
REAR SUSPENSION

CONTENTS

GENERAL INFORMATION	2	REAR SUSPENSION ASSEMBLY	5
SERVICE SPECIFICATIONS	3	UPPER ARM ASSEMBLY	7
SPECIAL TOOLS	3	TRAILING ARM ASSEMBLY	9
ON-VEHICLE SERVICE	4	LOWER ARM AND TOE CONTROL ARM ASSEMBLIES	10
Rear Wheel Alignment Check and Adjustment	4	SHOCK ABSORBER ASSEMBLY	12

GENERAL INFORMATION

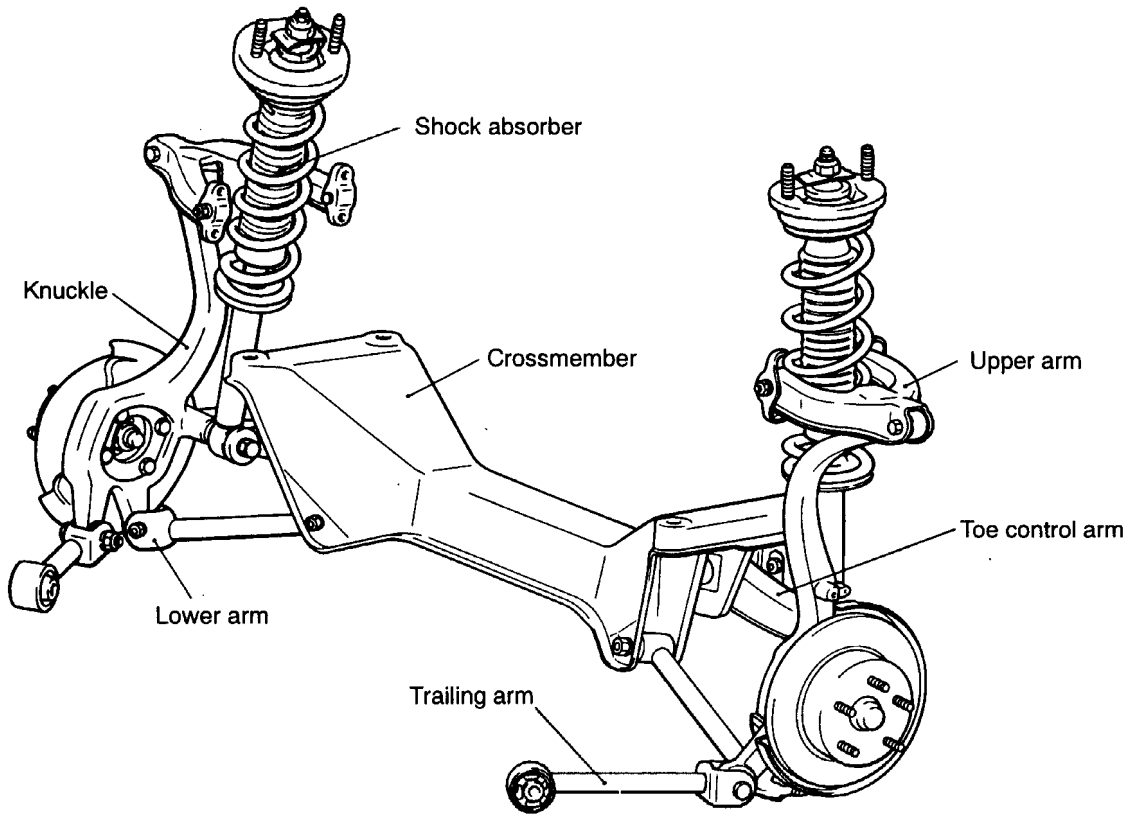
A newly-developed multi-link type of suspension has been adopted for the rear suspension. The layout of each arm and the rigidity balance of each

bushing have been rationalised to provide both excellent steering stability and riding comfort.

