

Suspension

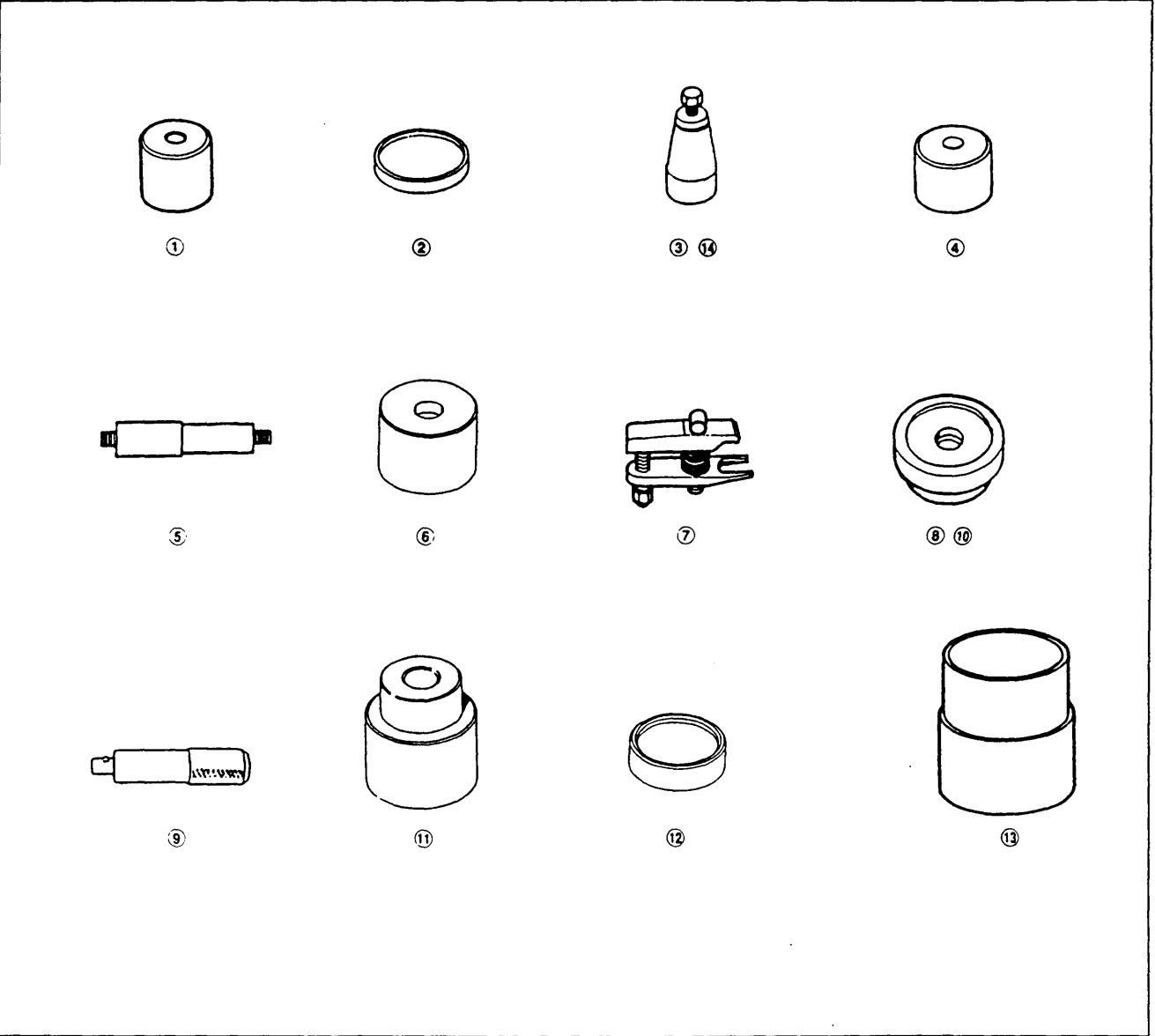
Special Tools	18-2
Component Locations	
Index	18-3
Wheel Alignment	
Caster	18-4
Camber	18-4
Front Toe Inspection/ Adjustment	18-5
Rear Toe Inspection/ Adjustment	18-5
Turning Angle Inspection	18-6
Wheel/Hub Inspection	
Bearing End Play	18-7
Wheel Runout	18-7
Front Suspension	
Suspension Arms Replacement	18-8
Knuckle/Hub Replacement	18-9
Lower Ball Joint Replacement	18-15
Ball Joint Boot Replacement	18-16

Front Damper	
Removal	18-16
Disassembly/Inspection	18-17
Reassembly	18-18
Installation	18-18
Rear Suspension	
Suspension Arms Replacement	18-20
Hub Bearing Unit Replacement	18-21
Upper Arm Bushing Replacement	18-22
Rear Damper	
Removal	18-23
Disassembly/Inspection	18-24
Reassembly	18-25
Installation	18-26



Special Tools

Ref. No.	Tool Number	Description	Qty	Page Reference
①	07GAF – SE00200	Hub Assembly Guide Attachment	1	18-14
②	07GAF – SE00401	Hub Dis/Assembly Base	1	18-13
③	07GAG – SD40700	Ball Joint Boot Clip Guide	1	18-16
④	07JAF – SH20110	Hub Dis/Assembly Pilot, 38 mm	1	18-13
⑤	07JAF – SH20120	Hub Dis/Assembly Shaft, 22.4 x 25.4 mm	1	18-13
⑥	07JAF – SH20200	Ball Joint Remover Base	1	18-15
⑦	07MAC – SL00200	Ball Joint Remover, 28 mm	1	18-11, 12
⑧	07746 – 0010500	Attachment, 62 x 68 mm	1	18-13
⑨	07749 – 0010000	Driver	1	18-13
⑩	07947 – 6340201	Driver Attachment	1	18-14
⑪	07965 – SB00100	Ball Joint Remover/Installer	1	18-15
⑫	07965 – SB00200	Ball Joint Installer Base	1	18-15
⑬	07965 – SD90100	Support Base	1	18-14
⑭	07974 – SA50700	Ball Joint Boot Clip Guide	1	18-15, 16



Component Locations



Index

Wheel Alignment, page 18-4

Front Suspension:

FRONT DAMPER

- Removal, page 18-16
- Disassembly/Inspection, page 18-17
- Reassembly, page 18-18
- Installation, page 18-18

UPPER ARM

Replacement, page 18-8

KNUCKLE/HUB

- Replacement, page 18-9
- Wheel Bearing Replacement, page 18-13
- Lower Ball Joint Replacement, page 18-15

STABILIZER BAR

Replacement, page 18-8

LOWER ARM

Replacement, page 18-8

Rear Suspension:

REAR DAMPER

- Removal, page 18-23
- Disassembly/Inspection, page 18-24
- Reassembly, page 18-25
- Installation, page 18-26

STABILIZER BAR

Replacement, page 18-20

UPPER ARM

Replacement, page 18-20

LOWER ARM

Replacement, page 18-20

COMPENSATOR ARM

Replacement, page 18-20

TRAILING ARM

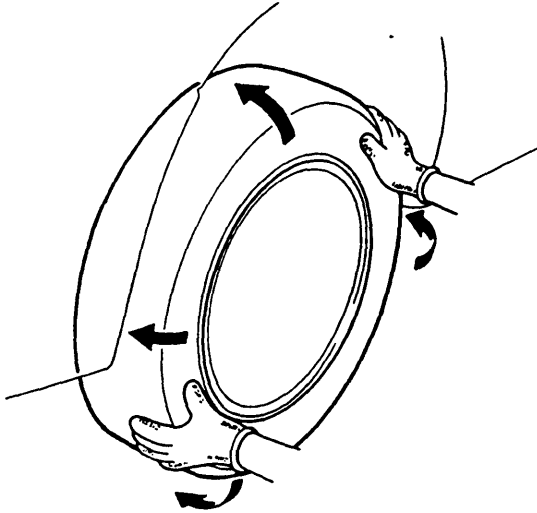
Replacement, page 18-20

Wheel Alignment

Caster

NOTE: For proper inspection/adjustment of the wheel alignment check and adjust the following before checking the alignment.

- Check that the suspension is not modified.
- Check the tire size and tire pressure.
- Check the runout of the wheels and tires.
- Check the suspension ball joints. (Hold a wheel with your hands and move it up and down and right and left to check for wobbling.)



Inspection

NOTE: Use commercially-available computerized four wheel alignment equipment to measure wheel alignment (caster, camber, toe, and turning angle). Follow the equipment manufacturer's instructions.

1. Check the caster angle.

Caster angle: $1^{\circ}40' \pm 1^{\circ}$

2. If out of specification, check for bent or damaged suspension components.

Camber

Inspection

NOTE: Use commercially-available computerized four wheel alignment equipment to measure wheel alignment (caster, camber, toe, and turning angle). Follow the equipment manufacturer's instructions.

1. Check the camber angle.

Camber angle:

Front: $0^{\circ}00' \pm 1^{\circ}$

Rear: $-1^{\circ} \pm 1^{\circ}$

2. If out of specification, check for bent or damaged suspension components.



Front Toe Inspection/Adjustment

NOTE: Use commercially-available computerized four wheel alignment equipment to measure wheel alignment (caster, camber, toe, and turning angle). Follow the equipment manufacturer's instructions.

1. Check the tire pressure.
2. Center steering wheel spokes.
3. Check the toe with the wheels pointed straight ahead.

Front toe: $IN\ 2 \pm 2\ mm\ (IN\ 0.08 \pm 0.08\ in)$

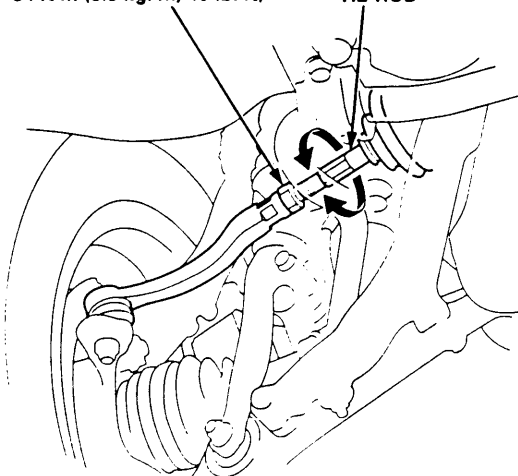
— If adjustment is required, go on to step 4.

— If no adjustment is required, remove alignment equipment.

4. Loosen the tie-rod locknuts, and turn both tie-rods in the same direction until the front wheels are in straight ahead position.

TIE-ROD LOCKNUT
14 x 1.5 mm
54 N·m (5.5 kgf·m, 40 lbf·ft)

TIE-ROD



5. Turn both tie-rods equally until the toe reading on the turning radius gauge is correct.
6. After adjusting, tighten the tie-rod locknuts.

NOTE: Reposition the tie-rod boot if it is twisted or displaced.

Rear Toe Inspection/Adjustment

NOTE: Use commercially-available computerized four wheel alignment equipment to measure wheel alignment (caster, camber, toe, and turning angle). Follow the equipment manufacturer's instructions.

1. Release parking brake.

NOTE:

- Measure difference in toe measurements with the wheels pointed straight ahead.
- If the parking brake is engaged, you may get an incorrect reading.

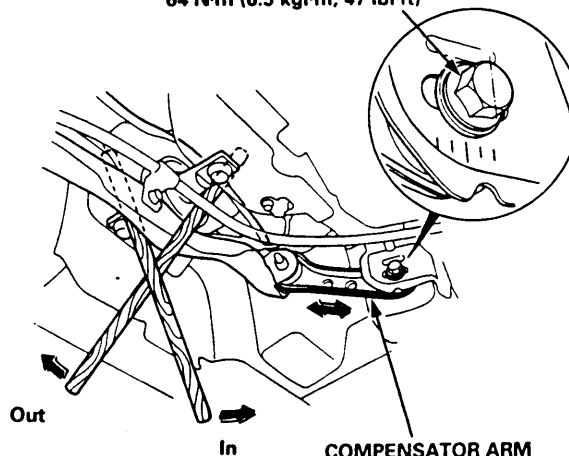
Rear toe-in: $2 \pm 1\ mm\ (0.08 \pm 0.04\ in)$

— If adjustment is required, go to step 2.

