

Suspension

5-4. Suspension

1. General

1) Front Suspension

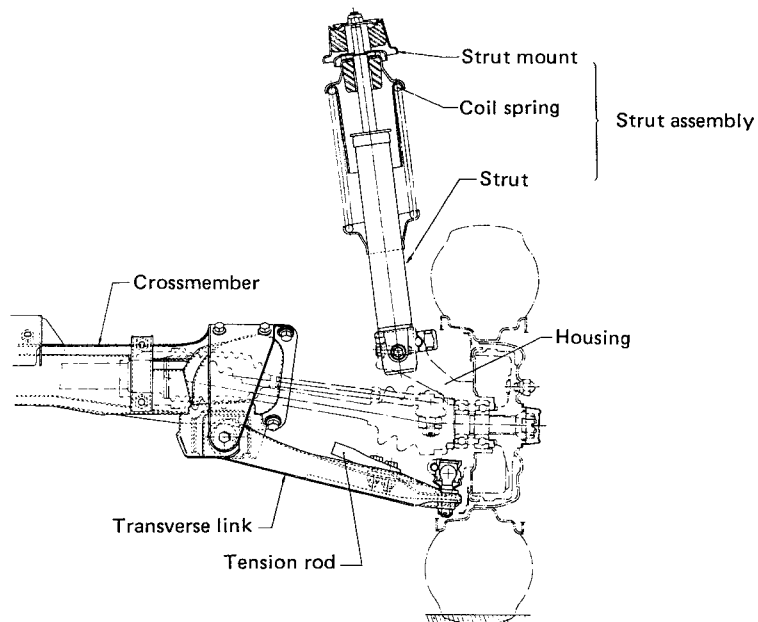


Fig. 5-4-1

K12-034

The front suspension uses a strut type of independent suspension, which consists of a strut assembly, transverse link and tension rod. The strut assembly is composed of a coil spring, cylindrical, double-acting shock absorber and strut mount.

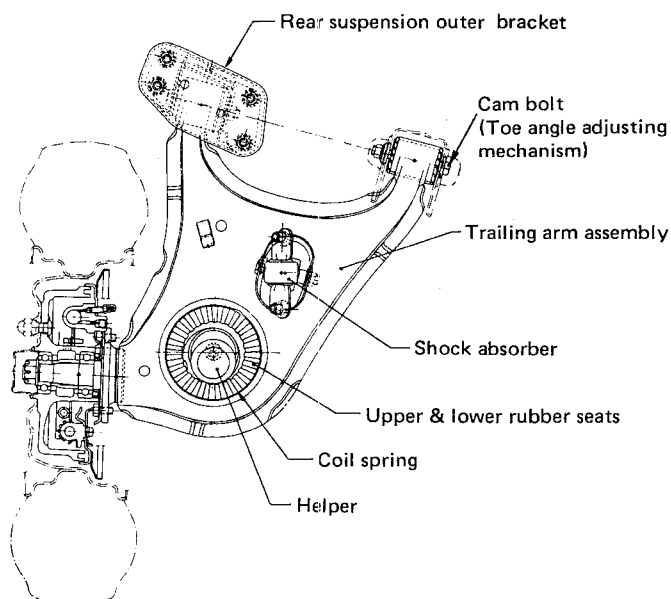
The tension rod is bolted to the transverse link. One end of the transverse link is joined to the housing by means of a completely oilless type ball joint; the other end of the transverse link and tension rod are installed to the front and rear crossmembers respectively through cushion rubber.

The strut assembly is installed to the vehicle body through the strut mount which absorbs vibration and shocks.

Regarding the wheel alignment, only toe-in is adjustable. However, the camber angle and caster angle are not adjustable due to the structure of the front suspension.

A front stabilizer is installed on the 12-inch tire equipped model.

2) Rear Suspension



The rear suspension uses the semi-trailing arm type of independent suspension. It consists of a coil spring, helper, cylindrical, double-acting, gas-sealed shock absorber, and trailing arm assembly.

The trailing arm assembly is installed to the body crossmember through cushion rubber.

The coil spring is housed in the trailing arm at its lower end, and in the bracket on the body at its upper end through the rubber seats which absorb vibration.

Regarding the wheel alignment, toe-in can be adjusted by a cam mechanism provided in the inner part of the trailing arm where it is installed to the body. However, the camber angle is not adjustable due to the construction.

