

FRONT SUSPENSION

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1 WHEEL ALIGNMENT

1-1 INSPECTION

CAUTION

- Perform the measurement of the wheel alignment with vehicle weight in an unloaded state (fuel is filled to the full level, and the spare tire, standard tools and jack are stored in the specified positions) .

FS-WA-C-Z-00011

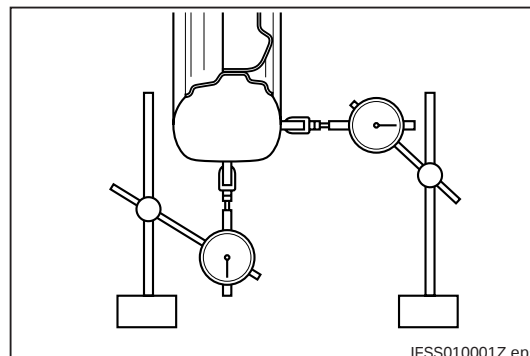
1-1-1 PREPARATION TOOLS

Tool	Brake pusher, CCK gauge compensator
Instrument	Tuning radius gauge, Tire pressure gauge, Camber, caster, kingpin gauge, Dial gauge

FS-WA-C-P-00011

1-1-2 TYRE

1. Check the tire size.
SPECIFIED VALUE: The tire equivalent to the description of the caution plate shall be equipped.
2. Check the degree of wear of the tire.
SPECIFIED VALUE: The difference of wear between right and left tire and uneven wear shall not be remarkable.
3. Check the air pressure.
SPECIFIED VALUE: The air pressure shall be equivalent to the description of the caution plate.
4. Measure the runout of the tire.
SPECIFIED VALUE: MAX 2.0mm in a right-and-left direction
MAX 2.0mm in a up-and-down direction
5. Check the excessive play for following each related portion shaking by hand.
 - (1) Steering linkage
 - (2) Suspension component parts

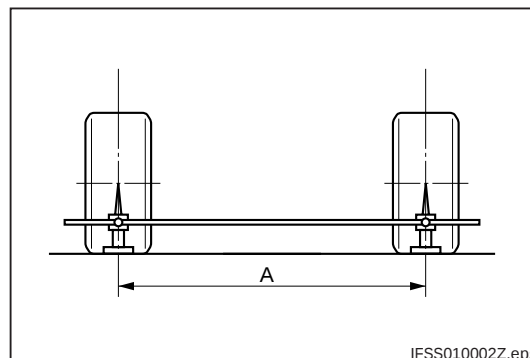


FS-WA-C-T-00011

1-1-3 TOE-IN

(1) CHECK

1. Rock the vehicle in an up-and-down direction so as to settle the suspension.
2. Move the vehicle 5m forward by pushing with hand.
3. Measure the toe-in.
 - (1) Mate the height of the indicating pin of a toe-in gauge with the height of the front wheel shaft center. Then put it at the rear side of the tire.

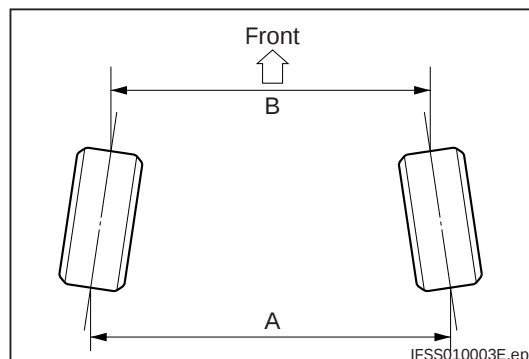


- (2) Put the mark on the tread center of each front wheel tire at the rear side. Measure the distance between the two marks. (Dimension A)
- (3) Slowly move the vehicle forward by pushing the vehicle, until the wheels turn 180 degrees.

CAUTION

- Do not turn the wheel more than 180°.
- When turned more than 180°, repeat it from the beginning.

- (4) Measure the distance (Dimension B) between the two marks which were put in the preceding step.



- (5) Calculate the amount of toe-in, i.e. (Dimension A-Dimension B) .
SPECIFIED VALUE: $0 \pm 2.0\text{mm}$

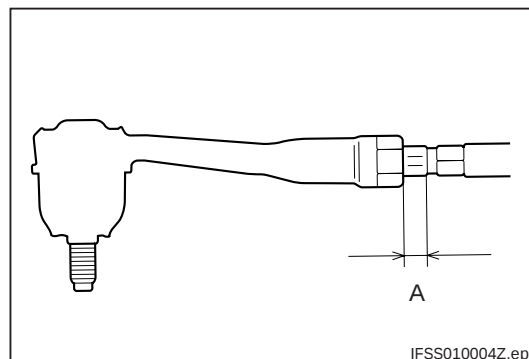
(2) ADJUSTMENT

1. Loosen the lock nuts of the tie rod ends.
2. Adjust the toe- in by turning the screw of each right and left rack end in the opposite direction.
3. Tighten the lock nut of the tie-rod end.

TIGHTENING TORQUE: $36.8 \pm 7.3\text{N}\cdot\text{m}$

CAUTION

- When adjusting the toe-in, the tie rods at the right and left sides should be turned by the same amount.
- Make the length A indicated in the figure equal between the right and left sides.
- (If the length differs between the right and left sides, a difference occurs in the wheel turning angle between the right and left sides.)
- Care must be exercised to ensure that the boot is not twisted during the adjustment.



4. Check the toe-in once again.
SPECIFIED VALUE: $0 \pm 2.0\text{mm}$

1-1-4 CAMBER,CASTER,KING PIN ANGLE

(1) CHECK

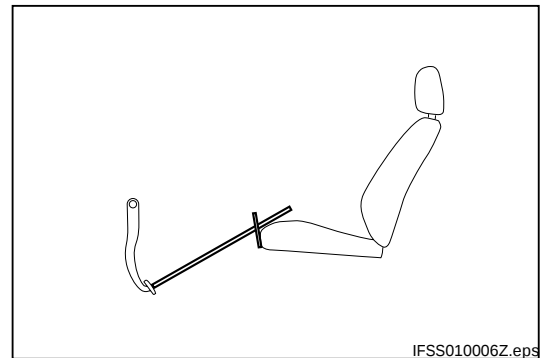
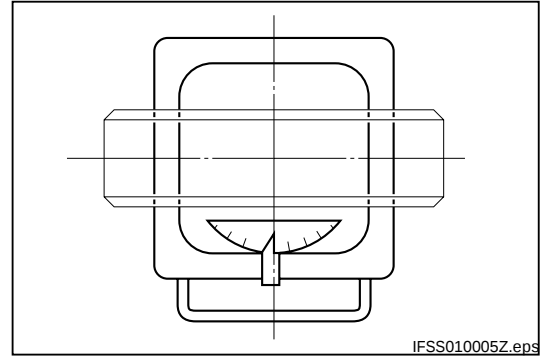
NOTE

- The camber, caster, king pin angle are adjusted beforehand with specified value, and is non-adjusting type.

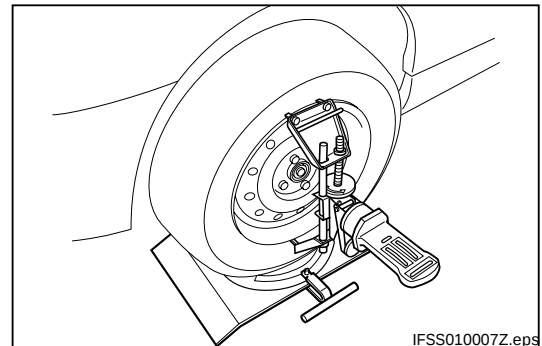
- Set the vehicle on the turning radius gauge.
 - Lock the turning radius gauge by mating with the 0° points.
 - Place the vehicle on the gauge in such a way that the center of the tire-to floor contact surface may be aligned with the center of the turning radius gauge.

CAUTION

- Then a portable type turning radius gauge is employed, a plate having the same thickness as that of the gauge should be placed under the rear wheel so that the vehicle levelness may be maintained.
- Remove the stop lamp fuse so as to prevent the stop lamp from staying on.

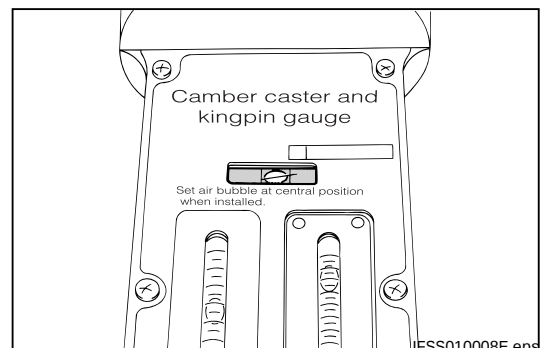


- Install the gauge.
 - Install the compensator on the wheel.
 - Install the camber, caster, king pin gauge.
 - Mate the indicating pin of the turning radius gauge with "0", and then release the lock of the turning radius gauge.
 - Mating the center rod nose of the camber, caster, king pin gauge with the specified position of the compensator, and install.

