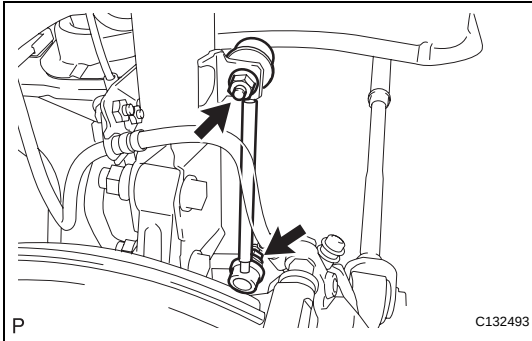


REMOVAL

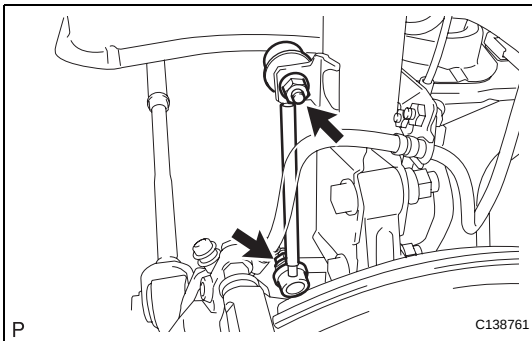
NOTICE:

Check if an old gasket still remains on the pipe. If so, remove it. Also, check if any bolts or nuts are rusted. If so, replace them.

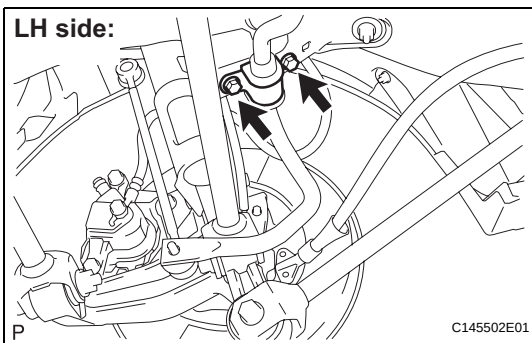
1. REMOVE REAR WHEELS
2. REMOVE TAIL EXHAUST PIPE ASSEMBLY (See page [EX-2](#))
3. REMOVE CENTER EXHAUST PIPE ASSEMBLY (See page [EX-2](#))



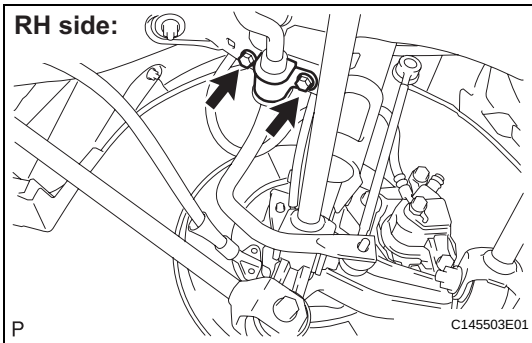
4. REMOVE REAR STABILIZER LINK ASSEMBLY LH
 - (a) Remove the 2 nuts and rear stabilizer link assembly LH.
- HINT:**
If the ball joint turns together with the nut, use a hexagon wrench (5 mm) to hold the stud.



5. REMOVE REAR STABILIZER LINK ASSEMBLY RH
 - (a) Remove the 2 nuts and rear stabilizer link assembly RH.
- HINT:**
If the ball joint turns together with the nut, use a hexagon wrench (5 mm) to hold the stud.



6. REMOVE REAR STABILIZER BAR NO. 1 BRACKET
 - (a) Remove the 2 bolts and rear stabilizer bar No. 1 bracket. (LH side)

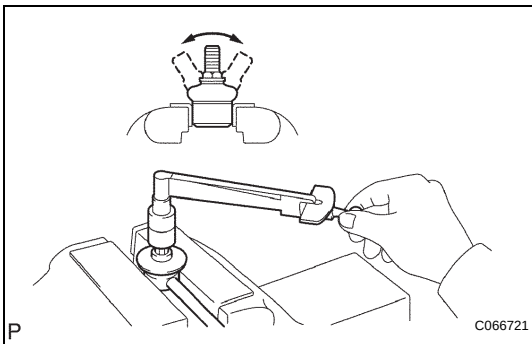


- (b) Remove the 2 bolts and rear stabilizer bar No. 1 bracket. (RH side)

7. REMOVE REAR STABILIZER BUSHING

- (a) Remove the 2 rear stabilizer bushings from the rear stabilizer bar.

8. REMOVE REAR STABILIZER BAR



INSPECTION

1. INSPECT REAR STABILIZER LINK ASSEMBLY

- (a) Inspect the turning of the ball joint.
- (1) Secure the rear stabilizer link assembly in a vise using aluminum plates.
 - (2) Install the nut to the rear stabilizer link assembly stud.
 - (3) Using a torque wrench, turn the nut continuously at a rate of 3 to 5 seconds per turn and take the torque reading on the 5th turn.

Torque: Turning torque

**0.05 to 1.0 N*m (0.5 to 10 kgf*cm,
0.4 to 8.9 in.*lbf)**

HINT:

If the turning torque is not within the specified range, replace the rear stabilizer link assembly with a new one.

- (b) Inspect the dust cover.
- (1) Check that the dust cover is not cracked and that there is no grease on it.

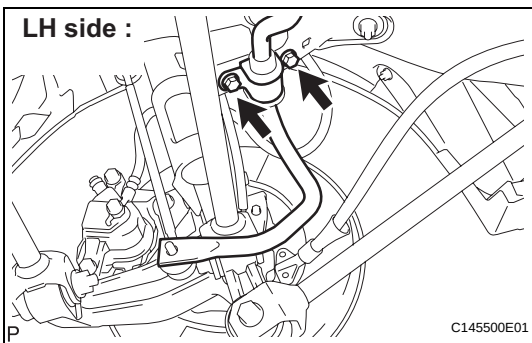
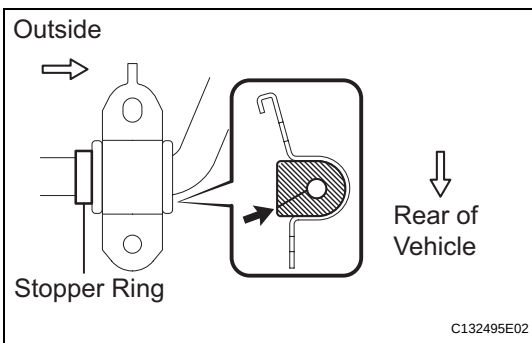
INSTALLATION

1. INSTALL REAR STABILIZER BUSHING

- (a) Install the 2 rear stabilizer bushings to the outside of the stopper ring on the stabilizer bar.

2. INSTALL REAR STABILIZER BAR NO. 1 BRACKET

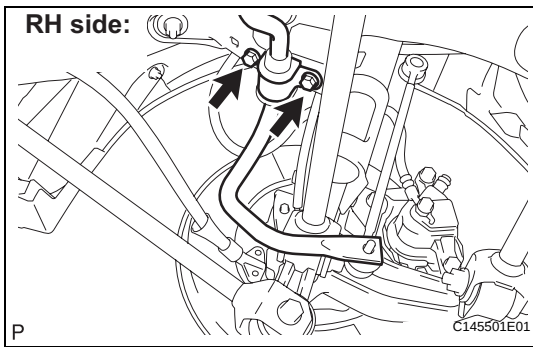
- (a) Install the rear stabilizer bar No. 1 bracket.



3. INSTALL REAR STABILIZER BAR

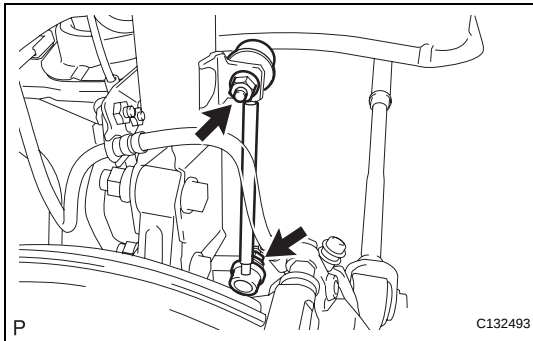
- (a) Install the rear stabilizer bar with the 2 bolts. (LH Side)

Torque: 31 N*m (316 kgf*cm, 23 ft.*lbf)



- (b) Install the rear stabilizer bar with the 2 bolts. (RH Side)

Torque: 31 N*m (316 kgf*cm, 23 ft.*lbf)



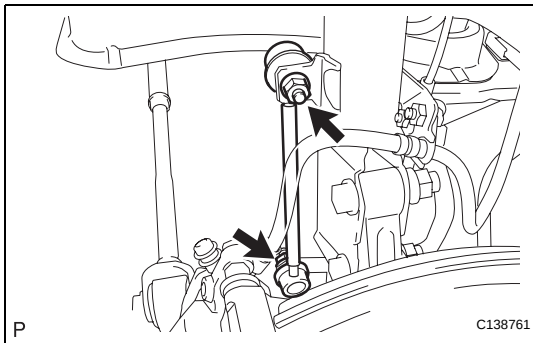
4. INSTALL REAR STABILIZER LINK ASSEMBLY LH

- (a) Install the rear stabilizer link assembly LH with the 2 nuts.

Torque: 39 N*m (398 kgf*cm, 29 ft.*lbf)

HINT:

If the ball joint turns together with the nut, use a hexagon wrench (5 mm) to hold the stud.



5. INSTALL REAR STABILIZER LINK ASSEMBLY RH

- (a) Install the rear stabilizer link assembly RH with the 2 nuts.

Torque: 39 N*m (398 kgf*cm, 29 ft.*lbf)

HINT:

If the ball joint turns together with the nut, use a hexagon wrench (5 mm) to hold the stud.

6. INSTALL CENTER EXHAUST PIPE ASSEMBLY (See page [EX-4](#))

7. INSTALL TAIL EXHAUST PIPE ASSEMBLY (See page [EX-5](#))

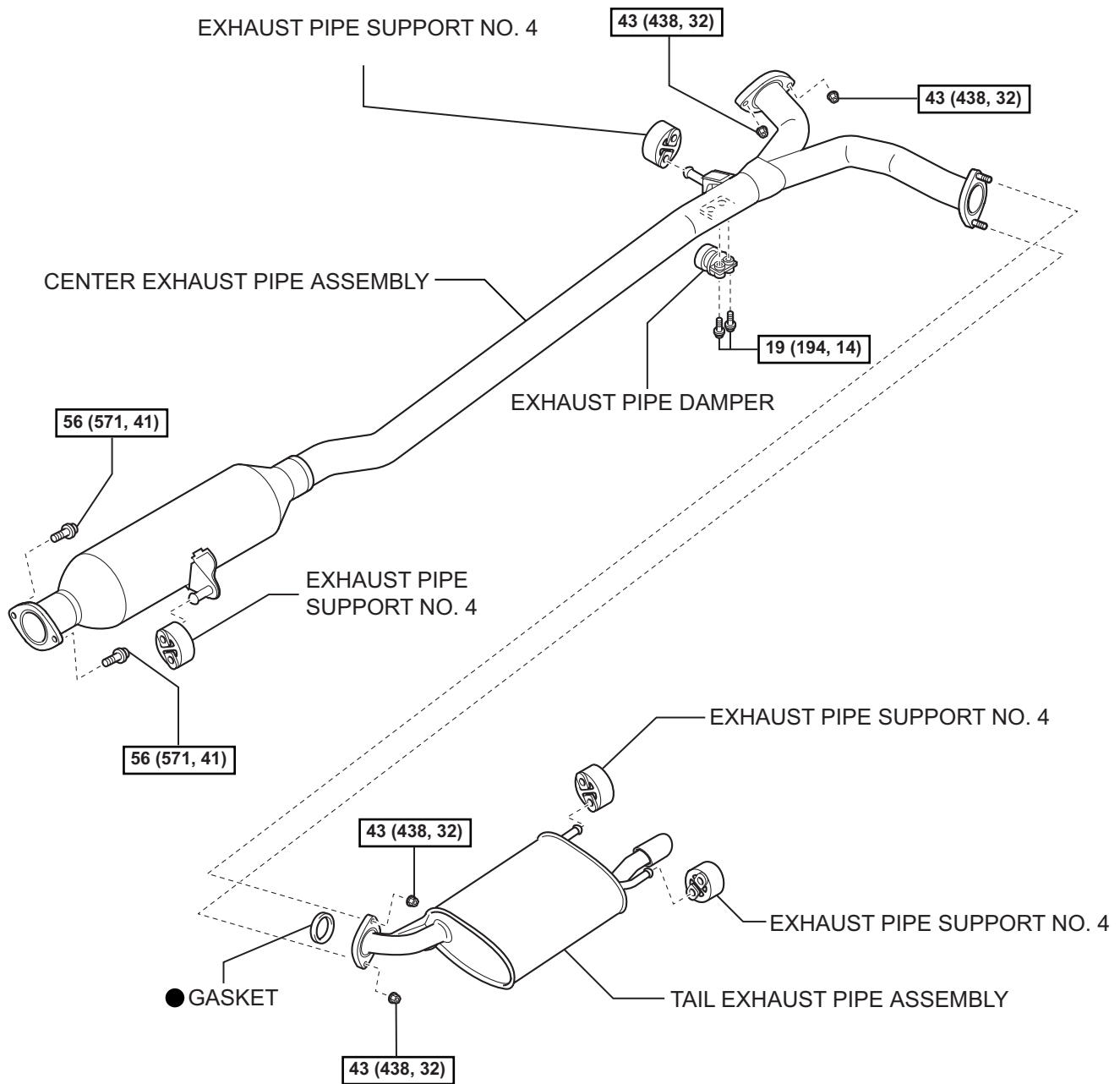
8. INSTALL REAR WHEELS

Torque: 103 N*m (1,050 kgf*cm, 76 ft.*lbf)

9. INSPECT EXHAUST GAS LEAK (See page [EX-5](#))

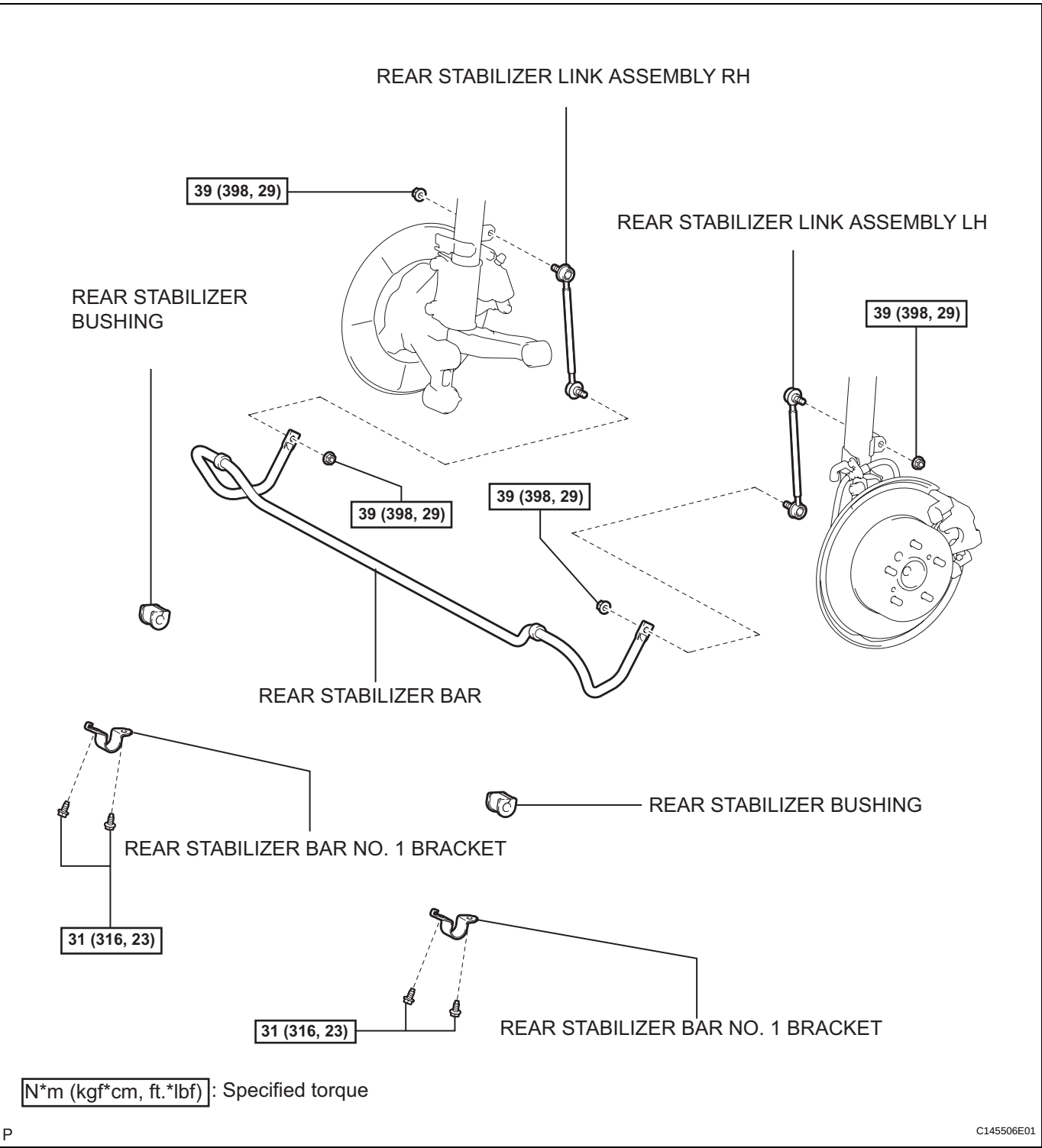
REAR STABILIZER BAR

COMPONENTS



N*m (kgf*cm, ft.*lbf) : Specified torque ● Non-reusable part

SP

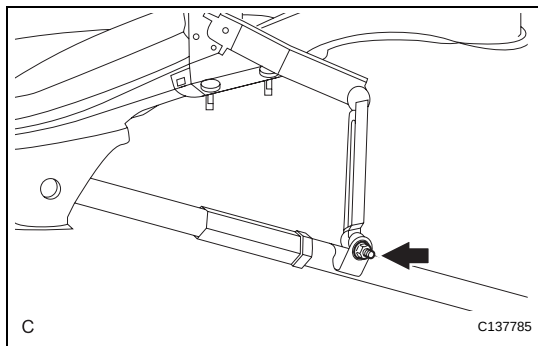


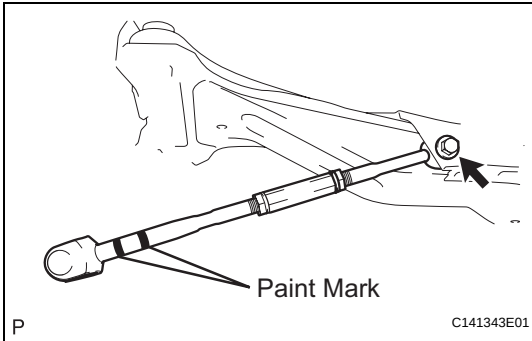
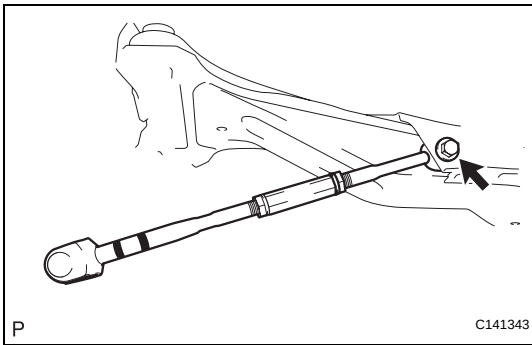
REMOVAL

NOTICE:

Check if an old gasket still remains on the pipe. If so, remove it. Also, check if any bolts or nuts are rusted. If so, replace them.

1. REMOVE REAR WHEEL
2. REMOVE TAIL EXHAUST PIPE ASSEMBLY (See page [EX-2](#))
3. REMOVE CENTER EXHAUST PIPE ASSEMBLY (See page [EX-2](#))
4. SEPARATE REAR STABILIZER LINK ASSEMBLY LH (See page [SP-52](#))
5. SEPARATE REAR STABILIZER LINK ASSEMBLY RH
6. REMOVE REAR STABILIZER BAR NO. 1 BRACKET (See page [SP-65](#))
7. REMOVE REAR STABILIZER BAR
8. REMOVE REAR STABILIZER BUSHING (See page [SP-65](#))
9. SEPARATE REAR HEIGHT CONTROL SENSOR SUB-ASSEMBLY RH (w/ HID Headlight System)
 - (a) Remove the nut and separate the rear height control sensor sub-assembly RH from the rear No. 2 suspension arm RH.
10. SEPARATE REAR STRUT ROD (See page [SP-52](#))
11. SEPARATE REAR NO. 2 SUSPENSION ARM LH (See page [SP-52](#))
12. SEPARATE REAR NO. 2 SUSPENSION ARM RH (See page [SP-52](#))
13. SEPARATE REAR NO. 1 SUSPENSION ARM LH (See page [SP-53](#))
14. SEPARATE REAR NO. 1 SUSPENSION ARM RH (See page [SP-53](#))
15. REMOVE REAR SUSPENSION MEMBER LOWER STOPPER LH (See page [SP-53](#))
16. REMOVE REAR SUSPENSION MEMBER LOWER STOPPER RH (See page [SP-53](#))
17. REMOVE REAR SUSPENSION MEMBER SUB-ASSEMBLY (See page [SP-53](#))



**18. REMOVE REAR NO. 2 SUSPENSION ARM LH**

- (a) Remove the bolt, and the rear No. 2 suspension arm LH.

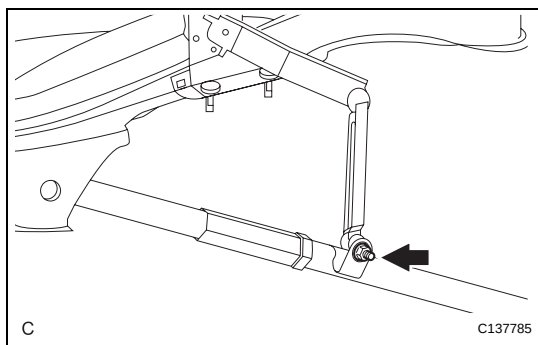
INSTALLATION**1. INSTALL REAR NO. 2 SUSPENSION ARM LH**

- (a) Install the rear No. 2 suspension arm (inside) with the bolt, and temporarily tighten the bolt.

HINT:

Ensure that the paint mark faces to the rear of the vehicle.

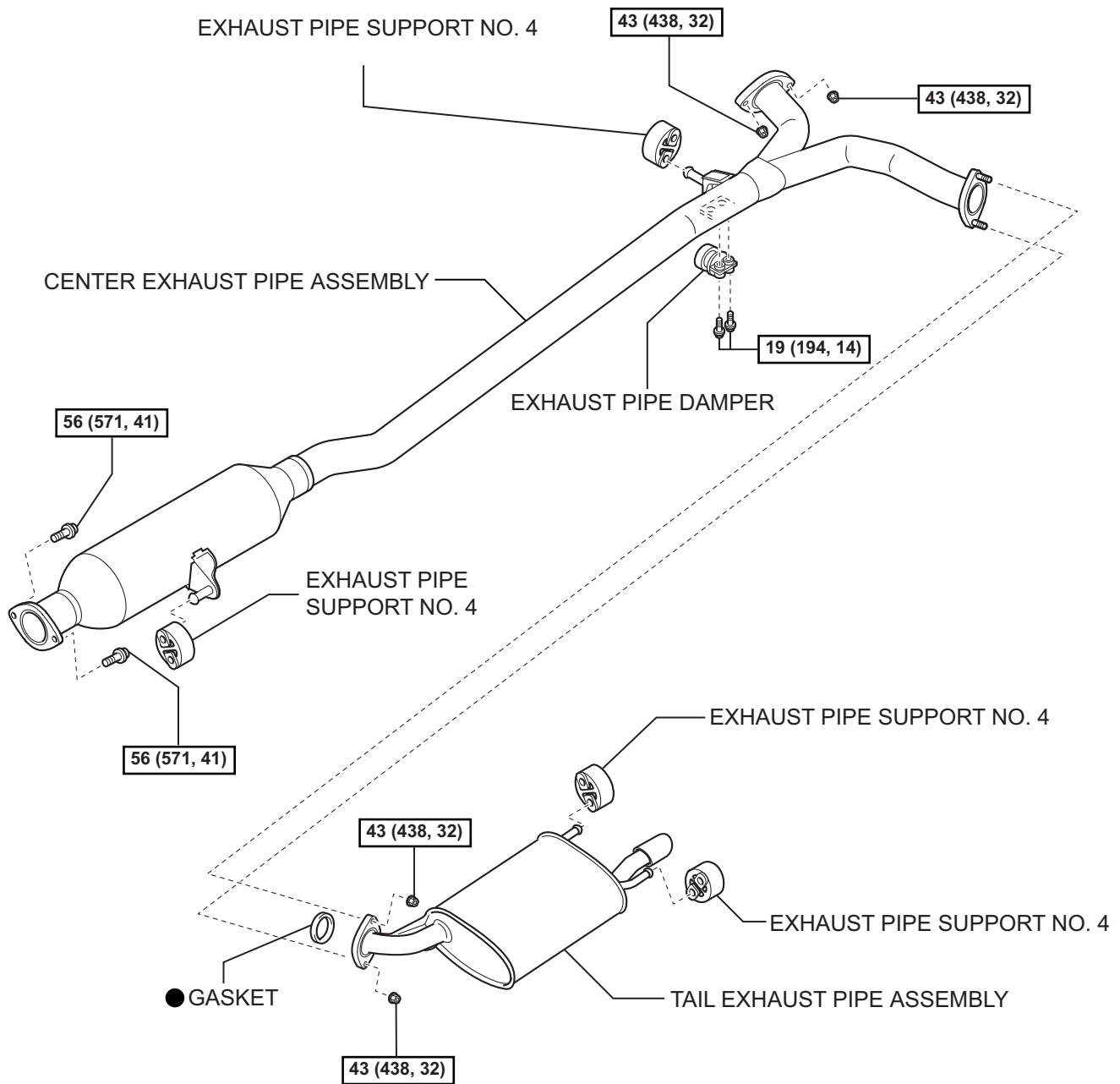
2. INSTALL REAR SUSPENSION MEMBER SUB-ASSEMBLY (See page [SP-54](#))**3. INSTALL REAR SUSPENSION MEMBER LOWER STOPPER LH (See page [SP-54](#))****4. INSTALL REAR SUSPENSION MEMBER LOWER STOPPER RH (See page [SP-54](#))****5. TEMPORARILY TIGHTEN REAR NO. 1 SUSPENSION ARM LH (See page [SP-55](#))****6. TEMPORARILY TIGHTEN REAR NO. 1 SUSPENSION ARM RH (See page [SP-55](#))****7. TEMPORARILY TIGHTEN REAR NO. 2 SUSPENSION ARM LH (See page [SP-55](#))****8. TEMPORARILY TIGHTEN REAR NO. 2 SUSPENSION ARM RH (See page [SP-55](#))****9. TEMPORARILY TIGHTEN REAR STRUT ROD (See page [SP-55](#))****10. STABILIZE SUSPENSION (See page [SP-48](#))****11. FULLY TIGHTEN REAR NO. 1 SUSPENSION ARM LH (See page [SP-56](#))****12. FULLY TIGHTEN REAR NO. 1 SUSPENSION ARM RH (See page [SP-56](#))****13. FULLY TIGHTEN REAR NO. 2 SUSPENSION ARM LH (See page [SP-56](#))****14. FULLY TIGHTEN REAR NO. 2 SUSPENSION ARM RH (See page [SP-56](#))****15. FULLY TIGHTEN REAR STRUT ROD (See page [SP-48](#))**



