
REAR SUSPENSION

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34109000077

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GENERAL INFORMATION

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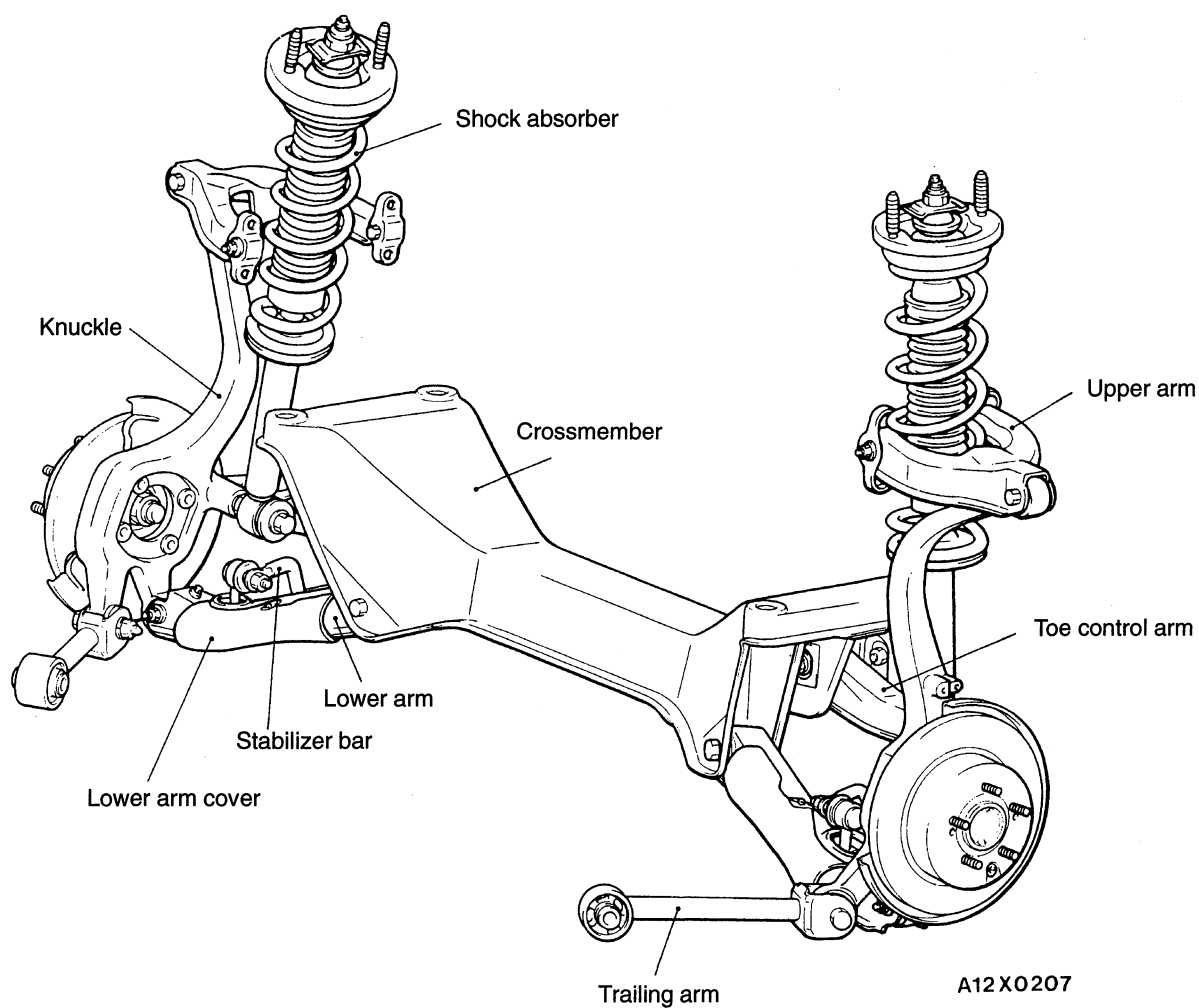
A newly-developed multi-link type of suspension has been adopted for the rear suspension. The layout of each arm and the rigidity balance of each

bushing have been rationalized to provide both excellent steering stability and riding comfort.

COIL SPRING

Items	Specifications
Wire dia. × O.D. × free length mm	10.9 × 63.9–105.9 × 317.0

CONSTRUCTION DIAGRAMS



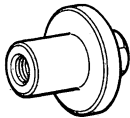
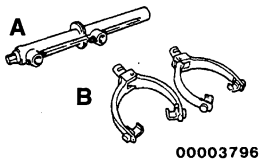
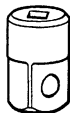
SERVICE SPECIFICATIONS

34100030099

Items		Specifications
Toe-in	At the centre of tyre tread mm	3±3
	Toe-angle (per wheel)	0°09'±0°09'
Camber		-1°20'±30'
Dimension for positioning upper arm bracket mm		37.2±2
Toe control arm ball joint starting torque Nm		0.1–2.65
Stabilizer link ball joint starting torque Nm		0.5–1.5

SPECIAL TOOLS

34100060074

Tool	Number	Name	Use
	MB991004	Wheel alignment gauge attachment	Wheel alignment measurement
 00003796	A: MB991237 B: MB991239	A: Spring compressor body B: Arm set	Coil spring removal and installation
	MB991113	Steering linkage puller	Ball joint disconnection
	MB990326	Preload socket	Ball joint starting torque check
	MB990800	Ball joint remover and installer	Dust cover installation

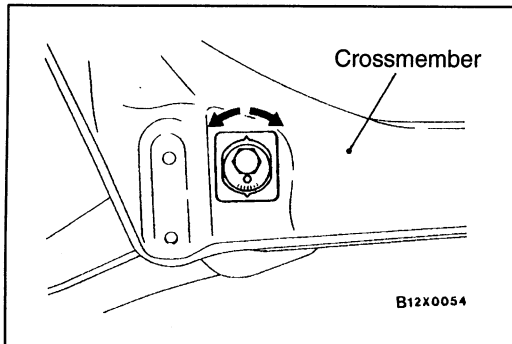
ON-VEHICLE SERVICE

33100100083

REAR WHEEL ALIGNMENT CHECK AND ADJUSTMENT

Measure wheel alignment with alignment equipment on level ground.

