

GROUP 34

REAR SUSPENSION

CONTENTS

FASTENER TIGHTENING SPECIFICATIONS	34-3	STABILIZER LINK BALL JOINT DUST COVER INSPECTION	34-10
GENERAL INFORMATION	34-3	CONTROL LINK, UPPER ARM AND LOWER ARM	34-10
GENERAL SPECIFICATIONS	34-5	REMOVAL AND INSTALLATION.....	34-10
SERVICE SPECIFICATIONS	34-5	LOWER ARM BUSHING REPLACEMENT	34-12
LUBRICANT	34-5	TRAILING ARM ASSEMBLY	34-13
REAR SUSPENSION DIAGNOSIS	34-6	REMOVAL AND INSTALLATION.....	34-13
INTRODUCTION TO REAR SUSPENSION DIAGNOSIS.....	34-6	INSPECTION.....	34-17
REAR SUSPENSION DIAGNOSTIC TROUBLESHOOTING STRATEGY.....	34-6	TRAILING ARM BUSHING REPLACEMENT	34-17
SYMPTOM CHART.....	34-6	SHOCK ABSORBER ASSEMBLY	34-18
SYMPTOM PROCEDURES.....	34-6	REMOVAL AND INSTALLATION.....	34-18
INSPECTION PROCEDURE 1: Squeaks or other Abnormal Noise.....	34-6	INSPECTION.....	34-20
INSPECTION PROCEDURE 2: Poor Ride	34-7	DISASSEMBLY AND ASSEMBLY.....	34-20
INSPECTION PROCEDURE 3: Body Tilting	34-7	STABILIZER BAR	34-22
SPECIAL TOOL	34-8	REMOVAL AND INSTALLATION.....	34-22
ON-VEHICLE SERVICE	34-9	INSPECTION.....	34-23
REAR WHEEL ALIGNMENT CHECK AND ADJUSTMENT.....	34-9	STABILIZER LINK BALL JOINT ROTATION TORQUE CHECK.....	34-23
		STABILIZER LINK BALL JOINT COVER CHECK.....	34-23
		BALL JOINT DUST COVER REPLACEMENT	34-23

Continued on next page

REAR SUSPENSION CROSSMEMBER. . . .	34-24
REMOVAL AND INSTALLATION.	34-24

FASTENER TIGHTENING SPECIFICATIONS

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ITEM	SPECIFICATION
Control link	
Control link to trailing arm nut	71 ± 10 N·m (52 ± 2 ft-lb)
Lower arm	
Lower arm to crossmember nut	71 ± 10 N·m (52 ± 2 ft-lb)
Lower arm assembly to trailing arm nut	71 ± 10 N·m (52 ± 2 ft-lb)
Lower arm to stabilizer bar link nut	39 ± 6 N·m (29 ± 4 ft-lb)
Rear suspension crossmember	
Crossmember bracket mounting bolt	71 ± 10 N·m (52 ± 2 ft-lb)
Crossmember stay mounting bolt	11 ± 3 N·m (97 ± 26 in-lb)
Rear wheel speed sensor clamp bolt	11 ± 2 N·m (98 ± 17 in-lb)
Shock absorber assembly	
Shock absorber assembly to body nut	45 ± 7 N·m (33 ± 5 ft-lb)
Shock absorber assembly to lower arm nut	71 ± 10 N·m (52 ± 2 ft-lb)
Self-locking nut	25 ± 5 N·m (19 ± 3 ft-lb)
Stabilizer bar	
Stabilizer bar link nut	39 ± 6 N·m (29 ± 4 ft-lb)
Stabilizer bracket bolt	31 ± 4 N·m (23 ± 3 ft-lb)
Trailing arm	
Trailing arm to rear hub assembly bolt	95 ± 14 N·m (70 ± 10 ft-lb)
Trailing arm to brake hose bracket bolt	11 ± 2 N·m (98 ± 17 in-lb)
Trailing arm to body bolt	110 ± 11 N·m (81 ± 8 ft-lb)
Rear wheel speed sensor to trailing arm bolt	8.5 ± 1.5 N·m (76 ± 13 in-lb)
Upper arm	
Upper arm to crossmember bolt	71 ± 10 N·m (52 ± 2 ft-lb)
Upper arm assembly to trailing arm	71 ± 10 N·m (52 ± 2 ft-lb)

GENERAL INFORMATION

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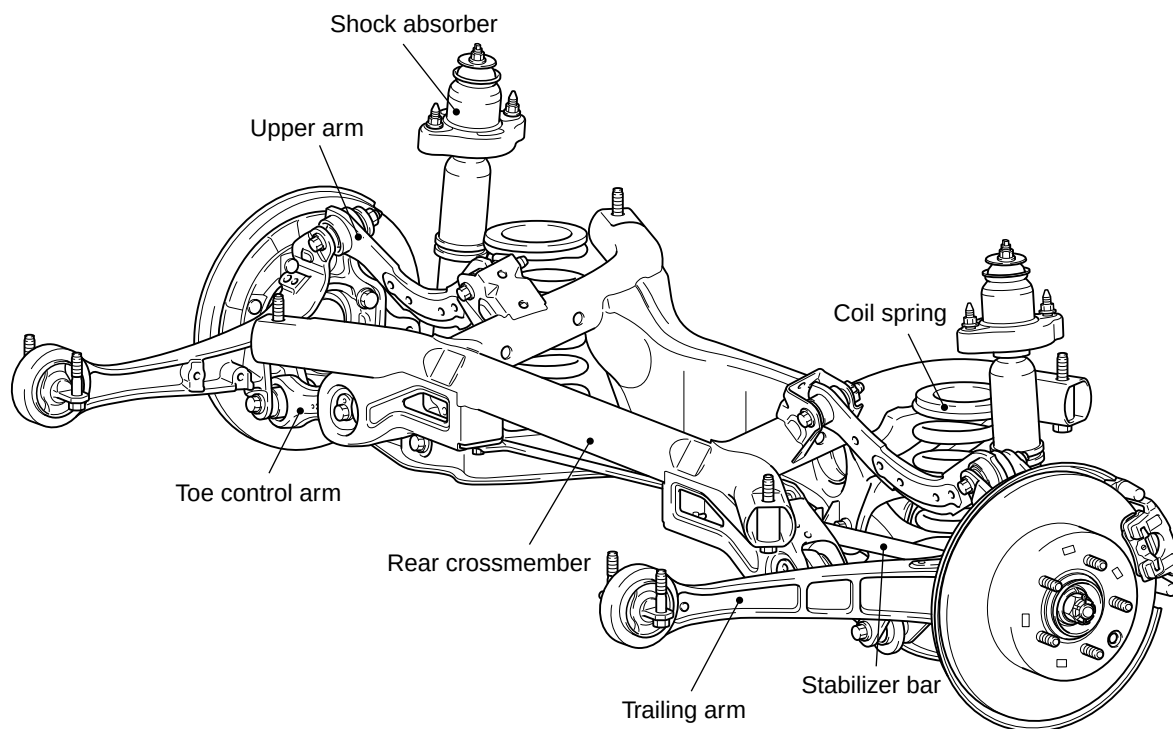
A trailing arm type multi-link suspension is used. The main features are listed as follows:

- The wheel tread is enlarged to improve cornering ability.
- The roll center height is reviewed with regard to the vehicle specifications to improve the steering ability.
- A double crossmember is utilized and the upper arm, lower arm, toe control arm are jointed to the crossmember to improve the suspension alignment accuracy and maintenance performance.
- Improvement of arms installation accuracy eliminates the camber adjustment to improve maintenance performance.
- The trailing arm bushings are installed in the upper position to improve the movement of the suspension when the vehicle negotiates bumps and increase the riding comfort.
- Twin tube type shock absorber is used to secure the optimum rolling rigidity and improve the steering ability.
- The high efficiency ball joint type stabilizer link improves steering ability.

- The toe control arm is installed in the lower position to increase the toe and camber rigidity and improve the steering ability.