16. **INSTALL REAR HEIGHT CONTROL SENSOR SUB-ASSEMBLY RH (w/ HID Headlight System)**
 - (a) Install the rear height control sensor sub-assembly RH with the nut.
Torque: 5.4 N*m (55 kgf*cm, 48 in.*lbf)
17. **INSTALL REAR STABILIZER BUSHING (See page [SP-66](#))**
18. **INSTALL REAR STABILIZER BAR NO. 1 BRACKET (See page [SP-66](#))**
19. **INSTALL REAR STABILIZER BAR (See page [SP-66](#))**
20. **INSTALL REAR STABILIZER LINK ASSEMBLY LH (See page [SP-67](#))**
21. **INSTALL REAR STABILIZER LINK ASSEMBLY RH (See page [SP-67](#))**
22. **INSTALL CENTER EXHAUST PIPE ASSEMBLY (See page [EX-4](#))**
23. **INSTALL TAIL EXHAUST PIPE ASSEMBLY (See page [EX-5](#))**
24. **INSTALL REAR WHEEL**
Torque: 103 N*m (1,050 kgf*cm, 76 ft.*lbf)
25. **INSPECT AND ADJUST REAR WHEEL ALIGNMENT (See page [SP-11](#))**
26. **INSTALL EXHAUST GAS LEAK (See page [EX-5](#))**
27. **HEIGHT CONTROL SENSOR SIGNAL INITIALIZATION (w/ HID Headlight System) (See page [LI-30](#))**

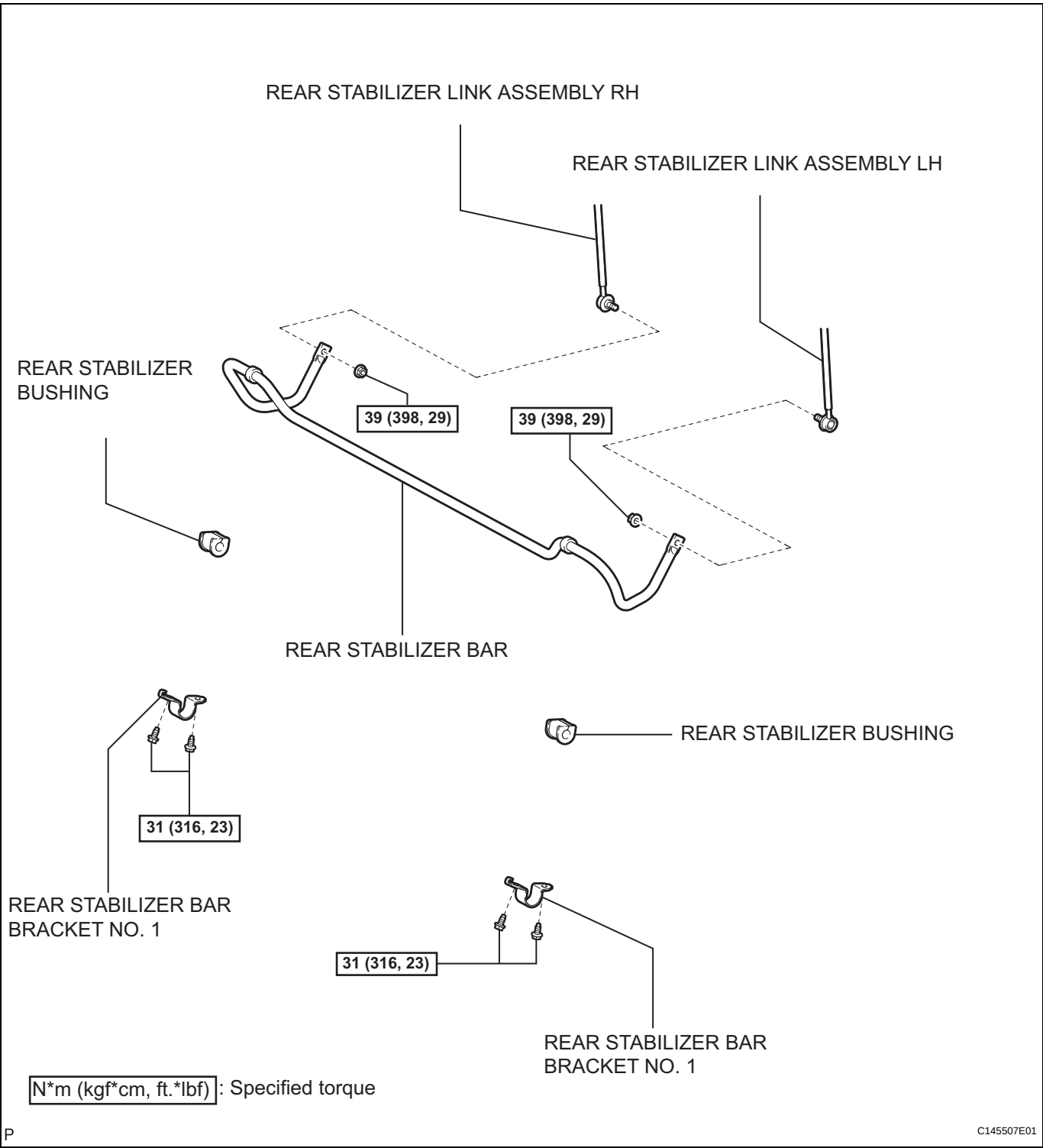
REAR NO. 2 SUSPENSION ARM

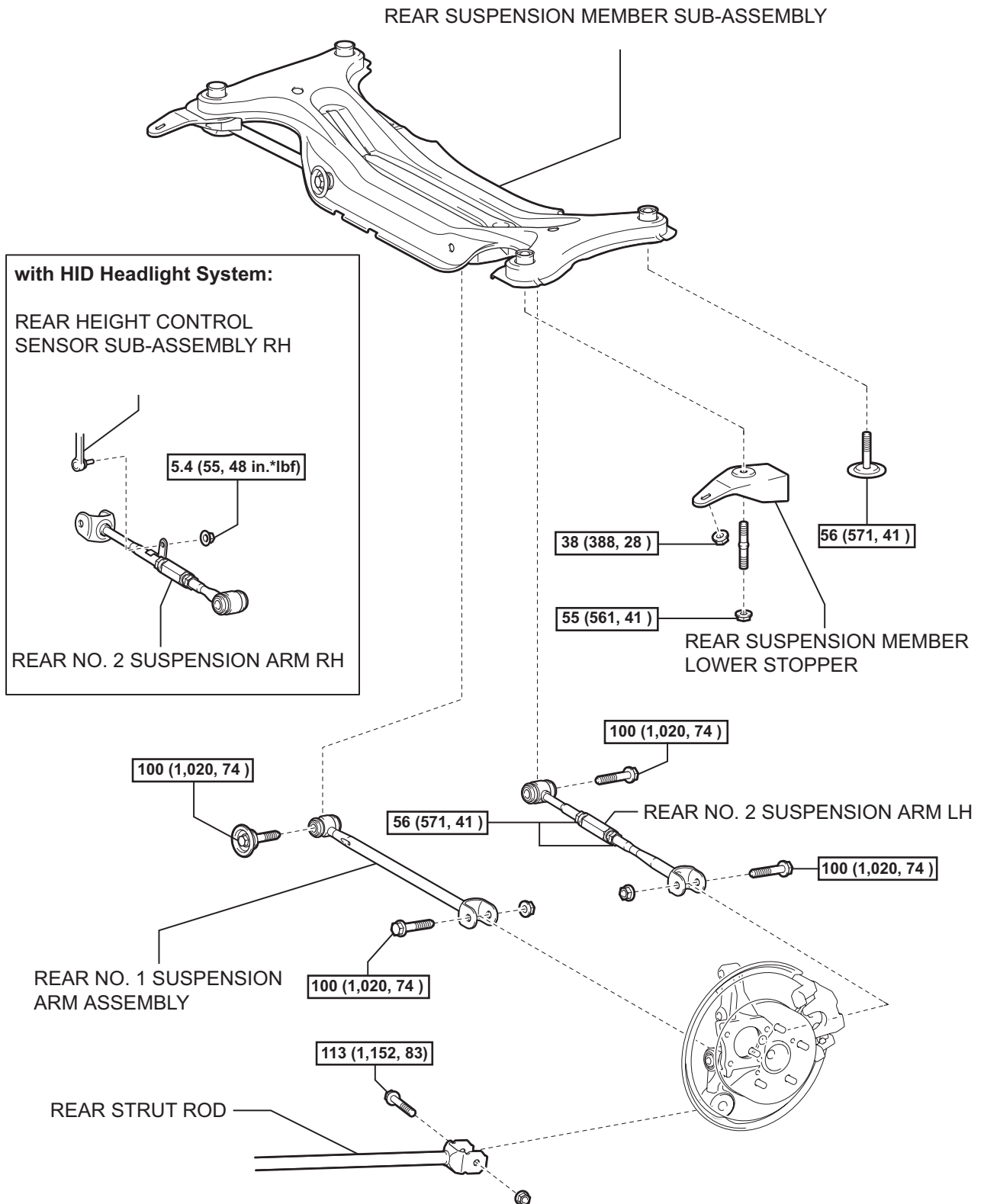
COMPONENTS



N*m (kgf*cm, ft.*lbf) : Specified torque ● Non-reusable part

SP





N*m (kgf*cm, ft.*lbf) : Specified torque

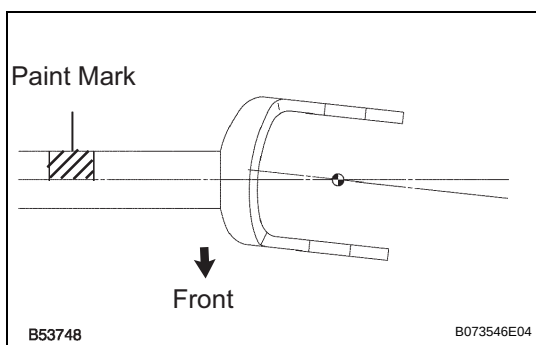
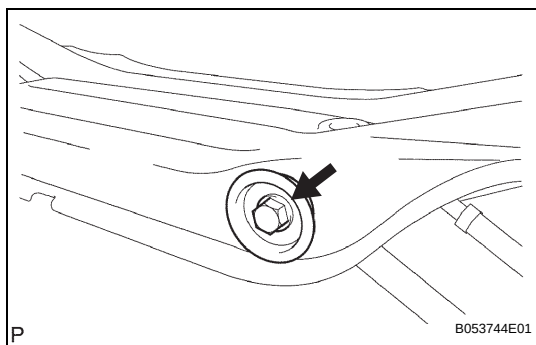
SP

INSTALLATION

1. INSTALL REAR NO. 1 SUSPENSION ARM LH

- (a) Install the rear No. 1 suspension arm (inner side) with the bolt, and temporarily tighten the bolt.
- (1) Install the rear No. 1 suspension arm so that the bracket leans toward the front side of the vehicle as shown in the illustration.

Torque: 100 N*m (1,020 kgf*cm, 74 ft.*lbf)



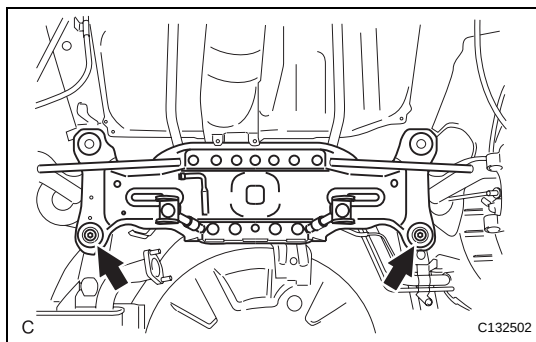
NOTICE:

Ensure that the paint mark faces the rear side of the vehicle.

2. INSTALL REAR SUSPENSION MEMBER SUB-ASSEMBLY

- (a) Raise the rear suspension member with a jack.
- (b) Install the rear suspension member with the 2 bolts.

Torque: 56 N*m (571 kgf*cm, 41 ft.*lbf)



3. INSTALL REAR SUSPENSION MEMBER LOWER STOPPER LH

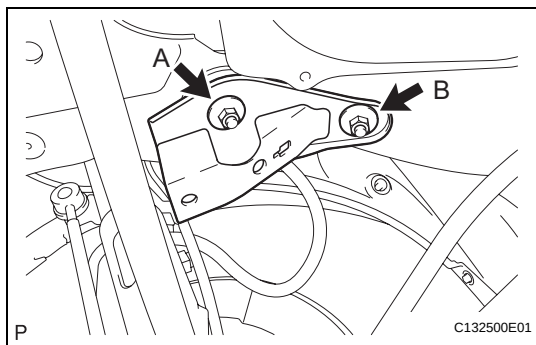
- (a) Install the rear suspension member lower stopper LH with the 2 nuts.

Torque: Nut A

55 N*m (561 kgf*cm, 41 ft.*lbf)

Nut B

38 N*m (388 kgf*cm, 28 ft.*lbf)



4. INSTALL REAR SUSPENSION MEMBER LOWER STOPPER RH

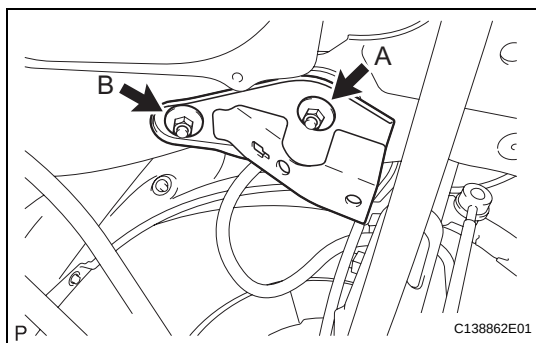
- (a) Install the rear suspension member lower stopper RH with the 2 nuts.

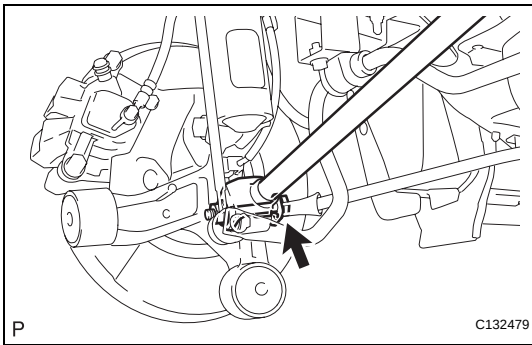
Torque: Nut A

55 N*m (561 kgf*cm, 41 ft.*lbf)

Nut B

38 N*m (388 kgf*cm, 28 ft.*lbf)





5. TEMPORARILY TIGHTEN REAR NO. 1 SUSPENSION ARM LH

- (a) Connect the rear No. 1 suspension arm (outer side) to the rear axle carrier with the bolt and nut and temporarily tighten the bolt and nut.

NOTICE:

When temporarily tightening the bolt, keep the nut from rotating.

HINT:

Insert the bolt from the front of the vehicle and temporarily install the bolt.

6. TEMPORARILY TIGHTEN REAR NO. 1 SUSPENSION ARM RH

HINT:

Temporarily tighten the RH side using the same procedures as for the LH side.

7. TEMPORARILY TIGHTEN REAR NO. 2 SUSPENSION ARM LH

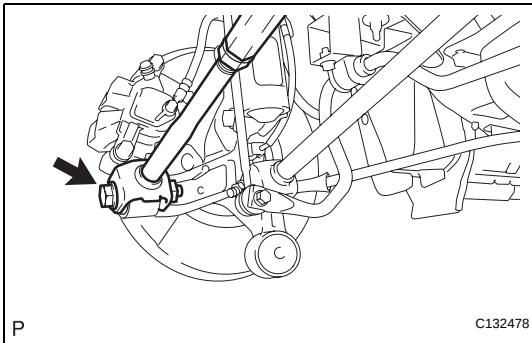
- (a) Connect the rear No. 2 suspension arm (outer side) to the rear axle carrier with the bolt and nut and temporarily tighten the bolt.

NOTICE:

When temporarily tightening the bolt, keep the nut from rotating.

HINT:

Insert the bolt from the rear of the vehicle and temporarily install the bolt.



8. TEMPORARILY TIGHTEN REAR NO. 2 SUSPENSION ARM RH

HINT:

Temporarily tighten the RH side using the same procedures as for the LH side.

9. TEMPORARILY TIGHTEN REAR STRUT ROD

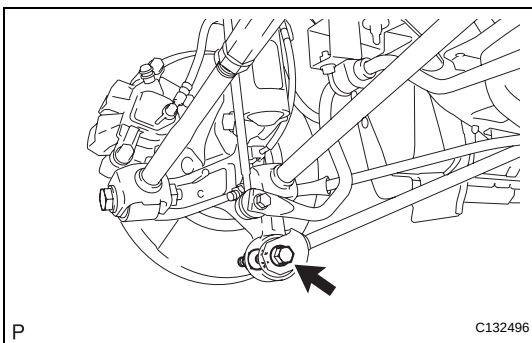
- (a) Connect the strut rod assembly rear to the axle carrier with the bolt and nut and temporarily tighten the bolt.

NOTICE:

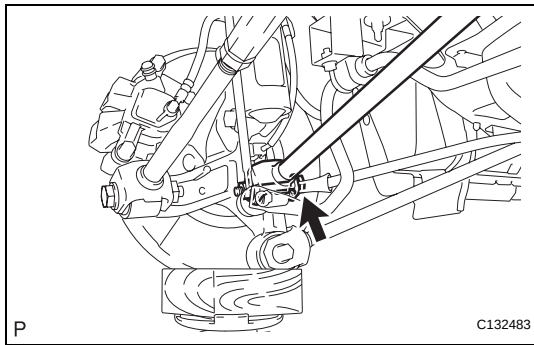
When temporarily tightening the bolt, keep the nut from rotating.

HINT:

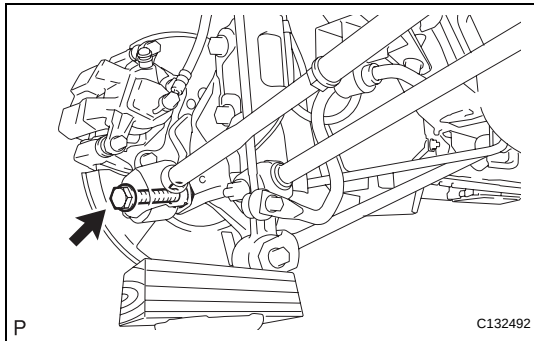
Insert the bolt from the inside of the vehicle and temporarily install the bolt.



10. STABILIZE SUSPENSION (See page [SP-48](#))



11. **FULLY TIGHTEN REAR NO. 1 SUSPENSION ARM LH**
(a) Fully tighten the bolt.
Torque: 100 N*m (1,020 kgf*cm, 74 ft.*lbf)
12. **FULLY TIGHTEN REAR NO. 1 SUSPENSION ARM RH**
HINT:
Fully tighten the RH side using the same procedures as for the LH side.



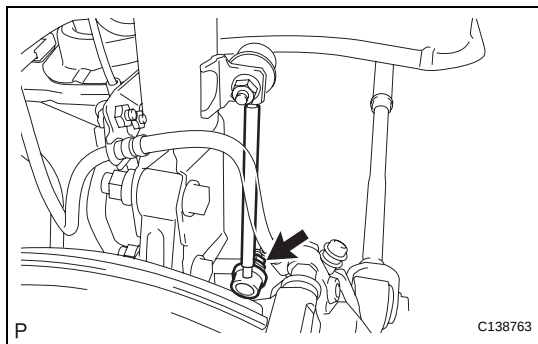
13. **FULLY TIGHTEN REAR NO. 2 SUSPENSION ARM LH**
(a) Fully tighten the bolt.
Torque: 100 N*m (1,020 kgf*cm, 74 ft.*lbf)
14. **FULLY TIGHTEN REAR NO. 2 SUSPENSION ARM RH**
HINT:
Fully tighten the RH side using the same procedures as for the LH side.
15. **FULLY TIGHTEN REAR STRUT ROD** (See page [SP-48](#))
16. **INSTALL REAR STABILIZER BUSHING** (See page [SP-66](#))
17. **INSTALL REAR STABILIZER BAR NO. 1 BRACKET**
(See page [SP-66](#))
18. **INSTALL REAR STABILIZER BAR**
19. **INSTALL REAR STABILIZER LINK ASSEMBLY LH**
(See page [SP-67](#))
20. **INSTALL REAR STABILIZER LINK ASSEMBLY RH**
(See page [SP-67](#))
21. **INSTALL CENTER EXHAUST PIPE ASSEMBLY** (See page [EX-4](#))
22. **INSTALL TAIL EXHAUST PIPE ASSEMBLY** (See page [EX-5](#))
23. **INSTALL REAR WHEEL**
Torque: 103 N*m (1,050 kgf*cm, 76 ft.*lbf)
24. **CHECK FOR EXHAUST GAS LEAKAGE** (See page [EX-5](#))
25. **INSPECT AND ADJUST REAR WHEEL ALIGNMENT**
(See page [SP-11](#))

REMOVAL

NOTICE:

Check if an old gasket still remains on the pipe. If so, remove it. Also, check if any bolts or nuts are rusted. If so, replace them.

1. REMOVE REAR WHEEL
2. REMOVE TAIL EXHAUST PIPE ASSEMBLY (See page [EX-2](#))
3. REMOVE CENTER EXHAUST PIPE ASSEMBLY (See page [EX-2](#))



4. SEPARATE REAR STABILIZER LINK ASSEMBLY LH
 - (a) Remove the nut and separate the rear stabilizer link assembly LH (lower side) from the rear stabilizer bar.

HINT:
If the ball joint turns together with the nut, use a hexagon wrench (5 mm) to hold the stud.

5. SEPARATE REAR STABILIZER LINK ASSEMBLY RH

HINT:
Separate the RH side using the same procedures as for the LH side.

6. REMOVE REAR STABILIZER BAR NO. 1 BRACKET (See page [SP-65](#))

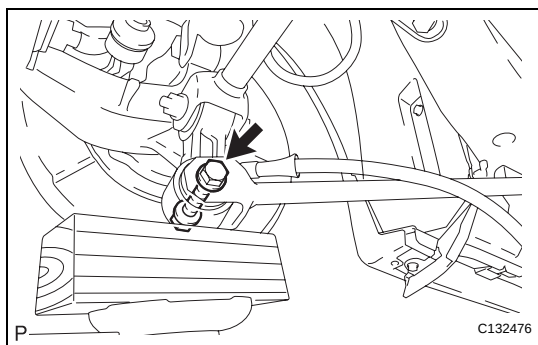
7. REMOVE REAR STABILIZER BAR

8. REMOVE REAR STABILIZER BUSHING (See page [SP-65](#))

9. SEPARATE REAR STRUT ROD
 - (a) Remove the bolt, nut and separate the rear strut rod from the rear axle carrier.

NOTICE:

When removing the bolt, keep the nut from rotating.

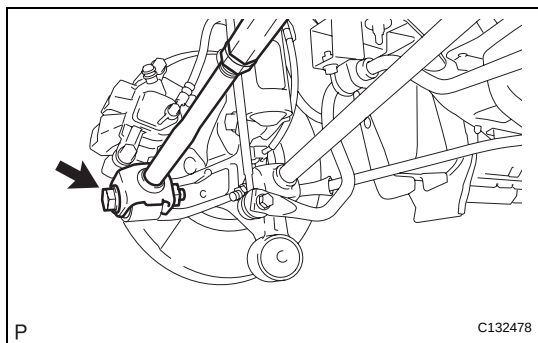


10. SEPARATE REAR NO. 2 SUSPENSION ARM LH

- (a) Remove the bolt nut, and separate the rear suspension No. 2 arm (outer side) from the rear axle carrier.

NOTICE:

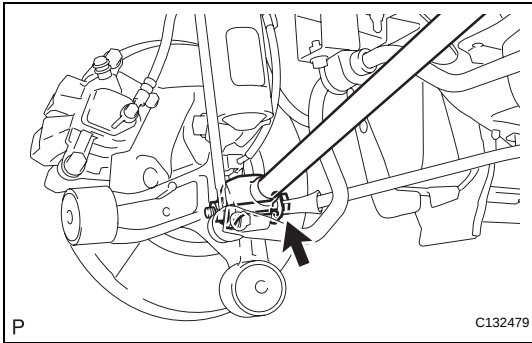
When removing the bolt, keep the nut from rotating.



11. SEPARATE REAR NO. 2 SUSPENSION ARM RH

HINT:

Separate the RH side using the same procedures as for the LH side.

**12. SEPARATE REAR NO. 1 SUSPENSION ARM LH**

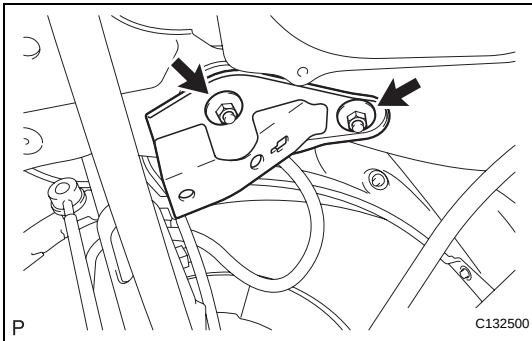
- (a) Remove the bolt, nut and the rear No. 1 suspension arm (outer side) from the rear axle carrier.

NOTICE:

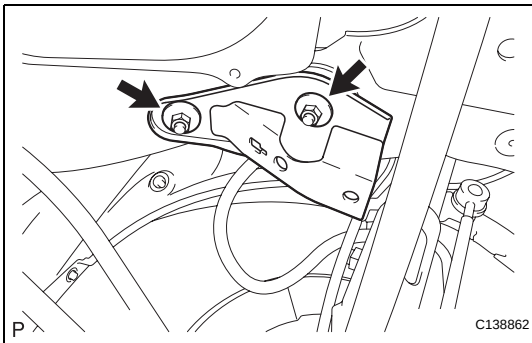
When removing the bolt, keep the nut from rotating.

13. SEPARATE REAR NO. 1 SUSPENSION ARM RH**HINT:**

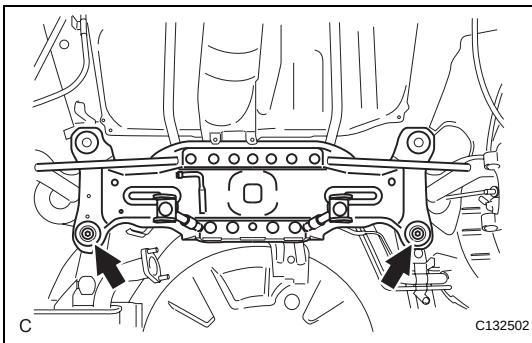
Separate the RH side using the same procedures as for the LH side.

**14. REMOVE REAR SUSPENSION MEMBER LOWER STOPPER LH**

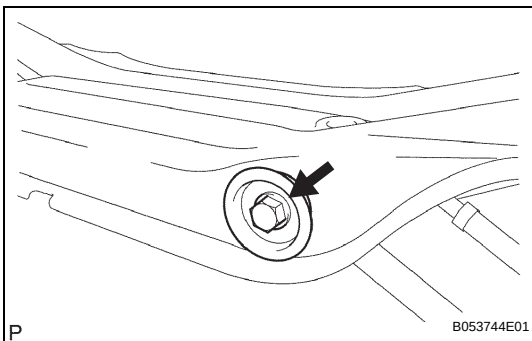
- (a) Remove the 2 nuts and the rear suspension member lower stopper LH.