K12-035

Fig. 5-4-2

2. Specifications

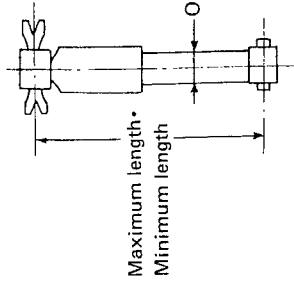
1) Front Suspension

	5-door Sedan SDX and Europe model 3-door Sedan SDX		5-door Sedan DL (Except Europe model)		3-door Sedan DL 3-door commercial Van		Fig. 5-4-3 K12-039
	Wire diameter	mm (in)	9.5 (0.374)	9.1 (0.358)	9.3 (0.366)		
Coil spring	Mean coil diameter	mm (in)	85 (3.35)	85 (3.35)	85 (3.35)		Fig. 5-4-4 K12-040
	Free length	mm (in)	300 (11.81)	301 (11.85)	288 (11.34)		
	Total number of coils		9.01	7.70	7.59		
	Identification color		Green	Pink	Blue		
Damper strut	Outer tube length	mm (in)	319.5 (12.58)	319.5 (12.58)	319.5 (12.58)		Fig. 5-4-4 K12-040
	Maximum length	mm (in)	465 (18.31)	465 (18.31)	465 (18.31)		
	Minimum length	mm (in)	325 (12.80)	325 (12.80)	325 (12.80)		
	Stroke	mm (in)	140 (5.51)	140 (5.51)	140 (5.51)		
	Outer tube diameter	mm (in)	45 (1.77)	45 (1.77)	45 (1.77)		
	Piston rod diameter	mm (in)	18 (0.71)	18 (0.71)	18 (0.71)		
	Damping force N (kg, lb) [0.3 m (1.0 ft)/s]	Extension side	490 (50, 110)	490 (50, 110)	588 (60, 132)		
		Contraction side	392 (40, 88)	392 (40, 88)	294 (30, 66)		
	Identification color		Yellow	None	White		

2) Rear Suspension

	5-door Sedan SDX and Europe model 3-door Sedan SDX		5-door Sedan DL (Except Europe model)		3-door Sedan DL 3-door commercial Van		Fig. 5-4-5 K12-041
	Wire diameter	mm (in)	9.5 (0.374)	9.2 (0.362)	10.0 (0.394)		
Coil spring	Mean coil diameter	mm (in)	93.8 (3.693)	93.0 (3.661)	93.8 (3.693)		Fig. 5-4-5 K12-041
	Free length	mm (in)	240 (9.45)	237 (9.33)	239 (9.41)		
	Total number of coils		7.10	6.59	7.10		
	Identification color		Green	Pink	Blue		

	5-door Sedan SDX and Europe model 3-door Sedan SDX		5-door Sedan DL (Except Europe model)	3-door Sedan DL 3-door commercial Van
	Maximum length mm (in)	mm (in)	280 (11.02)	287 (11.30)
Shock absorber	Minimum length mm (in)	mm (in)	190 (7.48)	197 (7.76)
	Stroke mm (in)	mm (in)	90 (3.54)	90 (3.54)
Rod diameter	Outer tube diameter mm (in)	mm (in)	31.8 (1.252)	38.6 (1.520)
	mm (in)	mm (in)	10 (0.39)	12.5 (0.492)
Damping force N (kg, lb) [0.3 m (1.0 ft)/s]	Extension side	mm (in)	981 (100, 221)	1,177 (120, 265)
	Contraction side	mm (in)	490 (50, 110)	686 (70, 154)



K12-042

Fig. 5-4-6

3) Wheel Alignment

(1) Front

	5-door Sedan SDX and Europe model 3-door Sedan SDX	5-door Sedan DL (Except Europe model)	3-door Sedan DL 3-door commercial Van
Camber	deg. $30' \pm 1'$	$30' \pm 1'$	$30' \pm 1'$
Caster	deg. $2^{\circ}30' \pm 1^{\circ}$	$2^{\circ}30' \pm 1^{\circ}$	$2^{\circ}30' \pm 1^{\circ}$
Toe-in	mm (in) 0 - IN 2 (0 - IN 0.08)	0 - IN 2 (0 - IN 0.08)	0 - IN 2 (0 - IN 0.08)
Ground clearance*	mm (in) 207 - 237 (8.15 - 9.33)	198 - 228 (7.80 - 8.98)	205 - 235 (8.07 - 9.25)

*The measured point of the ground clearance is the center of the transverse link bush mounting bolt.

