

GROUP 33

FRONT SUSPENSION

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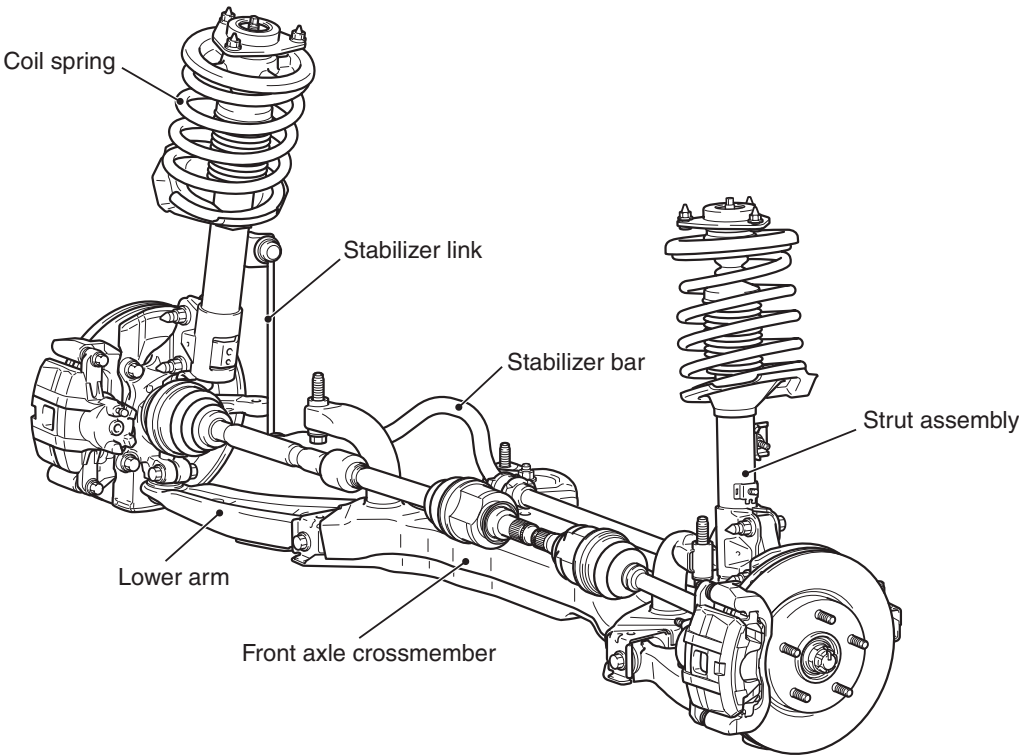
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GENERAL INFORMATION

M1332000101422

The MacPherson strut type suspension is adopted.

CONSTRUCTION DIAGRAM



AC607283 AG

SPECIFICATIONS

FASTENER TIGHTENING SPECIFICATIONS

M1332008500368

Item	Specification
Lower arm assembly	
Lower arm and crossmember connection bolt (Front)	110 ± 11 N· m (81 ± 8 ft-lb)
Lower arm and crossmember connection nut (Rear)	110 ± 11 N· m (81 ± 8 ft-lb)
Lower arm and knuckle connection nut	71 ± 10 N· m (52 ± 7 ft-lb)
Stabilizer bar	
Stabilizer fixture bolt	31 ± 4 N· m (23 ± 3 ft-lb)
Stabilizer link and strut connection nut	39 ± 6 N· m (29 ± 4 ft-lb)
Stabilizer link and stabilizer bar connection nut	39 ± 6 N· m (29 ± 4 ft-lb)
Strut assembly	
Strut nut (Jam nut)	60 ± 9 N· m (44 ± 6 ft-lb)
Strut mounting nut	45 ± 7 N· m (33 ± 5 ft-lb)
Knuckle and strut connection nut	110 ± 11 N· m (81 ± 8 ft-lb)

Item	Specification
Stabilizer link and strut connection nut	39 ± 6 N· m (29 ± 4 ft-lb)
Wheel speed sensor clamp nut	13 ± 2 N· m (115 ± 17 in-lb)
Break hose clamp nut	13 ± 2 N· m (115 ± 17 in-lb)

GENERAL SPECIFICATIONS

M1332000200501

COIL SPRING

Item	2.0L –Non-turbo Engine		2.4L Engine		2.0L –Turbo Engine
	5MT	CVT	5MT	CVT	
Wire diameter mm (in)	14 (0.6)				
Average diameter mm (in)	159 (6.3)				
Free length mm (in)	324 (12.8)	330 (13.0)	315 (12.4)	321 (12.6)	328 (12.9)

SERVICE SPECIFICATIONS

M1332000301705

Item	Standard value
Toe-in mm (in)	1 ± 2 (0.04 ± 0.08)
Camber	–0° 05' ± 0° 30' (Left/right deviation within 0° 30')
Caster	2° 40' ± 0° 30' (Left/right deviation within 0° 30')
Kingpin inclination	13° 30' ± 1° 30'
Lower arm ball joint rotation starting torque N· m (in-lb)	2.2 –4.1 (19 –36)
Stabilizer link ball joint rotation torque N· m (in-lb)	0.5 –2.9 (4.4 –25.7)

LUBRICANT

M1333000400047

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		9.0 ± 1.0g (0.32 ± 0.04oz)

FRONT SUSPENSION DIAGNOSIS

INTRODUCTION TO FRONT SUSPENSION DIAGNOSIS

M1332009000281

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

M1332009100277

Use these steps to plan your diagnostic strategy. If you follow them carefully, 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

M1332009400319

Symptom	Inspection procedure	Reference page
Steering wheel is heavy, vibrates or pulls to one side	1	P.33-4
Excessive body rolling	2	P.33-5
Poor ride	3	P.33-5
Unequal ride height	4	P.33-5
Noise	5	P.33-6

SYMPTOM PROCEDURES

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

DIAGNOSIS

STEP 1. Check the tires.