COIL SPRING

Wire dia.xO.D.xfree length mm	with 15 in. wheel	11.2x117.4-125.4x428.5
	with 16 in. wheel	11.5x118.0-126.0x400.7

CONSTRUCTION DIAGRAM

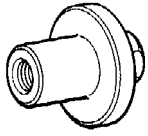
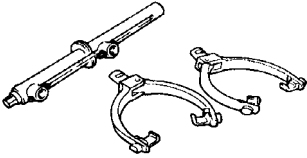
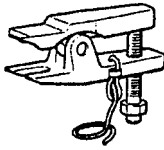
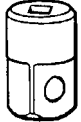



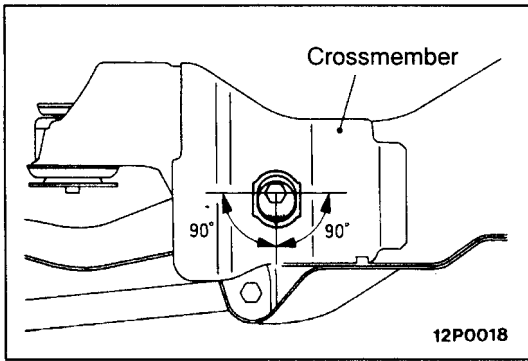
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SERVICE SPECIFICATIONS

Items	Standard value
Toe-in mm	3 ± 3
Camber – 205/65R15 Tyre – 215/60R16 Tyre	– 40' ± 30' <Left/right deviation within 30'> – 50' ± 30' <Left/right deviation within 30'>
Toe control arm ball joint starting torque Nm	0.1 – 2.65

SPECIAL TOOLS

Tool	Number	Name	Use
	MB991004	Wheel alignment gauge attachment	Wheel alignment measurement
	MB991237 MB991239	Spring compressor body Arm set	Coil spring removal and installation
	MB991113	Steering linkage puller	Ball joint disconnection
	MB990326	Preload socket	Ball joint rotating torque check
	MB990800	Ball joint remover and installer	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 ± 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 ± 90° from the position indicated in the diagram.

CAMBER

Standard value:

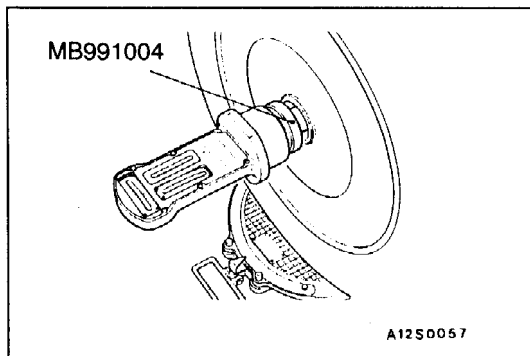
With 205/65R15 Tyres – 40' ± 30'

With 215/60R16 Tyres – 50' ± 30'

(Left/right deviation within 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

