

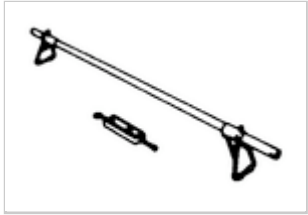
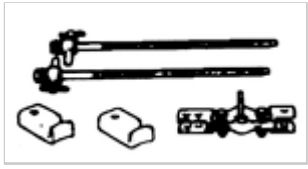
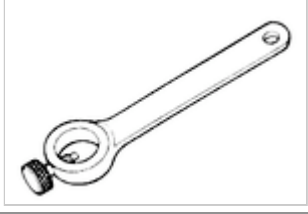


Suspension System

General Information



Service special tools

Tool(Name & Number)	Illustration	Use
0K201 170 AA0 Engine supprot		Used to supprot engine.
0K2A1 341 001 Coil spring comp		Used to remove and install coil spring.
0K130 322 020 Attachment		Used to support engine
0K2A1 342 AA0 Rubber bushing exchange set		Used to remove and install lower arm.



Suspension system

Problem	Possible cause	Action
Body rolls	Deteriorated stabilizer bar Worn or deteriorated stabilizer bar bushing Worn or deteriorated lower arm bushing Shock absorber malfunction	Replace Replace Replace Replace
Poor riding comfort	Weak coil spring Shock absorber malfunction	Replace Replace
Abnormal noise from suspension	Poor lubrication or wear of lower arm ball joint Loose peripheral installation Shock absorber malfunction Worn or deteriorated stabilizer bar bushing Worn or deteriorated lower arm bushing	Replace, Lubricate Tighten Replace Replace Replace
Unstable riding	Weak coil spring Shock absorber malfunction Worn or deteriorated lower arm bushing Worn or deteriorated stabilizer bar bushing Improperly adjusted wheel alignment Damaged lower arm ball joint Steering system malfunction Deformed wheel, imbalanced	Replace Replace Replace Replace Adjust Replace Refer to steering system Refer to wheel and tire
Heavy steering wheel operation	Poor lubrication or wear of lower arm ball joint Improperly adjusted wheel alignment Steering system malfunction Deformed wheel, imbalanced	Replace, Lubricate Adjust Refer to steering system Refer to wheel and tire
Steering pulls to one side	Weak coil spring Worn or deteriorated stabilizer bar bushing Worn or deteriorated lower arm bushing Damaged lower arm ball joint Improperly adjusted wheel alignment Steering system malfunction Brake system malfunction Deformed wheel, imbalanced	Replace Replace Replace Replace Replace Refer to steering system Refer to Brake system Refer to wheel and tire
Steering wheel vibrates	Damaged lower arm ball joint Shock absorber malfunction Loose shock absorber installation Worn or deteriorated lower arm bushing Worn or deteriorated stabilizer bar bushing Improperly adjusted wheel alignment Worn or damaged wheel bearing Steering system malfunction Deformed wheel, imbalanced	Replace Replace Tighten Replace Replace Adjust Replace Refer to steering system Refer to wheel and tire
Steering wheel does not return	Lower arm ball joint stuck or damaged Improperly adjusted wheel alignment Steering system malfunction Deformed wheel, imbalanced	Replace Adjust Refer to steering system Refer to wheel and tire

Troubleshooting guide

Wheel and tire

Problem	Possible cause	Action
Excessive or irregular tire wear	Incorrect toe adjust ment Mafunction of brake system	Refer to suspension Refer to brake system
Premature tire wear	Excessive tire pressure Insufficient tire pressure and high-speed	Adjust Adjust
Tire squeal	Incorrect tire pressure Tire deterioration	Adjust Replace
Road noise and body vibration	Insufficient tire pressure Unbalanced wheel(s) Deformed wheel(s) or tire(s) Irregular tire wear	Adjust Adjust Repair or replace Replace
Steering wheel vibration	Tire wear Unbalanced to damaged wheel Damaged tire Unequal tire pressure Loose lug bolt Unbalanced wheel	Replace Repair or replace Replace Adjust Tighten Adjust
Uneven (one-side) braking	Unequal tire pressures Malfunction of braking system	Adjust Refer to Brake system
Steering wheel instability	Incorrect tire pressures Unequal tire wear(between left and right) Unbalanced tire pressure Different tire types used together Incorrect lug bolt tightening	Adjust Replace Adjust Replace Tighten
General driving instability	unequal tire pressures Damaged and unbalanced whees Loose lug bolt	Adjust Repair or adjust Tighten
Excessive steering wheel grab	Loose lug bolt Incorrect front wheel bearing preload	Tighten Refer to Driveshaft and axle



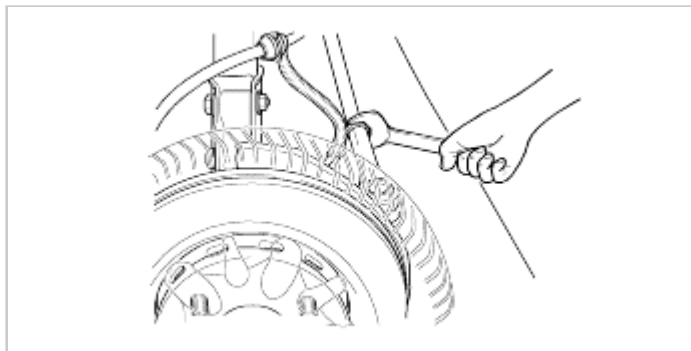
Wheel alignment preinspection

1. Set tire inflation pressures to recommended pressure, if necessary. (Refer to Wheel and tires)
2. Inspect front wheel bearing play ; replace bearing if necessary. (Refer to Driveshaft system)
3. Inspect wheel and tire runout. (Refer to wheel and tires)
4. Inspect ball joints and steering linkage for excessive play.
5. Vehicle must be on a level surface and have no luggage or passenger load.
6. Jounce the vehicle to check operation of shock absorbers.
7. Difference in height, between left and right sides of vehicle, from center of wheel up to edge of fender must not exceed 0.39 in (10 mm)
8. Check that fuel tank is full, radiator coolant and engine oil are at specified levels, and spare tire, jack and tools are in designated positions.

Adjustments

Steering angle-maximum turning angle to left and to right.

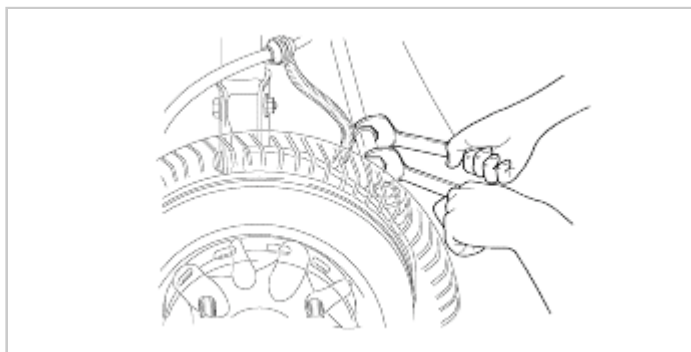
1. Place both front wheels on a turning radius gauge.
2. Turn wheels fully to left and note angles for left (inner) and right (outer) wheels.
3. Loosen both left and right tie rod jam nuts, then turn both tie rods to achieve specified angles. Tighten jam nuts.
4. Repeat for a full right turn ; right is now inner and left is now outer.



5. Tighten tie-rod jam nuts.

Tightening torque : 41~55 lb-ft (55~75 N·m, 5.6~7.6 kg-m)

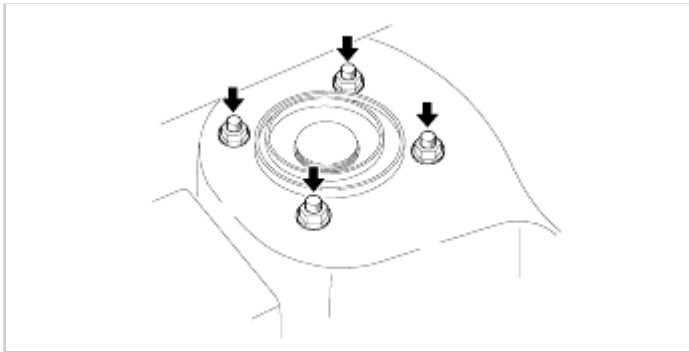
6. Inspect and adjust toe after adjusting steering angle.



Caster and camber

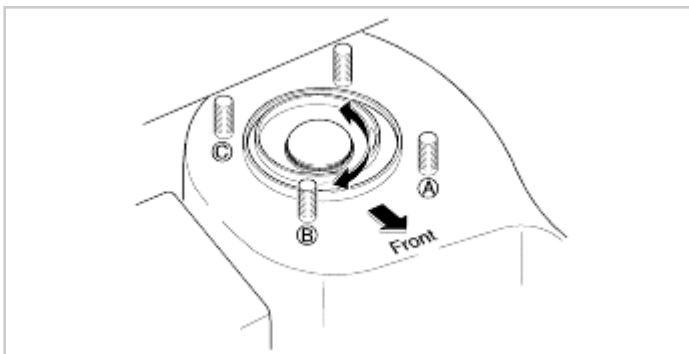
1. Attach caster/camber gauge to front hubs per manufacturer's instructions, and note readings.

2. If readings do not meet specifications, lift front of vehicle until front wheels clear floor, and support with safety stands.
3. Remove four mounting block nuts.



4. Push mounting block downward to disengage studs, and turn it to position that corresponds to the difference between the initial reading and the specification.