Refer to GROUP 31, Diagnosis [P.31-3](#).

Q: Are the tires in normal condition?

YES : Replace the tires as necessary, then go to Step 2.

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

STEP 2. Check the wheel alignment.

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

Q: Is the wheel alignment correct?

YES : Go to Step 3.

NO : Adjust it (Refer to [P.33-8](#)), 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.33-17](#)), 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.33-13](#)), 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.33-21](#)), 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.33-11](#)), 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.31-8](#).

Q: Is the tire inflation correct?

YES : Go to Step 2.

NO : Adjust it, then go to Step 4.

STEP 3. Check for strut assembly damage.

Q: Is the strut assembly damaged?

YES : Replace it (Refer to [P.33-11](#)), 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.

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.33-13](#)), then go to Step 4.

NO : Go to Step 3.

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.33-13](#)), 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, then go to Step 5.**NO :** Go to Step 2.

STEP 2. Check the tightened parts for looseness as well as 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.33-19](#)), then go to Step 5.

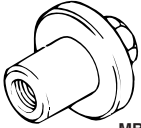
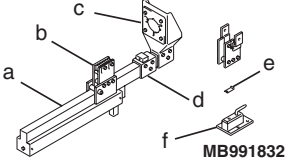
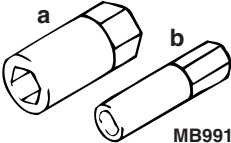
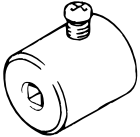

STEP 3. Check for broken coil spring.**Q: Is the coil spring broken?****YES :** Replace it (Refer to [P.33-13](#)), then go to Step 5.**NO :** Go to Step 4.

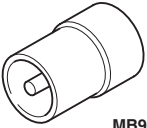
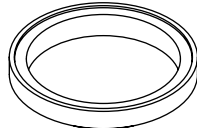
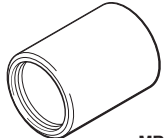
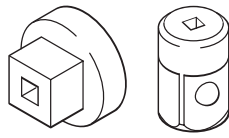
STEP 4. Check for strut assembly damage.**Q: Is the strut assembly damaged?****YES :** Replace it (Refer to [P.33-11](#)), then go to Step 5.**NO :** Go to Step 5.

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	Supersession	Application
 MB991004	MB991004 Wheel alignment gauge attachment	MB991004-01 or General service tool	Wheel alignment measurement
 MB991832	MB991832 a. MB991793 b. MB991795 c. MB991794 d. MB991829 e. MB991831 f. MB991830 Spring compressor set a. Spring compressor b. Attachment A c. Upper plate d. Arm bracket e. Spacer f. Fixture	General service tool	Front coil spring compression <i>NOTE: The coil spring can not be compressed by following conventional special tools.</i> <ul style="list-style-type: none"> • MB991237 Spring compressor body • MB991238 Arm set
 MB991680	MB991680 a. MB991681 b. MB991682 Wrench set a. Wrench b. Socket	—	Strut assembly disassembly and assembly
 MB991006	MB991006 Preload socket	MB990228-01	Lower arm ball joint breakaway torque check
 MB990800	MB990800 Ball joint dust cover installer	MB990800-01 or General service tool	Lower arm ball joint dust cover installation

Tool	Tool number and name	Supersession	Application
 MB992119	MB992119 Arm bushing & installer	—	Lower arm bushing removal and press-fitting
	MB990979 Ring	—	
 MB990890	MB990890 Rear suspension bushing base	MB990890-01 or general service tool	
 MB990326	MB990326 Preload socket	General service tool	Stabilizer link Ball joint turning torque check

ON-VEHICLE SERVICE

FRONT WHEEL ALIGNMENT CHECK AND ADJUSTMENT

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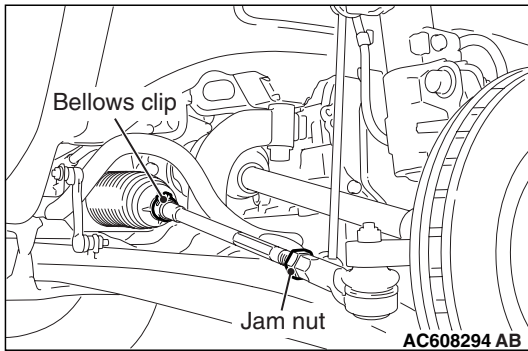
CAUTION

After the installation, perform a calibration for the ASC-ECU to learn the steering wheel sensor neutral point. (Refer to GROUP 35C –On-vehicle Service –Steering Wheel Sensor Calibration [P.35C-295](#)). <Vehicles with ASC>

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

TOE-IN

Standard value: 1 ± 2 mm (0.04 ± 0.08 inch)



1. Adjust the toe-in by undoing the bellows 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 bellows clip and tighten the jam nut to the specified torque.

Tightening torque: $52 \pm 2 \text{ N} \cdot \text{m}$ ($38 \pm 1 \text{ ft-lb}$)

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.37-17).

