

9. Rear Shock Absorber

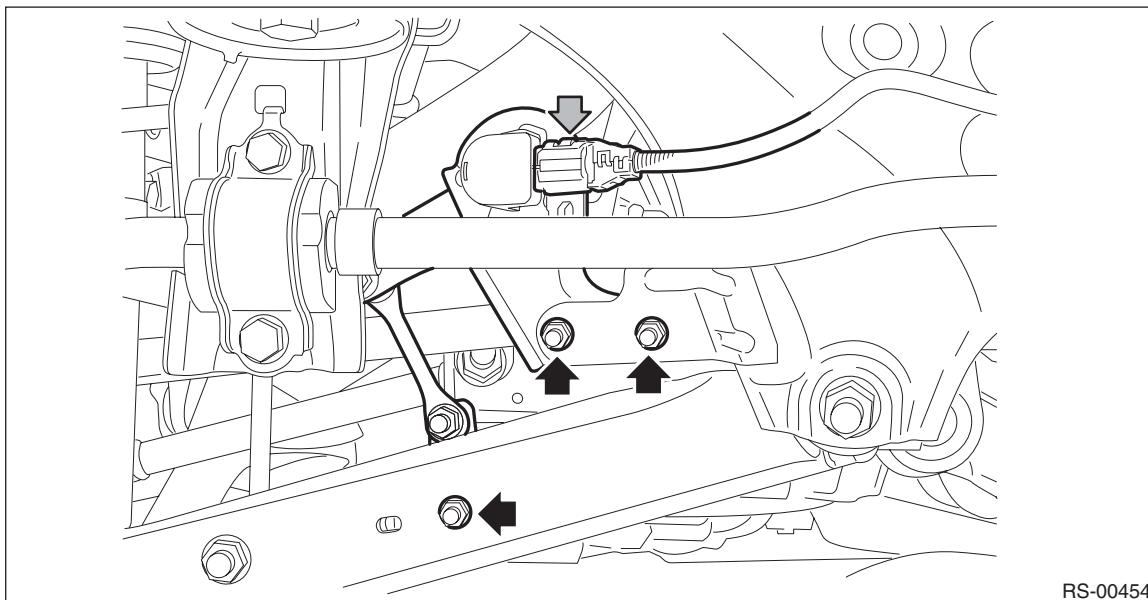
A: REMOVAL

- 1) Disconnect the ground cable from battery.
- 2) Lift up the vehicle, and then remove the rear wheels.
- 3) Remove the sensor assembly - headlight beam leveler. (Model with auto headlight beam leveler, left side only)

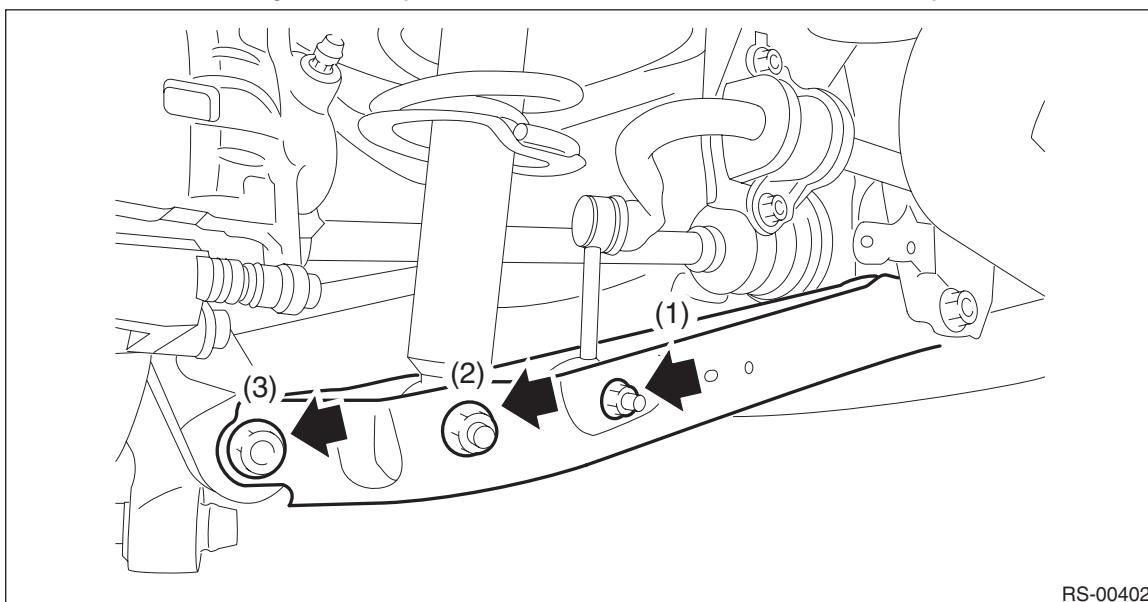
CAUTION:

Do not apply impact to the sensor assembly - headlight beam leveler or forcibly move the arm. Doing so may cause sensor damage and malfunction.

- (1) Disconnect the connector of the sensor assembly - headlight beam leveler.
- (2) Remove the nuts, and remove the sensor assembly - headlight beam leveler.



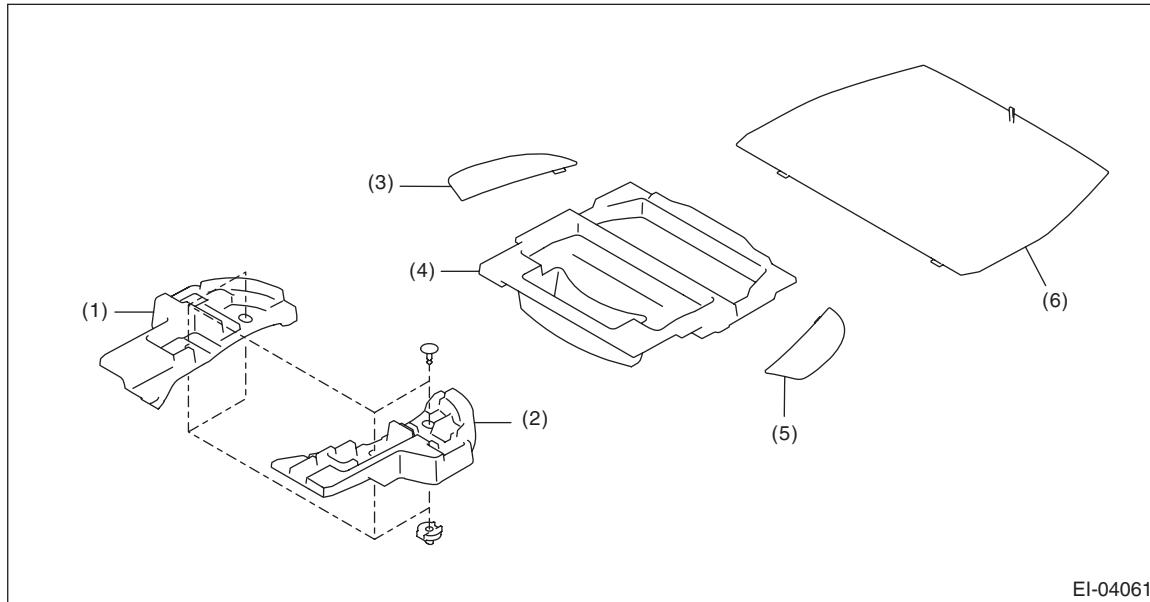
- 4) Remove the bolts and nuts, and lower the lateral link assembly - rear.
 - (1) Remove the nut and disconnect the rear stabilizer link assembly.
 - (2) Remove the bolts at the bottom of rear strut assembly.
 - (3) Disconnect the housing assembly - rear axle from the lateral link assembly - rear.



Rear Shock Absorber

REAR SUSPENSION

5) Remove the mat - rear floor, spacer - rear floor, and cover - trunk.