**15. REMOVE REAR SUSPENSION MEMBER LOWER STOPPER RH**

- (a) Remove the 2 nuts and the rear suspension member lower stopper RH.

**16. REMOVE REAR SUSPENSION MEMBER SUB-ASSEMBLY**

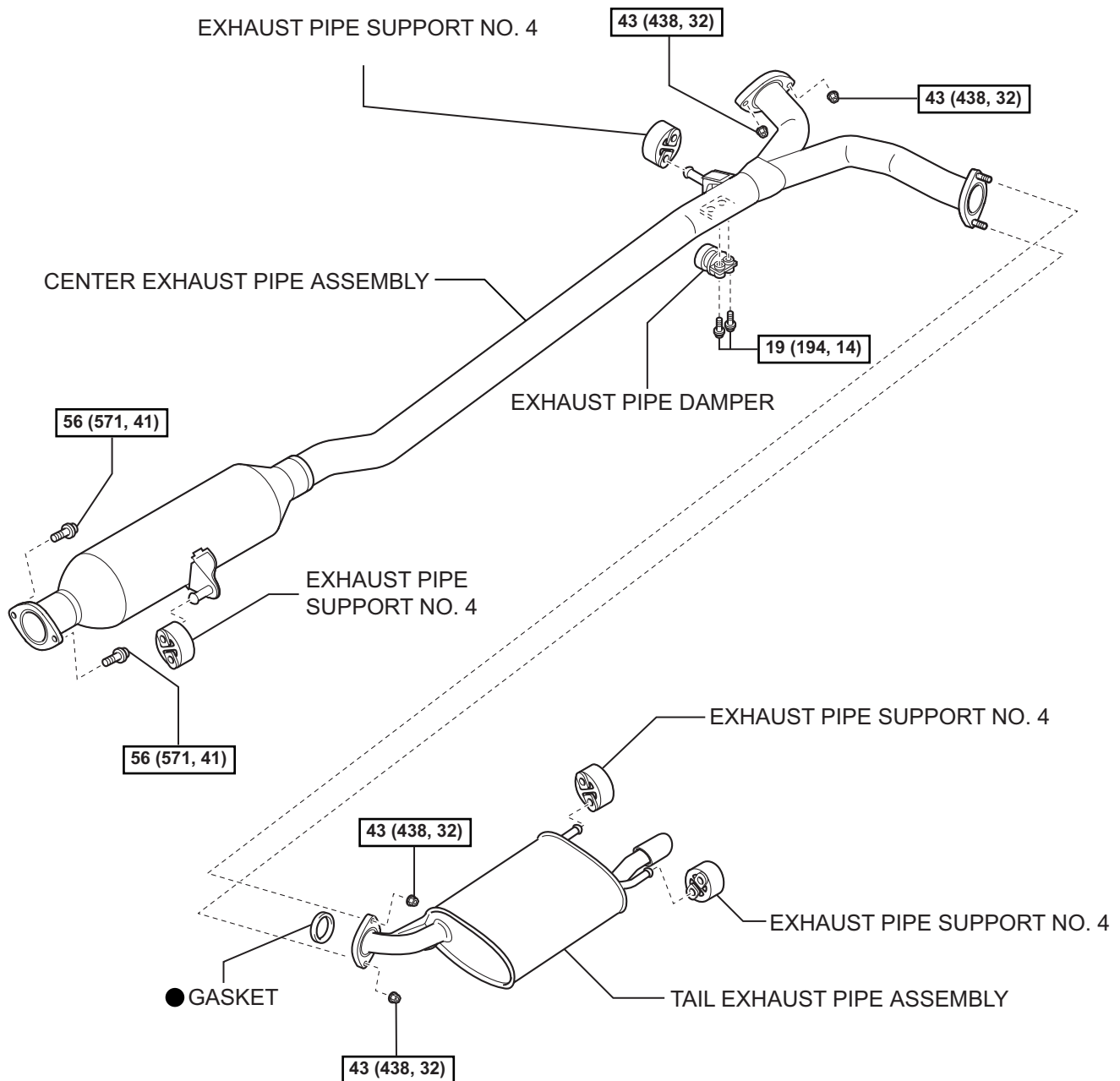
- (a) Support the rear suspension member with a jack.
(b) Remove the 2 bolts, and the rear suspension member sub-assembly.

**17. REMOVE REAR NO. 1 SUSPENSION ARM LH**

- (a) Remove the bolt and rear No. 1 suspension arm assembly LH.

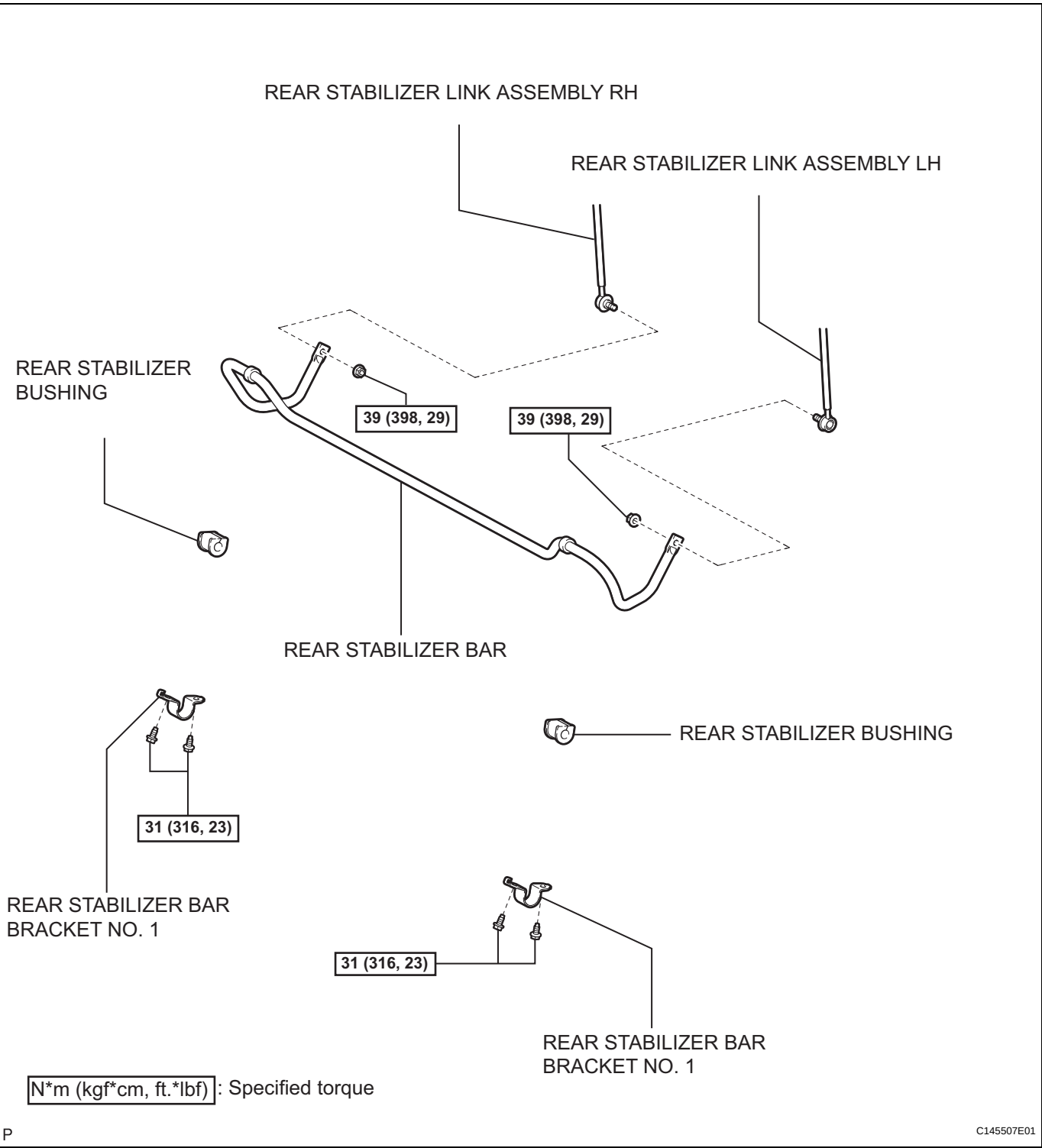
REAR NO. 1 SUSPENSION ARM

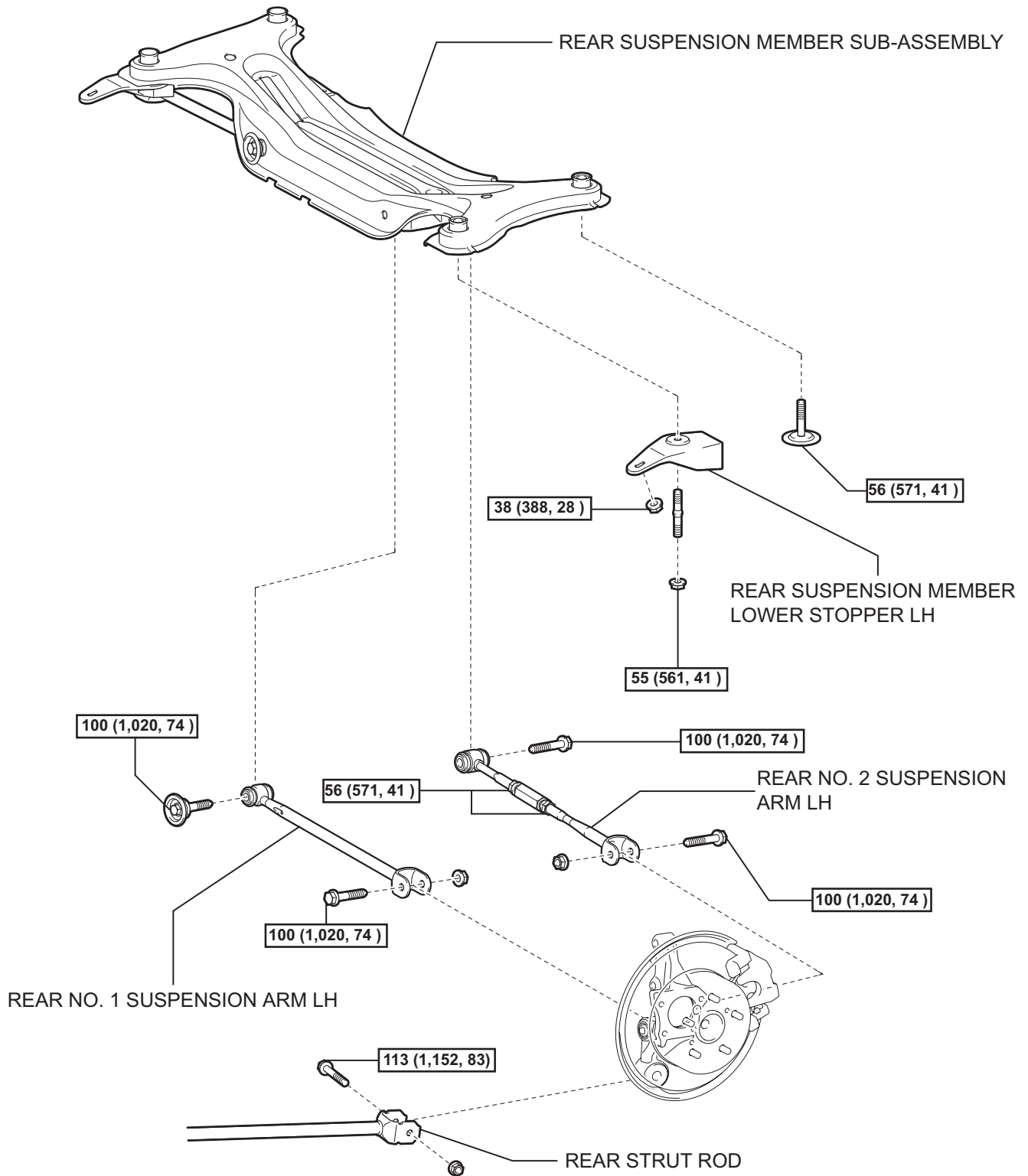
COMPONENTS



N*m (kgf*cm, ft.*lbf) : Specified torque ● Non-reusable part

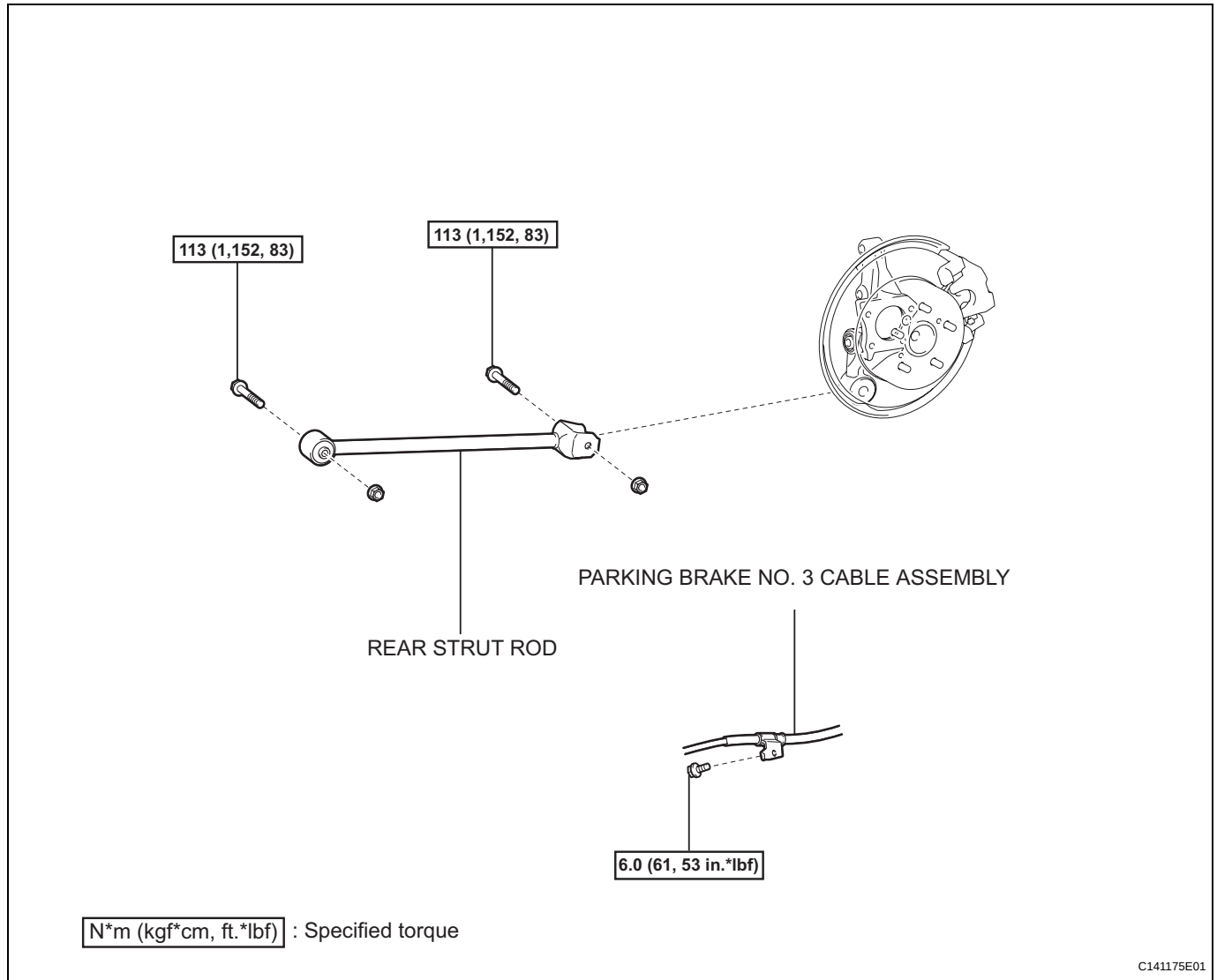
SP





[N*m (kgf*cm, ft.*lbf)]: Specified torque

REAR STRUT ROD COMPONENTS

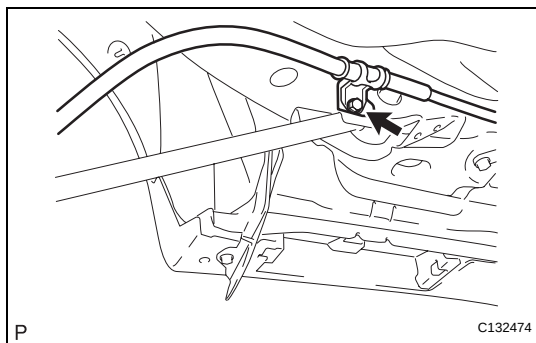


REMOVAL

1. REMOVE REAR WHEEL

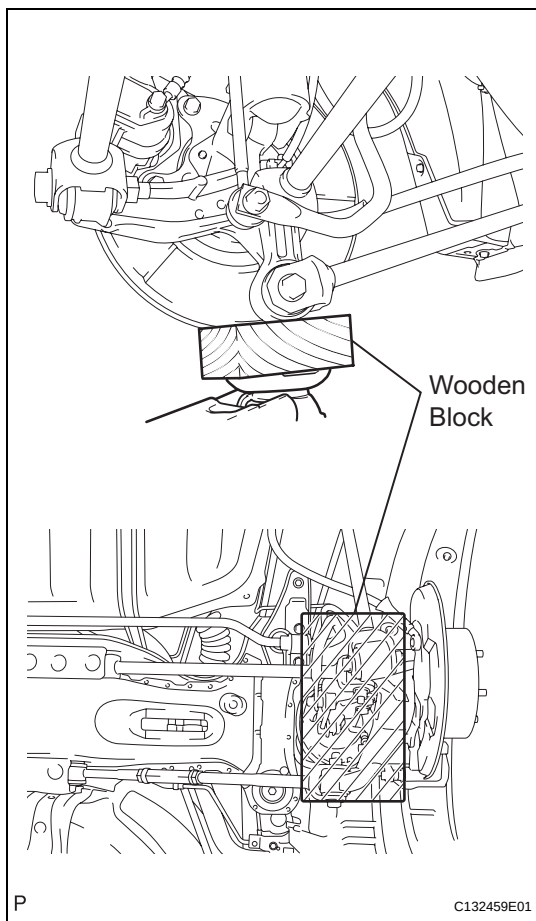
2. SEPARATE PARKING BRAKE NO. 3 CABLE ASSEMBLY

- (a) Remove the bolt, and separate the parking brake No. 3 cable assembly.



3. REMOVE REAR STRUT ROD

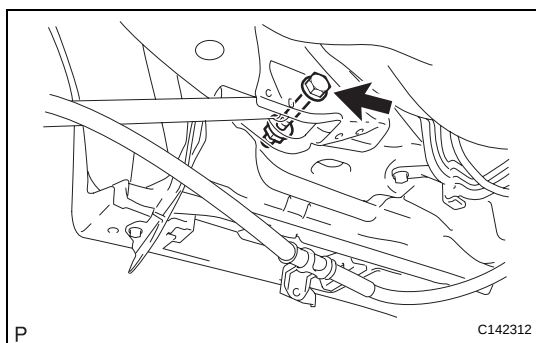
- (a) Support the rear axle carrier with a jack.

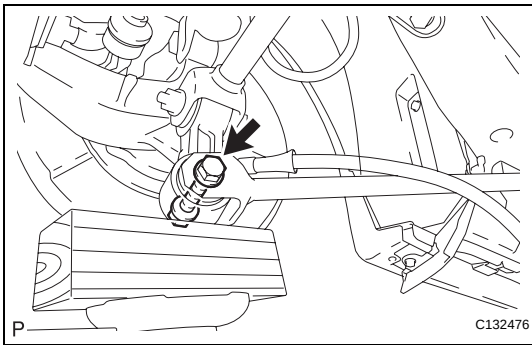


- (b) Remove the bolt and nut, and disconnect the strut rod (front side).

NOTICE:

When removing the bolt, keep the nut from rotating.





- (c) Remove the bolt, nut and strut rod from the rear axle carrier.

NOTICE:

When removing the bolt, keep the nut from rotating.

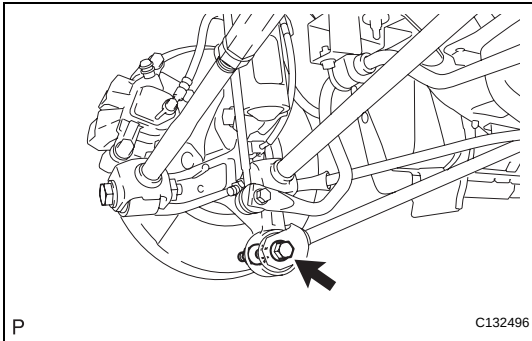
INSTALLATION

1. TEMPORARILY TIGHTEN REAR STRUT ROD

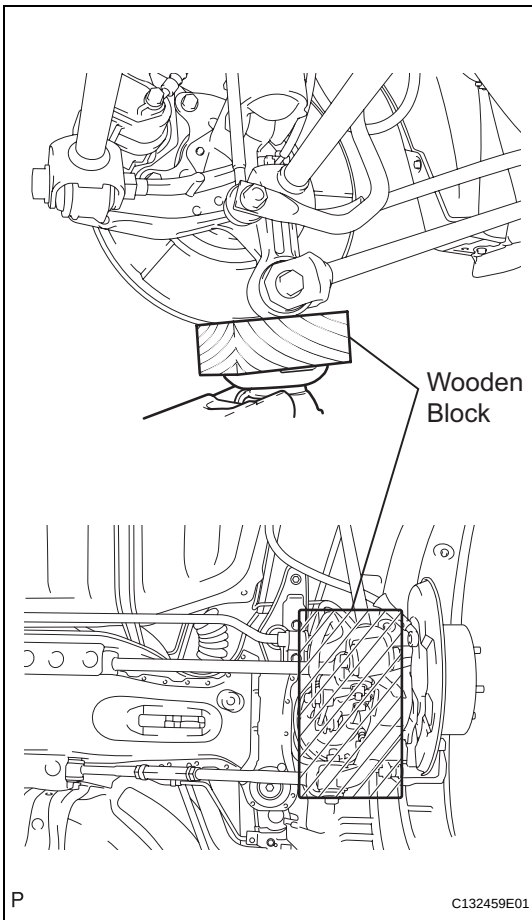
- (a) Install the rear strut rod (rear side), bolt and nut, and temporarily tighten the bolt.

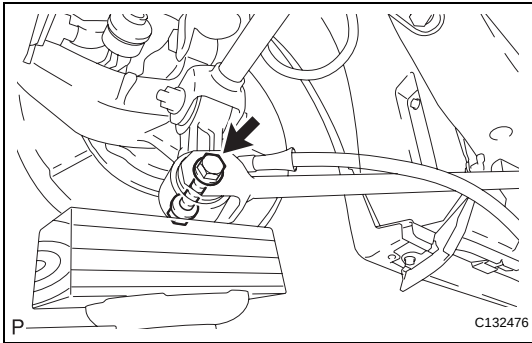
NOTICE:

When temporarily tightening the bolt, keep the nut from rotating.



- (b) Support the rear axle carrier.





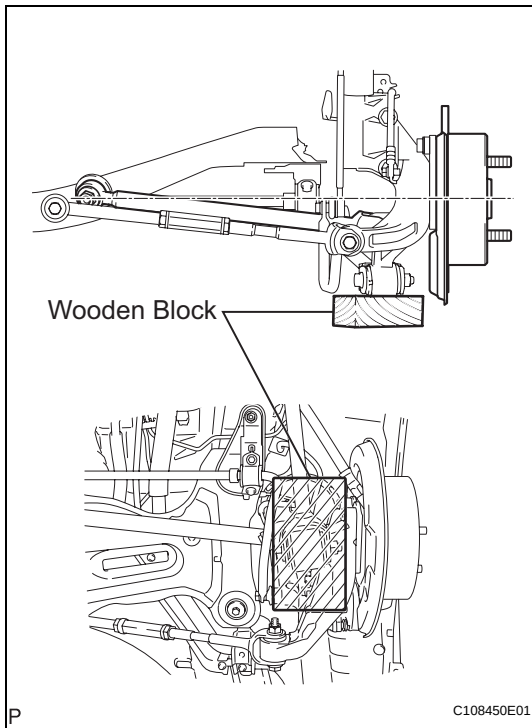
- (c) Connect the rear strut rod (inner side) with the bolt and nut.

NOTICE:

When temporarily tightening the bolt, keep the nut from rotating.

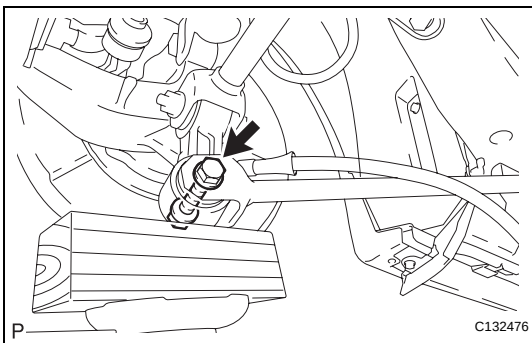
2. STABILIZE SUSPENSION

- (a) Jack up the rear axle carrier, placing a wooden block to avoid damage. Apply load to the suspension so that the installed bolt of the rear suspension No. 1 arm (inner side of vehicle) is horizontally aligned with the center of the rear axle hub.

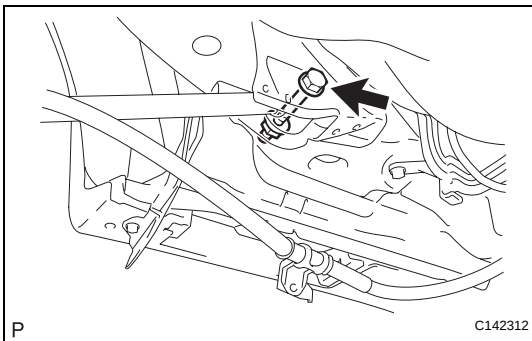


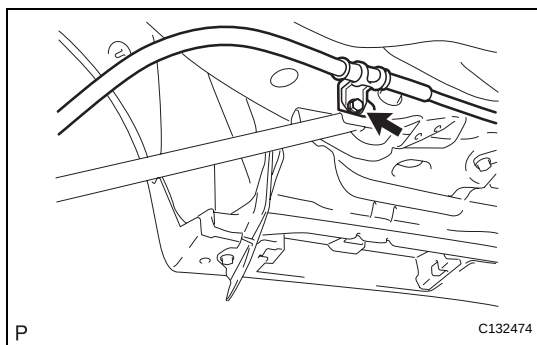
3. FULLY TIGHTEN REAR STRUT ROD

- (a) Fully tighten the bolt.
Torque: 113 N*m (1,152 kgf*cm, 83 ft.*lbf)



- (b) Fully tighten the bolt.
Torque: 113 N*m (1,152 kgf*cm, 83 ft.*lbf)





4. CONNECT PARKING BRAKE NO. 3 CABLE ASSEMBLY

- (a) Install the parking brake No. 3 cable assembly with the bolt.

