RX-7 Factory Service Material

This manual can be downloaded for free from http://members.xoom.com/diepat_rx7/fsm/rx7.htm

Or you can donate \$10 to diepat@earthlink.net through paypal.com and a gift CD with all manuals and resources I carry will be sent to you.

This includes

1993 Factory Service Manual 1988 Factory Service Manual 1995 Printed Microfiche of all parts 1989 Printed Microfiche of all parts* 1990 Printed Microfiche of all parts* 1986 Printed Microfiche of all parts* 1987 Printed Microfiche of all parts*

The \$10 donation is used to offset the tremendous amount of time it takes to make everything available.



^{*} These works are currently in process and may or not be readily available upon request. They will be hosted on the same link above and for download

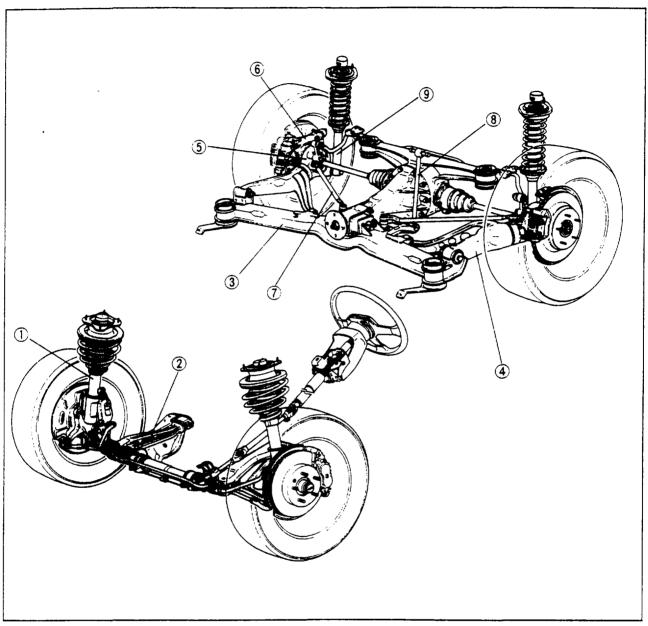
SUSPENSION

OUTLINE	
STRUCTURAL VIEW	
SPECIFICATIONS	13- 3
TROUBLESHOOTING GUIDE	
FRONT SHOCK ABSORBER AND SPRING	
REMOVAL AND INSTALLATION	
DISASSEMBLY	13— 7
INSPECTION	13 8
ASSEMBLY	13— 8
FRONT LOWER ARM	
REMOVAL AND INSTALLATION	
INSPECTION	13—10
FRONT STABILIZER	13—12
REMOVAL AND INSTALLATION	13—12
INSPECTION	13—13
REAR SHOCK ABSORBER AND SPRING	
REMOVAL AND INSTALLATION	13—14
DISASSEMBLY	
INSPECTION	
ASSEMBLY	13—16
TRAILING ARM	13—17
REMOVAL AND INSTALLATION	
INSPECTION	13—18
LATERAL LINK	13-21
INSPECTION	
CONTROL LINK	
REMOVAL AND INSTALLATION	
INSPECTION	
SUBLINKREMOVAL AND INSTALLATION	13-25
INSPECTION	13-25
REAR STABILIZER	13-25
REMOVAL AND INSTALLATION	13-20
INSPECTION	13-20
SUBFRAME	13-27
REMOVAL AND INSTALLATION	13-20
INSPECTION	
REAR WHEEL ALIGNMENT	13-23
PRE-INSPECTION	
DISTANCE FROM SUBFRAME TO	.5—51
LATERAL LINK BALL JOINT	13-31
TOE-IN	13—31
CAMBER	13—32
C, 1171DC11	67U13X-001

13 OUTLINE

OUTLINE

STRUCTURAL VIEW



- 1. Front shock absorber
- 2. Front lower arm
- 3. Subframe

- 4. Trailing arm
- 5. Triaxial floating hub (inner)6. Triaxial floating hub (outer)
- 7. Lateral link
- 8. Sublink
- 9. Rear shock absorber

SPECIFICATIONS Front Suspension

Suspension type		Specifications Strut		
				Springs
Wire diameter mm (in)	Right	12 0 (0.47), *11.8 (0.46)		
	Left	12.2 (0.48), *12.0 (0.47)		
	Right	147.0 (5.79), *146.8 (5.78)		
Coil diameter mm (in)	Left	147 2 (5.80), *147.0 (5.79)		
Free length mm (in)	Right	355.5 (14.0), *327.0 (12.9)		
	Left	366.0 (14.4). *336.5 (13.2)		
Coil number	Right	5.83 *5.31		
	Left	6.05 *5.51		
Stabilizer	Туре		Torsion bar	
	Diameter mm (in)		22.0 (0.87). *24.0 (0.94)	
Shock absorbers		Cylindrical, double acting		

^{*} For harder suspension

67U13X-003

Rear Suspension

Item			Specifications	
Suspension type		Multilink semi-trailing		
Springs	Туре		Coil	
	Wire diameter	mm (in)	9.9 (0.39), *10.1 (0.39)	
	Coil diameter mm (in) 84.6 (3.33), *84.4 (3.32)		84.6 (3.33), *84.4 (3.32)	
	Free length mm (in)		367 (14.45), *355 (14.0)	
	Coil number		10.81, *10.79	
Stabilizer	Туре		Torsion bar	
	Diameter	mm (in)	13.0 (0.51)	
Shock absorbe	ers		Cylindrical, double acting	
	···_		6711404 00	