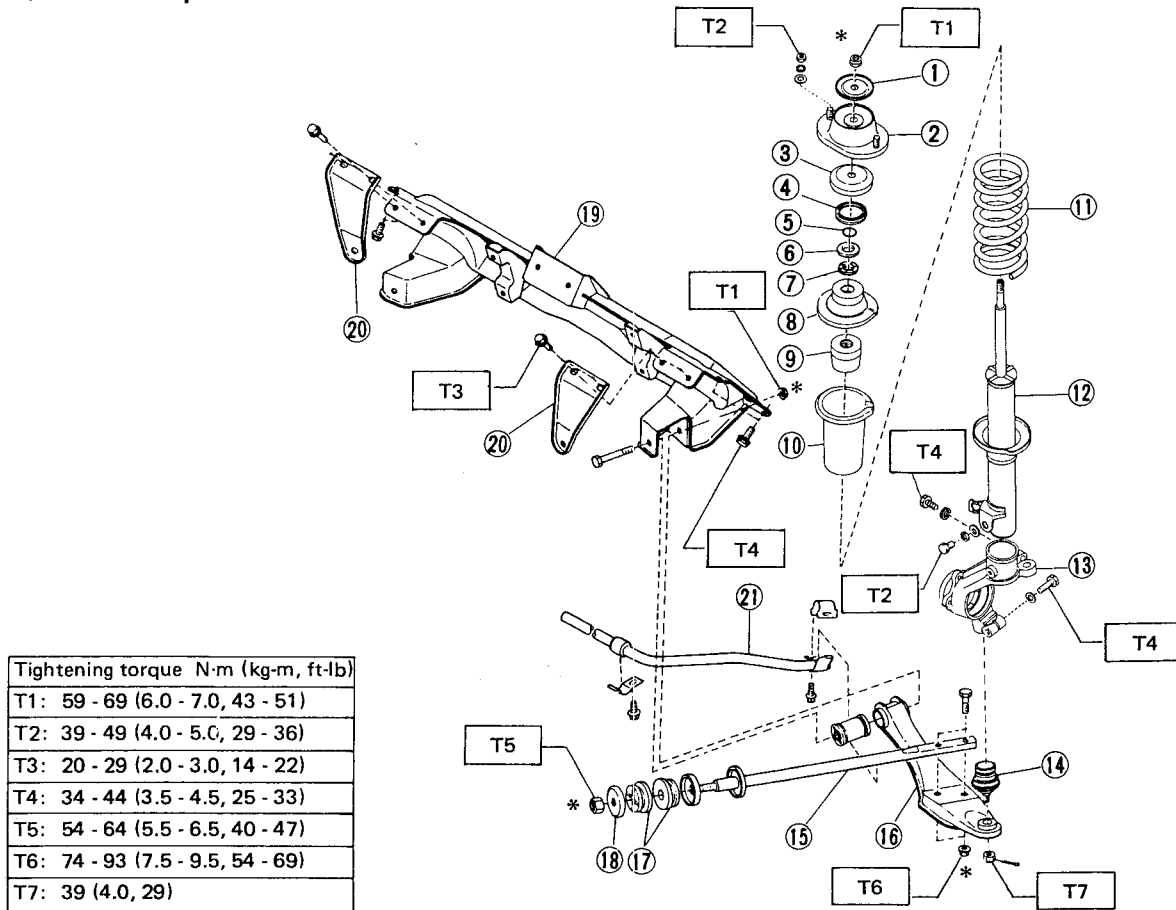
(2) Rear

	5-door Sedan SDX and Europe model 3-door Sedan SDX	5-door Sedan DL (Except Europe model)	3-door Sedan DL 3-door commercial Van
Camber	deg. $45' \pm 1'$	$20' \pm 1'$	$1^{\circ} \pm 1^{\circ}$
Toe-in	mm (in) IN 1.5 - IN 3.5 (IN 0.06 - IN 0.14)	IN 1 - IN 3 (IN 0.04 - IN 0.12)	IN 2 - IN 4 (IN 0.08 - IN 0.16)
Ground clearance*	mm (in) 273 - 303 (10.75 - 11.93)	255 - 285 (10.04 - 11.22)	276 - 306 (10.87 - 12.05)

*The measured point of the ground clearance is the center of the rear trailing arm outer bush mounting bolt.

3. Component Parts and Service Data

1) Front Suspension



K12-070

Toe-in:
0 - IN 2 mm (0 - IN 0.08 in)
Standard value of camber:
30' ± 1°
Standard value of caster:
2°30' ± 1°

12-inch tire equipped model

207 - 237 mm (8.15 - 9.33 in)

10-inch tire equipped model

5-door Sedan:

198 - 228 mm (7.80 - 8.98 in)

3-door Sedan and
commercial Van:

205 - 235 mm (8.07 - 9.25 in)

● Standard ground clearance

- | | | | | |
|----------------|---------------------|------------------|------------------------|---------------|
| 1 Upper washer | 6 Washer (thrust) | 11 Coil spring | 16 Transverse link | 21 Stabilizer |
| 2 Strut mount | 7 Thrust washer | 12 Strut, compl. | 17 Bush (tension rod) | |
| 3 Lower washer | 8 Upper spring seat | 13 Housing | 18 Plate | |
| 4 Oil seal | 9 Helper | 14 Ball joint | 19 Crossmember, compl. | |
| 5 O-ring | 10 Dust cover | 15 Tension rod | 20 Crossmember bracket | |

Fig. 5-4-7

K12-036

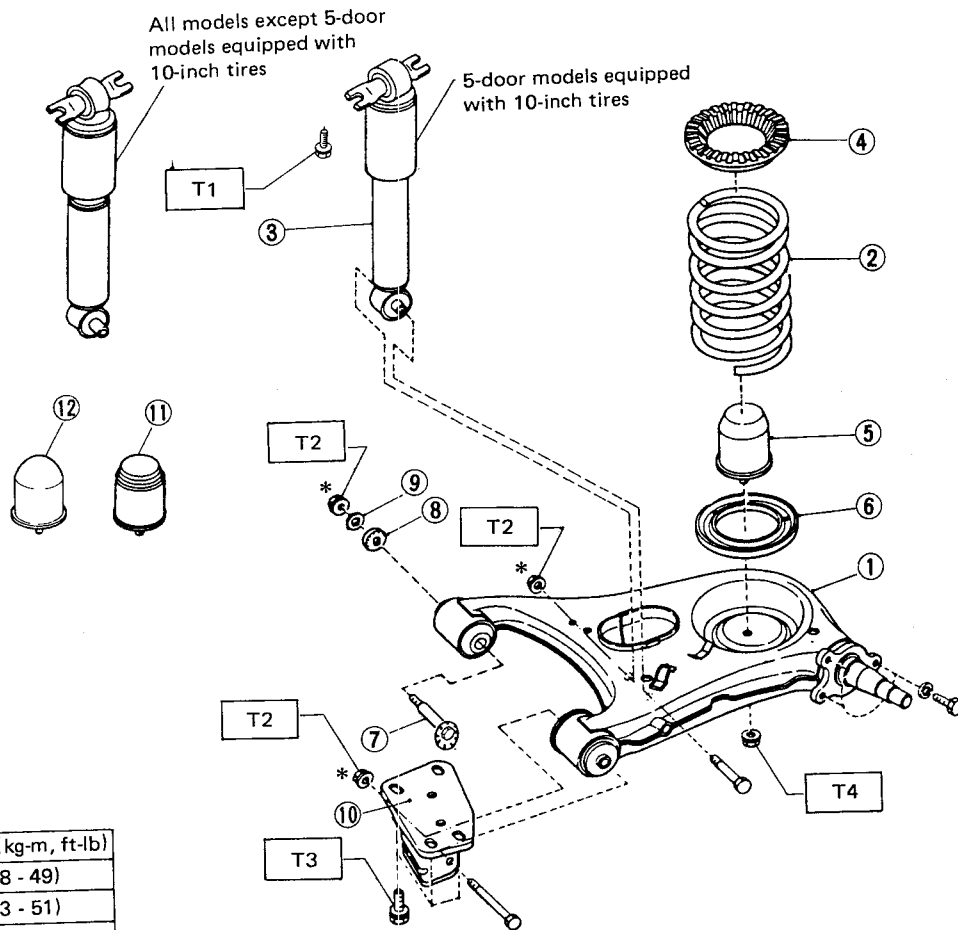
NOTE:
Self-locking nuts are used in the points
shown by * mark.