The rear suspension and wheels should be serviced to the normal condition prior to wheel alignment.

**TOE-IN**

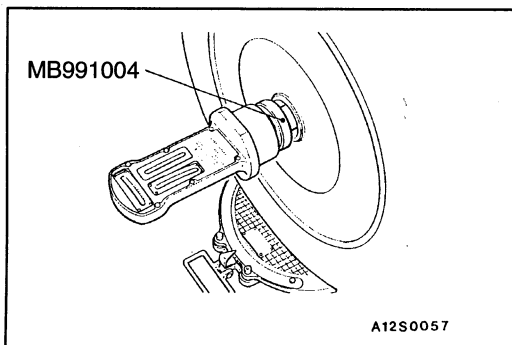
Standard value: 3 ± 3 mm

Turn the toe control arm mounting bolt to the left or right by equal amounts to adjust.

L.H.: Turning clockwise toe-out direction

R.H.: Turning clockwise toe-in direction

Furthermore, toe adjustment can be made at graduations of approximately 1.3 mm.

**CAMBER**

Standard value: $-1^{\circ}20' \pm 30'$

NOTE

1. Camber is preset at the factory and can not be adjusted.
2. If camber is not within the standard value, check and replace bent or damaged parts.
3. For vehicles with aluminium type wheels, attach the camber/caster/kingpin gauge to the drive shaft by using the special tool. Tighten the special tool to the same torque [196–255 Nm] as the drive shaft nut.

Caution

Never subject the wheel bearings to the vehicle load when the drive shaft nuts are loosened.

REAR SUSPENSION ASSEMBLY

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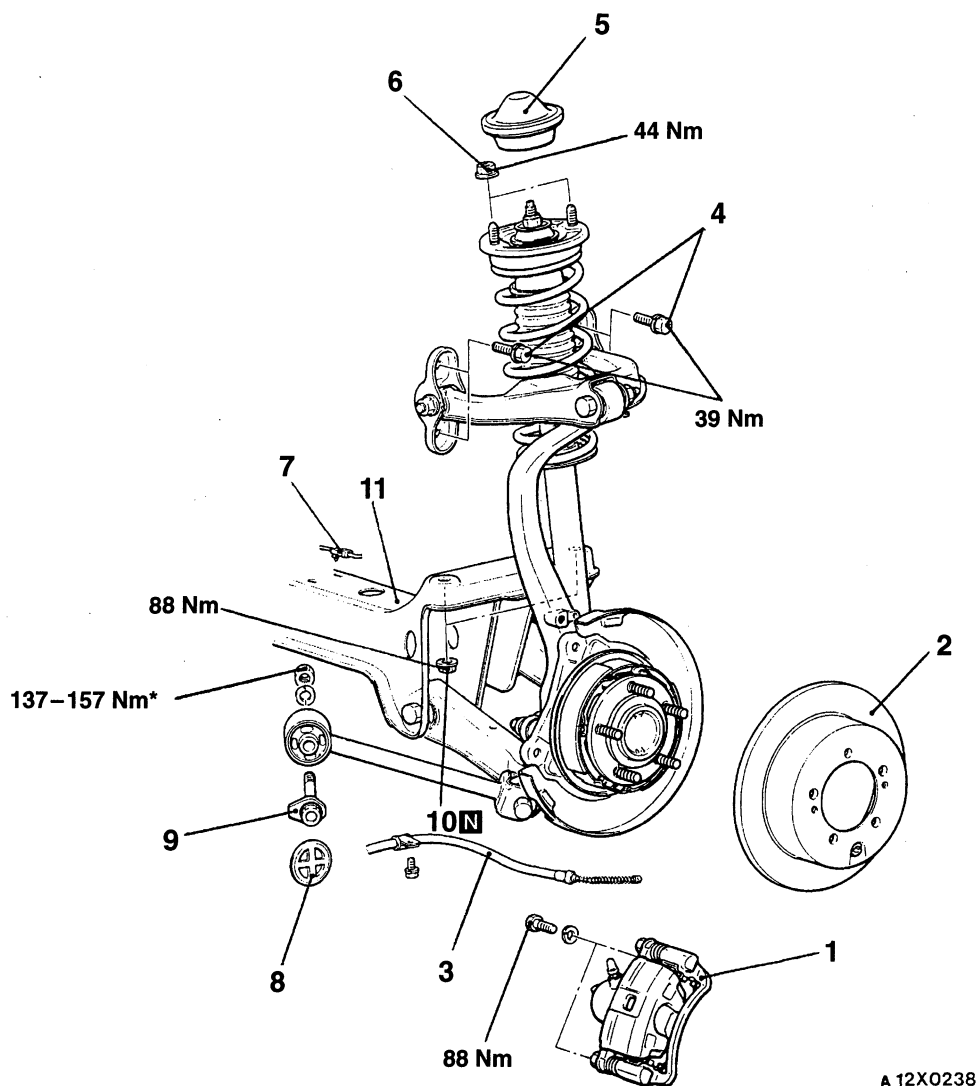
REMOVAL AND INSTALLATION

Pre-removal Operation

- Service Lid Removal (Refer to GROUP 52A–Trims)
- Rear Crossmember Under Cover Panel Removal
- Center Exhaust Pipe Removal (Refer to GROUP 15)

Post-installation Operation

- Center Exhaust Pipe Installation (Refer to GROUP 15.)
- Service Lid Installation (Refer to GROUP 52A–Trims.)
- Parking Brake Lever Stroke Check (Refer to GROUP 36–On-vehicle Service.)
- Wheel Alignment Check and Adjustment (Refer to P.34-4.)