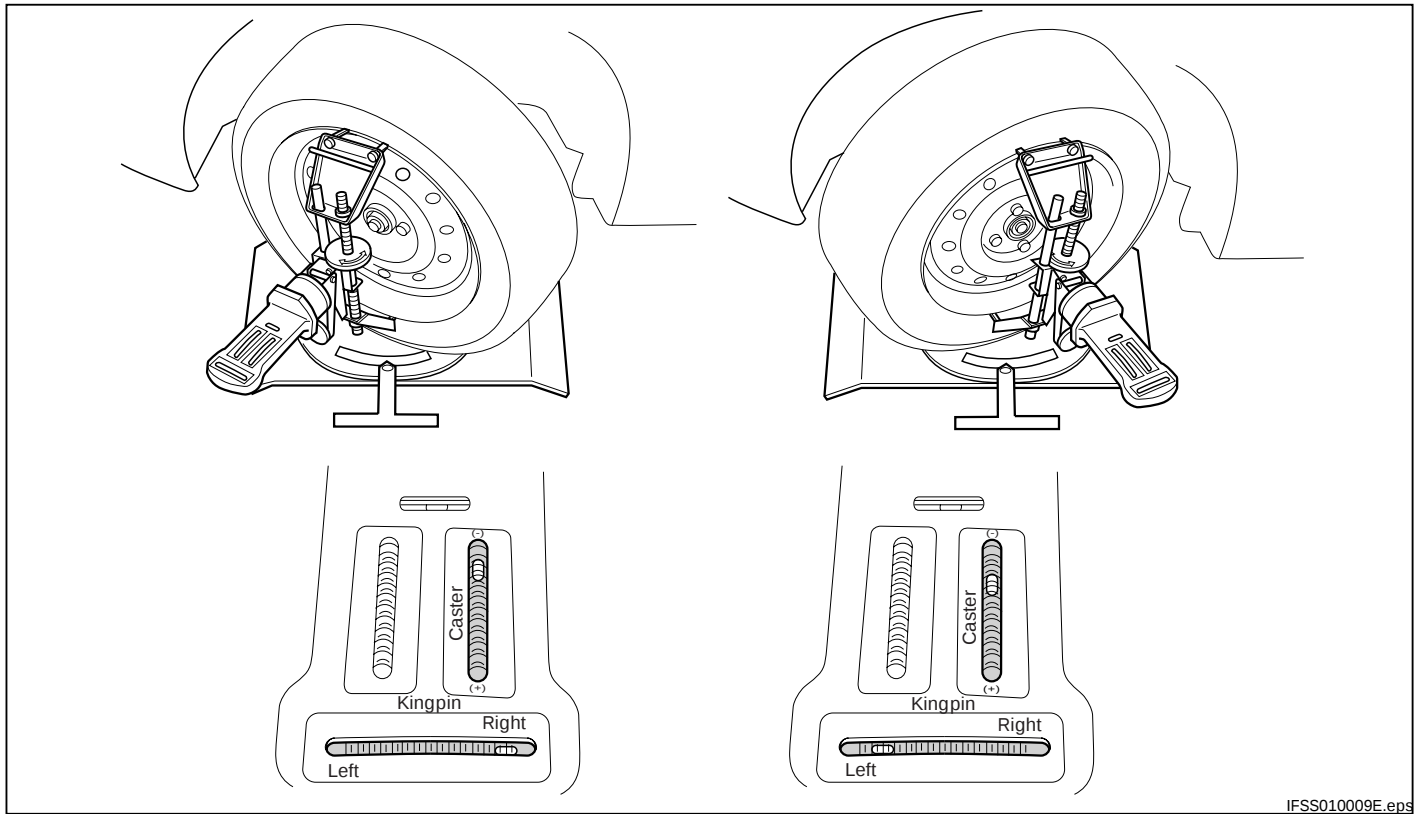


- Measure the camber.
 - Confirm that the vehicle is in straight ahead running direction.
 - Set the level gauge at level to be an air bubble of the gauge at the center of the sight glass.
 - Read the scale of the center location of an air bubble of the level gauge for measuring the camber.

SPECIFIED VALUE: $0^\circ \pm 45'$



4. Check the caster angle, king pin angle. (on the right wheel)
 - (1) Turn the steering wheel to the right till the scale of the turning radius gauge becomes 20°.
 - (2) Turn the adjust screw for caster and king pin angle of the gauge, and make each air bubbles to be "0".
 - (3) Turn the steering wheel to the left till the scale of the turning radius gauge becomes 20°.
 - (4) Read the scale of the center location of an air bubble of the level gauge for measuring the camber angle and king pin angle.
- SPECIFIED VALUE: Caster angle, king pin angle



5. Check the caster angle, king pin angle (on the left wheel) .
6. Remove the gauge and SST.

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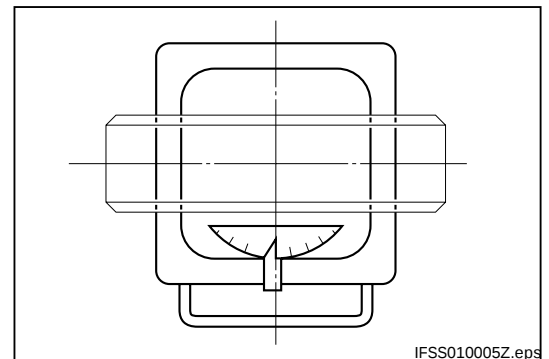
1-1-5 WHEEL ANGLE

(1) CHECK

1. Place the vehicle on the turning radius gauge.
 - (1) Set the turning radius gauge to the zero point. proceed to lock the gauge.
 - (2) Place the vehicle on the gauge in such a way that the center of the tire-to floor contact surface may be aligned with the center of the turning radius gauge.

CAUTION

- Then a portable type turning radius gauge is employed, a plate having the same thickness as that of the gauge should be placed under the rear wheel so that the vehicle levelness may be maintained.
- Remove the stop lamp fuse so as to prevent the stop lamp from staying on.



2. Turn the steering wheel to right and left fully, and measure the turning angle of the wheel.
SPECIFIED VALUE: Turning angle of the tire

	EJ	K3	
		STANDARD	TOURING SUSPENSION
IN	42°16' ± 2°	41°34' ± 2°	41°03' ± 2°
OUT	34°39' ± 2°	34°31' ± 2°	34°10' ± 2°

(2) ADJUSTMENT

1. Loosen the lock nut of the tie- rod end.
2. Adjust the length of the thread portion of right and left rack end by the same amount.

CAUTION

- Be sure not to twist the boot during adjusting.

3. Tighten the lock nut of the tie- rod end.
TIGHTENING TORQUE: 36.8 ± 7.3N·m

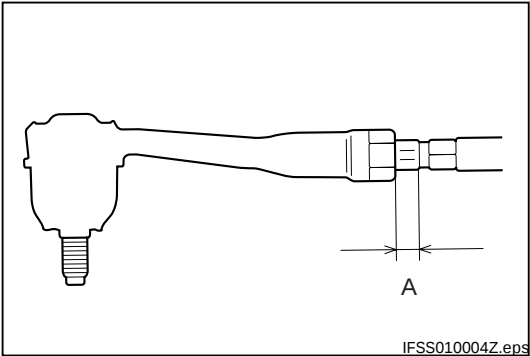
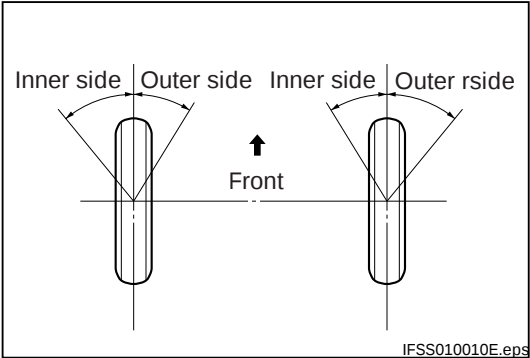
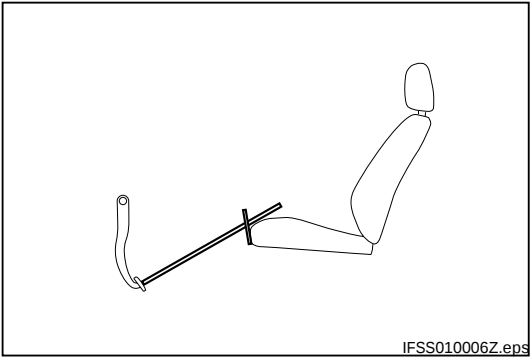
1-1-6 SIDE SLIP

(1) CHECK

NOTE

- Perform the inspection and adjusting about other subject when abnormality is found though the value of the side slip is within a specified value.

1. Check the side slip with a side slip tester.
SPECIFIED VALUE: In 5mm - out 5mm



2 FRONT AXLE

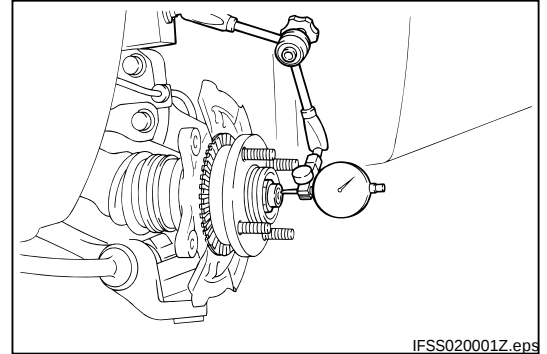
2-1 INSPECTION

2-1-1 AXLE HUB BEARING

(1) EXCESSIVE PLAY IN AXIS DIRECTION

1. Apply the dial-gauge on the right angle to the internal circumference portion of the front axle hub.
2. Measure the excessive play in the axis direction.

