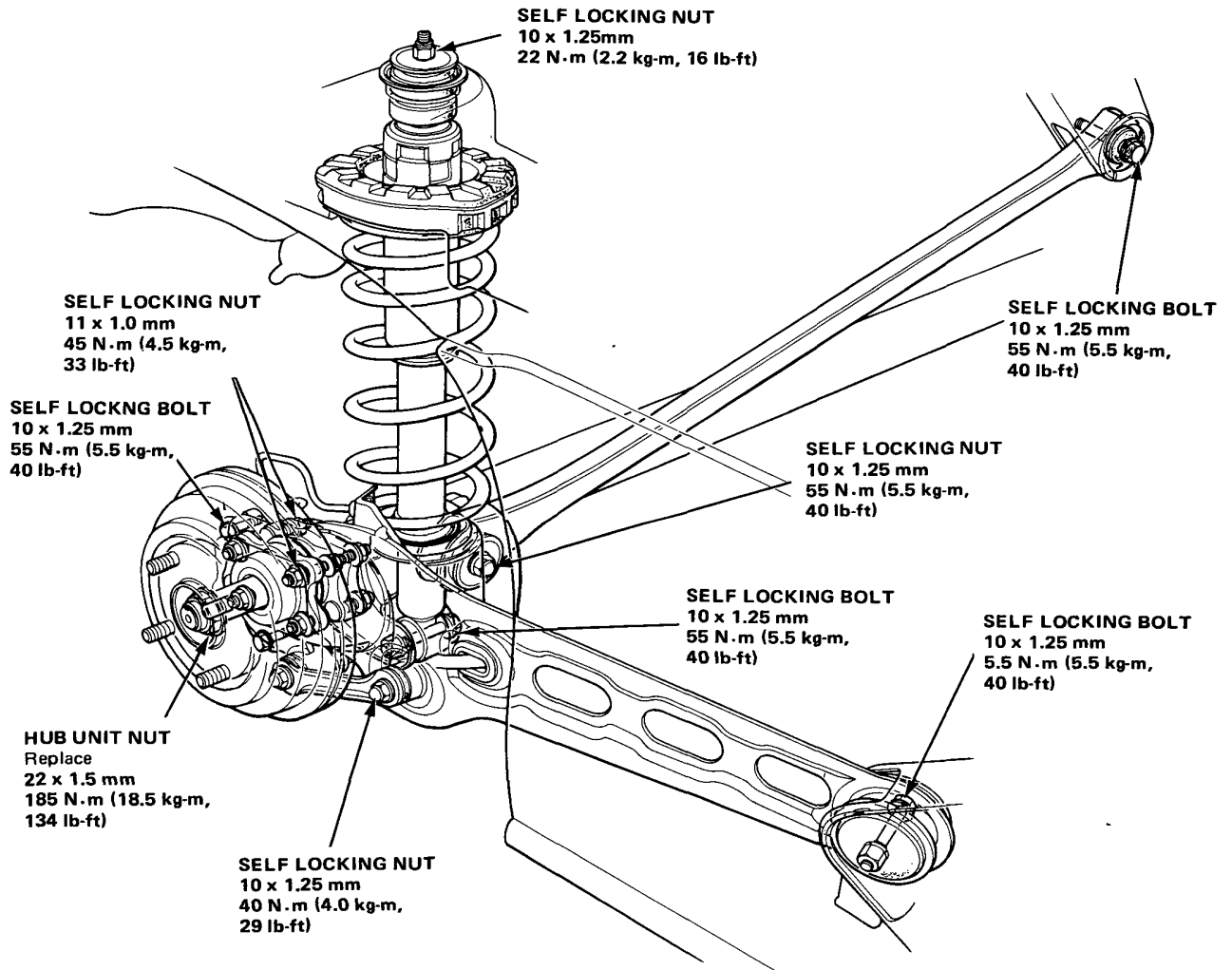
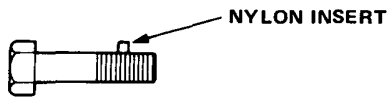


Rear Suspension

Index

NOTE: Replace self-locking bolts if you can easily thread a nut past their nylon locking inserts.