A 12X0238

Removal steps

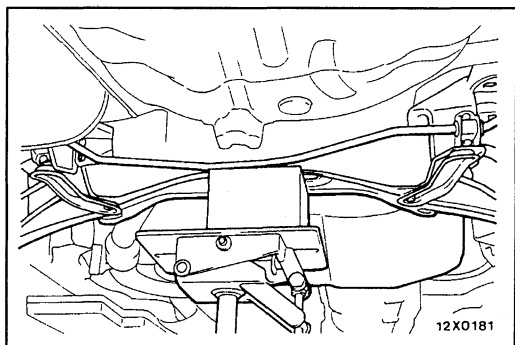
1. Brake caliper assembly
2. Brake disc
3. Parking brake cable end (Refer to GROUP 36)
4. Upper arm bracket mounting bolts
5. Cap
6. Shock absorber mounting nuts
7. Rear wheel-speed sensor connector
8. Grommet



9. Trailing arm mounting bolt
10. Crossmember mounting self-locking nuts
11. Rear suspension assembly

Caution

* : indicates parts which should be temporarily tightened, and then fully tightened with the vehicles on the ground in the unladen condition.

**REMOVAL SERVICE POINT****◀A▶ CROSSMEMBER MOUNTING SELF-LOCKING NUT
REMOVAL**

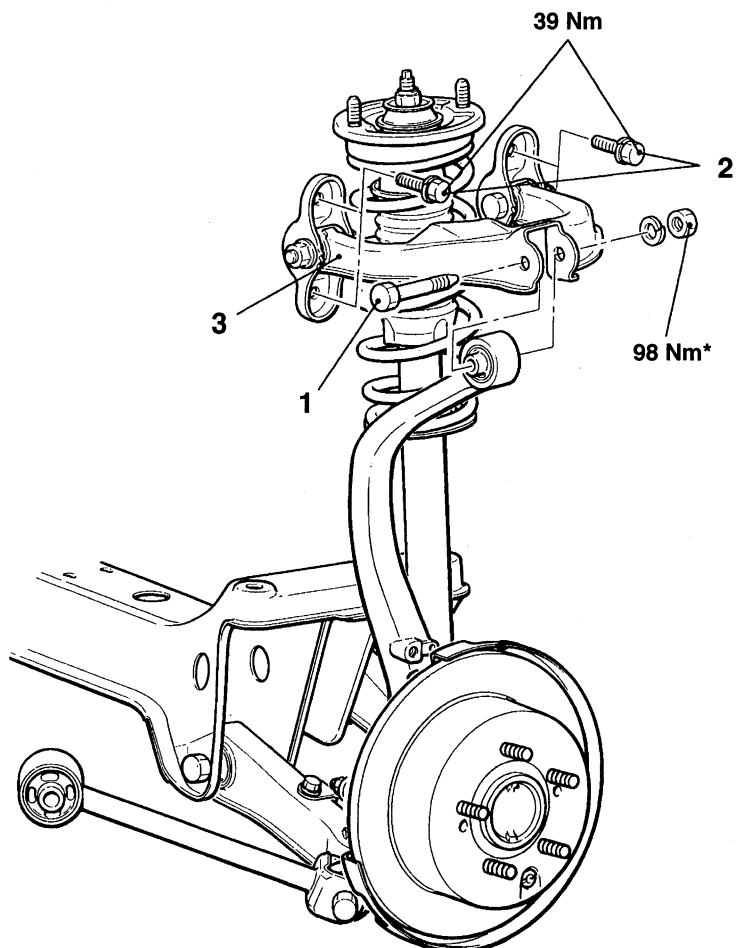
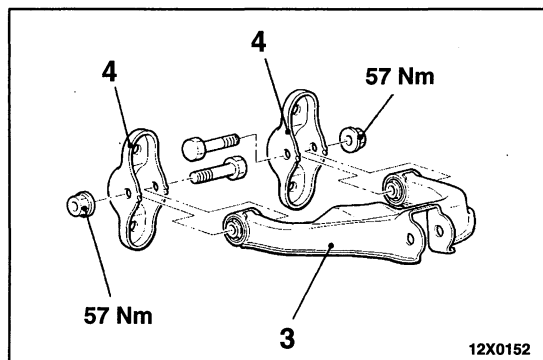
After supporting the crossmember with a transmission jack, remove the crossmember mounting nuts.

UPPER ARM ASSEMBLY REMOVAL AND INSTALLATION

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Post-installation Operation

- Wheel Alignment Check and Adjustment (Refer to P.34-4.)



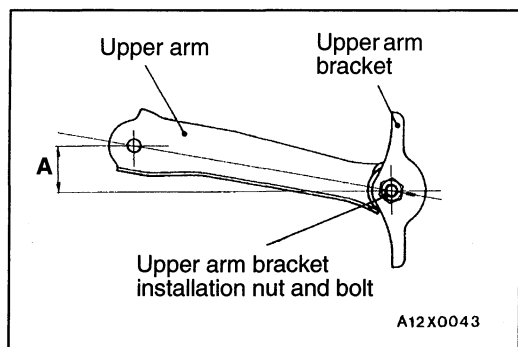
Removal steps

1. Upper arm and knuckle connecting bolt
2. Upper arm assembly mounting bolts
3. Upper arm assembly
4. Upper arm bracket



Caution

* : Indicates parts which should be temporarily tightened, and then fully tightened with the vehicles on the ground in the unladen condition.