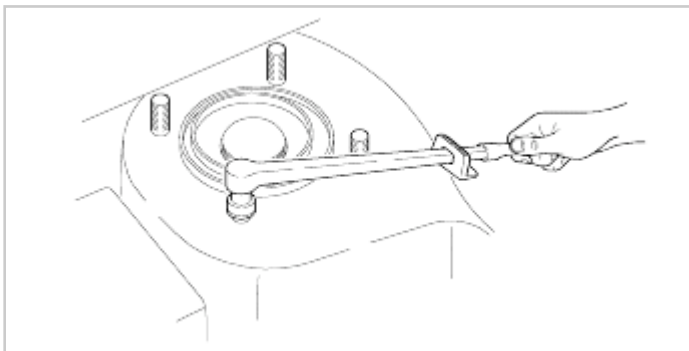
Alternate positions	Change from starting position	
	Camber angle	Caster angle
A	0°	32'24"
B	11'35"	32'24"
C	11'35"	0°



5. Install and tighten mounting nuts to specified torque.

Tightening torque : 27~38 lb-ft(37~52 N·m, 3.8~5.3 kg-m)

6. Lower vehicle and recheck caster, camber.
Readjust if necessary.

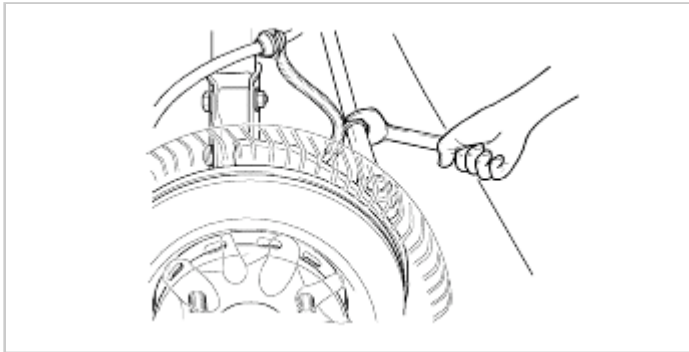


Toe(total)

1. Measure toe angle with a toe angle gauge, per manufacturer instructions.
2. If measurement does not meet specification, loosen left and right tie rod jam nuts, then turn each tie rod as needed to achieve proper toe angle.

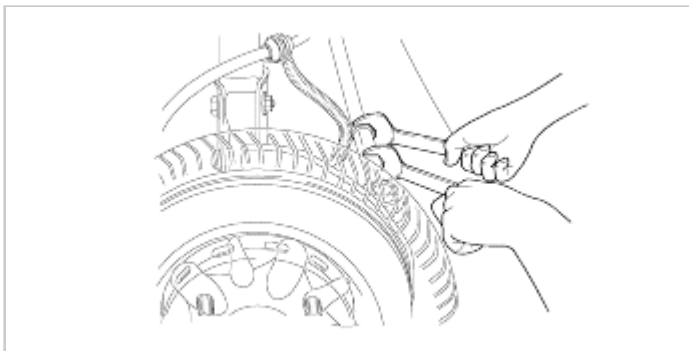
NOTICE

- 1) Left and right tie-rods are right hand threaded. To decrease toe angle thread right and left side tie-rods into tie-rod ends. To increase toe-in, unthread tie-rods.
- 2) One full turn of both tie rods changes toe-in by about 24 in(6mm).
- 3) If may be necessary to rotate one tie rod more than the other in order to achieve the proper toe angle and still retain a straight steering wheel.



3. Tighten tie rod jam nuts.

Tightening torque : 41~55 lb-ft (55~75 N·m, 5.6~7.6kg-m)



Rear wheel alignment

NOTICE

Rear camber is not adjustable.

Adjustment

Toe(total)

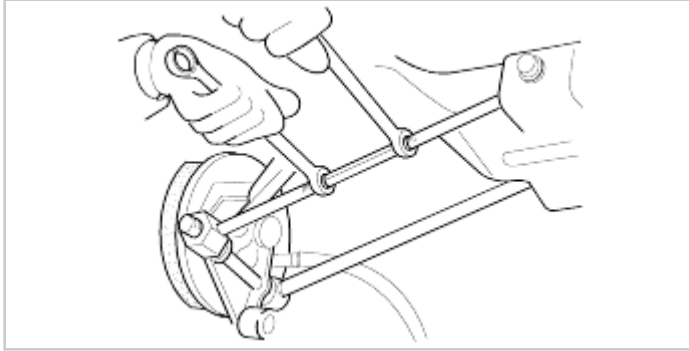
1. Check that fuel tank is full ; radiator coolant and engine oil are at specified levels ; and spare tire, jack, and tools are in their designated positions. vehicle must be on a level surface.
2. Measure rear toe angle with a toe angle gauge.
3. If specification is not met, loosen rear lateral link jam nuts.
4. Turn lateral link adjuster to adjust left or right rear wheel as needed.

NOTICE

One turn of link changes toe approximately 0.12 in (3 mm)

5. Repeat for other side if necessary.
6. Tighten lateral link jam nuts to specified torque.

Tightening torque : 85~115 lb-ft(116~157 N·m, 11.8~16kg-m)





Specifications

Item			Specifications
Steering angle maximum	Inner		39°30'
	Outer		32°30'
Toe in(mm)	Single wheel (Degree)		-2'52"±10'
	Total	185/65R14	-0.039±0.12 in (-1±3 mm)
Camber angle	Degree		0°±30'
Caster angle	Degree		2°27'±45'
Kingpin angle	Degree		12°35'

Rear wheel alignment (No passenger load)

Item			Specifications
Toe-In in(mm)	Single wheel (Degree)		9'16"±10'
	Total	185/65R14	0.126±0.12 in (3.2±3 mm)
Camber angle			-1°30'±30'

Wheel and tire

Item		Type
		Standard
Wheels	Size	14×5 1/2JJ
	Offset in(mm)	1.77
	Pitch circle diameter in(mm)	4.5(114.3)
	Material	Steel or aluminum
Tire	Size	185/65R14/86H

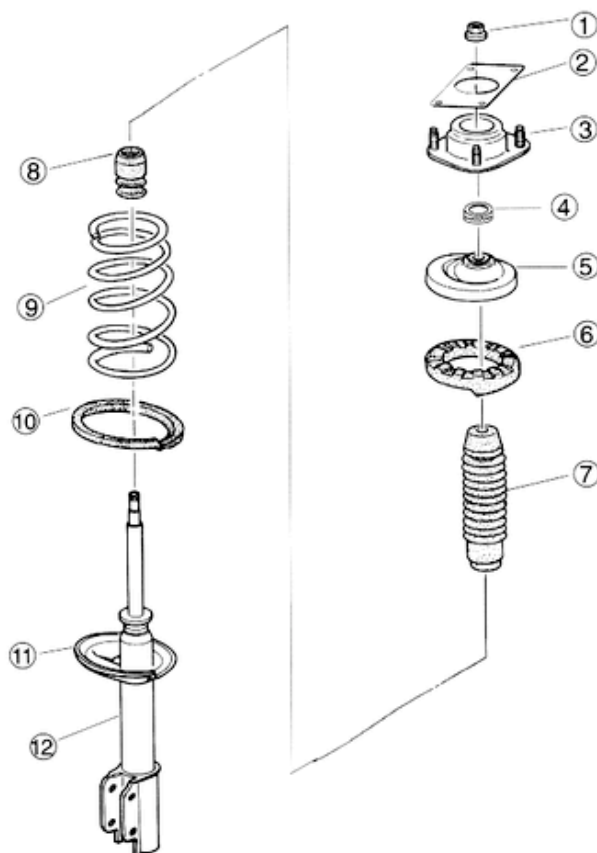


Suspension System

Front Suspension System - Front Strut Assembly



Component



- (1) Piston retaining nut
- (2) Sheet
- (3) Mounting block
- (4) Strut bearing
- (5) Upper spring seat
- (6) Upper spring isolator

- (7) Dust boot
- (8) Rebound stopper
- (9) Coil spring
- (10) Lower spring isolator
- (11) Lower spring seat
- (12) Shock absorber



Disassembly

1. Remove the front spring and shock absorber refer to the procedure in this section.
2. Loosen the four mounting bolts.
3. Place the mounting block in a vise.

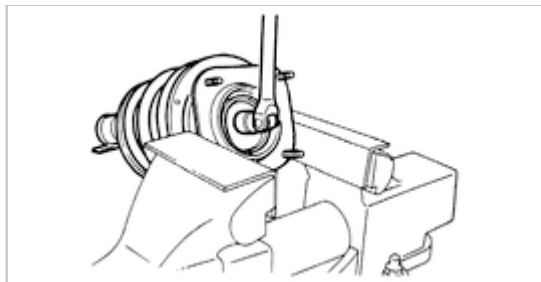
NOTICE

Use protective pates to cover jaws of vise.

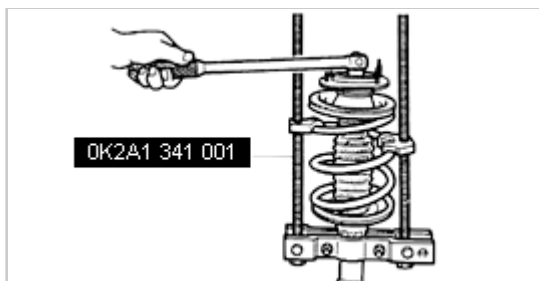
4. Loosen retaining nut two to three turns.

NOTICE

Do not remove nut.

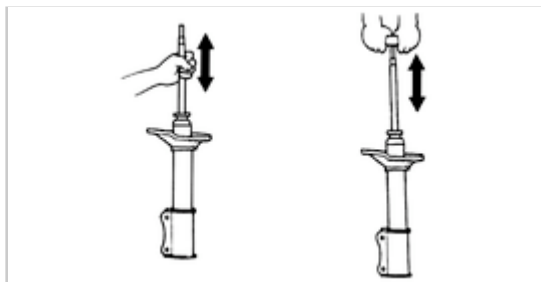


5. Compress the coil spring with SST(0K2A1 341 001).
6. Remove the retaining nut.
7. Note the position of the mounting block, then remove it. Remove the upper spring seat, upper spring isolator, coil spring, dust boot, rebound stopper and low spring isolator.



Inspection

1. Check for the following and replace the strut it necessary :
 - A. Attach a handle to the piston rod., then collapse and expand the strut at least three times.
 - B. Verify that operation is smooth, continuous, and does not change with each stroke.
 - C. Verify thant there is no unusal noise from within the strut.



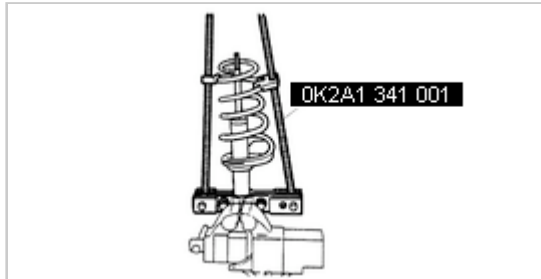
Reassembly

1. Secure the shock absorber in a vise.

NOTICE

Use protective plates to cover jaws of vise.