^{*} For harder suspension

13 TROUBLESHOOTING GUIDE

TROUBLESHOOTING GUIDE

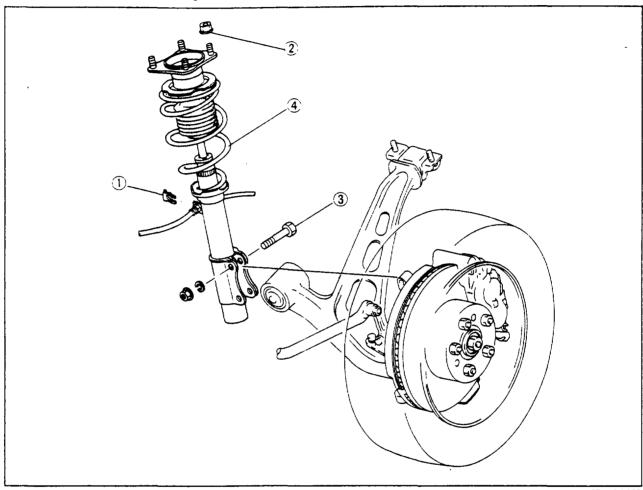
Problem	Possible cause	Remedy	Page
General instability	Reduced damping effect or improper operation of shock absorbers	Replace	13— 5,14
	Weak coil springs	Replace	13- 7.15
	Malfunction of shock absorber -	Replace	13- 5,14
	Worn or deteriorated lower arm or stabilizer bushing	Replace	13-10,12,26
	Worn or damaged lower arm ball joint	Replace	13- 9
	Improperly adjusted wheel alignment	Refer to Section 10	
	Worn or deteriorated trailing arm bushing	Replace	13—19
	Improperly adjusted rear toe-in	Adjust	13-31
Body "rolls"	Weak stabilizer	Replace	13-12,26
	Worn or deteriorated stabilizer, lower arm or trailing arm bushing	Replace	13-10,12.19
"Heavy" steering	Insufficiently lubricated or stuck lower arm ball joint	Replace	13- 9
wheel operation	Worn or damaged strut bearing	Replace	13 7
•	Improperly adjusted wheel alignment	Refer to Section 10	
Steering wheel	Weak coil spring	Replace	13- 7.15
pulls to one side	Worn or damaged lower arm or stabilizer bushing	Replace	13-10,12.26
•	Deformed lower arm or knuckle	Replace	13 9
	Loose lower arm bushing	Replace	1310
	Improperly adjusted rear toe-in	Adjust	1331
Excessive steering	Worn or damaged lower arm bushing	Replace	13—10
wheel play	Worn or damaged lower arm ball joint	Replace	13— 9
Body tilt	Weak coil spring	Replace	13- 7,15
•	Weak stabilizer or lower arm bushing	Replace	13-10,12,26
Abnormal noise	Loose mounting component	Tighten	_
from suspension	Poorly lubricated or worn lower arm ball joint	Replace	13— 9
system	Malfunction of shock absorber	Replace	13- 5,14
	Worn or deteriorated stabilizer or suspension arm	Replace	13—10,12,19
	bushing		
	Worn or damaged front strut bearing	Replace	13— 7
Steering wheel	Worn or deteriorated stabilizer or lower arm bushing	Replace	13-10,12,26
vibrates	Worn or damaged lower arm ball joint	Replace	13— 9
	Malfunction of shock absorber	Replace	13 5,14
Tire squeals	Improperly adjusted rear toe-in	Adjust	13—31

FRONT SHOCK ABSORBER AND SPRING

REMOVAL AND INSTALLATION

- 1. Jack up the front of the vehicle and support it with safety stands.
- 2. Remove in the sequence shown in the figure.
- 3. Install in the reverse order of removal.

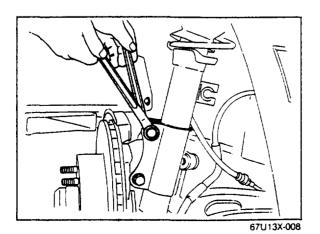
67U13X-006



67U13X-007

- 1. Brake hose clip
- 2. Nut

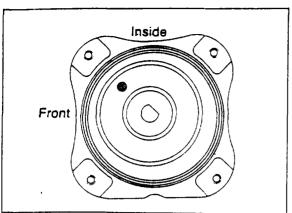
- 3. Bolt
- 4. Shock absorber



Shock Absorber Lower Bolts and Nuts

- 1. Remove the disc brake caliper mounting bolts, and remove the caliper.
- 2. Remove the shock absorber mounting bolts and nuts.

13 FRONT SHOCK ABSORBER AND SPRING



67U13X-009

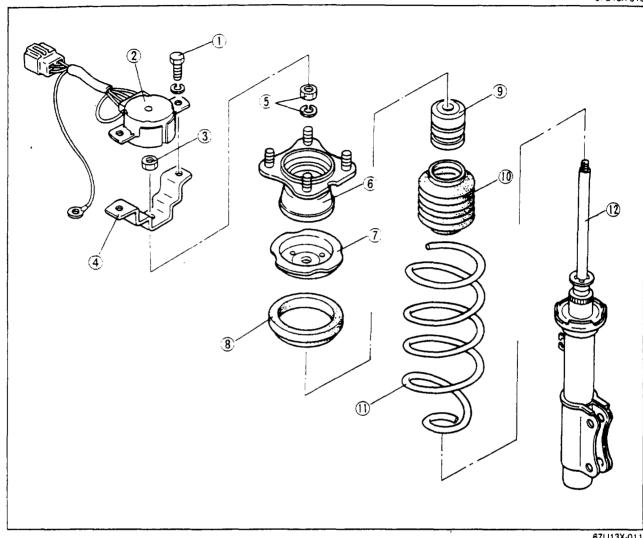
Mounting Block

Install the mounting block to the suspension tower so that the white mark on the mounting block faces the front-inside direction.

DISASSEMBLY

Disassemble in the sequence shown in the figure.

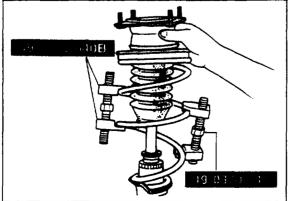
67U13X-010



67U13X-011

- 1. Bolt
- 2. Actuator
- 3. Nut
- 4. Actuator bracket
- 5. Nut
- 6. Mounting block
- 7. Spring upper seat
- 8. Spring seat

- 9. Bound stopper
- 10. Dust boot
- 11. Coil spring
- 12. Shock absorber



67U13X-012

Coil Spring and Mounting Block

1. Position the shock absorber mount in a vice.

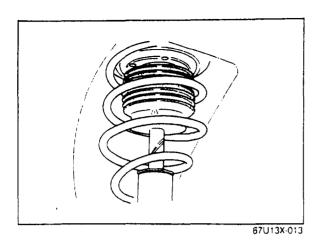
Caution

Insert copper or aluminum plates between the part and the jaws of the vise.

2. Loosen the piston rod upper nut several turns, but do not remove.

Caution Do not remove the nut.

- 3. Compress the coil spring using coil spring holders (49 0223 640B and 49 0370 641) and then remove the nut.
- 4. Remove the coil spring.

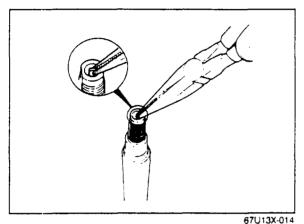


INSPECTION
Check the follo

Check the following points. Repair or replace the part if necessary.

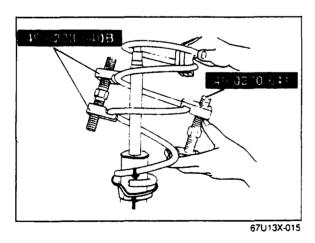
Shock Absorber

Oil leakage or abnormal noise from the shock absorbers.



Control Rod of Shock Absorber

Smooth rotation of the control rod.



ASSEMBLY

Coil Spring and Mounting Block

- 1. Compress the coil spring using coil spring holders (49 0223 640B and 49 0370 641).
- 2. Install the mounting block in the vise.
- 3. Tighten the piston rod upper nut.