INSTALLATION SERVICE POINT

►A◄ UPPER ARM BRACKET INSTALLATION

Tighten the upper arm bracket installation nut and bolt so that the dimension shown in the illustration is at the standard value.

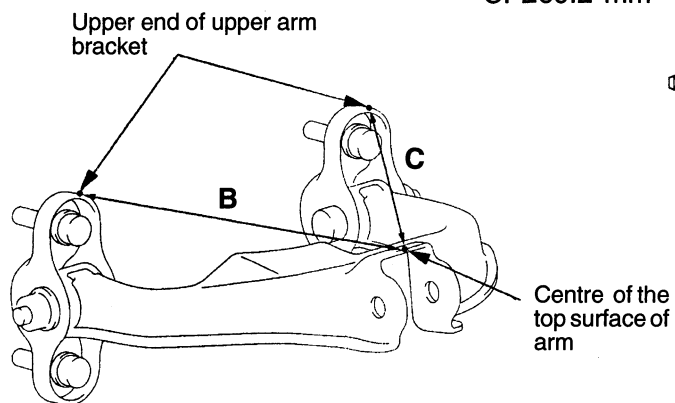
Standard value (A) : 37.2 ± 2 mm

NOTE

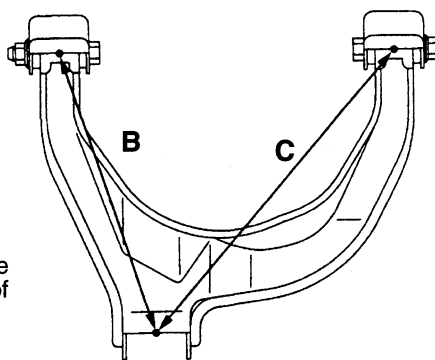
If the upper arm bracket is installed with the former-mentioned standard value, the reference dimension is determined as follows;

B: 213.5 mm

C: 269.2 mm



12X0204



12X0201

00004393

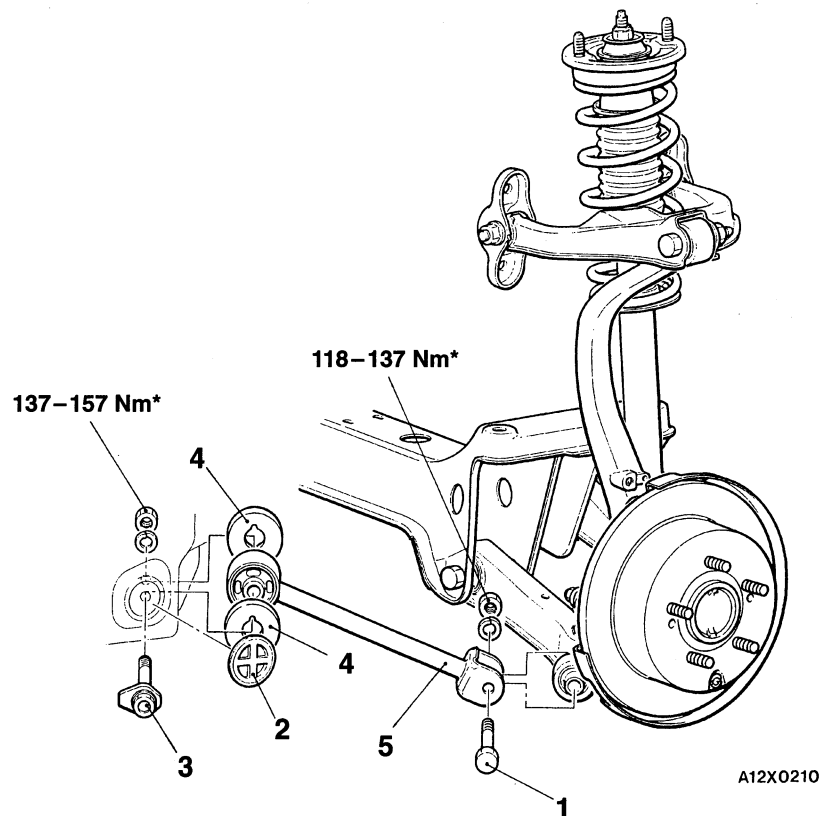
TRAILING ARM ASSEMBLY

34100420087

REMOVAL AND INSTALLATION

Post-installation Operation

- Wheel Alignment Check and Adjustment (Refer to P.34-4.)



Removal steps

1. Knuckle and trailing arm assembly connecting bolt
2. Grommet
3. Trailing arm assembly mounting bolt
4. Stopper
5. Trailing arm assembly

Caution

* : Indicates parts which should be temporarily tightened, and then fully tightened with the vehicles on the ground in the unladen condition.