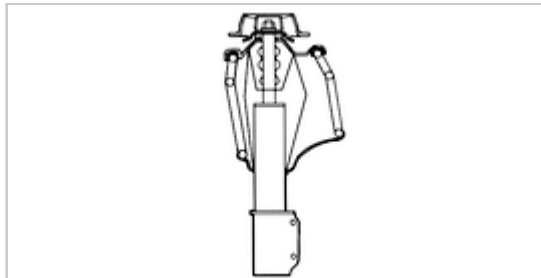
2. Compress the coil spring with SST(0K2A1 341 001).
3. Install the coil spring, inserting the bottom end of the spring into the recess of the lower seat.
4. Install the rebound stopper.



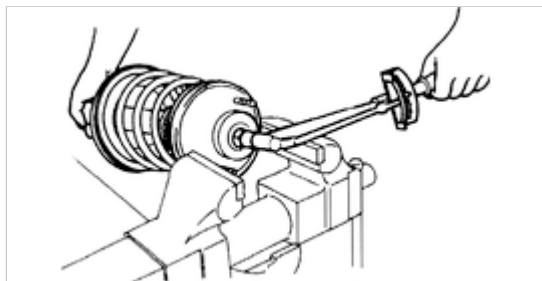
5. Apply rubber lubricant to the rebound stopper and the upper spring isolator and the upper spring seat.
6. Install the mounting block, in its original position.
7. Install the piston retaining nut and tighten slightly.
8. Carefully loosen and remove SST(0K2A1 341 001).

NOTICE

Verify that the coil spring is correctly seated in the upper and lower seats.



9. Secure the mounting block in a vise.
10. Tighten the piston retaining nut to specified torque.



Tightening torque : 66~87 lb-ft(89~117 N·m, 9.1~11.9kg-m)

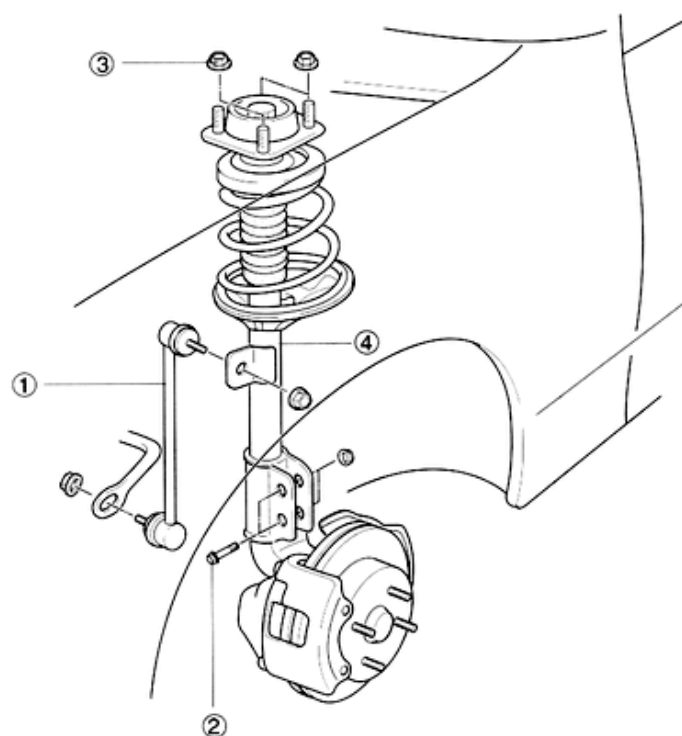


Suspension System

Front Suspension System - Front Shock Absorber



Component



- (1) Control link
(2) Flange bolt

- (3) Flange nut
(4) Shock absorber assembly



Removal

1. Lift front of vehicle and support it with safety stands.
2. Remove wheel and tire.
3. Disconnect front flexible hose from the bracket.
4. Remove control link from the shock absorber assembly.
5. Remove four flange nuts.
6. Remove two flange bolts from the knuckle.

Installation

1. Place the shock absorber and tighten the four flange nuts.

Tightening torque : 27~38 lb-ft(37~52 N·m, 3.8~5.3 kg-m)

2. Tighten the two flange bolts.

Tightening torque : 69~86 lb-ft(93~117 N·m, 9.5~11.9 kg-m)

3. Install the control link to the shock absorber.

Tightening torque : 32~45 lb-ft(43~61 N·m, 4.4~6.2 kg-m)

4. Connect front flexible hose to the bracket.
5. Install the wheel and tire.
6. Lower vehicle and recheck caster, camber.
Readjust if necessary. (Refer to Front wheel alignment)

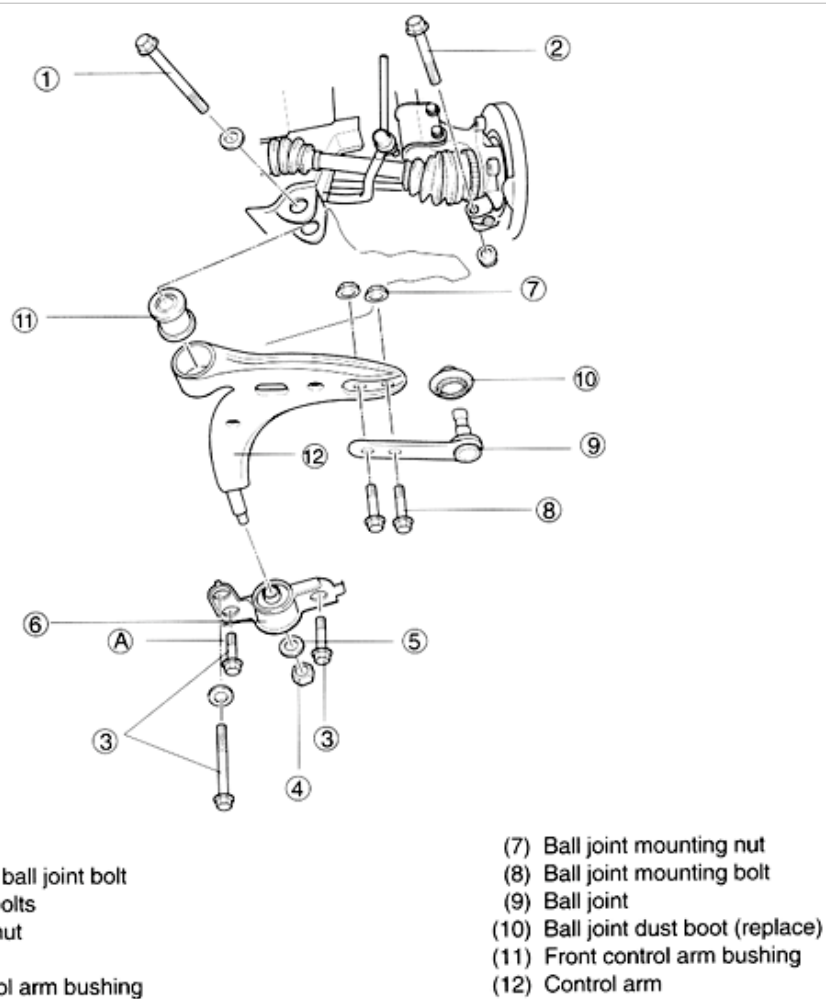


Suspension System

Front Suspension System - Front Lower Arm



Component



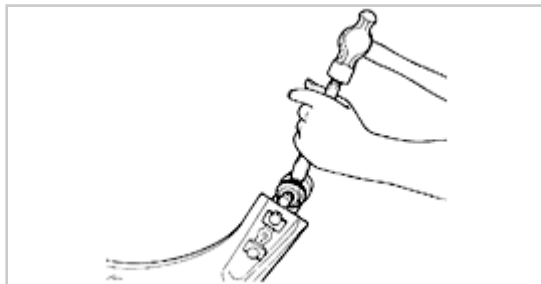


Removal

1. Lift front of vehicle and support it with safety stands.
2. Remove wheel and tire.
3. Remove pivot bolt.
4. Remove lower arm ball joint bolt and nut from steering knuckle.
5. Remove three mounting bolts
6. Remove retaining nut, washer and rear control arm bushing.
7. Remove two ball joint mounting nuts and bolts from lower control arm.
8. Secure ball joint in a vise.
9. Carefully use a chisel to remove dust boot from ball joint.

NOTICE

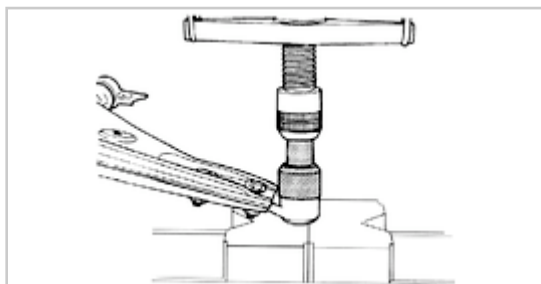
Do not damage ball joint



10. Remove the front control arm bushing.
11. Remove control arm.

Installation

1. Apply general-purpose grease to new tire dust boot.
2. Press the dust boot onto the ball joint with a suitable tool.



3. Install the ball joint to the lower arm and tighten two ball joint mounting nuts and bolts.

Tightening torque : 69~86 lb-ft (93~117N·m, 9.5~11.9kg-m)

4. Install rear control arm bushing with a washer and tighten retaining nut.

Tightening torque : 69~86 lb-ft(93~117 N·m, 9.5~11.9kg-m)

5. Tighten the three mounting bolts.
-

Tightening torque : 69~86 lb-ft(93~117N·m, 9.5~11.9 kg-m)

Ⓢ 40~50 lb-ft(54~68 N·m, 5.5~6.9 kg-m)

-
6. Put the ball joint into the knuckle and tighten the lower arm ball joint pinch bolt and nut.
-

Tightening torque : 32~40 lb-ft(43~54N·m, 4.4~5.5kg-m)

7. Tighten the pivot bolt after installing the front control arm bushing.
-

Tightening torque : 69~86 lb-ft(93~117 N·m, 9.5~11.9 kg-m)