Torque: 6.0 N*m (61 kgf*cm, 53 in.*lbf)

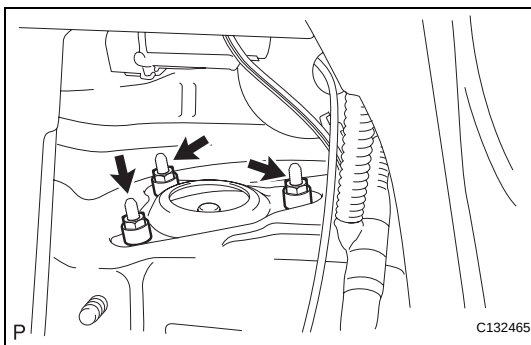
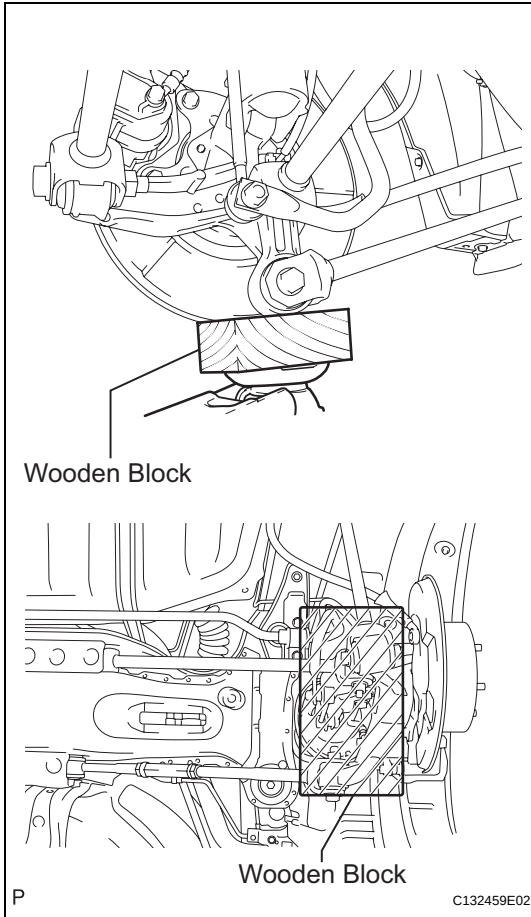
5. INSTALL REAR WHEEL

Torque: 103 N*m (1,050 kgf*cm, 76 ft.*lbf)

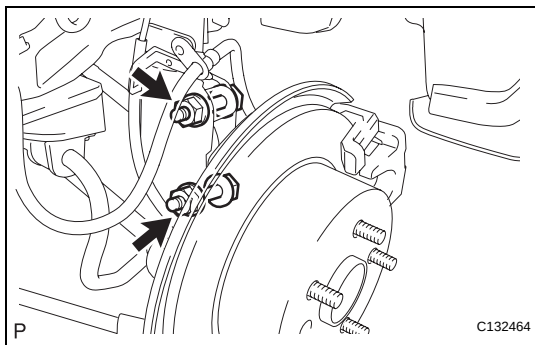
INSTALLATION

1. INSTALL REAR SHOCK ABSORBER WITH COIL SPRING

- (a) Install the rear shock absorber with coil spring to the rear axle carrier assembly and insert the 2 bolts from the rear of the vehicle.
- (b) Slowly jack up the vehicle using a wooden block and install the rear shock absorber with coil spring (upper side) to the vehicle.



- (c) Install the 3 nuts to the upper side of the rear shock absorber with coil spring.
Torque: 39 N*m (398 kgf*cm, 29 ft.*lbf)

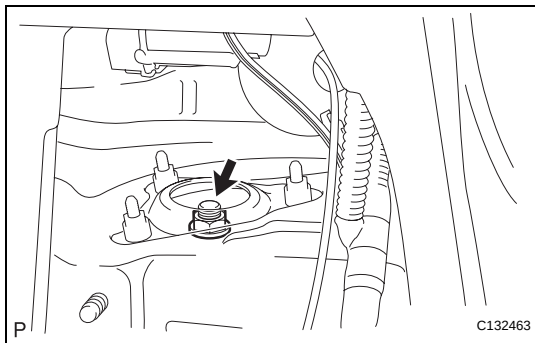


- (d) Install the 2 nuts and 2 bolts to the lower side of the rear shock absorber with coil spring.

Torque: 180 N*m (1,840 kgf*cm, 133 ft.*lbf)

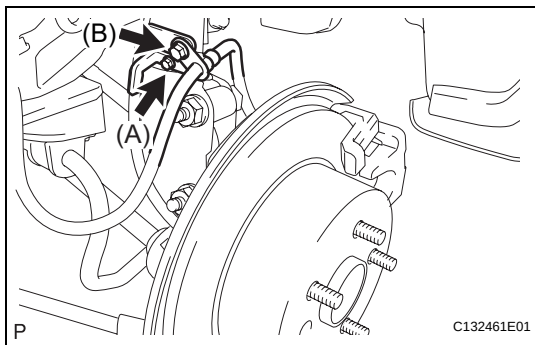
NOTICE:

When installing the nuts, keep the bolts from rotating.



- (e) Fully tighten the lock nut.

Torque: 55 N*m (561 kgf*cm, 41 ft.*lbf)

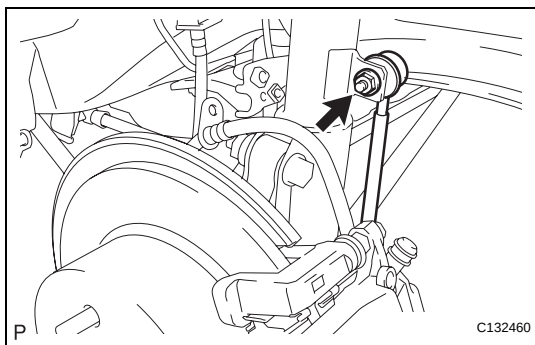


2. CONNECT REAR SPEED SENSOR

- (a) Install the rear brake flexible hose and rear speed sensor wire harness with the 2 bolts.

Torque: 5.0 N*m (51 kgf*cm, 44 in.*lbf) (bolt A)

19 N*m (194 kgf*cm, 14 ft.*lbf) (bolt B)



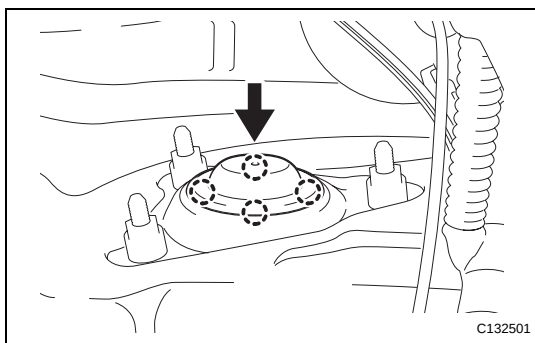
3. INSTALL REAR STABILIZER LINK ASSEMBLY LH

- (a) Install the rear stabilizer link assembly LH to the rear shock absorber with the nut.

Torque: 39 N*m (398 kgf*cm, 29 ft.*lbf)

HINT:

If the ball joint turns together with the nut, use a hexagon wrench (5 mm) to hold the stud.



4. INSTALL REAR SUSPENSION SUPPORT NO. 1 COVER

- (a) Engage the 4 claws and install the rear suspension support No. 1 cover.

5. INSTALL REAR SEAT 3 POINT TYPE BELT ASSEMBLY LH (See page [SB-49](#))

6. INSTALL PACKAGE TRAY TRIM PANEL ASSEMBLY (w/o Rear Sunshade) (See page [SB-42](#))

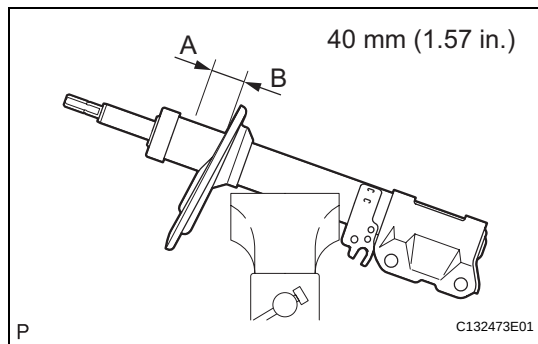
7. INSTALL PACKAGE TRAY TRIM PANEL ASSEMBLY (w/ Rear Sunshade) (See page [IR-23](#))
8. INSTALL REAR SEAT SHOULDER BELT HOLE COVER (See page [SB-42](#))
9. INSTALL REAR SEAT INNER WITH CENTER BELT ASSEMBLY RH (See page [SB-42](#))
10. CONNECT REAR SEAT 3 POINT TYPE BELT ASSEMBLY LH (See page [SB-42](#))
11. CONNECT REAR SEAT 3 POINT TYPE BELT ASSEMBLY RH (See page [SB-43](#))
12. INSTALL ROOF SIDE INNER GARNISH LH (See page [IR-62](#))
13. INSTALL ROOF SIDE INNER GARNISH RH (See page [IR-65](#))
14. INSTALL REAR SEAT AIRBAG LH (w/ Rear Seat Side Airbag) (See page [RS-460](#))
15. INSTALL REAR SEAT AIRBAG RH (w/ Rear Seat Side Airbag) (See page [IR-65](#))
16. INSTALL REAR SEAT SIDE GARNISH LH (w/o Rear Seat Side Airbag) (See page [IR-62](#))
17. INSTALL REAR SEAT SIDE GARNISH RH (w/o Rear Seat Side Airbag) (See page [IR-65](#))
18. INSTALL REAR DOOR SCUFF PLATE LH (See page [IR-63](#))
19. INSTALL REAR DOOR SCUFF PLATE RH (See page [IR-65](#))
20. INSTALL REAR SEATBACK ASSEMBLY (See page [SE-121](#))
21. INSTALL REAR SEAT CENTER HEADREST ASSEMBLY
22. INSTALL REAR SEAT HEADREST ASSEMBLY
23. INSTALL REAR SEAT CUSHION ASSEMBLY (See page [SE-121](#))
24. INSTALL REAR WHEEL
Torque: 103 N*m (1,050 kgf*cm, 76 ft.*lbf)
25. CONNECT CABLE TO NEGATIVE BATTERY TERMINAL
26. PERFORM INITIALIZATION
NOTICE:
Some systems need initialization after reconnecting the cable to the negative battery terminal (See page [IN-33](#)).
27. CHECK ABS SPEED SENSOR SIGNAL
(See page [BC-24](#))

28. INSPECT SRS WARNING LIGHT(See page [RS-37](#))**29. INSPECT AND ADJUST REAR WHEEL ALIGNMENT**(See page [SP-11](#))**DISPOSAL****1. DISPOSE OF REAR SHOCK ABSORBER**

- (a) Fully extend the shock absorber piston rod.
- (b) Using a drill, make a hole in the cylinder between A and B as shown in the illustration to discharge the gas inside.

CAUTION:

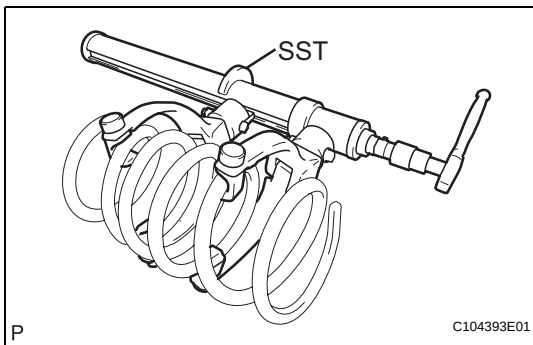
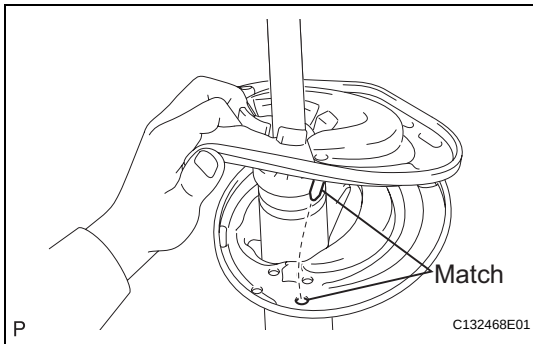
- Be careful when drilling because shards of metal may fly about. Always use the proper safety equipment.
- The gas is colorless, odorless and non-poisonous.



REASSEMBLY

1. INSTALL REAR SHOCK ABSORBER

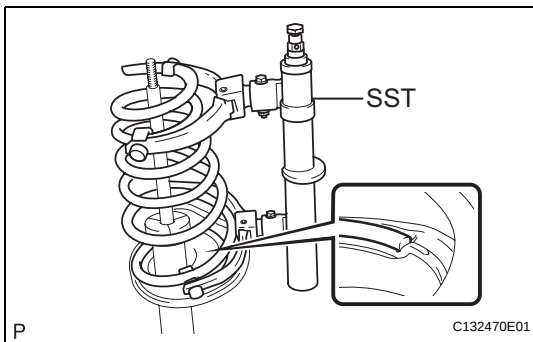
- (a) Install the rear No. 1 spring bumper to the piston rod.
- (b) Install the rear coil spring lower insulator onto the rear shock absorber.



- (c) Using SST, compress the rear coil spring.
SST 09727-30021 (09727-00010, 09727-00021, 09727-00031)

NOTICE:

Do not use an impact wrench.



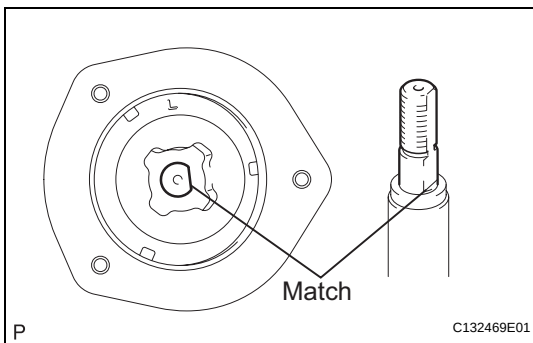
- (d) Install the rear coil spring to the rear shock absorber.

NOTICE:

The smaller diameter end must face upward.

HINT:

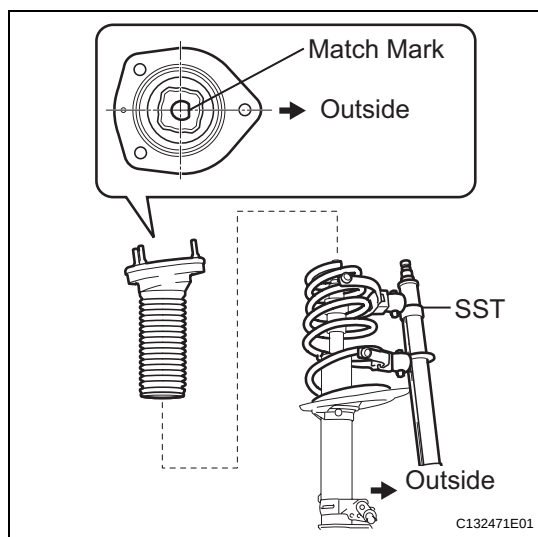
- Fit the lower end of the rear coil spring into the gap of the lower seat.
- If the front coil spring is compressed at an angle, using 2 SST will make the work easier.



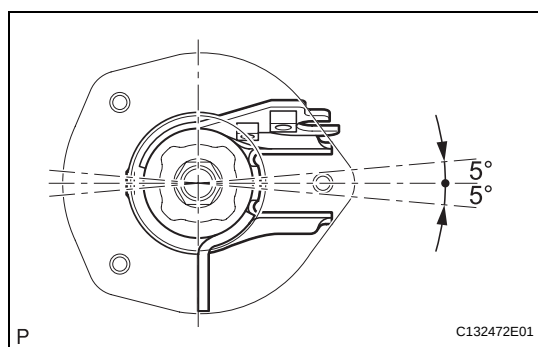
- (e) Install the rear suspension support assembly.

NOTICE:

Align the notches of the piston rod and the rear suspension support assembly as shown in the illustration before installing the rear suspension support assembly.



- (f) Align the notches of the shock absorber with the notch of the rear suspension support assembly so that the notches face the outside of the vehicle.
- (g) Install the rear shock absorber collar.
- (h) Loosely tighten a new lock nut to the rear suspension piston rod.



- (i) Release the spring while adjusting the rear suspension support assembly to the position shown in the illustration, and remove the SST from the rear coil spring.

NOTICE:

Do not use an impact wrench.

HINT:

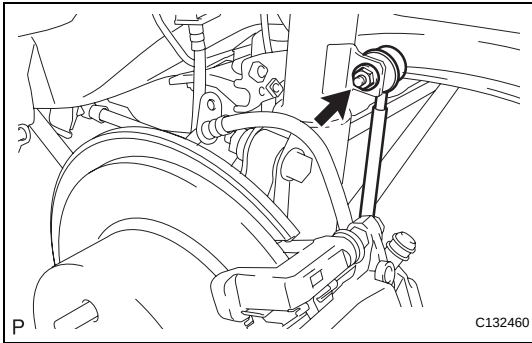
When lining up the rear suspension support assembly's stud bolts at the middle point between the two sides of the bracket, the maximum permissible degree of error is plus or minus 5°.

REMOVAL

HINT:

- Use the same procedures for the RH side and the LH side.
- The procedures listed below are for the LH side.

1. DISCONNECT CABLE FROM NEGATIVE BATTERY TERMINAL
2. REMOVE REAR SEAT CUSHION ASSEMBLY (See page [SE-113](#))
3. REMOVE REAR SEAT HEADREST ASSEMBLY
4. REMOVE REAR SEAT CENTER HEADREST ASSEMBLY
5. REMOVE REAR SEATBACK ASSEMBLY (See page [SE-113](#))
6. REMOVE REAR DOOR SCUFF PLATE LH (See page [IR-40](#))
7. REMOVE REAR DOOR SCUFF PLATE RH (See page [IR-42](#))
8. REMOVE REAR SEAT SIDE GARNISH LH (w/o Rear Seat Side Airbag) (See page [IR-41](#))
9. REMOVE REAR SEAT SIDE GARNISH RH (w/o Rear Seat Side Airbag) (See page [IR-43](#))
10. REMOVE REAR SEAT AIRBAG LH (w/ Rear Seat Side Airbag) (See page [RS-460](#))
11. REMOVE REAR SEAT AIRBAG RH (w/ Rear Seat Side Airbag) (See page [RS-460](#))
12. REMOVE ROOF SIDE INNER GARNISH LH (See page [IR-42](#))
13. REMOVE ROOF SIDE INNER GARNISH RH (See page [IR-43](#))
14. DISCONNECT REAR SEAT 3 POINT TYPE BELT ASSEMBLY LH (See page [SB-40](#))
15. DISCONNECT REAR SEAT 3 POINT TYPE BELT ASSEMBLY RH (See page [SB-40](#))
16. DISCONNECT REAR SEAT INNER WITH CENTER BELT ASSEMBLY RH (See page [SB-40](#))
17. REMOVE REAR SEAT SHOULDER BELT HOLE COVER (See page [SB-41](#))
18. REMOVE PACKAGE TRAY TRIM PANEL ASSEMBLY (w/o Rear Sunshade) (See page [SB-41](#))
19. REMOVE PACKAGE TRAY TRIM PANEL ASSEMBLY (w/ Rear Sunshade) (See page [IR-20](#))
20. REMOVE REAR SEAT 3 POINT TYPE BELT ASSEMBLY LH (See page [SB-49](#))
21. REMOVE REAR WHEEL

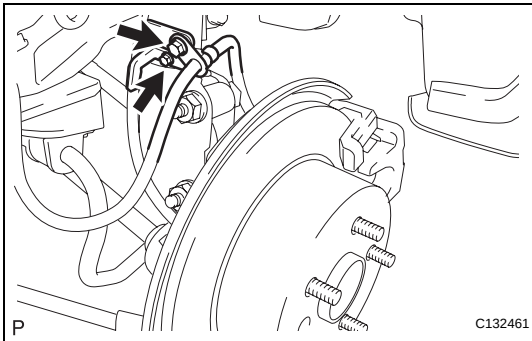


22. SEPARATE REAR STABILIZER LINK ASSEMBLY LH

- (a) Remove the nut and separate the rear stabilizer link assembly from the front shock absorber LH.

HINT:

If the ball joint turns together with the nut, use a hexagon wrench (5 mm) to hold the stud.

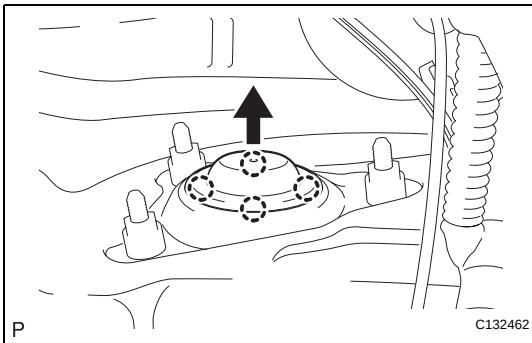


23. SEPARATE REAR SPEED SENSOR

- (a) Remove the 2 bolts, and disconnect the rear brake flexible hose and rear speed sensor from the rear shock absorber with coil spring and rear axle carrier.

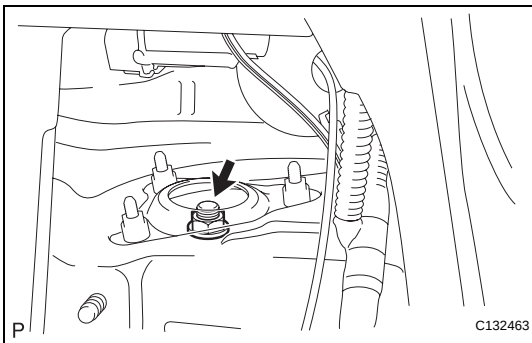
NOTICE:

Be sure to remove the rear speed sensor from the rear shock absorber with coil spring.



24. REMOVE REAR SUSPENSION SUPPORT NO. 1 COVER

- (a) Remove the 4 claws and the rear suspension support No. 1 cover.

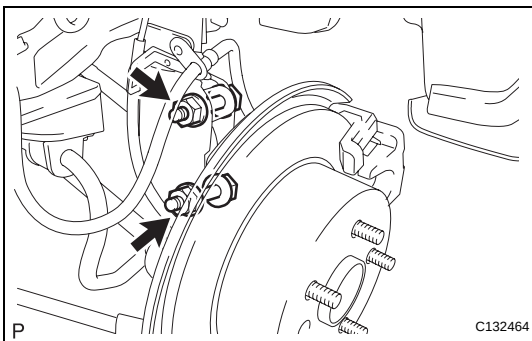


25. REMOVE REAR SHOCK ABSORBER WITH COIL SPRING

- (a) Loosen the lock nut of the rear shock absorber with coil spring.

NOTICE:

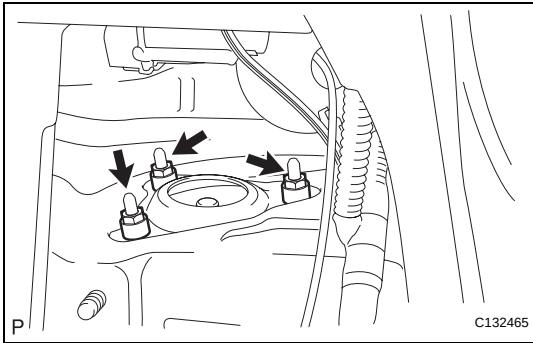
- Do not remove the lock nut.
- Only loosen the nut when disassembling the rear shock absorber with coil spring.



- (b) Remove the 2 nuts and 2 bolts on the lower side of the rear shock absorber with coil spring.

NOTICE:

- When removing the nuts, keep the bolts from rotating.
- Keep one bolt inserted to secure the hub and disc rotor.



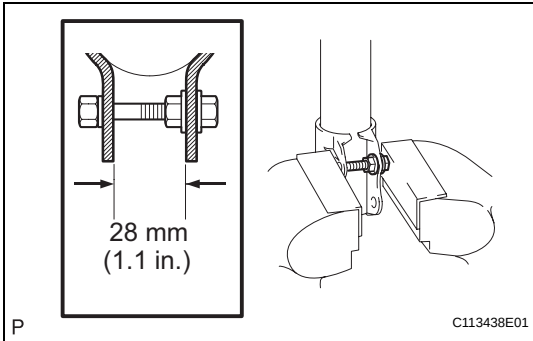
- (c) Remove the 3 nuts on the upper side of the rear shock absorber with coil spring.
- (d) Lower the rear axle carrier, and remove the 2 bolts on the lower side of the rear shock absorber with coil spring.

NOTICE:

Make sure that the rear speed sensor is disconnected from the rear shock absorber with coil spring.

DISASSEMBLY**1. FIX REAR SHOCK ABSORBER WITH COIL SPRING**

- (a) As shown in the illustration, secure the rear shock absorber with coil spring in a vise using aluminum plates by closing the vise onto the double nutted bolt affixed to the bracket at the bottom of the absorber.

**2. REMOVE REAR SHOCK ABSORBER**

- (a) Using SST, compress the rear coil spring.
SST 09727-30021 (09727-00010, 09727-00021, 09727-00031)

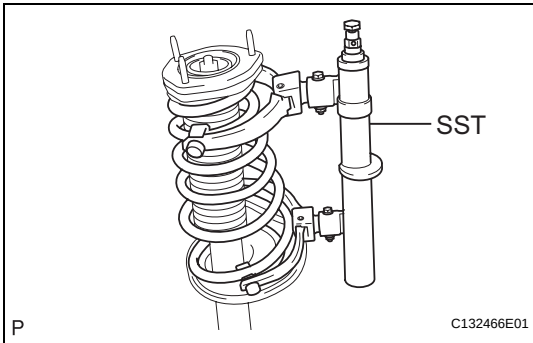
NOTICE:

Do not use an impact wrench.

HINT:

If the front coil spring is compressed at an angle, using 2 SST will make the work easier.

- (b) Remove the nut, rear shock absorber collar and rear suspension support assembly.
- (c) Remove the rear coil spring, rear No. 1 spring bumper, and rear coil spring lower insulator.

**INSPECTION****1. INSPECT REAR SHOCK ABSORBER**

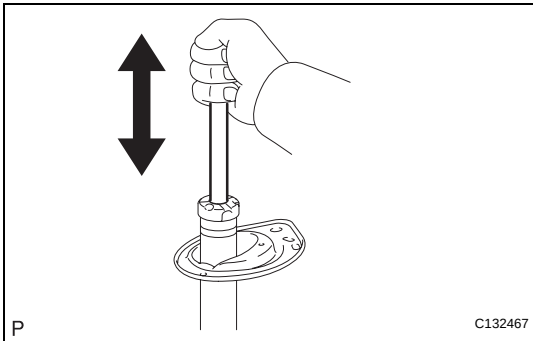
- (a) Compress and extend the shock absorber rod 4 or more times.

Standard:

There is no abnormal resistance or sound and operation resistance is normal.