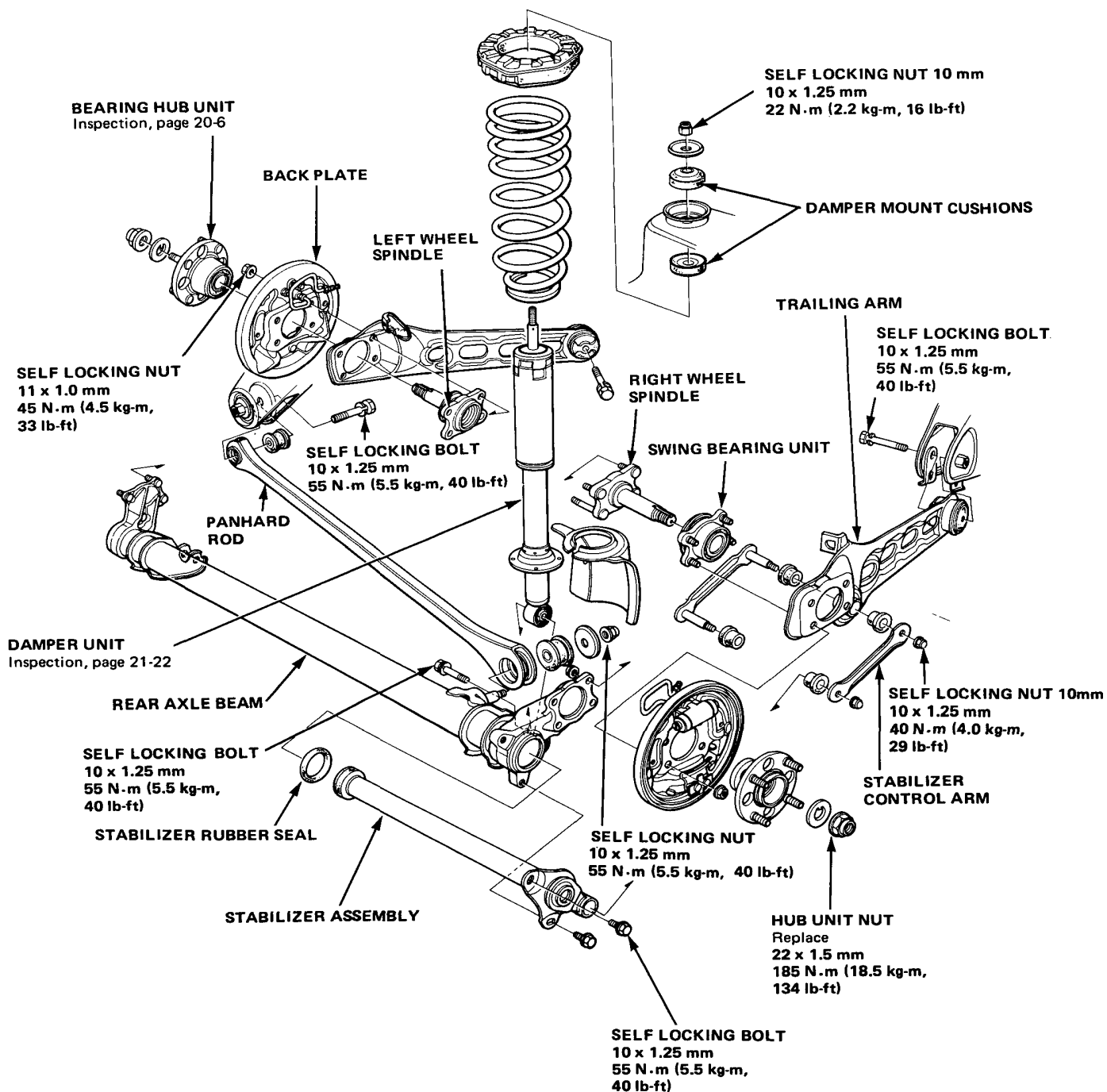




Disassembly/Inspection

NOTE: Inspect all bushings and rubber parts for wear and damage.

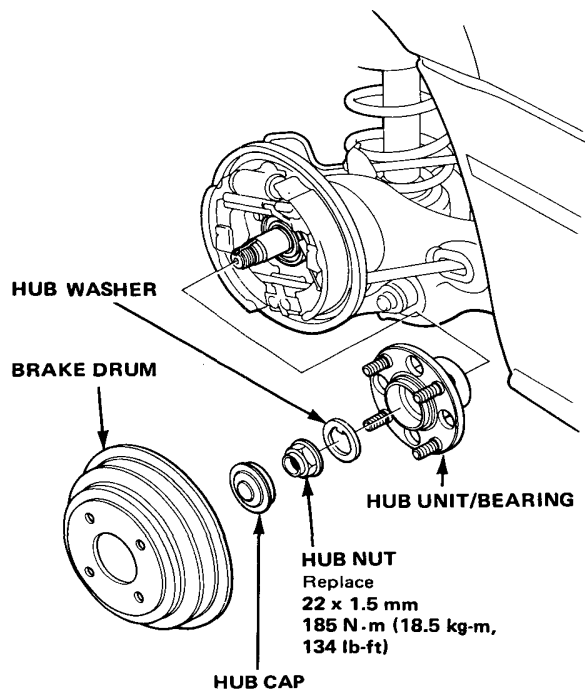
Replace all self locking nuts after disassembly.



