

## GENERAL INFORMATION

A multi-link type of suspension has been adopted for the rear suspension. The layout of each arm and the rigidity balance of each bushing have been

rationalised to provide both excellent steering stability and riding comfort.

## COIL SPRING

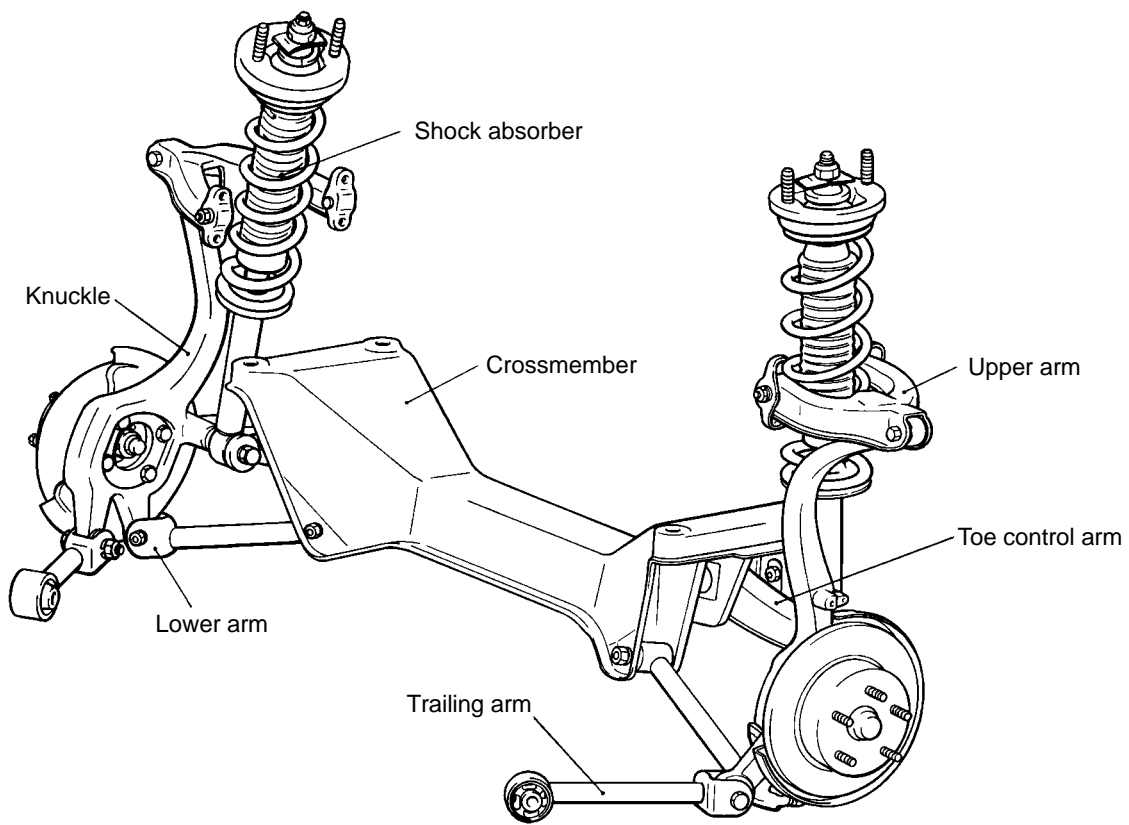
### NOTE:

Worn springs are only to be fitted in pairs, according to the colour code.

## SHOCK ABSORBER

Stroke	182 mm
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## CONSTRUCTION DIAGRAM

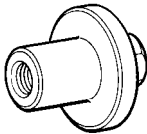
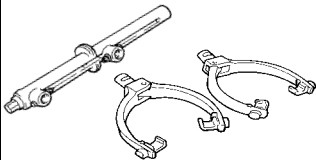
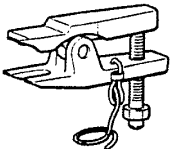
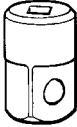



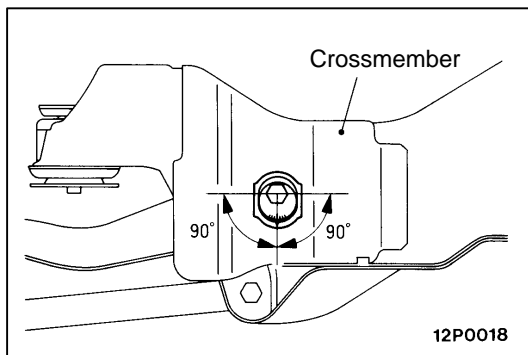
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## SERVICE SPECIFICATIONS

Items	Standard value
Toe-in mm	$3 \pm 3$
Toe angle (per wheel)	$16' \pm 16'$
Camber – 205/65R15 Tyre – 215/60R16 Tyre	– $40' \pm 30'$ – $50' \pm 30'$
Toe control arm ball joint breakaway torque Nm	0.1–2.65

## SPECIAL TOOLS

Tool	Number	Name	Use
	MB991004 Wheel alignment gauge attachment	–	Wheel alignment measurement
	MB991237 Spring compressor body MB991239 Arm set	– –	Coil spring removal and in- stallation
	MB991113 or MB991217 Steering linkage puller	13–006	Ball joint disconnection
	MB990326 Preload socket	EMB990326	Ball joint rotating torque check
	MB990800 Ball joint remover and installer	E2M15–2	Dust cover installation



## ON-VEHICLE SERVICE

### REAR WHEEL ALIGNMENT CHECK AND ADJUSTMENT

Measure the wheel alignment with the vehicle parked on level ground.