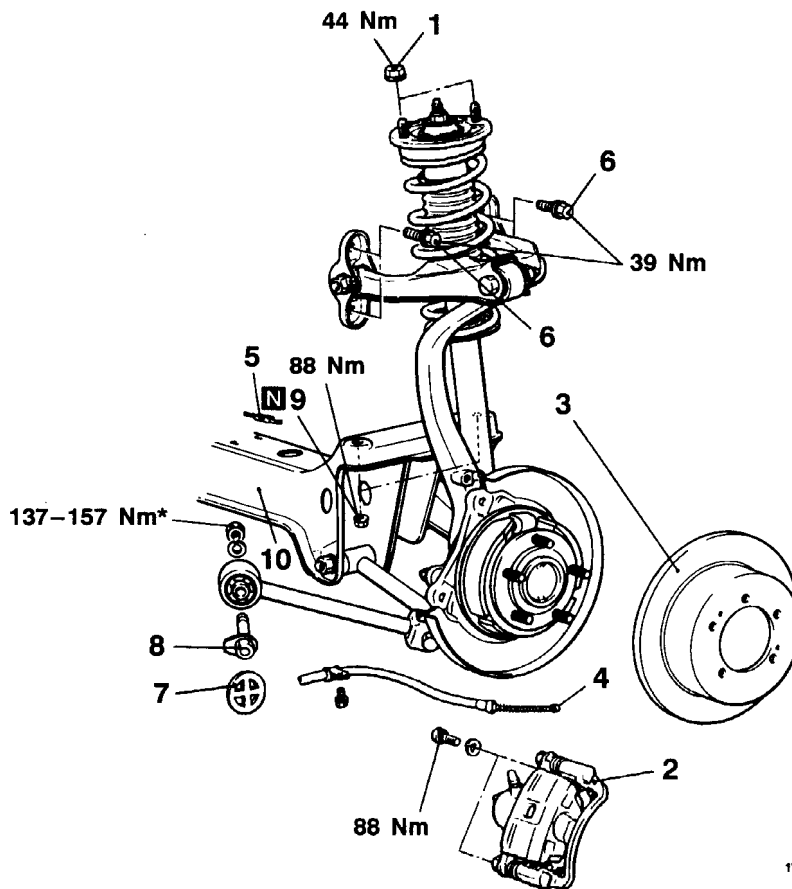
REMOVAL AND INSTALLATION

Pre-removal Operation

- Rear Seat Removal
(Refer to GROUP 52A – Rear Seat.)
- Centre Exhaust Pipe Removal
(Refer to GROUP 15 – Exhaust Pipe.)

Post-installation Operation

- Centre Exhaust Pipe Installation
(Refer to GROUP 15 – Exhaust Pipe.)
- Rear Seat Installation
(Refer to GROUP 52A – Rear Seat.)
- Parking Brake Lever Stroke Check
(Refer to GROUP 36 – On-vehicle Service.)
- Wheel Alignment Check and Adjustment (Refer to P.34-4.)



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Removal steps

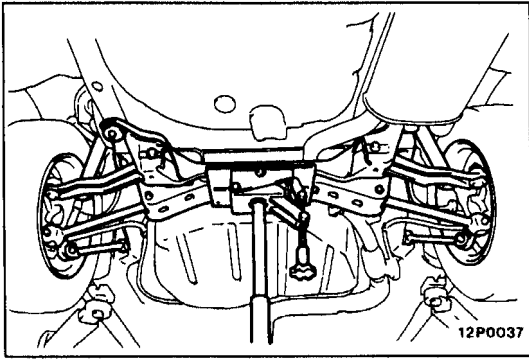
1. Shock absorber mounting nuts
2. Brake calliper assembly
3. Brake disc
4. Parking brake cable end
(Refer to GROUP 36 – Parking brake drum)
5. Rear speed sensor connector
6. Upper arm bracket mounting bolt
7. Grommet