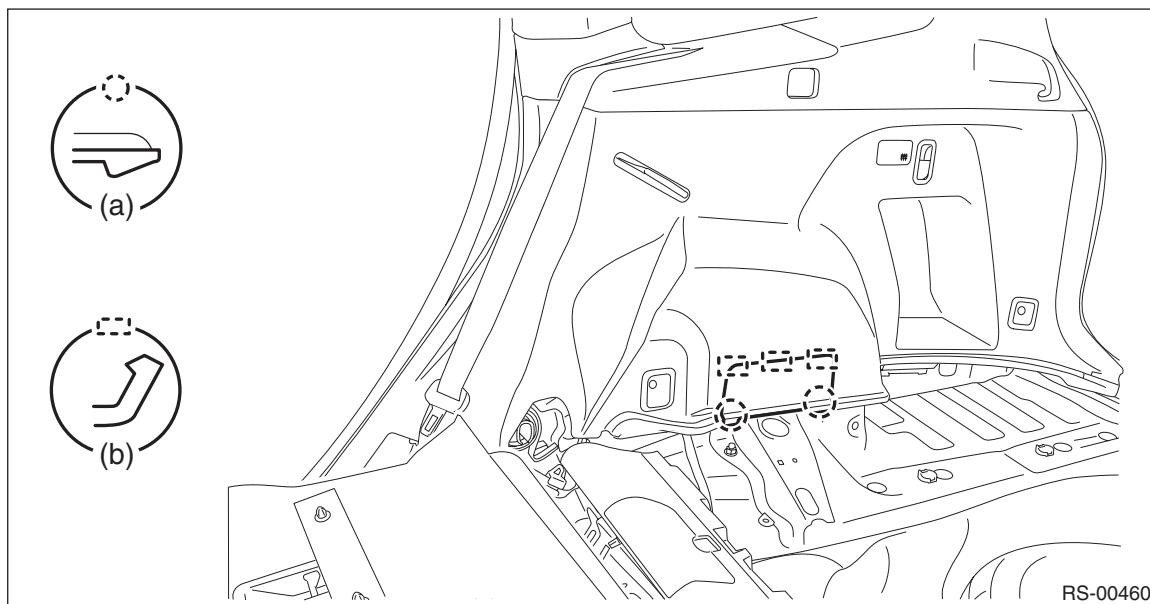
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(1) Spacer - rear floor side RH	(3) Mat - rear floor RH	(5) Mat - rear floor LH
(2) Spacer - rear floor side LH	(4) Cover - trunk	(6) Mat - rear floor CTR

6) Release the claws (a) and guide (b), and then remove the cap - rear strut.

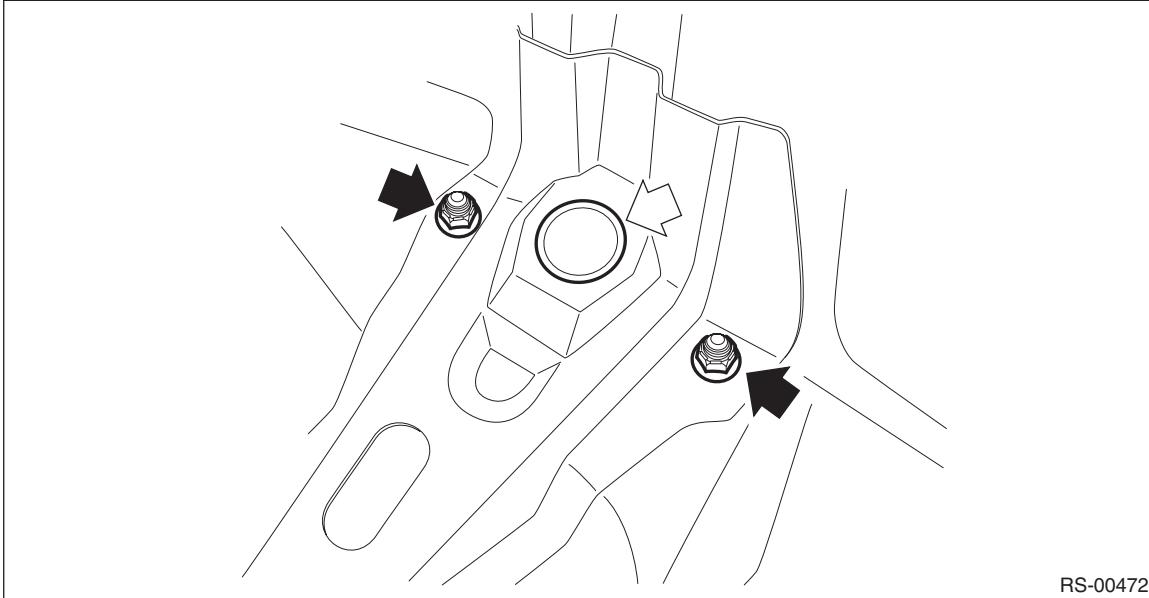
CAUTION:

When removing the cap - rear strut, make sure to remove the claws (a) first. Removing the guide (b) first may damage claws or guide.



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7) Remove the plug, and remove the nuts on the upper side of rear strut assembly.



8) Lower the lateral link assembly - rear, and remove the rear strut assembly.

B: INSTALLATION

CAUTION:

- Be sure to use a new self-locking nut.
- Always tighten the bushing in the state where the vehicle is at curb weight and the wheels are in full contact with the ground.

1) Install each part in the reverse order of removal.

Tightening torque:

Refer to “COMPONENT” of “General Description” for the tightening torque. <Ref. to RS-3, COMPONENT, General Description.>

2) Install the rear wheels.

Tightening torque:

120 N·m (12.24 kgf-m, 88.5 ft-lb)

3) Inspect the wheel alignment and adjust if necessary.

- Inspection: <Ref. to FS-7, INSPECTION, Wheel Alignment.>
- Adjustment: <Ref. to FS-11, ADJUSTMENT, Wheel Alignment.>

CAUTION:

When the wheel alignment has been adjusted, perform “VDC sensor midpoint setting mode” of the VDC. <Ref. to VDC-23, ADJUSTMENT, VDC Control Module and Hydraulic Control Unit (VDCCM&H/U).>

4) Perform reinitialization of the auto headlight beam leveler system. (Model with auto headlight beam leveler) <Ref. to LI-17, REINITIALIZATION, PROCEDURE, Auto Headlight Beam Leveler System.>

C: DISASSEMBLY

Refer to “Front Strut” in “FRONT SUSPENSION” section for disassembly. <Ref. to FS-43, DISASSEMBLY, Front Strut.>

D: ASSEMBLY

Refer to “Front Strut” in “FRONT SUSPENSION” section for assembly. <Ref. to FS-43, ASSEMBLY, Front Strut.>

E: INSPECTION

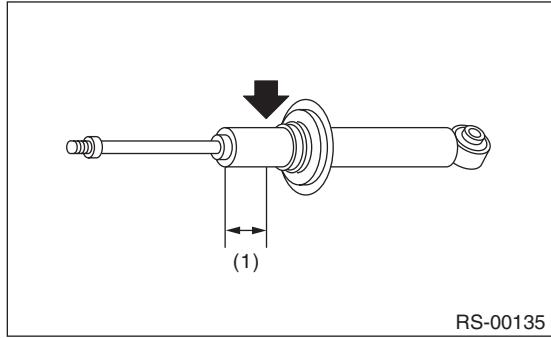
Refer to “Front Strut” in “FRONT SUSPENSION” section for inspection procedures. <Ref. to FS-45, INSPECTION, Front Strut.>

F: DISPOSAL

CAUTION:

- Before discarding the shock absorber, be sure to wear goggles to protect eyes from gas, oil and cutting powder.
- Do not disassemble the shock absorber or place it into a fire.
- When discarding gas filled shock absorbers, drill holes in them to purge the gas.

- 1) Place the shock absorber on a level surface with the piston rod fully expanded.
- 2) Make a hole into the specified position 30 mm (1.18 in) deep using a drill with 2 — 3 mm (0.08 — 0.12 in) diameter.



(1) 40 mm (1.57 in)