Tightening torque: 64—80 N·m (6.5—8.2 m-kg, 47—59 ft-lb)

4. Remove the coil spring holders.

Caution

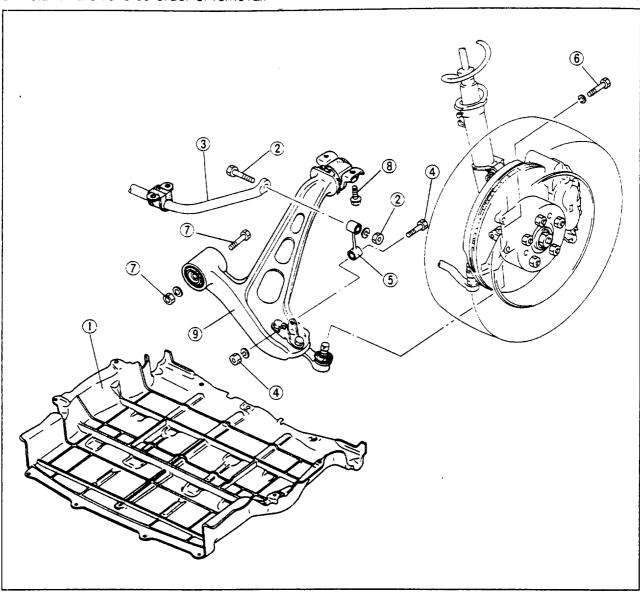
Check that the spring is well seated in the upper seat and lower seat.

FRONT LOWER ARM

REMOVAL AND INSTALLATION

- 1. Jack up the front of the vehicle and support it with safety stands.
- 2. Remove in the sequence shown in the figure.
- 3. Install in the reverse order of removal.

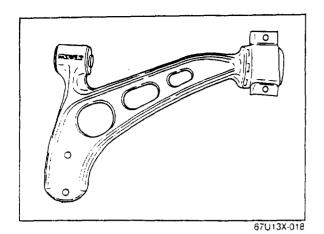
67U13X-016



- 1. Under cover
- 2. Bolt and nut
- 3. Stabilizer

- 4. Bolt and nut
- 5. Control link
- 6. Bolt

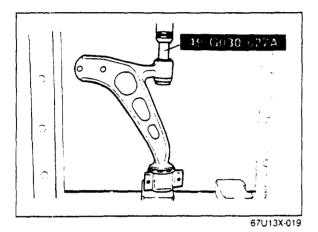
- 7. Bolt and nut
- 8. Bolt
- 9. Lower arm



INSPECTION

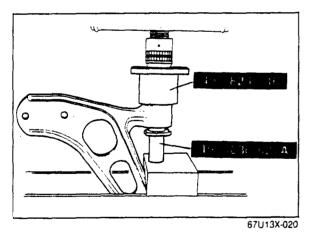
Check the following points. Replace the parts if necessary.

- 1. Lower arm for damage or cracks.
- 2. Bushings for deterioration or wear.
- 3. Preload of the ball joint.
- 4. Dust boot for damage.



Lower Arm Bushing (Front) Removal

- 1. Set the **puller** (49 G030 627A) included in the **low-er arm bush puller and installer set** (49 G030 625A) against the bushing.
- 2 Push out the bushing.

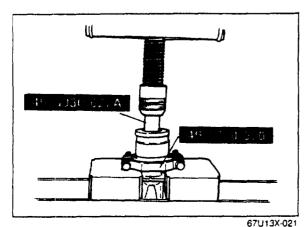


Installation

- 1. Press the new bushing into the lower arm about half way.
- Set the puller (49 G030 627A) included in the lower arm bush puller and installer set (49 G030 625A) and the support block (49 0823 146) to the bushing.
- 3. Press the bushing into the lower arm.

Caution

The above work should be performed by two persons.



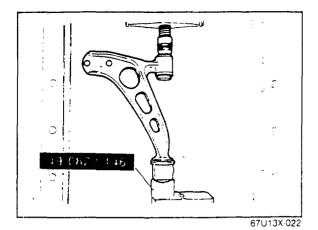
Lower Arm Bushing (Rear) Removal

1. Set the bearing puller (49 0710 520) and the puller (49 G030 627A) included in the lower arm bush puller and installer set (49 G030 625A) against the lower arm.

Caution

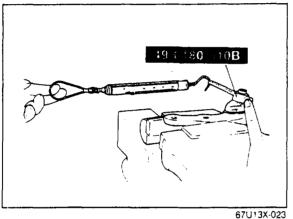
When using the bearing puller (49 0710 520), do not over tighten (hand tighten only) the clamping nuts or the lower arm will be distorted and damaged.

2. Push out the bushing.



Installation

- 1. Press the new bushing into the lower arm about half way.
- 2. Set the **support block** (49 0823 146) against the bushing.
- 3. Press the bushing into the lower arm.



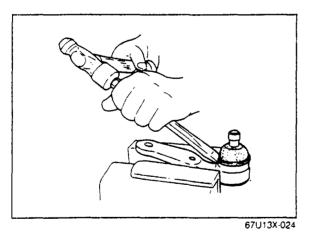
Ball Joint Preload

Attach the **preload attachment** (49 0180 5108) to the ball stud, and measure the preload using the pull scale.

Pull scale reading: 20—34 N (2.0—3.5 kg, 4.4—7.7 lb) (While the ball stud is rotating)

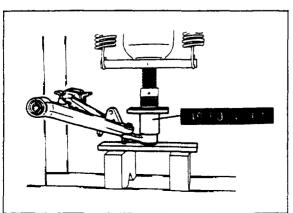
Caution

Measure the preload after shaking the stud of the ball joint 3 of 4 times.



Dust Boot Removal

Remove the dust boot using a chisel.



Installation

- 1. Liberally coat the inside of the new dust boot with grease.
- 2. Install the dust boot to the ball joint using the **dust** boot installer (49 F034 201).

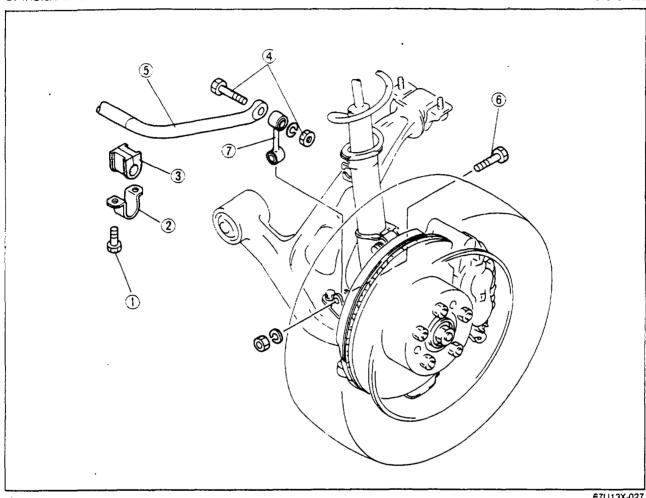
67U13X-025

FRONT STABILIZER

REMOVAL AND INSTALLATION

- 1. Jack up the front of the vehicle and support it with safety stands.
- 2. Remove in the sequence shown in the figure.
- 3. Install in the reverse order of removal.