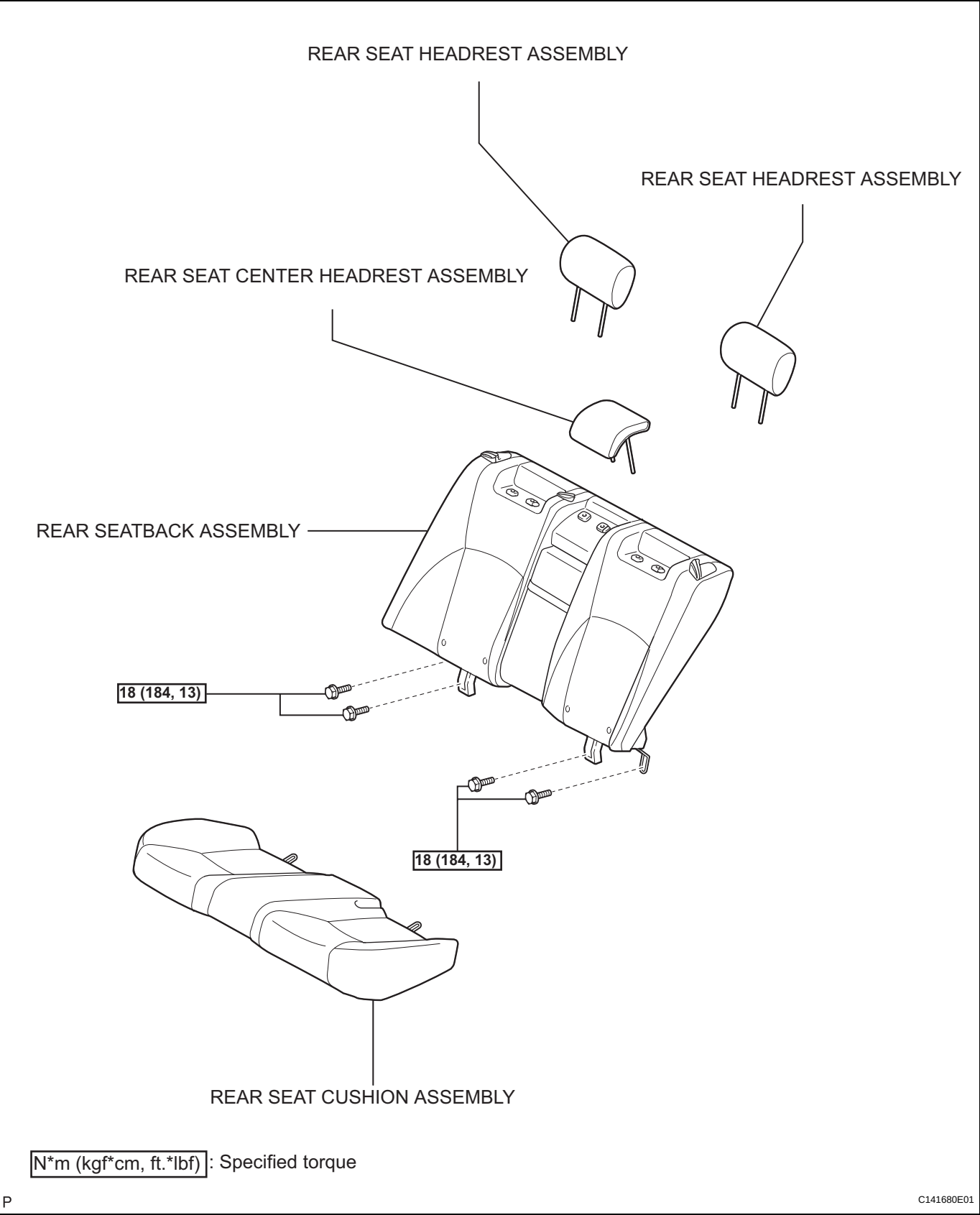
HINT:

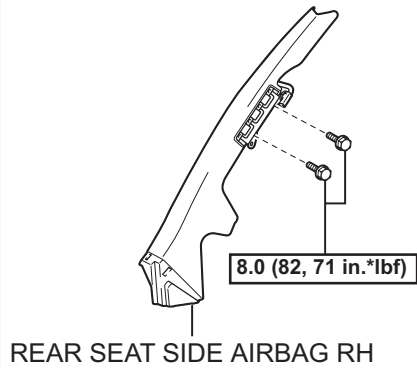
If there is any abnormality, replace the rear shock absorber with a new one.



REAR SHOCK ABSORBER

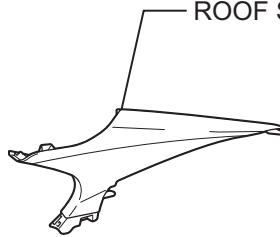
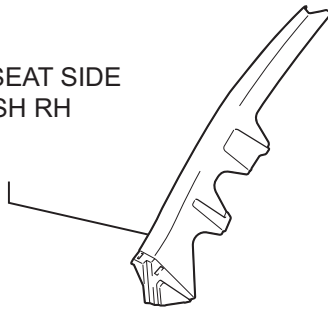
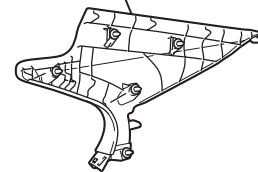
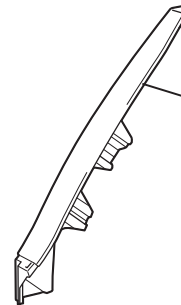
COMPONENTS



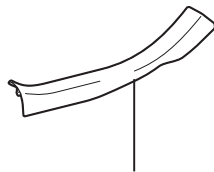
with Rear Seat Side Airbag:

REAR SEAT SIDE AIRBAG RH

ROOF SIDE INNER GARNISH RH

**without Rear Seat Side Airbag:**REAR SEAT SIDE
GARNISH RHROOF SIDE INNER
GARNISH LH**without Rear Seat Side Airbag:**REAR SEAT SIDE
GARNISH LH

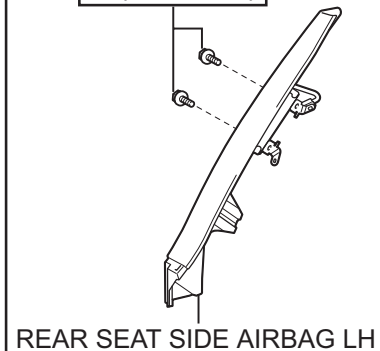
REAR DOOR SCUFF PLATE RH



REAR DOOR SCUFF PLATE LH

**with Rear Seat Side Airbag:**

8.0 (82, 71 in.*lbf)

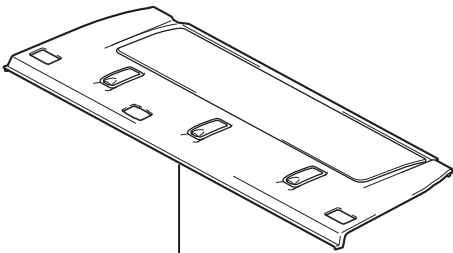


REAR SEAT SIDE AIRBAG LH

N*m (kgf*cm, ft.*lbf): Specified torque

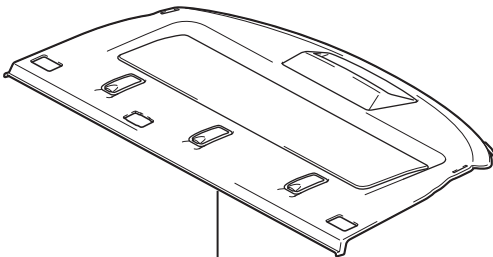
SP

with Rear Sunshade:



PACKAGE TRAY TRIM PANEL ASSEMBLY

without Rear Sunshade:



PACKAGE TRAY TRIM PANEL ASSEMBLY

REAR SEAT 3
POINT TYPE BELT
ASSEMBLY RH

42 (428, 31)

42 (428, 31)

REAR SEAT INNER WITH
CENTER BELT ASSEMBLY RH

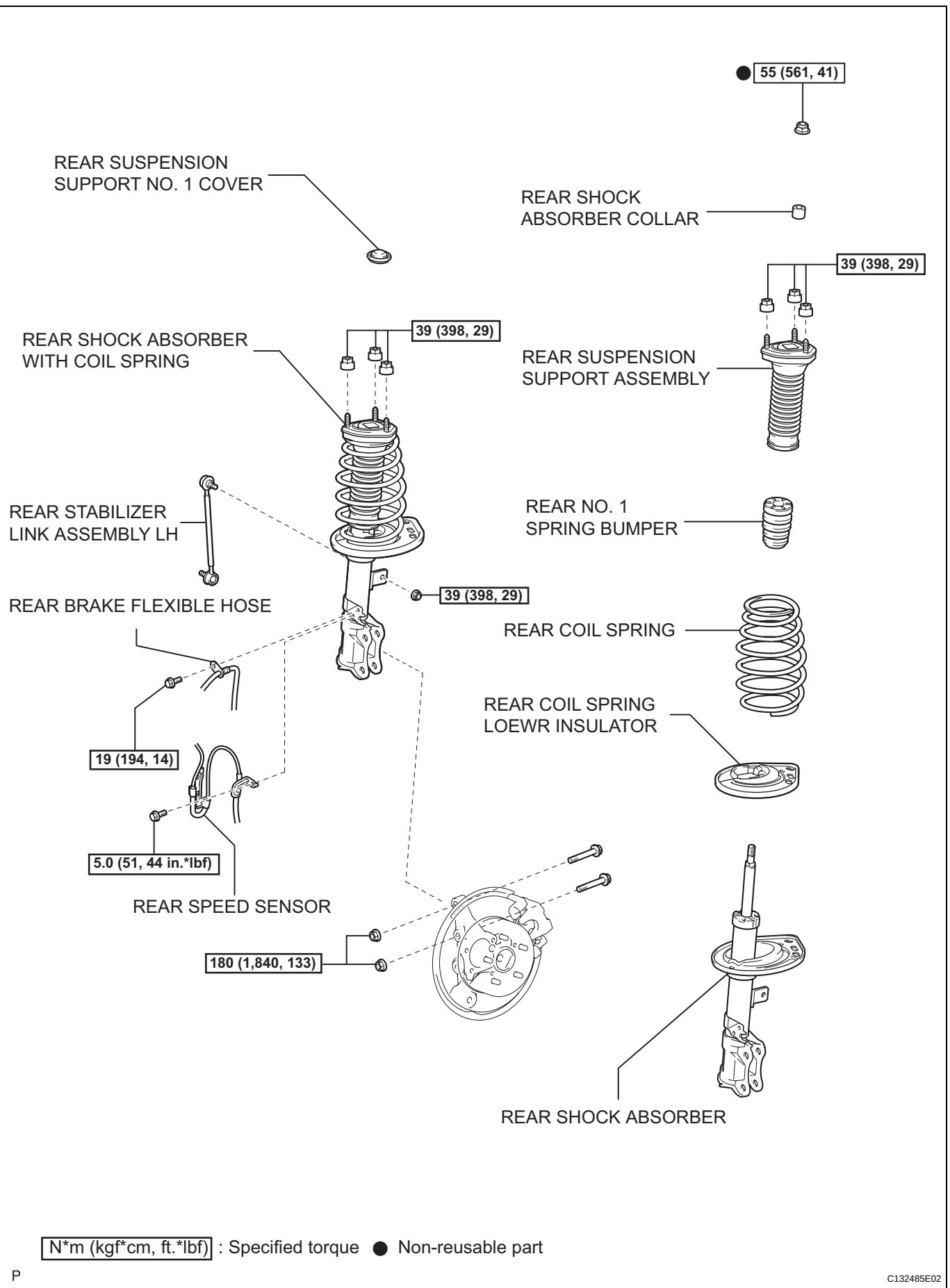
REAR SEAT SHOULDER
BELT HOLE COVER

42 (428, 31)

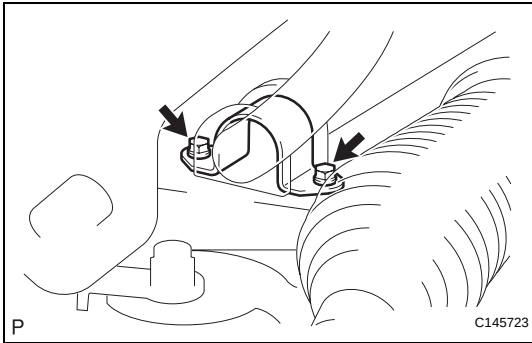
42 (428, 31)

REAR SEAT 3
POINT TYPE BELT
ASSEMBLY LH

N*m (kgf*cm, ft.*lbf) : Specified torque



SP



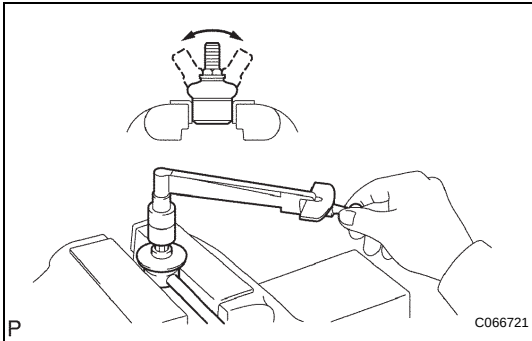
10. REMOVE FRONT NO. 1 STABILIZER BRACKET RH

- (a) Remove the 2 bolts and the front No. 1 stabilizer bracket RH from the front frame assembly.

11. REMOVE FRONT NO. 1 STABILIZER BAR BUSHING

- (a) Remove the 2 front No. 1 stabilizer bar bushings from the front stabilizer bar.

12. REMOVE FRONT STABILIZER BAR



INSPECTION

1. INSPECT FRONT STABILIZER LINK ASSEMBLY

- (a) Inspect the turning of the ball joint.
- (1) Secure the front stabilizer link assembly in a vise using aluminum plates.
 - (2) Install the nut to the front stabilizer link assembly stud.
 - (3) Using a torque wrench, turn the nut continuously at a rate of 3 to 5 seconds per turn and take the torque reading on the 5th turn.

Torque: Turning torque

**0.05 to 2.0 N*m (0.5 to 20 kgf*cm,
0.4 to 18 in.*lbf)**

HINT:

If the turning torque is not within the specified range, replace the front stabilizer link assembly with a new one.

- (b) Inspect the dust cover.
- (1) Check that the dust cover is not cracked and that there is no grease on it.

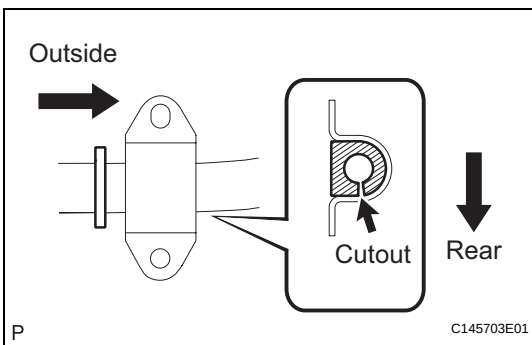
INSTALLATION

1. INSTALL FRONT NO. 1 STABILIZER BAR BUSHING

- (a) Install the 2 front stabilizer bar bushings No. 1 to the outside of the bushing stopper on the front stabilizer bar.

NOTICE:

Make sure that the cutout of the front stabilizer bar bushing No. 1 faces the rear side as shown in the illustration.

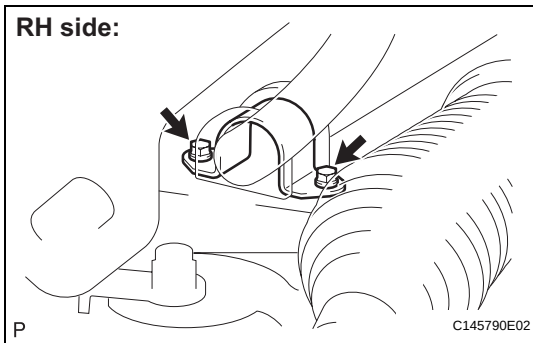
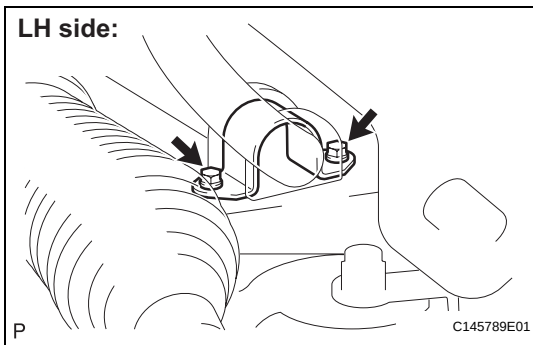


2. INSTALL FRONT NO. 1 STABILIZER BRACKET LH

- (a) Install the front No. 1 stabilizer bracket LH.

3. INSTALL FRONT NO. 1 STABILIZER BRACKET RH

- (a) Install the front No. 1 stabilizer bracket RH.



4. INSTALL FRONT STABILIZER BAR

- (a) Install the front stabilizer bar with the 2 bolts. (LH Side)

Torque: 27 N*m (275 kgf*cm, 20 ft.*lbf)

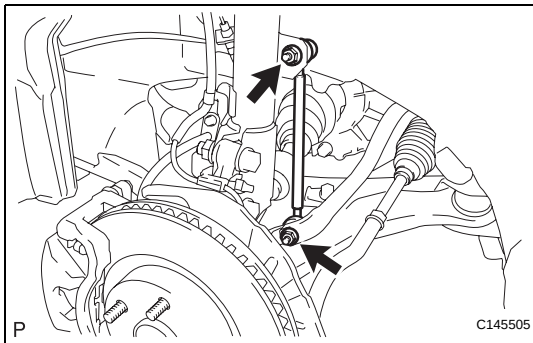
- (b) Install the front stabilizer bar with the 2 bolts. (RH Side)

Torque: 27 N*m (275 kgf*cm, 20 ft.*lbf)

5. INSTALL ENGINE ASSEMBLY WITH TRANSAXLE

HINT:

Refer to the instructions for installation of the engine assembly (See page [EM-43](#)).



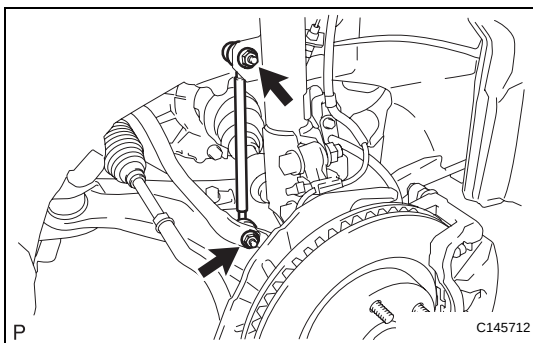
6. INSTALL FRONT STABILIZER LINK ASSEMBLY LH

- (a) Install the front stabilizer link assembly LH with the 2 nuts.

Torque: 74 N*m (755 kgf*cm, 55 ft.*lbf)

HINT:

If the ball joint turns together with the nut, use a hexagon (6 mm) wrench to hold the stud.



7. INSTALL FRONT STABILIZER LINK ASSEMBLY RH

- (a) Install the front stabilizer link assembly RH with the 2 nuts.

Torque: 74 N*m (755 kgf*cm, 55 ft.*lbf)

HINT:

If the ball joint turns together with the nut, use a hexagon (6 mm) wrench to hold the stud.

8. CONNECT TIE ROD END SUB-ASSEMBLY (See page [DS-16](#))

9. CONNECT STEERING INTERMEDIATE SHAFT ASSEMBLY (See page [SR-84](#))

10. PLACE FRONT WHEELS FACING STRAIGHT

11. INSTALL FRONT WHEELS

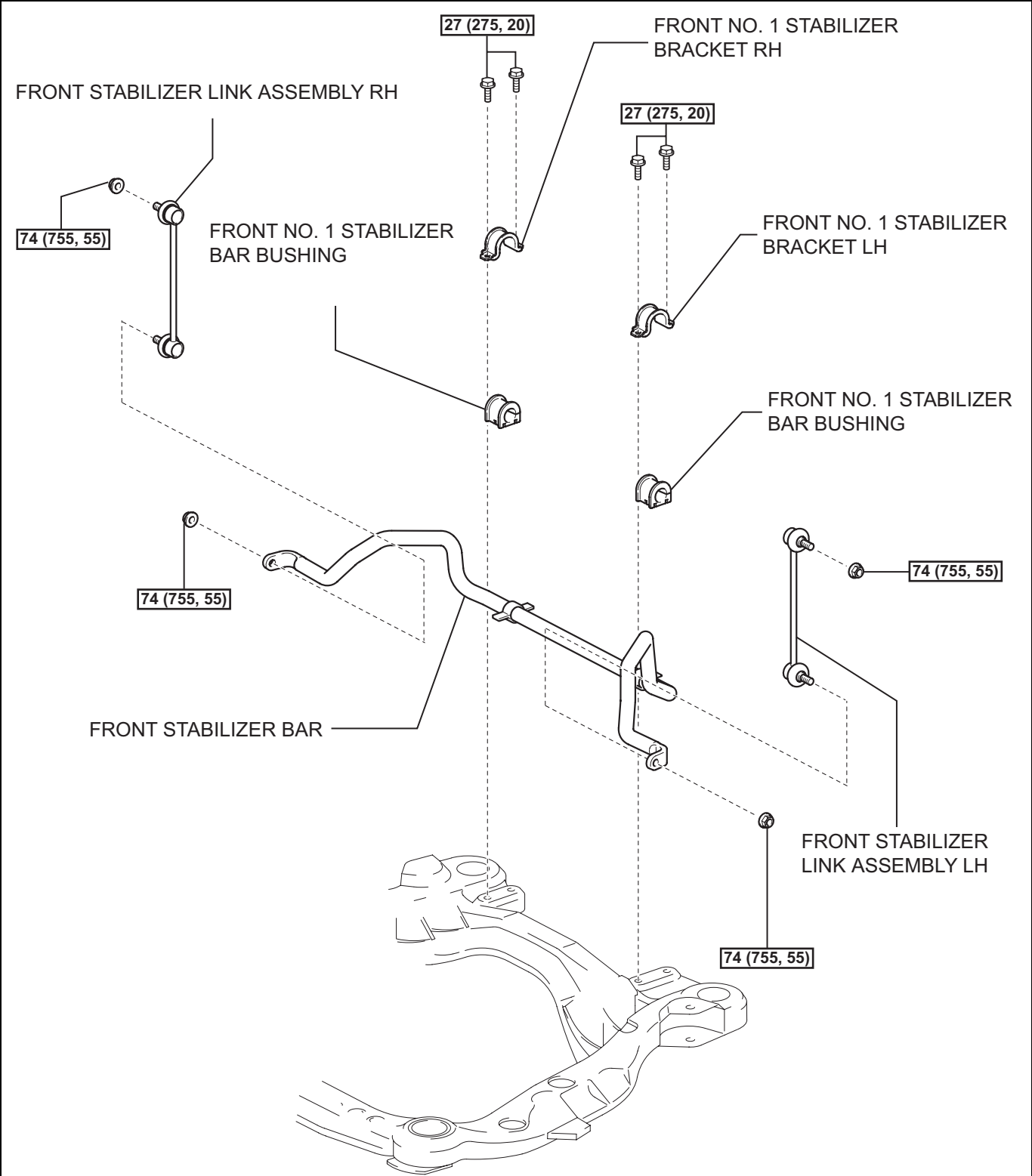
Torque: 103 N*m (1,050 kgf*cm, 76 ft.*lbf)

12. CONNECT CABLE TO NEGATIVE BATTERY TERMINAL

13. INSPECT AND ADJUST FRONT WHEEL ALIGNMENT (See page [SP-4](#))

FRONT STABILIZER BAR

COMPONENTS

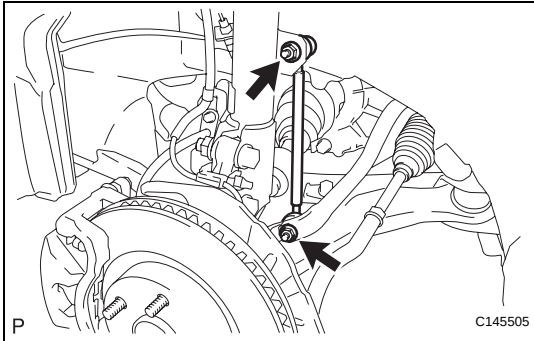


N*m (kgf*cm, ft.*lbf) : Specified torque

SP

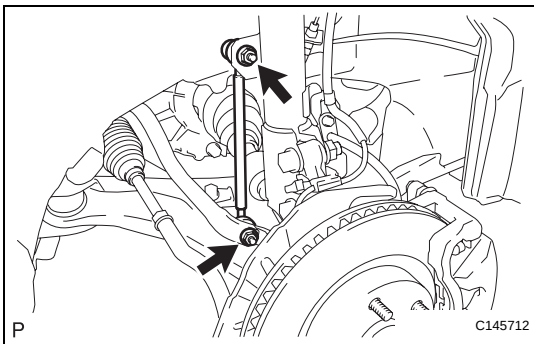
REMOVAL

1. **DISCONNECT CABLE FROM NEGATIVE BATTERY TERMINAL**
2. **PLACE FRONT WHEELS FACING STRAIGHT AHEAD**
3. **REMOVE FRONT WHEELS**
4. **SEPARATE STEERING INTERMEDIATE SHAFT ASSEMBLY (See page [SR-81](#))**
5. **SEPARATE TIE ROD END SUB-ASSEMBLY (See page [DS-6](#))**



6. **REMOVE FRONT STABILIZER LINK ASSEMBLY LH**
 - (a) Remove the 2 nuts and the front stabilizer link assembly LH.

HINT:
If the ball joint turns together with the nut, use a hexagon wrench (6 mm) to hold the stud.

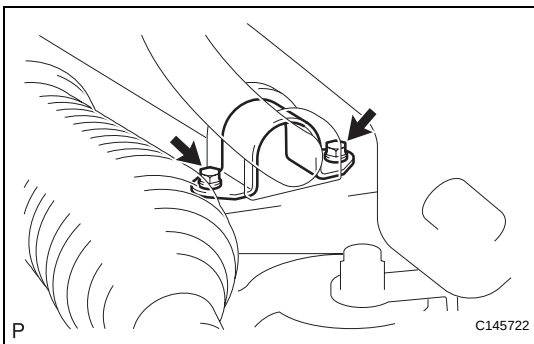


7. **REMOVE FRONT STABILIZER LINK ASSEMBLY RH**
 - (a) Remove the 2 nuts and the front stabilizer link assembly RH.

HINT:
If the ball joint turns together with the nut, use a hexagon wrench (6 mm) to hold the stud.

8. **REMOVE ENGINE ASSEMBLY WITH TRANSAXLE**

HINT:
Refer to the instructions for removal of the engine assembly (See page [EM-28](#)).



9. **REMOVE FRONT NO. 1 STABILIZER BRACKET LH**
 - (a) Remove the 2 bolts and the front No. 1 stabilizer bracket LH from the front frame assembly.

