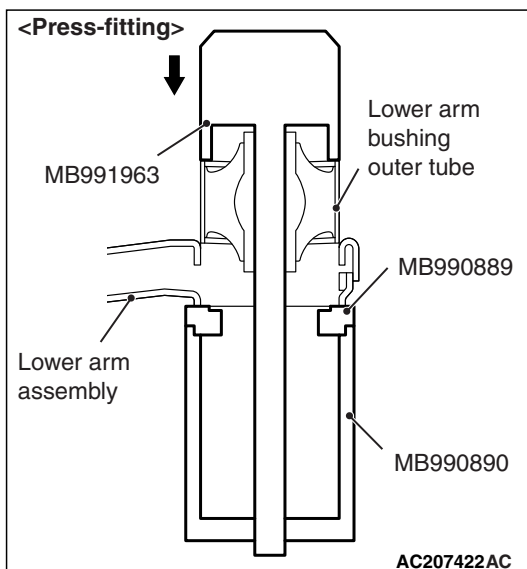
2. Position the lower arm bushing so that its projections are positioned as shown, and then use special tools MB991963, MB990889 and MB990890 to press in the lower arm bushing.

CAUTION

When pressing in the lower arm bushing, take care not to deform the lower arm.

3. Press the lower arm bushing until its outer tube is flush with the lower arm assembly surface while checking that the press-in pressure is at the standard value. If the press-in pressure is lower than the standard value, replace the lower arm assembly (Refer to [P.33-15](#)).

Standard value: 10 kN (2,248 pounds) or more



STABILIZER BAR

REMOVAL AND INSTALLATION

M1332004000598

CAUTION

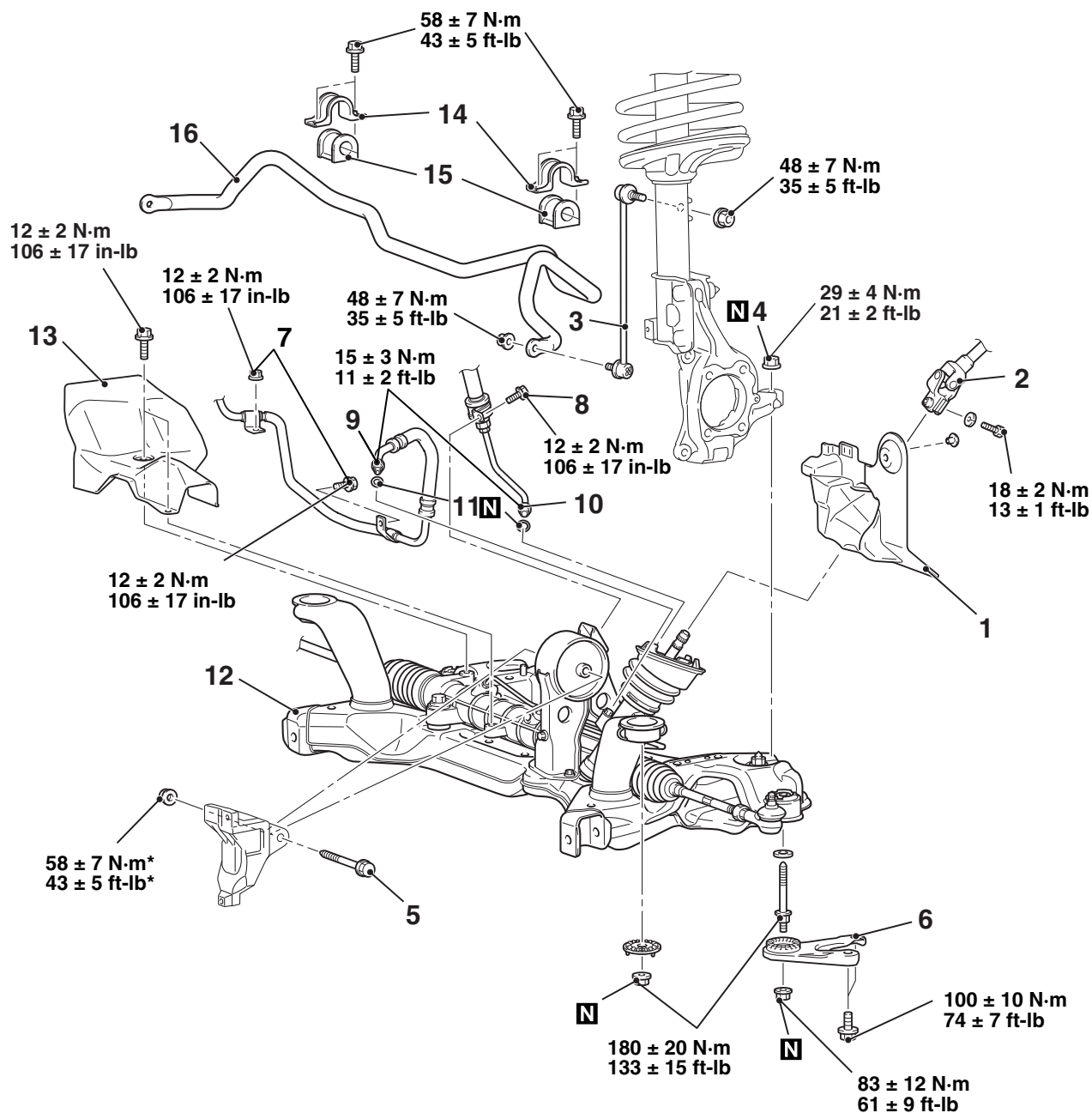
- Before removing the steering wheel and air bag module assembly, refer to GROUP 52B – Service Precautions (P.52B-28) and Air Bag Module and Clock Spring (P.52B-423). Also, put the front wheels in straight-ahead position. Failure to do so may damage the SRS clock spring and render the SRS air bag inoperative, which results in serious driver injury.
- *: Indicates parts which should be initially tightened, and then fully tightened after placing the vehicle horizontally and loading the full weight of the engine on the vehicle body.