67U13X-026

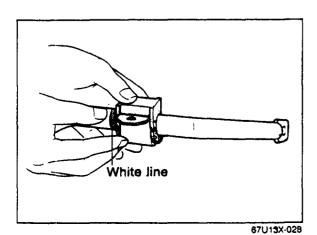


67U13X-027

- 1. Bolt
- 2. Stabilizer bracket
- 3. Bushing

- 4. Bolt and nut
- 5. Stabilizer
- 6. Bolt and nut

7. Control link

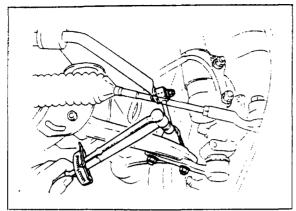


Stabilizer Bushing and Bracket

- 1. Install so that the bushing seam faces toward the
- 2. Align the bushing with the stabilizer installation mark (white line).
- 3. Install the stabilizer bracket and temporarily tighten the bolt.
- 4. Lower the vehicle and tighten the bolts to the specified torque with the vehicle unloaded.

Tightening torque:

18-26 N·m (1.8-2.7 m-kg, 13-20 ft-lb)

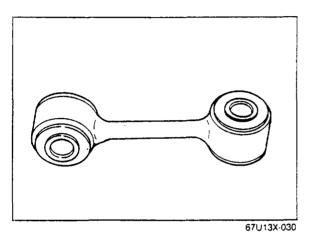


67U13X-029

Control Link

- 1. Install the control link to the stabilizer and temporarily tighten the bolts.
- 2. Lower the vehicle and tighten the bolts to the specified torque with the vehicle unloaded.

Tightening torque: 36—50 N·m (3.7—5.1 m-kg, 27—37 ft-lb)



INSPECTION

Check the following points. Replace the parts if necessary.

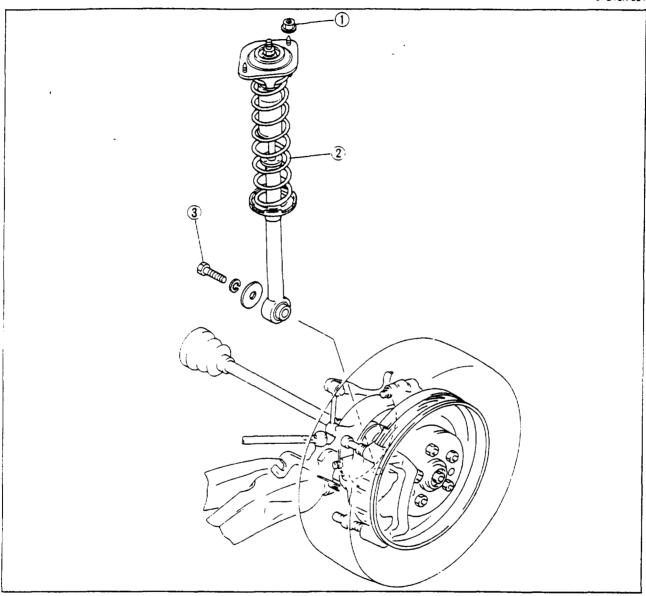
- 1. Stabilizer for bending or damage.
- 2. Control link for bending or damage.
- 3. Stabilizer bushing for deterioration or wear.

REAR SHOCK ABSORBER AND SPRING

REMOVAL AND INSTALLATION

- 1. Jack up the rear of the vehicle and support it with safety stands.
- 2. Remove in the sequence shown in the figure.
- 3. Install in the reverse order of removal.

67U13X-031



67U13X-032

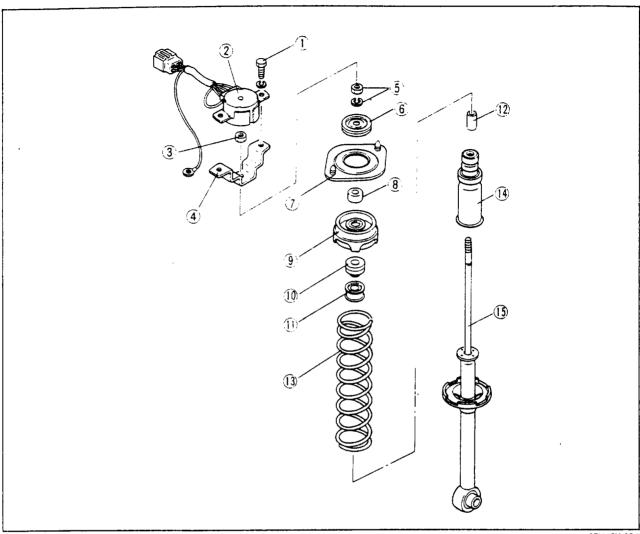
- 1. Nut
- 2. Bolt

3. Shock absorber

DISASSEMBLY

Disassemble in the sequence shown in the figure.

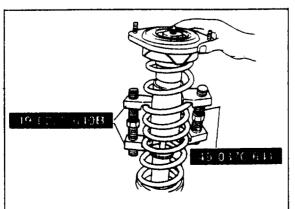
67U13X-033



67U13X-034

- 1. Bolt
- 2. Actuator
- 3. Nut
- 4. Actuator bracket
- 5. Nut

- 6. Stopper
- 7. Mounting plate
- 8. Rubber bushing
- 9. Spring seat
- 10 Rubber bushing
- 11. Set plate
- 12. Spacer
- 13. Coil spring
- 14. Bound stopper rubber
- 15. Shock absorber



67U13X-035

Coil Spring and Mounting Block

1. Position the shock absorber mount in a vice.

Insert copper or aluminum plates between the part and the jaws of the vise.

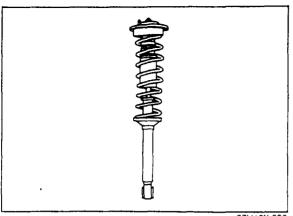
2. Loosen the piston rod upper nut several turns, but do not remove.

Caution

Do not remove the nut.

- 3. Compress the coil spring with the coil spring holders (49 0223 640B and 49 0370 641) and then remove the nut.
- 4. Remove the coil spring.