— If no adjustment is required, remove alignment equipment.

2. Before adjustment, note the locations of adjusting bolts on the right and left compensator arms.
3. Loosen the adjusting bolts, and slide the compensator arm in or out, as shown, to adjust the toe.

ADJUSTING BOLT
10 x 1.25 mm
64 N·m (6.5 kgf·m, 47 lbf·ft)



4. Tighten the adjusting bolts.

Example: After the rear toe inspection, the wheel is 2 mm (0.08 in) out of the specification.

- Move the arm so the adjusting bolt moves 2 mm (0.08 in) inward from the position recorded before the adjustment.
- The distance the adjusting bolt is moved should be equal to the amount out-of-specification.

Wheel Alignment

Turning Angle Inspection

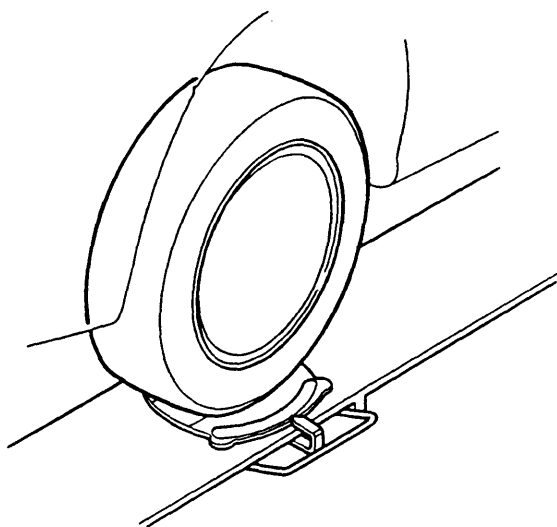
NOTE: Use commercially-available computerized four wheel alignment equipment to measure wheel alignment (caster, camber, toe, and turning angle). Follow the equipment manufacturer's instructions.

1. Turn the wheel right and left while applying the brake, and measure the turning angle of both wheels.

Turning angle:

Inward wheel: 35°50'

Outward wheel (reference): 30°50'



2. If the turning angle is not within the specifications, check for bent or damaged suspension components.

Wheel/Hub Inspection



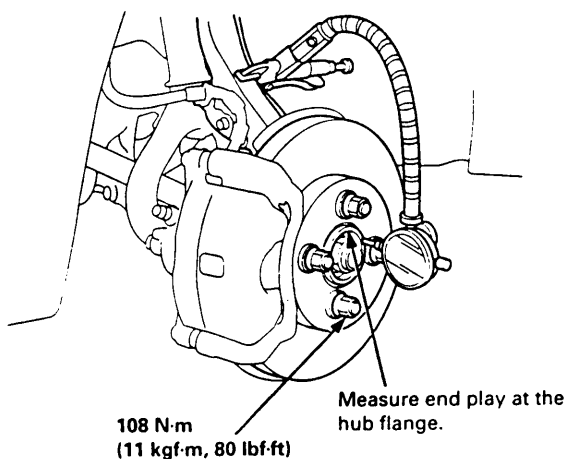
Bearing End Play

1. Raise the vehicle off the ground, and support it with safety stands in the proper locations (see section 1).
2. Remove the wheels, then reinstall the wheel nuts.
3. Attach the dial gauge as shown.
4. Measure the bearing end play by moving the disc in or outward.

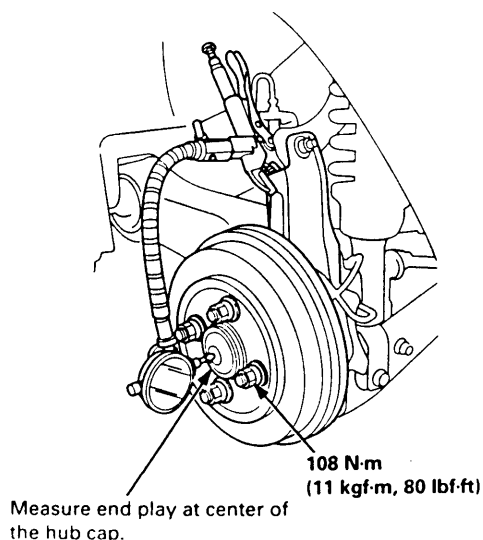
Front/Rear:

Standard: 0 – 0.05 mm (0 – 0.002 in)

Front:



Rear:



5. If the bearing end play measurement is more than the standard, replace the wheel bearing.

Wheel Runout

1. Raise the vehicle off the ground, and support it with safety stands in the proper locations (see section 1).
2. Check for bent or deformed wheels.
3. Attach the dial gauge as shown.
4. Measure the wheel runout by turning the wheel.

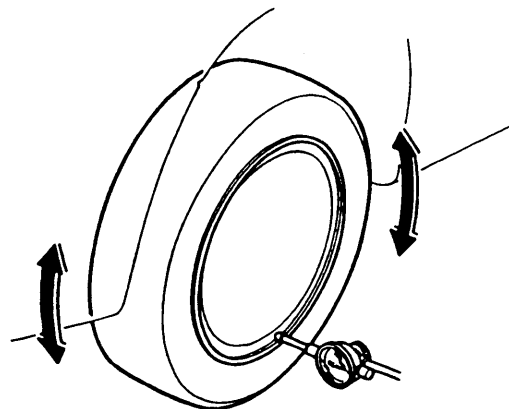
Front and Rear Wheel Axial Runout:

Standard:

Steel Wheel: 0 – 1.0 mm (0 – 0.04 in)

Aluminum Wheel: 0 – 0.7 mm (0 – 0.03 in)

Service Limit: 2.0 mm (0.08 in)



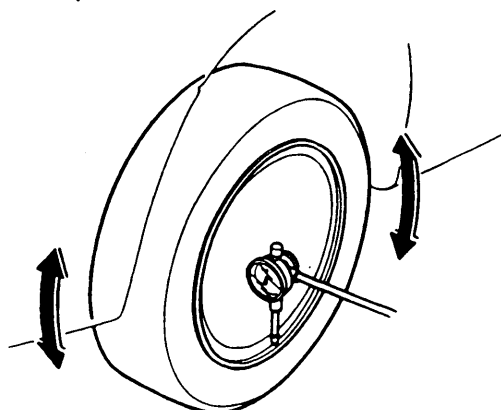
Front and Rear Wheel Radial Runout:

Standard:

Steel Wheel: 0 – 1.0 mm (0 – 0.04 in)

Aluminum Wheel: 0 – 0.7 mm (0 – 0.03 in)

Service Limit: 1.5 mm (0.06 in)



5. If the wheel runout is more than the service limit, replace the wheel.

Front Suspension

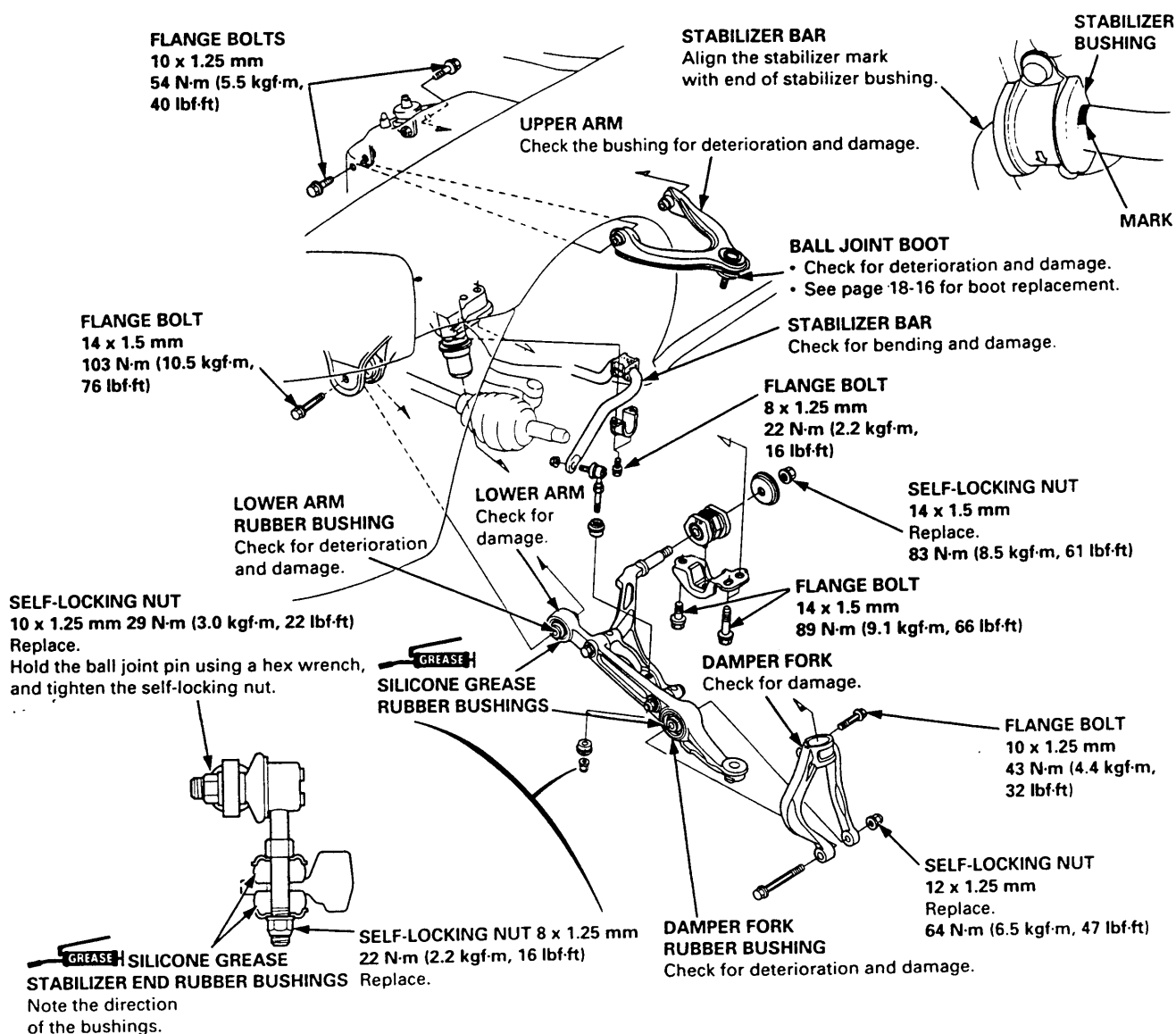
Suspension Arms Replacement

CAUTION:

- Replace the self-locking nuts after removal.
- The vehicle should be on the ground before any bolts or nuts connected to rubber mounts or bushings are tightened.

NOTE:

- Wipe off any dirt, oil from grease on the threads before tightening the fasteners.
- The right and left damper forks are not interchangeable. The left damper fork is marked with "AL" while the right damper fork is marked with "AR".
- The right and left upper arms are not interchangeable. The left upper arm is marked with "SO1-L" while the right arm is marked with "SO1-R".
- Before tightening the upper and lower mounting nuts on the stabilizer link, adjust the location of the link with the suspension under vehicle load.
- When installing the radius arm washers, the "FR" mark faces the front of the vehicle.
- After installing the suspension arm, check the front wheel alignment, and adjust if necessary (see page 18-4).