The rear suspension and wheels should be serviced to the normal condition prior to measurement of wheel alignment.

#### TOE-IN

**Standard value:  $3 \pm 3$  mm**

Adjustment is carried out by turning the toe control arm mounting bolt to the left or right by equal amounts.

**L.H.: Turning clockwise toe-out direction**

**R.H.: Turning clockwise toe-in direction**

One Scale mark is equivalent to a change of about 1.7mm.

#### Caution:

- Adjustments are to be made within the range of  $\pm 90^\circ$  from the position indicated in the diagram.

#### CAMBER

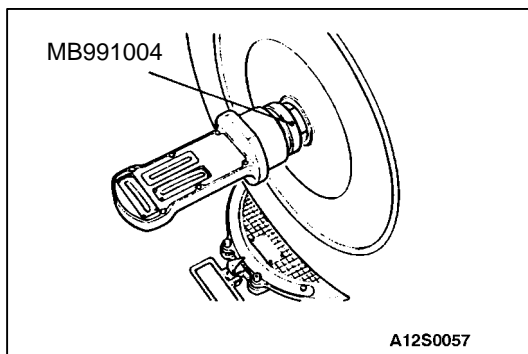
**Standard value:**

**With 205/65R15 Tyres –  $40' \pm 30'$**

**With 215/60R16 Tyres –  $50' \pm 30'$**

#### NOTE

1. Camber is preset at the factory and cannot be adjusted.
2. If camber is not within the standard value, check and replace bent or damaged parts.



3. For vehicles with aluminium type wheels, attach the camber/caster/kingpin gauge by using the special tool. Tighten the special tool to the same torque [196–255 Nm] as the drive shaft nut.

#### Caution

**Never subject the wheel bearings to the full vehicle load when the flange nuts are loosened.**

# REAR SUSPENSION ASSEMBLY

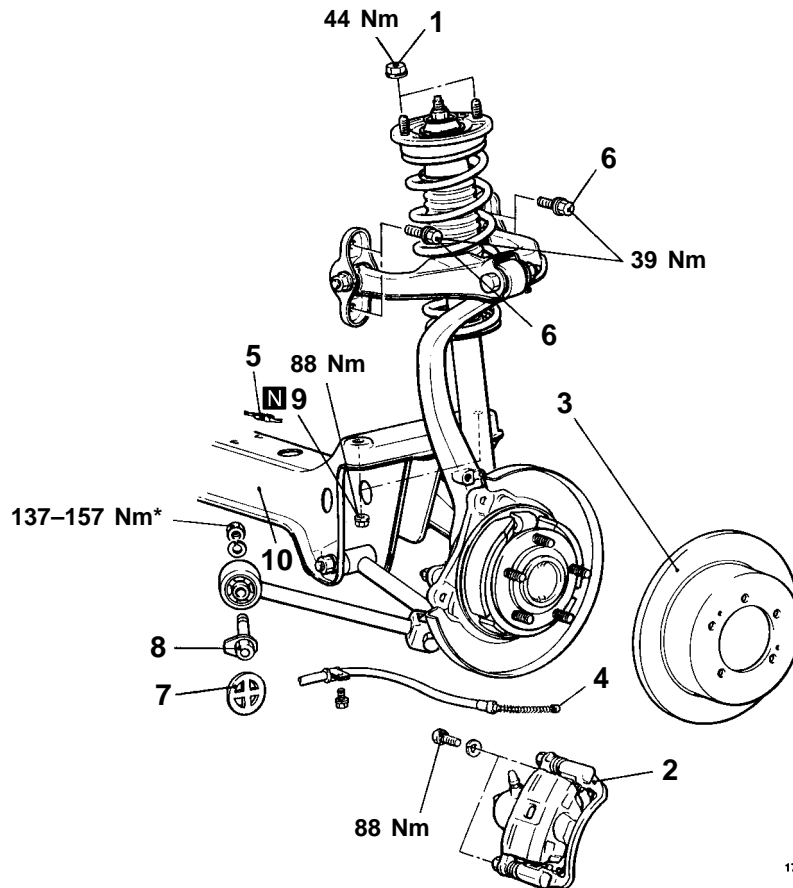
## REMOVAL AND INSTALLATION

### Pre-removal Operation

- Rear Seat Removal  
(Refer [Group 52A.](#))
- Centre Exhaust Pipe Removal  
(Refer [Group 17.](#))

### Post-installation Operation

- Centre Exhaust Pipe Installation  
(Refer [Group 17.](#))
- Rear Seat Installation  
(Refer [Group 52A.](#))
- Parking Brake Lever Stroke Check  
(Refer [Group 36.](#))
- Wheel Alignment Check and Adjustment  
(Refer [On vehicle service.](#))