Hub Unit

Removal/Installation

1. Raise the rear of the car and support it with safety stands (see page 1-7 for the proper locations for the safety stands).
2. Remove the rear wheels.
3. Remove the brake drum and inspect the wheel bearing end play. (Page 20-5)
4. Remove the hub unit cap and nut.

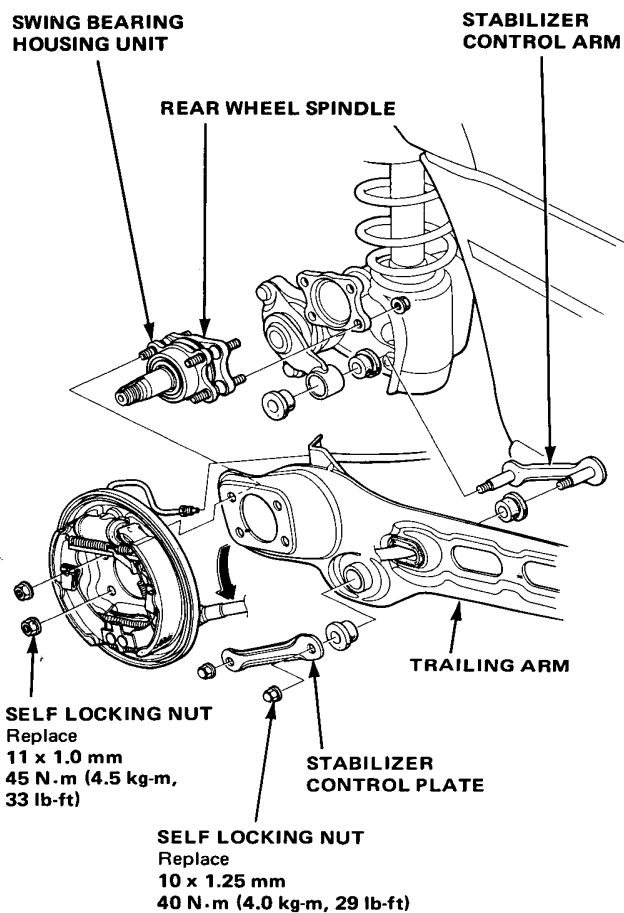


5. Remove the hub unit.
 6. Installation is the reverse order of removal.
- NOTE: Stake the shoulder of the hub unit nut against the groove in the spindle after tightening.

Swing Bearing

Removal

1. Remove the right backing plate.
2. Remove the stabilizer control plate, then remove the trailing arm from the swing bearing housing unit.



3. Remove the rear wheel spindle from the axle beam.

Stabilizer Assembly

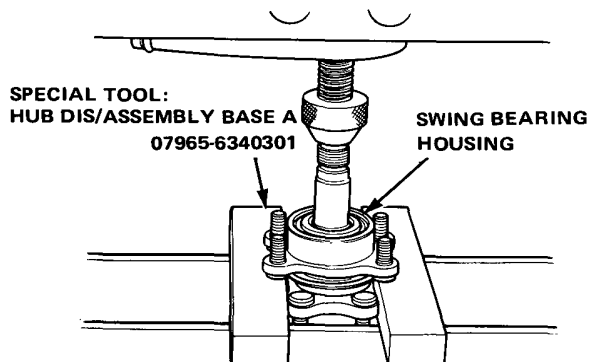


Replacement

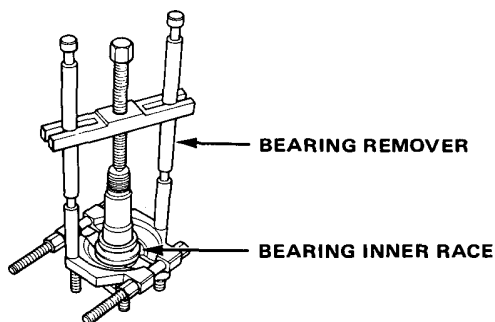
4. Separate the rear wheel spindle from the swing bearing housing with a hydraulic press.