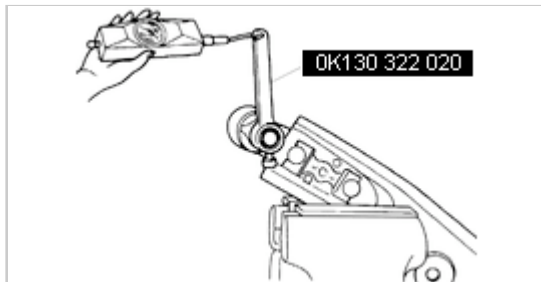
Inspection

Ball joint rotation torque

1. Check the following and replace the ball joint if necessary. Attach SST(OK130 322 020)to the ball joint stud and measure the force required to cause continuous rotation using a pull scale.
-

Specified rotating torque : 17~30 lb-in (2.0~3.4N·m, 20~5 kg-cm)

Equivalent pull scale reading : 4.4~7.7lb (20~34N·m 2.0~3.5 kg)



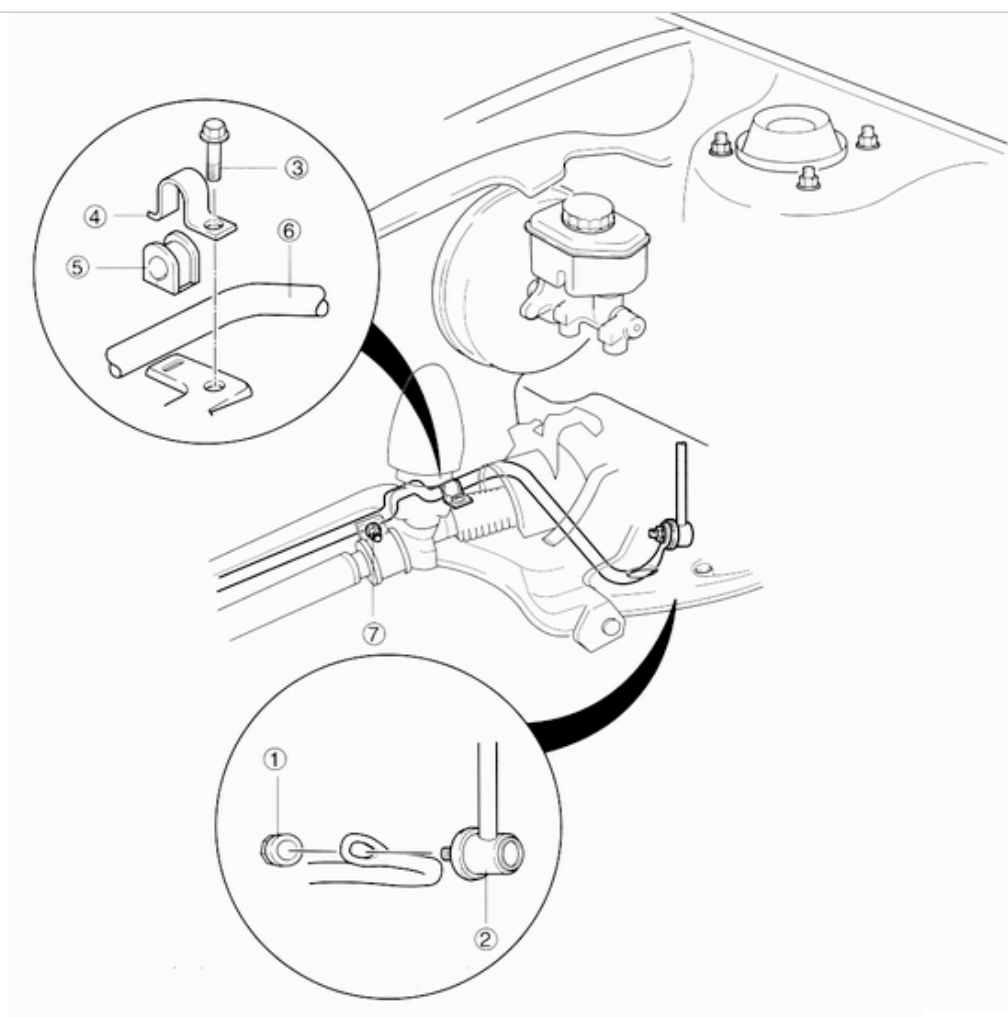


Suspension System

Front Suspension System - Front Stabilizer Bar



Component



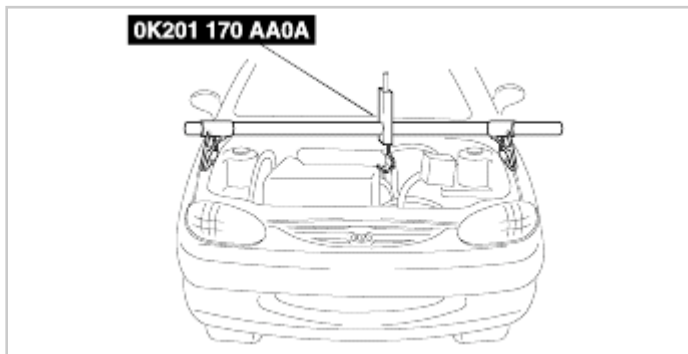
- (1) Stabilizer control link nut
- (2) Stabilizer control link
- (3) Mounting bolt
- (4) Stabilizer bracket

- (5) Stabilizer bushing
- (6) Stabilizer
- (7) Steering rack mounting nut



Removal

1. Lift front of vehicle and support it with safety stands.
2. Remove wheel and tire.
3. Remove plastic undercover.
4. Remove stabilizer from control link.
5. Remove stabilizer bracket bolt.
6. Support engine with SST(0K201 170 AA0), and remove six subframe mounting bolts.
7. Lower the subframe enough to pull the stabilizer out from behind the subframe.
8. Remove stabilizer.



Installation

1. Align the stabilizer busing with the clamp on the stabilizer bar. Locate the bushing adjacent to the position line on stabilizer bar.
2. Position stabilizer behind subframe.
3. Raise the subframe into place and tighten six mounting bolts to specified torque.

Tightening torque : 69~86lb-ft(93~117 N·m, 9.5~11.9 kg-m)

4. Tighten the two stabilize bracket bolt.

Tightening torque : 32~40lb-ft (43~54 N·m, 4.4~5.5 kg-m)

5. Install the stabilizer bar to the stabilizer control link.

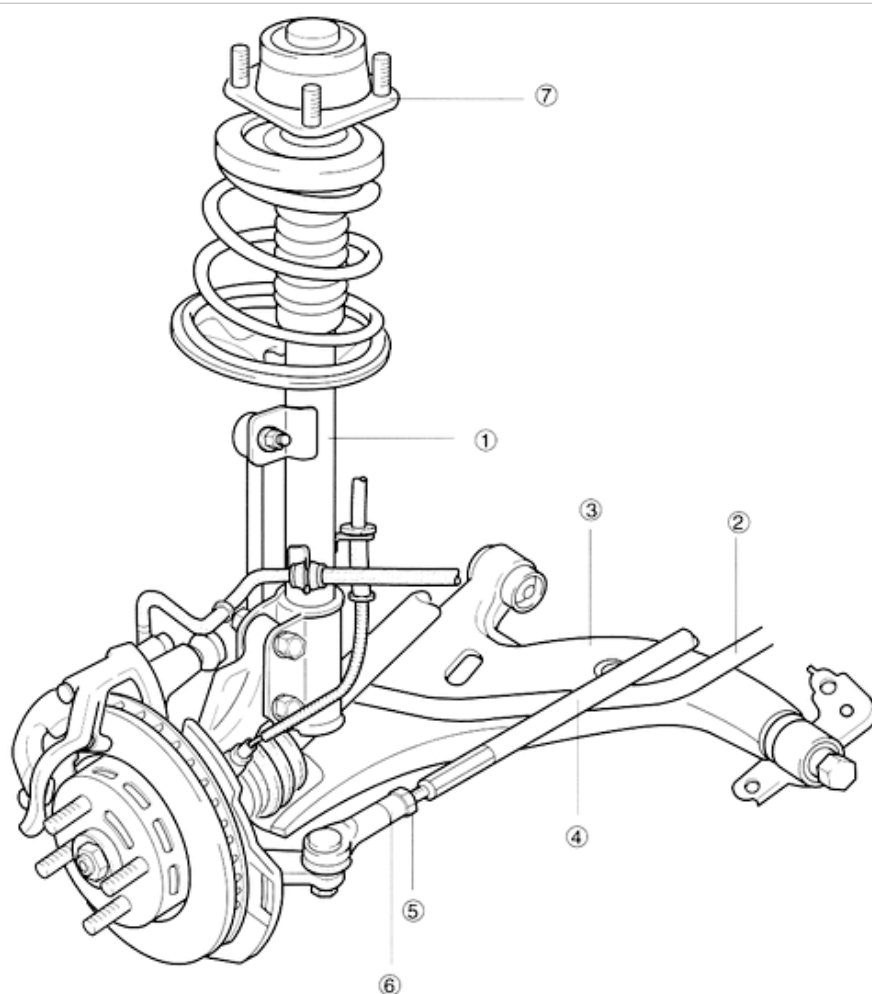
Tightening torque : 32~45 lb-ft (43~61 N·m, 4.4~6.2 kg-m)

NOTICE

Tighten the two control -link nuts to specified torque before lowering vehicle (unload condition).