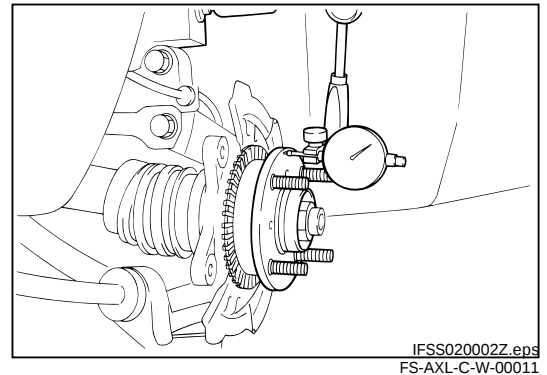
ALLOWABLE LIMIT: MAX 0.05mm



(2) RUNOUT

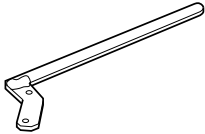
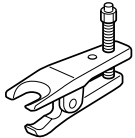
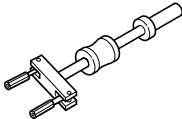
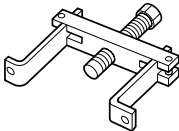
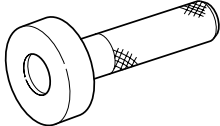
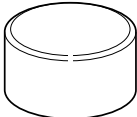
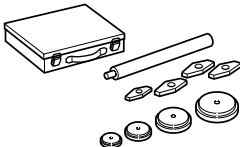
1. Apply the dial-gauge on the right angle to the outer circumference portion of the front axle hub.
2. Rotate the axle hub, and measure the runout.

ALLOWABLE LIMIT: MAX 0.05mm



2-2 REMOVAL AND INSTALLATION

2-2-1 PREPARATION TOOLS

	Shape	Part number, part name	Use
SST		09511-87202-000 Stopper, brake drum	For prevention from turning of hub
		09611-87701-000 Puller, Tie-rod end	For separation of tie-rod end /lower arm and steering knuckle
		09520-00031-000 Puller, rear axle shaft	For removal of front axle hub
		09510-87301-000 Puller, front hub & drum	For separation of front axle hub and drive shaft
		09310-87102-000 Replacer, counter shaft front bearing	For removal of radial ball bearing For installation of front axle hub
		09950-20017-000 Puller, universal	For removal of radial ball bearing inner race
		09718-87702-000 Replacer, front disc brake dust cover	For installation of radial ball bearing
		09608-87501-000 Tool set, axle hub & drive pinion bearing	For installation of radial ball bearing
Tool	Snap ring expander		
Interment	Dial gauge, Torque wrench		
Lubricant	MP grease		

2-2-2 OPERATION BEFORE REMOVAL

1. Jack up the vehicle.

WARNING

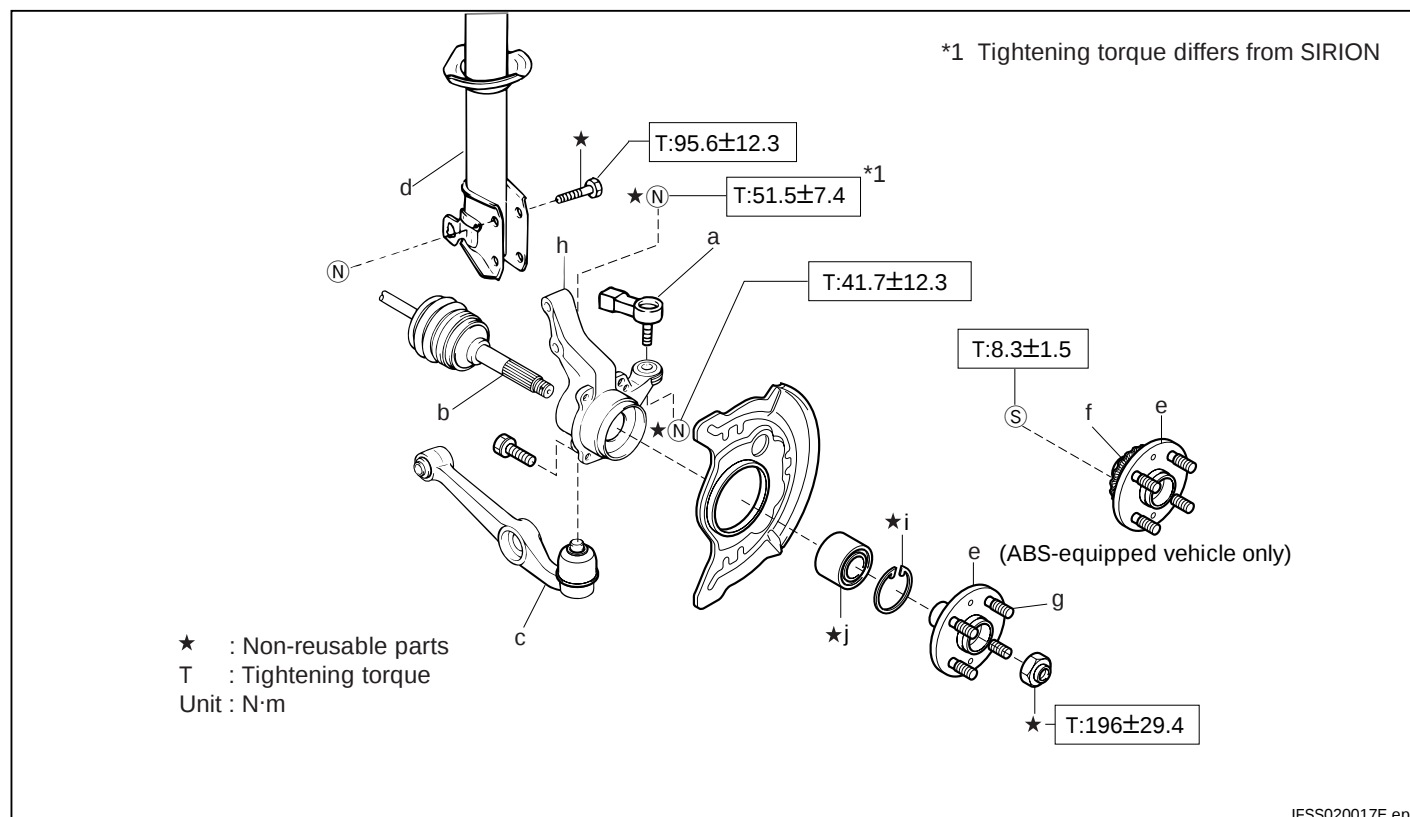
- Keep the position of the jack up point to avoid causing the serious accident due to inclining of the vehicle.

2. Remove the wheel.
3. Remove the clamp of the flexible brake hose from the shock absorber.
4. Remove the speed sensor.
5. Remove the front disc brake caliper Ay and hang it with the wire or the like.
Refer to BR-23.
6. Remove the brake disc.
Refer to BR-21.

FS-AXL-D-B-00011

2-2-3 REMOVAL AND INSTALLATION PROCEDURES

(1) COMPONENTS



IFSS020017E.eps

(2) REMOVAL AND INSTALLATION PROCEDURES

- | | | | |
|--------|-----------------------|--------|----------------------|
| ① 11 a | End, tie-rod | 7 1 g | Bolt, hub |
| ② ⑩ b | Shaft, drive | 8 5 h | Knuckle, steering |
| ③ ⑨ c | Arm, suspension lower | 9 4 i | Ring, hole snap |
| 4 8 d | Absorber, front shock | 10 ③ k | Hub S/A, front axle |
| ⑤ 7 e | Hub S/A, front axle | ⑪ ② j | Bearing, radial ball |
| 6 6 f | Rotor, skid control | | |

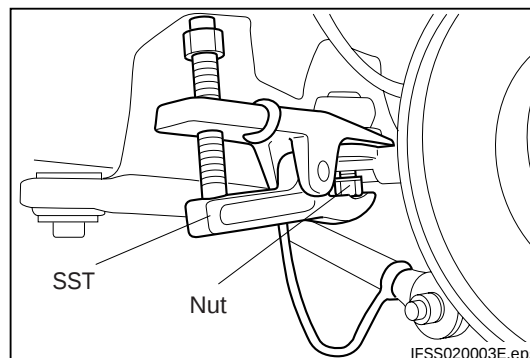
FS-AXL-D-T-00011

2-2-4 POINTS OF REMOVAL

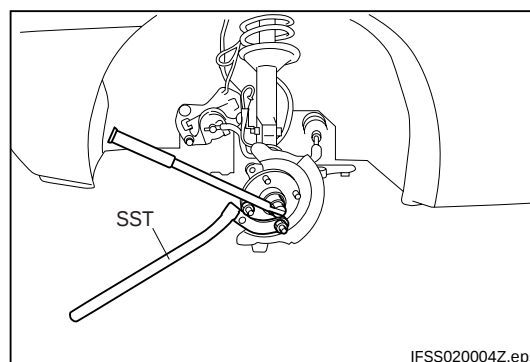
1. Separation of tie-rod end
 - (1) Hang the SST using string or the like to prevent SST from dropping.
 - (2) Separate the tie-rod end from the steering knuckle.SST: 09611-87701-000

CAUTION

- Install the nut to prevent the thread portion from damage when set the SST.