SPECIAL TOOL:

HUB DIS/ASSEMBLY BASE A 07965-6340301

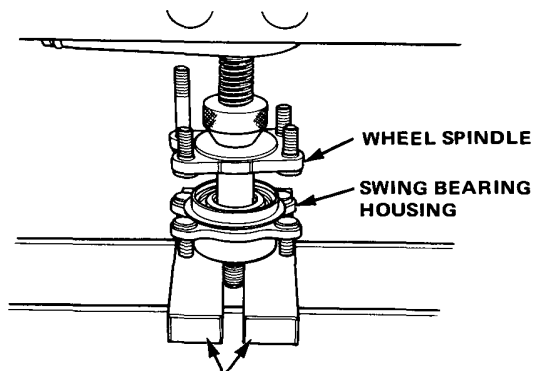


5. Remove the inner race with a bearing remover.



6. Install a new swing bearing when reassembling.
7. Install the wheel spindle into the swing bearing housing with the special tool and hydraulic press.

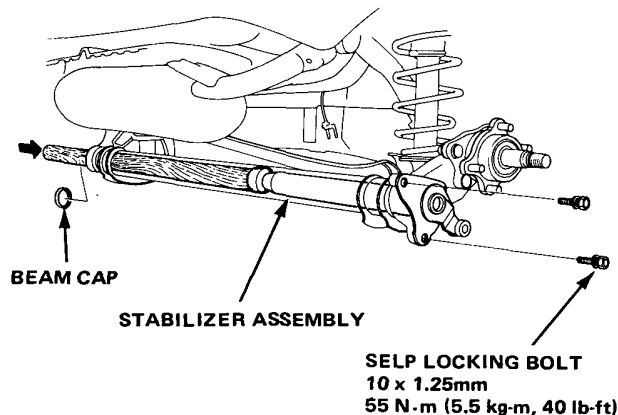
NOTE: Set the hub dis/assembly base securely at the inner race of the swing bearing housing.



SPECIAL TOOL;
HUB DIS/ASSEMBLY BASE A 07965-6340301

Removal/Installation

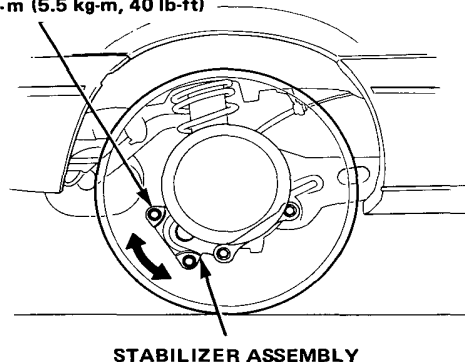
1. Raise the rear of the car and support with safety stands (see page 1-7 for the proper locations for the safety stands). Remove the rear wheels.
2. Remove both right and left backing plates. (Page 21-23)
3. Remove the stabilizer control arm. (Page 20-21)
4. Remove the stabilizer assembly mounting bolt.



5. Remove the right beam cap.
6. Remove the stabilizer assembly by tapping it with a mallet.
7. Stabilizer reassembly is the reverse of removal.

NOTE: When fitting the stabilizer assembly into the axle beam, tighten the two self locking bolts last.

SELF LOCKING BOLT
10 x 1.25 mm
55 N·m (5.5 kg-m, 40 lb-ft)