Component



- (1) Front strut
- (2) Front stabilizer
- (3) Lower control arm
- (4) Tie rod

- (5) Jam nut
- (6) Tie rod end
- (7) Mounting block

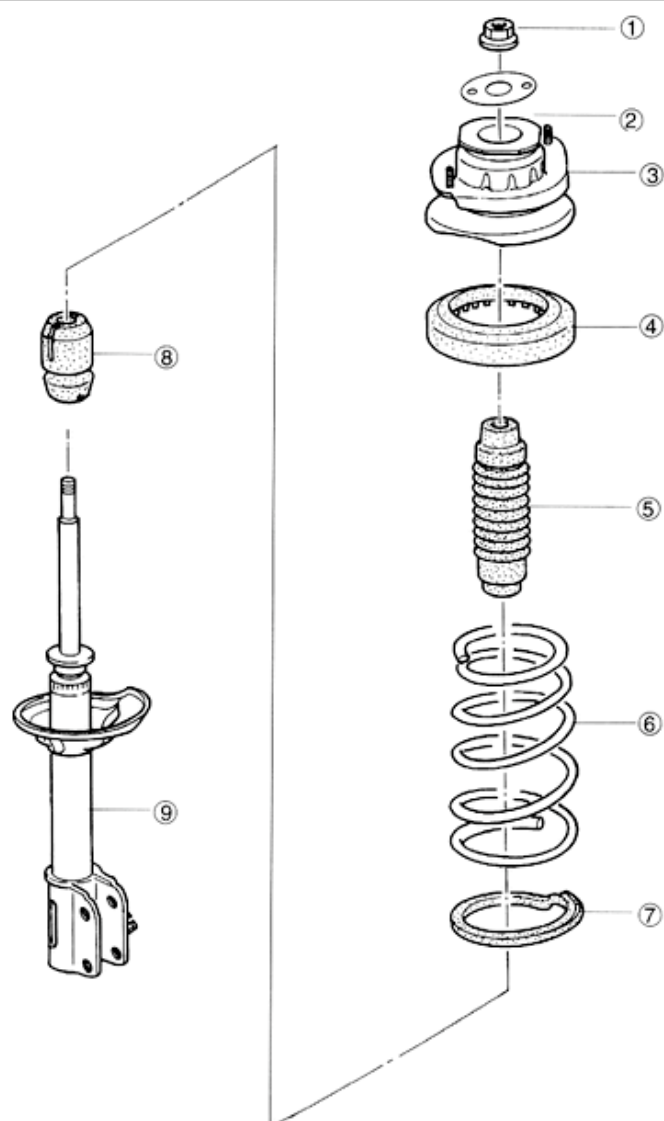


Suspension System

Rear Suspension System - Rear Strut Assembly



Component



- (1) Piston retaining nut
- (2) Sheet
- (3) Mounting block/upper spring seat
- (4) Upper spring isolator
- (5) Dust boot

- (6) Coil spring
- (7) Lower spring isolator
- (8) Rebound stopper
- (9) Strut



Disassembly

1. Remove rear spring and shock absorber. Refer to procedure in this section.
2. Loosen the two mounting bolts.
3. Place the mounting block in a vise.

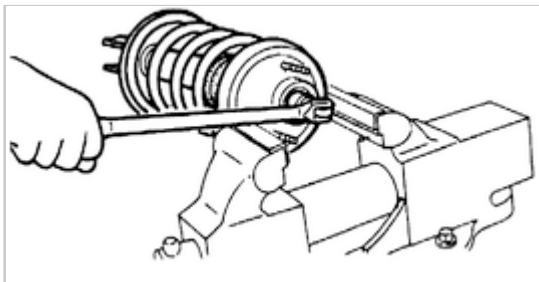
NOTICE

Use protective plates to over jaws of vise.

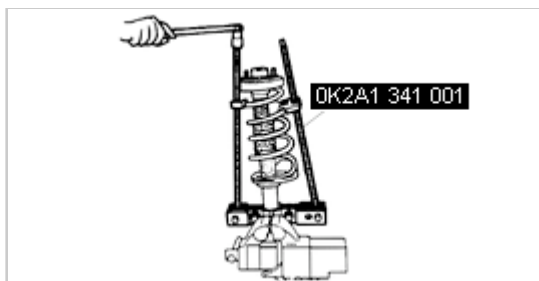
4. Loosen retaining nut two to three turns.

NOTICE

Do not remove the nut.

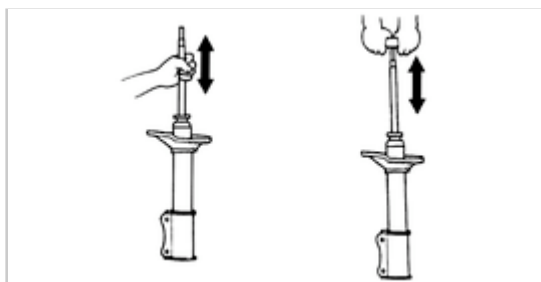


5. Compress the coil spring with SST(0K2A1 341 001).
6. Remove the retaining nut.
7. Remove the mounting block, upper spring, seat, upper spring isolator, dust boot, coil spring, lower spring isolator and rebound stopper.



Inspection

1. Check for the following and replace the strut, if necessary.
 - A. Attach a handle to the piston rod, and then collapse and expand strut at least three times.
 - B. Verify that operational is smooth, continuous, and does not change with each stroke.
 - C. Also, ensure there is no unusual noise from within the strut.



Reassembly

1. Place the strut in a vise.

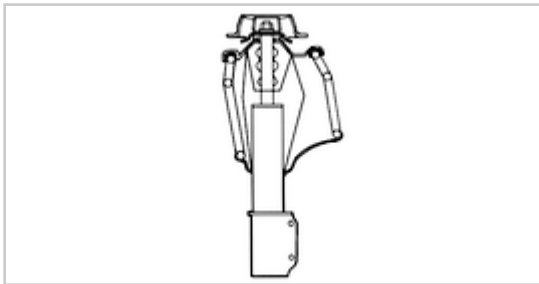
NOTICE

Use protective plates to cover jaws of vise.

2. Install the lower spring isolator into the spring seat on the part of strut.
3. Compress the oil spring with SST(0K2A1 341 001).
4. Install the oil spring, placing the bottom of coil into the recess of lower seat.
5. Install the dust boot and rebound stopper.
6. Install the upper spring isolator and mounting block, aligning the two studs of the mounting block with the lower bracket of the strut.
7. Install the piston retaining nut then install and tighten slightly.
8. Carefully loosen and remove SST(0K2A1 341 001)

NOTICE

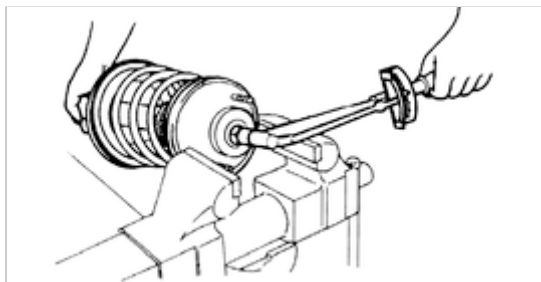
Verify that the coil spring is correctly seated in the mounting block and the lower spring seat.



9. Secure the mounting block in a vise.
10. Tighten the piston retaining nut to specified torque.

Tightening torque : 66~87 lb-ft(89~117 N·m, 9.1~11.9 kg-m)

11. Install the dust cap ove the nut.



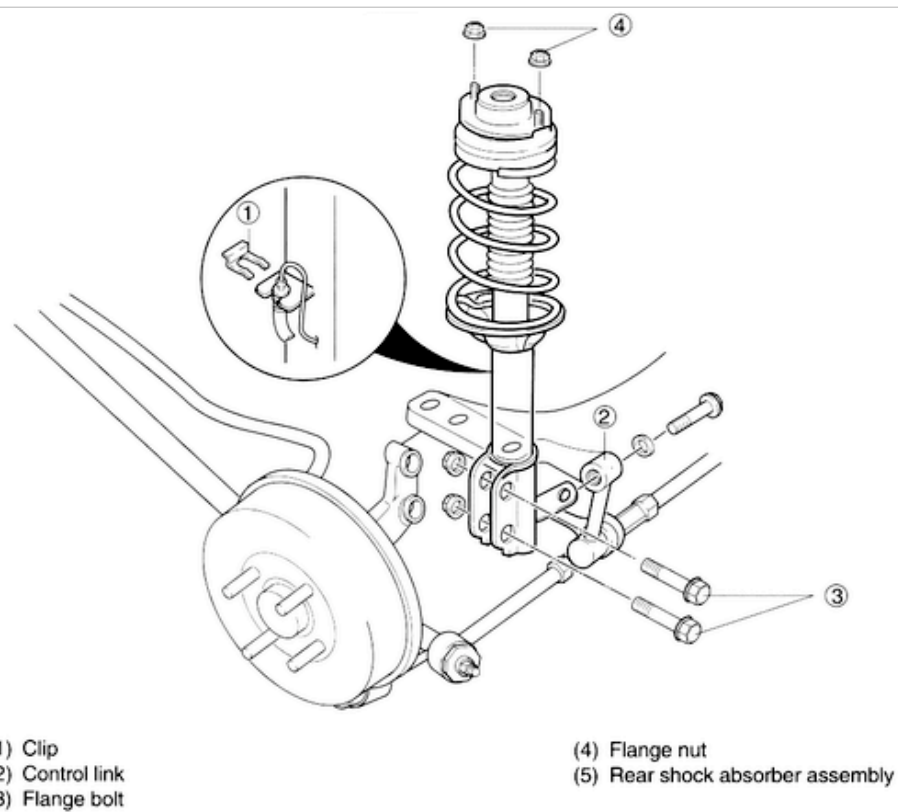


Suspension System

Rear Suspension System - Rear Shock Absorber



Component





Removal

1. Lift rear of vehicle and support it with safety stands.
2. Remove wheel and tire.
3. Remove the clip and disconnect rear flexible hose from the racket.
4. Remove two flange nuts.
5. Remove the control link from the stabilizer bracket.
6. Remove two flange bolts and remove rear shock absorber assembly.