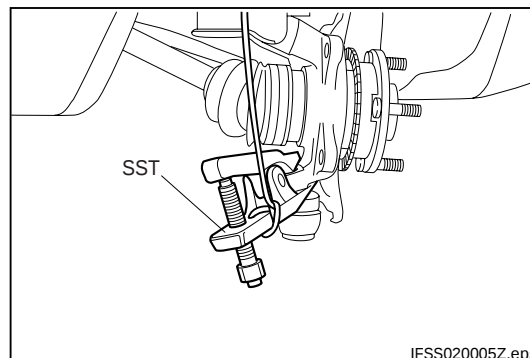
2. Separation of suspension lower arm S/A
 - (1) Hang the SST using string or the like to prevent SST from dropping.
 - (2) Separate the suspension lower arm S/A from the steering knuckle.SST: 09511-87202-000



3. Separation of suspension lower arm S/A
 - (1) Hang the SST using string or the like to prevent SST from dropping.
 - (2) Separate the suspension lower arm S/A from the steering knuckle.SST: 09611-87701-000

CAUTION

- Install the nut to prevent the thread portion from damage when set the SST.

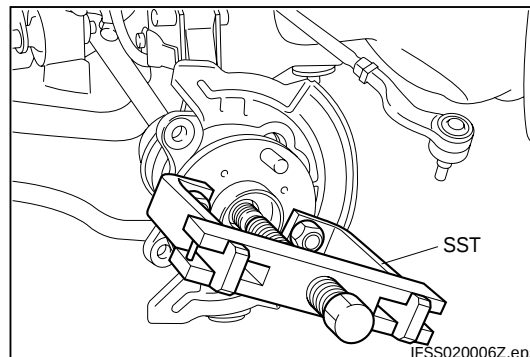


4. Removal of steering knuckle

- (1) Hang the drive shaft with wire or the like.
- (2) Pull out the drive shaft.

SST: 09510-87301-000

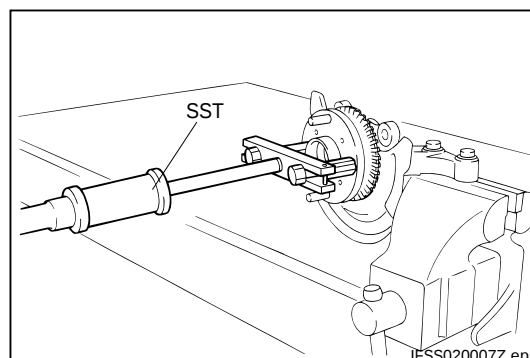
- (3) Remove the axle hub together with the steering knuckle.



5. Removal of front axle hub S/A

- (1) Fix the front axle hub S/A to a vise.
- (2) Remove the steering knuckle from the front axle hub S/A.

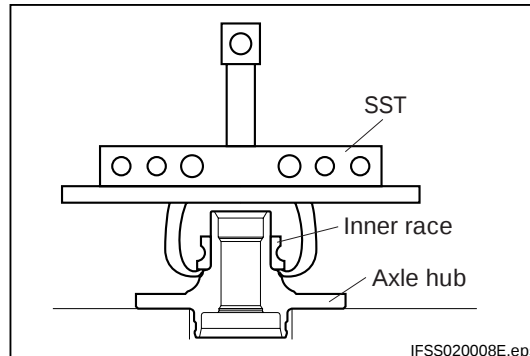
SST: 09520-00031-000



6. Removal of radial ball bearing

- (1) Remove the inner race of a radial ball bearing from an axle hub.

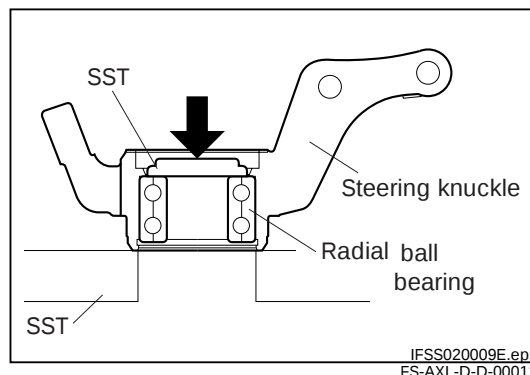
SST: 09550-20017-000



- (2) Remove the radial ball bearing from the steering knuckle using the hydraulic press.

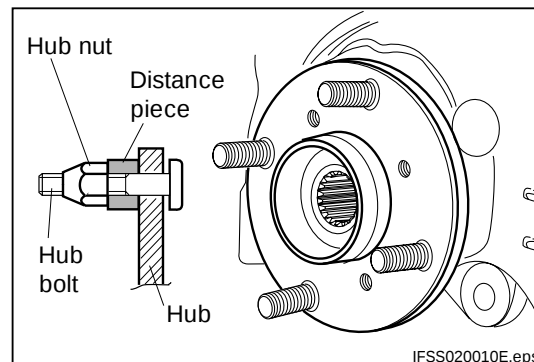
SST: 09310-87102-000

09718-87702-000

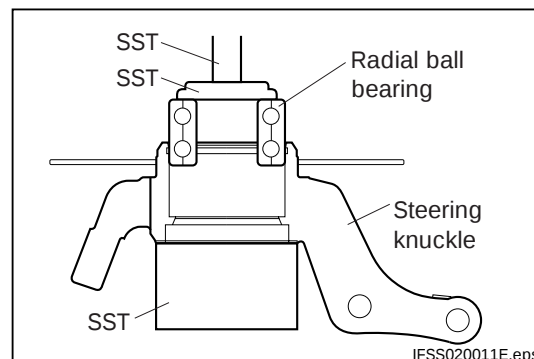


2-2-5 POINTS OF INSTALLATION

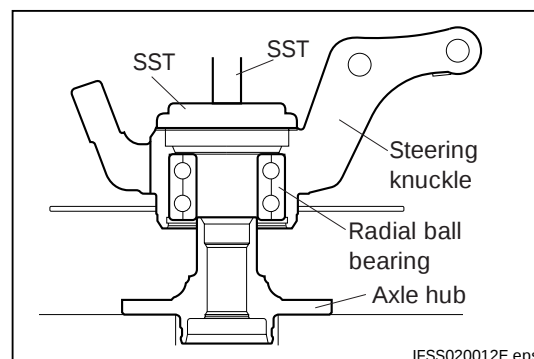
1. Press-fitting of the hub bolt
 - (1) Insert the hub bolt in the spacer with proper length.
 - (2) Installing the hub nut in reverse, and perform the press-fit of the hub bolt with tightening it.



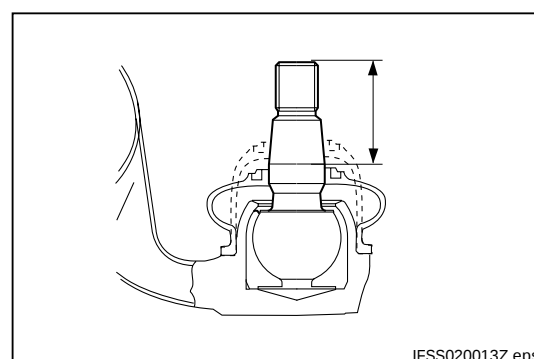
2. Installation of radial ball bearing
 - (1) Using the hydraulic press, perform the press-fit of the radial ball bearing into the steering knuckle S/A.
- SST: 09608-87501-000
09718-87702-000



3. Installation of front axle hub
 - (1) Using the hydraulic press, perform the press-fit of the front axle hub S/A into the steering knuckle.
- SST: 09310-87102-000



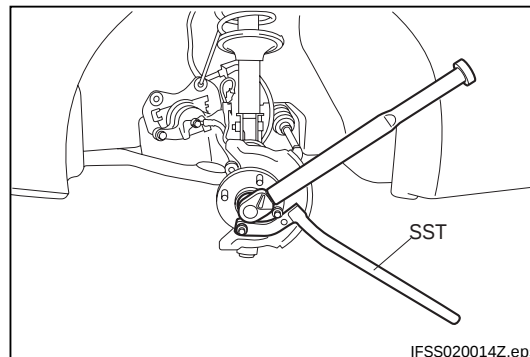
4. Connection of suspension lower arm S/A
 - (1) Push down the dust cover of a ball joint portion on the suspension lower arm, and wipe off the grease at the taper portion perfectly.
 - (2) Install the ball joint of the suspension lower arm to the steering knuckle.



5. Installation of drive shaft

- (1) Apply grease to the serration portion of the drive shaft.
- (2) Set the stopper to prevent from turning, then install the front axle hub to the drive shaft.