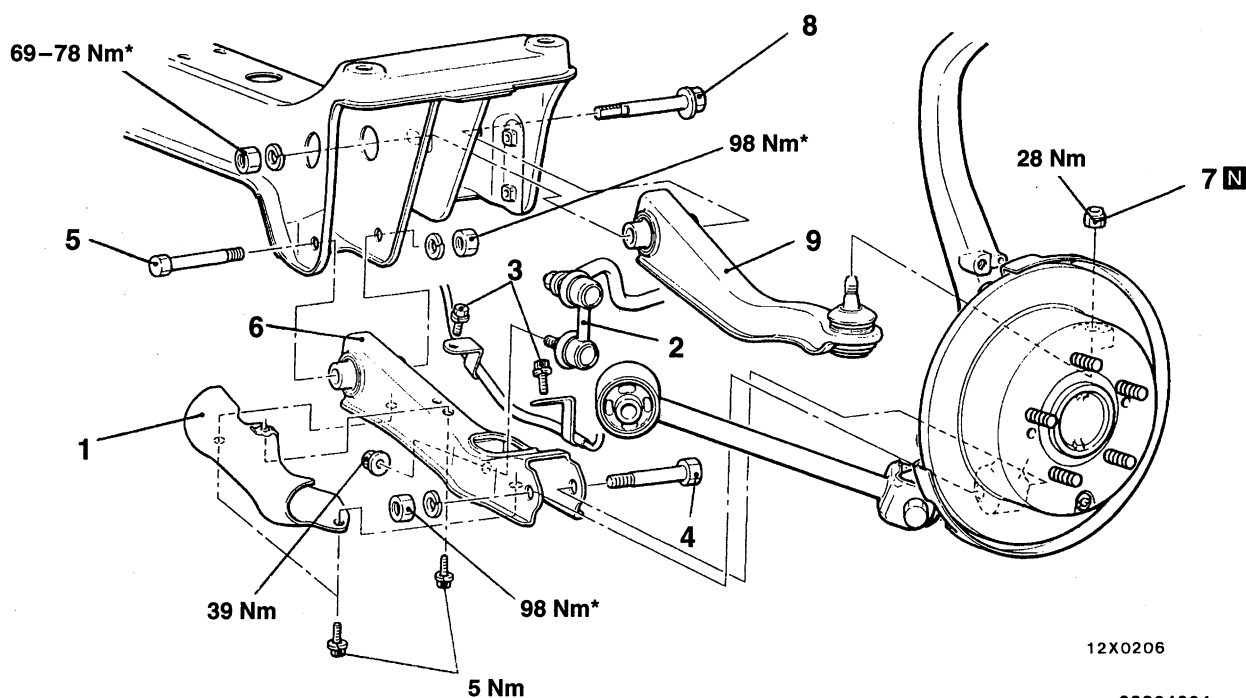
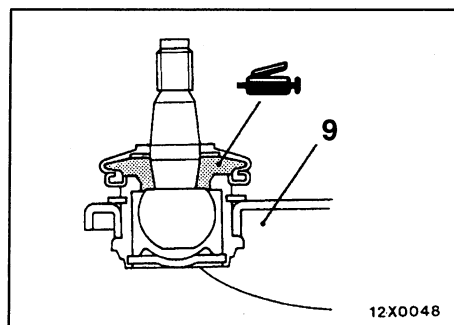
LOWER ARM AND TOE CONTROL ARM ASSEMBLIES

34100450062

REMOVAL AND INSTALLATION

Post-installation Operation

- Wheel Alignment Check and Adjustment (Refer to P.34-4.)



Lower arm assembly removal steps

1. Lower arm cover
2. Stabilizer link ball joint and lower arm connection
3. ABS wheel-speed sensor clamp bolts
4. Lower arm assembly and knuckle connecting bolt
5. Lower arm assembly mounting bolt
6. Lower arm assembly

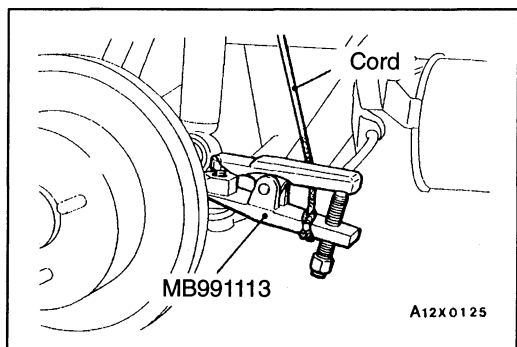


Toe control arm assembly removal steps

7. Toe control arm ball joint and knuckle connection
8. Toe control arm assembly mounting bolt
9. Toe control arm assembly

Caution

* : Indicates parts which should be temporarily tightened, and then fully tightened with the vehicles on the ground in the unladen condition.

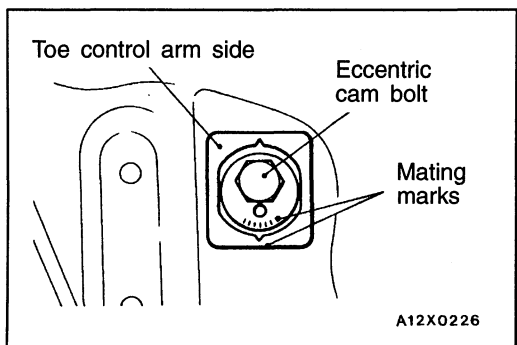


REMOVAL SERVICE POINTS

◀A▶ TOE CONTROL ARM BALL JOINT AND KNUCKLE DISCONNECTION

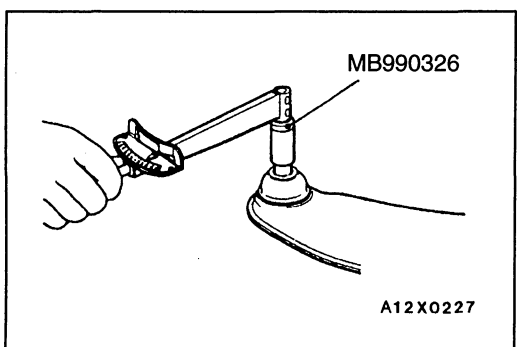
Caution

1. Be sure to tie the cord to the special tool to a nearby part.
2. Loosen the nut but do not remove it.



◀B▶ TOE CONTROL ARM ASSEMBLY MOUNTING BOLT REMOVAL

Make mating marks on the toe control arm and eccentric cam bolt before removing the bolt.