Stabilizer Bar Pre-removal Operation

- Power Steering Fluid Draining (Refer to GROUP 37, On-Vehicle Service – Fluid Replacement P.37-20).
- Centermember Removal (Refer to GROUP 32, Engine Roll Stopper, Centermember P.32-9).
- Lower Arm Assembly Removal (Refer to P.33-15).
- Air Bag Module Assembly, Steering Damper and Steering Wheel Assembly Removal (Refer to GROUP 37, Steering Wheel P.37-27).

Stabilizer Bar Post-installation Operation

- Check the Dust Covers for Cracks or Damage by Pushing it with Your Finger.
- Steering Wheel Assembly, Steering Damper and Air Bag Module Assembly Installation (Refer to GROUP 37, Steering Wheel P.37-27).
- Lower Arm Assembly Installation (Refer to P.33-15).
- Centermember Installation (Refer to GROUP 32, Engine Roll Stopper, Centermember P.32-9).
- Power Steering Fluid Supplying (Refer to GROUP 37, On-Vehicle Service – Fluid Replacement P.37-20).
- Power Steering Fluid Line Bleeding (Refer to GROUP 37, On-Vehicle Service – Power Steering System Air Bleeding P.37-21).
- Front Wheel Alignment Check and Adjustment (Refer to P.33-6).
- Checking Steering Wheel Position with Wheels Straight Ahead