These nuts lose their locking function
once if removed. A reused nut can be-
come loose even if tightened to the

specified torque. Always use new nuts
during assembly.

Suspension

2) Rear Suspension



Tightening torque N·m (kg·m, ft·lb)
T1: 51 - 67 (5.2 - 6.8, 38 - 49)
T2: 59 - 69 (6.0 - 7.0, 43 - 51)
T3: 44 - 54 (4.5 - 5.5, 33 - 40)
T4: 13 - 23 (1.3 - 2.3, 9 - 17)

K12-071

Fig. 5-4-8

12-inch tire equipped model
273 - 303 mm (10.75 - 11.93 in)
10-inch tire equipped model
5-door Sedan: 255 - 285 mm (10.04 - 11.22 in)
3-door Sedan and Commercial Van: 276 - 306 mm (10.87 - 12.05 in)

● Standard ground clearance

12-inch tire equipped model
IN 1.5 - IN 3.5 mm (IN 0.06 - IN 0.14 in)
10-inch tire equipped model
5-door Sedan: IN 1 - IN 3 mm (IN 0.04 - IN 0.12 in)
3-door Sedan and commercial Van: IN 2 - IN 4 mm (IN 0.08 - IN 0.16 in)

● Standard value of toe-in

- 1 Trailing arm
- 2 Coil spring
- 3 Shock absorber
- 4 Upper rubber seat

- 5 Helper (5-door model equipped with 10-inch tires)
- 6 Lower rubber seat
- 7 Bolt (cam)

- 8 Plate (cam)
- 9 Washer
- 10 Bracket (rear suspension, outer)

- 11 Helper (3-door model equipped with 10-inch tires)
- 12 Helper (all models equipped with 12-inch tires)

NOTE:
Self-locking nuts are used in the points shown by * mark.

These nuts lose their locking function once removed. A reused nut can become loose even if tightened to the

specified torque. Always use new nuts during assembly.

4. Service Precautions for Major Components

1) Adjustment of Front Wheel Alignment

(1) Toe-in Adjustment

Place the vehicle in a level area; adjust the tire pneumatic pressure to specified value; and adjust the amount of toe-in to 0 to IN 2 mm (0 to IN 0.08 in) using the following steps:

- 1) Loosen the lock nut.
- 2) Remove the clip.
- 3) Turn the right and left tie rods equally, and temporarily tighten with lock nuts.

NOTE:

Turning the tie rod half a turn (180°) changes the amount of toe-in by 6 mm (0.24 in).

- 4) Confirm that the amount of toe-in is properly adjusted.

[Toe-in:

0 - IN 2 mm (0 - IN 0.08 in)]

- 5) If it is within the specified range, tighten the tie-rod with the lock nut.

Tightening torque:

54 - 64 N·m

(5.5 - 6.5 kg-m, 40 - 47 ft-lb)

- 6) Ensure that the boot is not twisted, then install the clip.

NOTE:

- a. When the vehicle fails to run straight with toe-in adjusted within standards, check the steering gear box, ball joints and wheel bearings for looseness, and repair or replace defective parts.
- b. Before adjusting the amount of toe-in, ensure that both the right and left steering angles of the steering wheel are the same.

(2) Inspection of Camber and Caster

Camber and caster are not adjustable. When measuring camber and caster, place the empty vehicle in a level area and adhere to the following points.

CAUTION:

If the tie-rod is rotated without removing the clip, the boot can break.