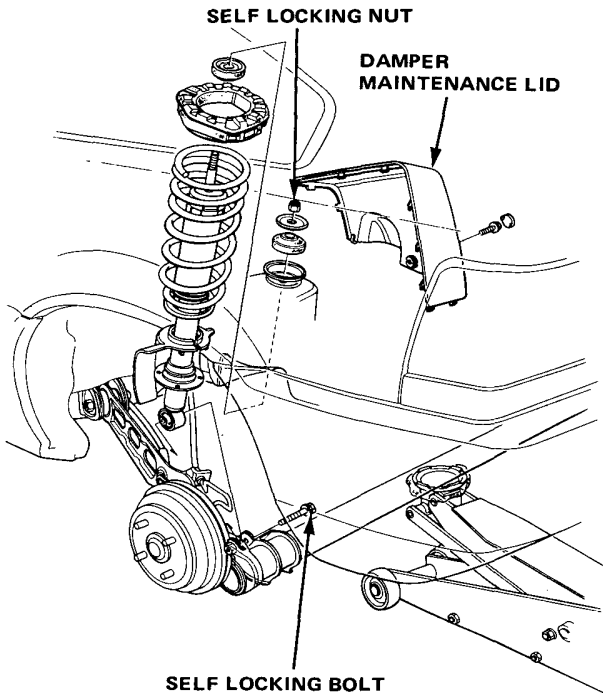


8. Tighten all bushings and rubber dampened parts after the car is back on the ground.

Rear Damper Assembly

Removal

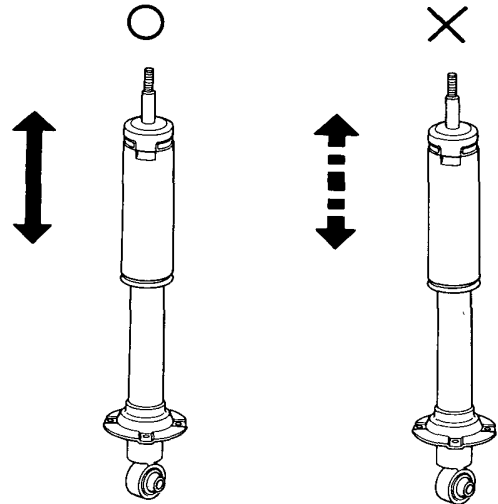
1. Raise the rear of the car and support it with safety stands (see page 1-7 for the proper locations for the safety stands).
2. Remove the rear wheels.
3. Place a jack under the rear axle beam.
4. Remove the damper maintenance lid and the self locking nut.



5. Remove the self locking bolt, damper assembly, spring and the spring cushion.

Inspection

1. Slowly move the damper piston rod a full stroke and check for smooth operation.
2. Jerk the piston rod back and forth 5–10 mm (2–4 in.) and check for smooth operation.
3. Inspect for an oil leak or cracks in the piston rod.
4. Listen for abnormal noises.

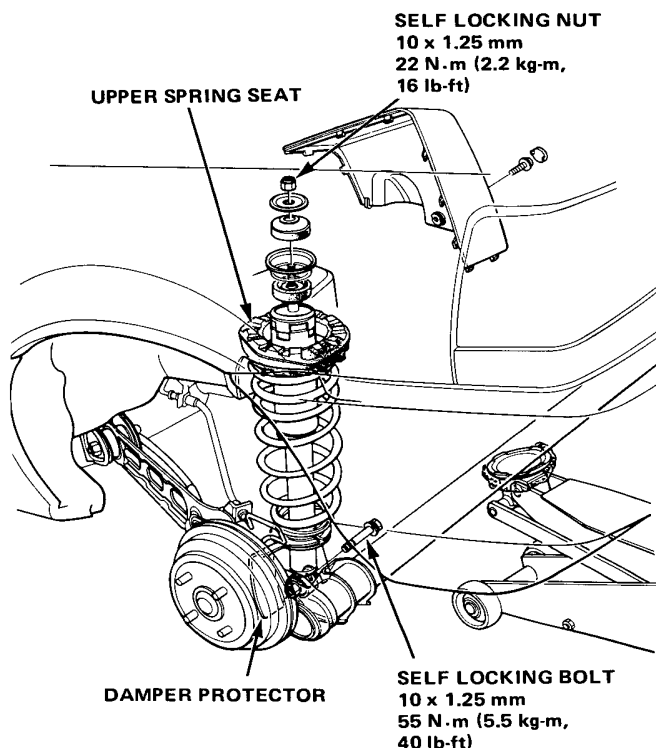


NOTE: The damper cannot be disassembled. If it does not operate smoothly, or if it makes any abnormal noises during operation, replace it.



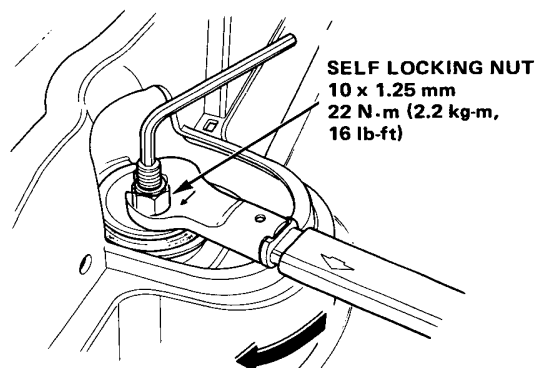
Installation

1. Fit the upper spring seat into the frame.
2. Install the damper protector on the damper unit, install the damper spring, and then temporarily tighten the damper at the rear axle beam.



3. Fit the inner damper mount cushion into the frame.
4. Jack up the axle beam so that the damper shaft fits into the hole in the frame.

5. Install the outer damper mount cushion and washer and then tighten the self locking nut.



6. Install the damper maintenance lid.
7. Tighten the damper on the rear axle beam.

NOTE: Tighten the rubber and bushing with the vehicle placed on the ground.