AC405083 AB

Stabilizer link removal steps

3. Stabilizer link

Stabilizer bushing removal steps

3. Stabilizer link

- >>A<< 14. Stabilizer bar bracket

- >>A<< 15. Stabilizer bushing

Stabilizer bar removal steps

1. Steering shaft pad

2. Steering column shaft assembly connection

3. Stabilizer link

4. Jam nut (Connection for tie-rod end and knuckle)

5. Engine rear roll stopper bracket connection bolt

<<C>> >>C<<

Stabilizer bar removal steps

6. Front axle crossmember stay

7. Nut and bolt (for return tube)

8. Bolt (for pressure hose assembly)

9. Return tube connection

10. Pressure tube connection

11. O-ring

- >>B<< 12. Front axle No.1 crossmember

13. Steering gear and linkage protector <3.8L engine>.

- >>A<< 14. Stabilizer bar bracket

- >>A<< 15. Stabilizer bushing

- >>A<< 16. Stabilizer bar

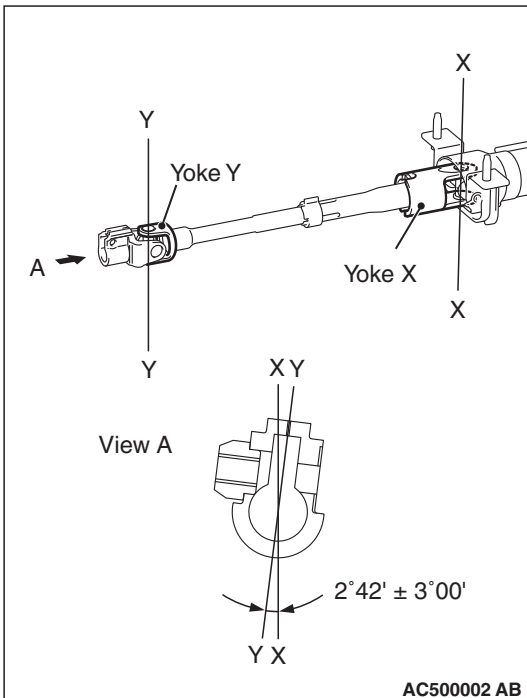
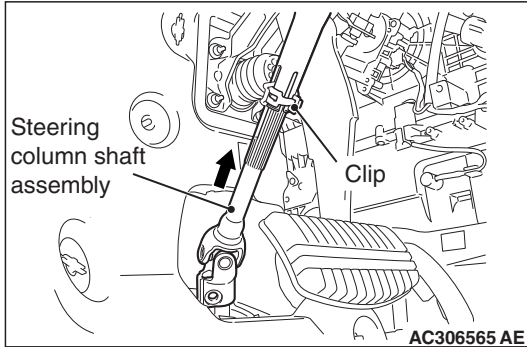
Required Special Tool:

- MB991897: Ball Joint Remover

REMOVAL SERVICE POINTS

<<A>> STEERING COLUMN SHAFT ASSEMBLY DISCONNECTION

1. Remove the steering gear and steering column assembly connecting bolt.
2. Pinch the steering column shaft clip with pliers, and pull up the shaft in the direction shown to disengage the steering column assembly.

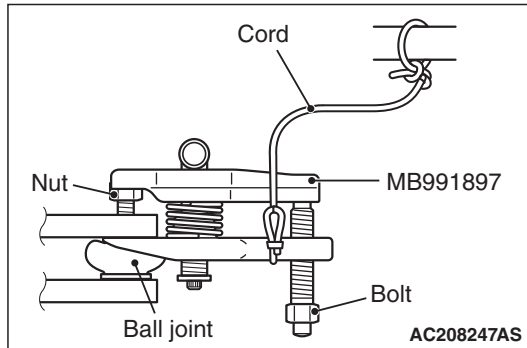


NOTE: If the steering column shaft is removed accidentally, remove the steering column assembly and be sure to insert the steering column shaft into the steering column as shown in the figure.

<> JAM NUT (CONNECTION FOR TIE-ROD
END AND KNUCKLE) DISCONNECTION**⚠ CAUTION**

- Do not remove the nut from ball joint. Loosen it and use special tool MB991897 to avoid possible damage to ball joint threads.
- Hang special tool MB991897 with a cord to prevent it from falling.