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### Removal steps

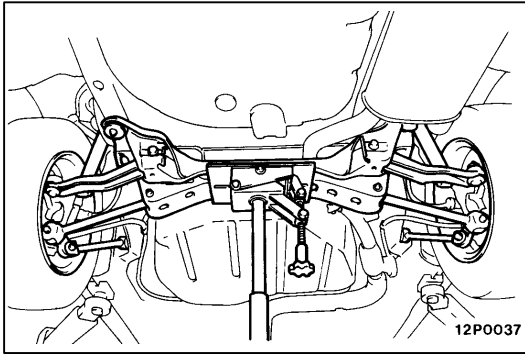
1. Shock absorber mounting nuts
2. Brake calliper assembly
3. Brake disc
4. Parking brake cable end  
(Refer [Group 36.](#))
5. Rear speed sensor connector
6. Upper arm bracket mounting bolt
7. Grommet



8. Trailing arm mounting bolt
9. Crossmember mounting self-locking nuts
10. Rear suspension assembly

### Caution

\* Indicates parts which should be temporarily tightened, and then full tightened with the vehicles on the ground in the unladen condition.



### REMOVAL SERVICE POINT

#### ◀A▶ CROSSMEMBER MOUNTING SELF-LOCKING NUT REMOVAL

After supporting the crossmember with a garage jack or transmission jack respectively, remove the crossmember mounting nuts.

### INSPECTION

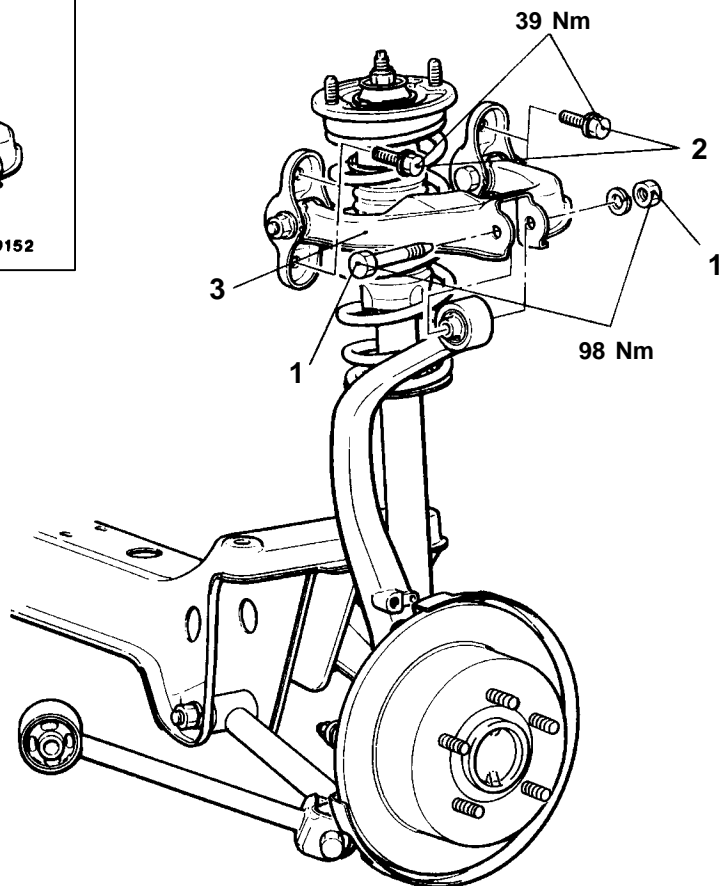
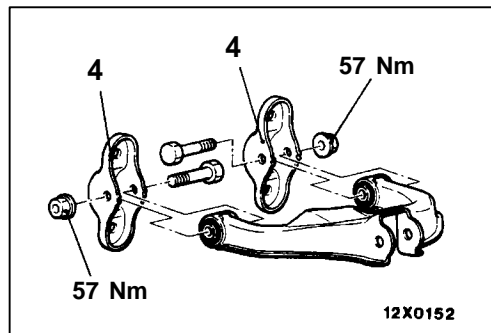
- Check crossmember for cracks or other damage.

# UPPER ARM ASSEMBLY

## REMOVAL AND INSTALLATION

### Post-installation Operation

- Wheel Alignment Check and Adjustment  
(Refer [On vehicle service.](#))



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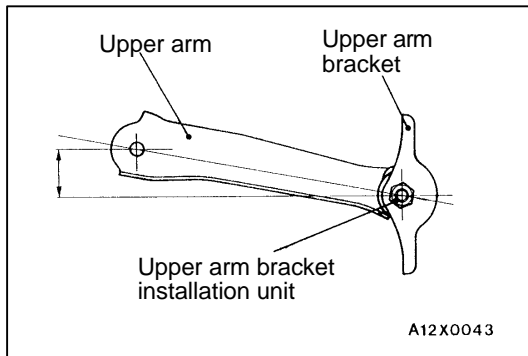
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### Removal steps

1. Upper arm and knuckle connecting bolt and nut
2. Upper arm assembly mounting bolts



3. Upper arm assembly
4. Upper arm bracket



## INSTALLATION SERVICE POINT

### ►A◄ UPPER ARM BRACKET INSTALLATION

Tighten the upper arm bracket installation nut and bolt so that the dimension shown in the illustration is at the standard value.

