

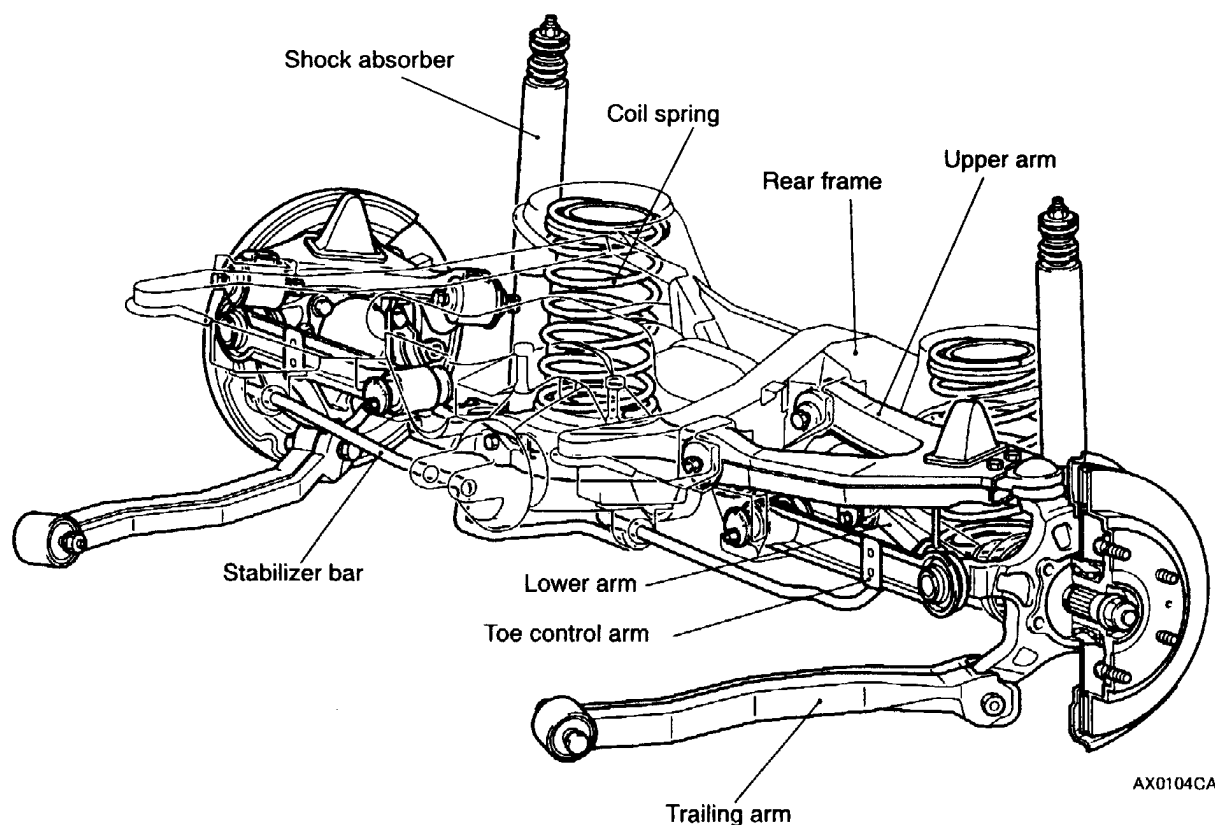
GENERAL INFORMATION

A multi-link type double wishbone independent suspension has been adopted as the rear suspension. Because the left and right wheels move independently with almost no change in tyre posture, the tyres contact the ground firmly, providing excellent steering stability as well as offering improved riding comfort.

COIL SPRING

Items	Short wheelbase- 2500(GL)	Except short wheelbase- 2500(GL)	Long wheelbase
Wire diameter × outer diameter × free length mm	16 × 133 × 330	16 × 134 × 336	18 × 134 × 337

CONSTRUCTION DIAGRAM



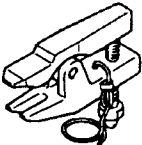
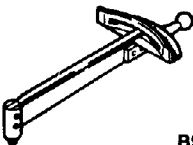
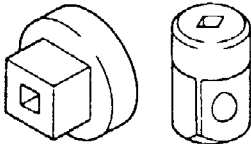
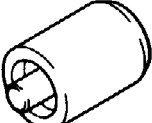
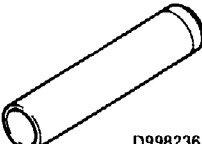
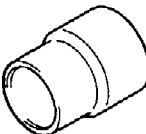
SERVICE SPECIFICATIONS