Installation

1. Place the shock absorber and tighten the two flange nuts.

Tightening torque : 16~22 lb-ft(23~29 N·m, 2.3~3.0 kg-m)

2. Install the rear shock absorber to the knuckle and tighten two flange bolts.

Tightening torque : 69~86 lb-ft(93~117 N·m, 9.5~11.9 kg-m)

3. Install the control link to the stabilizer bracket.

Tightening torque : 32~45 lb-ft(43~61 N·m, 4.4~6.2 kg-m)

4. Connect rear flexible hose to the bracket and insert clip.
5. Install the rear tire and wheel.
6. Lower vehicle and recheck caster.(Refer to Rear wheel alignment)

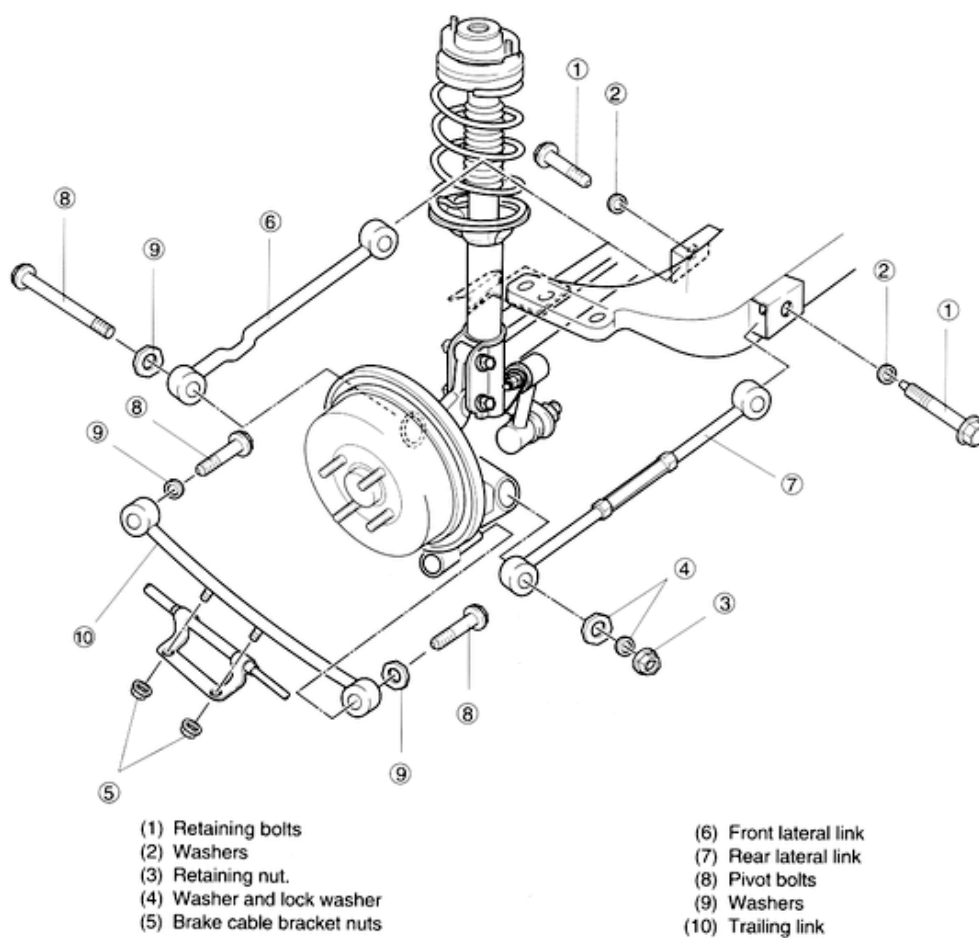


Suspension System

Rear Suspension System - Trailing Arm



Component





Removal

Later link and trailing link

1. Lift rear of vehicle and support it with safety stand.
2. Remove wheel and tire.
3. Loosen the front lateral link retaining bolt and washer from crossmember.
4. Loosen the rear lateral link retaining bolt and washer from cross member.
5. Loosen the two brake cable bracket nuts from the trailing link.
6. Remove the lateral link pivot bolt, nut, two washers and lock-washer from spindle, then remove the two lateral links.
7. Loosen two trailing link pivot bolts and washers from the spindle and trailing link bracket.
8. Remove trailing link

Installation

Lateral link and trailing link

1. Place the trailing link into the spindle and trailing link bracket and tighten two trailing link pivot bolts. Install two washers at each side.

Tightening torque : 32~45 lb-ft (43~61 N·m, 4.4~6.2 kg-m)

2. Install the brake cable bracket to trailing link, then tighten the two brake cable bracket nuts.

Tightening torque : 13.7~19lb-ft(19~26 N·m, 1.9~26. kg-m)

3. Install the lateral link with pivot bolt, two washers and lock-washer from the spindle, then tighten retaining nut.

Tightening torque : 69~86 lb-ft(93~117 N·m, 9.5~11.9 kg-m)

4. Install a front lateral link with the retaining bolt and lock washer from the crossmember.

Tightening torque : 69~86 lb-ft(93~117 N·m, 9.5~11.9kg-m)

5. Install rear lateral link with retaining bolt and lock washer from crossmember.

Tightening torque : 69~86 lb-ft(93~117 N·m, 9.5~11.9 kg-m)

6. Install wheel and tire.

NOTICE

Tighten lateral link and trailing link pivot bolts to specified torque before lowering vehicle.

7. After installation, check rear wheel alignment, and adjust if necessary.(Refer to Rear wheel alignment)

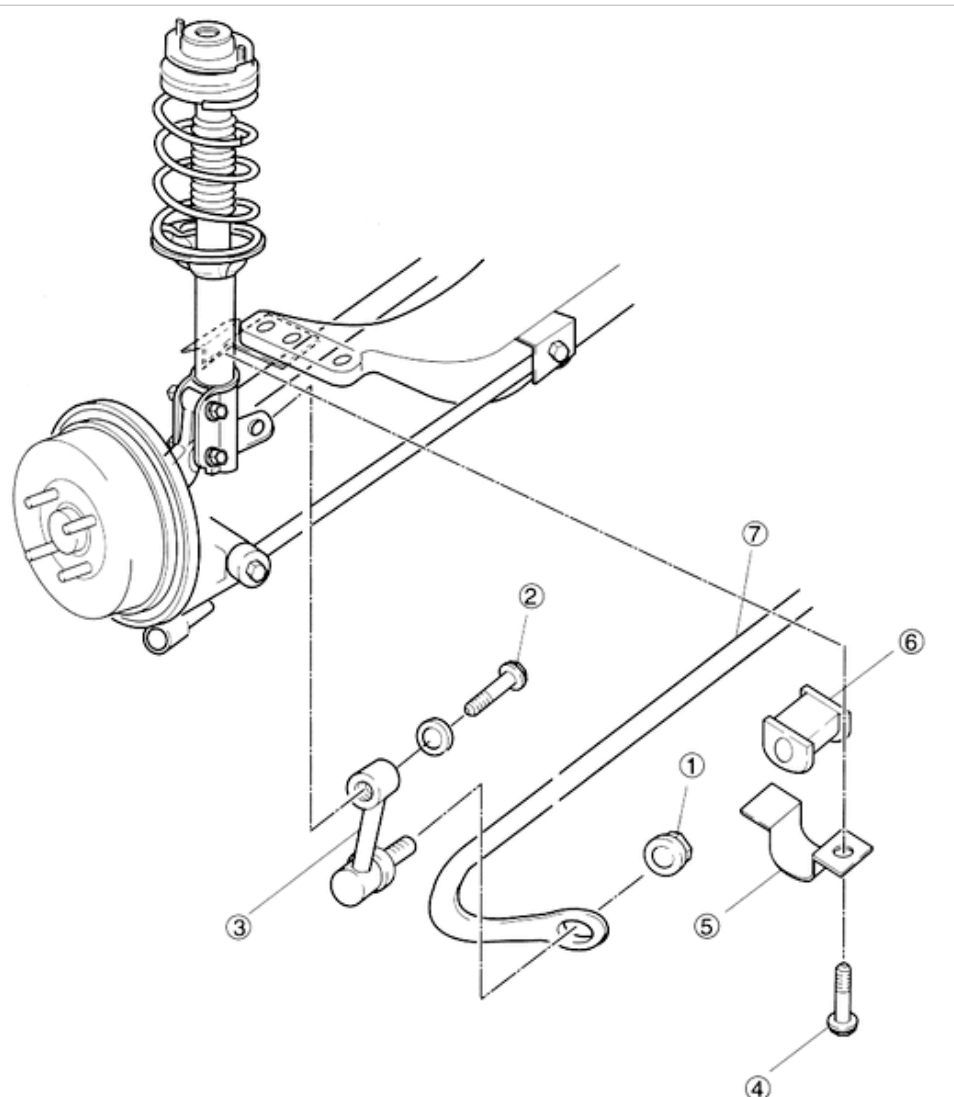


Suspension System

Rear Suspension System - Rear Stabilizer Bar



Component



- (1) Stabilizer control link nut
- (2) Stabilizer control link bolt
- (3) Stabilizer control link
- (4) Mounting bolt

- (5) Stabilizer bracket
- (6) Stabilizer bracket bushing
- (7) Stabilizer

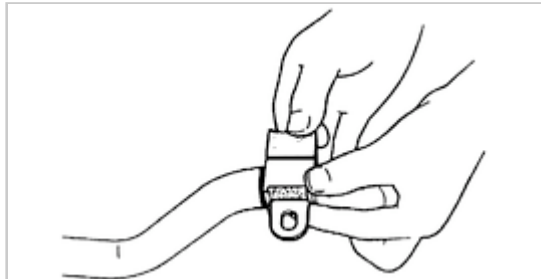


Removal

1. Lift rear of vehicle and support it with safety stands.
2. Remove wheel and tire.
3. Loosen the control-link nut from stabilizer bar.
4. Loosen the control-link bolt from control link bracket of the suspension assembly and remove control link.
5. Remove the stabilizer bracket and stabilizer bracket busing after loosening the mounting bolt.
6. Remove stabilizer bar.

Installation

1. Align the stabilizer bracket busing with the positioning line on the stabilizer bar.



2. Installing stabilizer bracket and tighten mounting.

Tightening torque : 32~45 lb-ft(43~61 N·m, 4.4~6.2 kg-m)

3. Tighten the control-link bolt on the control-link bracket of the suspension assembly.

Tightening torque : 32~45lb-ft (43~61 N·m, 4.4~6.2 kg-m)

4. Tighten the control-link nut on the stabilizer bar.

Tightening torque : 32~45 lb-ft(43~61 N·m, 4.4~6.2 kg-m)

NOTICE

Tighten control-link bolt and nut to specified torque before lowering vehicle (unload condition).