13 REAR SHOCK ABSORBER AND SPRING



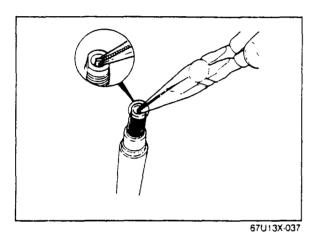
67U13X-036

INSPECTION

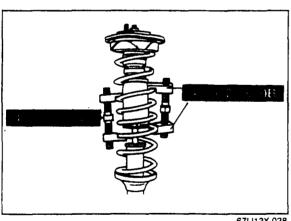
Check the following points. Repair or replace the part if necessary.

Shock Absorber

Oil leakage or abnormal noise from shock absorbers



Control Rod of Shock Absorber Smooth rotation of the control rod



67U13X-038

ASSEMBLY

Coil Spring and Mounting Block

- 1. Compress the coil spring with the coil spring holders (49 0223 640B and 49 0370 641).
- 2. Install the mounting block in the vise.
- 3. Tighten the piston rod upper nut.

Tightening torque:

64—80 N·m (6.5—8.2 m-kg, 47—59 ft-lb)

4. Remove the coil spring holders.

Caution

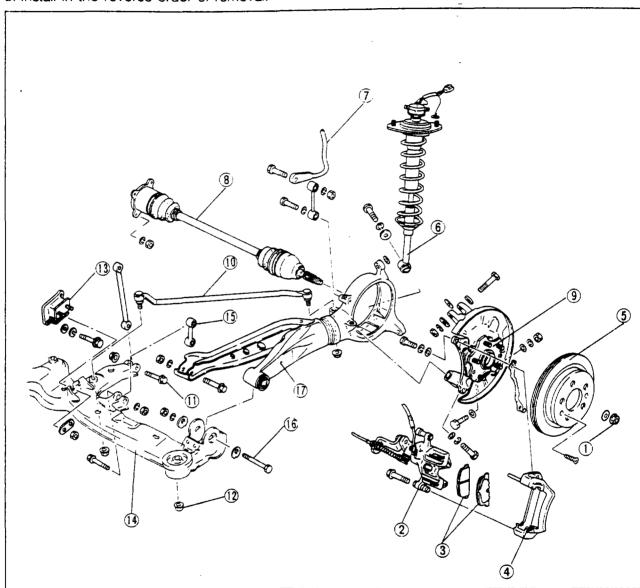
Check that the spring is well seated in the upper seat and lower seat.

TRAILING ARM

REMOVAL AND INSTALLATION

- 1. Jack up the rear of the vehicle and support it with afety stands.
- 2. Remove in the sequence shown in the figure.
- 3. Install in the reverse order of removal.

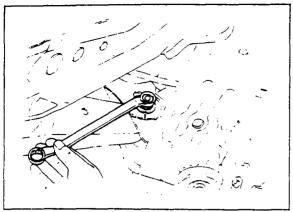
67U13X-039



- 1. Lock nut
- 2. Brake caliper
- 3. Pad
- 4. Mounting support
- 5. Disc plate
- 6. Shock absorber

- 7. Stabilizer
- 8. Driveshaft
- 9. Triaxial floating hub outer assembly
- 10. Lateral link
- 11. Bolt

- 12. Nut
- 13. Differential mount
- 14. Sub-frame
- 15. Control link
- 16. Bolt
- 17. Trailing arm



67U13X-04

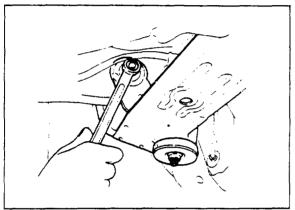
Adjusting Bolt and Cam Plate Removal

1. Remove the nut from the adjusting bolt.

Note

Before removing the adjusting bolt, mark the cam plate setting position.

2. Remove the adjusting bolt.

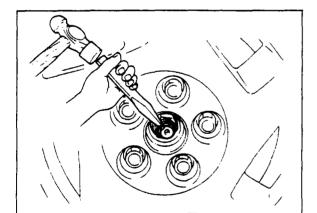


67U13X-042

Installation

- 1. Install the adjusting bolt.
- 2. Place the cam plate so that the cam position is the same as when the cam was removed.
- 3. Install the nut and tighten it temporarily.
- 4. Lower the vehicle and adjust the toe-in (Refer to page 13—31).
- 5. Tighten the nut to the specified torque with the vehicle unloaded.

Tightening torque: 63—95 N·m (6.4—9.7 m-kg, 46—70 ft-lb)



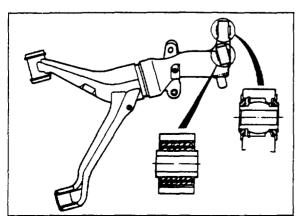
67U13X-043

Driveshaft Lock Nut

1. Install the new lock nut and tighten it to the specified torque.

Tightening torque: 235—314 N·m (24—32 kg-m, 174—231 ft-lb)

2. Stake the lock nut to the groove in the driveshaft.

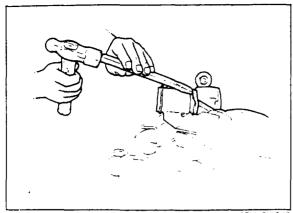


67U13X-044

INSPECTION

Check the following points. Replace the parts if necessary.

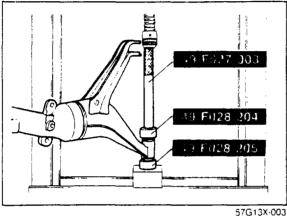
- 1. Trailing arm for damage or cracks.
- 2. Bushings for deterioration or wear.
- 3. Pillow ball for looseness or damage.



67U13X-045

Trailing Arm Bushing (subframe side) Removal

- 1. Secure the trailing arm in a vise.
- 2. Remove the bushings by tapping with a chisel and

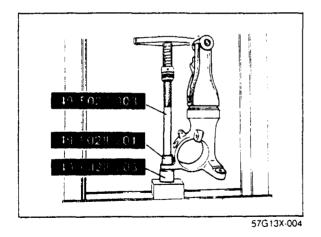


Installation

- 1. Set the new bushing, the **bush support** (49 F028 205), the **bush installer** (49 F028 204) and the handle (49 F027 003) included in the rubber bush replacer set (49 F028 2A0) to the trailing arm.
- 2. Press the bushing into the trailing arm.

Caution

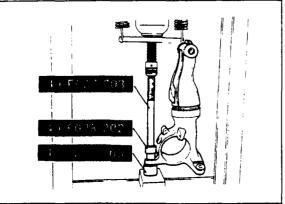
The above work should be performed by two persons.



Trailing Arm Bushing (triaxial floating hub inner side)

Removal

- 1. Set the support block (49 F028 203), the bush puller (49 F028 201) and the handle (49 F027 003) included in the rubber bush replacer set (49 F028 2A0) to the bushing.
- 2. Push out the bushing.