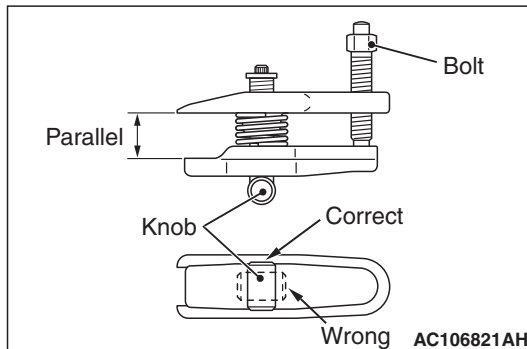
1. Install special tool MB991897 as shown in the figure.



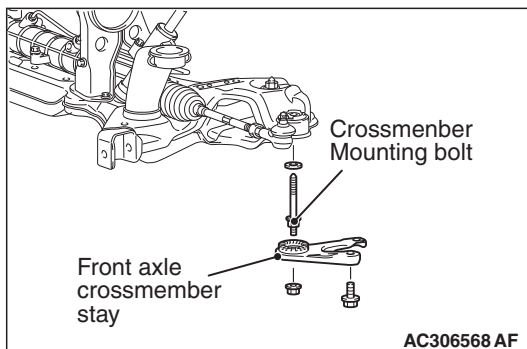
2. Turn the bolt and knob as necessary to make the jaws of special tool MB991897 parallel, tighten the bolt by hand and confirm that the jaws are still parallel.

NOTE: When adjusting the jaws in parallel, make sure the knob is in the position shown in the figure.

3. Tighten the bolt with a wrench to disconnect the tie rod end.

<<C>> FRONT AXLE CROSSMEMBER STAY
REMOVAL

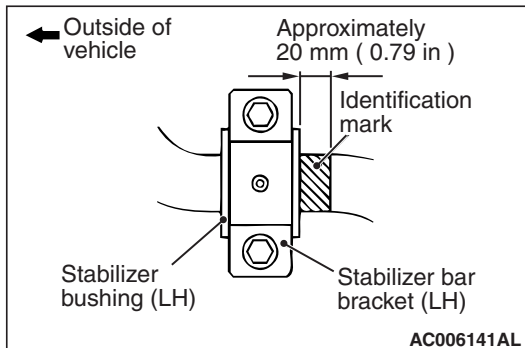
The crossmember mounting bolts should not be unscrewed when the front axle crossmember stay is replaced. However, the bolts may be loosened while the front axle crossmember stay is removed. It is recommended that you retighten the bolts to 180 ± 20 N·m (133 ± 14 ft-lb).



INSTALLATION SERVICE POINTS

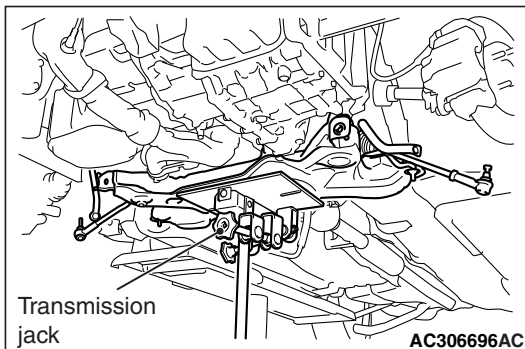
>>A<< STABILIZER BAR/STABILIZER BUSH- ING/STABILIZER BAR BRACKET INSTALLATION

Align the stabilizer bar identification mark with the right end of the bushing (LH).

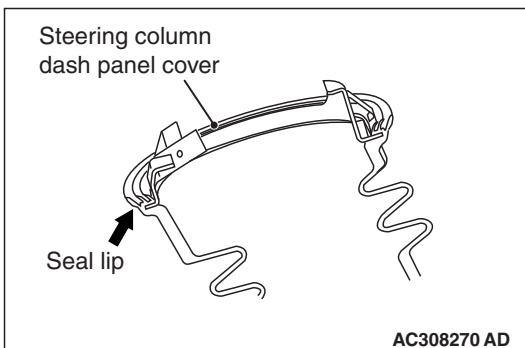
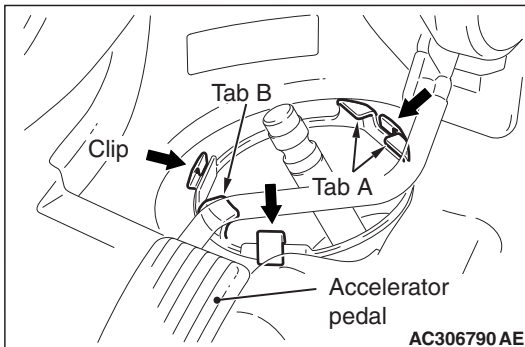