CAMBER, CASTER AND KINGPIN INCLINATION

Required Special Tool:

- MB991004: Wheel Alignment Gauge Attachment
<Vehicles with aluminum wheels>

Standard value:

Camber - $0^\circ 05' \pm 0^\circ 30'$ (Left/right deviation within $0^\circ 30'$)

Caster $2^\circ 40' \pm 0^\circ 30'$ (Left/right deviation within $0^\circ 30'$)

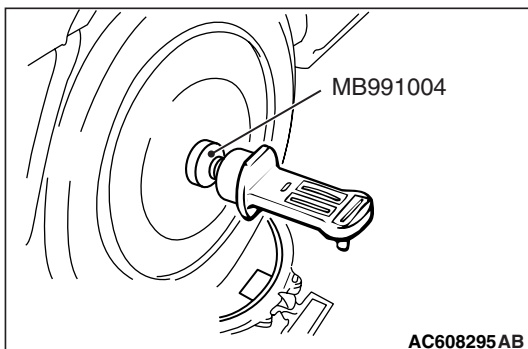
Kingpin inclination $13^\circ 30' \pm 1^\circ 30'$

NOTE: Camber and 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: For vehicles with aluminum type wheels, attach the camber/caster/kingpin gauge to the driveshaft by using the special tool MB991004. Tighten the special tool MB991004 to the same torque $144 - 176 \text{ N} \cdot \text{m}$ ($106 - 130 \text{ ft-lb}$) as the drive shaft nut.



LOWER ARM BALL JOINT END PLAY CHECK

M1332011300320

1. Raise the vehicle.
2. Remove the stabilizer link from the lower arm (Refer to P.33-17).
3. Move the lower arm up and down with your hands to check for an excessive play in the axial direction of the ball joint. If there is an excessive play, replace the lower arm assembly (Refer to P.33-17).

BALL JOINT DUST COVER CHECK

M1332013200040

LOWER ARM BALL JOINT DUST COVER CHECK

1. Using your fingers, press the dust cover to check for a crack or damage.
2. If the dust cover is cracked or damaged, replace the lower arm assembly (Refer to [P.33-17](#)).

NOTE: If the dust cover has a crack or damage, the ball joint could be damage.

STABILIZER LINK BALL JOINT DUST COVER CHECK

1. Using your fingers, press the dust cover to check for a crack or damage.
2. If the dust cover has a crack or damage, replace the stabilizer link (Refer to [P.33-21](#)).

NOTE: If the dust cover has a crack or damage, the ball joint could be damaged.

STRUT ASSEMBLY

REMOVAL AND INSTALLATION

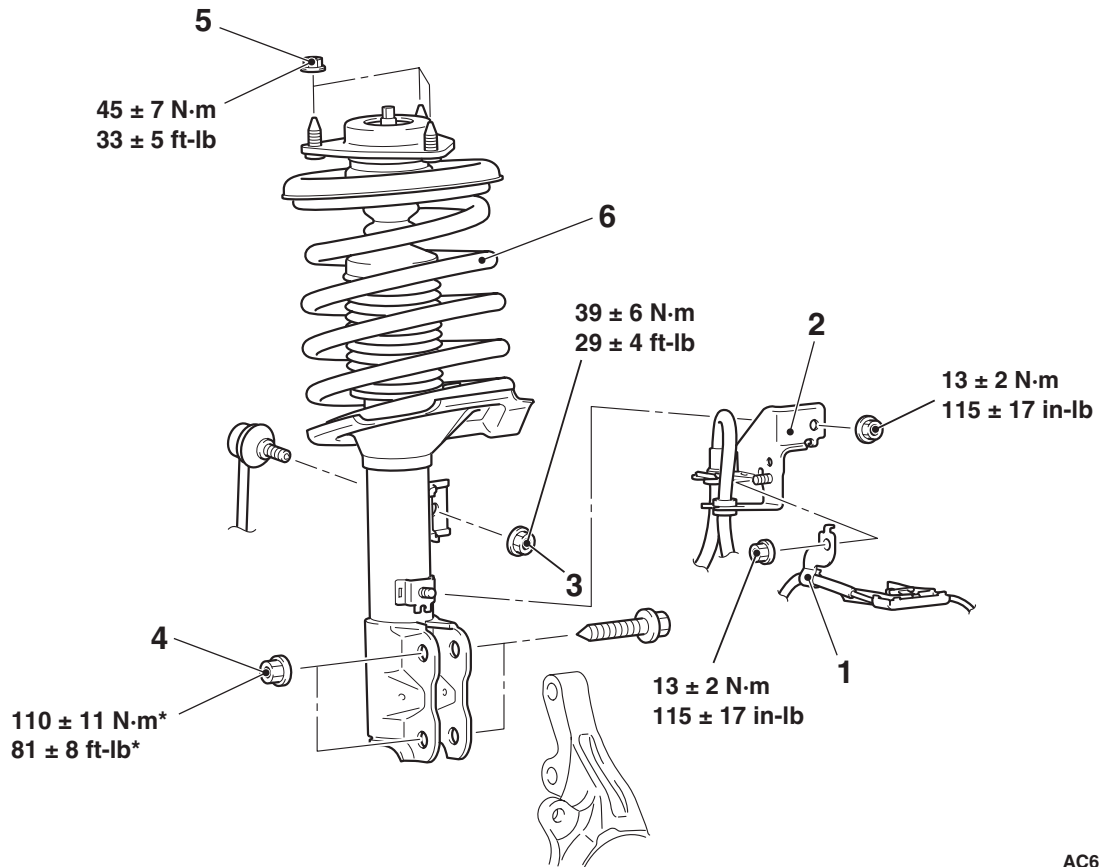
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CAUTION

The part indicated by * is the nut with friction coefficient stabilizer. During removal, ensure there is no damage, clean dust and soiling from the bearing and thread surfaces, and tighten it to the specified torque.

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.33-8).