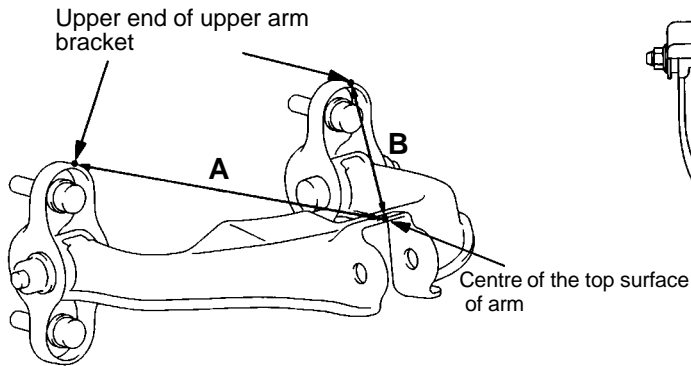
**Standard value:  $37.2 \pm 2$  mm**

### NOTE

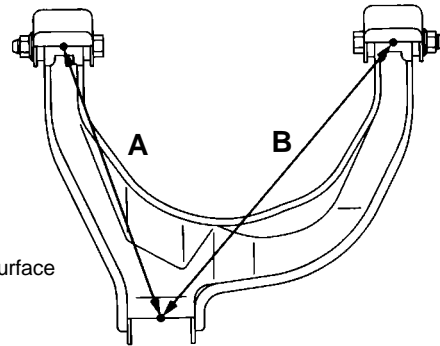
If the upper arm bracket is installed with the former-mentioned standard value, the reference dimension is determined as follows;

A: 213.5 mm

B: 269.2 mm



12X0204



12X0201

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## INSPECTION

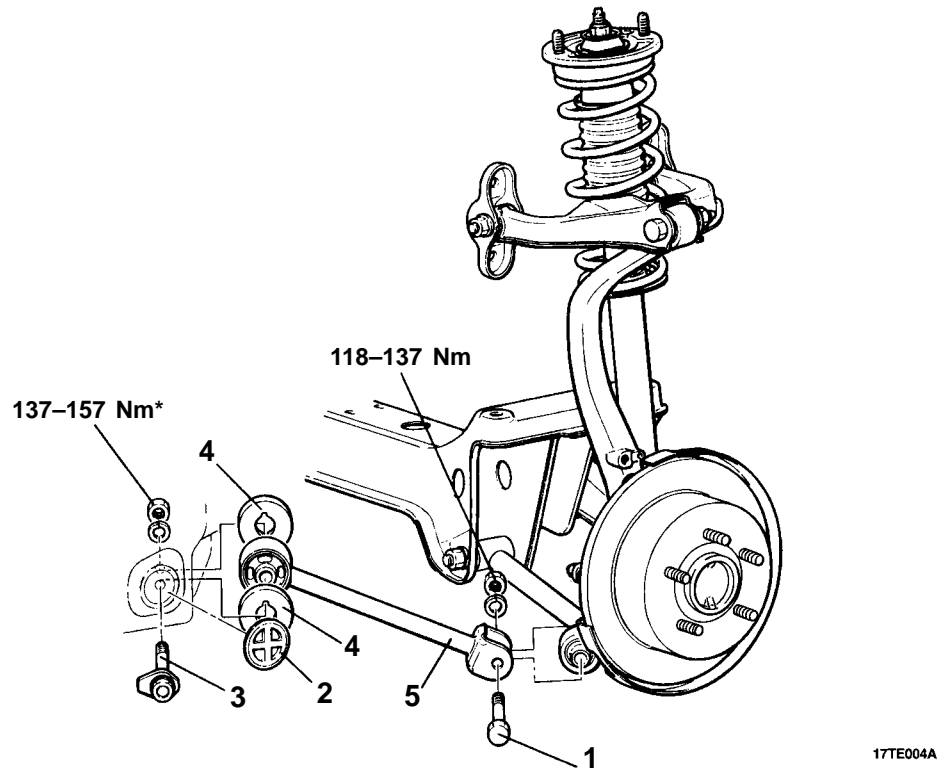
- Check the bushings for wear and deterioration.
- Check the upper arm for bends or damage.
- Check all bolts for condition and straightness.

## TRAILING ARM ASSEMBLY

## REMOVAL AND INSTALLATION

## Post-installation Operation

- Wheel Alignment Check and Adjustment (Refer [On vehicle service.](#))



## Removal steps

1. Connection for knuckle and trailing arm assembly
2. Grommet
3. Trailing arm assembly mounting bolt
4. Stopper
5. Trailing arm assembly

### Caution

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

## INSPECTION

- Check the bushings for wear and deterioration.
- Check the trailing arm for bends or damage.