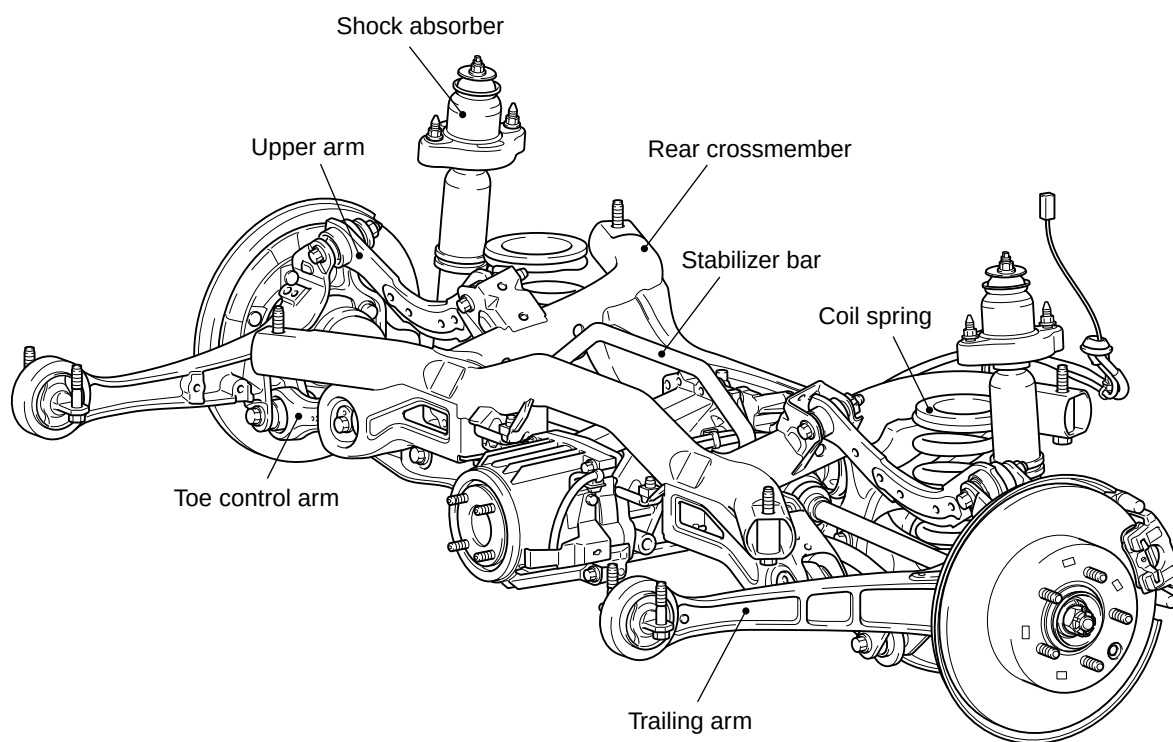
CONSTRUCTION DIAGRAM

<FWD>

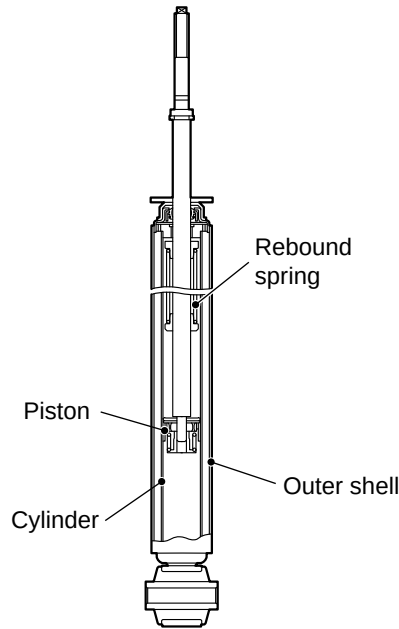


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GENERAL SPECIFICATIONS

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COIL SPRING

Item		FWD		AWD	
		M-Line	H-Line	M-Line	H-Line
Wire diameter mm (in)		14 (0.6)	14 (0.6)	14 (0.6)	14 (0.6)
Average outside diameter mm (in)		112 (4.4)	112 (4.4)	112 (4.4)	112 (4.4)
Free length mm (in)	5 person	358 (14.1)	358 (14.1)	363 (14.3)	363 (14.3)
	7 person	363 (14.3)	363 (14.3)	-	368 (14.5)

SERVICE SPECIFICATIONS

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Item	Standard value
Toe in mm (in)	3 ± 2 (0.12 ± 0.08)
Camber	$-0^{\circ}25' \pm 0^{\circ}30'$ (Difference between right and left within $0^{\circ}30'$)
Stabilizer link ball joint rotation torque N·m (in-lb)	0.5 - 2.9 (4.4 - 25.7)

LUBRICANT

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Item	Specified lubricant	Quantity
Inside of stabilizer ball joint dust cover	Multipurpose grease SAE J310, NLGI No. 2 or equivalent	Adequate

REAR SUSPENSION DIAGNOSIS

INTRODUCTION TO REAR SUSPENSION DIAGNOSIS

If the rear suspension is faulty, the vehicle will not run straightforward or noise will occur. Incorrect wheel alignment, malfunction of shock absorber, stabilizer

bar, coil spring, control arms or worn or out-of-balance will cause these problems.

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REAR SUSPENSION DIAGNOSTIC TROUBLESHOOTING STRATEGY

Use these steps to plan your diagnostic strategy. If you follow them thoroughly, you will be sure that you have exhausted most of the possible ways to find a rear suspension fault.

1. Gather information from the customer.

2. Verify that the condition described by the customer exists.

3. Find the malfunction by following the Symptom Chart.

4. Verify malfunction is eliminated.

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SYMPTOM CHART

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Symptom	Inspection procedure	Reference page
Squeaks or other abnormal noise	1	P.34-6
Poor ride	2	P.34-7
Body tilting	3	P.34-7

SYMPTOM PROCEDURES

INSPECTION PROCEDURE 1: Squeaks or other Abnormal Noise

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DIAGNOSIS

STEP 1. Check for loose rear suspension installation bolts and nuts.

Q:Are the rear suspension installation bolts and nuts loose?

YES: Retighten them, and then go to Step 5.

NO: Go to Step 2.

STEP 2. Check the condition of the shock absorbers (worn bushings).

Q:Are the shock absorbers (bushings) in good condition?

YES: Go to Step 3.

NO: Replace the faulty part, and then go to Step 5.

STEP 3. Check the upper arms and/or lower arms and/or toe control arms for deformity or damage.

Q:Are the upper arms and/or lower arms and/or toe control arms in good condition?

YES: Go to Step 4.

NO: Replace the faulty part, and then go to Step 5.

STEP 4. Check the trailing arms for deformity or damage.

Q:Are the trailing arms in good condition?

YES: Go to Step 5.

NO: Replace the faulty part, and then go to Step 5.

STEP 5. Retest the system.

YES: The procedure is complete.

NO: Return to Step 1.

Q: Is the malfunction eliminated?

INSPECTION PROCEDURE 2: Poor Ride

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DIAGNOSIS

STEP 1. Check for excessive tire inflation pressure.

Refer to GROUP 31, On-vehicle Service - Tire Inflation Pressure Check .

Q: Is the tire inflation pressure correct?

YES: Go to Step 2.

NO: Adjust the pressure, and then go to Step 4.

STEP 2. Check the condition of the shock absorbers (weak or broken springs).

Q: Are the shock absorbers in good condition?

YES: Go to Step 3.

NO: Replace the faulty part, and then go to Step 4.

STEP 3. Check the stabilizer bar and/or stabilizer bar links for deformity or damage.

Q: Are the stabilizer bar and/or stabilizer bar links deformed or damaged?

YES: Replace the faulty part, and then go to Step 4.

NO: Go to Step 4.

STEP 4. Retest the system.

Q: Is the malfunction eliminated?

YES: The procedure is complete.

NO: Return to Step 1.

INSPECTION PROCEDURE 3: Body Tilting

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DIAGNOSIS

STEP 1. Check for weak or deteriorated bushings.