>>B<< FRONT AXLE NO.1 CROSSMEMBER INSTALLATION

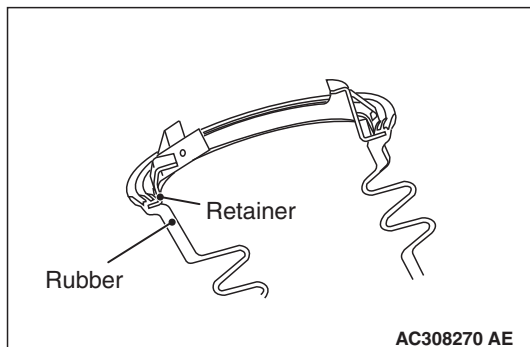
1. Use a transmission jack to lift the crossmember assembly.



2. From inside the vehicle, pull tab A and then tab B to secure the three clips to the body panel.



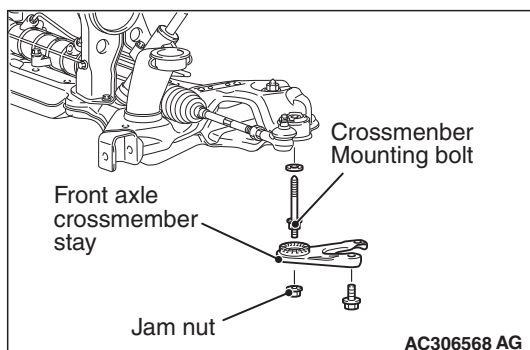
NOTE: When securing the steering column dash panel cover to the body panel, be careful that the seal lip does not move backwards.



3. Check that it has been secured by pressing down the tip of the clips by your finger. Also check that the steering column dash panel cover is installed securely to the steering gear.
4. After installing the steering column dash panel cover, check that the steering column dash panel cover rubber is not disengaged from the retainer. If there is any doubt, release the clips from the body, engage the rubber again and reinstall to the body.
5. Tighten the crossmember mounting nuts and bolts.

>>C<< FRONT AXLE CROSSMEMBER STAY INSTALLATION

Ensure that the crossmember mounting bolts have been tightened to $180 \pm 20 \text{ N}\cdot\text{m}$ ($133 \pm 14 \text{ ft}\cdot\text{lb}$), and then install the front crossmember stay with the jam nut.



INSPECTION

M1332002000417

- Check the stabilizer bushings for wear and deterioration.
- Check the stabilizer bar for deterioration or damage.
- Check all bolts for condition and straightness.

STABILIZER LINK BALL JOINT BREAKAWAY TORQUE CHECK

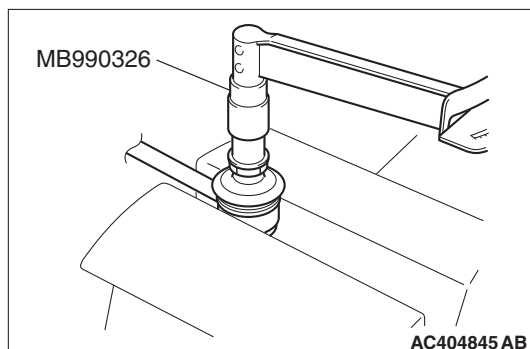
Required Special Tool:

- MB990326: Preload Socket

1. After shaking the ball joint stud several times, install the nut to the stud and use special tool MB990326 to measure the breakaway torque of the ball joint.