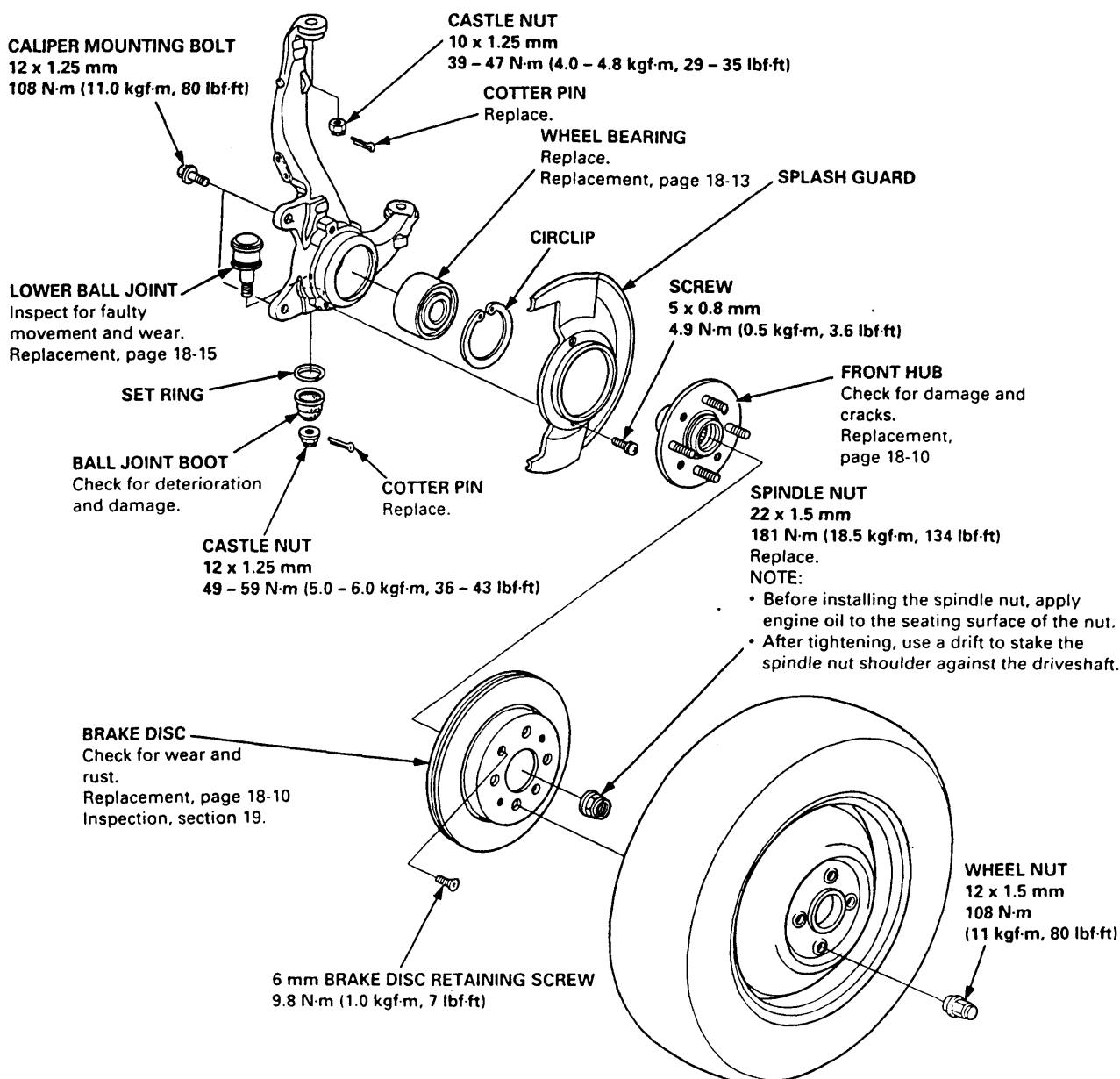
Knuckle/Hub Replacement

CAUTION:

- Replace the self-locking nuts after removal.
- The vehicle should be on the ground before any bolts or nuts connected to rubber mounts or bushings are tightened.
- Torque the castle nut to the lower torque specification, then tighten it only far enough to align the slot with the pin hole. Do not align the nut by loosening.

NOTE:

- Use only genuine Honda wheel weights for aluminum wheels. Non-genuine wheel weights may corrode and damage the aluminum wheels.
- On the aluminum wheels, remove the center cap from the inside of the wheel after removing the wheel.
- Before installing the brake disc, clean the mating surfaces of the front hub and brake disc.
- Before installing the wheel, clean the mating surfaces of the brake disc and wheel.
- Wipe off the grease before tightening the nut at the ball joint.

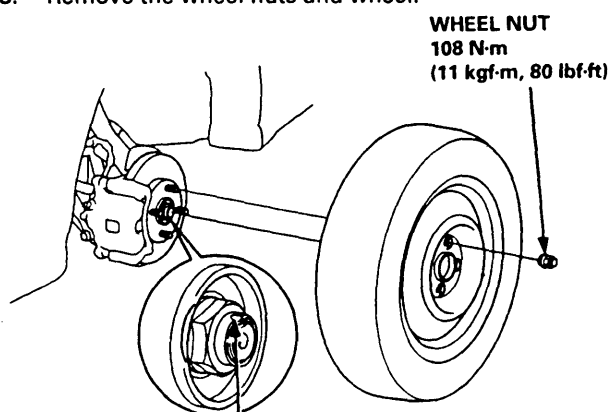


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Front Suspension

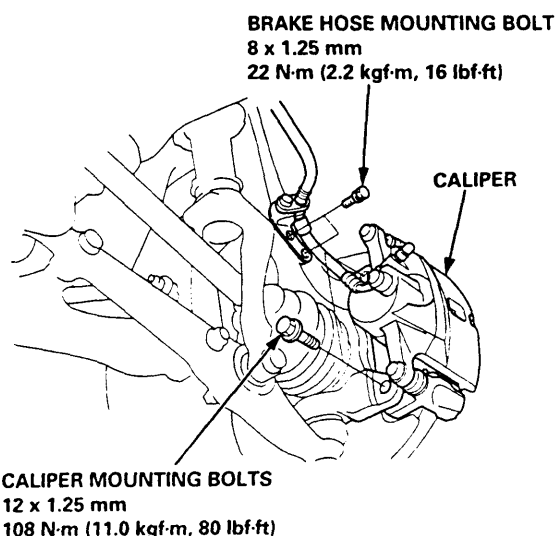
Knuckle/Hub Replacement (cont'd)

1. Loosen the wheel nuts slightly.
2. Raise the front of vehicle, and support it with safety stands in the proper locations (see section 1).
3. Remove the wheel nuts and wheel.



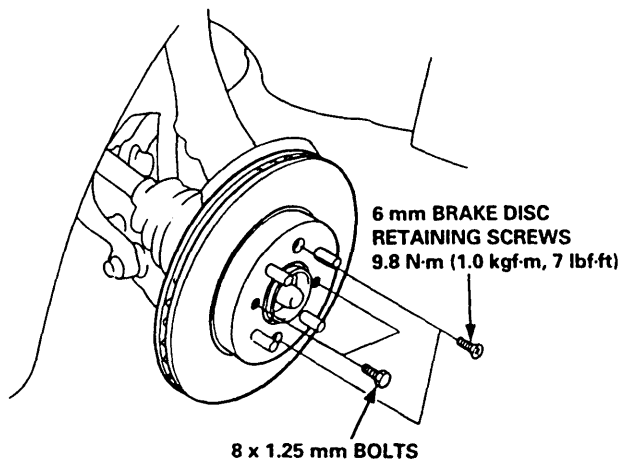
4. Raise the locking tab on the spindle nut, then remove the nut.
5. Remove the brake hose mounting bolts.

CAUTION: To prevent accidental damage to the caliper assembly or brake hose, use a short piece of wire to hang the caliper from the undercarriage.



6. Remove the caliper mounting bolts and hang the caliper assembly to one side.

7. Remove the 6 mm brake disc retaining screws.

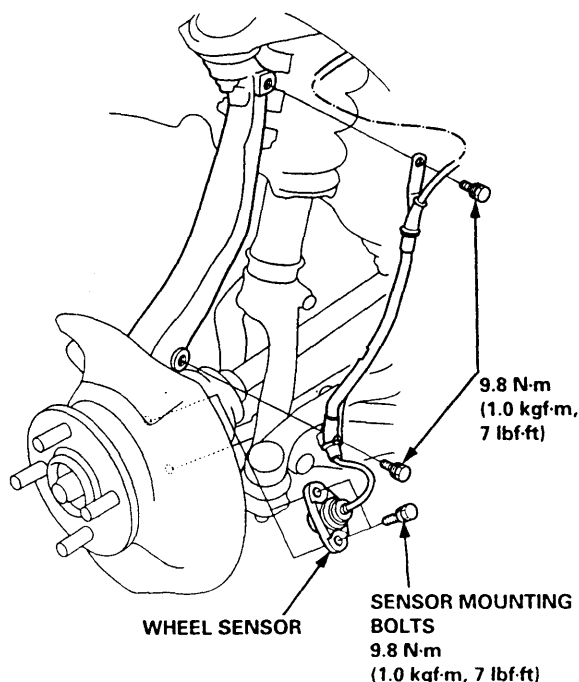


8. Screw two 8 x 1.25 mm bolts into the disc to push it away from the hub.

NOTE: Turn each bolt two turns at a time to prevent cocking the disc excessively.

9. Remove the brake disc from the knuckle.
10. Check the front hub for damage and cracks.
11. Remove the wheel sensor from the knuckle (for vehicles with ABS).

NOTE: Do not disconnect the wheel sensor connector.

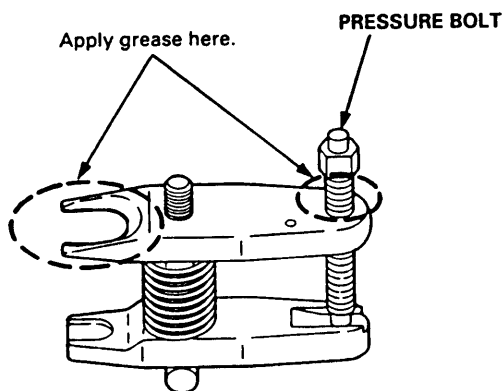




NOTE: Use the special tool to separate the ball joints from the suspension or steering arm.

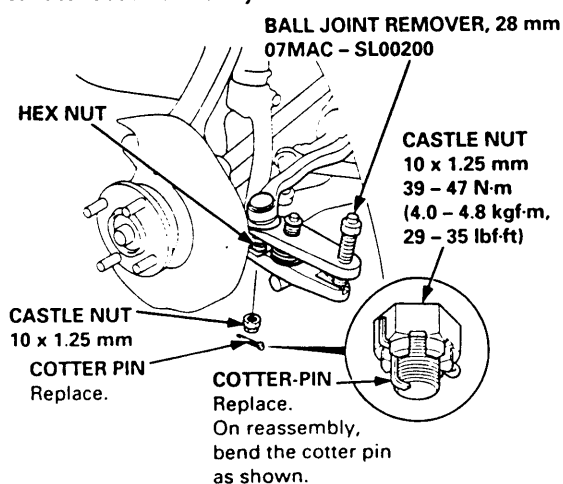
CAUTION: Be careful not to damage the ball joint boot.

12. Clean any dirt or grease off the ball joint.
13. Remove the cotter pin from the steering arm and remove the nut.
14. Apply grease to the special tool on the areas shown. This will ease installation of the tool and prevent damage to the pressure bolt threads.

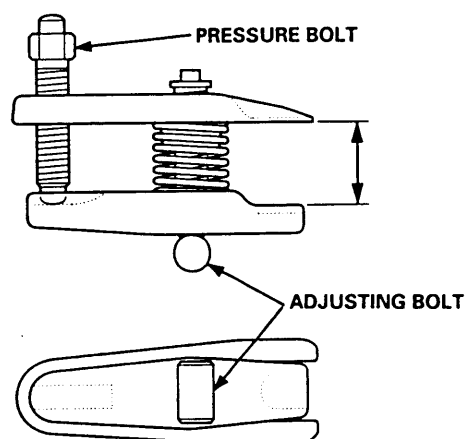


15. Install a 10 mm hex nut on the ball joint. Be sure that the hex nut is flush with the ball joint pin end to prevent damage to the threaded end of the ball joint.
16. Install the special tool as shown. Insert the jaws carefully, making sure you do not damage the ball joint boot. Adjust the jaw spacing by turning the pressure bolt.

NOTE: If necessary, apply penetrating type lubricant to loosen the ball joint.



17. Once the special tool is in place, turn the adjusting bolt as necessary to make the jaws parallel. Then hand-tighten the pressure bolt, and recheck the jaws to make sure they are still parallel.



NOTE: After making the adjustment to the adjusting bolt, be sure the head of the adjusting bolt is in this position to allow the jaw to pivot.