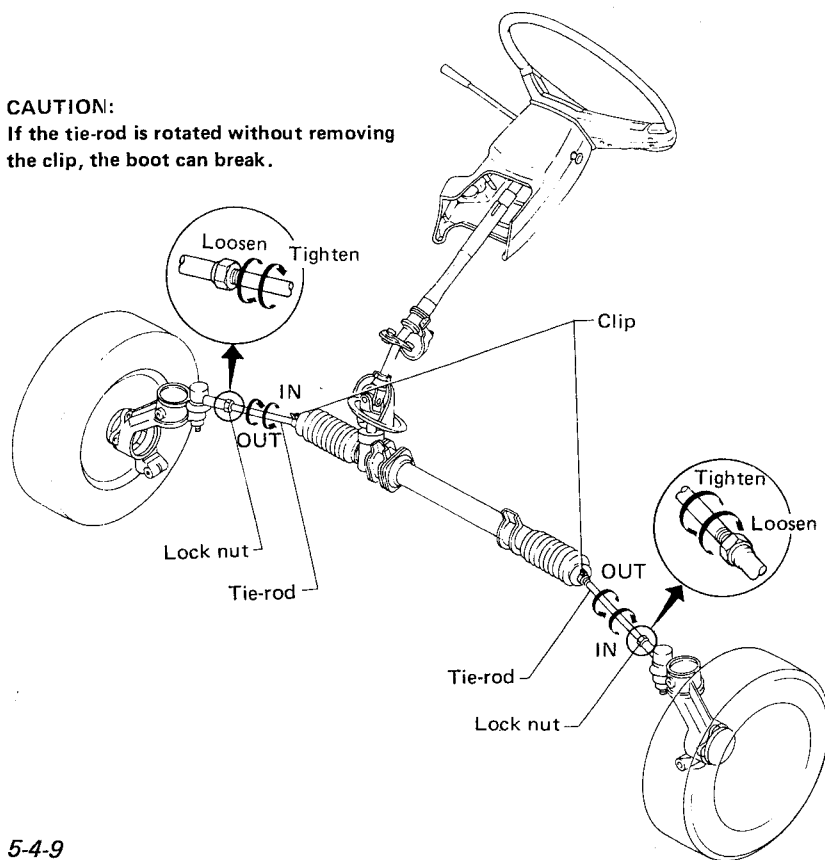


Fig. 5-4-9

1) Measurement of camber angle

Take measurements of the same wheel at least twice in the following manner and ensure the mean value is within standards.

- (1) After checking camber angle once, move the vehicle forward until the wheel makes half a turn.
- (2) Measure camber angle in this position.
- (3) Take the mean value of the first and second measurement.

2) Measurement of caster angle

Caster angle should be measured with the front wheel set on a turning radius gauge when the vehicle is level.

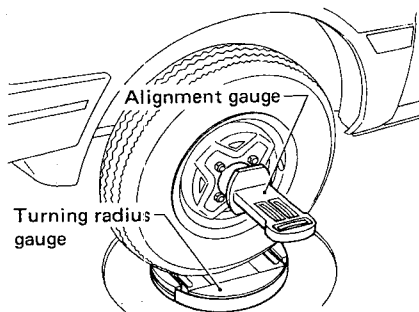


Fig. 5-4-10

Standard value of camber:

$30' \pm 1'$

Standard value of caster:

$2^\circ 30' \pm 1'$

NOTE:

Both camber angle and caster angle should be measured when the vehicle is empty.

When camber and caster are outside the standard values, inspect that part of the body to which the suspension is attached, crossmember, transverse link, strut and housing. Repair or replace deformed or damaged parts.

(3) Inspection of ground clearance

Place the empty vehicle in a level area and adjust the tire pneumatic pressure to the specified value.

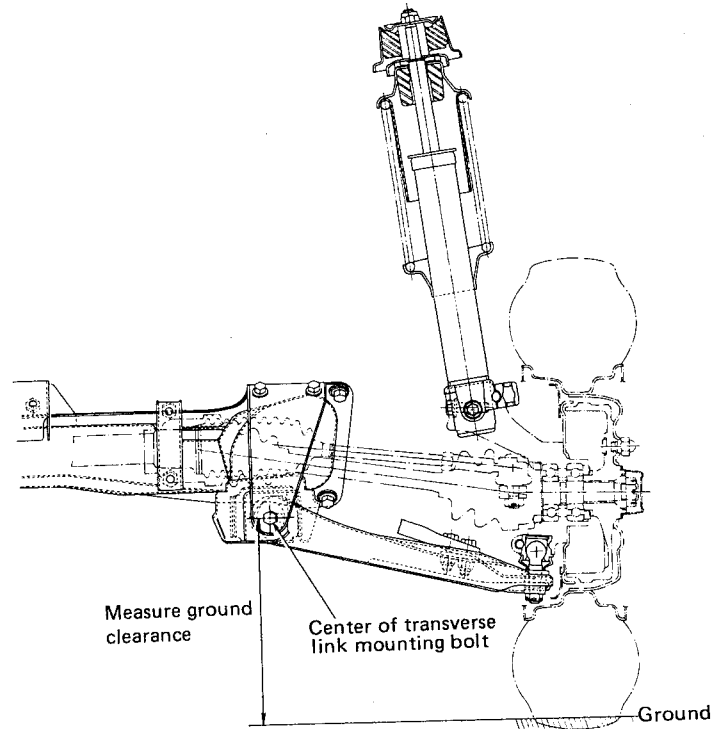
Completely release the parking brake and, after moving the vehicle 2 or 3 m (7 or 10 ft) back and forth, measure the distance from the ground to the center of the transverse link bush mounting bolt.

Suspension

Standard ground clearance

12-inch tire equipped model	
5-door Sedan SDX and Europe model 3-door Sedan SDX	207 – 237 mm (8.15 – 9.33 in)
10-inch tire equipped model	
5-door Sedan DL (Except Europe model)	198 – 228 mm (7.80 – 8.98 in)
3-door Sedan DL 3-door commercial Van	205 – 235 mm (8.07 – 9.25 in)

When the vehicle has an excessive tilt to the right or left, or the ground clearance is out of specification, inspect the strut assembly and cross member and replace deformed or damaged parts.