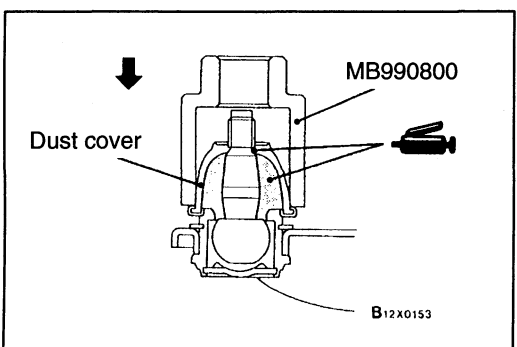


INSPECTION

34100460065

BALL JOINT STARTING TORQUE CHECK

Standard value: 0.1–2.65 Nm



TOE CONTROL ARM BALL JOINT DUST COVER REPLACEMENT

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- (1) Remove the dust cover.
- (2) Apply multipurpose grease to the lip and inside of the dust cover.
- (3) Drive in the dust cover with the special tool until it is fully seated.

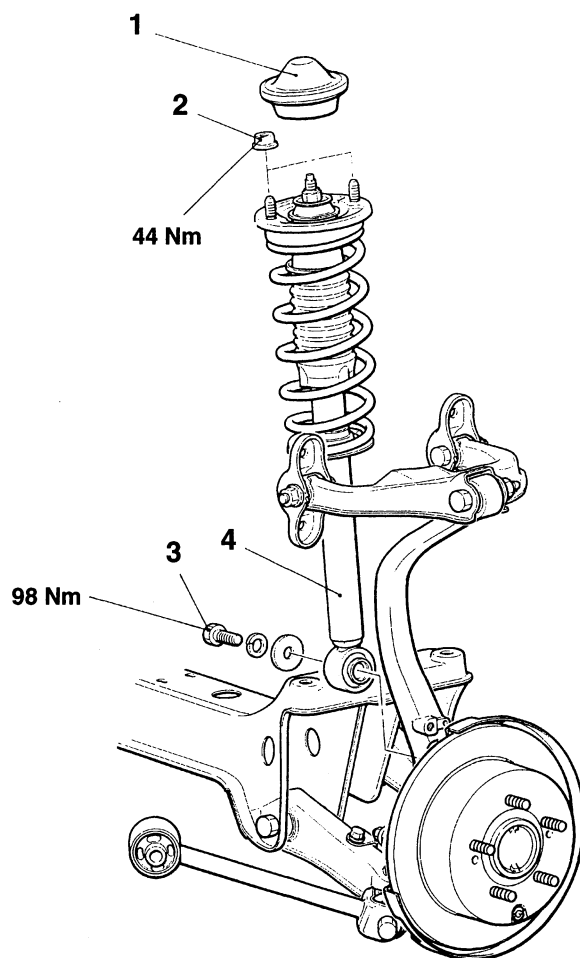
SHOCK ABSORBER ASSEMBLY

34100510081

REMOVAL AND INSTALLATION

Pre-removal and Post-installation Operation

- Service Lid Removal and Installation (Refer to GROUP 52A-Trims.)



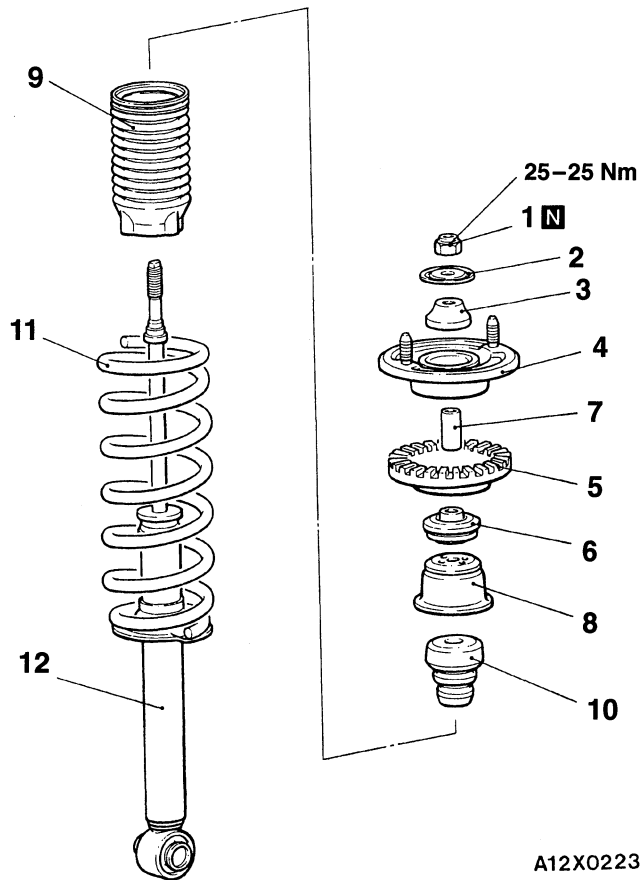
A12X0213

Removal steps

1. Cap
2. Flange nuts
3. Bolt
4. Shock absorber

DISASSEMBLY AND REASSEMBLY

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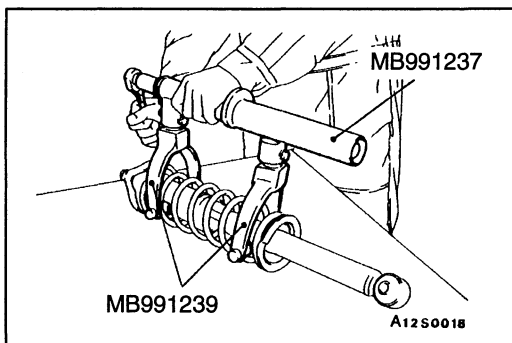