18. With a wrench, tighten the pressure bolt until the ball joint shaft pops loose from the steering arm.

⚠ WARNING Wear eye protection. The ball joint can break loose suddenly and scatter dirt or other debris in your eyes.

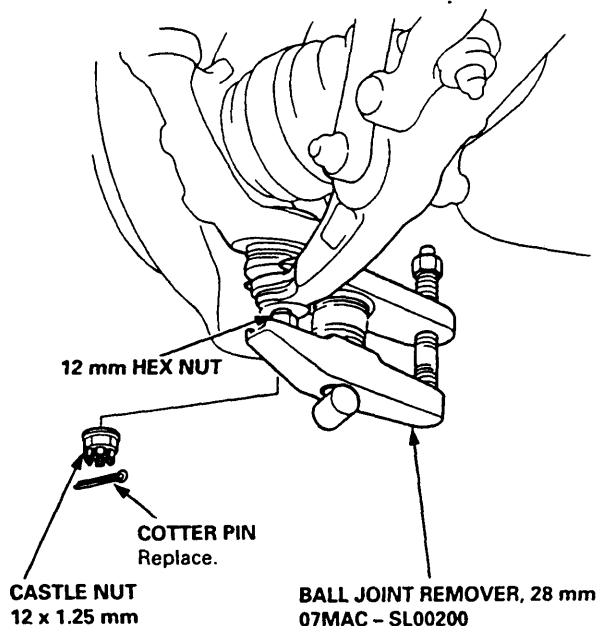
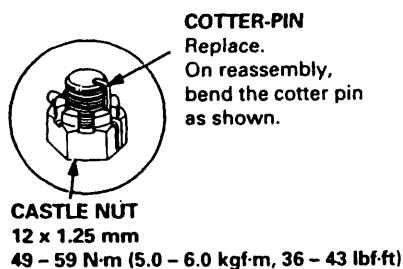
19. Remove the tool, then remove the nut from the end of the ball joint and pull the ball joint out of the steering/suspension arm. Inspect the ball joint boot and replace it if damaged.

(cont'd)

Front Suspension

Knuckle/Hub Replacement (cont'd)

20. Remove the cotter pin from the lower arm ball joint castle nut, and remove the nut.

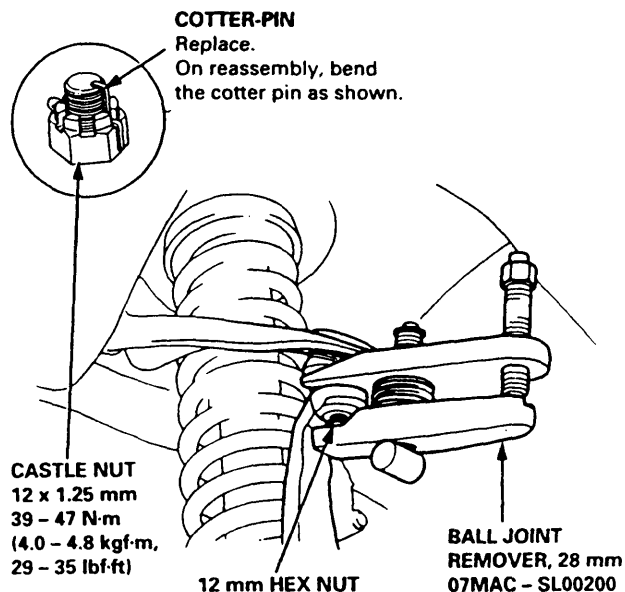


21. Install a 12 mm hex nut on the ball joint. Be sure that the hex nut is flush with the ball joint pin end, or the threaded section of the ball joint pin might be damaged by the ball joint remover.

22. Use the special tool as shown on page 18-11 to separate the ball joint and lower arm.

NOTE: If necessary, apply penetrating type lubricant to loosen the ball joint.

23. Remove the cotter pin from the upper ball joint castle nut, and remove the nut.

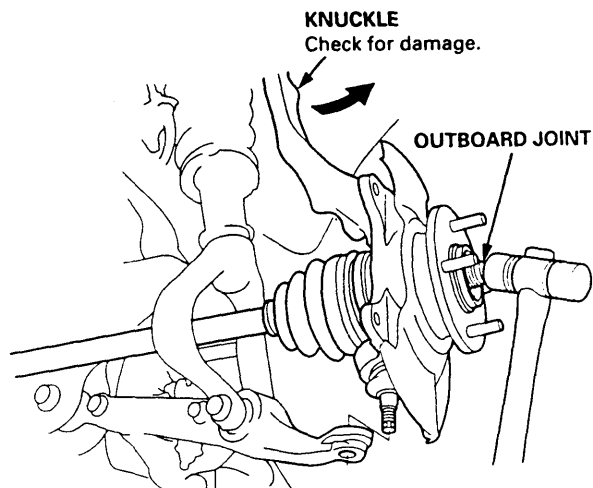


24. Install the 12 mm hex nut on the ball joint. Be sure that the hex nut is flush with the ball joint pin end, or the threaded section of the ball joint pin might be damaged by the ball joint remover.

25. Use the special tool as shown on page 18-11 to separate the ball joint and knuckle.

NOTE: If necessary, apply penetrating type lubricant to loosen the ball joint.

26. Pull the knuckle outward and remove the driveshaft outboard joint from the knuckle by tapping the driveshaft end with a plastic hammer, then remove the knuckle.



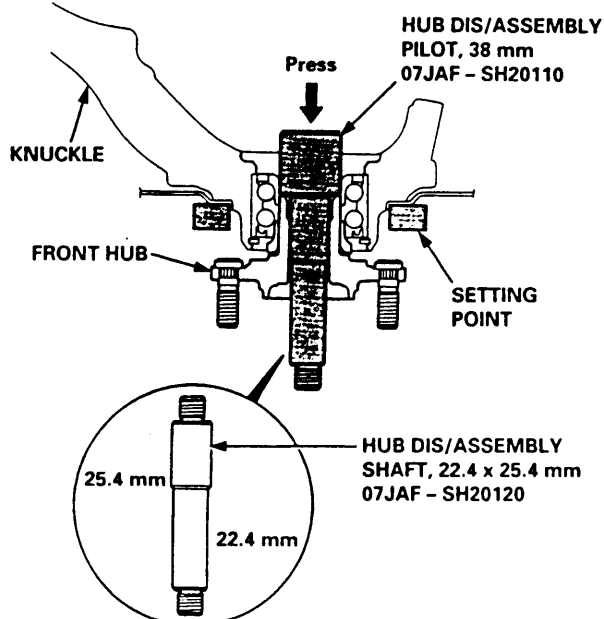


NOTE: Replace the bearing with a new one after removal.

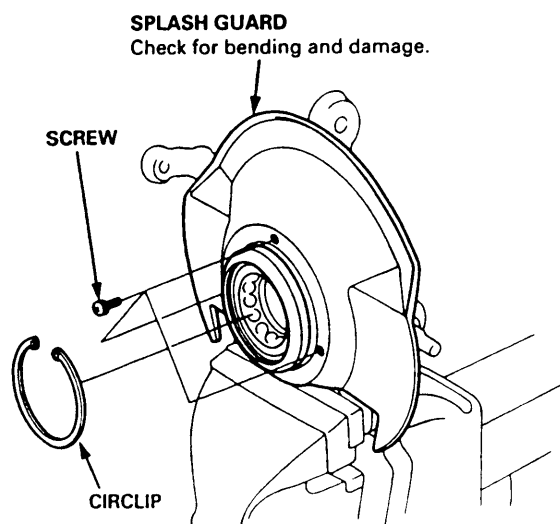
27. Separate the hub from the knuckle using the special tools and a hydraulic press.

CAUTION:

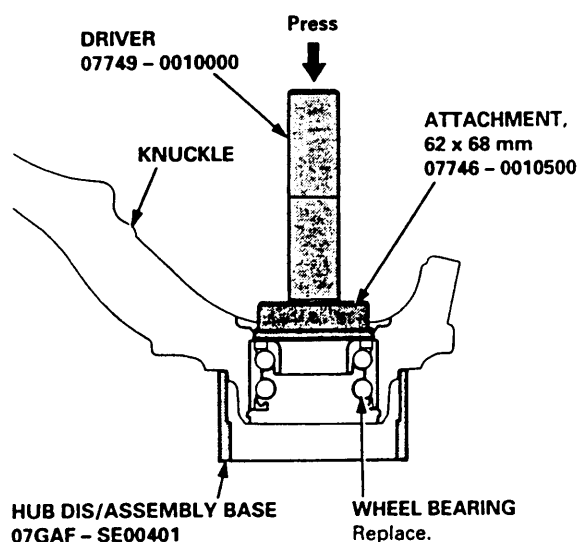
- Take care not to distort the splash guard.
- Hold onto the hub to keep it from falling when pressed clear.
- To prevent damage to the tool, make sure the threads are fully engaged before pressing.



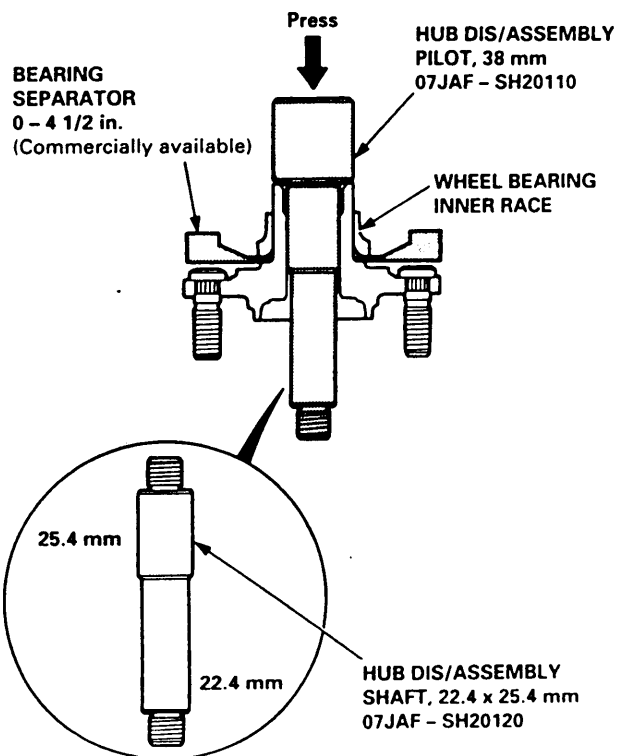
28. Remove the circlip and the splash guard from the knuckle.



29. Press the wheel bearing out of the knuckle using the special tools and a press as shown.



30. Press the wheel bearing inner race from the hub using the special tools, a bearing separator, and a press as shown.



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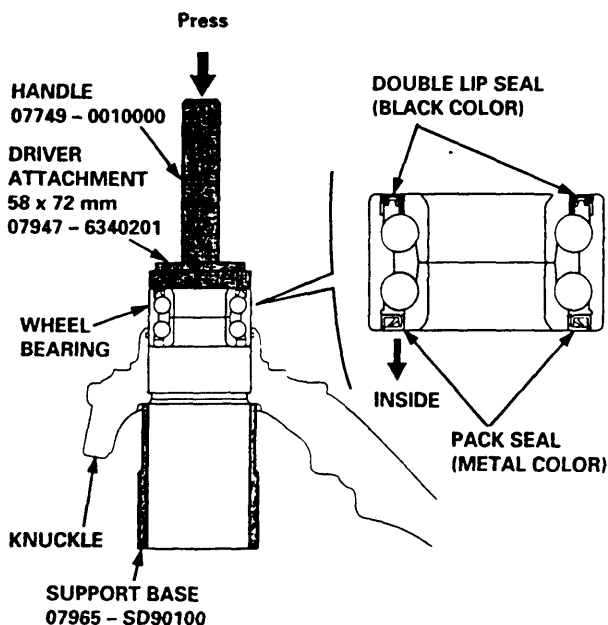
Front Suspension

Knuckle/Hub Replacement (cont'd)

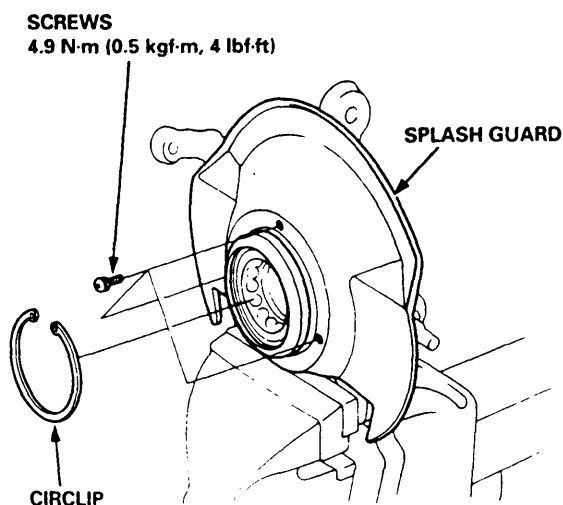
NOTE: Wash the knuckle and hub thoroughly in high flash point solvent before reassembly.