INSTALLATION

1. **INSTALL FRONT LOWER BALL JOINT**
 - (a) Install the front lower ball joint to the steering knuckle with the nut.
Torque: 123 N*m (1,250 kgf*cm, 91 ft.*lbf)
NOTICE:
Prevent oil from adhering to the screw and tapered parts.
 - (b) Install a new cotter pin.
NOTICE:
If the holes for the cotter pin are not aligned, tighten the nut further up to 60°.
2. **INSTALL FRONT AXLE HUB BEARING (See page [AH-9](#))**
3. **INSTALL FRONT DISC BRAKE DUST COVER (See page [AH-9](#))**
4. **INSTALL FRONT AXLE HUB (See page [AH-9](#))**
5. **INSTALL FRONT AXLE HUB HOLE SNAP RING (See page [AH-9](#))**
6. **INSTALL FRONT WHEEL NO. 1 BEARING DUST DEFLECTOR (See page [AH-10](#))**
7. **INSTALL FRONT AXLE ASSEMBLY (See page [AH-10](#))**
8. **INSTALL FRONT SUSPENSION LOWER NO. 1 ARM (See page [DS-16](#))**
9. **CONNECT TIE ROD END SUB-ASSEMBLY (See page [DS-16](#))**
10. **INSTALL FRONT DISC (See page [BR-39](#))**
11. **INSTALL FRONT DISC BRAKE CALIPER ASSEMBLY (See page [AH-10](#))**
12. **INSTALL FRONT SPEED SENSOR (See page [DS-17](#))**
13. **INSTALL FRONT AXLE HUB NUT (See page [AH-11](#))**
14. **SEPARATE FRONT DISC BRAKE CALIPER ASSEMBLY (See page [AH-11](#))**
15. **REMOVE FRONT DISC (See page [BR-37](#))**
16. **INSPECT FRONT AXLE HUB BEARING LOOSENESS (See page [AH-5](#))**
17. **INSPECT FRONT AXLE HUB RUNOUT (See page [AH-6](#))**
18. **INSTALL FRONT DISC (See page [BR-39](#))**
19. **INSTALL FRONT DISC BRAKE CALIPER ASSEMBLY (See page [AH-11](#))**
20. **INSTALL FRONT AXLE HUB NUT (See page [AH-11](#))**
21. **CHECK ABS SPEED SENSOR SIGNAL (See page [BC-24](#))**

22. INSTALL FRONT WHEEL**Torque: 103 N*m (1,050 kgf*cm, 76 ft.*lbf)****23. INSPECT AND ADJUST FRONT WHEEL ALIGNMENT**(See page [SP-4](#))

REMOVAL

HINT:

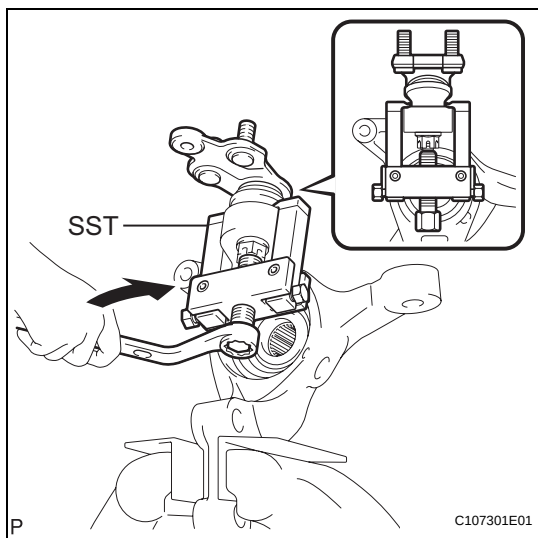
- Use the same procedures for the RH side and the LH side.
- The procedures listed below are for the LH side.

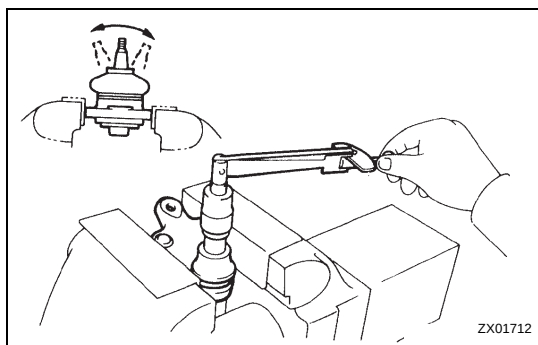
1. REMOVE FRONT WHEEL
2. REMOVE FRONT AXLE HUB NUT (See page [DS-5](#))
3. SEPARATE FRONT SPEED SENSOR (See page [DS-5](#))
4. SEPARATE FRONT DISC BRAKE CALIPER ASSEMBLY (See page [AH-6](#))
5. REMOVE FRONT DISC (See page [BR-37](#))
6. SEPARATE TIE ROD END SUB-ASSEMBLY (See page [DS-6](#))
7. SEPARATE FRONT SUSPENSION LOWER NO. 1 ARM (See page [DS-6](#))
8. REMOVE FRONT AXLE ASSEMBLY (See page [AH-6](#))
9. REMOVE FRONT WHEEL NO. 1 BEARING DUST DEFLECTOR (See page [AH-8](#))
10. REMOVE FRONT AXLE HUB HOLE SNAP RING (See page [AH-7](#))
11. REMOVE FRONT AXLE HUB (See page [AH-7](#))
12. REMOVE FRONT DISC BRAKE DUST COVER (See page [AH-8](#))
13. REMOVE FRONT AXLE HUB BEARING (See page [AH-8](#))
14. REMOVE FRONT LOWER BALL JOINT
 - (a) Secure the steering knuckle in a vise using aluminum plates.
 - (b) Remove the cotter pin and nut.
 - (c) Using SST, remove the front lower ball joint.

SST 09628-62011

NOTICE:

- Do not damage the dust cover of the ball joint.
- Do not damage the steering knuckle.





INSPECTION

1. INSPECT FRONT LOWER BALL JOINT

- (a) Inspect the turning of the ball joint.
 - (1) Secure the front lower ball joint assembly in a vise using aluminum plates.
 - (2) Install the nut to the front lower ball joint assembly stud.
 - (3) Using a torque wrench, turn the nut continuously at a rate of 3 to 5 seconds per turn and take the torque reading on the 5th turn.

Torque: Turning torque

1.0 to 3.4 N*m (10 to 35 kgf*cm, 9 to 30 in.*lbf)

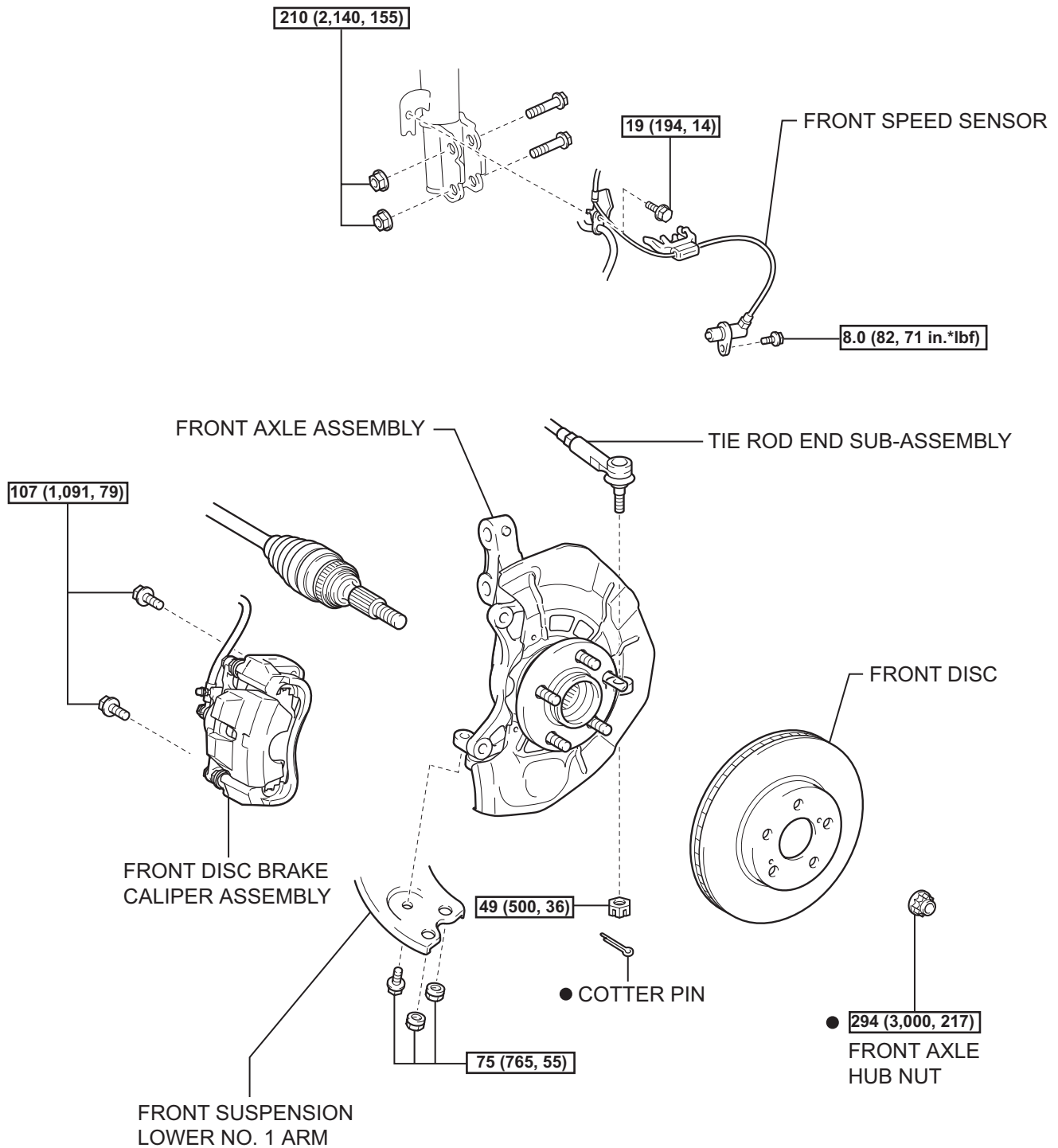
HINT:

If the turning torque is not within the specified range, replace the front lower ball joint assembly with a new one.

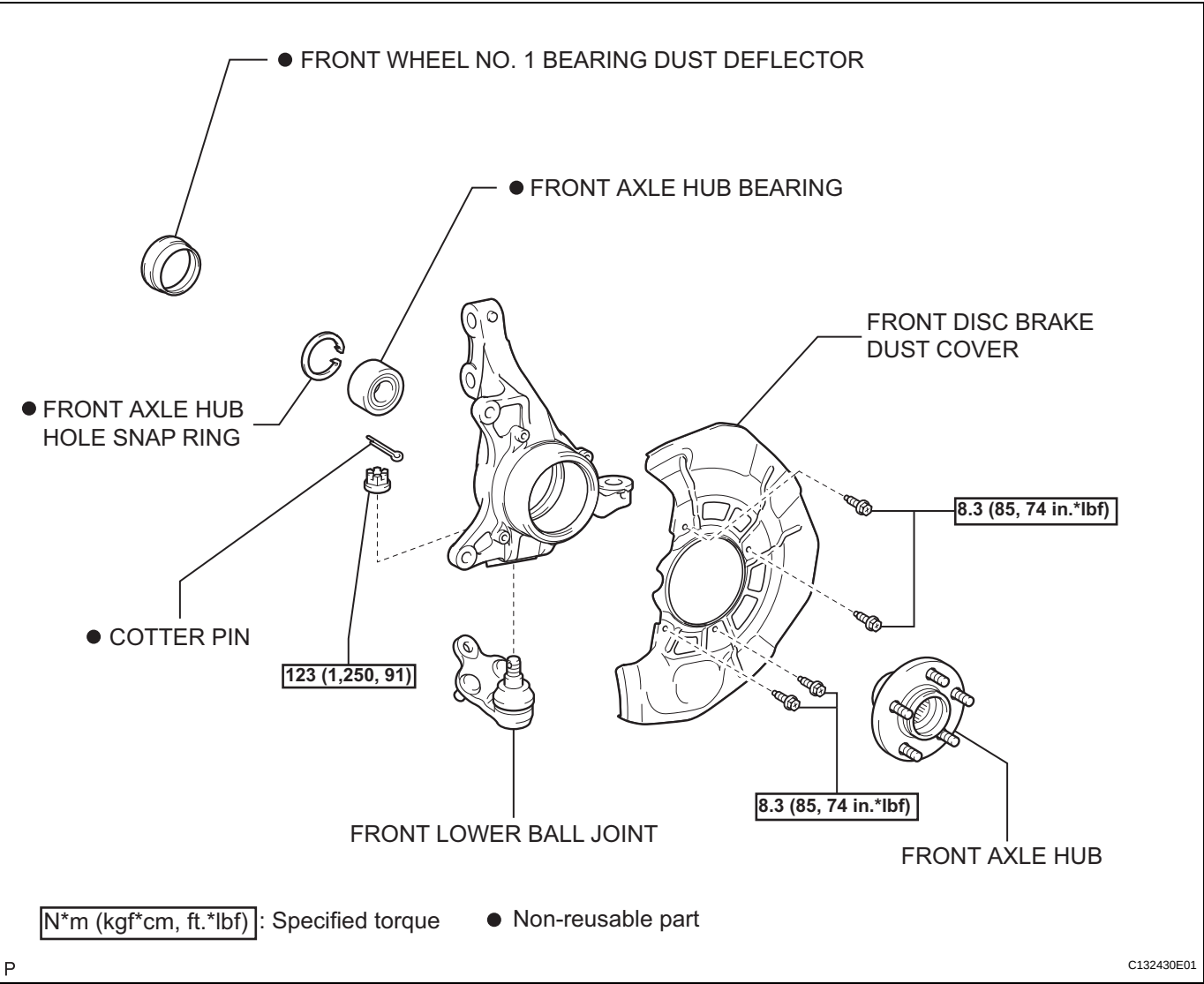
- (b) Inspect the dust cover.
 - (1) Check that the dust cover is not cracked and that there is no grease on it.

FRONT LOWER BALL JOINT

COMPONENTS



N*m (kgf*cm, ft.*lbf) : Specified torque ● Non-reusable part

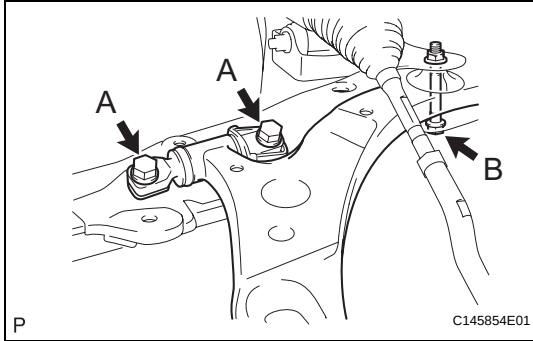


INSTALLATION

1. INSTALL FRONT SUSPENSION LOWER NO. 1 ARM

- (a) Install the front lower arm bushing stopper.
- (b) Install the front suspension lower No. 1 arm to the front frame assembly with the 3 bolts and the nut, but do not tighten them yet.
- (c) Tighten the 3 bolts in numerical order shown in the illustration.

Torque: 200 N*m (2,040 kgf*cm, 148 ft.*lbf) (bolt A)
206 N*m (2,100 kgf*cm, 152 ft.*lbf) (bolt B)



2. INSTALL ENGINE MOUNTING INSULATOR

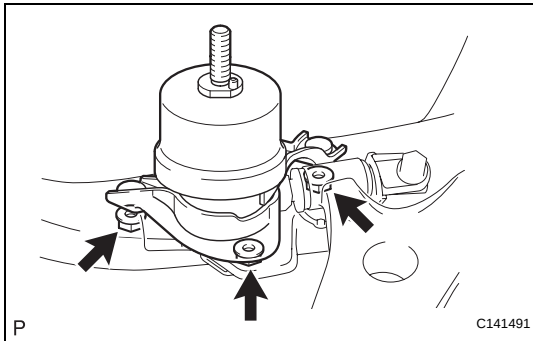
- (a) Install the engine mounting insulator with the 3 nuts.

Torque: 87 N*m (887 kgf*cm, 64 ft.*lbf)

3. INSTALL ENGINE ASSEMBLY WITH TRANSAXLE

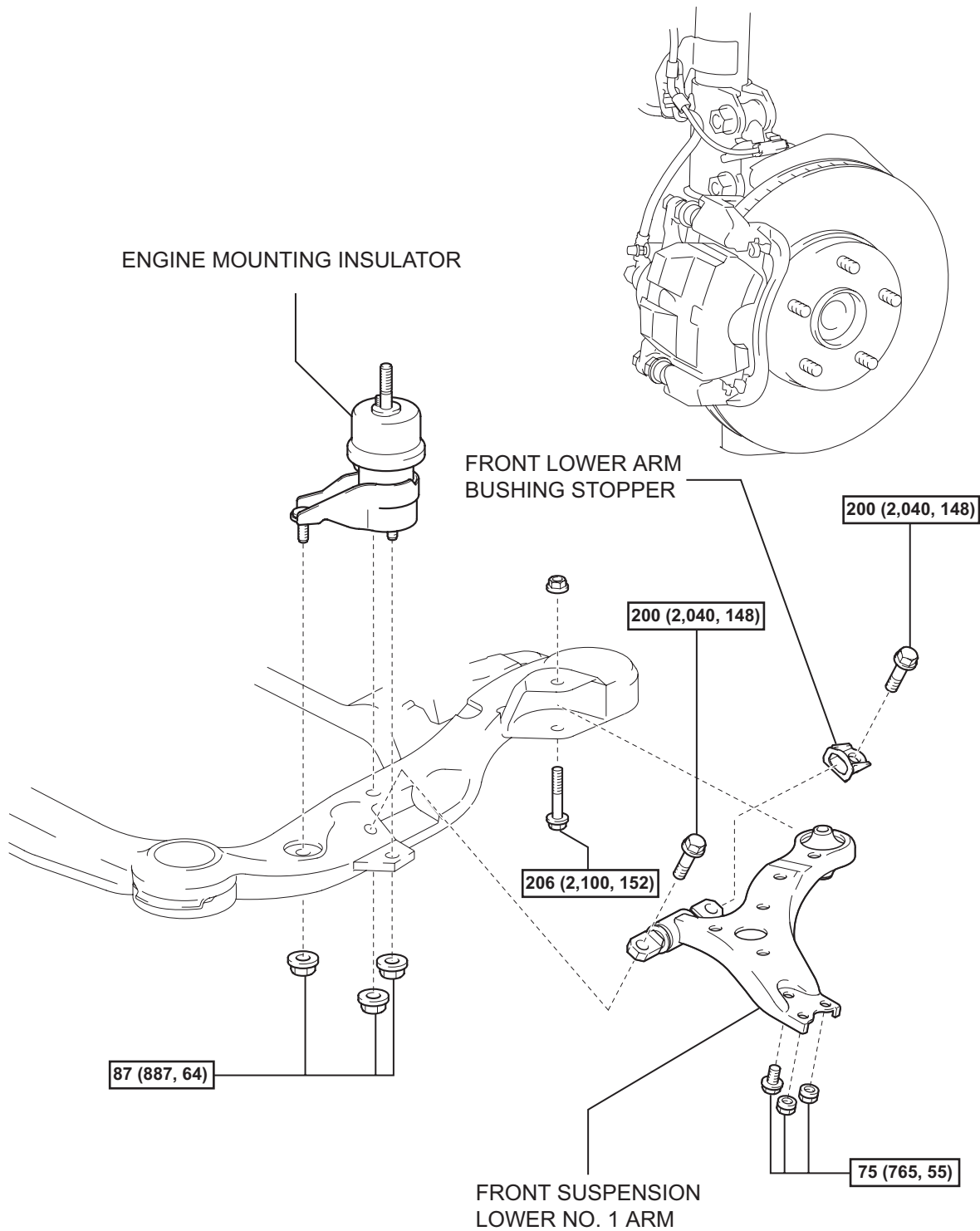
HINT:

Refer to the instructions for removal of the engine assembly (See page [EM-43](#)).



FRONT SUSPENSION LOWER NO. 1 ARM

COMPONENTS



N*m (kgf*cm, ft.*lbf) : Specified torque

REMOVAL

HINT:

- Use the same procedures for the RH side and the LH side.
- The procedures listed below are for the LH side.

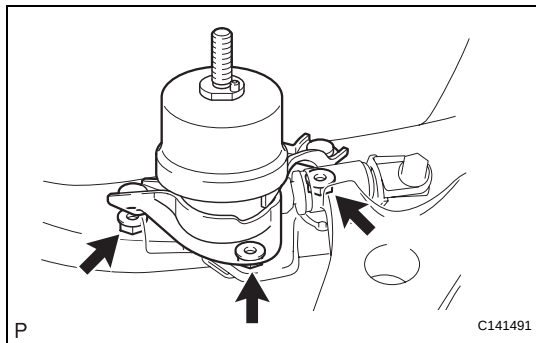
1. REMOVE ENGINE ASSEMBLY WITH TRANSAXLE

HINT:

Refer to the instructions for installation of the engine assembly (See page [EM-28](#)).

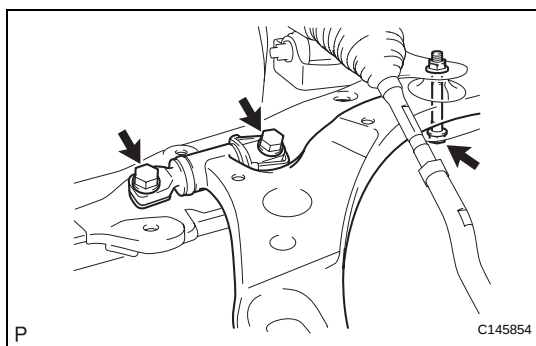
2. REMOVE ENGINE MOUNTING INSULATOR

- (a) Remove the 3 nuts and the engine mounting insulator.



3. REMOVE FRONT SUSPENSION LOWER NO. 1 ARM

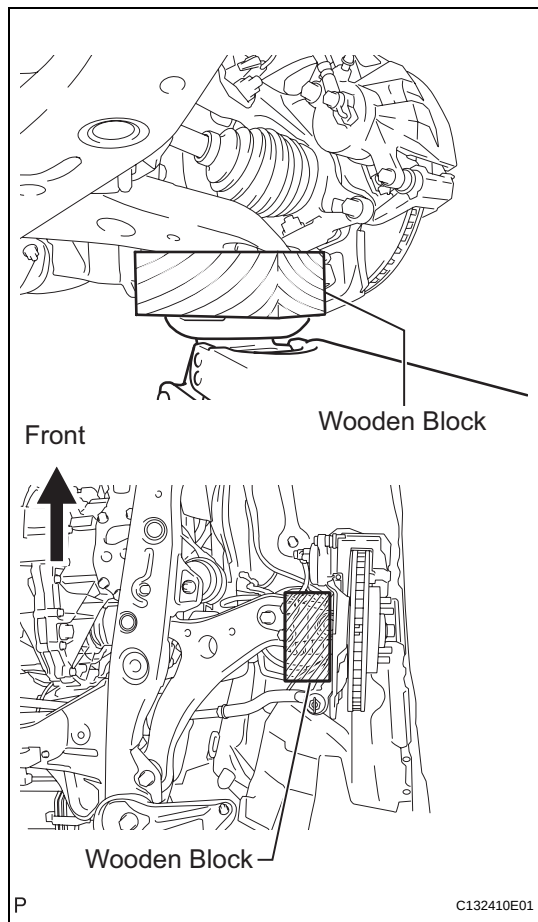
- (a) Remove the 3 bolts and the nut on the front suspension lower No. 1 arm and remove it from the front frame assembly.
- (b) Remove the front lower arm bushing stopper.



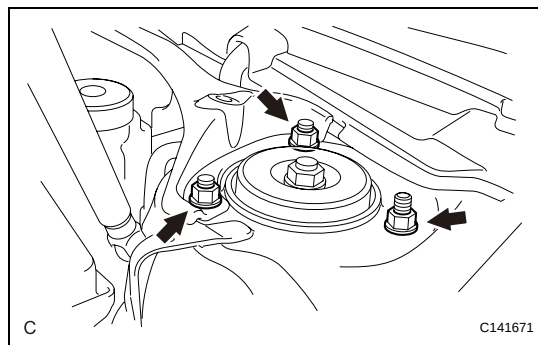
INSTALLATION

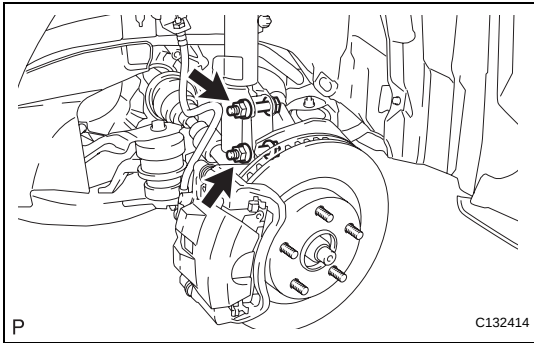
1. INSTALL FRONT SHOCK ABSORBER WITH COIL SPRING

- Install the front shock absorber with coil spring to the front axle assembly and insert the 2 bolts from the front side of the vehicle.
- Slowly jack up the vehicle using a wooden block and install the front shock absorber with coil spring (upper side) to the vehicle.



- Install the 3 nuts to the upper side of the front shock absorber with coil spring.
Torque: 85 N*m (867 kgf*cm, 63 ft.*lbf)



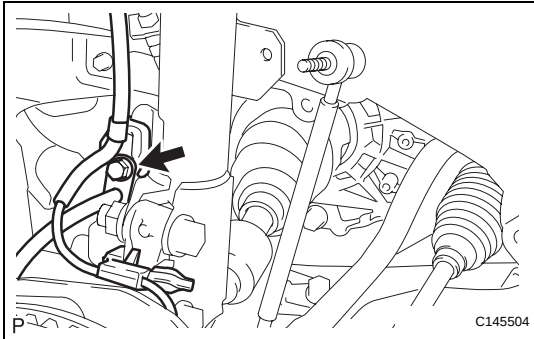


- (d) Install the 2 nuts to the lower side of the front shock absorber with coil spring.

Torque: 210 N*m (2,140 kgf*cm, 155 ft.*lbf)

NOTICE:

When installing the nuts, keep the bolts from rotating.

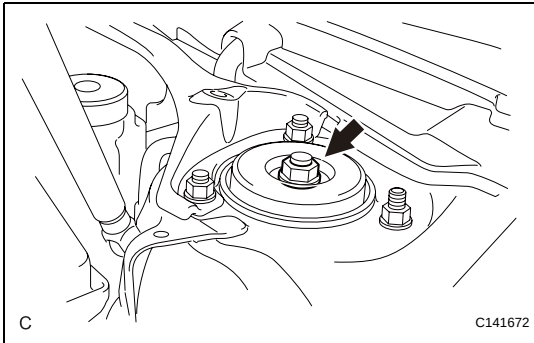


- (e) Install the front flexible hose and front speed sensor wire harness with the bolt.

Torque: 19 N*m (194 kgf*cm, 14 ft.*lbf)

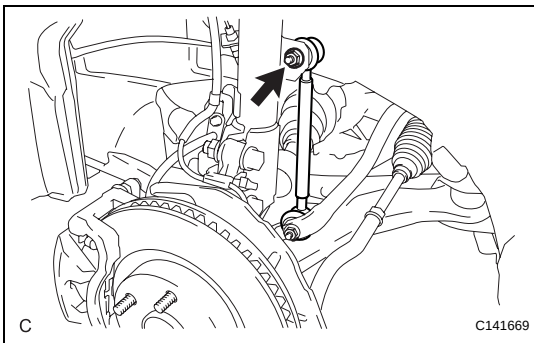
NOTICE:

Do not twist the front speed sensor wire harness when installing it.



- (f) Fully tighten the lock nut.

Torque: 70 N*m (714 kgf*cm, 52 ft.*lbf)



2. INSTALL FRONT STABILIZER LINK ASSEMBLY

- (a) Install the front stabilizer link assembly with the nut.

Torque: 74 N*m (755 kgf*cm, 55 ft.*lbf)

HINT:

If the ball joint turns together with the nut, use a hexagon wrench (6 mm) to hold the stud.