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

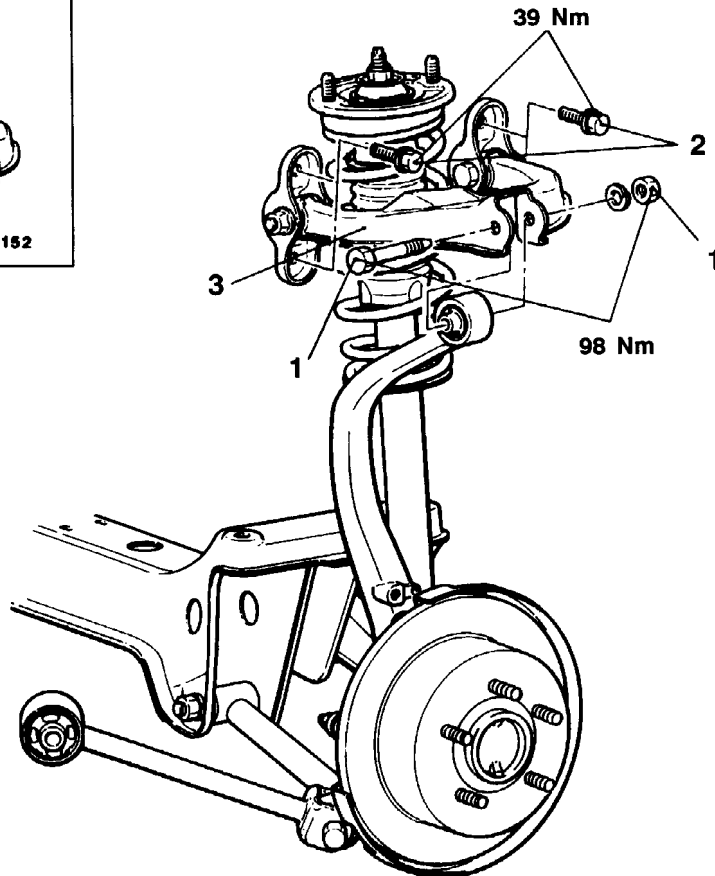
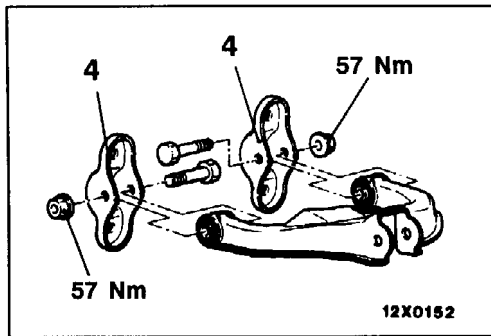
- Check crossmember for cracks or other damage.

UPPER ARM ASSEMBLY

REMOVAL AND INSTALLATION

Post-Installation Operation

- Wheel Alignment Check and Adjustment (Refer to P.34-4.)



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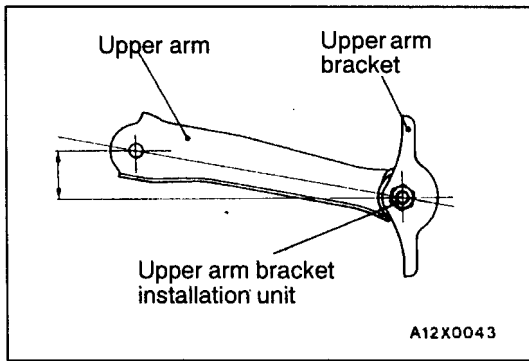
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Removal steps

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.