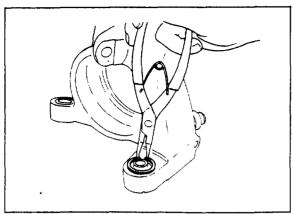
57G13X-005

Installation

- 1. Set the new bushing, the **support block** (49 F028 203), the bush installer (49 F028 202) and the handle (49 F027 003) included in the rubber bush replacer set (49 F028 2A0) to the trailing arm.
- 2. Press the bushing into the trailing arm.

Caution

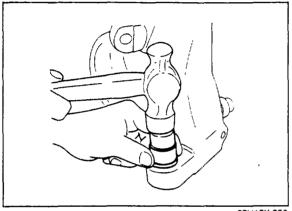
- a) The above work should be performed by two persons.
- b) Position the yellow mark on the bushing downward.



67U13X-049

Pillow Ball Removal

- 1. Remove the rubber seals with a screwdriver.
- 2. Remove the snap rings with snap ring pliers.
- 3. Remove the pillow ball by carefully tapping with a piece of pipe (outer diameter 20 mm, 0.79 in).



67U13X-050

Installation

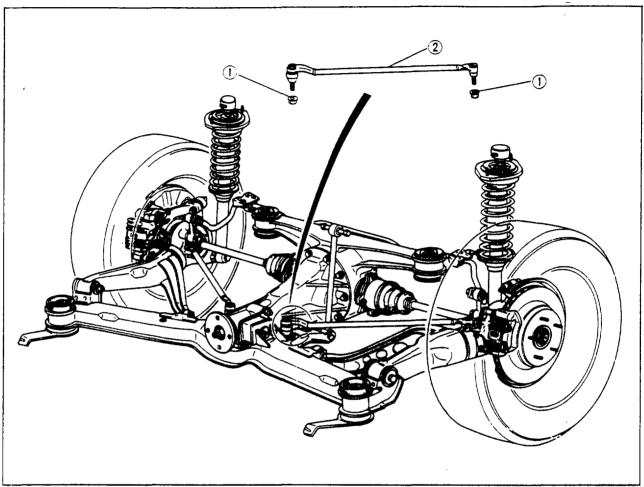
- 1. Coat the pillow ball with grease.
- 2. Install the pillow ball into the trailing arm by carefully tapping with a piece of pipe (outer diameter 30 mm, 1.18 in).
- 3. Install the snap ring.
- 4. Coat the rubber seals with grease and install them into the trailing arm.

LATERAL LINK

REMOVAL AND INSTALLATION

- 1. Jack up the rear of the vehicle and support it with safety stands.
- 2. Remove in the sequence shown in the figure.
- 3. Install in the reverse order of removal.

67U13X-051

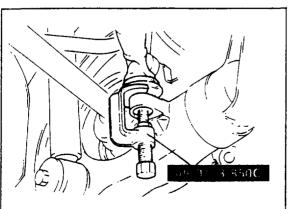


77U13X-012

1. Nuts



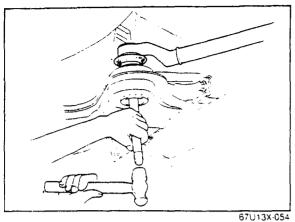
1. Remove the nut.



 Separate the ball joint from the trailing arm using the ball joint puller (49 0118 850C).

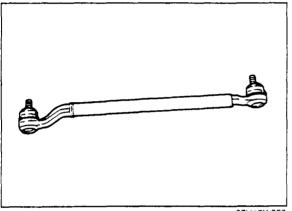
Ball Joint (trailing arm side)

57G13X-020



Ball Joint (subframe side)

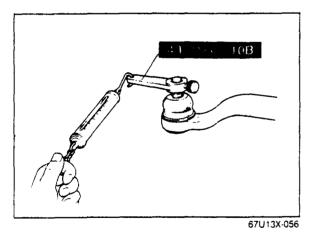
- 1. Remove the nut.
- 2. Separate the ball joint from the subframe by tapping the stud with the copper bar.



INSPECTION

Check the following points. Replace the parts if necessary.

- 1. Lateral link for bending or damage
- 2. Dust boot for damage
- 3. Preload of ball joint



67U13X-055

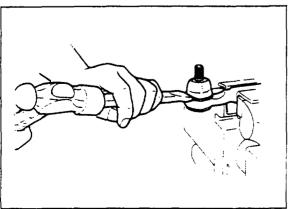
Ball Joint Preload

Attach the preload attachment (49 0180 510B) to the ball stud, and measure the preload using the pull scale.

Pull scale reading: 5—12 N (0.5—1.2 kg, 1.1—2.6 lb) (While the ball stud is rotating)

Caution

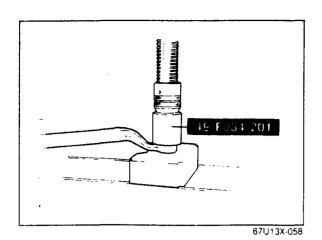
Measure the preload after shaking the stud of the ball joint 3 or 4 times.



67U13X-057

Dust Boot Removal

Remove the dust boot using a chisel.



Installation

- 1. Liberally coat the inside of the new dust boot with grease.
- 2. Install the dust boot to the ball joint using the **dust** boot installer (49 F034 201).

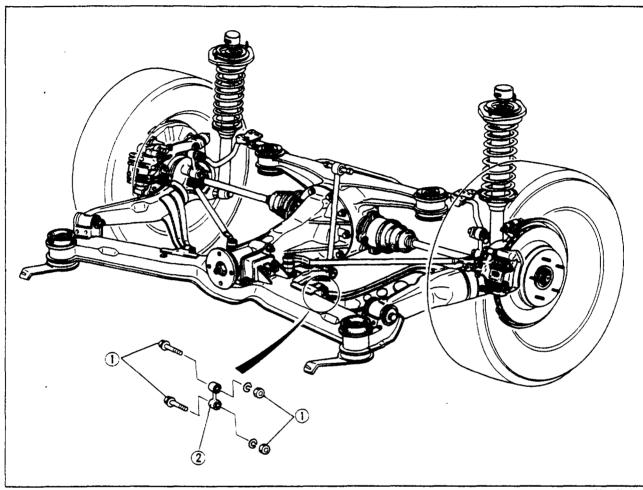
13-23

CONTROL LINK

REMOVAL AND INSTALLATION

- 1. Jack up the rear of the vehicle and support it with safety stands.
- 2. Remove in the sequence shown in the figure
- 3. Install in the reverse order of removal.

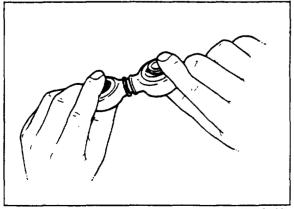
67U13X-059



77U13X-013

1. Bolts and nuts

2. Control link



67U13X-061

INSPECTION

Check the following points. Replace the parts if necessary.