Q: Are the bushings in good condition?

YES: Go to Step 2.

NO: Replace the faulty part, and then go to Step 5.

STEP 2. Check for weak or broken coil springs.

Q: Are the coil springs in good condition?

YES: Go to Step 3.

NO: Replace the faulty part, and then go to Step 5.

STEP 3. Check the upper arms and/or lower arms and/or toe control arms for deformity or damage.

Q: Are the upper arms and/or lower arms and/or toe control arms deformed or damaged?

YES: Replace the faulty part, and then go to Step 5.

NO: Go to Step 4.

STEP 4. Check the trailing arms for deformity or damage.

Q: Are the trailing arms deformed or damaged?

YES: Replace the faulty part, and then go to Step 5.

NO: Go to Step 5.

STEP 5. Retest the system.

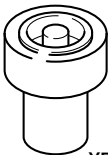
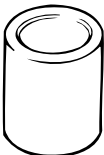
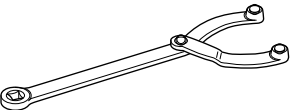
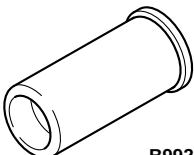
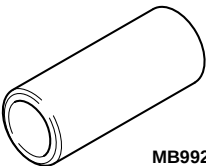
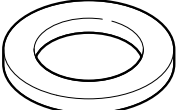
Q: Is the malfunction eliminated?

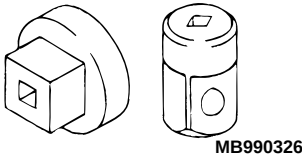
YES: The procedure is complete.

NO: Return to Step 1.

SPECIAL TOOL

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Tool	Tool number and name	Supersession	Application
 MB991004	MB991004 Wheel alignment gauge attachment	MB991004-01 or General service tool	Wheel alignment measurement AWD vehicles with aluminum wheels
 YB992123AA00	MB992123 Arm bushing remover and installer	-	Lower arm bushing removal and press-fit
 MB991448	MB991448 Bushing remover and installer base	MB991448-01	
	MB991449 Bushing remover and installer supporter	-	
 YB990767AA00	MB990767 Front hub and flange holder	MB990767-01	Fixing of the hub
 B992121	MB992121 Arm bushing remover and installer	-	Trailing arm bushing removal and press-fit
 MB992125	MB992125 Arm bushing base	-	
 YB992175AA00	MB992175 Base spacer	-	

Tool	Tool number and name	Supersession	Application
	MB990326 Preload socket	General service tool	Stabilizer link ball joint rotation torque measurement

ON-VEHICLE SERVICE

REAR WHEEL ALIGNMENT CHECK AND ADJUSTMENT

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1. Before the wheel alignment measurement, adjust the rear suspension, wheel, and tires in good condition.
2. Park the vehicle on a level surface to measure the wheel alignment.

TOE-IN

Standard value: 3 ± 2 mm (0.12 ± 0.08 inch)

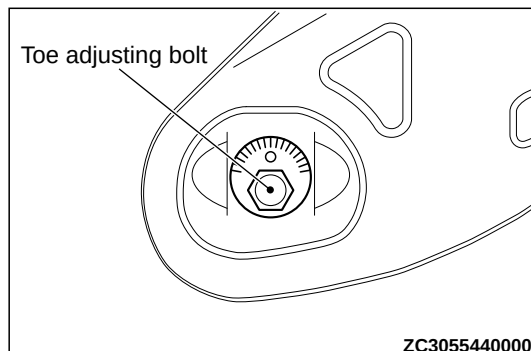
If it is out of the standard range, adjust as follows:

Turn the toe adjusting bolt (the mounting bolt inside the body on the control link) to adjust.

Left wheels: Clockwise → (+) Toe in

Right wheels: Clockwise → (-) Toe in

Toe-in varies approximately 2.6 mm (0.10inch) (equivalent to $0^{\circ} 16'$ of the toe angle for one side) for each scale mark.



CAMBER

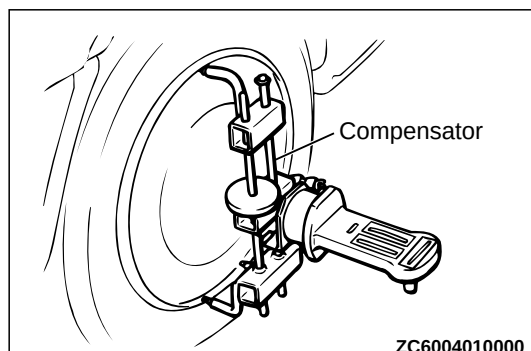
Standard value: $-0^{\circ}25' \pm 0^{\circ}30'$ (left/right difference $0^{\circ}30'$ max)

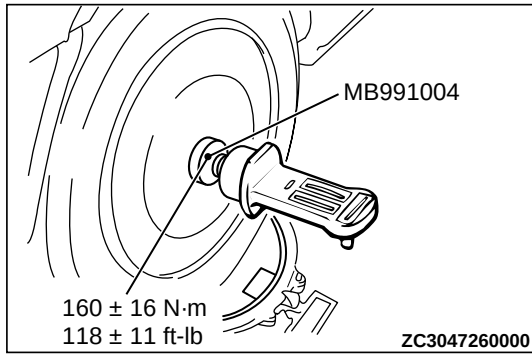
NOTE:

*For FWD vehicles with aluminum wheels, attach the camber/caster/kingpin gauge by using a compensator.

*For AWD vehicles with aluminum wheels, tighten the wheel alignment gauge attachment (Special tool: MB991004) to the specified torque, then measure the camber.

*The camber is pre-adjusted at factory and is not adjustable.





STABILIZER LINK BALL JOINT DUST COVER INSPECTION

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1. Using your fingers, press the dust cover to check for a crack or damage.
2. If the dust cover has a crack or damage, replace the stabilizer link.

NOTE: If the dust cover has a crack or damage, the ball joint could be damaged.

CONTROL LINK, UPPER ARM AND LOWER ARM

REMOVAL AND INSTALLATION

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CAUTION

*The parts indicated by *¹ should be temporarily tightened, and then fully tightened with the vehicle standing on the ground and the curb weight condition.

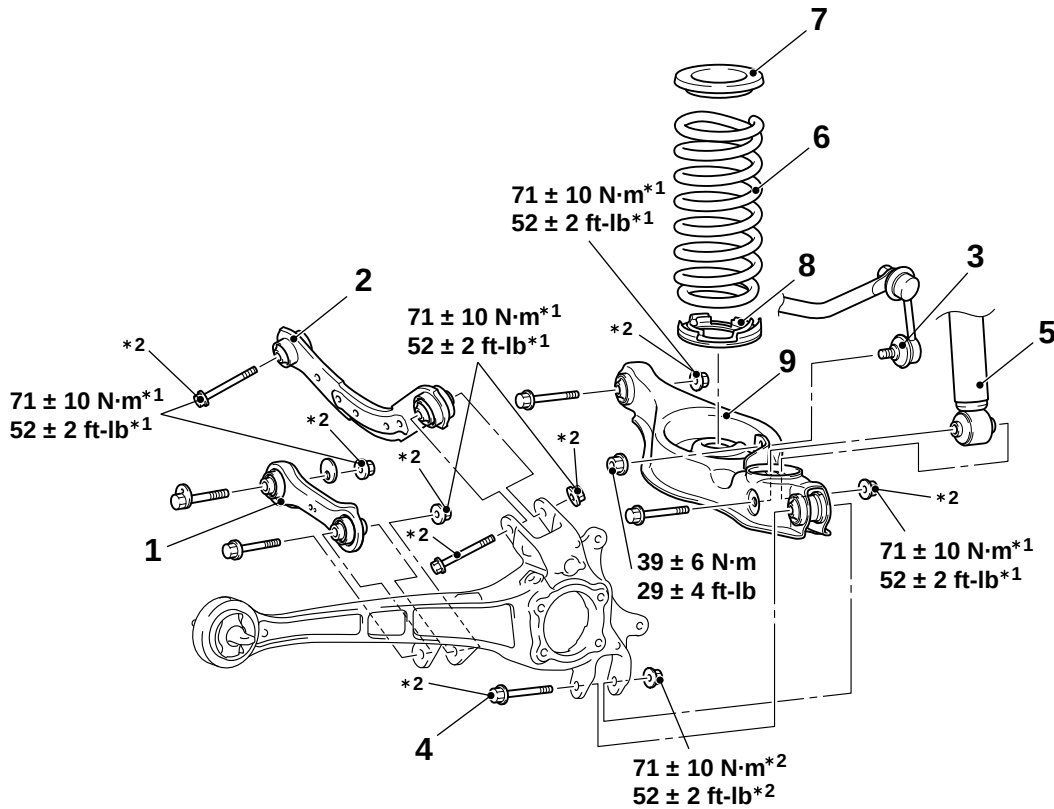
Pre-removal operation

- *Height Sensor and Control Link Disconnection (Refer to GROUP 54Ac, Headlight Automatic Leveling System P. 54Ac-179.)