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Removal steps

1. Wheel speed sensor clamp
2. Brake hose bracket
3. Stabilizer link and strut connection nut

Removal steps (Continued)

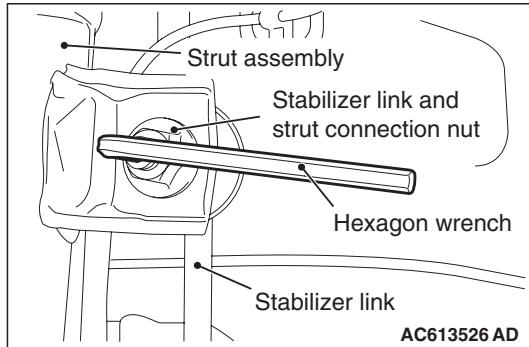
4. Knuckle and strut connection nut
5. Strut mounting nut
6. Strut assembly

<<A>> >>A<<

REMOVAL SERVICE POINT

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

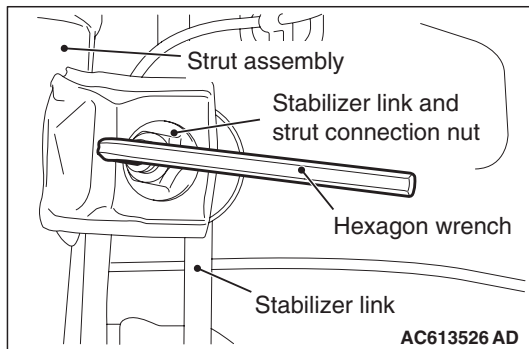
Use a hexagon wrench to remove the stabilizer link and strut connection nut as shown in the figure.



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

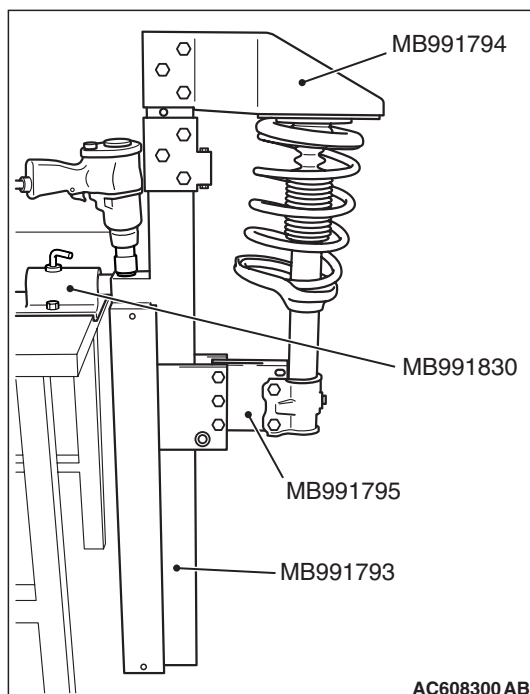
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- Check for oil leaks from the strut assembly.
- Check the strut assembly for damage or deformation.

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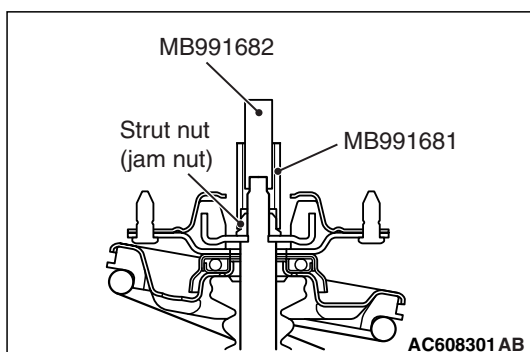
TSB Revision



- Set the strut assembly to special tools: MB991793, MB991795, MB991794 and MB991830.

NOTE: Use the bolts and nuts removed from the vehicle to secure the strut assembly and tighten them lightly by hand.

- After setting the strut assembly, operate the spring compressor and compress the coil spring by approximately 5 mm (0.20 in).



⚠ CAUTION

The locking nut for the piston rod inside the strut may be loose. Do not use the impact wrench to loosen the strut nut (jam nut).

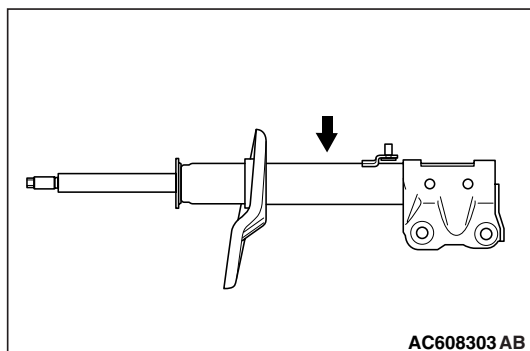
- Use special tools MB991681, MB991682 to loosen the strut nut (jam nut):

<> STRUT REMOVAL

⚠ CAUTION

Wear the protective glasses. Although the gas is harmless, drilling chips may be blown out by the gas.

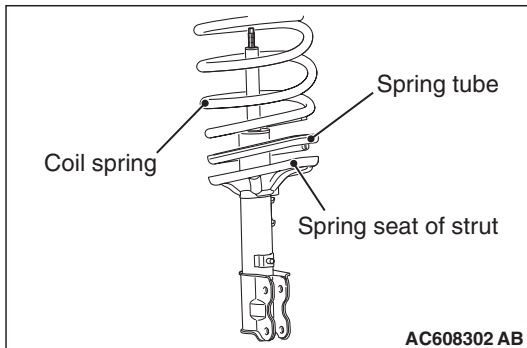
Before disposal of the strut, place the strut on the level surface with the piston rod extended, and make a hole of approximately 3 mm in diameter at the point shown in the figure to discharge the gas.