SST: 09551-87202-000

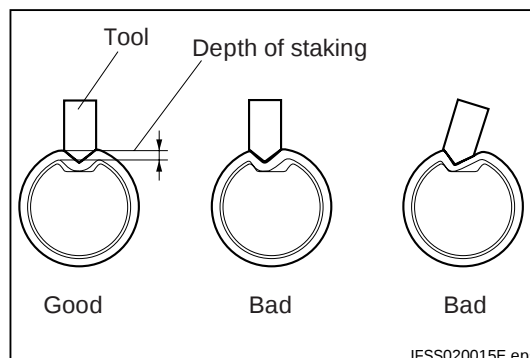


- (3) Using the chisel, ensure to stake the nose of the front-wheel drive shaft and the nut as shown in the figure.

- (4) There shall be no crack at the staking portion of the nuts and drive shaft thread portion.

(flake of plating of the nut is acceptable)

SPECIFIED VALUE: Direction of staking is center direction of a drive shaft, and depth of staking is $3.5^{+1.5}_{-0.5}$ mm



2-2-6 OPERATION AFTER INSTALLATION

1. Install the brake disc.
Refer to BR-21.
2. Install the clamp of the flexible brake hose to the shock absorber.
Refer to BR-23.
3. Install the speed sensor.
4. Install the clamp of the flexible brake hose to the shock absorber.
5. Install the wheel.

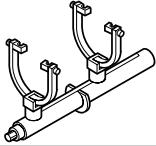
TIGHTENING TORQUE: 103.0 ± 14.7 N·m

6. Jack down the vehicle.
7. Rock the vehicle in an up-and-down direction so as to settle the suspension.
8. Tighten every portion with the specified torque on the condition car weight is loaded.

3 SHOCK ABSORBER

3-1 REMOVAL AND INSTALLATION

3-1-1 PREPARATION TOOLS

	Shape	Part number, part name	Use
SST		09727-30021-000 Compressor, front coil spring	Removal/Installation of coil spring
Interment	Torque wrench		

FS-SA-D-P-00011

3-1-2 OPERATION BEFORE REMOVAL

1. Jack up the vehicle.

WARNING

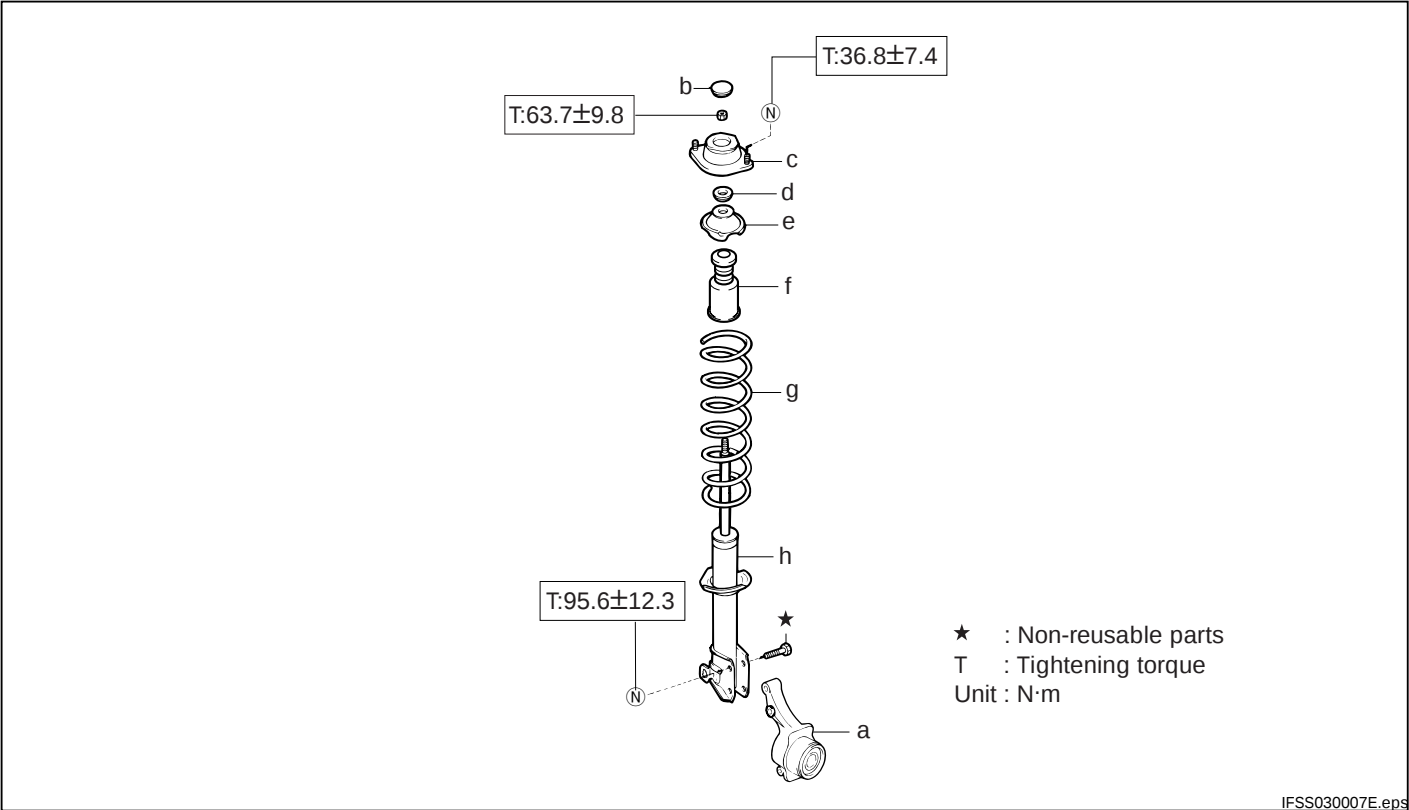
- Keep the position of the jack up point to avoid causing the serious accident due to inclining of the vehicle.

2. Remove the wheel.
3. Remove the clamp of the flexible brake hose from the shock absorber.
4. Remove the clamp of the speed sensor harness from the shock absorber.

FS-SA-D-B-00011

3-1-3 REMOVAL AND INSTALLATION PROCEDURES

(1) COMPONENTS



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(2) REMOVAL AND INSTALLATION PROCEDURES

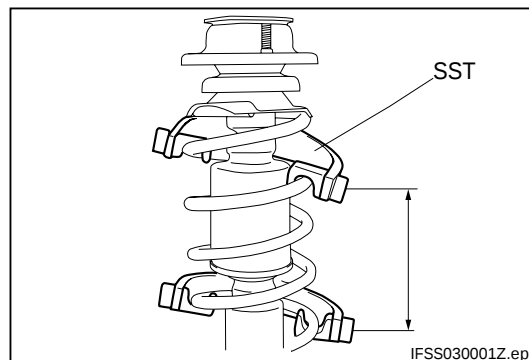
- | | | | | | | | |
|---|---|---|-------------------------------|---|---|---|--------------------------|
| 1 | 8 | a | Knuckle, steering | 6 | 3 | f | Bumper, front spring |
| 2 | 7 | b | Cover, bearing dust | ⑦ | ② | g | Spring, front |
| 3 | ⑥ | c | Support Ay, front suspension | 8 | 1 | h | Absorber Ay, front shock |
| 4 | 5 | d | Bearing | | | | |
| 5 | 4 | e | Sheet, front suspension upper | | | | |

FS-SA-D-T-00011

3-1-4 POINTS OF REMOVAL

1. Removal of shock absorber and front spring
 - (1) Loosen the nut of the shock absorber nose.
 - (2) Remove the front suspension support, shock absorber, and front spring together.
 - (3) Remove the shock absorber and the front spring together.
2. Removal of front spring
 - (1) Install SST that the distance of pawls becomes the largest.

SST: 09727-30021-000



- (2) Compress the front spring.

CAUTION

- Never use the impact wrench.

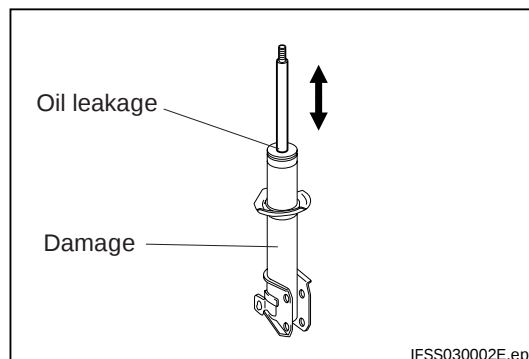
- (3) Remove the front spring.

FS-SA-D-D-00011

3-1-5 INSPECTION

(1) SHOCK ABSORBER

1. Check the state by expanding and compressing the shock absorber.
SPECIFIED VALUE: It shall be expanded and compressed with constant rate and no abnormal noise.
2. Check each portion for no abnormal condition.