*The parts indicated by *² are the bolts/nuts with friction coefficient stabilizer. In removal, ensure there is no damage, clean dust and soiling from the bearing and thread surfaces, and tighten them to the specified torque.

Post-installation operation

- *Height Sensor and Control Link Connection (Refer to GROUP 54Ac, Headlight Automatic Leveling System P. 54Ac-179.)
- *Wheel alignment check and adjustment (Refer to P.34-9.)



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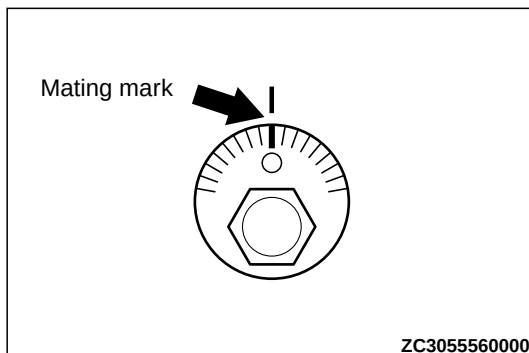
- <<A>> **Control link and upper arm removal**
1. Control link
 2. Upper arm
- >>A<< **Lower arm removal steps**
3. Stabilizer link connection
 4. Lower arm and trailing arm connection
 5. Shock absorber connection

- Lower arm removal steps**
6. Coil spring
 7. Coil spring upper pad
 8. Coil spring lower pad
 9. Lower arm

REMOVAL SERVICE POINTS

<<A>> CONTROL LINK REMOVAL

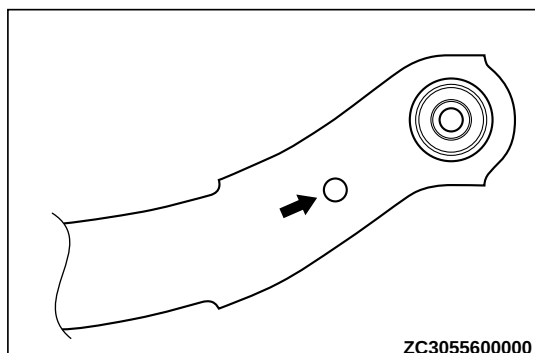
Make a mating mark on the toe adjusting bolt, and remove the control link.



INSTALLATION SERVICE POINTS

>>A<< UPPER ARM INSTALLATION

Install the upper arm so that the hole faces the body side.



LOWER ARM BUSHING REPLACEMENT

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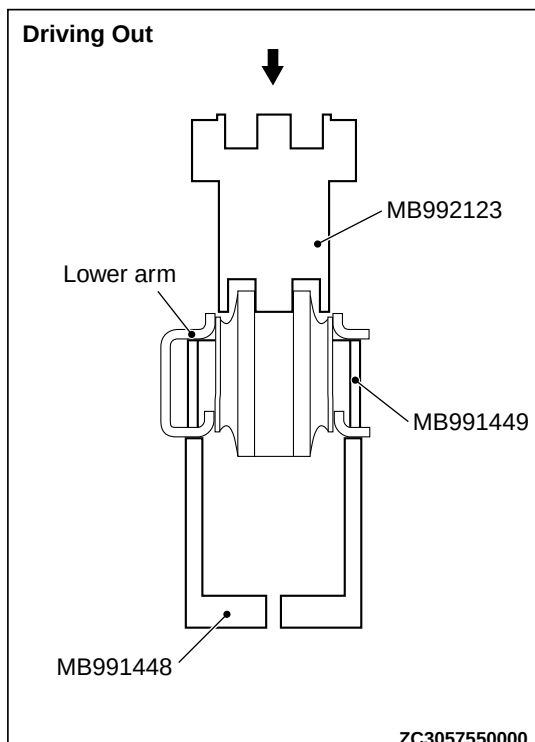
Required Special Tools:

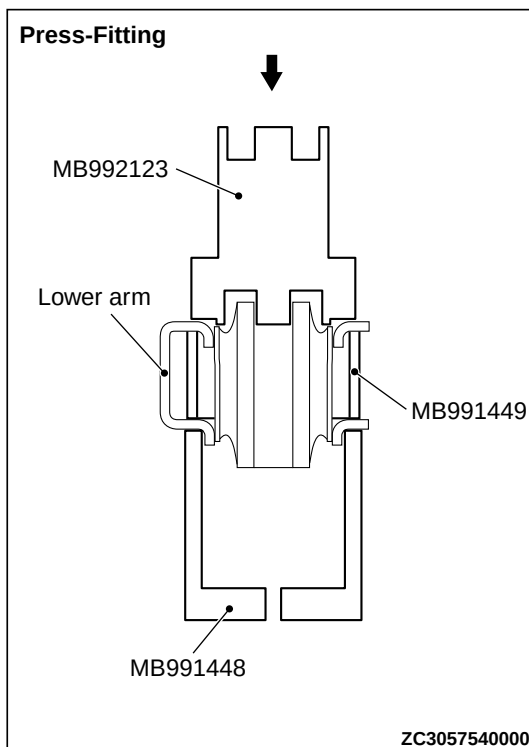
- MB992123: Arm Bushing Remover and Installer
- MB991448: Bushing Remover and Installer Base
- MB991449: Bushing Remover and Installer Supporter

CAUTION

As the bushing has different outer diameters at both ends, be careful not to confuse the removal direction with the press-fit direction.

Use the special tools MB992123, MB991448 and MB991449 to remove and press-fit the lower arm bushing.





TRAILING ARM ASSEMBLY

REMOVAL AND INSTALLATION

CAUTION

- *The parts indicated by ^{*1} should be temporarily tightened, and then fully tightened with the vehicle standing on the ground and the curb weight condition.
- *The parts indicated by ^{*2} are the bolts/nuts with friction coefficient stabilizer. In removal, ensure

there is no damage, clean dust and soiling from the bearing and thread surfaces, and tighten them to the specified torque.

- *The part indicated by ^{*3} is the bolt/nut with friction coefficient stabilizer. In removal, replace it with new one.

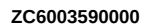
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Pre-removal operation

- Brake Fluid Draining (Refer to GROUP 35A, On-vehicle Service- Brake Fluid Level Inspection and Bleeding P. 35A-18.)
- Height Sensor and Control Link Disconnection (Refer to GROUP 54Ac, Headlight Automatic Leveling System P. 54Ac-179.)

Post-installation operation

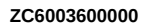
- Height Sensor and Control Link Connection (Refer to GROUP 54Ac, Headlight Automatic Leveling System P. 54Ac-179.)
- Brake Fluid Refilling and Bleeding (Refer to GROUP 35A, On-vehicle Service- Brake Fluid Level Inspection and Bleeding P.35A-18.)
- Wheel Alignment Check and Adjustment (Refer to P.34-9.)
- Parking Brake Lever Stroke Check and Adjustment (Refer to GROUP 36, On-vehicle Service - Parking Brake Lever Stroke Check and Adjustment P.36-11.)