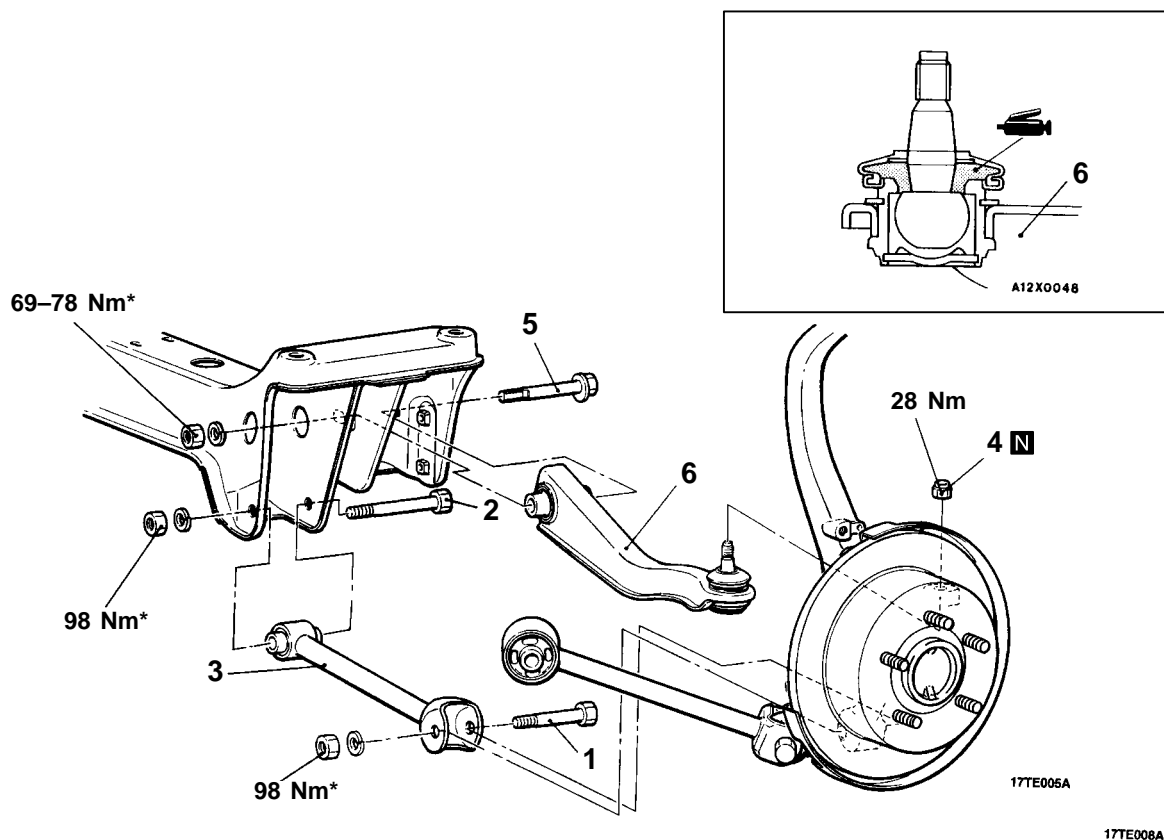


# LOWER ARM AND TOE CONTROL ARM ASSEMBLIES

## REMOVAL AND INSTALLATION

### Post-installation Operation

- Wheel Alignment Check and Adjustment  
(Refer [On vehicle service.](#))



### Lower arm assembly removal steps

1. Lower arm assembly and knuckle connection
2. Lower arm assembly mounting bolt
3. Lower arm assembly

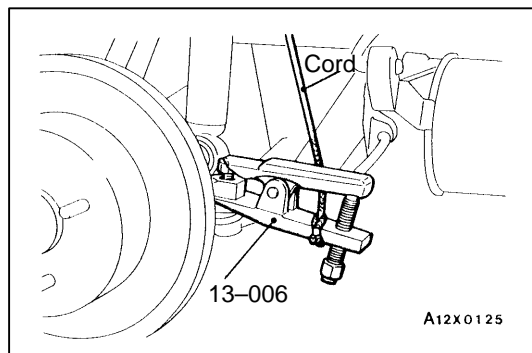


### Toe control arm assembly removal steps

4. Connection for toe control arm ball joint and knuckle
5. Toe control arm assembly mounting bolt
6. Toe control arm assembly