ASSEMBLY SERVICE POINTS

>>A<< COIL SPRING INSTALLATION

1. Fit the coil spring to the spring tube securely.
2. Install the coil spring equipping with the spring tube to align the bottom with the shape of the strut spring sheet.



>>B<< STRUT BEARING INSTALLATION

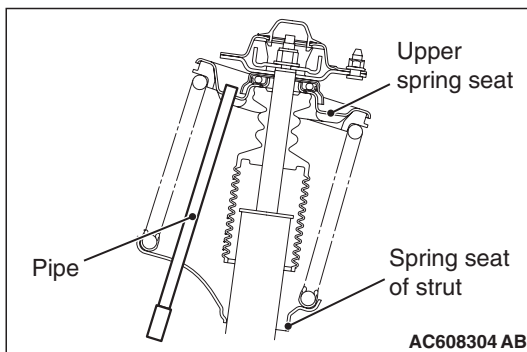


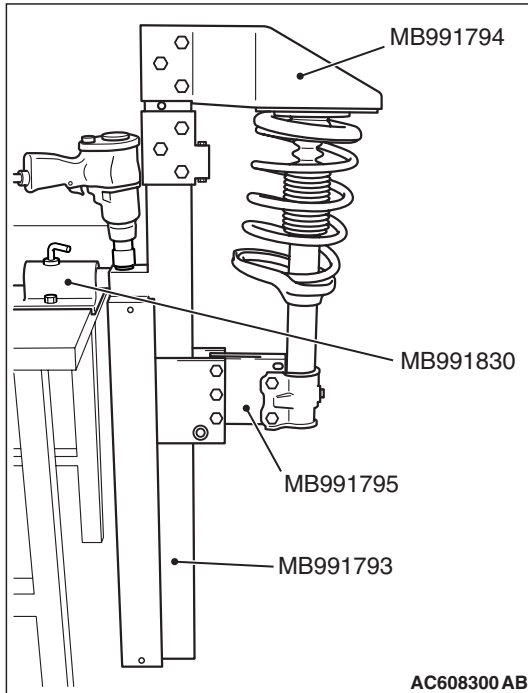
Install the strut bearing without any damage.

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

1. Check that both of the coil spring ends align with the spring sheet groove correctly.
2. Align the strut spring sheet hole with the upper spring sheet hole.

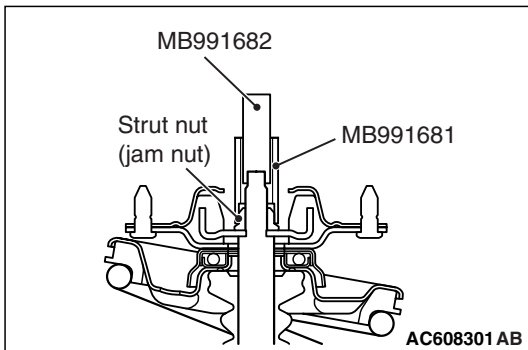
NOTE: Use the pipe to align the holes easily



**⚠ CAUTION**

Be careful that the hand is not pinched by the coil spring when aligning the piston rod with the hole of upper insulator while compressing the coil spring.

3. While passing the strut piston rod through the hole of upper insulator by hand slowly compress the coil spring by special tool: MB991793, MB991795, MB991794 and MB991830.

**⚠ CAUTION**

The locking nut for the piston rod inside the strut may be loose. Do not use the impact wrench to loosen the strut nut (jam nut).

4. Use special tools MB991681 and MB991682 to tighten the strut nut (jam nut) to the specified torque:

Tightening torque: 60 ± 9 N·m (44 ± 6 ft-lb)

INSPECTION

M1332001400315

- Check the bearing for wear or rust.
- Check the rubber parts for damage or deterioration.
- Check the spring for deformation, deterioration or damage.
- Check the shock absorber for deformation.

LOWER ARM

REMOVAL AND INSTALLATION

M1332001601419

⚠ CAUTION

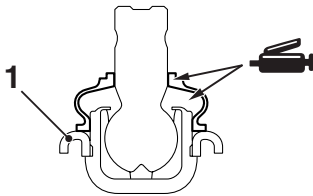
- The parts indicated by *¹ indicates parts which should be temporarily tightened, and then fully tightened with the vehicle standing on the ground and the curb weight condition.
- The parts indicated by *² are the bolts/nuts with friction coefficient stabilizer. In removal, ensure there is no damage, clean dust and soiling from the bearing and thread surfaces, and tighten them to the specified torque.