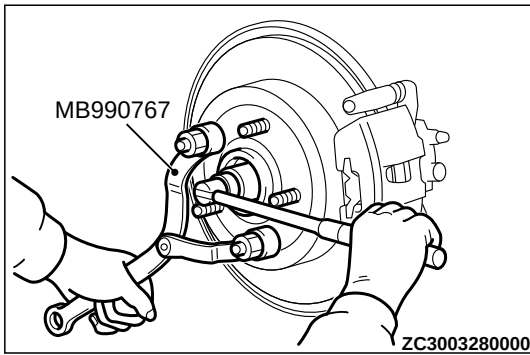
Removal steps

8. Rear brake assembly
9. Control link connection
10. Stabilizer link connection
11. Lower arm connection
12. Upper arm connection
13. Trailing arm assembly

<<C>>



Do not apply the vehicle weight on the rear wheel hub assembly with the driveshaft nut loosened. Otherwise, the wheel bearing will be broken.



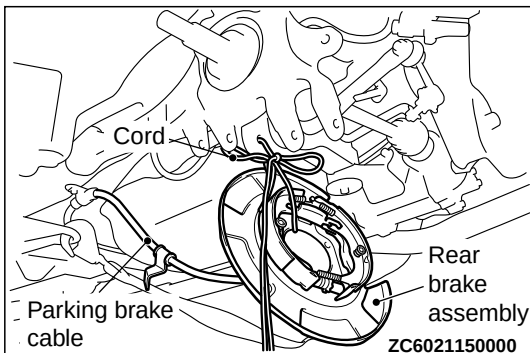
Use special tool MB990767 to fix the hub and remove the driveshaft nut.

<> CALIPER ASSEMBLY REMOVAL

Retain the removed caliper assembly with a wire and the like to prevent from falling.

<<C>> REAR BRAKE ASSEMBLY REMOVAL

Without separating the parking brake cable, hang the rear brake assembly at the body-side using a string.

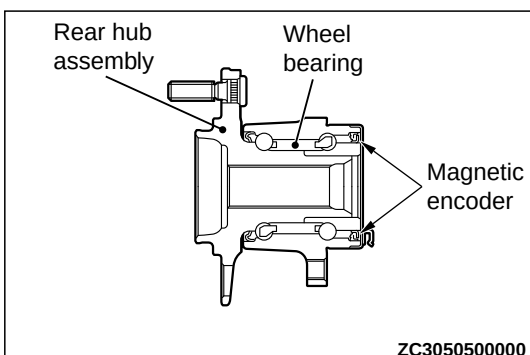


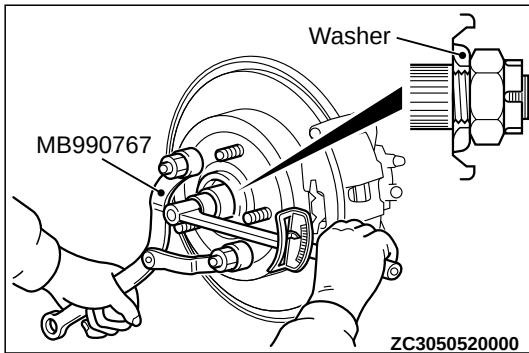
INSTALLATION SERVICE POINTS

>>A<< WASHER/DRIVESHAFT NUT INSTALLATION

CAUTION

- Because the wheel speed detection magnetic encoder is magnetized, it collects metallic particles easily. Make sure that the magnetic encoder does not collect metallic particles. Check that there is not any trouble prior to reassembling it.
- When installing the drive shaft, make sure that it does not contact with the wheel speed detection magnetic encoder (integrated with the inner oil seal) to avoid damage.
- Do not apply the vehicle weight on the rear wheel hub assembly before fully tightening the driveshaft nuts. Otherwise, the wheel bearing will be broken.





1. Incorporate the driveshaft washer as shown in the figure.
2. Use special tool MB990767 to tighten the driveshaft nuts. At this time, tighten the nuts within the specified torque range considering the final tightening.

Tightening torque: 144 - 176 N·m (107 - 129 ft-lb)

3. If the pin holes do not align with the pins, tighten the driveshaft nut [less than 200 N·m (147 ft-lb)] and find the nearest hole then bend the cotter pin to fit it.

INSPECTION

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- Check the bushings for wear and deterioration.
- Check the trailing arm for bending or damage.

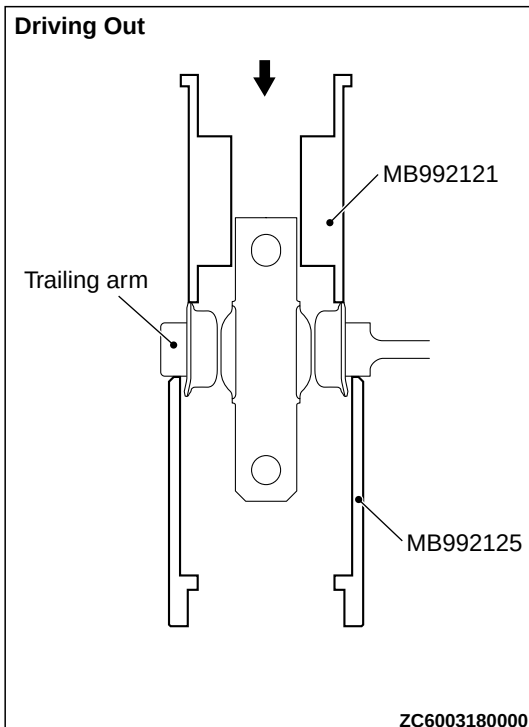
TRAILING ARM BUSHING REPLACEMENT

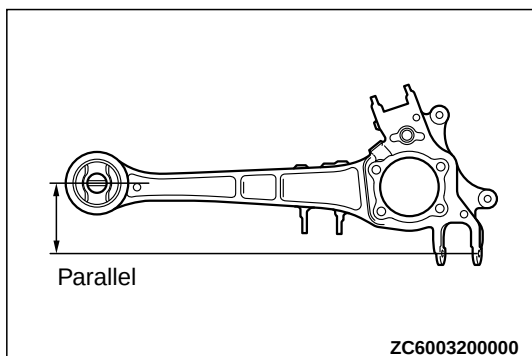
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Required Special Tools:

- MB992121: Arm Bushing Remover and Installer
- MB992125: Arm Bushing Base
- MB992175: Base Spacer

1. Use the special tools MB992121 and MB992125 to remove the trailing arm bushing.

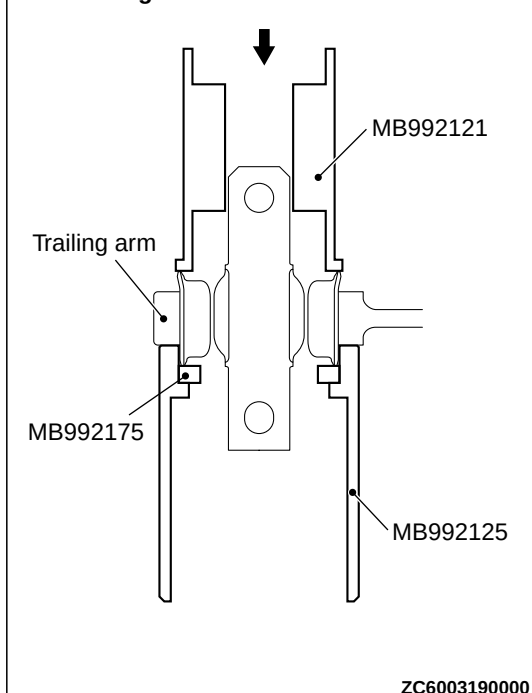




2. Determine the installation direction and the installation position of the trailing arm bushing.

- (1) Install so that the protruding side of the trailing arm bushing inner pipe faces inside the body.
- (2) Position the trailing arm bushing inner space as shown in the figure.