31. Press a new wheel bearing into the knuckle using the special tools and a press as shown.

NOTE: Place the wheel bearing on the knuckle with the pack seal (metal color) toward the inside. Be careful not to damage the sleeve of the pack seal.

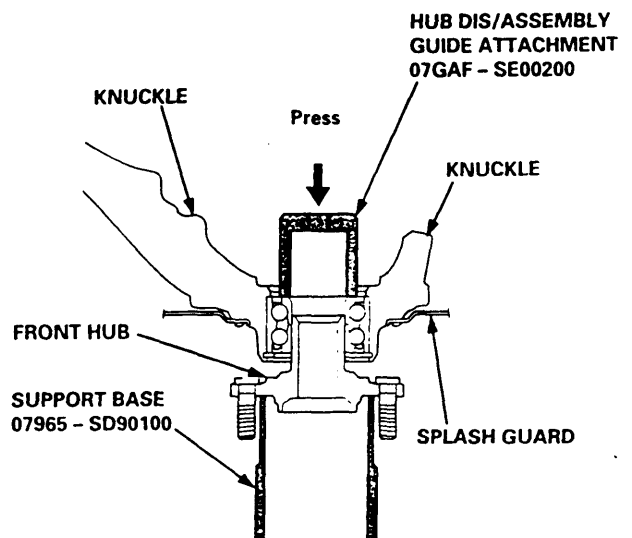


32. Install the circlip securely in the knuckle groove.
33. Install the splash guard and tighten the screws.



34. Install the hub on the knuckle using the special tools shown and a hydraulic press as shown.

CAUTION: Take care not to distort the splash guard.



35. Install the knuckle in the reverse order of removal, and pay particular attention to the following items:

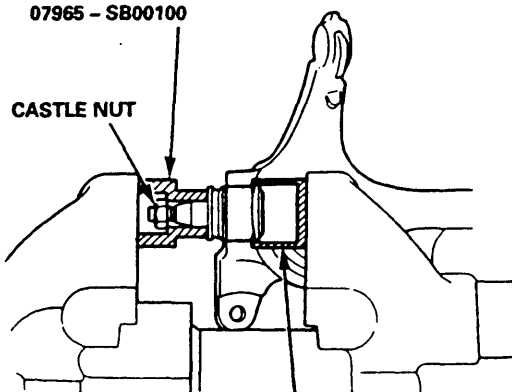
- Be careful not to damage the ball joint boots when installing the knuckle.
- Torque all mounting hardware to the specified torque values.
- Torque the castle nuts to the lower torque specifications, then tighten them only far enough to align the slot with the pin hole. Do not align the castle nut by loosening.
- Install new cotter pins on the castle nuts after torquing.
- Avoid twisting the sensor wires when installing the wheel sensor.
- Before installing the brake disc, clean the mating surfaces of the front hub and the inside of the brake disc.
- Before installing the wheel, clean the mating surface of the brake disc and the inside of the wheel.
- Check the front wheel alignment, and adjust it if necessary (see page 18-4).



Lower Ball Joint Replacement

1. Remove the knuckle (see page 18-10).
2. Remove the boot by prying the set ring off.
3. Check the boot for deterioration and damage, replace if necessary.
4. Install the special tools on the ball joint and tighten the castle nut.
5. Position the special tools over the ball joint as shown, then set the assembly in a vise. Press the ball joint out of the knuckle.

BALL JOINT REMOVER/INSTALLER
07965 - SB00100

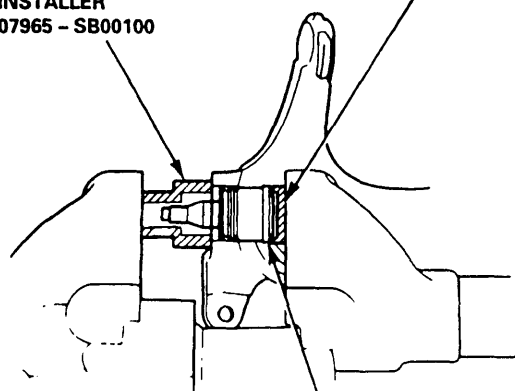


BALL JOINT REMOVER BASE
07JAF - SH20200

6. Place the ball joint in position by hand.
7. Install the special tools over the ball joint as shown, then press the ball joint in.

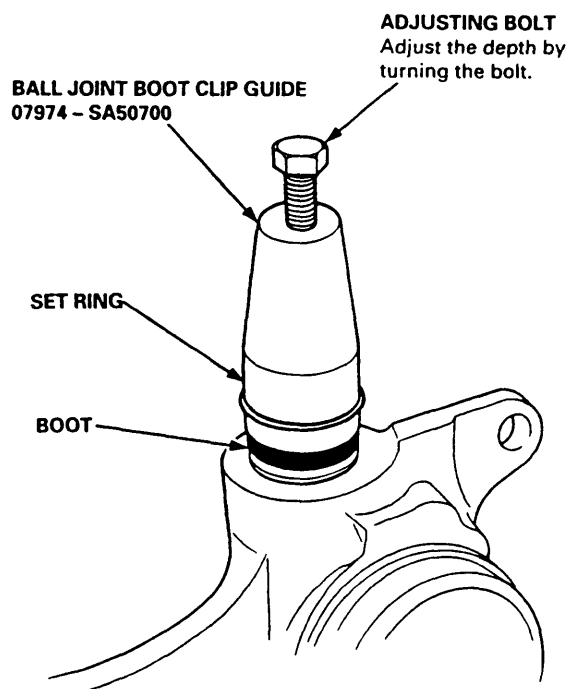
BALL JOINT REMOVER/INSTALLER
07965 - SB00100

BALL JOINT INSTALLER BASE
07965 - SB00200



BALL JOINT HOUSING SURFACE

8. Install the ball joint boot and set ring using the special tool (see page 18-16).



9. Install the knuckle in the reverse order of removal, and pay particular attention to the following items:

- Be careful not to damage the ball joint boots when installing the knuckle.
- Torque all mounting hardware to the specified torque values.
- Torque the castle nuts to the lower torque specifications, then tighten them only far enough to align the slot with the pin hole. Do not align the castle nut by loosening.
- Install new cotter pins on the castle nuts after torquing.
- Avoid twisting the sensor wires when installing the wheel sensor.
- Before installing the brake disc, clean the mating surfaces of the front hub and the inside of the brake disc.
- Before installing the wheel, clean the mating surface of the brake disc and the inside of the wheel.
- Check the front wheel alignment, and adjust it if necessary (see page 18-4).

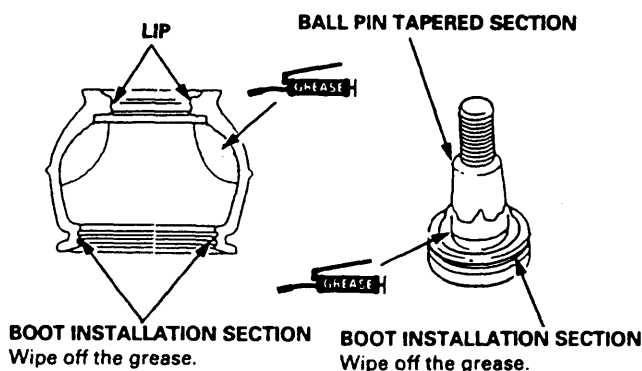
Front Suspension

Ball Joint Boot Replacement

1. Remove the set ring and the boot.

CAUTION: Do not contaminate the boot installation section with grease.

2. Pack the interior of the boot and lip with grease.



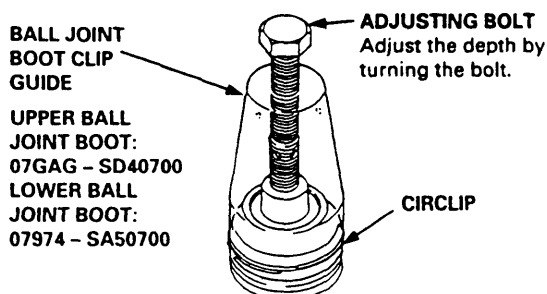
3. Wipe the grease off the sliding surface of the ball pin and pack with fresh grease.

CAUTION:

- Keep grease off the boot installation section and the tapered section of the ball pin.
- Do not allow dust, dirt, or other foreign materials to enter the boot.

4. Install the boot in the groove of the boot installation section securely, then bleed air.
5. Install the upper and lower ball joint boot set rings using the special tools as follows:

Lower ball joint: Adjust the special tool with the adjusting bolt until the end of the tool aligns with the groove on the boot. Slide the set ring over the tool and into position.

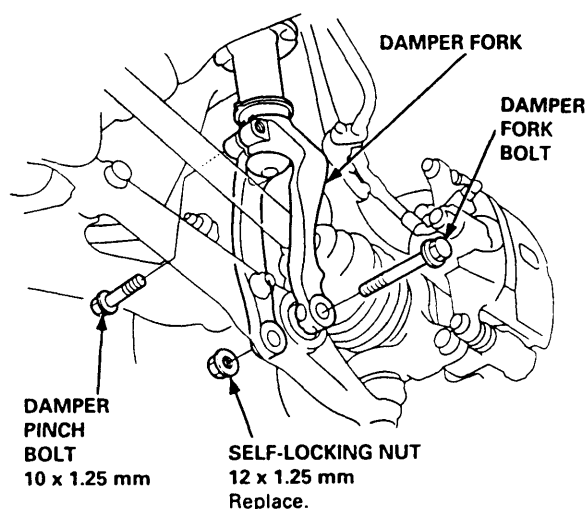


CAUTION: After installing the boot, check the ball pin tapered section for grease contamination and wipe it if necessary.

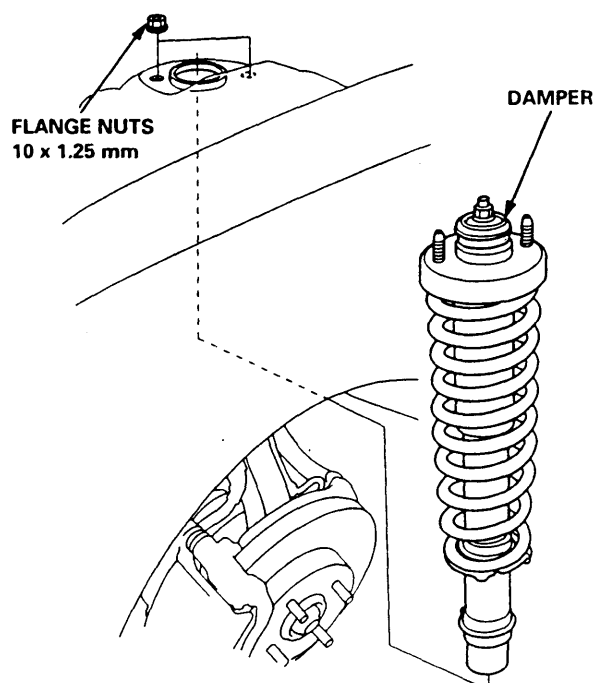
Front Damper

Removal

1. Remove the front wheels (see page 18-10).
2. Remove the damper pinch bolt from the top of damper fork.



3. Remove the damper fork bolt and self-locking nut from the bottom of the damper fork, then remove damper fork.
4. Remove the damper by removing the two nuts.