Pre-removal Operation

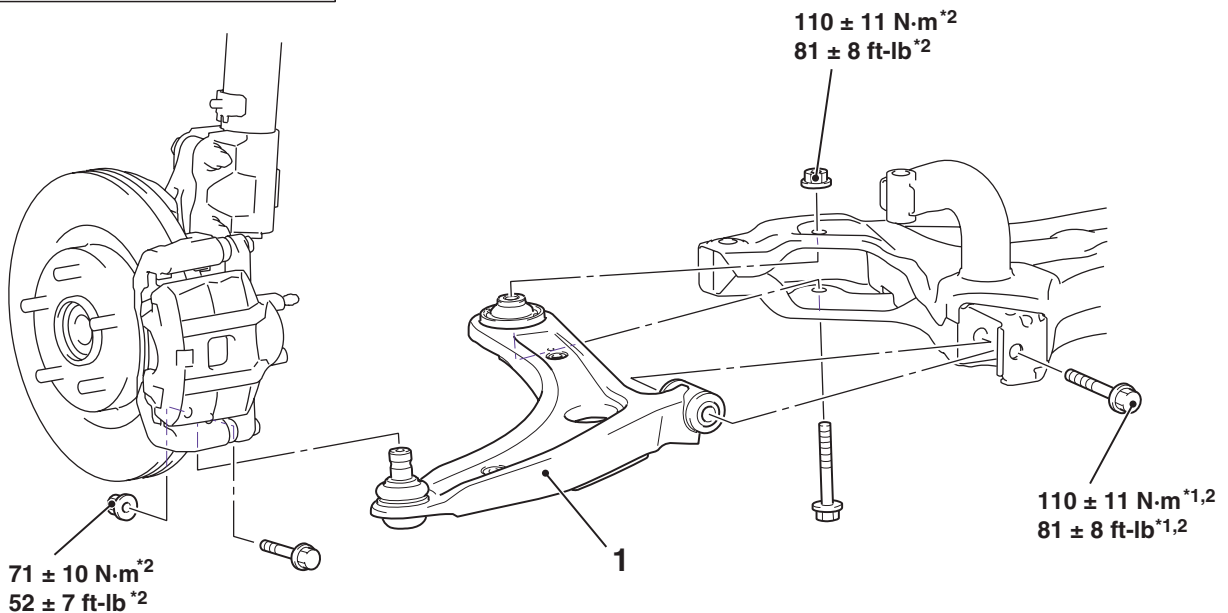
Engine Room Side Cover (Refer to GROUP 51 –Under Cover P.51-17).

Post-installation Operation

- Using Your Fingers, Press the Dust Cover to Check for a Crack or Damage.
- Using Your Fingers, Press the Dust Cover to Check for a Crack or Damage.
- Wheel Alignment Check and Adjustment (Refer to P.33-8).



Specified grease: Multipurpose grease
SAE J310, NLGI No.2 or equivalent



AC710831AC

Removal steps

- Stabilizer link and stabilizer bar connection (Refer to P.33-21).

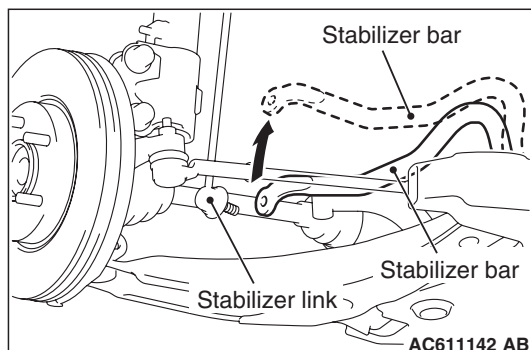
1. Lower arm assembly

<<A>>

REMOVAL SERVICE POINT

<<A>> LOWER ARM ASSEMBLY REMOVAL

1. Raise up the stabilizer bar as shown in the figure and remove it.



INSPECTION

M1332001700941

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

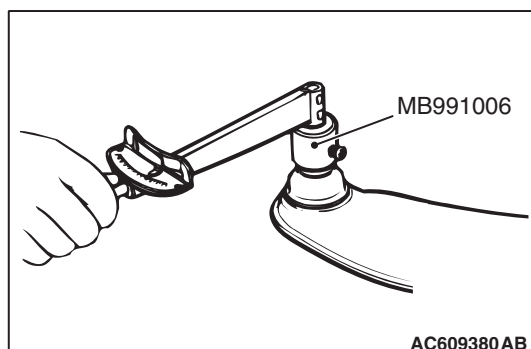
LOWER ARM BALL JOINT ROTATION STARTING TORQUE

Required Special Tool:

- MB991006: Preload socket
1. Move the lower arm ball joint stud back and forth for several times, and measure the lower arm ball joint rotation starting torque using special tool MB991006.

Standard value: 2.2 –4.1 N·m (19 –36 in-lb)

2. If the measured value exceeds the standard range, replace the lower arm assembly (Refer to [P.33-17](#)).
3. Even if the measured value is within the standard range, check the lower arm ball joint that there is no looseness or gritty feeling. If there is no looseness or gritty feeling, it is judged as usable.



LOWER ARM BALL JOINT DUST COVER CHECK

(Refer to [P.33-10](#))

LOWER ARM BALL JOINT DUST COVER REPLACEMENT

M1332008200527

Required Special Tool:

- MB990800: Ball joint dust cover installer

Only when the dust cover is damaged accidentally during maintenance, replace the dust cover as follows:

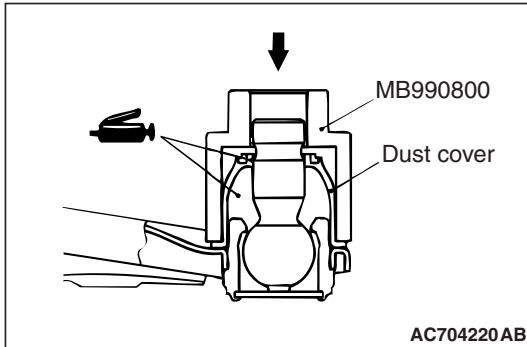
1. Remove the dust cover.
2. Fill and apply the specified grease into the inside and lip of the dust cover.

Specified grease

Multipurpose grease SAE J310, NLGI No.2 or equivalent

Usage:

Inside of dust cover: 9.0 ± 1.0 g (0.32 ± 0.04 oz), Lip: As required



3. Use the special tool ball joint remover & installer (MB990800) to drive in the dust cover to the point where it contact with the lower arm assembly.
4. Using your fingers, press the dust cover to check for a crack or damage.