Press-fitting



3. Use the special tools MB992121, MB992125 and MB992175 to press-fit the trailing arm bushing up to the position shown in the figure.

SHOCK ABSORBER ASSEMBLY

REMOVAL AND INSTALLATION

CAUTION

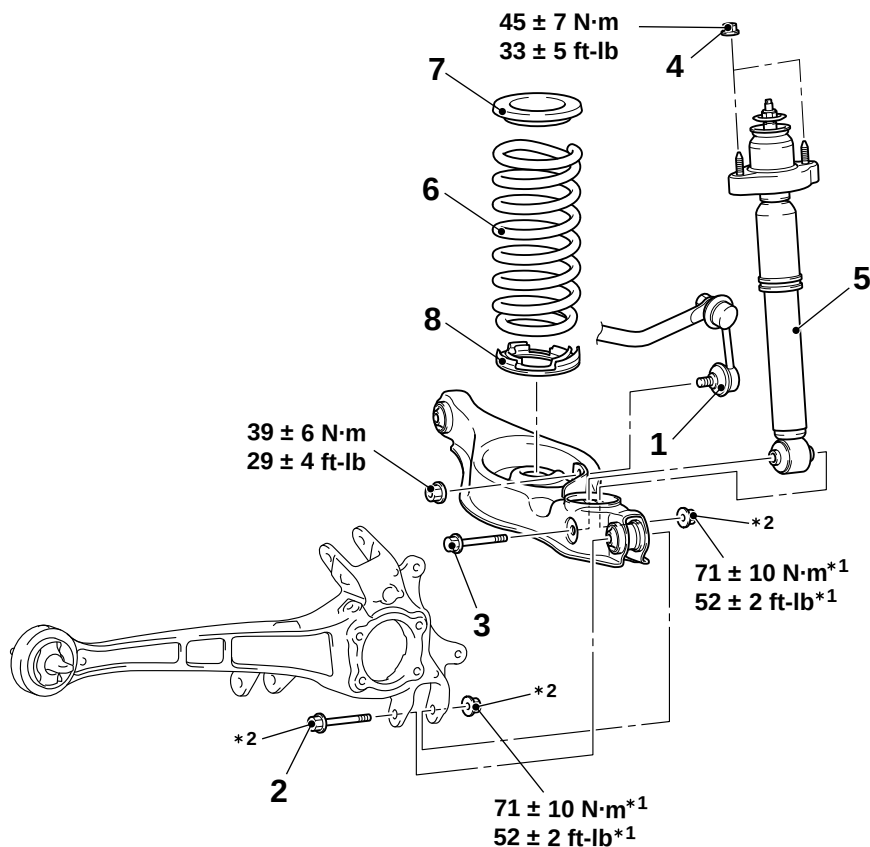
*The parts indicated by *¹ should be temporarily tightened, and then fully tightened with the vehicle standing on the ground and the curb weight condition.

Pre-removal and post-installation operation

Quarter Trim Removal and Installation (Refer to GROUP 52A - Trim P.52A-10.)

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*The parts indicated by *² are the bolts/nuts with friction coefficient stabilizer. In removal, ensure there is no damage, clean dust and soiling from the bearing and thread surfaces, and tighten them to the specified torque.



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Shock absorber removal steps

- | | | |
|-------|--|-------|
| | 1. Stabilizer link connection | <<A>> |
| <<A>> | 2. Lower arm and trailing arm connection | <<A>> |
| <<A>> | 3. Shock absorber and lower arm connection | |
| <> | 4. Shock absorber mounting nut | |
| | 5. Shock absorber assembly | |

Coil spring removal steps

- | | |
|--|-------------------------------|
| | 1. Stabilizer link connection |
|--|-------------------------------|

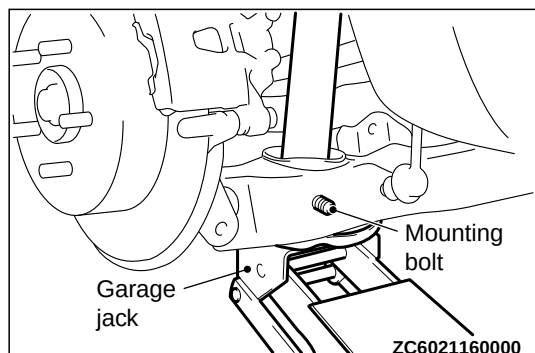
Coil spring removal steps

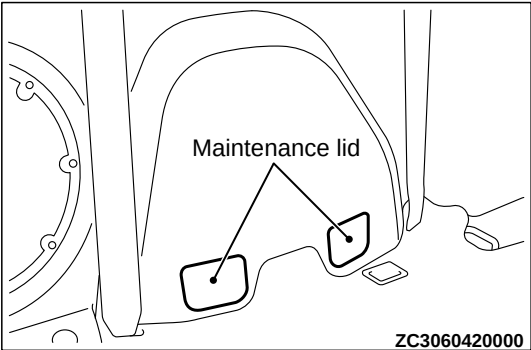
- | |
|--|
| 2. Lower arm and trailing arm connection |
| 3. Shock absorber and lower arm connection |
| 6. Coil spring |
| 7. Coil spring upper pad |
| 8. Coil spring lower pad |

REMOVAL SERVICE POINT

<<A>> LOWER ARM AND TRAILING ARM/SHOCK ABSORBER AND LOWER ARM DISCONNECTION

While jacking-up the lower arm with the garage jack, remove the mounting bolts.





<> SHOCK ABSORBER MOUNTING NUT REMOVAL

Remove the maintenance lid as shown in the figure, and then remove the shock absorber mounting nut.

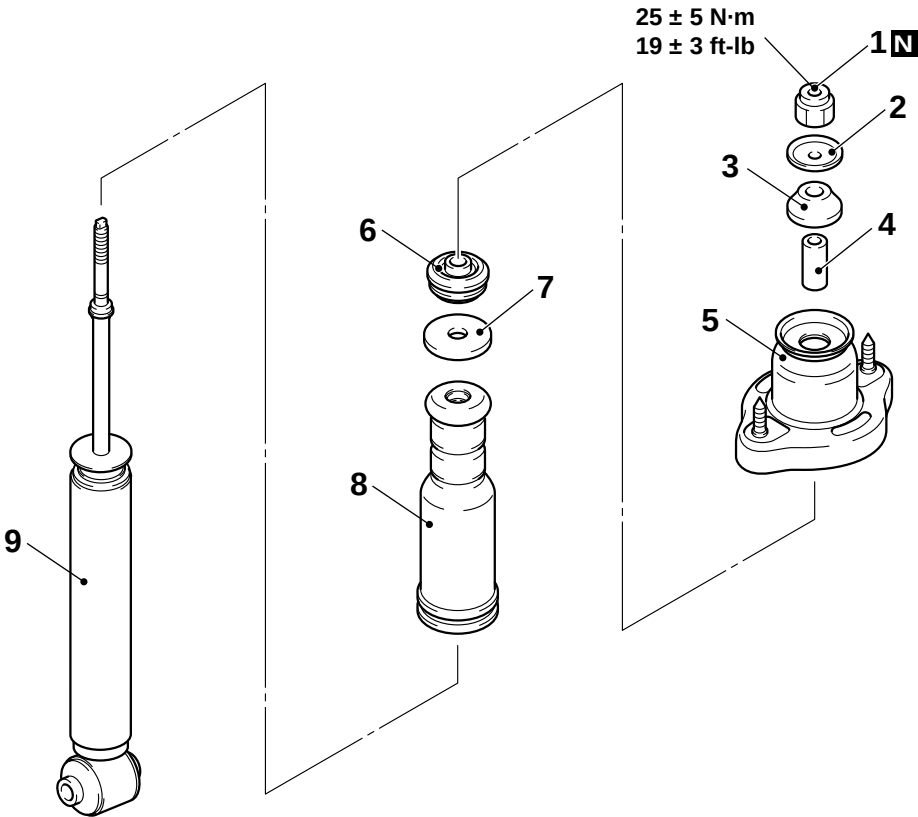
INSPECTION

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- Check the rubber parts for cracks and wear.
- Check the shock absorber for malfunctions, oil leakage, or abnormal noise.