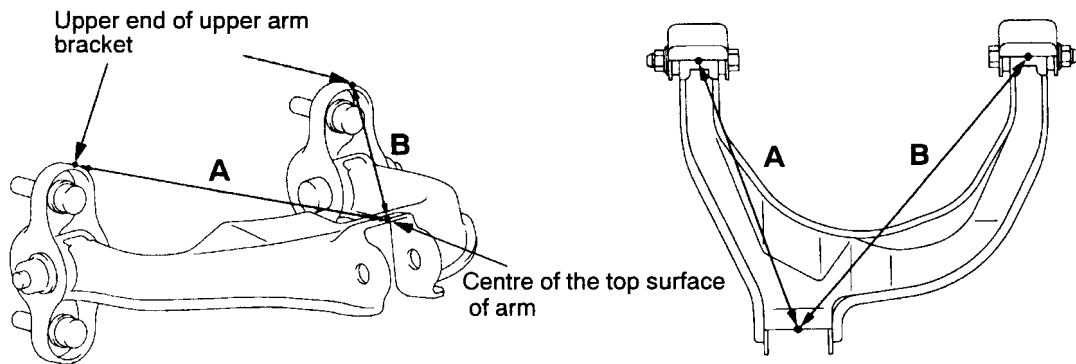
Standard value: 37.2 ± 2 mm

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

00000004

INSPECTION

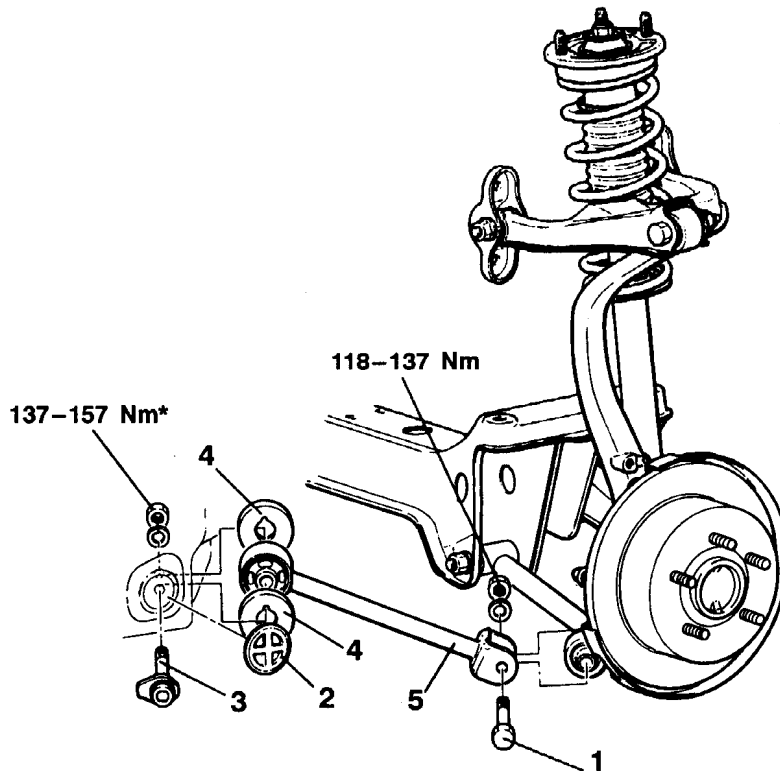
- Check the bushings for wear and deterioration.
- Check the upper arm for bends or damage.
- Check all bolts for condition and straightness.

TRAILING ARM ASSEMBLY

REMOVAL AND INSTALLATION

Post-Installation Operation

- Wheel Alignment Check and Adjustment (Refer to P.34-4.)



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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

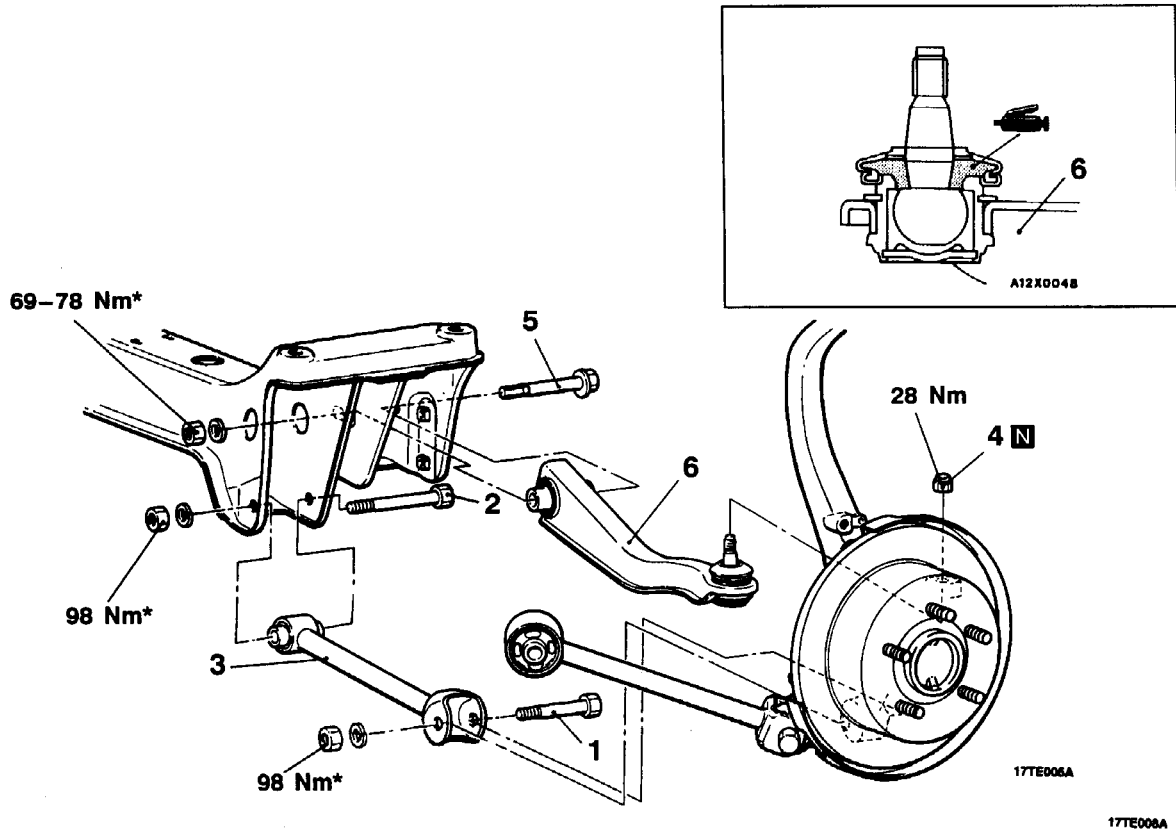
- Check the bushings for wear and deterioration.
- Check the trailing arm for bends or damage.