FS-SA-D-C-00011

3-1-6 POINTS OF INSTALLATION

1. Installation of front spring

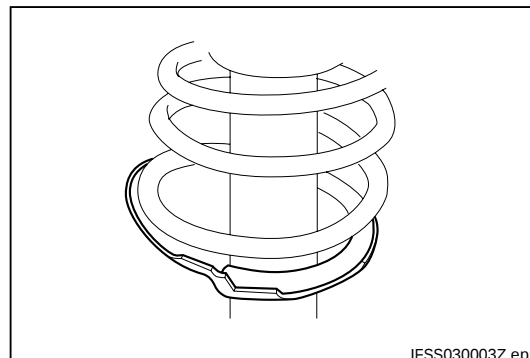
- (1) Install the SST so that distance between each pawl becomes the largest.

SST: 09727-30021-000

CAUTION

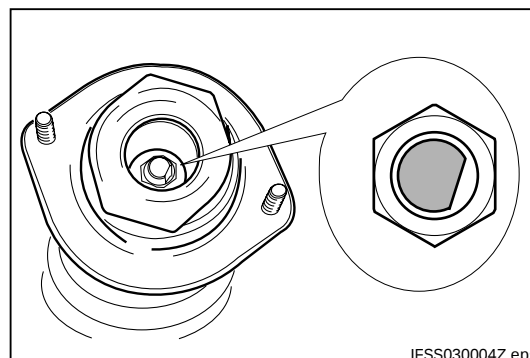
- Never use the impact wrench.

- (2) Install the front spring by mating the edge of spring with the groove of the spring seat.



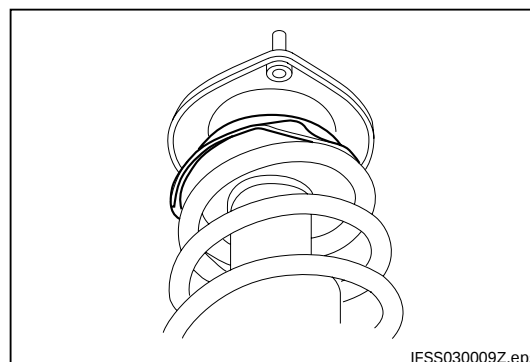
2. Installation of front suspension support

- (1) Put the rod through the suspension support by mating the notch portions of the shock absorber rod.



- (2) Install the suspension support by mating the edge of spring with the groove of the suspension support.

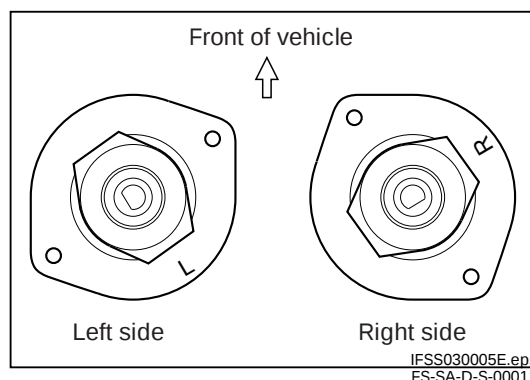
- (3) Tighten the installation nut of the front suspension support temporarily.



3. Installation of shock absorber and the front spring

- (1) Install the shock absorber and the front spring together by mating the punched mark to the position described in the figure.

- (2) Regularly tighten the installation nut of the front suspension support.



3-1-7 OPERATION AFTER INSTALLATION

1. Install the clamp of the speed sensor harness to the shock absorber.
2. Install the clamp of the flexible brake hose to the shock absorber.
3. Install the wheel.

TIGHTENING TORQUE: $103.0 \pm 14.7\text{N}\cdot\text{m}$

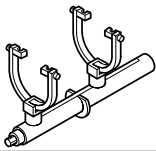
4. Jack down the vehicle.
5. Rock the vehicle in an up-and-down direction so as to settle the suspension.
6. Tighten every portion with the specified torque on the condition car weight is loaded.
7. Check the wheel alignment.
Refer to FS-2.

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4 COIL SPRING

4-1 REMOVAL AND INSTALLATION

4-1-1 PREPARATION TOOLS

	Shape	Part number, part name	Use
SST		09727-30021-000 Compressor, front coil spring	Removal/Installation of coil spring
Interment	Torque wrench		

FS-CSP-D-P-00011

4-1-2 OPERATION BEFORE REMOVAL

1. Jack up the vehicle.

WARNING

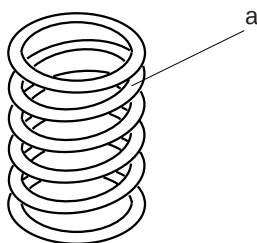
- Keep the position of the jack up point to avoid causing the serious accident due to inclining of the vehicle.

2. Remove the wheel.
3. Remove the clamp of the flexible brake hose from the shock absorber.
4. Remove the clamp of the speed sensor harness from the shock absorber.
5. Remove the shock absorber.
Refer to FS-14.

FS-CSP-D-B-00011

4-1-3 REMOVAL AND INSTALLATION PROCEDURES

(1) COMPONENTS



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(2) REMOVAL AND INSTALLATION PROCEDURES

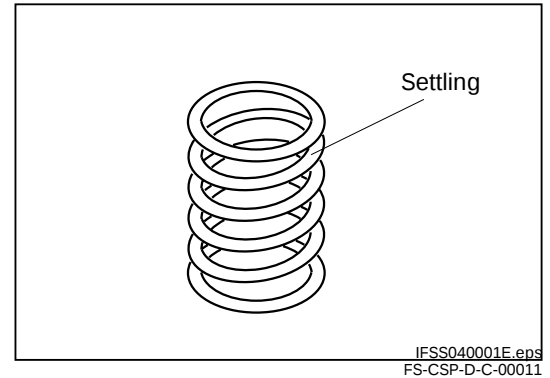
- 1 1 a Spring, front

FS-CSP-D-T-00011

4-1-4 INSPECTION

(1) FRONT SPRING

1. Check each portion for no abnormal condition.



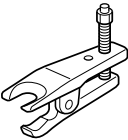
4-1-5 OPERATION AFTER INSTALLATION

1. Install the shock absorber.
Refer to FS-14.
2. Install the clamp of the speed sensor harness to the shock absorber.
3. Install the clamp of the flexible brake hose to the shock absorber.
4. Install the wheel.
TIGHTENING TORQUE: $103.0 \pm 14.7\text{N}\cdot\text{m}$
5. Jack down the vehicle.
6. Rock the vehicle in an up-and-down direction so as to settle the suspension.
7. Tighten every portion with the specified torque on the condition car weight is loaded.
8. Check the wheel alignment.
Refer to FS-2.

5 LOWER ARM

5-1 REMOVAL AND INSTALLATION

5-1-1 PREPARATION TOOLS

	Shape	Part number, part name	use
SST		09611-87701-000 Puller, Tie-rod end	For separation of tie-rod end / lower arm and steering knuckle
Interment	Torque wrench		

FS-LAM-D-P-00011

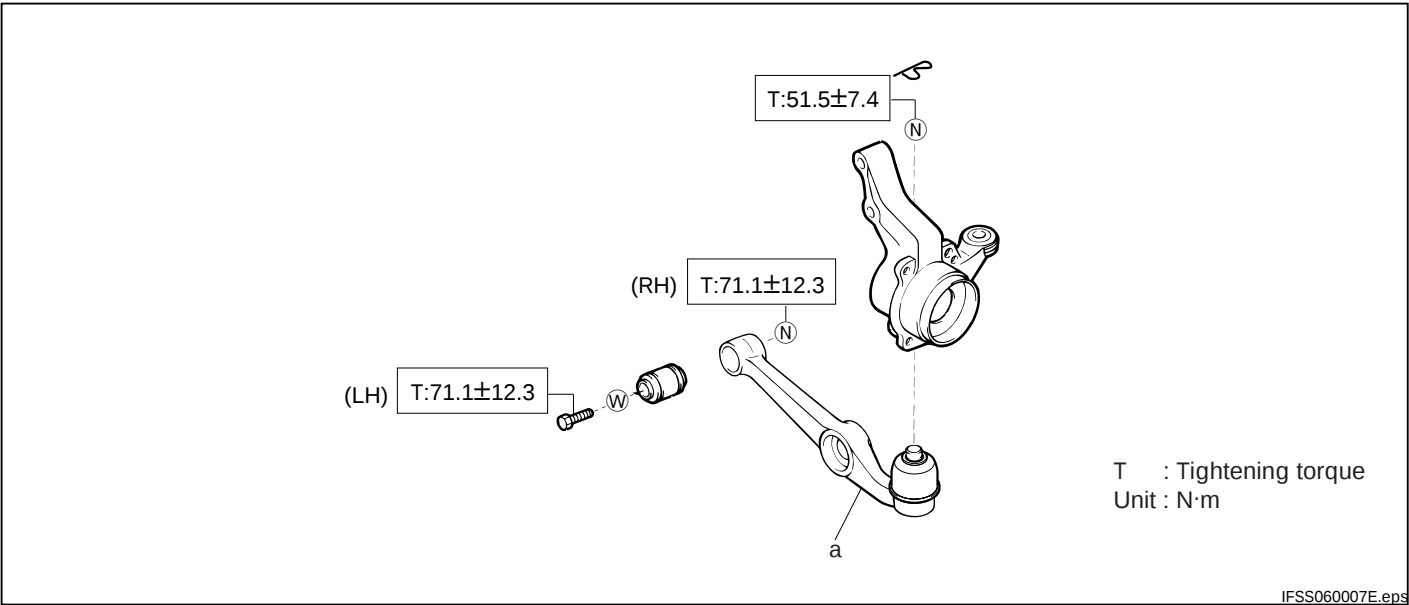
5-1-2 OPERATION BEFORE REMOVAL

1. Jack up the vehicle.
WARNING
 - Keep the position of the jack up point to avoid causing the serious accident due to inclining of the vehicle.
2. Remove the wheel.
3. Remove the stabilizer bar.
Refer to FS-25.