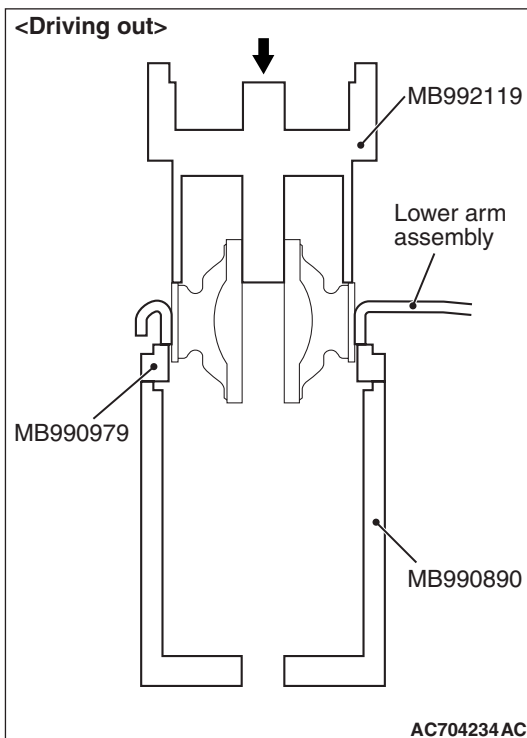
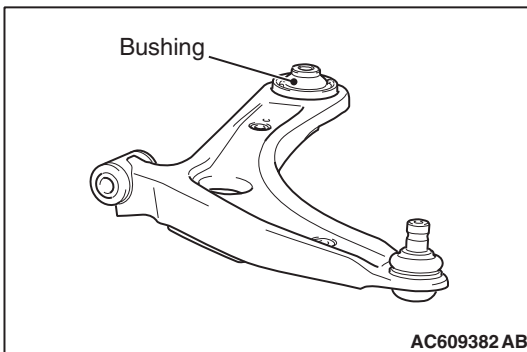
LOWER ARM REAR BUSHING REPLACEMENT

M1332008100713

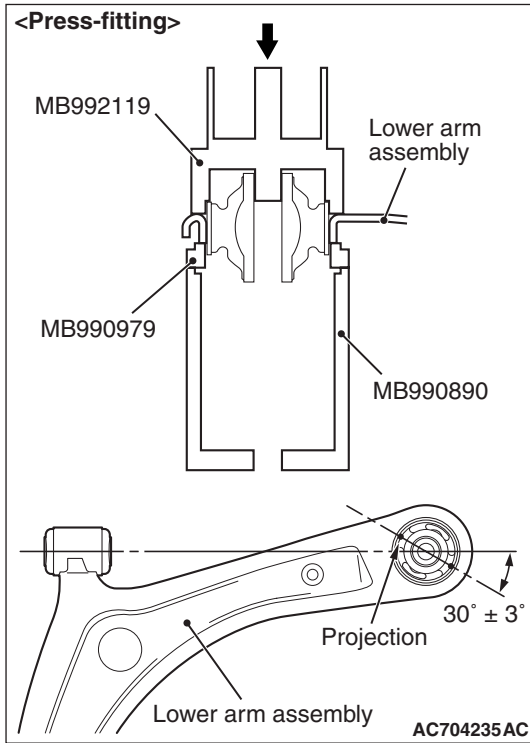
Required Special Tools:

- MB992119: Arm bushing remover and installer
- MB990979: Ring
- MB990890: Rear suspension bushing base

Replace the back side bushing according to the following procedure.



1. Use special tools MB992119, MB990979 and MB990890 to remove the bushing.



2. Use special tools MB992119, MB990979 and MB990890 to press-fit the bushing.
3. Press-fit the bushing so that the bushing protrusion is in the direction shown in the figure.
4. Press-fit the bushing until the special tool contacts with the lower arm assembly.

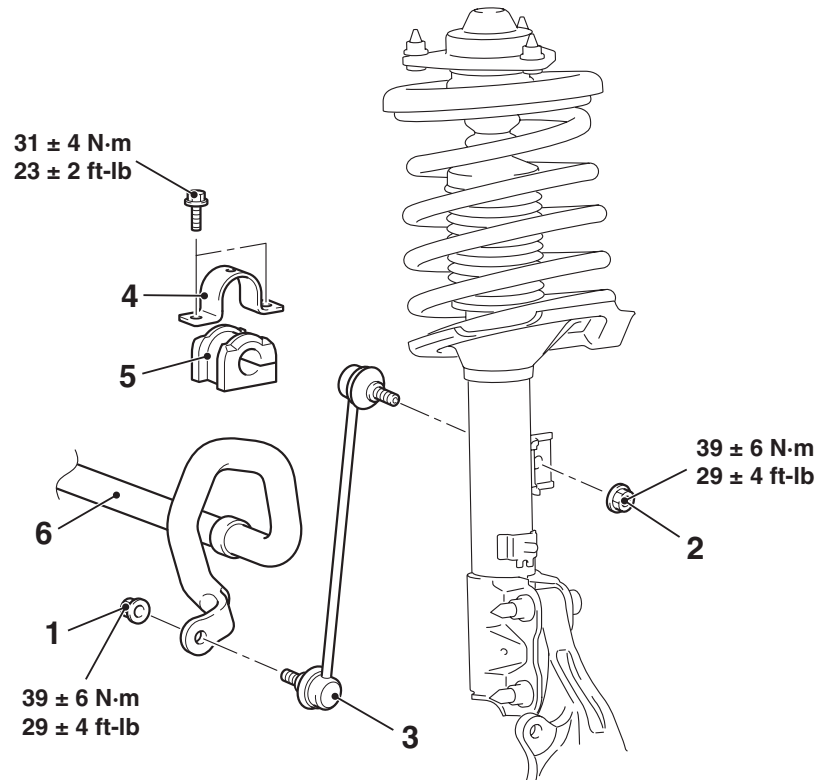
STABILIZER BAR

REMOVAL AND INSTALLATION

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Post-installation operation

Front wheel alignment check and adjustment (Refer to [P.33-8.](#))