3. INSTALL FRONT WHEEL

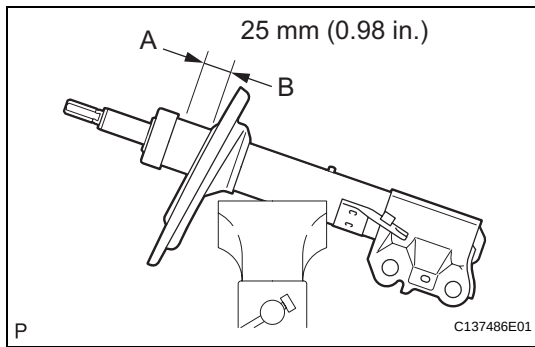
Torque: 103 N*m (1,050 kgf*cm, 76 ft.*lbf)

4. INSTALL V-BANK COVER SUB-ASSEMBLY (See page [EM-49](#))

5. INSTALL ENGINE ROOM SIDE COVER LH (See page [EM-50](#))

6. INSTALL ENGINE ROOM SIDE COVER RH (See page [EM-50](#))

7. INSPECT AND ADJUST FRONT WHEEL ALIGNMENT (See page [SP-4](#))



DISPOSAL

1. DISPOSE OF FRONT SHOCK ABSORBER

- Fully extend the shock absorber rod.
- Using a drill, make a hole in the cylinder between A and B as shown in the illustration to discharge the gas inside.

CAUTION:

- Be careful when drilling because shards of metal may fly about. Always use the proper safety equipment.
- The gas is colorless, odorless and non-poisonous.

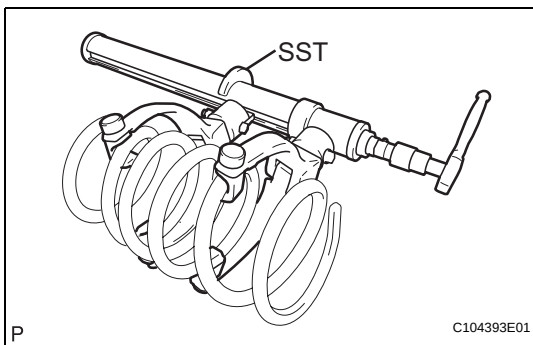
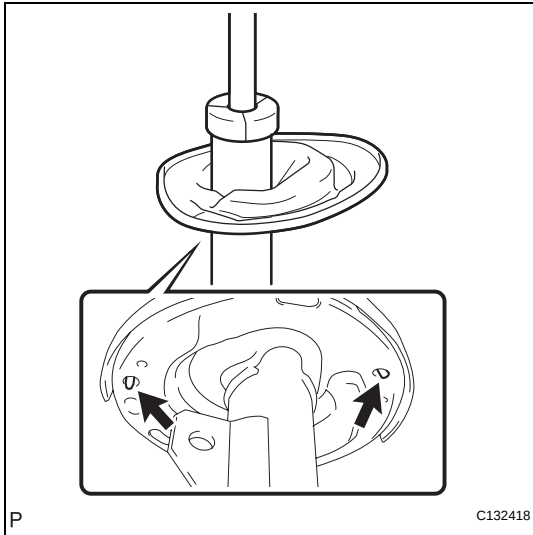
REASSEMBLY

1. INSTALL FRONT SHOCK ABSORBER

- (a) Install the front spring bumper to the piston rod.
- (b) Install the front coil spring lower insulator onto the front shock absorber.

NOTICE:

Align the 2 protrusions of the front coil spring lower insulator and the 2 holes in the front shock absorber.



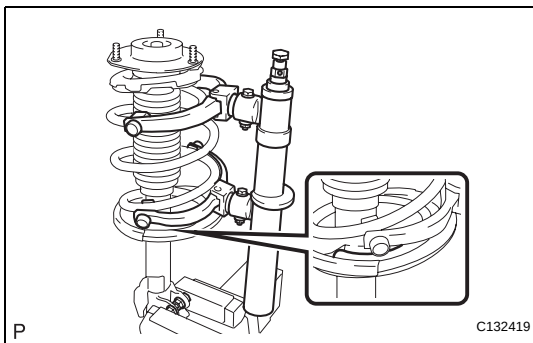
- (c) Using SST, compress the front coil spring.
SST 09727-30021 (09727-00010, 09727-00021, 09727-00031)

NOTICE:

Do not use an impact wrench.

HINT:

If the front coil spring is compressed at an angle, using 2 SST will make the work easier.



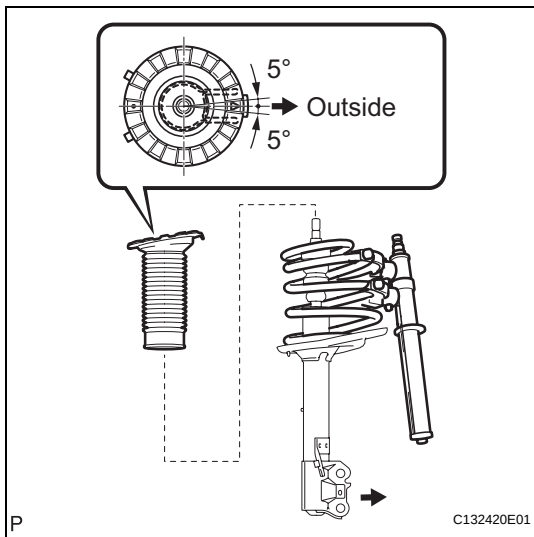
- (d) Install the front coil spring to the front shock absorber.

NOTICE:

The smaller diameter end of the front coil spring must face upward.

HINT:

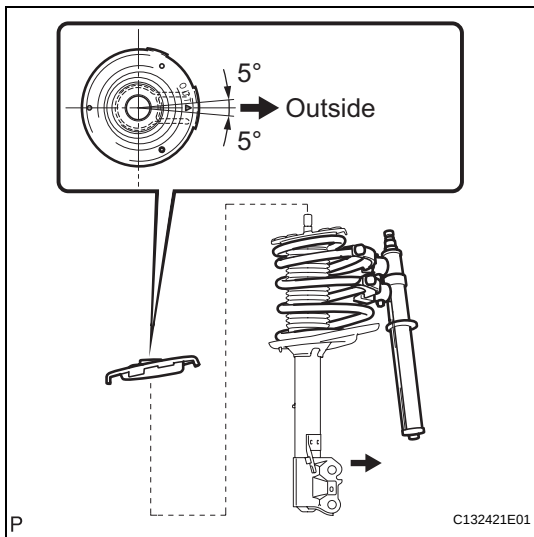
Fit the lower end of the front coil spring into the gap of the insulator.



- (e) Install the front coil spring upper insulator as shown in the illustration.

HINT:

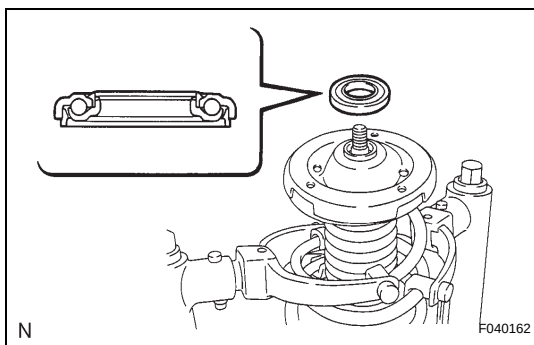
Any misalignment between the front shock absorber lower bracket and the matchmark must be $\pm 5^\circ$.



- (f) Install the front coil spring upper seat with the mark facing to the outside of the vehicle.

HINT:

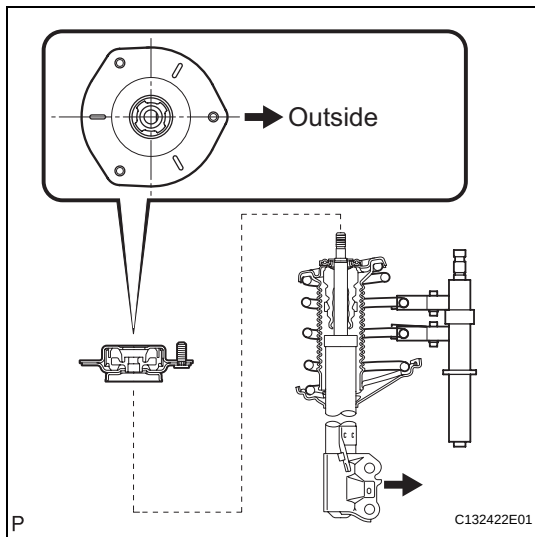
Any misalignment between the front shock absorber lower bracket and the matchmark must be $\pm 5^\circ$.



- (g) Install a new front suspension support bearing as shown in the illustration.

HINT:

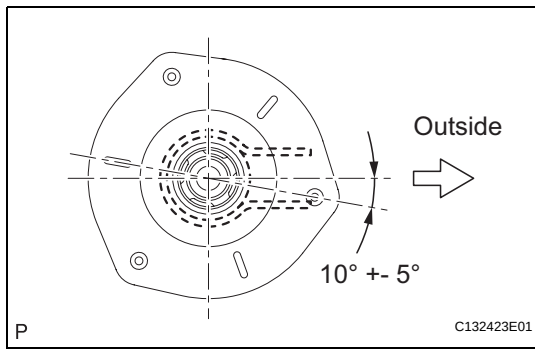
If there is foreign matter inside the front suspension support bearing, replace it with a new one.



- (h) Install the front suspension support sub-assembly. Temporarily tighten a new lock nut.

NOTICE:

Check that the flats on the piston rod and the flats on the front suspension support sub-assembly are aligned.



- (i) Remove the SST slowly in order to release the coil spring.

NOTICE:

Do not use an impact wrench.

HINT:

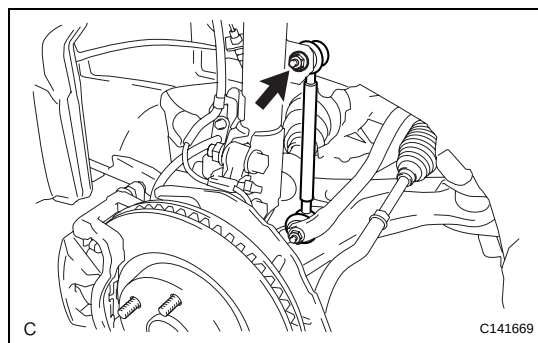
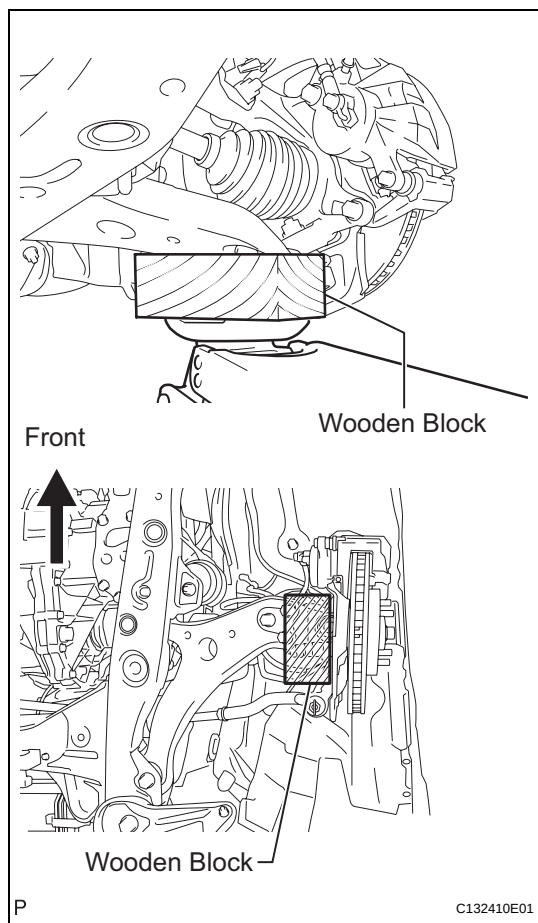
Any misalignment between the front shock absorber lower bracket and the arrows must be $\pm 5^\circ$.

REMOVAL

HINT:

- Use the same procedures for the RH side and the LH side.
- The procedures listed below are for the LH side.

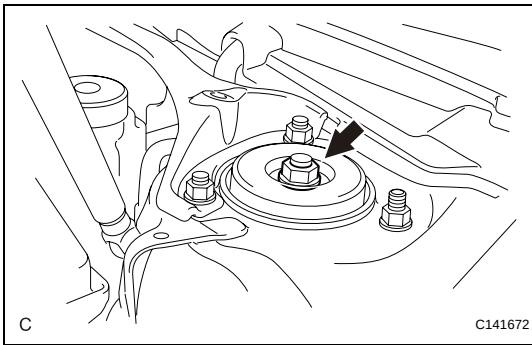
1. REMOVE FRONT WHEEL
2. REMOVE ENGINE ROOM SIDE COVER LH (See page [EM-22](#))
3. REMOVE ENGINE ROOM SIDE COVER RH (See page [EM-22](#))
4. REMOVE V-BANK COVER SUB-ASSEMBLY (See page [EM-23](#))
5. SEPARATE FRONT STABILIZER LINK ASSEMBLY
 - (a) Support the front No. 1 suspension lower arm with a jack using a wooden block to avoid damage.



- (b) Remove the nut and separate the front stabilizer link assembly from the front shock absorber.

HINT:

If the ball joint turns together with the nut, use a hexagon wrench (6 mm) to hold the stud.

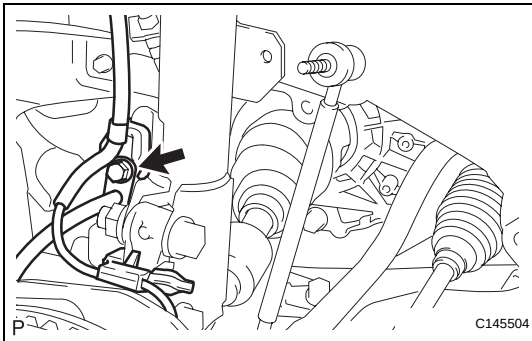


6. REMOVE FRONT SHOCK ABSORBER WITH COIL SPRING

- (a) Loosen the lock nut of the front shock absorber with coil spring.

NOTICE:

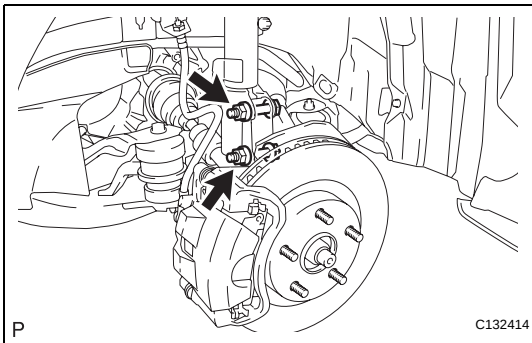
- Do not remove the lock nut.
- Only loosen the nut when disassembling the front shock absorber with coil spring.



- (b) Remove the bolt and disconnect the front flexible hose and front speed sensor wire harness from the front shock absorber with coil spring.

NOTICE:

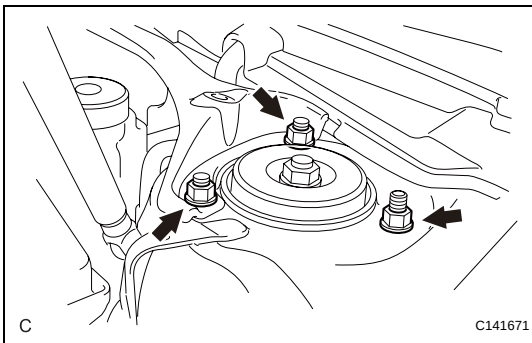
Be sure to remove the front speed sensor from the front shock absorber with coil spring.



- (c) Remove the 2 nuts on the lower side of the front shock absorber with coil spring.

NOTICE:

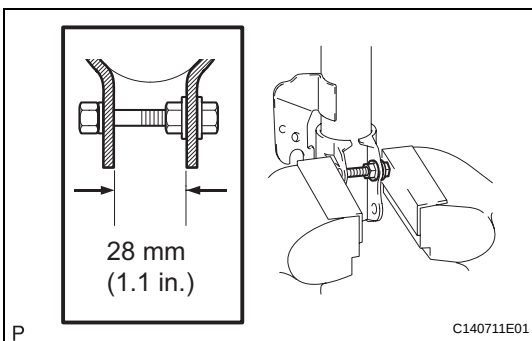
- When removing the nuts, keep the bolts from rotating.
- Keep the bolts inserted to secure the front axle assembly.



- (d) Remove the 3 nuts on the upper side of the front shock absorber with coil spring.
- (e) Lower the front axle assembly, and remove the 2 bolts on the lower side of the front shock absorber.
- (f) Remove the front shock absorber with coil spring.

NOTICE:

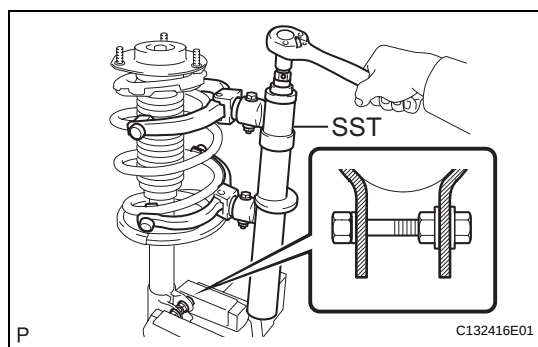
Make sure that the front speed sensor is disconnected from the front shock absorber with coil spring.



DISASSEMBLY

1. FIX FRONT SHOCK ABSORBER WITH COIL SPRING

- (a) As shown in the illustration, secure the front shock absorber with coil spring in a vise using aluminum plates by clamping onto a double nutted bolt affixed to the bracket at the bottom of the absorber.



2. REMOVE FRONT SHOCK ABSORBER

- (a) Using SST, compress the front coil spring.
SST 09727-30021 (09727-00010, 09727-00021, 09727-00031)

NOTICE:

Do not use an impact wrench.

HINT:

If the front coil spring is compressed at an angle, using 2 SST will make the work easier.

- (b) Remove the front suspension support sub-assembly, front suspension support bearing, front coil spring upper seat, front coil spring upper insulator, front coil spring, front spring bumper, and front coil spring lower insulator from the front shock absorber.

INSPECTION

1. INSPECT FRONT SHOCK ABSORBER

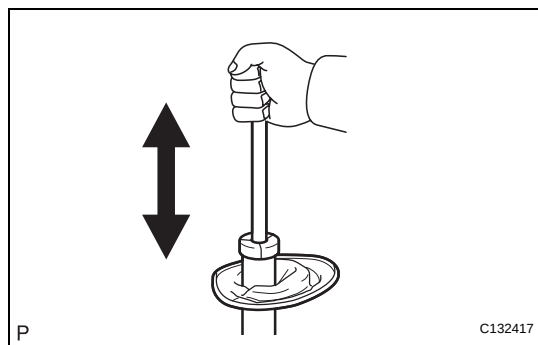
- (a) Compress and extend the shock absorber rod 4 or more times.

Standard:

There is no abnormal resistance or sound and operation resistance is normal.

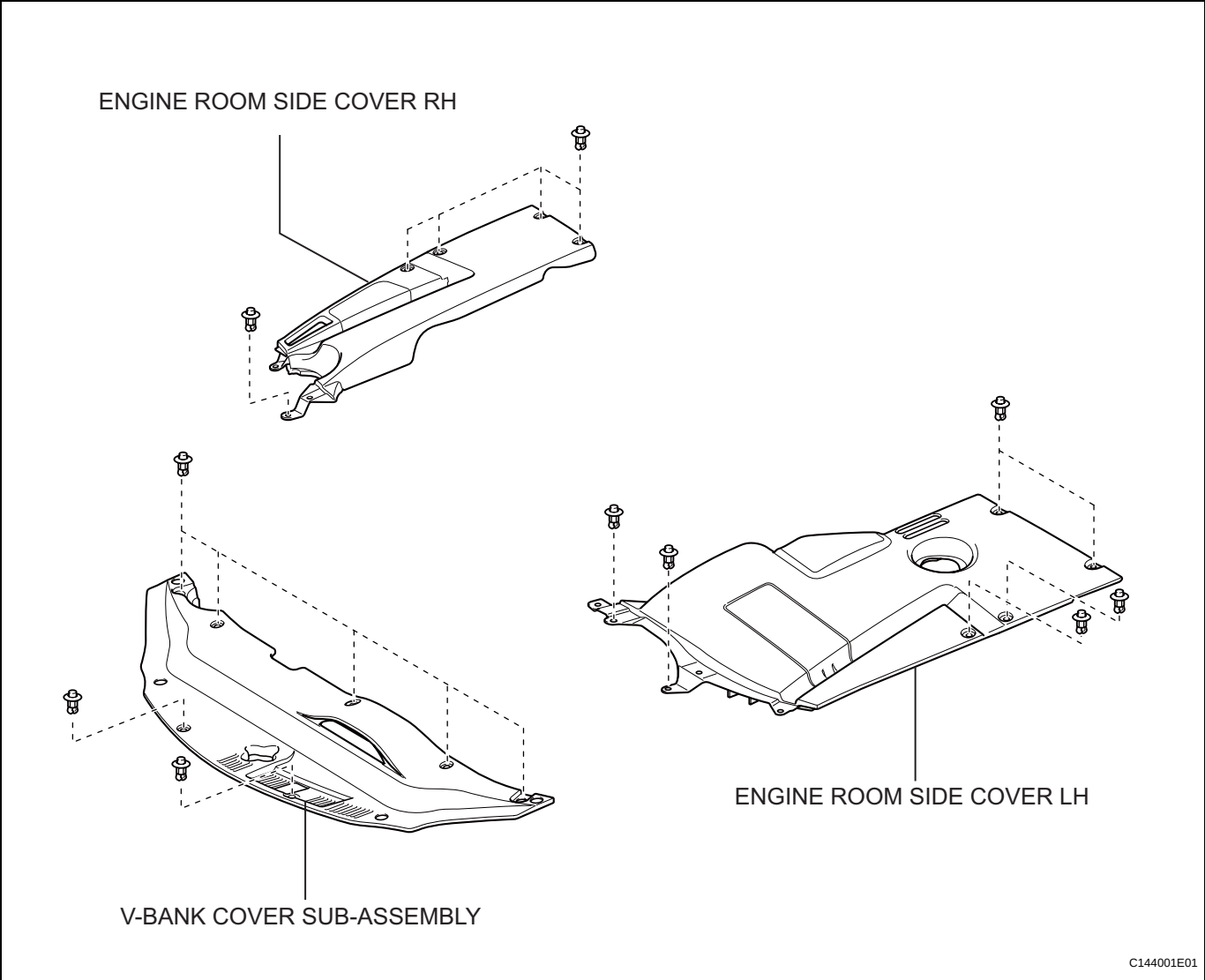
HINT:

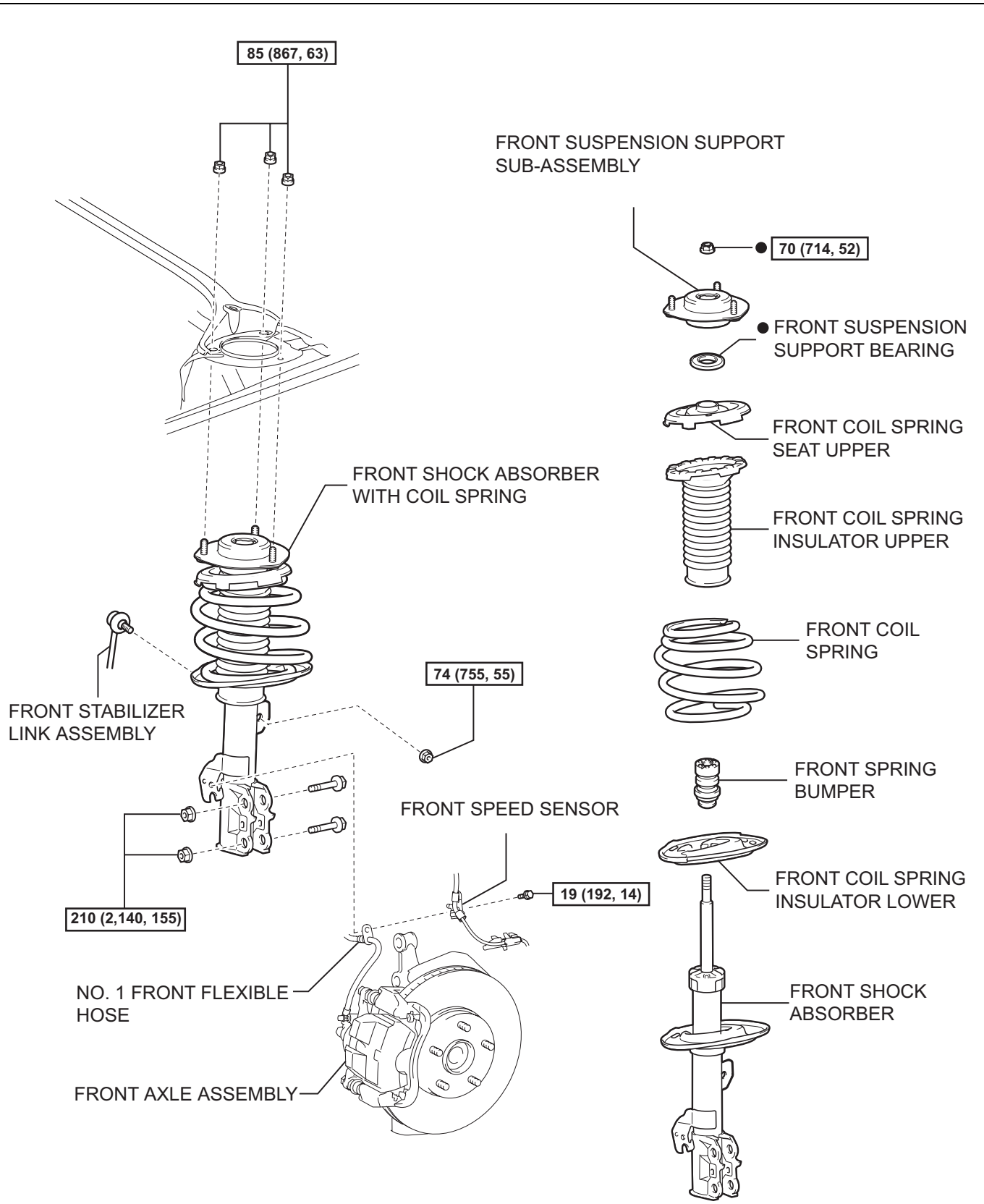
If there is any abnormality, replace the front shock absorber with a new one.



FRONT SHOCK ABSORBER

COMPONENTS





SP

N*m (kgf*cm, ft.*lbf): Specified torque

● Non-reusable part

REAR WHEEL ALIGNMENT

ADJUSTMENT

1. INSPECT TIRES

(See page [TW-3](#))

2. MEASURE VEHICLE HEIGHT (See page [SP-4](#))

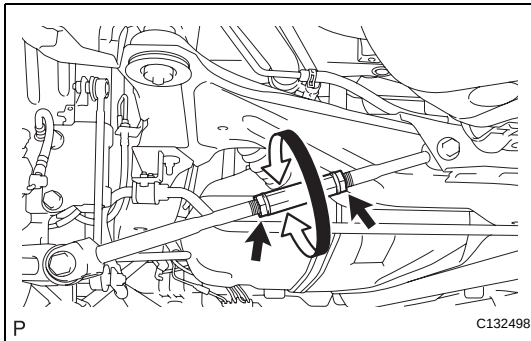
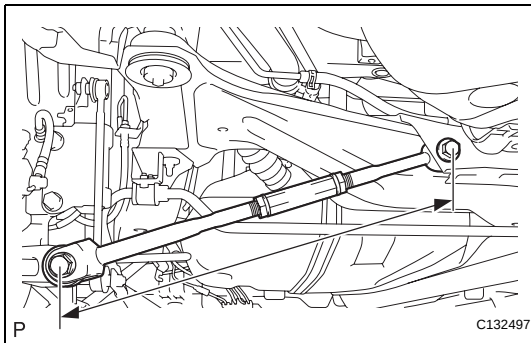
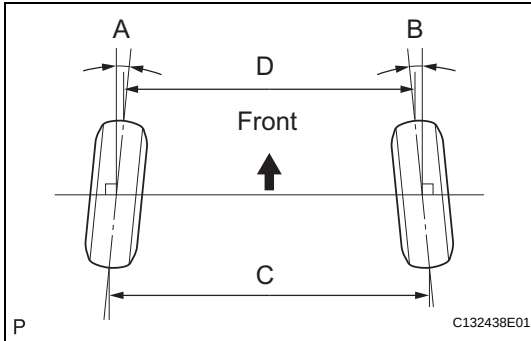
3. INSPECT TOE-IN

- (a) Bounce the vehicle up and down at the corners to stabilize the suspension. Inspect the toe-in.

