



# SERVICE BULLETIN

QUALITY INFORMATION ANALYSIS

OVERSEAS SERVICE DEPT. MITSUBISHI MOTORS CORPORATION

SERVICE BULLETIN		No.: MSB-97E33-001	
		Date: 1997-11-24	
<b>Subject:</b> ADDITION OF HIGH GROUND-CLEARANCE SUSPENSION			<b>&lt;Model&gt;</b> ALL MODELS
<b>Group:</b> FRONT SUSPENSION			<b>&lt;M/Y&gt;</b> 97-10
<b>INFORMATION</b>	OVERSEAS SERVICE DEPT	<i>R. Usami</i> R. USAMI - MANAGER QUALITY INFORMATION ANALYSIS	

## 1. Description:

The high ground-clearance suspension has optionally been added to the front suspension.

- (1) Change in camber
- (2) Change in length of shock absorber

Old	New
344-348 mm	352-356mm

- (3) Change in damping force of shock absorber

	Old	New
Extension	1,000-1,353N	1,206-1,579N
Contraction	333-510N	490-726N

[At 0.3 m/sec]

The coil springs remain unchanged

## 2. Effective Date:

From January 21, 1997

## 3. Applicable Manuals:

Manual	Pub. No.	Language	Page(s)
'97 GALANT Technical Information Manual	PYDE9604	(English)	3-4
'97 GALANT Workshop Manual	PWDE9611	(English)	33A-3, 35A-5
	PWDS9612	(Spanish)	
	PWDF9613	(French)	
	PWDG9614	(German)	
	PWDD9615	(Dutch)	
	PWDW9616	(Swedish)	

## 4. Details:

'97 GALANT Technical Information Manual, Page 3-4

'97 GALANT Workshop Manual, Page 33A-3, 35A-5

## SPECIFICATIONS

### SUSPENSION SYSTEM

Item	Specification
Suspension method	Multi-link type

## WHEEL ALIGNMENT

Items	Specifications	
Camber	0°00'	, 0°10'*
Caster	4°20'	
Kingpin inclination	7°20'	
Toe-in	At the center of tyre tread mm	0
	Toe-angle (per wheel)	0°00'
Toe-out angle on turns (at inner wheel, when outer wheel is at 20°)	22°	

NOTE

\*: High ground-clearance suspension

<Added>

## COIL SPRING

Items	Sedan (2000-petrol-powered vehicles - M/T) Wagon (2000-petrol-powered vehicles)	Sedan (except 2000-petrol-powered vehicles - M/T) Wagon (except 2000-petrol-powered vehicles)
Wire diameter x average diameter x free length mm	12 x 70 - 110 x 366	12 x 70 - 110 x 374

## SERVICE SPECIFICATIONS

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Items	Standard value
Toe-In	At the centre of tyre tread mm
	Toe-angle (per wheel)
Toe-out angle on turns (inner wheel when outer wheel at 20°)	22° , 0°10' ± 30'* <b>&lt;Added&gt;</b>
Camber	0°00' ± 30' (difference between right and left wheel: less than 30')
Caster	4°20' ± 1°30' (difference between right and left wheel: less than 30')
Kingpin inclination	7°20' ± 1°30'
Upper arm ball joint rotation starting torque Nm	0.3 - 1.5
Compression lower arm ball joint rotation starting torque Nm	0.5 - 2.5
Lateral lower arm ball joint rotation starting torque Nm	1.5 or less
Stabiliser link ball joint turning torque Nm	0.5 - 1.5

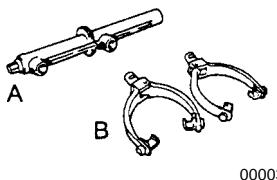
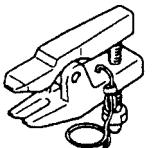
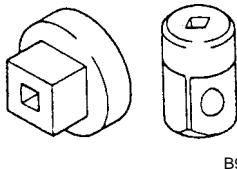
## NOTE

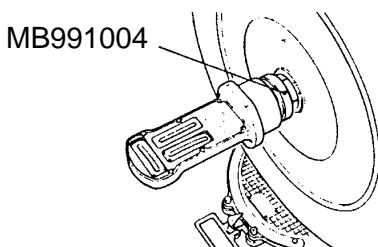
\*: High ground-clearance suspension

**<Added>**

## SPECIAL TOOLS

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Tool	Number	Name	Use
	MB991004 B991004	Wheel alignment gauge attachment	Wheel alignment measurement <Vehicles with aluminium type wheels>
	A: MB991237 B: MB991239 00003796	A: Spring compressor body B: Arm seat	Coil spring compression
	MB991406, MB990635 or MB991113 B991113	Steering linkage puller	Ball joint disconnect
	MB990326 B990326	Preload socket	Ball joint rotation starting torque and turning torque measurement
	MB990800 B990800	Ball joint remover and installer	Ball joint dust cover installation



A12S0057

## CAMBER, CASTER AND KINGPIN INCLINATION

**Standard value:**

**Camber**

**$0^{\circ}00' \pm 30'$  (difference between right and left wheel: less than 30')**

**Caster**

**$4^{\circ}20' \pm 1^{\circ}30'$  (difference between right and left wheel: less than 30')**

**Kingpin inclination  $7^{\circ}20' \pm 1^{\circ}30'$**

**NOTE**

1. Camber and caster are present 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 to the drive shaft 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 vehicle load when the drive shaft nuts are loosened.**

## BALL JOINT DUST COVER CHECK

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- (1) Check the dust cover for cracks or damage by pushing it with finger.
- (2) If the dust cover is cracked or damaged, replace the upper arm assembly, compression lower arm assembly, lateral lower arm assembly or stabilizer link.

**NOTE**

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

### <Changed>

<except High ground-clearance suspension>  
 $0^{\circ}00' \pm 30'$  (difference between right and left wheels: less than 30')

<High ground-clearance suspension>  
 $0^{\circ}10' \pm 30'$  (difference between right and left wheels: less than 30')