LOWER ARM AND TOE CONTROL ARM ASSEMBLIES

REMOVAL AND INSTALLATION

Post-installation Operation

- Wheel Alignment Check and Adjustment (Refer to P.34-4.)



Lower arm assembly removal steps

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

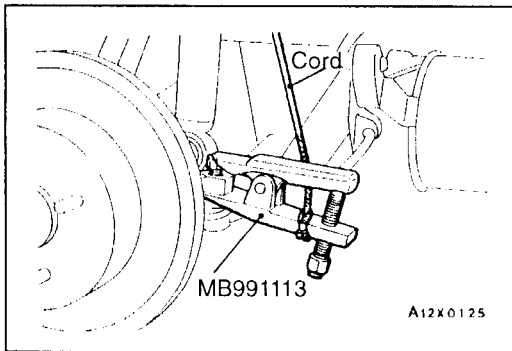
Toe control arm assembly removal steps

4. Connection for toe control arm ball joint 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.

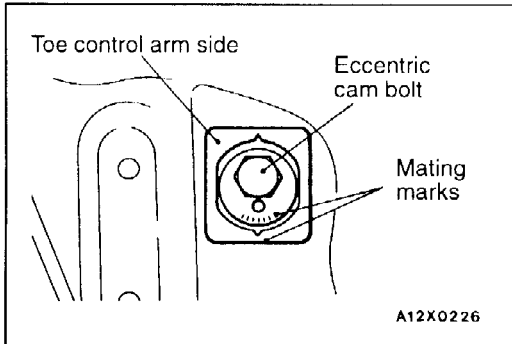


REMOVAL SERVICE POINTS

◀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.