AC709442 AC

Stabilizer link removal steps

- | | | |
|-------|-------|--|
| <<A>> | >>C<< | 1. Stabilizer link and stabilizer bar connection nut |
| <<A>> | >>C<< | 2. Stabilizer link and strut connection nut |
| | | 3. Stabilizer link |

Stabilizer bushing removal steps

- | | | |
|-------|-------|--|
| <<A>> | >>C<< | 1. Stabilizer link and stabilizer bar connection nut |
| | | 4. Stabilizer bar bracket |
| | >>B<< | 5. Stabilizer bushing |

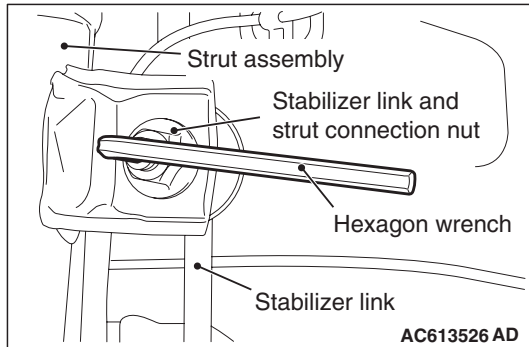
Stabilizer bar removal steps

- | | | |
|-------|-------|---|
| <<A>> | >>C<< | 1. Stabilizer link and stabilizer bar connection nut |
| | | • Front axle crossmember (Refer to GROUP 32 – Crossmember P.32-16) |
| | >>B<< | 4. Stabilizer bar bracket |
| | >>A<< | 5. Stabilizer bushing |
| | | 6. Stabilizer bar |

REMOVAL SERVICE POINT

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

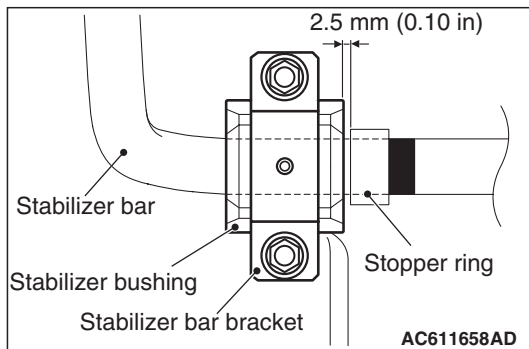
Use a hexagon wrench to remove the stabilizer link and strut connection nut as shown in the figure.



INSTALLATION SERVICE POINTS

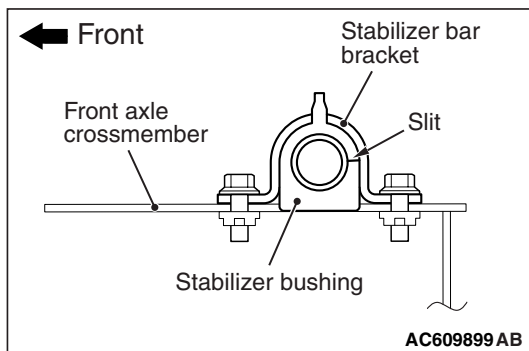
>>A<< STABILIZER BAR INSTALLATION

Install the stabilizer bar as shown in the figure.



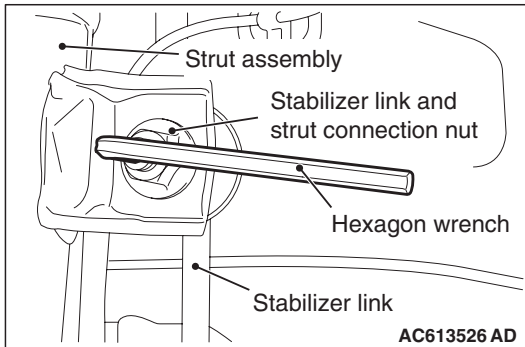
>>B<< STABILIZER BUSHING INSTALLATION

Install the stabilizer bushing as shown in the figure.



>>C<< STABILIZER LINK AND STRUT CONNECTION NUT/STABILIZER LINK AND STABILIZER BAR CONNECTION NUT INSTALLATION

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



INSPECTION

M1332002000804

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

STABILIZER LINK BALL JOINT TURNING TORQUE CHECK

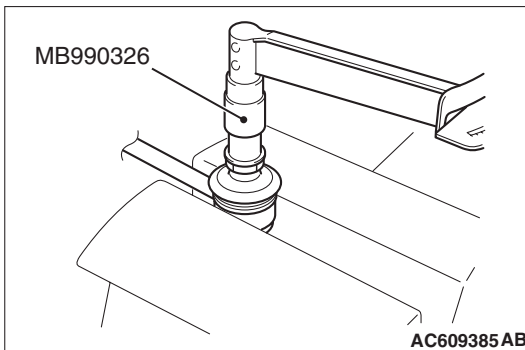
Required Special Tool:

- MB990326: Preload socket

1. Move the stabilizer link ball joint stud back and forth for several times, install the stud with nut, and measure the stabilizer link ball joint rotation starting torque using special tool MB990326.

Standard value: 0.5 –2.9 N·m (4.4 –25.7 in-lb)

2. When the measured value exceeds the standard value, replace the stabilizer link (Refer to [P.33-21](#)).
3. If the measured value stays within the standard range, and there is looseness or gritty feeling, the component is judged as unusable and should be replaced.



STABILIZER LINK BALL JOINT DUST COVER CHECK

(Refer to [P.33-10](#))

NOTES