DISASSEMBLY AND ASSEMBLY

M13401000027USA0000010000



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- Disassembly steps**
- <<A>> >>A<<
1. Self-locking nut
 2. Washer
 3. Bushing B
 4. Collar

- Disassembly steps**
5. Spring upper bracket
 6. Bushing A
 7. Plate
 8. Bump rubber

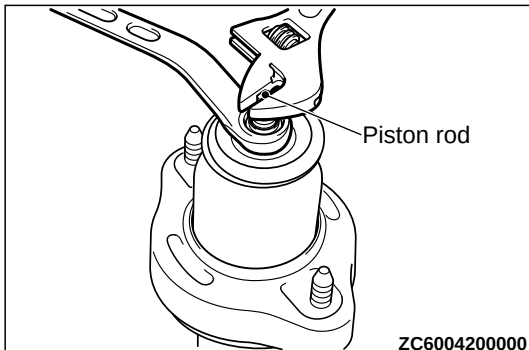
Disassembly steps

9. Shock absorber

DISASSEMBLY SERVICE POINT

<<A>> SELF-LOCKING NUT REMOVAL

Counter the piston rod of the shock absorber as shown in the figure to remove the self-locking nut.



ASSEMBLY SERVICE POINT

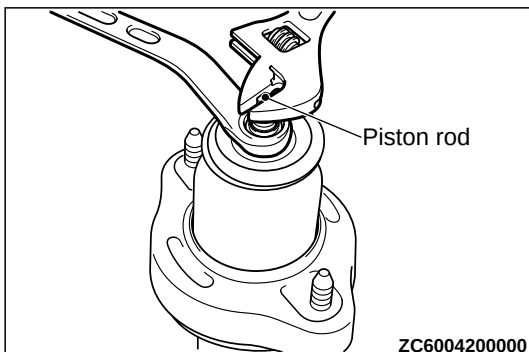
>>A<< SELF-LOCKING NUT INSTALLATION

⚠ CAUTION

The locking nut for the piston rod inside the shock absorber may be loose. Do not use an impact wrench to tighten the self-locking nut.

Counter the piston rod of the shock absorber as shown in the figure, and tighten the self-locking nut to the specified torque.

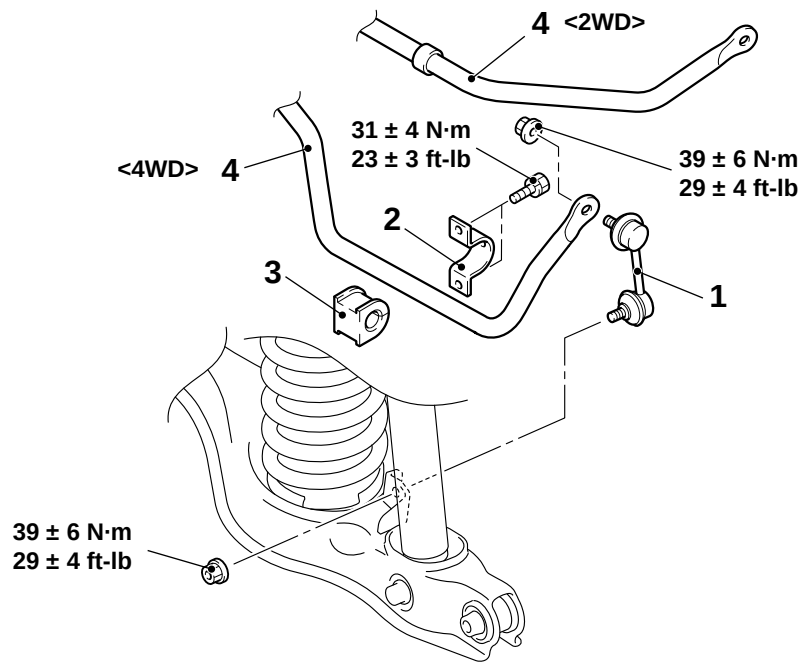
Tightening torque: 25 ± 5 N·m (19 ± 3 ft-lb)



STABILIZER BAR

REMOVAL AND INSTALLATION

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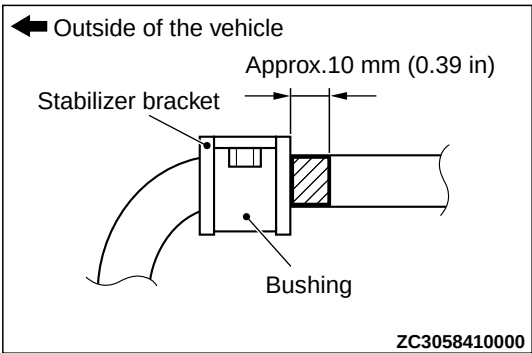
- Removal steps**
1. Stabilizer link
 - >>A<< 2. Stabilizer bracket
 - >>A<< 3. Bushing

- Removal steps**
- >>A<< 4. Stabilizer bar

INSTALLATION SERVICE POINTS

>>A<< STABILIZER BAR/BUSHING/STABILIZER BRACKET INSTALLATION

Position the identification mark of the stabilizer bar at the left side of the vehicle as shown in the figure, and tighten the stabilizer bracket mounting nut.



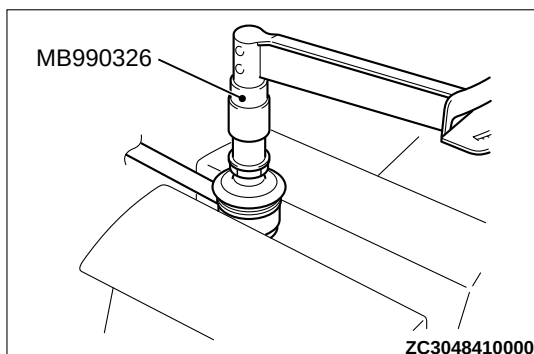
INSPECTION

M13401000057USA0000010000

- Check the bushings for wear and deterioration.
- Check the stabilizer bar for deterioration or damage.
- Check all bolts for condition and straightness.

STABILIZER LINK BALL JOINT ROTATION TORQUE CHECK

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1. Move the stabilizer link ball joint stud back and forth for several times, install the stud with nut, and measure the stabilizer link ball joint rotation torque using the preload socket (Special tool: MB990326).

Standard value: 0.5 - 2.9 N·m (4.4 - 25.7 in-lb)

2. When the measured value exceeds the standard range, replace the stabilizer link.
3. When the measured value is lower than the standard value, check the stabilizer link ball joint that there is no looseness or gritty feeling. If there is no looseness or gritty feeling, it is judged as usable.

STABILIZER LINK BALL JOINT COVER CHECK

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1. Using your fingers, press the dust cover to check for a crack or damage.
2. If the dust cover has a crack or damage, replace the stabilizer link.

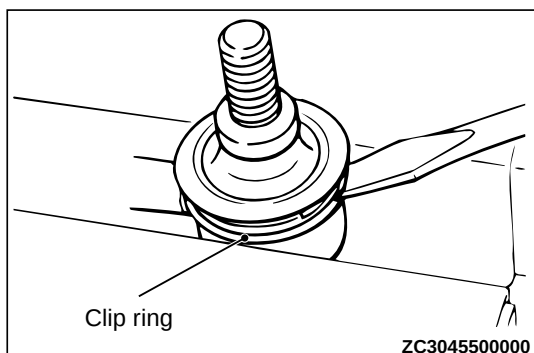
NOTE: If the dust cover has a crack or damage, the ball joint could be damaged. If the dust cover is damaged during maintenance, replace it.