### Caution

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

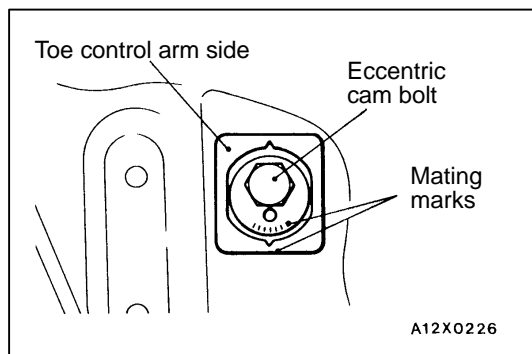


## REMOVAL SERVICE POINTS

### ◀A▶ DISCONNECTION OF TOE CONTROL ARM BALL JOINT AND KNUCKLE

#### Caution

1. Be sure to tie the cord of the special tool to the nearby part.
2. Loosen the nut but do not remove it.

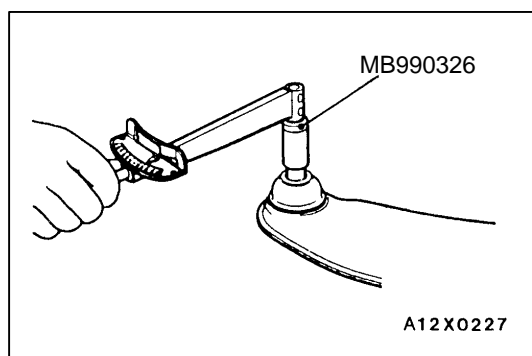


### ◀B▶ TOE CONTROL ARM ASSEMBLY MOUNTING BOLT REMOVAL

Make mating marks on the toe control arm and eccentric cam bolt before removing the bolt.

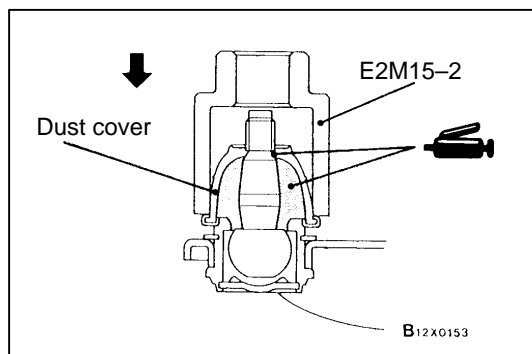
## INSPECTION

- Check the bushings for wear and deterioration.
- Check the lower arm or toe control arm for bends or damage.
- Check the ball joint dust cover for cracks.
- Check all bolts for condition and straightness.



### BALL JOINT BREAKAWAY TORQUE CHECK

Standard value: 0.1–2.65 Nm



### BALL JOINT DUST COVER REPLACEMENT

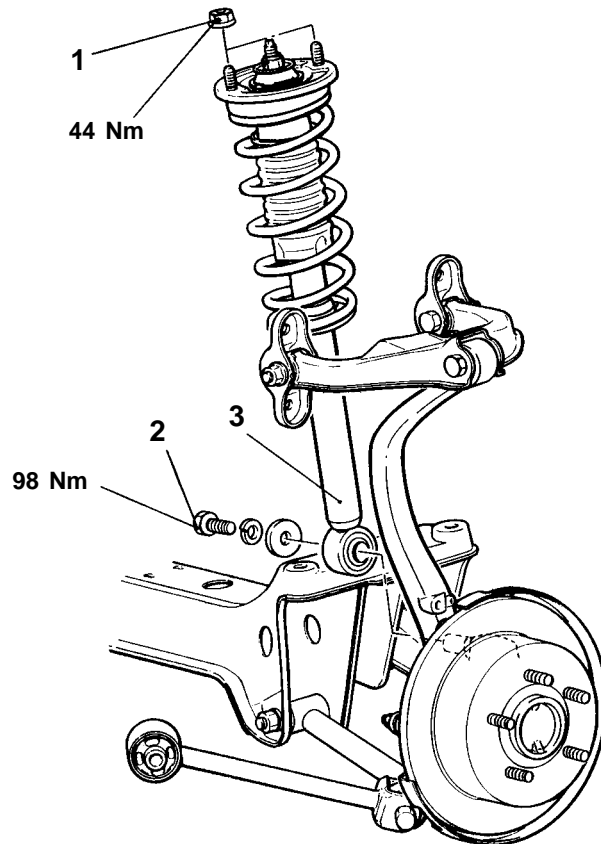
1. Remove the dust cover.
2. Apply multipurpose grease to the lip and inside of the dust cover.
3. Drive in the dust cover with special tool until it is fully seated.

# SHOCK ABSORBER ASSEMBLY

## REMOVAL AND INSTALLATION

### Pre-removal and Post-installation Operation

- Rear Seat Removal and Installation  
(Refer [Group 52A.](#))



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### Removal steps

1. Flange nut
2. Bolt
3. Shock absorber

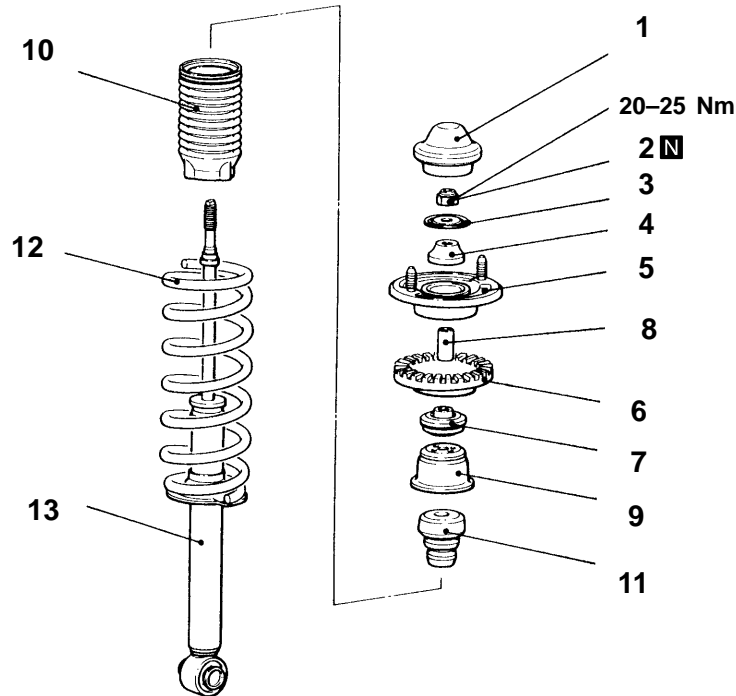
## INSPECTION

- Check the rubber parts for cracks and wear.
- Check the shock absorber for malfunctions, oil leakage or abnormal noise.