K12-038

Fig. 5-4-11

2) Adjustment of Rear Wheel Alignment

(1) Inspection of Ground Clearance

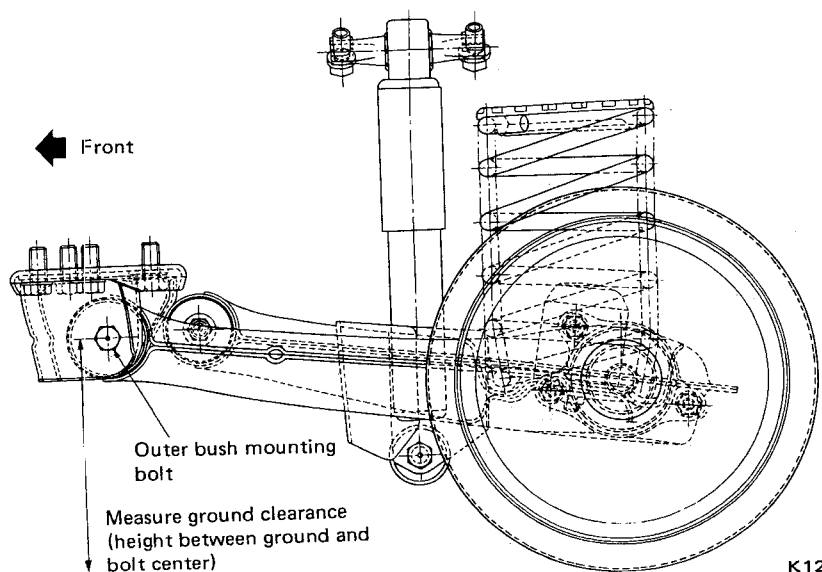
Place the empty vehicle in a level area and adjust the tire pneumatic pressure to the specified value.

Release the parking brake completely and move the vehicle 2 or 3 m (7 or 10 ft) back and forth. Then, using a scale, measure the distance from the ground to the center of the outer bush mounting bolt of the rear trailing arm.

When the measured value is outside the standard value, inspect the trailing arm, coil spring, upper rubber seat and lower rubber seat. Replace damaged parts.

Standard ground clearance

12-inch tire equipped model	
5-door Sedan SDX and Europe model 3-door Sedan SDX	273 – 303 mm (10.75 – 11.93 in)
10-inch tire equipped model	
5-door Sedan DL (Except Europe model)	225 – 285 mm (10.04 – 11.22 in)
3-door Sedan DL 3-door commercial Van	276 – 306 mm (10.87 – 12.05 in)



K12-048

Fig. 5-4-12

Suspension

(2) Adjustment of toe-in

Place the empty vehicle in a level area and adjust the tire pneumatic pressure to the standard value.

Then release the parking brake completely; move the vehicle 2 or 3 m (7 or 10 ft) back and forth; and take the following steps to adjust toe-in:

Standard value of toe-in

12-inch tire equipped model	
5-door Sedan SDX and Europe model	IN 1.5 – IN 3.5 mm (IN 0.06 – IN 0.14 in)
3-door Sedan SDX	
10-inch tire equipped model	
5-door Sedan DL (Except Europe model)	IN 1 – IN 3 mm (IN 0.04 – IN 0.12 in)
3-door Sedan DL 3-door commercial Van	IN 2 – IN 4 mm (IN 0.08 – IN 0.16 in)

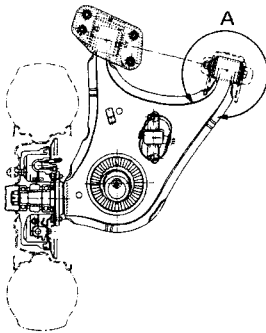


Fig. 5-4-13

K12-043

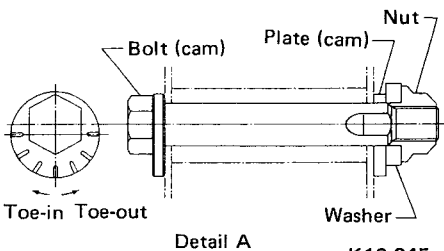


Fig. 5-4-14

K12-045

(1) Loosen the nut clamping each trailing arm (inner bush part) as much as 1/2 to 1 turn.

(2) Turn the bolts (cam) of the right and left trailing arms equally so that the amount of toe-in will fall within the standard range.

NOTE:

a. The amount of toe-in changes about 4 mm (0.16 in) as the bolt (cam) is rotated one graduation.

b. Because the toe-in adjusting mechanism is built with a clearance necessary for assembly, toe-in may not always change as much as the above amount unless the bolt (cam) is turned one graduation from the initially set value after rotating it about 1/2 turn in an opposite direction to that in which toe-in should be adjusted.

c. Both bolts (cam) must always be rotated an equal amount from the initially set value.

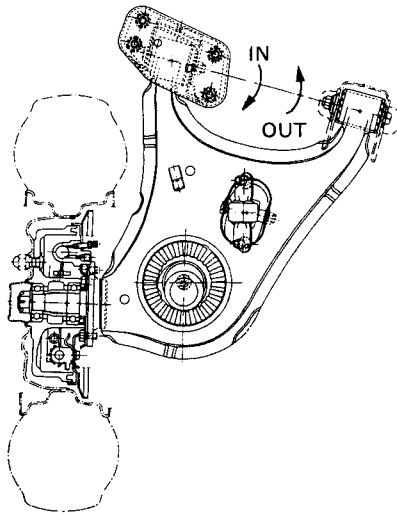


Fig. 5-4-15

(3) Tighten the nut loosened in step (1) while holding the bolt (cam) stationary.