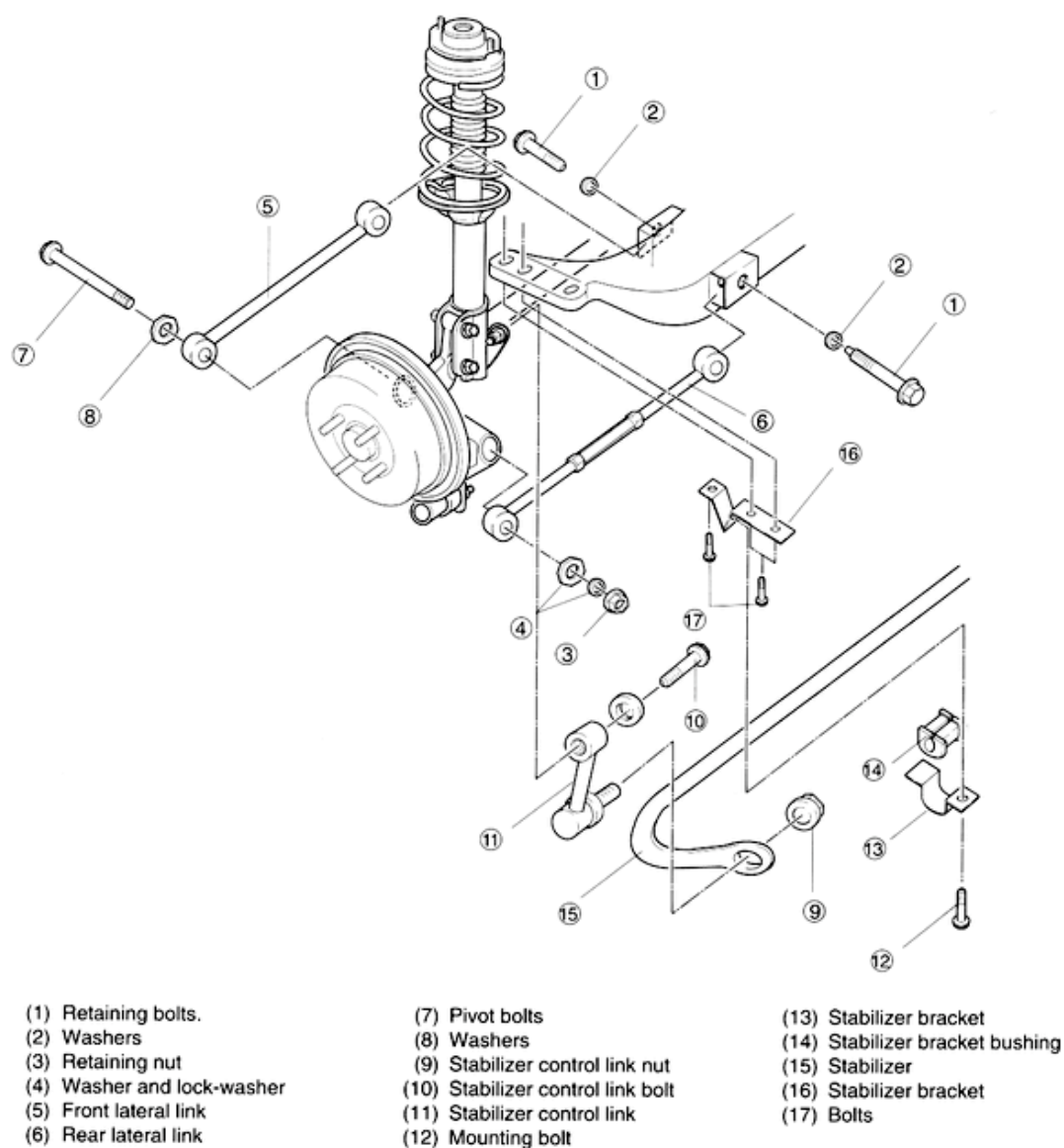


Suspension System

Rear Suspension System - Rear Cross Member



Component





Removal

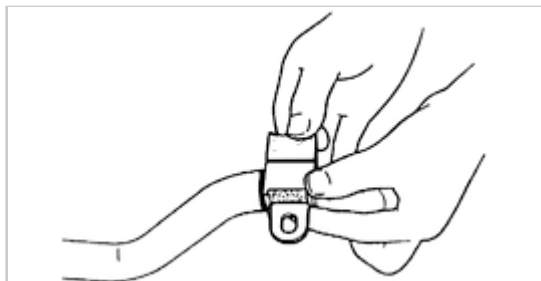
1. Lift rear of vehicle and support it with safety stand.
2. Remove wheel and tire.
3. Loosen the front lateral link retaining bolt and washer from the crossmember
4. Loosen the rear lateral link retaining bolt and washer from the crossmember.
5. Remove the lateral link pivot bolt, nut, two washers and lock-washer from spindle, then remove the two lateral links.
6. Loosen the control-link from stabilizer bar.
7. Loosen the control-link bolt from control link bracket of suspension assembly and remove the control link.
8. Remove the stabilizer bracket and bracket bushing after loosening the mounting bolt.
9. Remove the stabilizer bar.
10. Loosen the three crossmember bracket bolts from vehicle, then loosen one cross-member bolt from the crossmember.
11. Remove crossmember.

Installation

1. Tighten one crossmember bolt and then tighten the three crossmember bracket bolts on vehicle.

Tightening torque : 34~45 lb-ft(43~61 N·m, 4.4~6.2 kg-m)

2. Install stabilizer bar.
3. Apply rubber lubricant inside of stabilizer bushing.
4. Align bushing to the installation mark of the stabilizer bar.



5. Tighten the mounting bolt on the stabilizer bracket after installing stabilizer bracket bushing.
6. Tighten the control-link bolt to control link bracket of the suspension assembly.

Tightening torque : 34~45 lb-ft(43~61 N·m, 4.4~6.2 kg-m)

7. Tighten the control link nut to the stabilizer bar.

Tightening torque : 34~45 lb-ft(43~61 N·m, 4.4~6.2 kg-m)

8. Install washer at spindle side, then install the trailing link to the spindle and tighten the trailing link pivot bolt.

Tightening torque : 34~45 lb-ft (43~61 N·m, 4.4~6.2 kg-m)

9. Install the front lateral link and the rear lateral link with a pivot bolt, two washers and lock washer at the spindle.

Tightening torque : 69~86 lb-ft(93~117N·m, 9.5~11.9 kg-m)

10. Install the front lateral link to the crossmember with a retaining bolt and lock washer.

Tightening torque : 69~86 lb-ft(93~117 N·m, 9.5~11.9 kg-m)

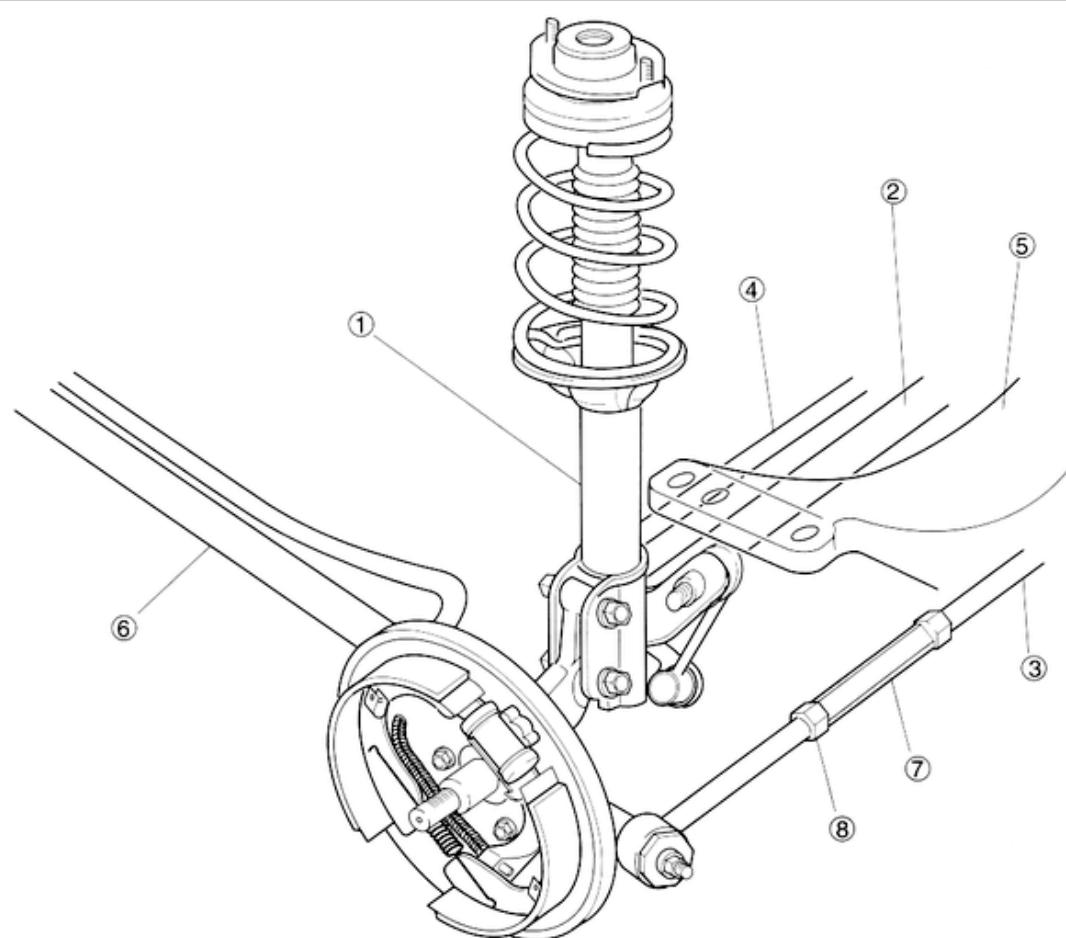
11. Install the rear lateral link to the crossmember with a retaining bolt and lock washer.

Tightening torque : 969~86 lb-ft(93~117 N·m, 9.5~11.9 kg-m)

12. After installation, check rear wheel alignment, and adjust if necessary.



Component



- (1) Rear strut
- (2) Front lateral link
- (3) Rear lateral link
- (4) Rear stabilizer

- (5) Rear crossmember
- (6) Trailing link
- (7) Adjuster
- (8) Jam nuts



Suspension System

Tires/Wheels



Notes on wheels and tires

1. Do not use wheels or tires other than specified types.
2. Aluminum wheels are easily scratched. Use a soft cloth when washing them, never a wire brush. If vehicle is steam cleaned, do not allow boiling water to contact wheels.
3. If alkaline compounds (such as saltwater or road salts) get on aluminum wheels, wash them as soon as possible to prevent damage. Use a mild detergent only.