## DISASSEMBLY AND REASSEMBLY

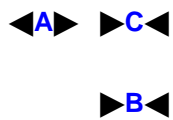
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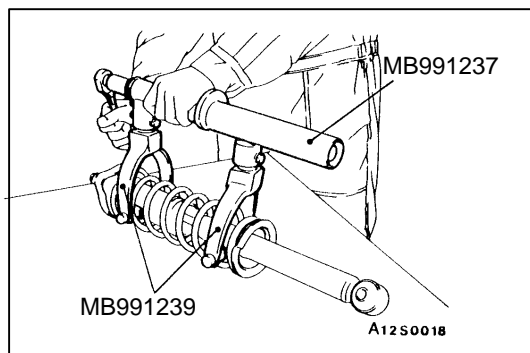
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### Disassembly steps



1. Cap
2. Self-locking nut
3. Washer
4. Upper bushing A
5. Bracket
6. Spring pad
7. Upper bushing B

8. Collar
9. Cup
10. Dust cover
11. Bump rubber
12. Coil spring
13. Shock absorber assembly



## DISASSEMBLY SERVICE POINT

### SELF LOCKING NUT REMOVAL

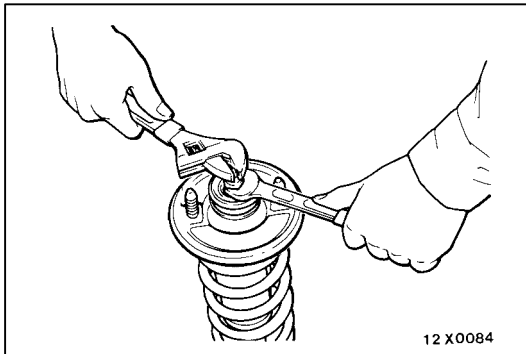
1. Compress the coil spring using the special tools.

#### NOTE

Install the special tools evenly, and so that the maximum length will be attained within the installation range.

#### Caution

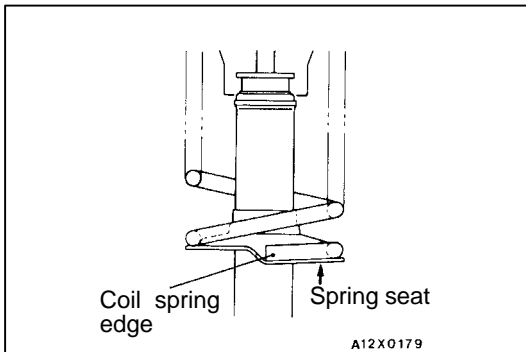
An air tool should not be used for the tightening of the special tool bolt.



- While holding the piston rod, remove the self-locking nut.

## Caution

An air tool should not be used for the removal of the special tool bolt.



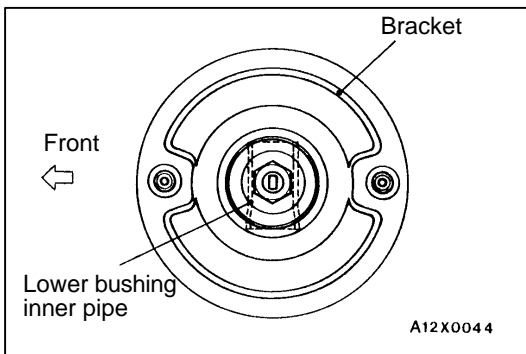
## REASSEMBLY SERVICE POINTS

### ►A◄ COIL SPRING INSTALLATION

- Use the special tools (MB991237 and MB991239) to compress the coil spring and install it to the shock absorber seat.
- Align the edge of the coil spring to the stepped part of the shock absorber spring seat.

## Caution

An air tool should not be used for the tightening of the special tool bolt.



### ►B◄ BRACKET INSTALLATION

Install the bracket as shown in the illustration.