A12X0223

Disassembly steps

- ◀A▶ ▶C▶ 1. Self-locking nut
 2. Washer
 ▶B▶ 3. Upper bushing A
 4. Upper bracket assembly
 5. Upper spring pad
 6. Upper bushing B

- ▶A▶ 7. Collar
 8. Cup assembly
 9. Dust cover
 10. Bump rubber
 11. Coil spring
 12. Shock absorber assembly



DISASSEMBLY SERVICE POINT

◀A▶ SELF-LOCKING NUT REMOVAL

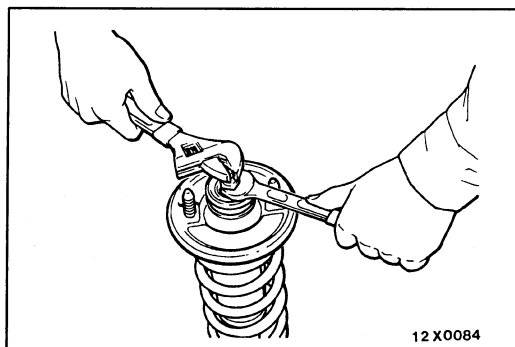
- (1) Compress the coil spring using the special tools.

NOTE

Install the special tools evenly, and so that the maximum length will be attained within the installation range.

Caution

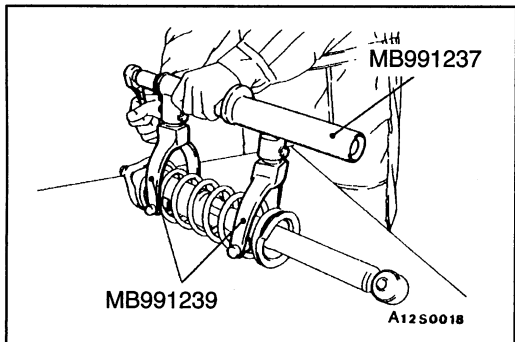
Do not use an impact wrench to tighten the special tool bolt.



- (2) While holding the piston rod, remove the self-locking nut.

Caution

Do not use an impact wrench to tighten the self-locking nut.



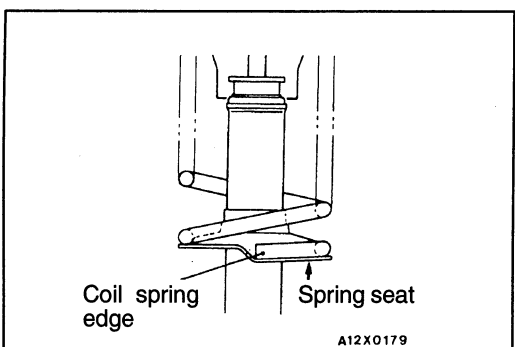
REASSEMBLY SERVICE POINTS

►A◄ COIL SPRING INSTALLATION

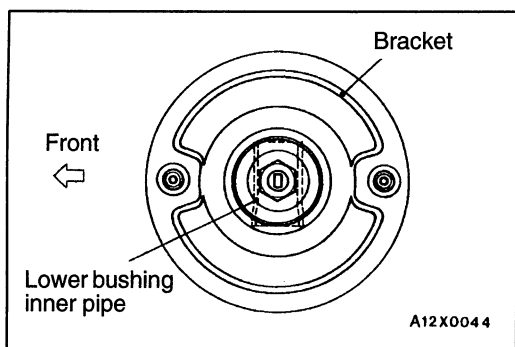
- (1) Use the special tools to compress the coil spring and install it to the shock absorber.

Caution

Do not use an impact wrench to tighten the special tool bolt.



- (2) Align the edge of the coil spring to the stepped part of the shock absorber spring seat.



►B◄ UPPER BRACKET ASSEMBLY INSTALLATION

Install the bracket as shown in the illustration.

►C◄ SELF-LOCKING NUT INSTALLATION

- (1) Temporarily tighten the self-locking nut.
(2) Remove the special tools (MB991237, MB991239), and tighten the self-locking nut to the specified torque.

Caution

Do not use an impact wrench.

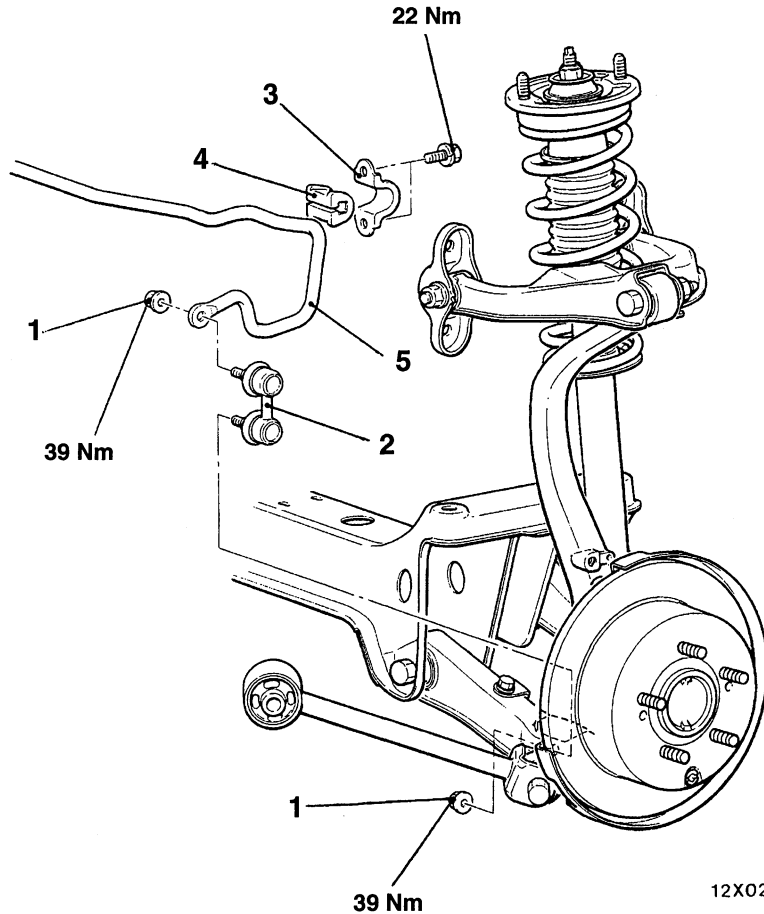
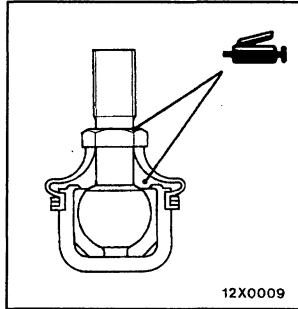
STABILIZER BAR