Standard value: $3.4 - 9.0 \text{ N}\cdot\text{m}$ (30 - 80 in-lb)

2. When the measured value exceeds the standard value, replace the stabilizer link (Refer to [P.33-19](#)).
3. When the measured value is lower than the standard value, check that the ball joint turns smoothly without excessive play. If so, it is possible to re-use that ball joint.



STABILIZER LINK BALL JOINT DUST COVER CHECK

(Refer to [P.33-8](#)).

SPECIFICATIONS

FASTENER TIGHTENING SPECIFICATIONS

M1332008500249

ITEM	SPECIFICATION
Lower arm assembly	
Lower arm to crossmember connection bolt	165 ± 15 N·m (122 ± 11 ft-lb)
Lower arm to crossmember connection nut (jam nut)	165 ± 15 N·m (122 ± 11 ft-lb)
Lower arm to knuckle connection nut (jam nut)	65 ± 5 N·m (48 ± 4 ft-lb)
Stabilizer bar	
Crossmember to body connection bolt and nut	180 ± 20 N·m (133 ± 15 ft-lb)
Front axle crossmember stay bolt and nut	83 ± 12 N·m (61 ± 9 ft-lb)
Pressure tube clamp bolt	12 ± 2 N·m (106 ± 17 in-lb)
Rear roll stopper connection nut	58 ± 7 N·m (43 ± 5 ft-lb)
Return tube clamp bolt and nut	12 ± 2 N·m (106 ± 17 in-lb)
Stabilizer bracket bolt	58 ± 7 N·m (43 ± 5 ft-lb)
Stabilizer link nut	48 ± 7 N·m (35 ± 5 ft-lb)
Steering gear and joint connecting bolt	18 ± 2 N·m (13 ± 1 ft-lb)
Steering gear and pressure tube flare nut	15 ± 3 N·m (11 ± 2 ft-lb)
Steering gear and return tube flare nut	15 ± 3 N·m (11 ± 2 ft-lb)
Tie rod to knuckle connection nut	29 ± 4 N·m (21 ± 2 ft-lb)
Steering gear and linkage protector bolt	12 ± 2 N·m (106 ± 17 in-lb)
Strut assembly	
Stabilizer link nut	48 ± 7 N·m (35 ± 5 ft-lb)
Strut assembly to body connection nut	48 ± 7 N·m (35 ± 5 ft-lb)
Strut assembly to knuckle connection nut	305 ± 25 N·m (225 ± 18 ft-lb)
Strut nut (jam nut)	65 ± 5 N·m (48 ± 4 ft-lb)

GENERAL SPECIFICATIONS

M1332000200299

COIL SPRING

ITEM	2.4L ENGINE	3.8L ENGINE
Wire diameter mm (in)	15.2 (0.60)	15.7 (0.62)
Mean diameter of coil mm (in)	180 (7.1)	180 (7.1)
Free length mm (in)	310 (12.2)	310 (12.2)

SERVICE SPECIFICATIONS

M1332000300650

ITEM	STANDARD VALUE
Toe-in mm (in)	0 ± 3 (0 ± 0.12)
Camber	0°00' ± 30' (Left/right deviation within 30')
Caster	3°00' ± 30' (Left/right deviation within 30')
Kingpin inclination	12°54' ± 1°30'
Lower arm ball joint breakaway torque N·m (in-lb)	3.5 – 6.9 (31 – 61)
Lower arm bushing press-in pressure kN (lb)	10 (2,248) or more

ITEM	STANDARD VALUE
Stabilizer link ball joint breakaway torque N·m (in-lb)	3.4 – 9.0 (30 – 80)

LUBRICANT

M1332000400260

ITEM		SPECIFIED LUBRICANT	QUANTITY
Lower arm ball joint	Lip portion of dust cover	Multipurpose grease SAE J310, NLGI No.2 or equivalent	As required
	Inside of dust cover		13 ± 0.5 g (0.459 ± 0.018 oz)