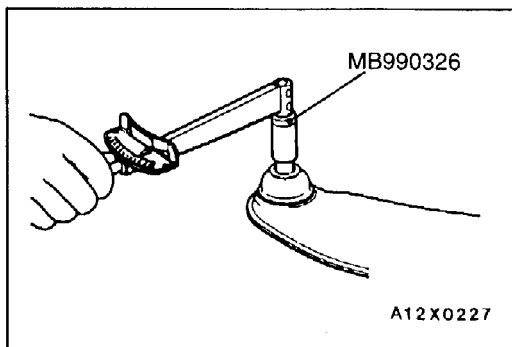


◀B▶ TOE CONTROL ARM ASSEMBLY MOUNTING BOLT REMOVAL

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

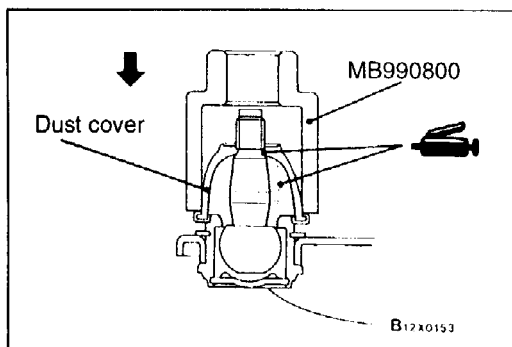
INSPECTION

- 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 STARTING TORQUE CHECK

Standard value: 0.1–2.65 Nm



BALL JOINT DUST COVER REPLACEMENT

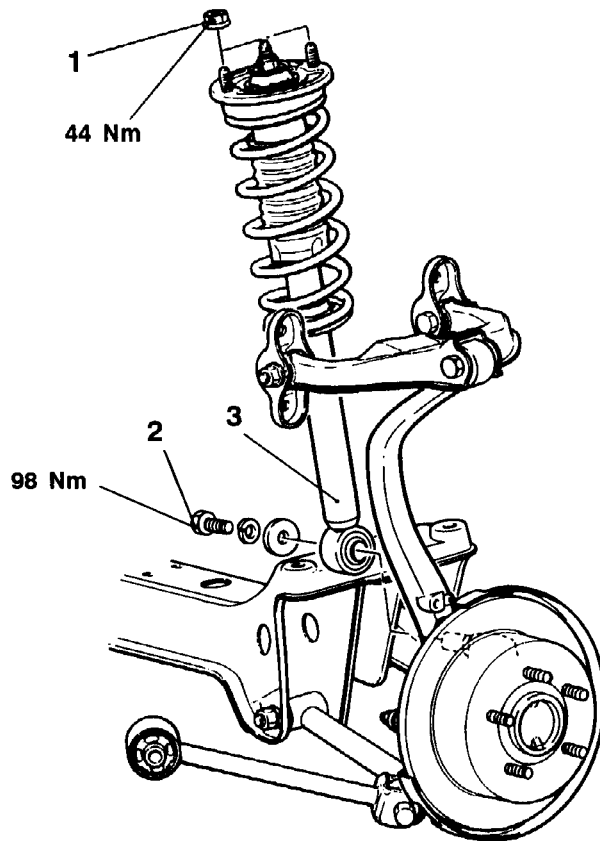
1. Remove the dust cover.
2. Apply multipurpose grease to the lip and inside of the dust cover.
3. Drive in the dust cover with special tool until it is fully seated.

SHOCK ABSORBER ASSEMBLY

REMOVAL AND INSTALLATION

**Pre-removal and Post-installation
Operation**

- Rear Seat Removal and Installation (Refer to GROUP 52A – Rear Seat.)



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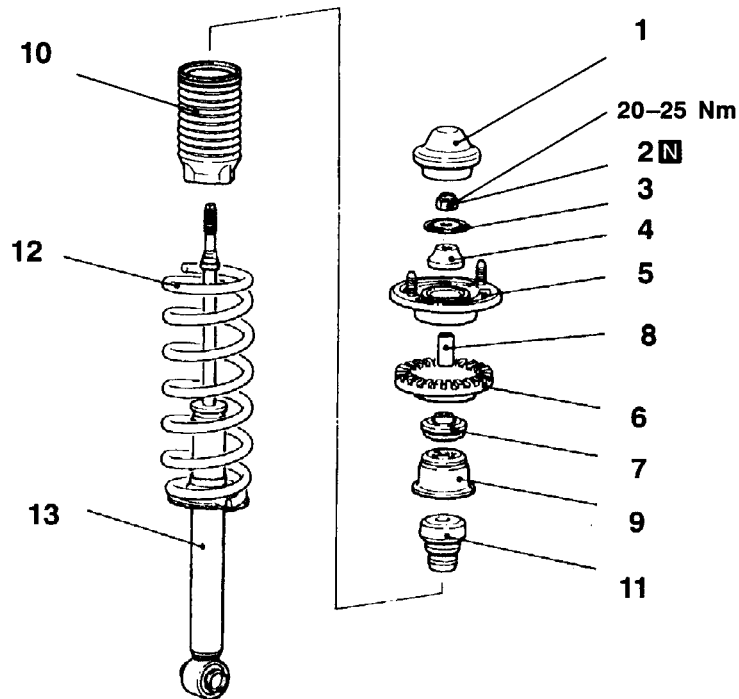
Removal steps

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.