BALL JOINT DUST COVER REPLACEMENT

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Only when the dust cover is damaged accidentally during maintenance, replace the dust cover as follows:

1. Release the clip ring to remove the dust cover.
2. Fill and apply the specified grease into inside the dust cover.
Specified grease: SAE J310, NLGI No.2 or equivalent
3. Apply a protective tape around the stabilizer link stud thread, and then install the dust cover to the stabilizer link.
4. Fix the dust cover with the clip ring.
5. Using your fingers, press the dust cover to check for a crack or damage.



REAR SUSPENSION CROSSMEMBER

REMOVAL AND INSTALLATION

CAUTION

• For vehicles with the headlight automatic leveling system, disconnect the height sensor from the lower arm before operation to prevent any damage to the height sensor (Refer to

GROUP 54Ac, Lighting - Height Sensor P. 54Ac-179.)

• The part indicated by * is the bolt with friction coefficient stabilizer. In removal, replace it with new one.

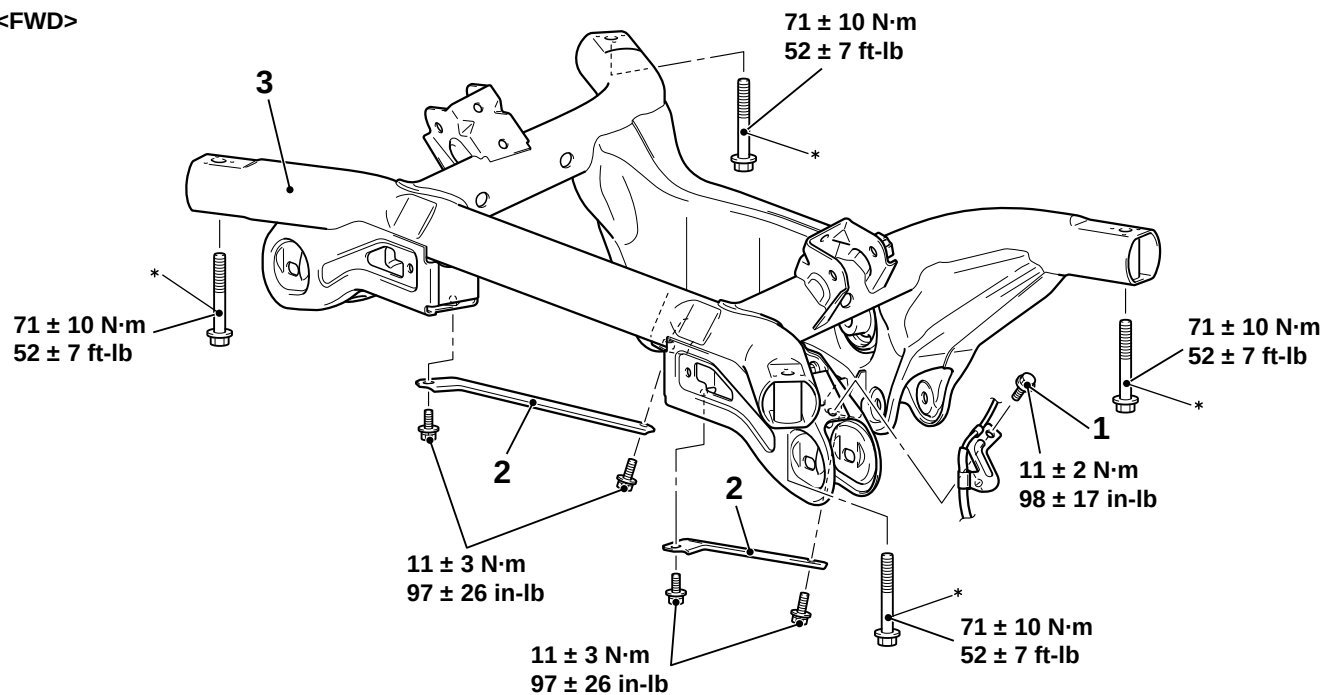
Pre-removal operation

- Control link arm removal (Refer to P.34-10.)
- Upper arm removal (Refer to P.34-10.)
- Rear suspension stabilizer bar removal (Refer to P.34-22.)
- Center exhaust pipe removal (Refer to GROUP 15 - Exhaust Pipe and Muffler.)
- Driveshaft removal (Refer to GROUP 27B - Driveshaft Assembly P.27B-19.)
- Rear differential assembly removal AWD (Refer to GROUP 27B -Differential Carrier Assembly P.27B-24.)

Post-installation operation

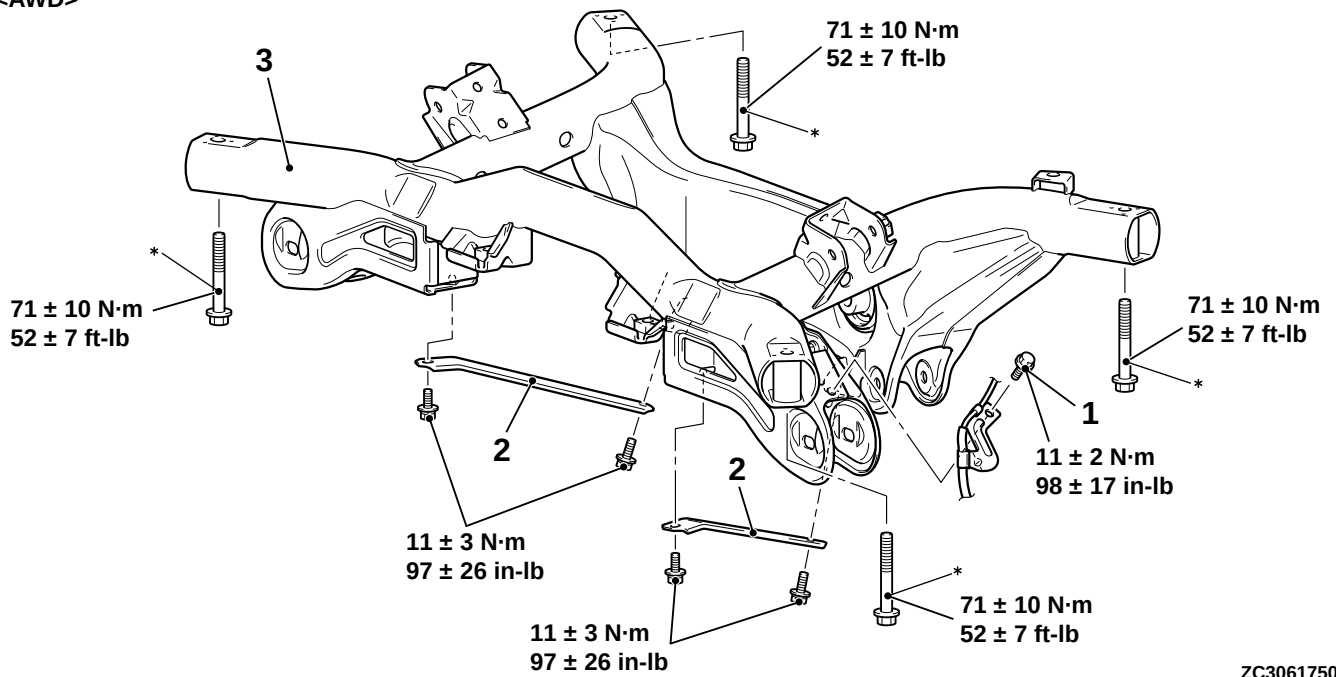
- Rear differential assembly installation AWD (Refer to GROUP 27B -Differential Carrier Assembly P.27B-24.)
- Driveshaft installation (Refer to GROUP 27B - Driveshaft Assembly P.27B-19.)
- Center exhaust pipe installation (Refer to GROUP 15 - Exhaust Pipe and Muffler.)
- Rear suspension stabilizer bar installation (Refer to P.34-22.)
- Upper arm installation (Refer to P.34-10.)
- Control link installation (Refer to P.34-10.)
- Rear wheel alignment check and adjustment (Refer to P. 34-9.)

<FWD>



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<AWD>



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Removal steps

1. Rear wheel speed sensor clamp
2. Rear suspension crossmember stay

Removal steps

3. Rear suspension crossmember

MEMO