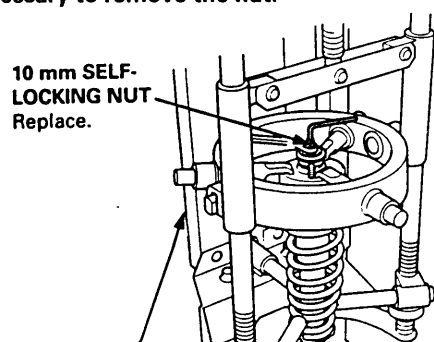


Disassembly/Inspection

Disassembly

1. Compress the damper spring with the spring compressor according to the manufacturer's instructions, then remove the self-locking nut.

CAUTION: Do not compress the spring more than necessary to remove the nut.

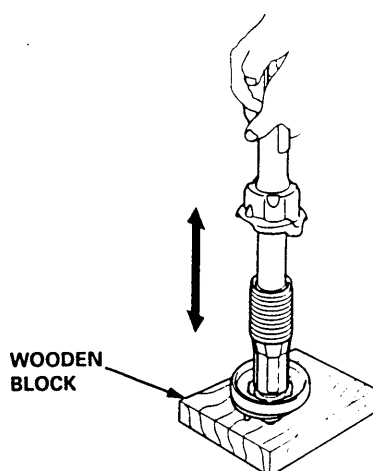


STRUT SPRING COMPRESSOR:
(Commercially available)
BRANICK® T/N 7200, T/N MST-580A,
or equivalent

2. Release the pressure from the spring compressor, then disassemble the damper as shown in the next column.

Inspection

1. Reassemble all parts, except the spring.
2. Push on the damper assembly as shown.



3. Check for smooth operation through a full stroke, both compression and extension.

NOTE: The damper should move smoothly. If it does not (no compression or no extension), the gas is leaking, and the damper should be replaced.

4. Check for oil leaks, abnormal noises or binding during these tests.

SELF-LOCKING NUT

10 x 1.25 mm
29 N·m (3.0 kgf-m, 22 lbf-ft)
Replace.

DAMPER MOUNTING WASHER

DAMPER MOUNTING RUBBER
Check for deterioration and damage.

DAMPER MOUNTING COLLAR

DAMPER MOUNTING BASE

DAMPER MOUNTING RUBBER
Check for deterioration and damage.

SPRING MOUNTING RUBBER
Check for deterioration and damage.

DAMPER SPRING
Check for weakened compression and damage.

BUMP STOP
Check for weakness and damage.

BUMP STOP PLATE

DUST COVER PLATE

DUST COVER
Check for bending and damage.

DAMPER UNIT

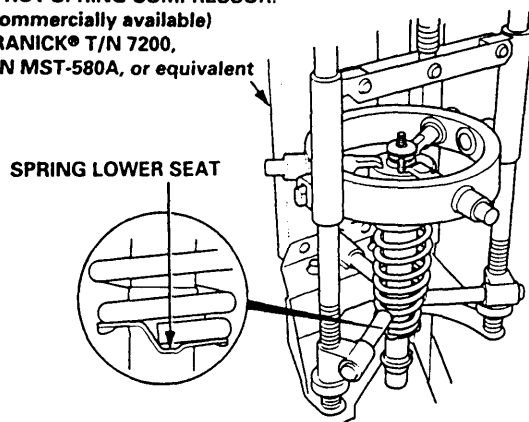
Front Damper

Reassembly

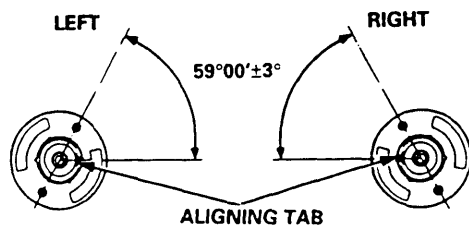
1. Install the damper unit on a spring compressor.
2. Assemble the damper in reverse order of removal except the damper mounting washer and self locking nut.

NOTE: Align the bottom of damper spring and spring lower seat as shown.

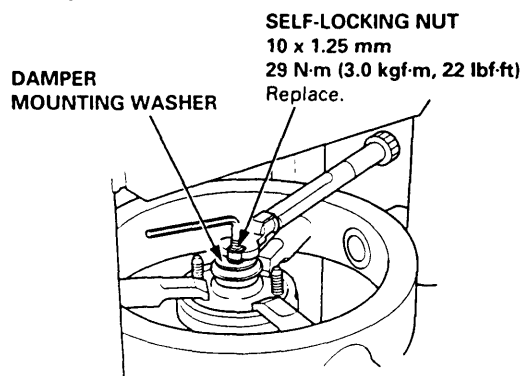
STRUT SPRING COMPRESSOR:
(Commercially available)
BRANICK® T/N 7200,
T/N MST-580A, or equivalent



3. Position the damper mounting base on the damper unit as shown.



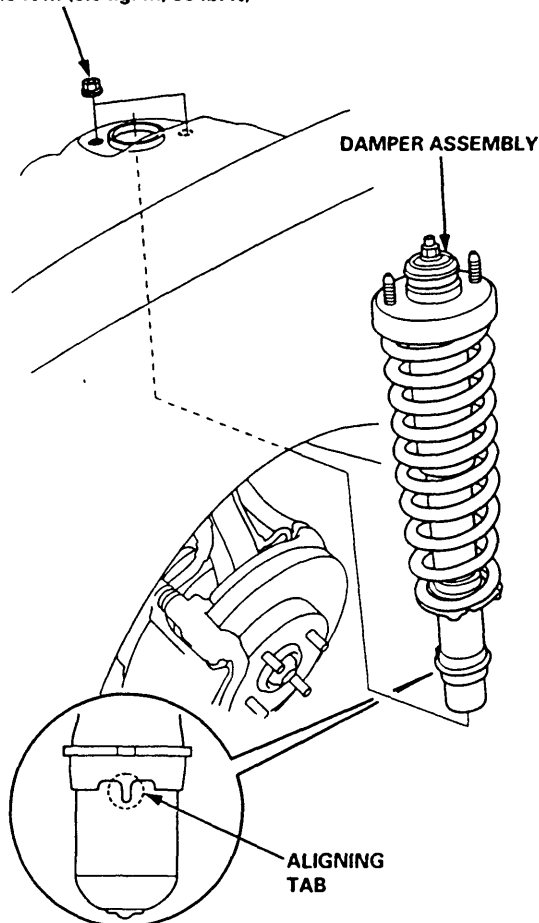
4. Compress the damper spring.
5. Install the damper mounting rubber, damper mounting washer and a new 10 mm self-locking nut.
6. Hold the damper shaft and tighten the 10 mm self-locking nut.



Installation

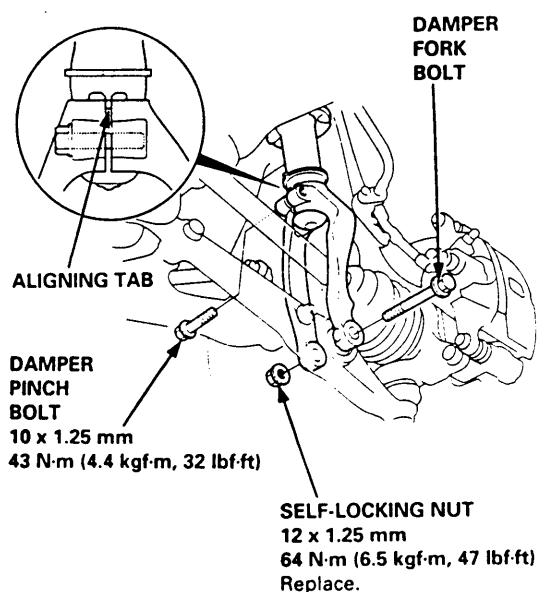
1. Loosely install the damper on the frame with the aligning tab facing inside, then loosely install the two flange nuts.

FLANGE NUT
10 x 1.25 mm
49 N·m (5.0 kgf·m, 36 lbf·ft)





2. Install the damper fork over the driveshaft and onto the lower arm. Install the front damper in the damper fork so the aligning tab is aligned with the slot in the damper fork.



3. Loosely install the damper pinch bolt on the top of the damper fork.
4. Loosely install the damper fork bolt and a new self-locking nut on the bottom of the damper fork.
5. Raise the knuckle with a floor jack until the vehicle just lifts off the safety stand.

⚠ WARNING The floor jack must be securely positioned or personal injury may result.

6. Tighten the damper pinch bolt.
7. Tighten the damper fork bolt and self-locking nut.
8. Tighten the flange nuts on top of the damper.
9. Install the brake hose mounts with the brake hose mounting bolts.
10. Install the front wheel.

Rear Suspension

Suspension Arms Replacement

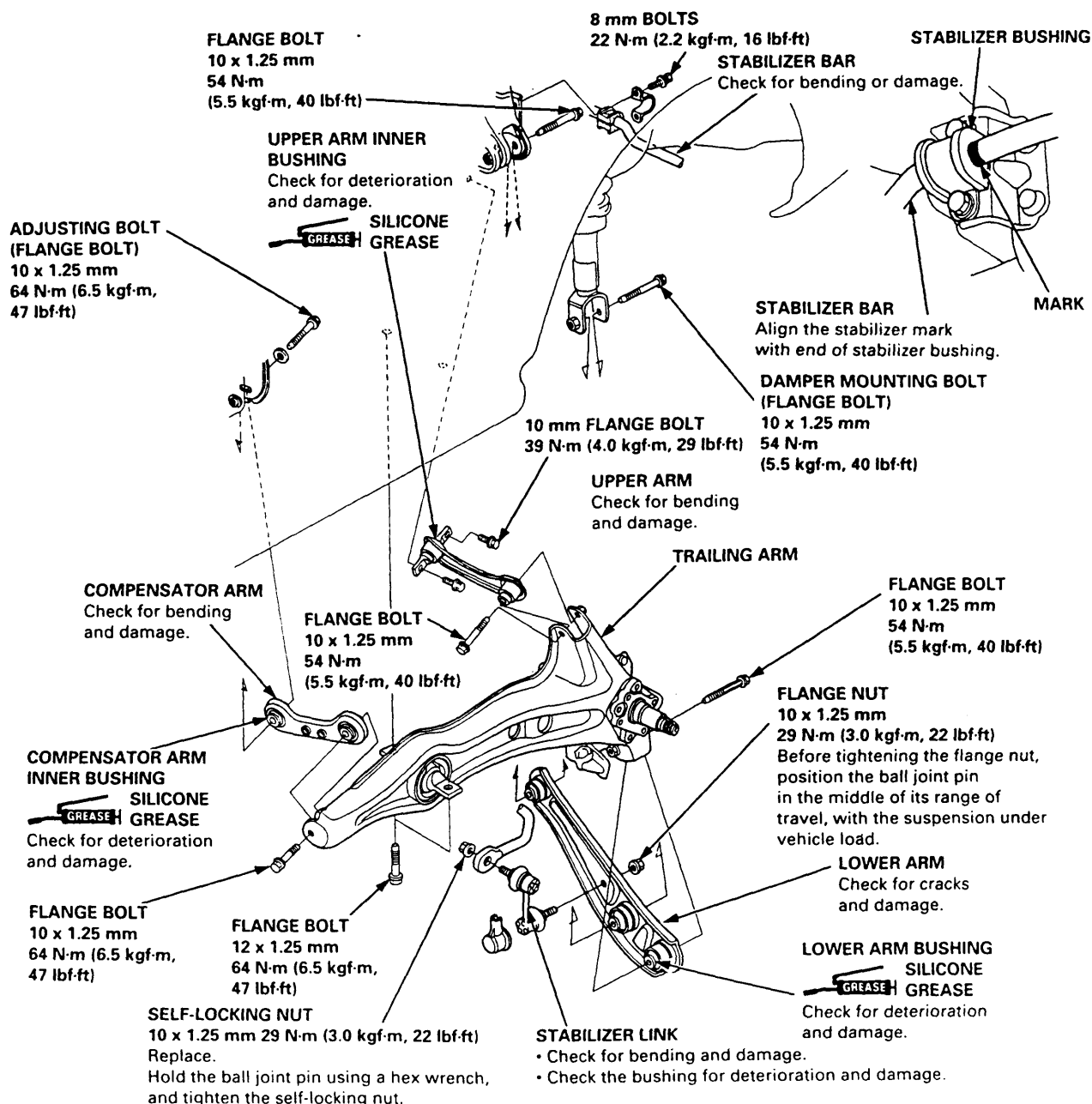
WARNING When the suspension arms are to be removed, place additional weight in the trunk before hoisting. When substantial weight is removed from the rear of the vehicle, the center of gravity may change causing the vehicle to tip forward.