### ►C◄ SELF-LOCKING NUT INSTALLATION

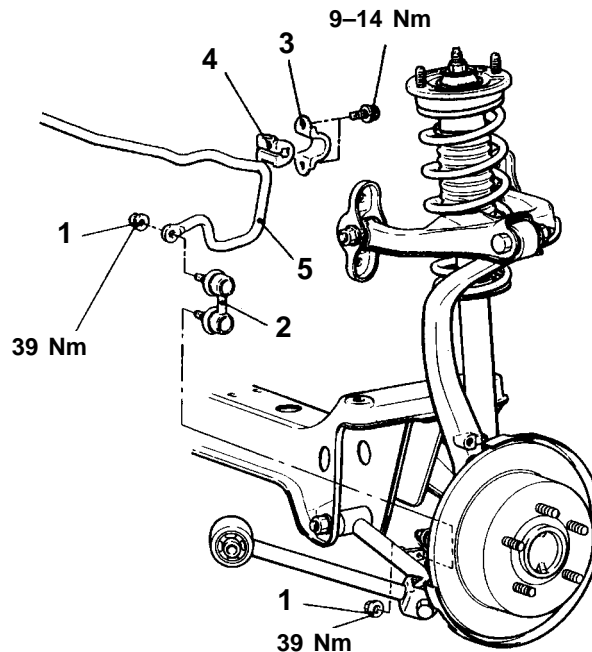
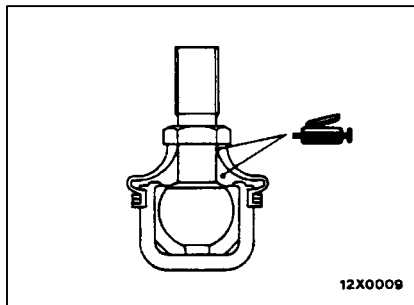
- Temporarily tighten the self-locking nut.
- Remove the special tools (MB991237, MB991239), and tighten the self-locking nut to the specified torque.

## Caution

Do not use an air tool.

# STABILIZER BAR

## REMOVAL AND INSTALLATION



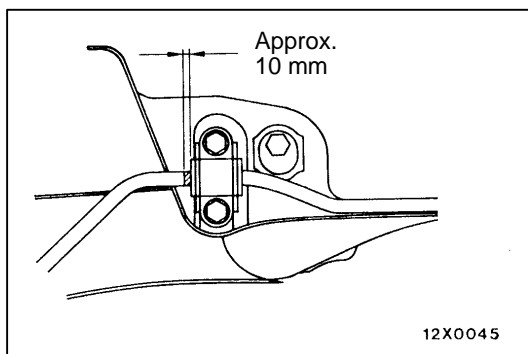
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### DISASSEMBLY STEPS

1. Stabilizer link mounting nuts
2. Stabilizer link
3. Stabilizer bar brackets



4. bushing
5. Stabilizer



### INSTALLATION SERVICE POINTS

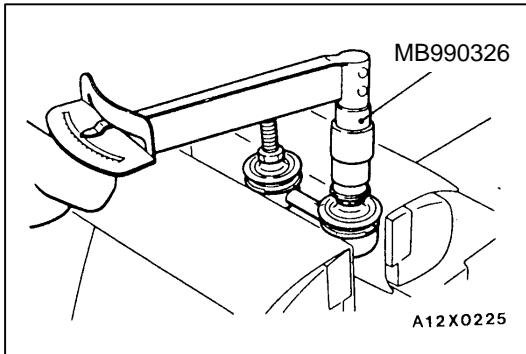
#### ►A◀ STABILIZER BAR/BUSHING/STABILIZER BAR BRACKET INSTALLATION

### INSPECTION

- Check the bushings for wear and deterioration.
- Check the stabilizer bar for deterioration or damage.
- Check the stabilizer link ball joint dust cover for cracks.
- Check all bolts for condition and straightness.

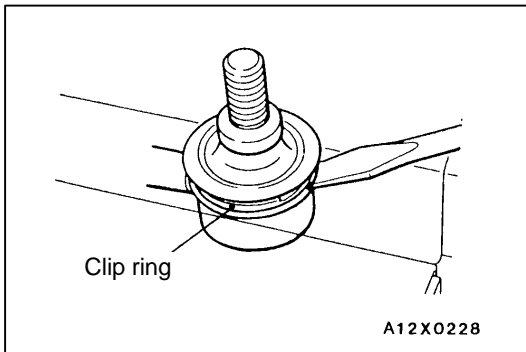
## STABILIZER LINK BALL JOINT BREAKAWAY TORQUE CHECK

Standard Value: 0.5–1.5 Nm

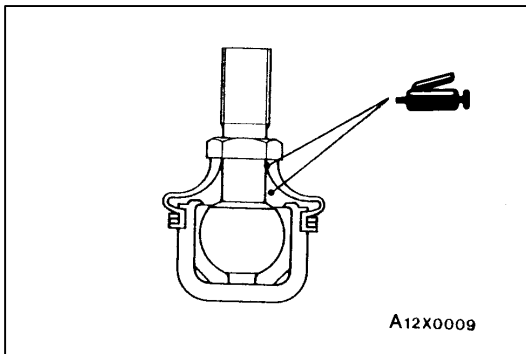


## BALL JOINT DUST COVER REPLACEMENT

1. Remove the clip ring and the dust cover.



2. Apply multi-purpose grease to the lip and inside of the dust cover.



3. Use vinyl tape to tape the stabilizer link where shown in the illustration, and then install the dust cover to the stabilizer link.

4. Secure the dust cover with the clip ring.

NOTE: When installing the clip ring, align it so that its ends are located at a 90° angle from the axis of the stabilizer link.