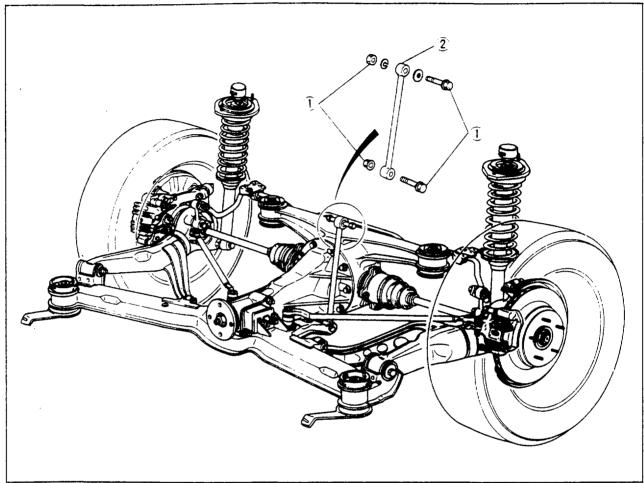
- 1. Control link for bending or damage.
- 2. Pillow ball for looseness or damage.
- 3. Dust boot for damage.

SUBLINK

REMOVAL AND INSTALLATION

- 1. Jack up the rear of the vehicle and support it with safety stands.
- 2. Remove in the sequence shown in the figure.
- 3. Install in the reverse order of removal.

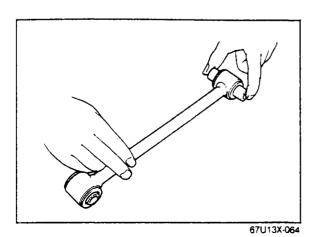
67U13X-062



77U13X-014

1. Bolts and nuts

2. Sub-link



INSPECTION

Check the following points. Replace the parts if necessary.

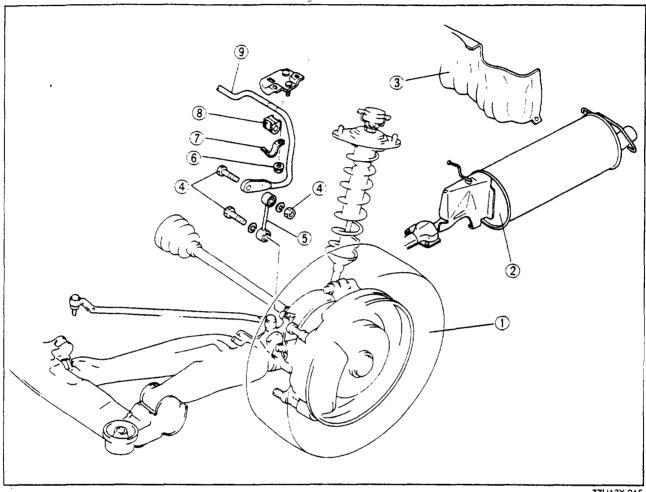
- 1. Sublink for bending or damage.
- 2. Bushing for deterioration or wear.

REAR STABILIZER

REMOVAL AND INSTALLATION

- 1. Jack up the rear of the vehicle and support it with safety stands.
- 2. Remove in the sequence shown in the figure.
- 3. Install in the reverse order of removal.

67U13X-065

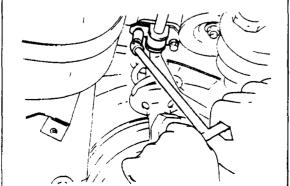


77U13X-015

- 1. Wheel
- 2. Silencer
- 3. Fuel tank protector
- 4. Bolts and nuts
- 5. Control link
- 6. Nut

- 7. Stabilizer bracket
- 8. Bushing
- 9. Stabilizer





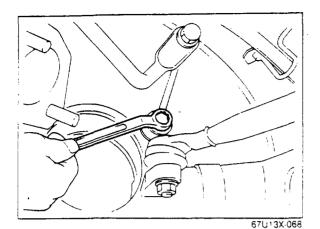
67U13X-067

Stabilizer

- 1. Install the bushing and the stabilizer bracket to the
- 2 Temporarily tighten the bolts.
- 3. Lower the vehicle and tighten the bolts to the specified torque with the vehicle unloaded.

Tightening torque:

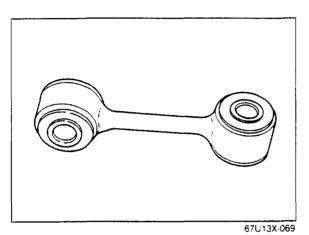
36-54 N·m (3.7-5.5 m-kg, 27-40 ft-lb)



Control Link

- 1. Install the control link and temporarily tighten the bolts.
- 2. Lower the vehicle and tighten the bolts to the specified torque with the vehicle unloaded.

Tightening torque: 36—54 N·m (3.7—5.5 m-kg, 27—40 ft-lb)



INSPECTION

Check the following points. Replace the parts if necessary.

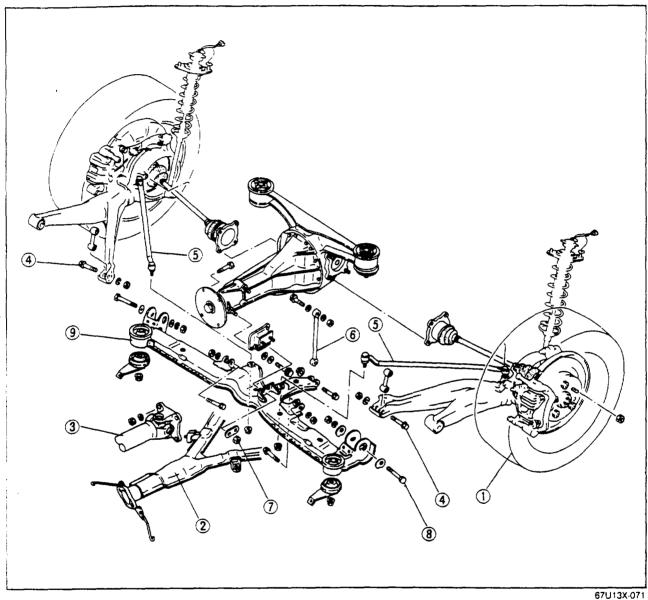
- 1. Stabilizer for bending or damage.
- 2. Control link for bending or damage.
- 3. Stabilizer bushing for deterioration or wear.

SUB-FRAME

REMOVAL AND INSTALLATION

- 1. Jack up the rear of the vehicle and support it with safety stands.
- 2. Remove in the sequence shown in the figure.
- 3. Install in the reverse order of removal.