Toe-in

Toe-in (total)	-
A + B:	0° +/- 24' (0° +/- 0.4°)
C - D:	4 +/- 2 mm (0.16 +/- 0.08 in.)

If the toe-in is not within the specified range, inspect the suspension parts and replace them if necessary.



4. ADJUST TOE-IN

- (a) Measure the lengths of the right and left rear No. 2 suspension arms.

Difference in the length between the right and left rear No. 2 suspension arms:

1.5 mm (0.06 in.) or less

If the left-right difference is larger than 1.5 mm (0.06 in.), adjust it by following the procedures below.

- (b) Loosen the lock nuts.
(c) Turn the right and left adjusting tubes by an equal amount to adjust toe-in.

HINT:

- Try to adjust toe-in to the center of the specified range.
- One turn of each adjusting tube will adjust toe-in by approximately 10.8 mm (0.425 in.).

- (d) Tighten the lock nuts.

Torque: 56 N*m (571 kgf*cm, 41 ft.*lbf)

5. INSPECT CAMBER

Camber

Camber	Right-left difference
-1°21' +/-45' (-1.35° +/-0.75°)	45' (0.75°) or less

HINT:

Camber is not adjustable. If the measurement is not within the specification range, inspect the suspension parts for damage and/or wear, and replace them if necessary.

FRONT WHEEL ALIGNMENT

ADJUSTMENT

1. INSPECT TIRES

(See page TW-3)

2. MEASURE VEHICLE HEIGHT

- (a) Bounce the vehicle up and down at the corners to stabilize the suspension. Inspect the vehicle height.

Vehicle height

Front A - B	Rear C - D
126 mm (4.96 in.)	57 mm (2.24 in.)

Measuring points:

- A:
Ground clearance of front wheel center
- B:
Ground clearance of lower suspension arm
No. 2 bushing set bolt head center
- C:
Ground clearance of rear wheel center
- D:
Ground clearance of strut rod set bolt center

NOTICE:

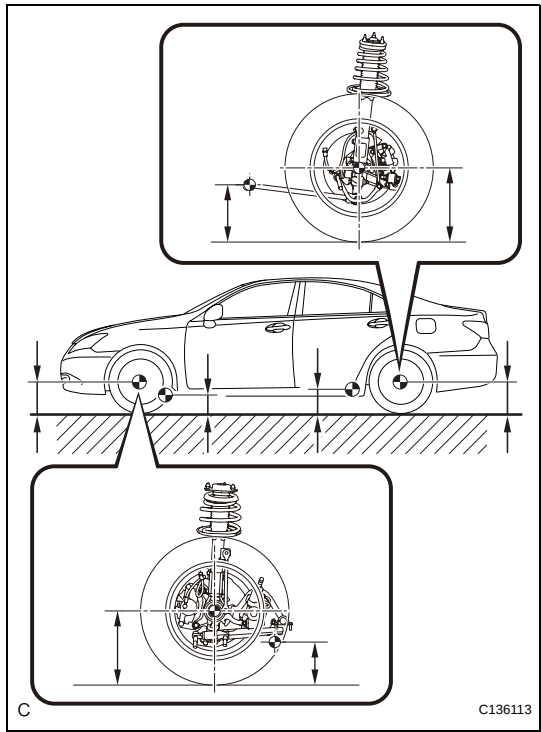
- Before inspecting the wheel alignment, adjust the vehicle height to the specified value.
- Be sure to perform measurement on a level surface.
- If it is necessary to go under the vehicle for measurement, confirm that the parking brake is applied and the vehicle is secured with chocks.

3. INSPECT TOE-IN

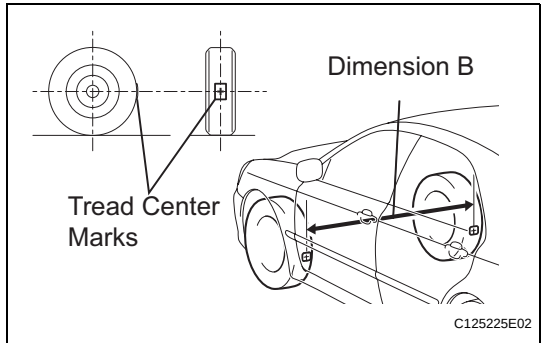
- (a) Bounce the vehicle up and down at the corners to stabilize the suspension.
- (b) Release the parking brake and move the shift lever to the neutral position.
- (c) Push the vehicle straight ahead approximately 5 m (16.4 ft). (*1)
- (d) Put tread center marks on the rearmost points of the front wheels and measure the distance between the marks (dimension B).
- (e) Slowly push the vehicle straight ahead to cause the front wheels to rotate 180° using the front tire valve as a reference point.

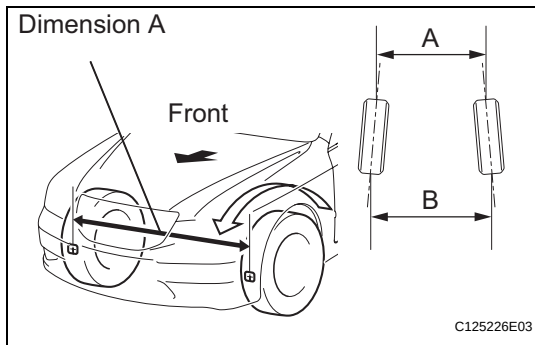
HINT:

Do not allow the wheels to rotate more than 180°. If the wheels rotate more than 180°, perform the procedure from *1 again.



SP





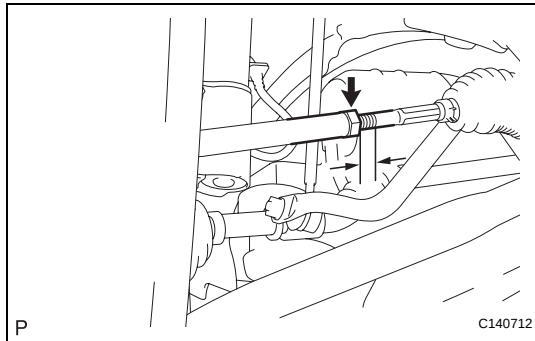
- (f) Measure the distance between the tread center marks on the front side of the wheels.

Toe-in

Toe-in (total)	-
A - B:	0 +/- 2 mm (0 +/- 0.08 in.)

HINT:

If toe-in is not within the specified range, adjust it at the rack ends.



4. ADJUST TOE-IN

- (a) Measure the thread lengths of the right and left rack ends.

Standard:

Difference in thread length between the right and left rack ends is 1.5 mm (0.06 in.) or less.

- (b) Remove the rack boot set clips.
 (c) Loosen the tie rod end lock nuts.
 (d) Adjust the rack ends if the difference in thread length between the right and left rack ends is not within the specified range.
 (1) Extend the shorter rack end if the measured toe-in deviates toward the outside.
 (2) Shorten the longer rack end if the measured toe-in deviates toward the inside.
 (e) Turn the right and left rack ends by equal amounts to adjust the toe-in.

HINT:

Try to adjust the toe-in to the center of the specified range.

- (f) Make sure that the lengths of the right and left rack ends are the same.
 (g) Tighten the tie rod end lock nuts.

Torque: 74 N*m (755 kgf*cm, 55 ft.*lbf)

NOTICE:

Temporarily tighten the lock nut while holding the hexagonal part of the steering rack end so that the lock nut and the steering rack end do not turn together. Hold the flats on the tie rod end and tighten the lock nut.

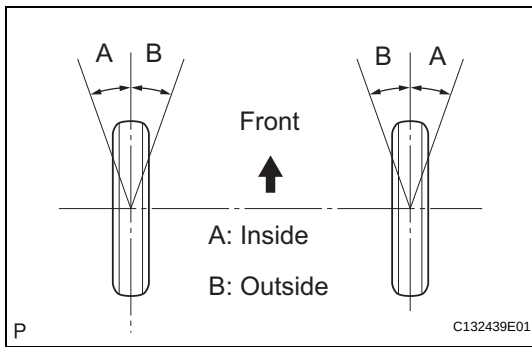
- (h) Place the boots on the seats and install the clips.

HINT:

Make sure that the boots are not twisted.

5. INSPECT WHEEL ANGLE

- (a) Put tread center marks on the rearmost points of the turning radius gauge.

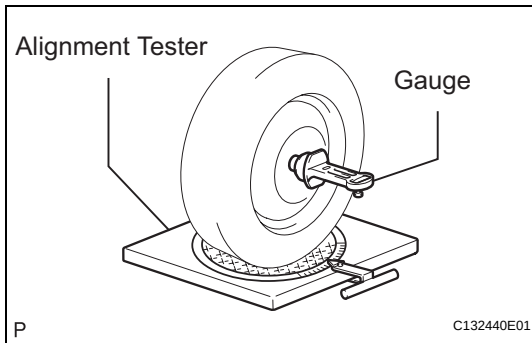


- (b) Turn the steering wheel fully to the left and right and measure the turning angle.

Wheel turning angle

Inside wheel	Outside wheel reference
$38^{\circ}31' +2^{\circ}$ ($38.52^{\circ} +2^{\circ}$)	$33^{\circ}43'$ (33.72°)

If the right and left inside wheel angles differ from the specified value, check the right and left rack end lengths.



6. INSPECT CAMBER, CASTER AND STEERING AXIS INCLINATION

- Put the front wheel on the center of the alignment tester.
- Remove the center ornament.
- Set the camber-caster-king pin gauge and attachment at the center of the axle hub or drive shaft.
- Inspect the camber, caster, and steering axis inclination.

Camber

Camber	Right-left difference
$-0^{\circ}43' +45'$ ($-0.72^{\circ} +0.75^{\circ}$)	$45'$ (0.75°) or less

Caster

Caster	Right-left difference
$2^{\circ}57' +45'$ ($2.95^{\circ} +0.75^{\circ}$)	$45'$ (0.75°) or less

Steering axis inclination

Steering axis inclination
$12^{\circ}20'$ (12.33°)

NOTICE:

- Perform the inspection while the vehicle is unloaded.
- The maximum tolerance of the right and left difference for the camber and caster is $45'$ (0.75°) or less.

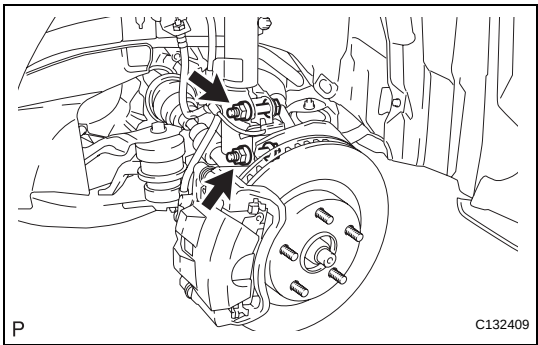
- Remove the camber-caster-king pin gauge and attachment.
- Install the center ornament.
- If the caster and steering axis inclination are not within the specified range after the camber has been correctly adjusted, recheck the suspension parts for damage and/or wear.

7. ADJUST CAMBER

NOTICE:

Inspect toe-in after the camber has been adjusted.

- Remove the front wheel.

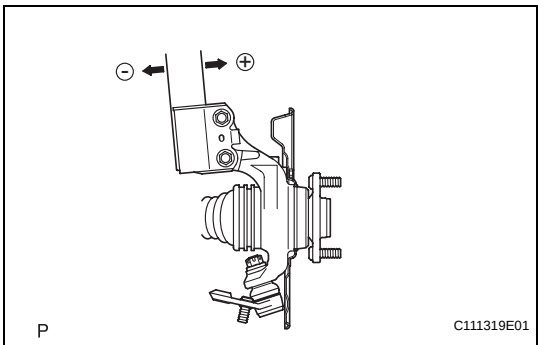


- (b) Remove the 2 nuts on the lower side of the front shock absorber.

NOTICE:

Keep the bolts inserted.

- (c) Clean the installation surfaces of the front shock absorber and the steering knuckle.
(d) Temporarily install the 2 nuts (Step A).



- (e) Fully push or pull the front axle hub in the direction of the required adjustment (Step B).

- (f) Tighten the nuts.

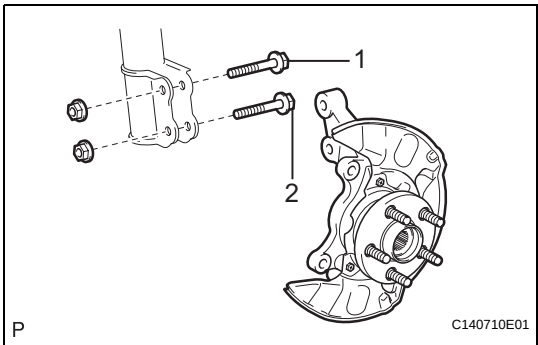
Torque: 210 N*m (2,141 kgf*cm, 155 ft.*lbf)

NOTICE:

Keep the bolts from rotating when tightening the nuts.

- (g) Install the front wheel.

Torque: 103 N*m (1,050 kgf*cm, 76 ft.*lbf)



- (h) Check the camber.

If the measured value is not within the specification, calculate the required adjustment amount using the formula below.

Camber adjustment amount = center of the specified range center - measured value

Check the combination of installed bolts. Select appropriate bolts from the table below to adjust the camber to the specified values.

HINT:

Try to adjust the camber to the center of the specified values.

Move the axle toward (+) in step (B)	Move the axle toward (-) in step (B)
Refer to table (1) (Move the axle toward the positive side)	Refer to table (2) (Move the axle toward the negative side)

Table (1) (Move the axle toward the positive side)

Installed Bolt Adjusting Value	1							
	2							
-1°30' to -1°15' (-1.50° to -1.25°)								G
-1°15' to -1°00' (-1.25° to -1°)							G	A
-1°00' to -0°45' (-1° to -0.75°)						G	A	B
-0°45' to -0°30' (-0.75° to -0.5°)					G	A	B	C
-0°30' to -0°15' (-0.5° to -0.25°)				G	A	B	C	D
-0°15' to 0° (-0.25° to 0°)			G	A	B	C	D	E
0° to 0°15' (0° to 0.25°)	A	B	C	D	E	F		
0°15' to 0°30' (0.25° to 0.5°)	B	C	D	E	F			
0°30' to 0°45' (0.50° to 0.75°)	C	D	E	F				
0°45' to 1°00' (0.75° to 1°)	D	E	F					
1°00' to 1°15' (1° to 1.25°)	E	F						
1°15' to 1°30' (1.25° to 1.5°)	F							

Selected Bolt Combination

	A	B	C	D	E	F	G
1							
2							
	90105-17012	90105-17012	90105-17012	90105-17013	90105-17014	90105-17015	90105-17012
	90105-17013	90105-17014	90105-17015	90105-17015	90105-17015	90105-17015	90105-17012

Table (2) (Move the axle toward the negative side)

Installed Bolt Adjusting Value	1							
	2							
-1°30' to -1°15' (-1.50° to -1.25°)	F							
-1°15' to -1°00' (-1.25° to -1°)	E	F						
-1°00' to -0°45' (-1° to -0.75°)	D	E	F					
-0°45' to -0°30' (-0.75° to -0.5°)	C	D	E	F				
-0°30' to -0°15' (-0.5° to -0.25°)	B	C	D	E	F			
-0°15' to 0° (-0.25° to 0°)	A	B	C	D	E	F		
0° to 0°15' (0° to 0.25°)		G	A	B	C	D	E	
0°15' to 0°30' (0.25° to 0.5°)			G	A	B	C	D	
0°30' to 0°45' (0.50° to 0.75°)				G	A	B	C	
0°45' to 1°00' (0.75° to 1°)					G	A	B	
1°00' to 1°15' (1° to 1.25°)						G	A	
1°15' to 1°30' (1.25° to 1.5°)							G	

Selected Bolt Combination

	A	B	C	D	E	F	G
1							
2							

The body and suspension may be damaged if the camber is not correctly adjusted according to the above table.

NOTICE:

Replace the nut with a new one when replacing the bolt.

- (i) Repeat the steps mentioned above. In step (A), replace 1 or 2 selected bolts.

HINT:

Replace one bolt at a time when replacing 2 bolts.

PROBLEM SYMPTOMS TABLE

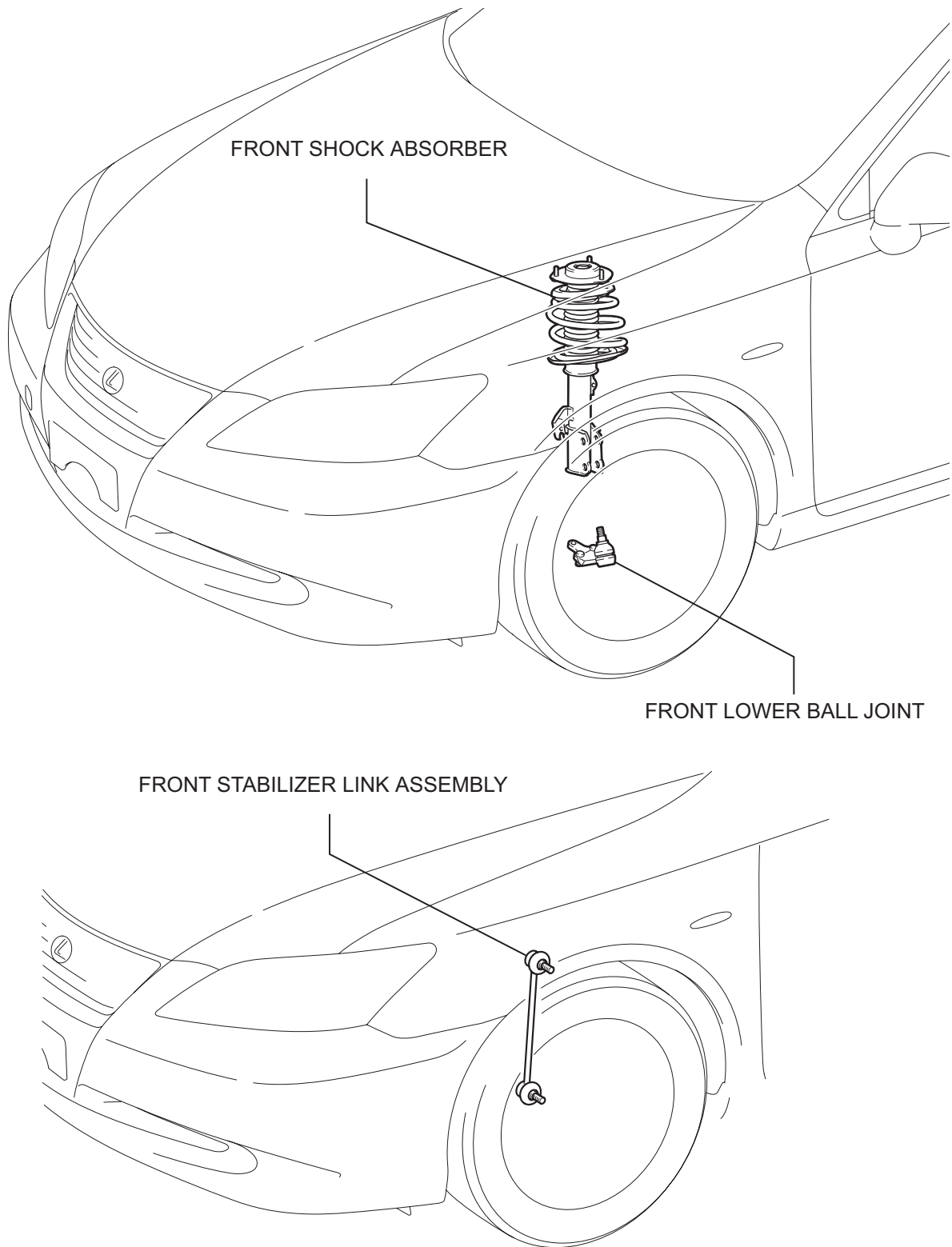
Use the table below to help find the cause of the problem. The numbers indicate the priority of the likely cause of the problem. Check each part in order. If necessary, replace these parts.

SUSPENSION SYSTEM

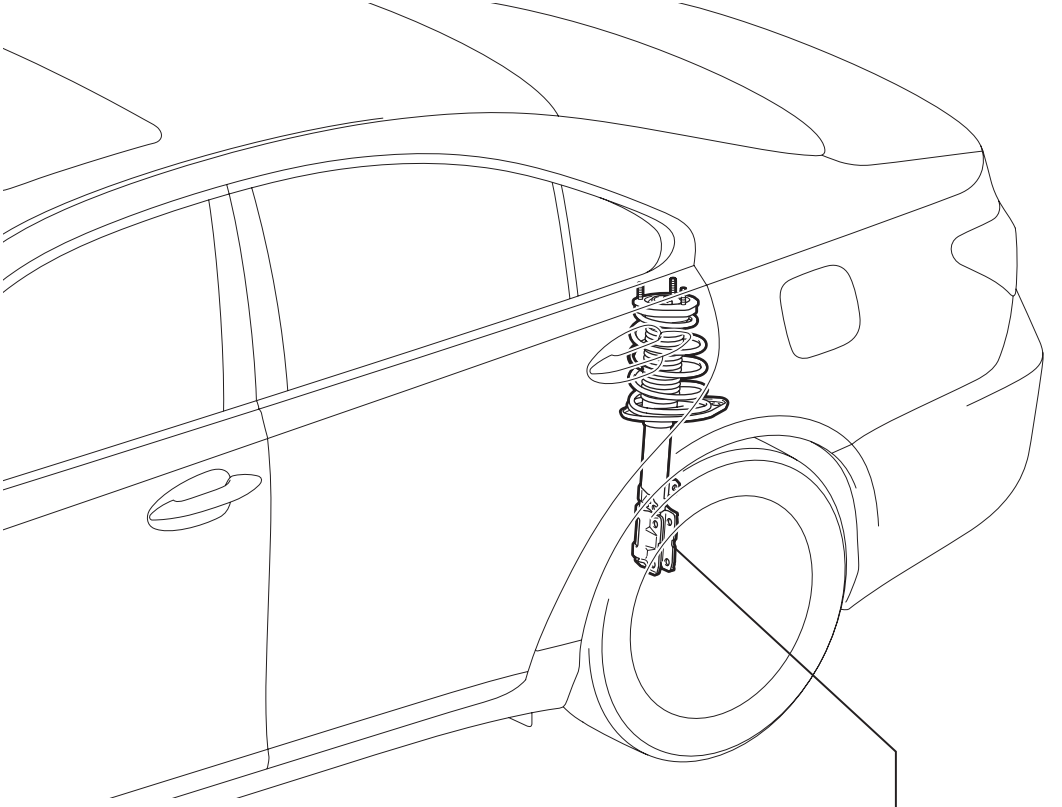
Symptom	Suspected Area	See page
Bottoming	1. Vehicle (Overloaded)	-
	2. Spring (Weak)	SP-16
	3. Shock absorber (Worn)	SP-16
Sways/pitches	1. Tire (Worn or improperly inflated)	TW-3
	2. Stabilizer bar (Bent or broken)	SP-29
	3. Shock absorber (Worn)	SP-16
Front wheel shimmy	1. Tire (Worn or improperly inflated)	TW-3
	2. Wheel (Out of balance)	TW-3
	3. Shock absorber (Worn)	SP-16
	4. Wheel alignment (Incorrect)	SP-4
	5. Lower ball joint (Worn)	SP-24
	6. Hub bearing (Worn)	AH-5
	7. Steering gear (Out of adjustment or broken)	PS-37
Rear wheel shimmy	1. Tire (Worn or improperly inflated)	TW-3
	2. Wheel (Out of balance)	TW-3
	3. Shock absorber (Worn)	SP-38
	4. Wheel alignment (Incorrect)	SP-11
	5. Hub bearing (Worn)	AH-14
Abnormal tire wear	1. Tire (Worn or improperly inflated)	TW-3
	2. Wheel alignment (Incorrect)	SP-11
	3. Shock absorber (Worn)	SP-16
	4. Suspension parts (Worn)	-

SUSPENSION SYSTEM

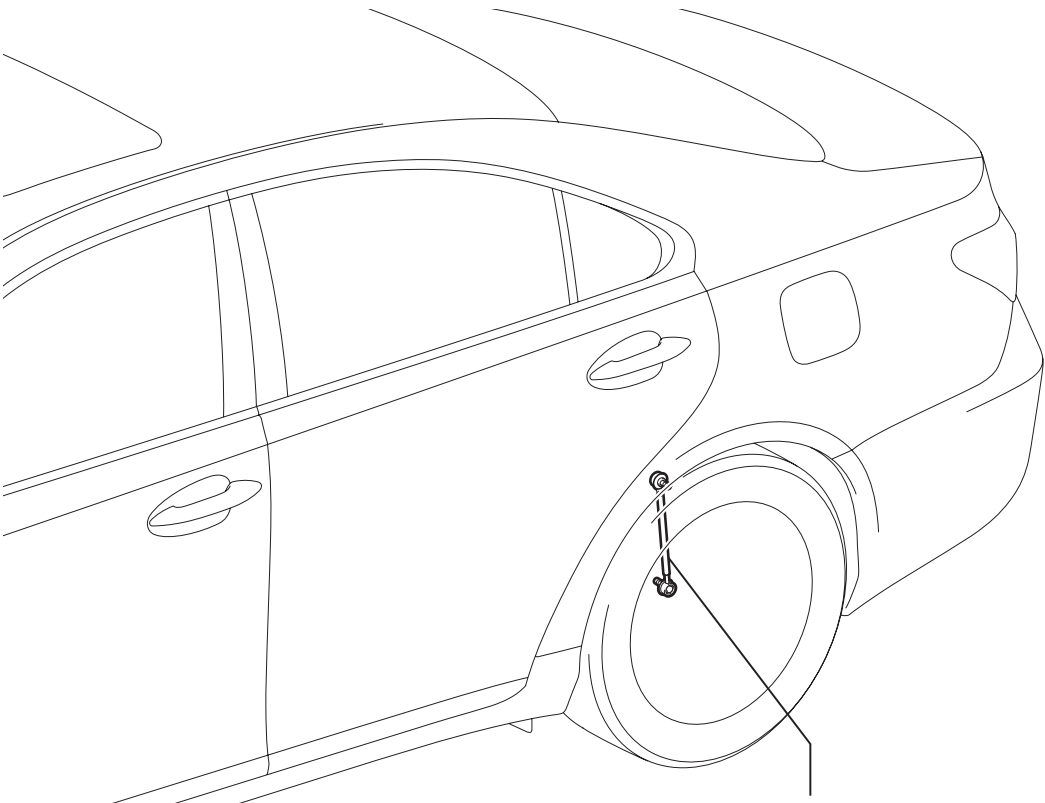
PARTS LOCATION



SP



REAR SHOCK ABSORBER



REAR STABILIZER LINK ASSEMBLY

SP