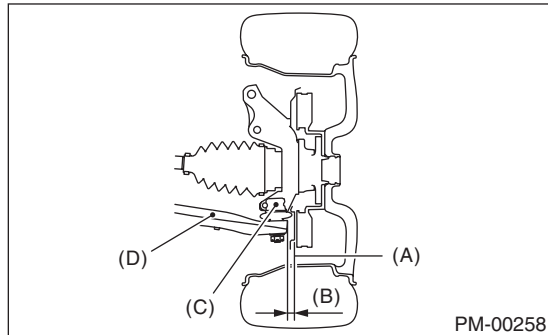


20. Suspension

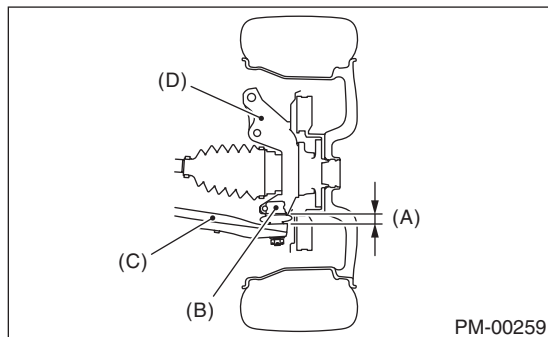
A: INSPECTION

1. SUSPENSION BALL JOINT

- 1) Jack up the vehicle until front tires are off ground.
- 2) Grasp the bottom of tire and move it in and out in axial direction. If relative movement (B) is observed between the brake disc cover (A) and end of front arm (D), ball joint (C) may be excessively worn.



- 3) Grasp the end of front arm and move it up and down. Relative movement (A) between the housing (D) and front arm (C) boss indicates ball joint (B) may be excessively worn.



- 4) If the relative movement is observed in the preceding two steps, remove and inspect the ball joint. If the free play exceeds standard value, replace the ball joint. <Ref. to FS-18, Front Ball Joint.>

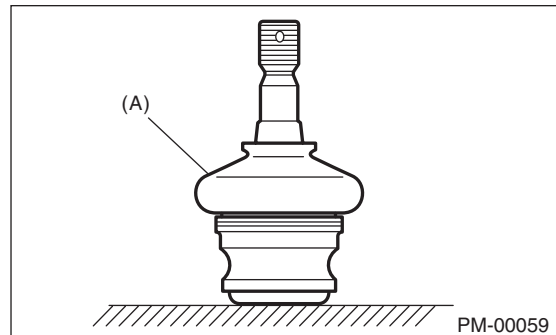
- 5) Damage of dust cover

Visually inspect the ball joint dust cover. If it is damaged, remove the front arm. <Ref. to FS-20, Front Arm.> Measure the play of the ball joint. <Ref. to FS-18, Front Ball Joint.>

- (1) If the free play exceeds standard value, replace the ball joint.
- (2) If the dust cover is damaged, replace with a new ball joint.

NOTE:

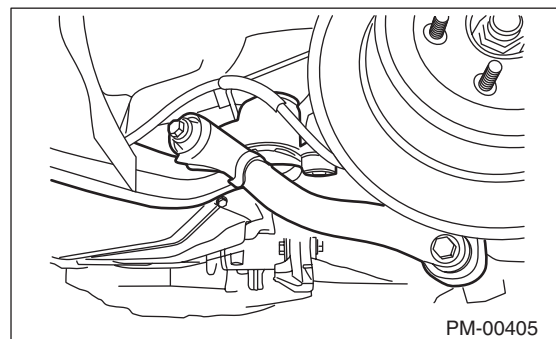
When the front arm ball joint has been removed or replaced, check the toe of front wheel. If the front wheel toe is outside the specified range, <Ref. to FS-8, Wheel Alignment.> adjust toe-in.



(A) Dust cover

2. FRONT, REAR SUSPENSION BUSHING

Apply pressure with tire lever or similar tool to inspect the bushing for fatigue or other damage. If defective, replace the bushing.



3. WHEEL ARCH HEIGHT

- 1) Unload the vehicle, so that it is at curb weight.
- 2) Check the wheel arch height of the front and rear suspensions to ensure that they are within tolerance. <Ref. to FS-8, Wheel Alignment.>
- 3) If the wheel arch height is out of the specification, visually check the following components and replace deformed parts.
 - Suspension components [Front strut assembly and rear shock absorber assembly]
 - Parts connecting suspension and body
- 4) When no components are deformed, adjust the wheel arch height by replacing the suspension for which the wheel arch height is not within tolerance. <Ref. to FS-8, Wheel Alignment.>

4. WHEEL ALIGNMENT OF FRONT SUSPENSION

- 1) Check the alignment of front suspension to make sure the following items are within tolerance.
 - Toe-in
 - Camber
 - Caster (referential value)
 - Steering angle<Ref. to FS-8, Wheel Alignment.>
- 2) When the caster angle does not conform to the reference value obviously, visually inspect the following components and replace deformed parts.
 - Suspension components [Strut assembly, crossmember, front arm, etc.]
 - Parts connecting suspension and body
- 3) When the toe-in and camber are outside of the tolerance value, adjust each one so that they conform to the tolerance value.
- 4) When the rotating angles of the right and left tires are not within tolerance, adjust them to standard. <Ref. to FS-8, Wheel Alignment.>

5. WHEEL ALIGNMENT OF REAR SUSPENSION

- 1) Inspect the alignment of the rear suspension and check the following items are within the specified range.
 - Toe-in
 - Camber
 - Thrust angle<Ref. to RS-8, Wheel Alignment.>
- 2) If camber is out of the specification, visually check the items listed below. If the deformation is found, replace the damaged part.
 - Suspension component [shock absorber, front lateral link, rear lateral link, upper arm, trailing link, sub frame etc.]
 - Parts connecting suspension and body

- 3) If the toe-in or thrust angle is out of the tolerance, adjust to the tolerance value. <Ref. to FS-8, Wheel Alignment.>

6. OIL LEAKAGE OF STRUT AND SHOCK ABSORBER

Visually inspect the front strut and rear shock absorber for oil leakage. Replace the front strut and rear shock absorber if oil leaks excessively.

7. TIGHTNESS OF BOLTS AND NUTS

Check the bolts and nuts for looseness. Retighten the bolts and nuts to specified torque. If the self-locking nuts and bolts are removed, replace them with new parts.

Front suspension: <Ref. to FS-2, General Description.>

Rear suspension: <Ref. to RS-2, General Description.>

8. DAMAGE TO SUSPENSION PARTS

Check the following parts and the fastening portion of the vehicle body for deformation or excessive rusting which impairs the suspension. If necessary, replace the damaged parts with new parts. If minor rust formation, pitting, etc. are noted, remove the rust and take rust prevention measure.

- Front suspension
 - Front arm
 - Crossmember
 - Strut
- Rear suspension
 - Sub frame
 - Front lateral link
 - Rear lateral link
 - Upper arm
 - Trailing link
 - Shock absorber
- In the area where salt is sprayed to melt snow on a road in winter, check suspension parts for damage caused by rust every 12 months after lapse of 60 months. Take rust prevention measures as required.