67U13X-070



7. Nut 8. Bolt

9. Sub-frame

1. Wheel

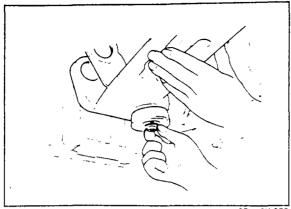
2. Exhaust pipe

3. Propeller shaft

4. Bolts and nuts

5. Lateral link

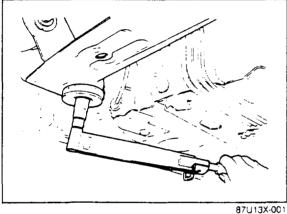
6. Sublink



67U13X-072

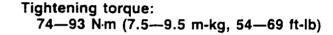
Differential Mount Removal

- 1. Loosen the left sub-frame mounting nut and lower the left side of the sub-frame.
- 2. Separate the differential from the sub-frame by removing the differential mounting bolts.
- 3. Remove the sub-frame from the body by removing the sub-frame mounting nuts.



Installation

- 1. Install the sub-frame to the body and tighten the sub-frame mounting nut loosely.
- 2. Install the differential to the sub-frame and tighten the differential mounting bolts.

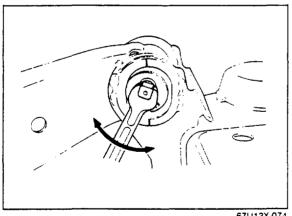


3. Tighten the sub-frame mounting nuts to the specified torque.

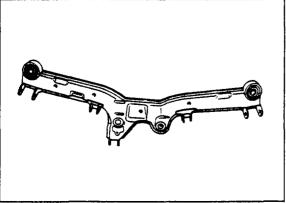
Tightening torque: 98—118 N·m (10—12 m-kg, 72—87 ft-lb)

Adjustment of Toe-in

Check and adjust the toe-in after installation of the sub-frame. (See page 13-31)



67U13X-074

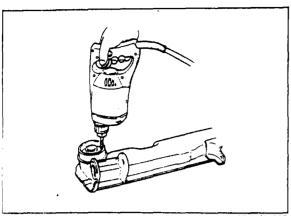


67U13X-075

INSPECTION

Check the following points. Replace the parts if

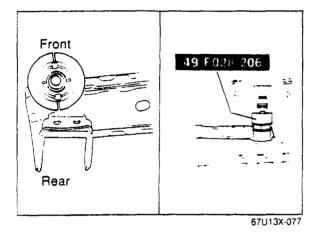
- 1. Sub-frame for deformation, cracks or damage.
- 2. Sub-frame rubber mount for deterioration or wear.



67U13X-076

Sub-frame Rubber Mount Removal

- 1. Drill holes in the rubber part of the rubber mount with a drill.
- 2. Remove the rubber mount by tapping with the chisel and hammer.

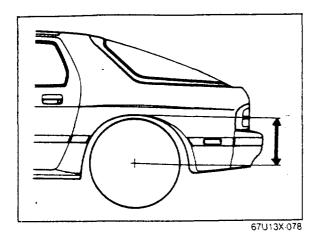


Installation

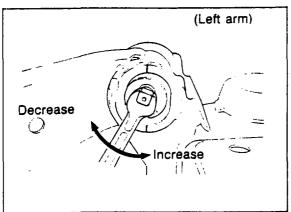
- 1. Install the rubber mount to the sub-frame as shown in the figure.
- 2. Set the **mount rubber installer** (49 F028 206) to the rubber mount.
- 3. Press the rubber mount into the sub-frame.

Caution

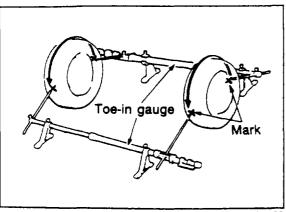
The above work should be performed by two persons.



67U13X-079



67U13X-080



87U13X-002

REAR WHEEL ALIGNMENT

PRE-INSPECTION

- 1. Check the tire inflation and bring to the recommended pressure.
- 2. Inspect the wheel and tire runout.
- 3. The vehicle must be on level ground and have no luggage or passenger load.
- 4. Check that the suspension is correctly adjusted.
- 5. The difference in height from the center of the wheel to the fender brim between the left and right sides should be 15 mm (0.59 in) max.

DISTANCE FROM SUB-FRAME TO LATERAL LINK BALL JOINT Inspection

Measure the distance between the center of the subframe rubber mount and the center of the lateral link ball joint for both left and right of the vehicle.

The measurements must be within 5 mm (0.2 in).

Adjustment

To increase the distance, turn the cam plate as follows:

Right arm — Turn cam clockwise.

Left arm — Turn cam counterclockwise.

To decrease the distance, turn the adjusting cam as follows:

Right arm — Turn cam counterclockwise.

Left arm — Turn cam clockwise.

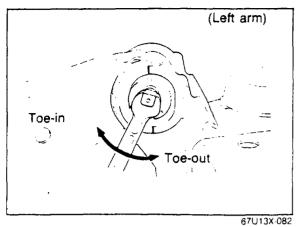
Amount of trailing arm movement: One mark = 1.8 mm (0.07 in)

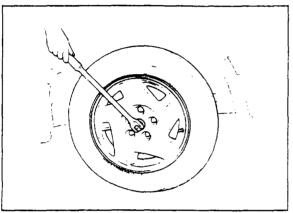
TOE-IN Inspection

- 1. Raise the rear of the vehicle until the wheels clear the ground.
- 2. Turn the wheels by hand, and mark a line in the center of each tire tread using a scribing block.
- 3. Lower the vehicle.
- 4. Measure the distance between the marked lines. at the front and rear of the wheels.

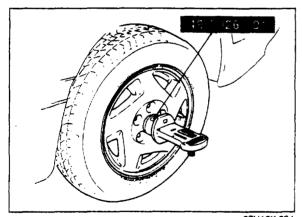
Toe-in

 $3 \pm 3 \text{ mm} (0.12 \pm 0.12 \text{ in})$





67U13X-083



67U13X-084

Adjustment

Turn the left and right cam plates by the same amount, and adjust the toe-in to specification.

To decrease the toe-in, turn the cam plate as follows: Right arm — Turn cam clockwise. Left arm — Turn cam counterclockwise.

To increase the toe-in, turn the cam plate as follows: Right arm — Turn cam counterclockwise. Left arm — Turn cam clockwise.

Amount of toe-in change: 1 mark = 2.3 mm (0.09 in) for one wheel

CAMBER

Preparation

- 1. Jack up the vehicle.
- 2. Remove the wheels and the center caps.
- 3. Install the wheels.
- 4. Remove the driveshaft lock nut.
- 5 Lower the vehicle.

Inspection

- 1. Install the caster, camber gauge adapter (49 F026 101) to the driveshaft.
- 2. Measure the camber angle with the caster, camber gauge.

Camber:

 $-0^{\circ}44' \pm 30'$