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REMOVAL AND INSTALLATION

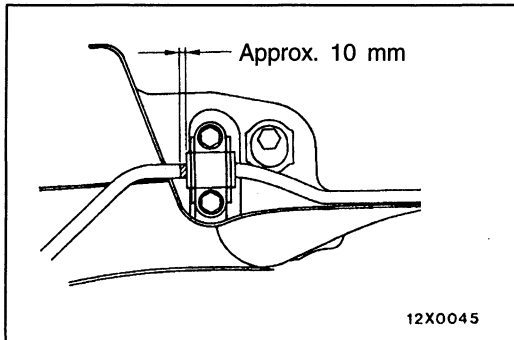
Pre-removal and Post-installation Operation

- Lower Arm Cover Removal and Installation (Refer to P.34-10)



Removal steps

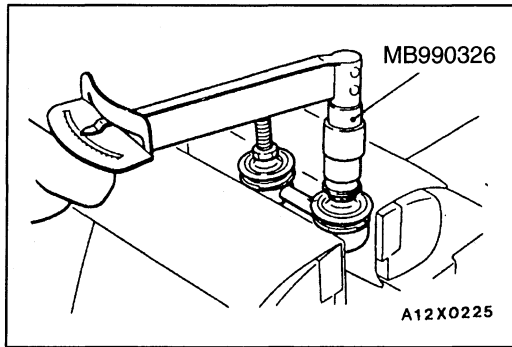
1. Stabilizer link mounting nuts
2. Stabilizer link
3. Stabilizer bar bracket
4. Bushing
5. Stabilizer bar



INSTALLATION SERVICE POINT

►A◀ STABILIZER BAR / BUSHING / STABILIZER BAR BRACKET INSTALLATION

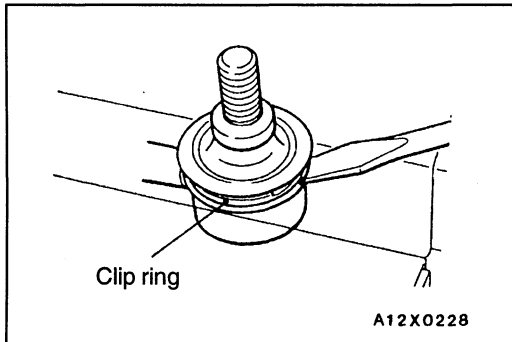
Set the stabilizer bar so that the identification mark is at the left, and then install the bushing so that the dimension is as shown in the illustration.

**INSPECTION**

34100570072

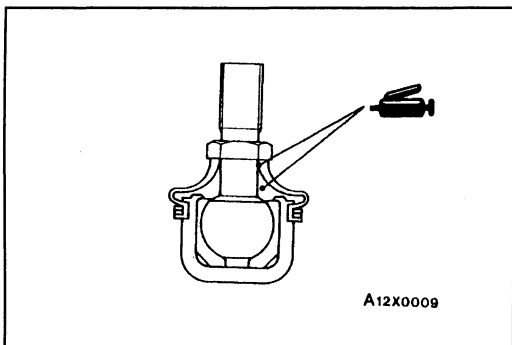
STABILIZER LINK BALL JOINT STARTING TORQUE CHECK

Standard value: 0.5–1.5 Nm

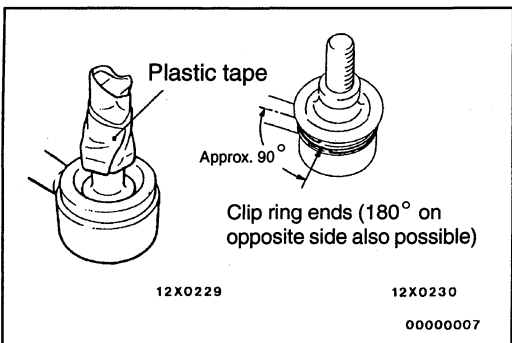
**STABILIZER LINK BALL JOINT DUST COVER REPLACEMENT**

34101090041

(1) Remove the clip ring and the dust cover.



(2) Apply multipurpose grease to the lip and inside of the dust cover.



(3) Use plastic tape on the stabilizer link threads as shown in the illustration, and then install the dust cover to the stabilizer link.

(4) Secure the dust cover with the clip ring.

NOTE

When installing the clip ring, align the ends at a 90° angle from the axis of the stabilizer link.