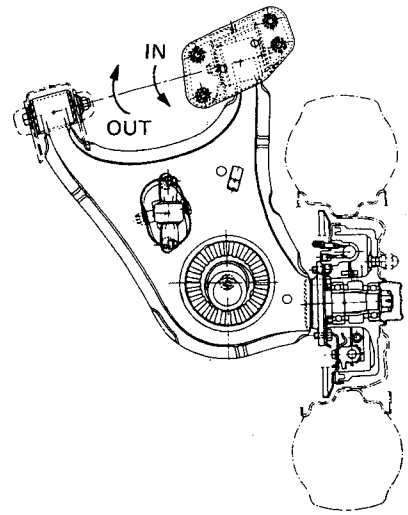
(4) Move the vehicle 2 or 3 m (7 or 10 ft) back and forth, then measure toe-in.

(5) When the measured value conforms with the standard, remove the nut tightened in step (3) and tighten a new nut to the specified torque.

Tightening torque:

59 - 69 N·m

(6.0 - 7.0 kg-m, 43 - 51 ft-lb)



K12-046

3) Front suspension assembly

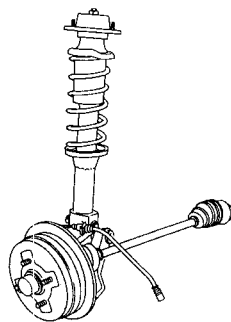


Fig. 5-4-16

K12-020

The front suspension assembly should be removed in the following order.

- (1) The wheel.
- (2) The parts related to the brake.
- (3) The tension rod and stabilizer.

(4) Transverse link.

(5) The ball joint mounting nut at the tie rod end.

(6) The front axle.

(7) The strut assembly.

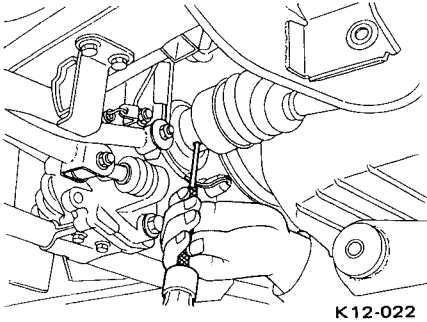
NOTE:

a. Be sure to remove the front suspension assembly in the above order. Removing the strut assembly alone, without observing the above order, can cause damage to the adjacent parts.

b. When removing the front axle from the engine, drive out the spring pin linking the differential gear to the DOJ (Double Offset Joint) to remove the serrated parts.

Suspension

In this operation, be careful not to damage the DOJ boot and the CVJ (Constant Velocity Joint) boot on the side of the wheel. The spring pin, once removed, must never be reused.



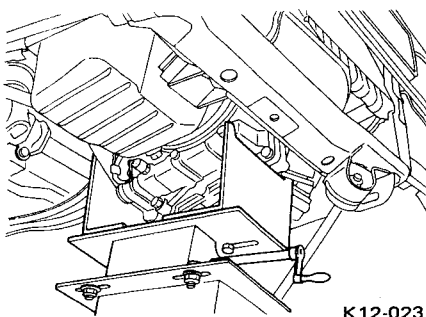
K12-022

Fig. 5-4-17

4) Crossmember

1) When removing the crossmember, support the engine with a stand and remove the parts in the following order:

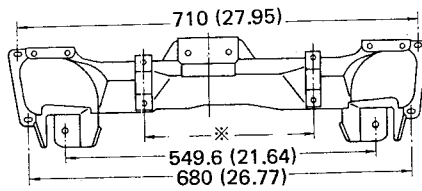
- (1) The exhaust system.
- (2) The rod of the gear shift system.
- (3) The steering shaft universal joint.
- (4) The engine mount.
- (5) The transverse link.
- (6) The ball joint of the tie rod end.
- (7) The crossmember.



K12-023

Fig. 5-4-18

2) Check the crossmember major dimensions with a scale. If there is a difference of more than 3 mm (0.12 in) from the standard dimensions, the crossmember must be replaced.



- ※ • Right-hand drive vehicle
301.5 mm (11.87 in)
• Left-hand drive vehicle
347.0 mm (13.66 in)
- Unit: mm (in)
K12-049

Fig. 5-4-19

3) The crossmember and the suspension assembly should be installed in the reverse order of removal.

(1) Each part should be tightened to the specified torque. Also, when tightening the self-locking nut that joins the crossmember to the transverse link, lower the vehicle to the ground and tighten in a no-load condition.

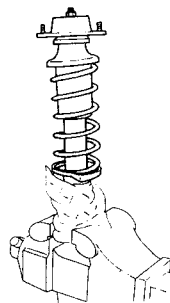
(2) Bleed air out of the brake system.

5) Strut assembly

1) Disassemble the strut assembly, holding the tube in a vise using soft cloth.

NOTE:

- a. The tube may be deformed if clamped too tightly by the vise. Clamp it as tightly as required to hold the strut assembly upright.
- b. Be careful not to deform the brake hose bracket.