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5-1-3 REMOVAL AND INSTALLATION PROCEDURES

(1) COMPONENTS



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(2) REMOVAL AND INSTALLATION PROCEDURES

- ① ① a Arm S/A, suspension lower

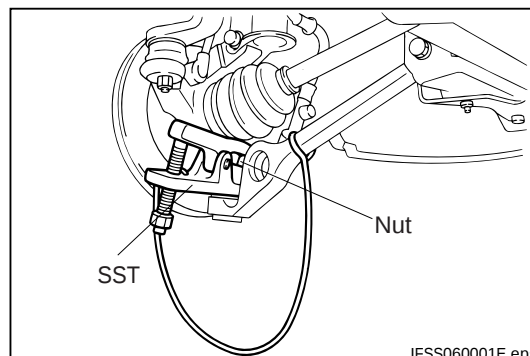
FS-LAM-D-T-00011

5-1-4 POINTS OF REMOVAL

1. Separation of suspension lower arm S/A
 - (1) Hang the SST using string or the like to prevent SST from dropping.
 - (2) Separate the suspension lower arm S/A from the steering knuckle.
- SST: 09611-87701-000

CAUTION

- Install the nut to prevent the thread portion from damage when set the SST.



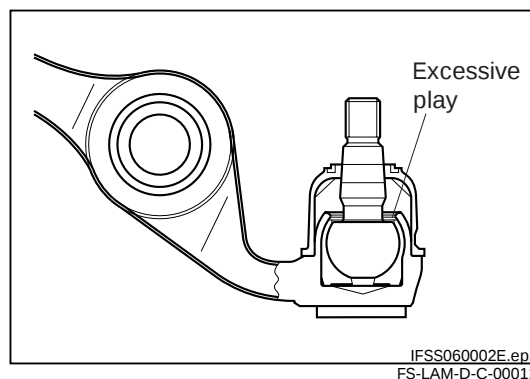
- (3) Remove the suspension lower arm S/A.

FS-LAM-D-D-00011

5-1-5 INSPECTION

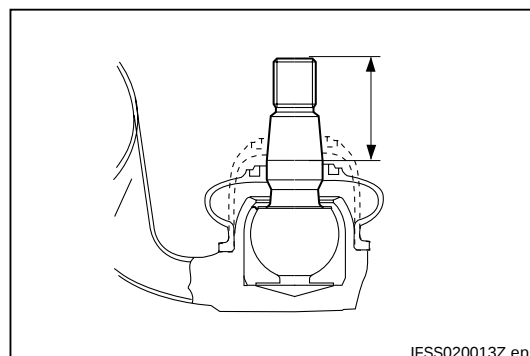
(1) SUSPENSION LOWER ARM

1. Check each portion for no abnormal condition.
 2. Check the condition of the ball joint.
- SPECIFIED VALUE: There shall be no abnormal response or binding when you move the ball joint by the hand.



5-1-6 POINTS OF INSTALLATION

1. Installation of suspension lower arm S/A
 - (1) Push down the dust cover of a ball joint portion on the suspension lower arm, and wipe off the grease at the taper portion perfectly.
 - (2) Install the ball joint of suspension lower arm S/A to the steering knuckle.



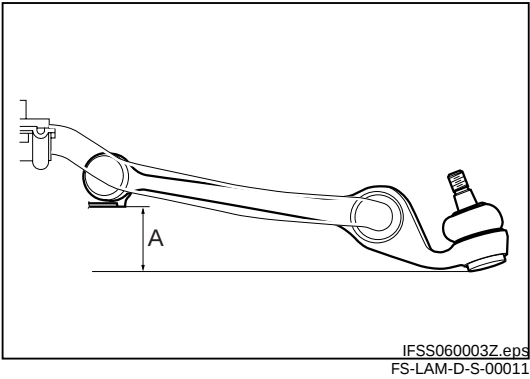
2. Tighten the suspension lower arm S/A with condition of the figure.

NOTE

- If any difficulty is encountered, tighten temporarily the suspension lower arm S/A, then make regular tightening with condition vehicle weight is loaded.

SPECIFIED VALUE: Installation position

	Height A
STANDARD	42.1 ± 5
TOURING SUSPENSION	23.1 ± 5



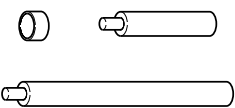
5-1-7 OPERATION AFTER INSTALLATION

1. Install the stabilizer bar.
Refer to FS-25.
2. Install the wheel.
TIGHTENING TORQUE: 103.0 ± 14.7N·m
3. Jack down the vehicle.
4. Rock the vehicle in an up-and-down direction so as to settle the suspension.
5. Tighten every portion with the specified torque on the condition car weight is loaded.
6. Check the wheel alignment.
Refer to FS-2.

FS-LAM-D-A-00011

5-2 DISASSEMBLY AND ASSEMBLY

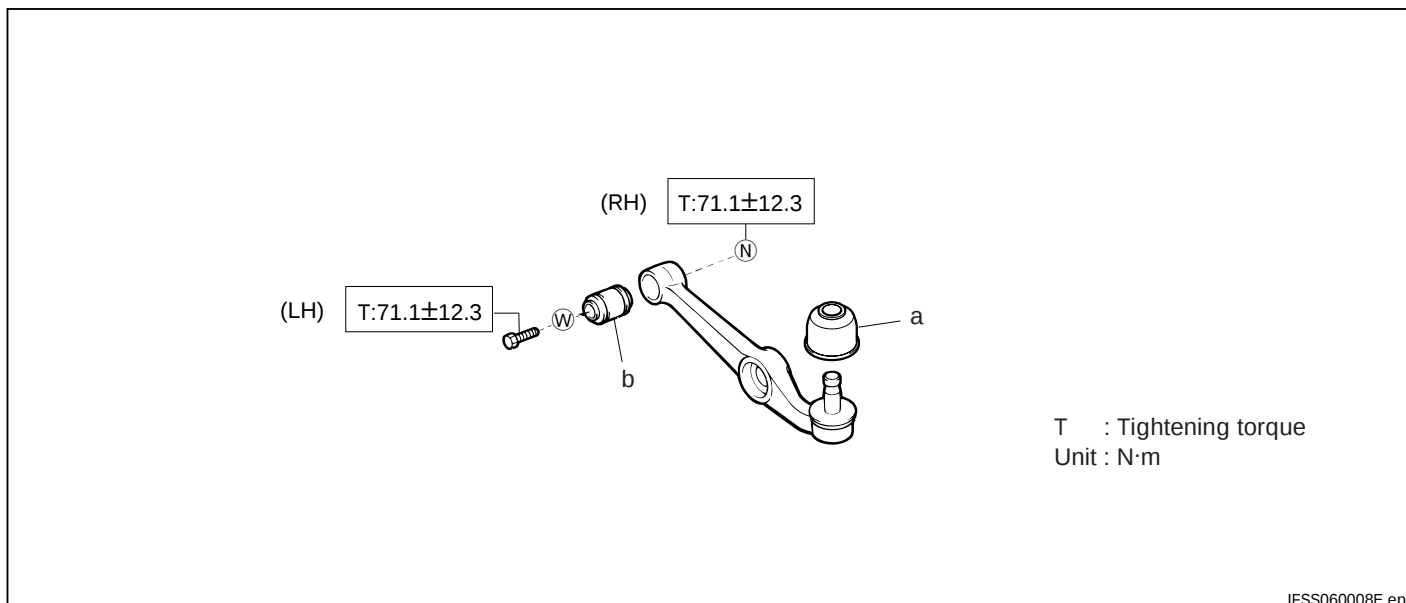
5-2-1 PREPARATION TOOLS

	Shape	Part number, part name	Use
SST		09726-87201-000 Replacer,lower arm bushing	For removal/installation of bush
Interment	Torque wrench		