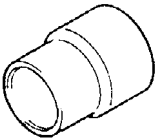
Items		Standard value
Toe-in	At the centre of tyre tread mm	3 ± 3
	Toe-angle (per wheel)	$0^{\circ} 06' \pm 0^{\circ} 06'$
Camber		$0^{\circ} \pm 30'$ *
Thrust angle		$0^{\circ} \pm 9'$
Upper arm ball joint rotation torque N·m		0.5 – 3.0
Stabilizer link ball joint turning torque N·m		0.5 – 2.0
Toe control arm ball joint turning torque N·m		1.0 – 2.5

NOTE

*: difference between right and left wheels: less than 30'

SPECIAL TOOLS

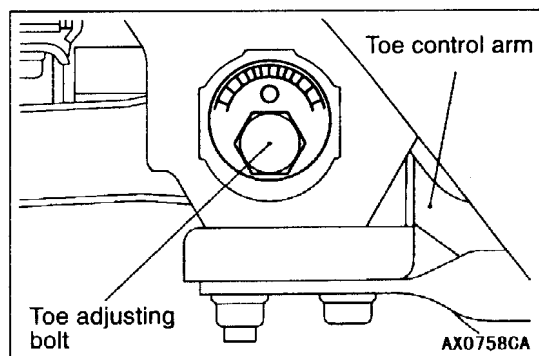
Tool	Number	Name	Use
 B991113	MB990635, MB991113 MB991406 or	Steering linkage puller	Ball joint and knuckle disconnection
 B990968	MB990968	Torque wrench	Upper arm ball joint, lower arm ball joint and stabilizer link ball joint rotation starting torque measurement
 B990326	MB990326	Preload socket	
 B990880	MB990881	Rear suspension bushing arbor	Lower arm bushing removal and press-fitting
 D998236	MD998236	Output shaft bearing installer	Trailing arm bushing removal and press-fitting
 B990799	MB990799	Ball joint remover and installer	Upper arm ball joint dust cover press-in

Tool	Number	Name	Use
 B990799	MB990800	Ball joint remover and installer	Toe control arm ball joint dust cover press-in

ON-VEHICLE SERVICE

WHEEL ALIGNMENT CHECK AND ADJUSTMENT

1. The rear suspension, wheels and tyres should be serviced to normal condition prior to measurement of wheel alignment.
2. Measure the wheel alignment with the vehicle parked on a level surface.



TOE-IN

Standard value:

At the centre of tyre tread 3 ± 3 mm

Toe angle (per wheel) $0^{\circ}06' \pm 06'$

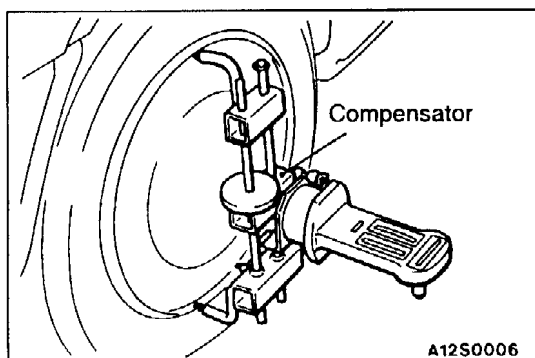
Исправлено, согласно письму MMSE
After Sales Service - Field Service от 10/07/2000

If toe-in is not within the standard value, adjust by following procedures.

- (1) Be sure to adjust the camber before making toe adjustment.
- (2) Carry out adjustment by turning the toe adjusting bolt (toe control arm mounting bolt which faces the inside of the body).

Left wheel: Turning clockwise (–) toe-in

Right wheel: Turning clockwise (+) toe-in

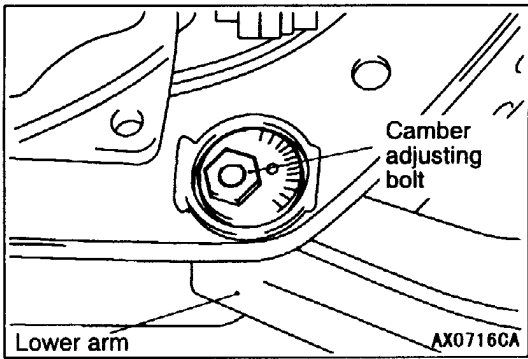


CAMBER

Use the compensator to measure camber.

Standard value:

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



If camber is not within the standard value, adjust by following procedures.

- (1) Carry out adjustment by turning the camber adjusting bolt of the lower arm.

Left wheel: Turning clockwise (-) camber

Right wheel: Turning clockwise (+) camber

- (2) After adjusting the camber, the toe should be adjusted.

BALL JOINT DUST COVER CHECK

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 ball joint assembly, toe control arm ball joint assembly or the stabilizer link.

NOTE

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