CAUTION:

- Replace the self-locking nuts after removal.
- The vehicle should be on the ground before any bolts or nuts connected to rubber mounts or bushings are tightened.

NOTE:

- Make sure the toe adjusting bolts on the compensator arm are installed in the same direction.
- "↑ UP L" or "↑ UP LH G" or "↑ UP LK" or "↑ UP LS" is stamped on the left upper arm and "↑ UP R" or "↑ UP RH G" or "↑ UP RK" or "↑ UP RS" on the right upper arm.
- The right and left compensator arm are symmetrical. Install so the "↑ UP" mark stamped side faces forward.
- After installing the suspension arm, check the rear wheel alignment, and adjust if necessary (see page 18-4).

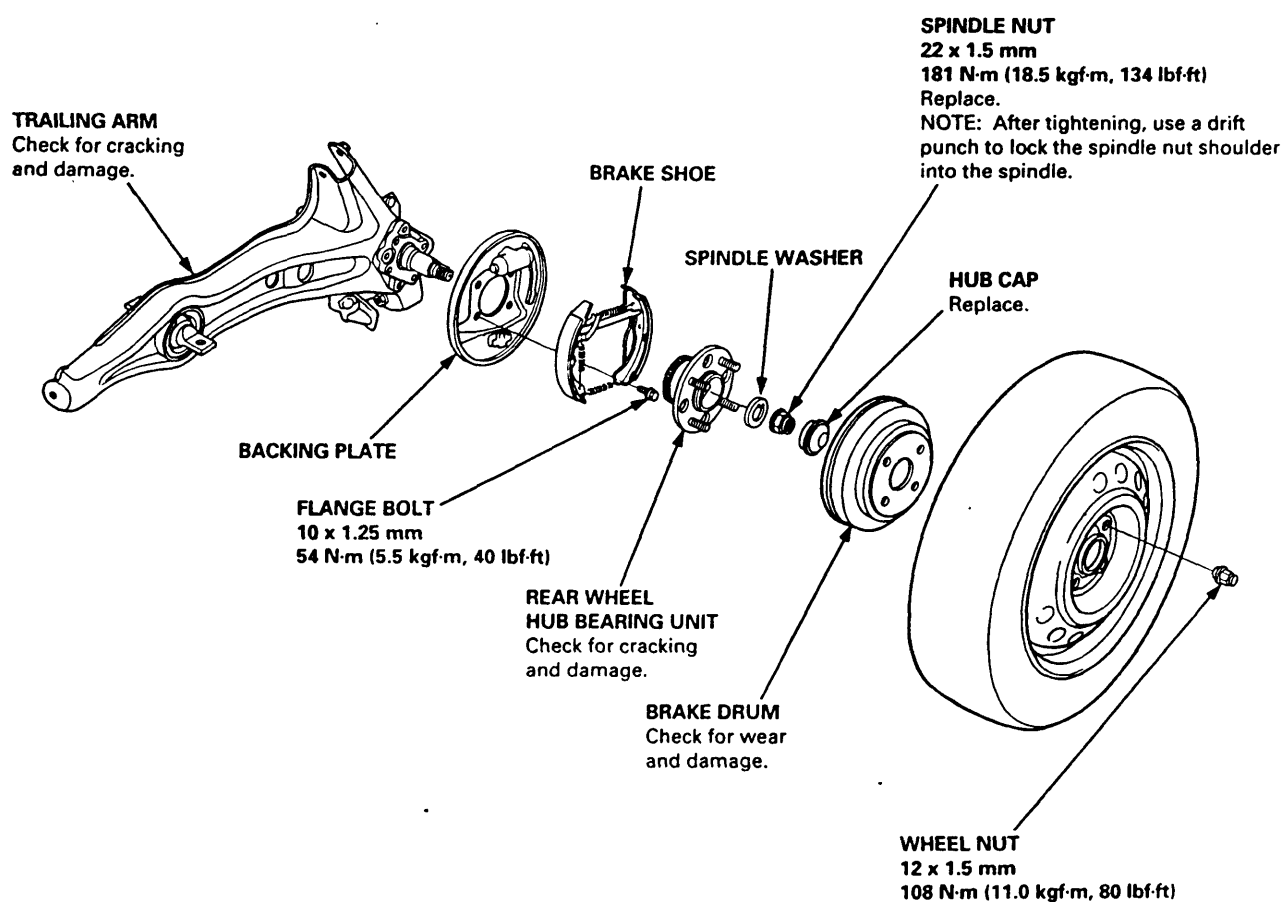




Hub Bearing Unit Replacement

NOTE:

- Use only genuine Honda wheel weights for aluminum wheels. Non-genuine wheel weights may corrode and damage the aluminum wheels.
- On the aluminum wheels, remove the center cap from the inside of the wheel after removing the wheel.
- Before installing the brake drum, clean the mating surfaces of the rear hub and the brake drum.
- Before installing the wheel, clean the mating surfaces of the brake drum and wheel.



(cont'd)

Rear Suspension

Hub Bearing Unit Replacement (cont'd)

1. Loosen the wheel nuts slightly.
2. Raise the rear of vehicle, and support it with safety stands in the proper locations (see section 1).
3. Remove the wheel nuts and rear wheel.

SPINDLE NUT

22 x 1.5 mm

181 N-m (18.5 kgf-m, 134 lbf-ft)

Replace.

NOTE: After tightening, use a drift to stake the spindle nut shoulder against the spindle.

HUB CAP

Replace.

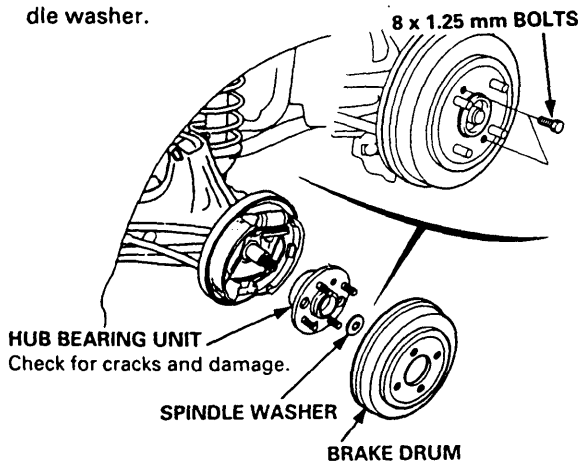
NOTE: Take care not to damage the hub bearing unit on disassembly.

WHEEL NUT

12 x 1.5 mm

108 N-m (11.0 kgf-m, 80 lbf-ft)

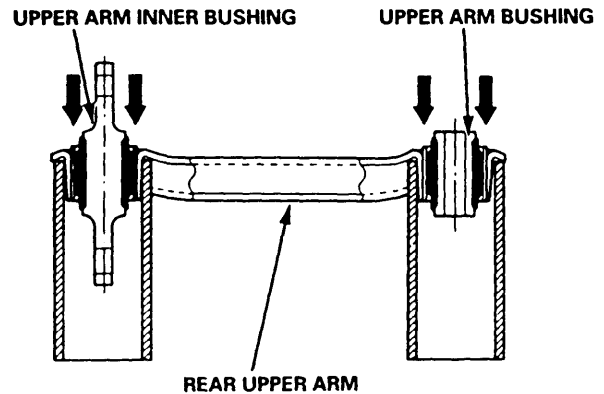
4. Pull the parking brake lever up.
5. Remove the hub cap.
6. Raise the locking tab on the spindle nut, then remove the nut.
7. Release the parking brake lever.
8. Remove the brake drum, hub bearing unit and spindle washer.



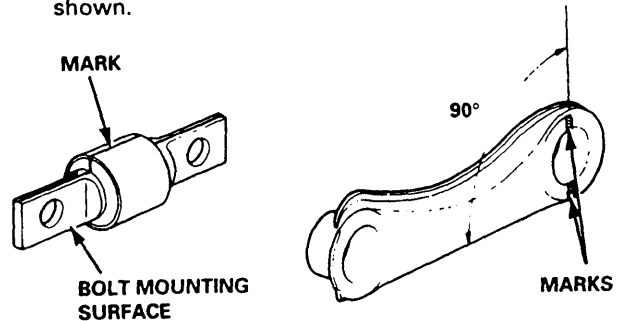
9. Screw two 8 x 1.25 mm bolts into the drum to push it away from the hub bearing unit.
NOTE: Turn each bolt two turns at a time to prevent cocking the drum excessively.
10. Install in the reverse order of removal.

Upper Arm Bushing Replacement

1. Remove the upper arm bushing and inner bushing as shown.

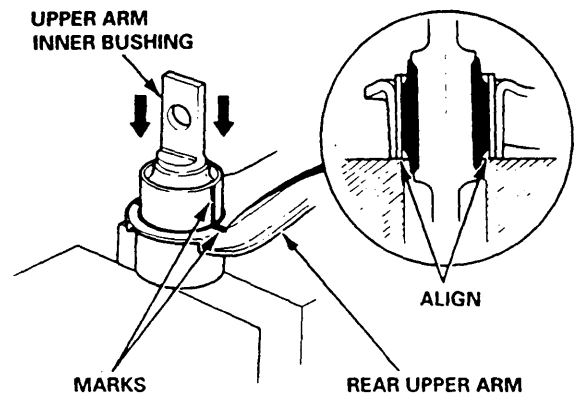


2. Mark a scribe line on the upper arm inner bushing so that it is in line with the bolt mounting surface.
3. Mark on the upper arm at two points so that they are in line and make a right angle with the arm as shown.



4. Drive in the upper arm inner bushing with the marks aligned.
5. Drive the upper arm bushing into the upper arm.

NOTE: Drive in the upper arm bushing and inner bushing until their leading edges are flush with the upper arm.

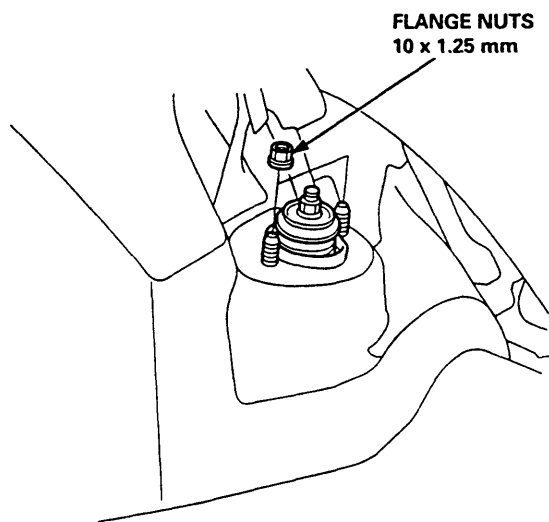


Rear Damper

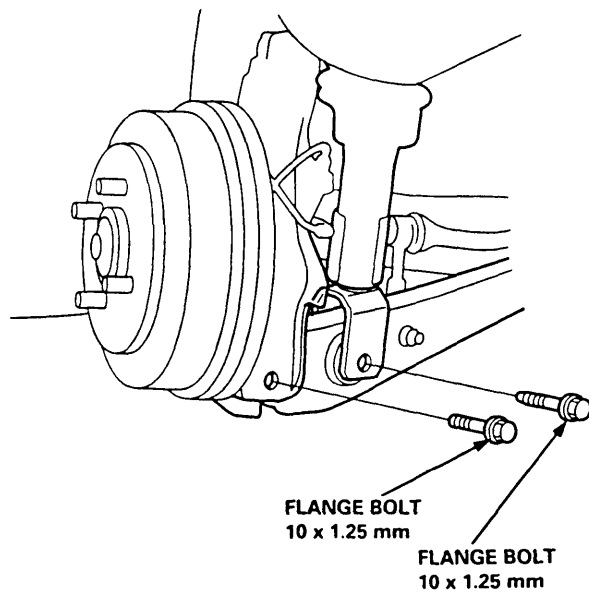


Removal

1. Remove the rear wheels (see page 18-22).
2. Remove the trunk side panel (see section 20).
3. Remove the two flange nuts.