FS-LAM-B-P-00011

5-2-2 DISASSEMBLY AND ASSEMBLY PROCEDURES

(1) DISASSEMBLY AND ASSEMBLY PROCEDURES



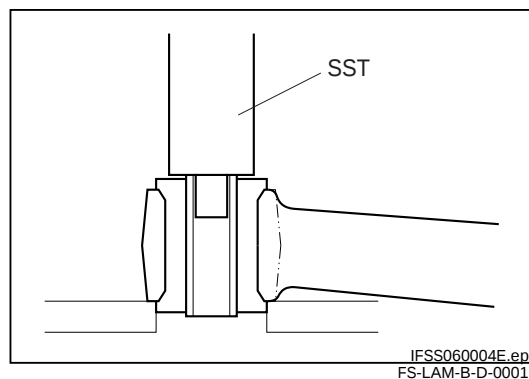
(2) COMPONENTS

- ① ② a Bush, lower arm
- 2 ① b Cover, lower ball joint dust

FS-LAM-B-T-00011

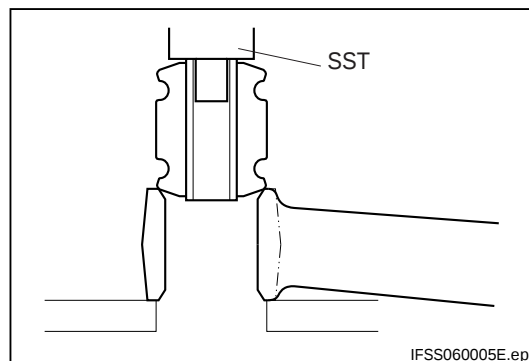
5-2-3 POINTS OF DISASSEMBLY

1. Removal of lower arm bush
 - (1) Using the hydraulic press, remove the lower arm bush from the suspension lower arm S/A.
- SST: 09726-87201-000



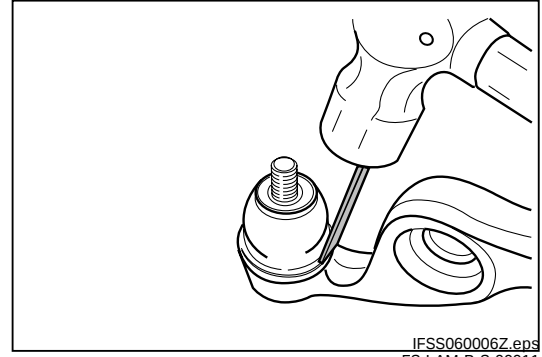
5-2-4 POINTS OF ASSEMBLY

1. Installation of lower arm bush
 - (1) Using the hydraulic press, perform the press-fit of the lower arm bush into the suspension lower arm S/A.
- SST: 09726-87201-000



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2. Installation of lower ball joint dust cover.
 - (1) Using the chip of wood, perform the press-fit of the lower ball joint dust cover into suspension lower arm S/A.



6 STABILIZER BAR

6-1 REMOVAL AND INSTALLATION

6-1-1 PREPARATION TOOLS

Instrument	Torque wrench
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FS-StA-D-P-00011

6-1-2 OPERATION BEFORE REMOVAL

1. Jack up the vehicle.

WARNING

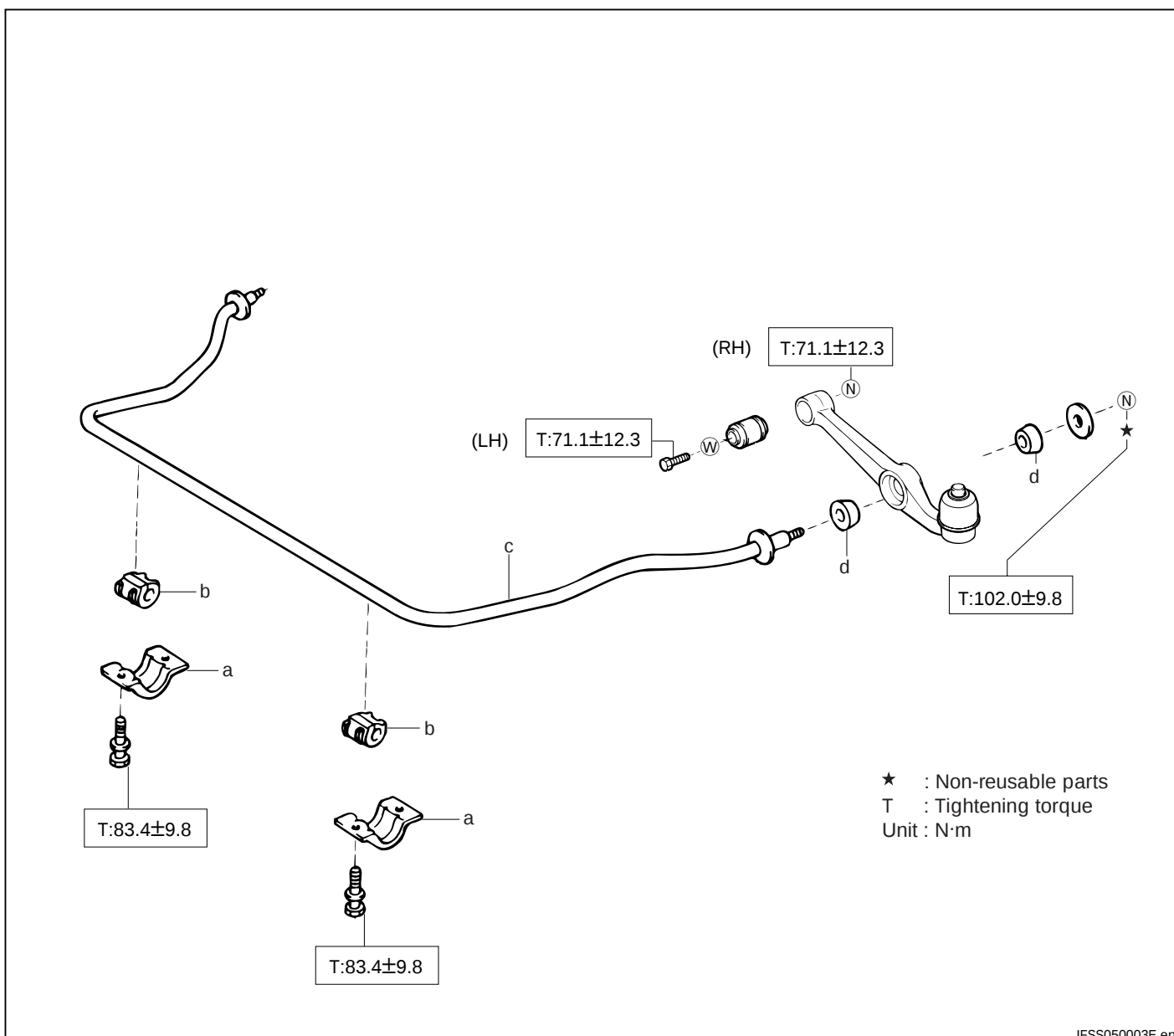
- Keep the position of the jack up point to avoid causing the serious accident due to inclining of the vehicle.

2. Remove the wheel.

FS-StA-D-B-00011

6-1-3 REMOVAL AND INSTALLATION PROCEDURES

(1) COMPONENTS



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(2) REMOVAL AND INSTALLATION PROCEDURES

- 1 ④ a Bracket, stabilizer
- 2 3 b Bush, stabilizer
- 3 2 c Bar, stabilizer
- 4 1 d Cushion, strut bar

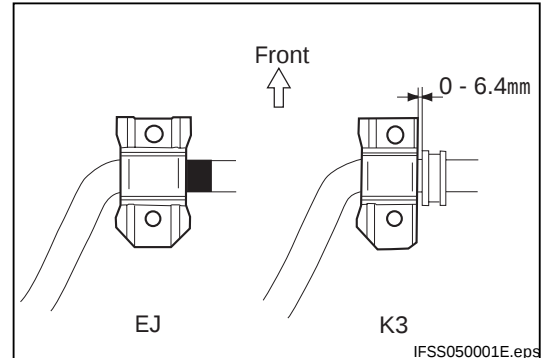
FS-StA-D-T-00011

6-1-4 POINTS OF INSTALLATION

1. Installation of stabilizer bracket
(1) Install the stabilizer bracket to the position described in the figure.

CAUTION

- Tighten the bolt of vehicle rear side first.



6-1-5 OPERATION AFTER INSTALLATION

1. Install the wheel.
TIGHTENING TORQUE: $103.0 \pm 14.7\text{N}\cdot\text{m}$
2. Jack down the vehicle.
3. Rock the vehicle in an up-and-down direction so as to settle the suspension.
4. Tighten every portion with the specified torque on the condition car weight is loaded.
5. Check the wheel alignment.
Refer to FS-2.

FS-StA-D-A-00011

7 TIGHTENING TORQUE

Tightening components		N·m	kgf·cm
Steering knuckle	× Shock absorber	95.6 ± 12.3	975 ± 125
Lower arm	× Steering knuckle	51.5 ± 7.4	525 ± 75
Tie-rod end	× Steering knuckle	41.7 ± 12.3	425 ± 125
Skid control sensor rotor	× Front axle hub S/A	8.3 ± 1.5	85 ± 15
Front axle hub S/A	× Drive shaft	196 ± 29.4	2000 ± 300
Lower arm	× Frame	71.1 ± 12.3	725 ± 125
Tie-rod end lock nut		36.8 ± 7.4	375 ± 75
Front suspension support	× Body	36.8 ± 7.4	375 ± 75
Shock absorber	× Front suspension support	63.7 ± 9.8	650 ± 100
Stabilizer bracket	× Frame	83.4 ± 9.8	850 ± 100
Stabilizer bar	× Lower arm	102.0 ± 9.8	1040 ± 100

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TO NEXT SECTION