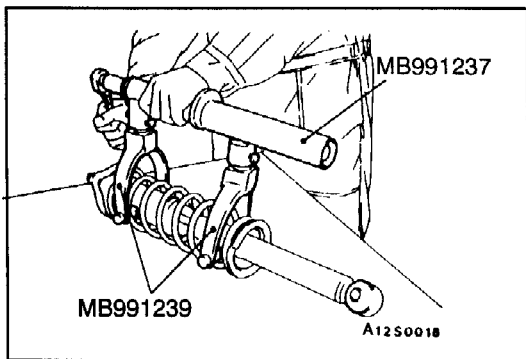
DISASSEMBLY AND REASSEMBLY



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Disassembly steps

- | | | | |
|---------|---------------------|-----|-----------------------------|
| ◀A▶ ▶C▶ | 1. Cap | | 8. Collar |
| | 2. Self-locking nut | | 9. Cup |
| | 3. Washer | | 10. Dust cover |
| | 4. Upper bushing A | | 11. Bump rubber |
| ▶B▶ | 5. Bracket | ▶A▶ | 12. Coil spring |
| | 6. Spring pad | | 13. Shock absorber assembly |
| | 7. Upper bushing B | | |



DISASSEMBLY SERVICE POINT

◀A▶ SELF LOCKING NUT REMOVAL

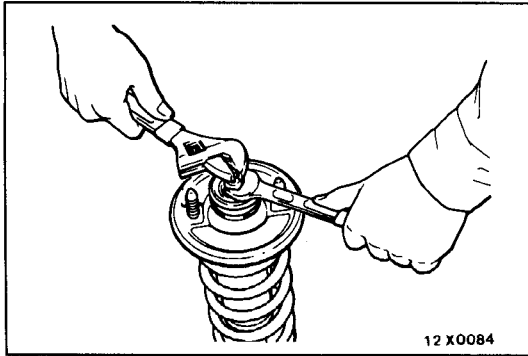
1. Compress the coil spring using the special tools.

NOTE

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

Caution

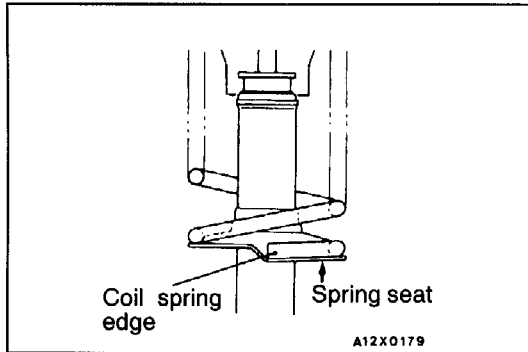
An air tool should not be used for the tightening of the special tool bolt.



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

Caution

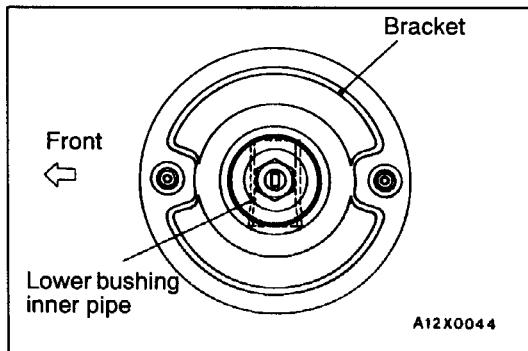
An air tool should not be used for the removal of the special tool bolt.

**REASSEMBLY SERVICE POINTS****►A◄ COIL SPRING INSTALLATION**

1. Use the special tools (MB991237 and MB991239) to compress the coil spring and install it to the shock absorber seat.
2. 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

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

Caution

Do not use an air tool.