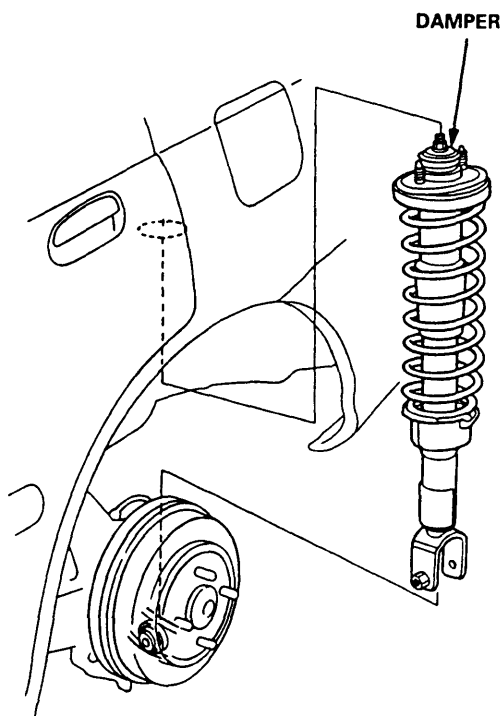


4. Remove the flange bolt from the damper.



5. Remove the flange bolt that connects the lower arm to the trailing arm.

6. Lower the rear suspension, and remove the damper.



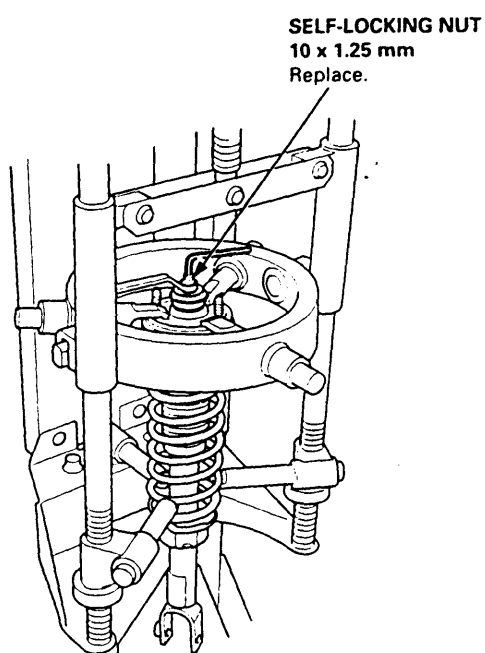
Rear Damper

Disassembly/Inspection

Disassembly

1. Compress the damper spring with the spring compressor according to the manufacturer's instructions, then remove the self-locking nut.

CAUTION: Do not compress the spring more than necessary to remove the self-locking nut.

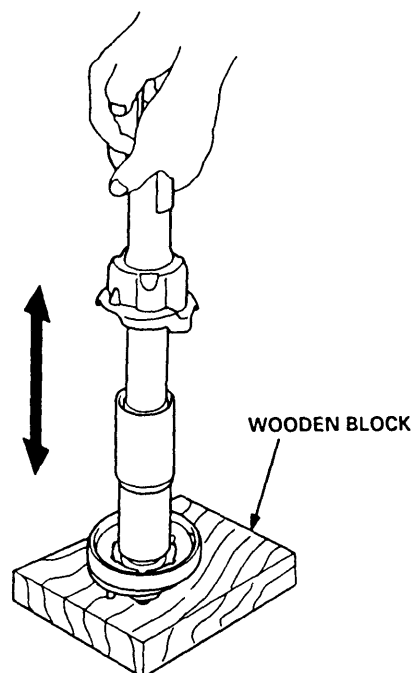


STRUT SPRING COMPRESSOR:
(Commercially available)
BRANICK® T/N 7200, T/N MST-580A,
or equivalent

2. Release the pressure from the spring compressor, then disassemble the damper as shown on page 18-25.

Inspection

1. Reassemble all parts, except the spring.
2. Push on the damper as shown.



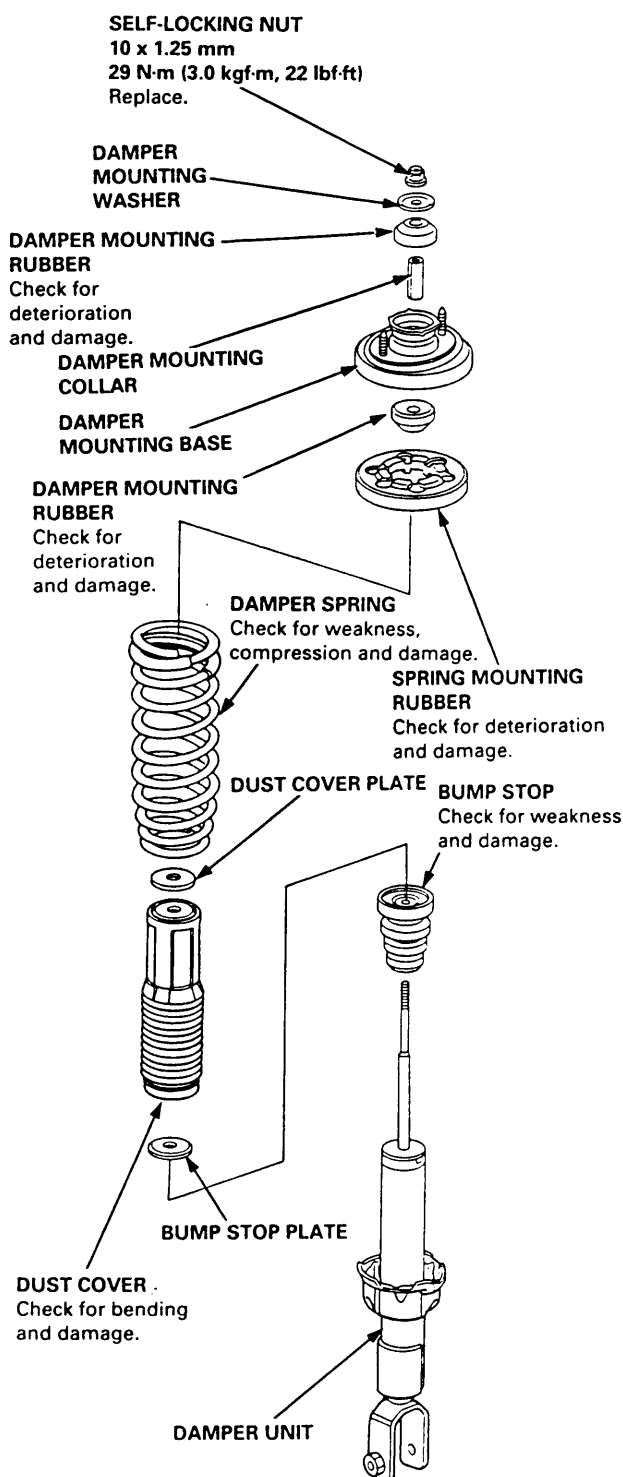
3. Check for smooth operation through a full stroke, both compression and extension.

NOTE: The damper should move smoothly. If it does not (no compression or no extension), the gas is leaking, and the damper should be replaced.

4. Check for oil leaks, abnormal noises and binding during these tests.



Reassembly



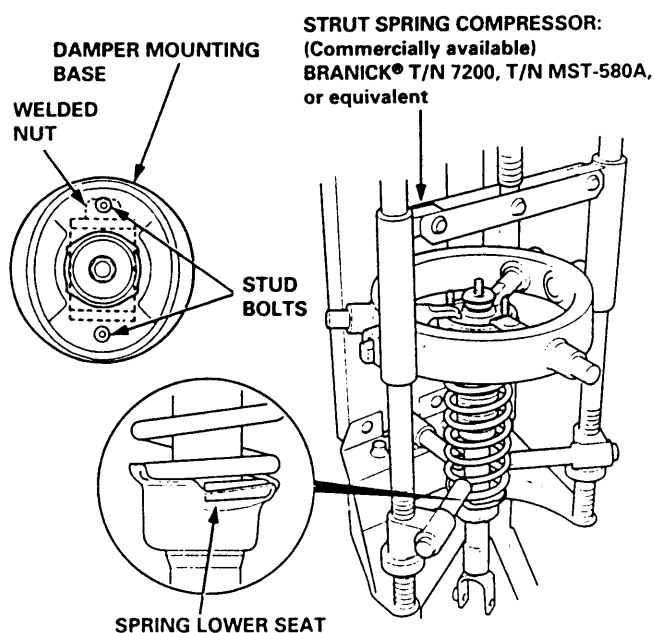
1. Install the damper unit on a spring compressor.

NOTE: Follow the manufacturer's instructions.

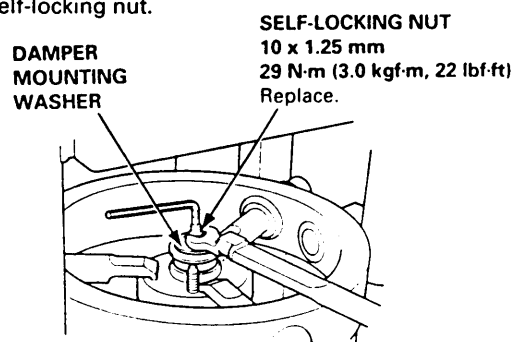
2. Assemble the rear damper in reverse order of disassembly except the damper mounting washer and self-locking nut.

NOTE: Align the bottom of damper spring and spring lower seat as shown.

3. Position the damper mounting base on the damper unit as shown.



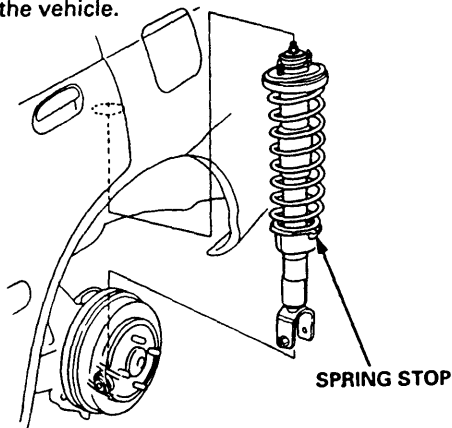
4. Compress the damper spring with the spring compressor.
5. Install the damper mounting washer, and loosely install a new self-locking nut.
6. Hold the damper shaft with a hex wrench and tighten the self-locking nut.



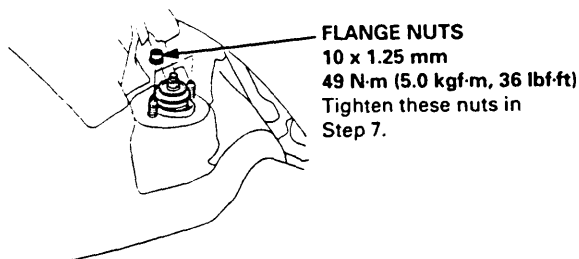
Rear Damper

Installation

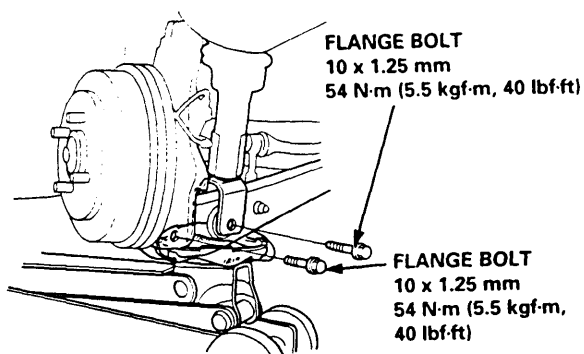
1. Lower the rear suspension, and position the damper with the spring stop pointed toward the left side of the vehicle.



2. Loosely install the two flange nuts.



3. Loosely install the flange bolt.



4. Raise the rear suspension with a floor jack until the vehicle just lifts off the safety stand.

⚠ WARNING The floor jack must be securely positioned or personal injury may result.

5. Tighten the flange bolt.
6. Tighten the two flange nuts on top of the damper to the specified torque.
7. Check the rear wheel alignment and adjust if necessary (see page 18-4).