Notes regarding tire replacement

Not the following points when tires are to be removed or mounted onto wheels.

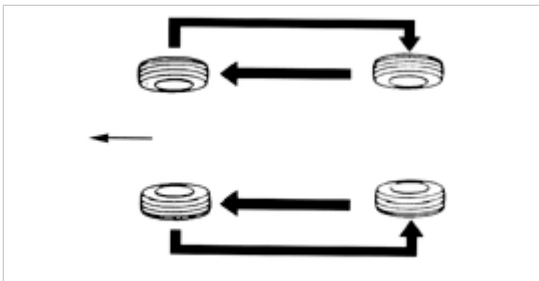
1. Be careful not to damage the tire bead, wheel rim bead, or outer edge of wheel rim.
2. Use a wire brush, fine sandpaper, or clutch to clean and remove all rust and/or dirt from wheel rim.
3. Clean aluminum wheels, with a soft cloth, never a wire brush or sandpaper.
4. Remove any pebbles, glass, nails, and other foreign items embedded in tire treads.
5. Be sure valve stem is installed carefully.
6. Apply a soapy solution to tire bead and edge of wheel.
7. If a tire iron must be used to change a tire on an aluminum wheel, use a piece of rubber between the tire iron and wheel to avoid damage. Work should be done on a rubber mat, not on a hard or rough surface.

Tire rotation

To prolong tire life and ensure uniform tire wear, rotate tires every 7,500 miles (12,000 km).

CAUTION

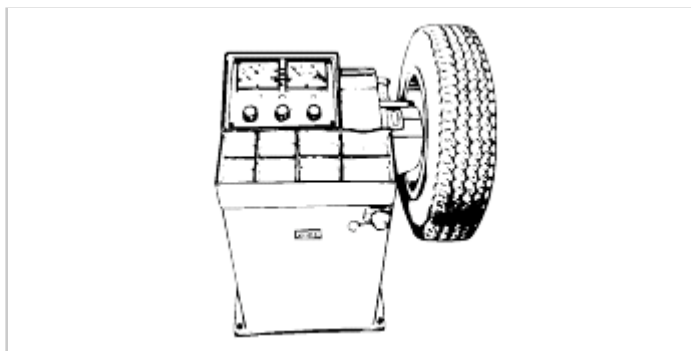
Keep the tires in the best condition at front. Do not move tires to opposite side of vehicle.



Wheel balance

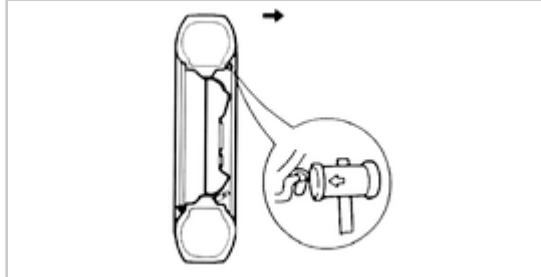
1. If a wheel becomes imbalanced or if a tire is replaced or repaired, wheel must be rebalanced.

Maximum imbalance at rim edge : 132 oz (60g)



NOTICE

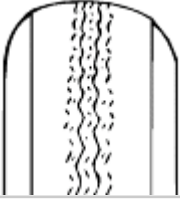
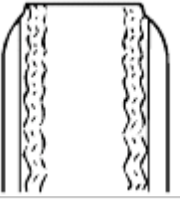
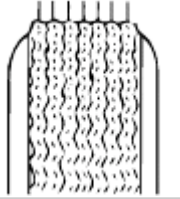
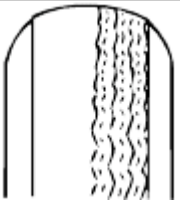
- Do not use more than two balance weights on the inner or outer side of a wheel.
- If the total weight exceeds 220 oz (100g), move tire around on rim and rebalance.
- Attach balance weights securely to wheel.
- Select balance weight that are suitable for steel or aluminum alloy wheels.
- Do not use an on-car balancer on automatic transmission models. Transmission damage may occur.





Irregular tire wear

Refer to the chart for possible causes and remedies of irregular tire wear. Where lack of tire rotation is offered as a cause, consider previous tire location as possible source of trouble.

Problem	Possible cause	Remedy
	· Underinflation (both sides worn) · Hard cornering · Lack of rotation	· Measure and adjust pressure · Reduce cornering speed
	· Overinflation · Lack of rotation	· Measure and adjust pressure
	· Incorrect toe adjustment	· Adjust toe-in
	· Incorrect camber or caster · Worn or damaged suspension · Unbalanced wheel · Wobble in brake drum or disc · Lack of rotation · Hard cornering	· Repair or replace axle or suspension parts · Repair or replace suspension component · Balance or replace · Reduce cornering speed

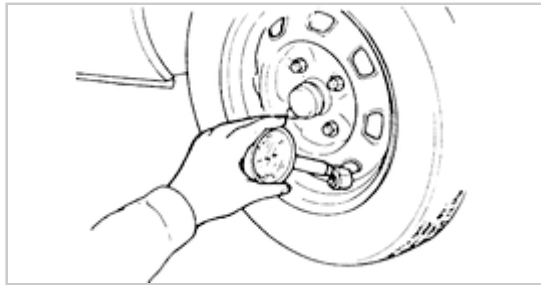


Inspection/Adjustment

Air pressure

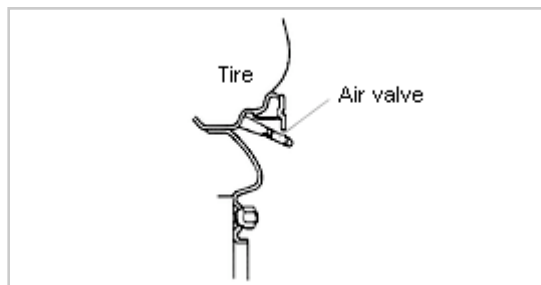
1. Check air pressure of all tires, including the spare tire, with an air pressure gauge. If necessary, adjust air pressure.

Tire size		Air pressure bar	
		Front Tires	Rear Tires
185/65R14 86H		2.2	2.3
		2.3	2.4



Air leakage

1. Verify that there is no air leaking from valve stem.



Tire wear

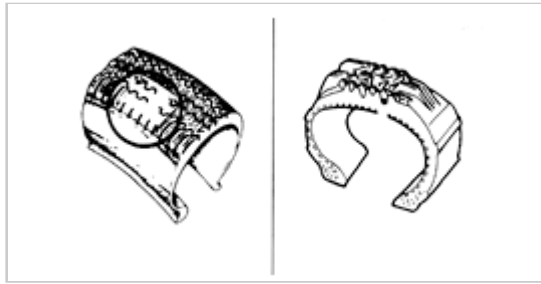
1. Check remaining tread depth.

Tread depth

Standard tires : 0.063 in (1.6 mm) minimum

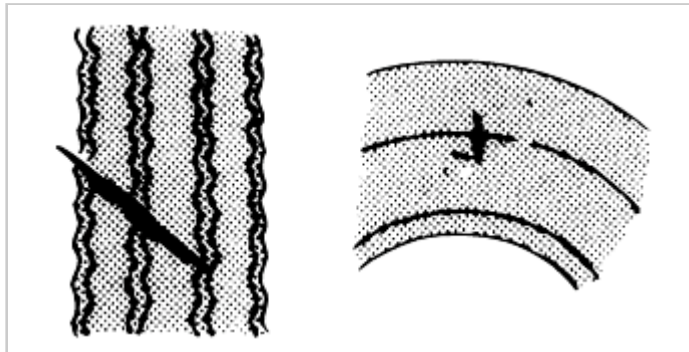
Snow tires : 50% of tread

2. Tire should be replaced if wear indicator ribs are exposed.



Tire and wheel

1. Tire should be replaced if any deep cracks, damage, deformation, or local baldness is found.

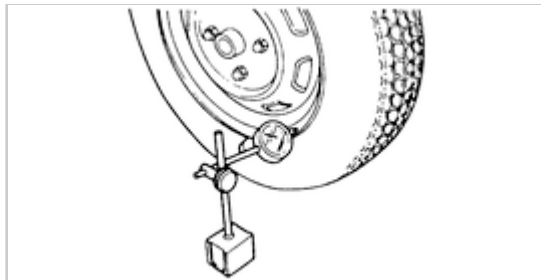


Tire runout

1. Raise vehicle and place it on safety stands.
2. Set dial indicator probe against wheel, and measure runout through one full revolution.

Runout : Radial runout : 0.059 in (1.5 mm) maximum
 Lateral runout : 0.059 in (1.5 mm) maximum

3. Replace wheel if necessary.



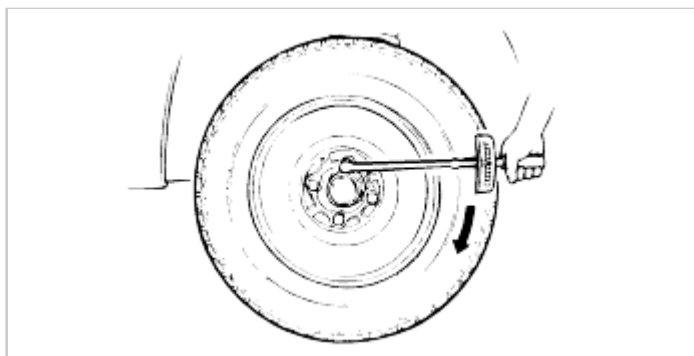
NOTICE

Check wheel balance after replacement of a wheel or tire.

Lug nut

1. Tighten lug nuts to specified torque.

Tightening torque : 65~87 lb-ft (88~118 N·m, 9~12kg-m)



Removal/Installation

1. Contact surface between wheel and hub must be clean.
2. Tighten lug nuts to specified torque.

Tightening torque : 65~87 lb-ft (88~118 N·m, 9~12 kg-m)