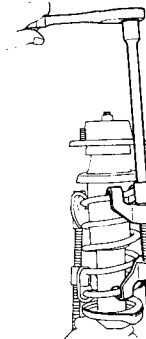
K12-025

Fig. 5-4-20

2) Set the strut assembly in a commercially available coil spring compressor.

NOTE:

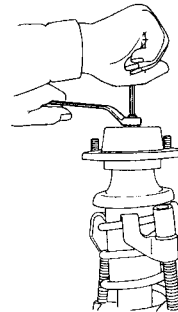
It is dangerous to disassemble and assemble the strut assembly without using a coil spring compressor.



K12-026

Fig. 5-4-21

3) Having compressed the coil spring sufficiently, loosen the nut with a wrench, while the strut rod is held stationary, by inserting a hexagonal spanner in its front end.



K12-027

Fig. 5-4-22

4) Inspect the remove parts and replace damaged, worn, cracked, or fatigued parts.

(1) Strut mount

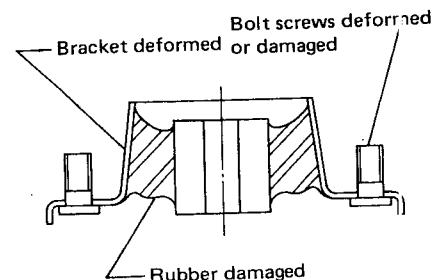
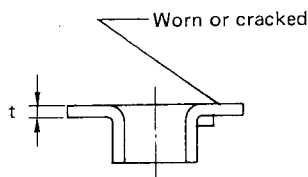


Fig. 5-4-23

K12-066

Suspension

(2) Thrust washer



K12-067

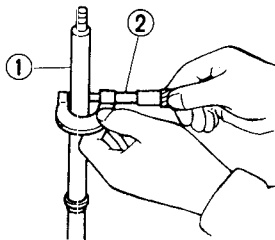
Fig. 5-4-24

Replacement limit for wear
 $t = 2.3 \text{ mm (0.091 in)}$

[New parts $t = 2.6 \text{ mm (0.102 in)}$]

b. Wear on piston rod

A slight scratch on the piston rod can cause oil leakage.



- 1 Piston rod
- 2 Micro meter

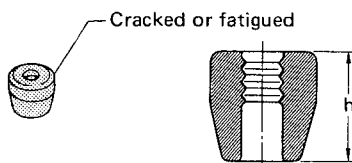
A15-090

Fig. 5-4-26

Piston rod wear limit
 $d = 17.95 \text{ mm (0.7067 in)}$

New parts
 $d = 17.978 - 18.000 \text{ mm}$
 $(0.7078 - 0.7087 \text{ in})$

(3) Helper



K12-052

Fig. 5-4-25

Replacement limit for degeneration
 $h = 37 \text{ mm (1.46 in)}$

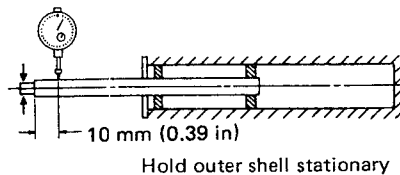
[New parts $h = 41.5 \text{ mm (1.634 in)}$]

c. Looseness in strut

The strut should be checked for looseness in the following manner. Hold the outer shell stationary and pull the rod all the way out. Set up a dial indicator at its front end as shown below, apply a load of $\pm 20 \text{ N}$ ($\pm 2 \text{ kg}$, $\pm 4 \text{ lb}$) to the threaded part; and check the indicator reading. The pointer deflection indicates looseness.

Critical looseness of strut:
 $0.8 \text{ mm (0.031 in)}$ or less

20 N (2 kg, 4 lb)



A15-091

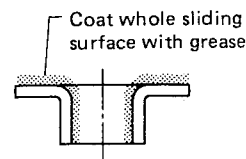
Fig. 5-4-27

(4) Strut

- a. The strut is a non-disassembly type. Hold the strut outer tube and slide the rod to see if it drags. If so, replace it. Further, if the outer tube has exuded oil over more than $1/3$ of its overall length, replace it.

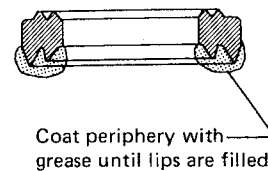
5) Pay attention to the following points during assembly of the strut assembly.

- (1) First, clean the thrust washer, washer, spring seat, oil seal, O-ring and helper with kerosene. Then coat the following parts with grease.



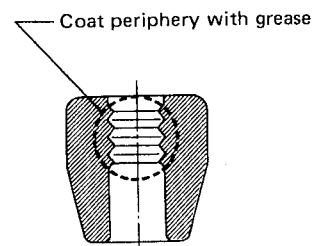
K12-068

Fig. 5-4-28



K12-054

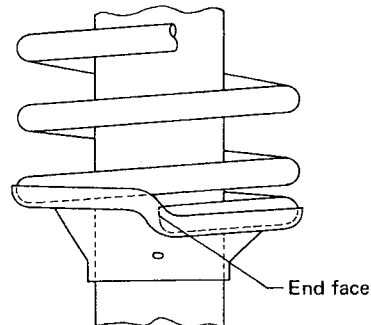
Fig. 5-4-29



K12-055

Fig. 5-4-30

- (2) Position the coil spring so that its end face properly fits in the spring seat as shown below.

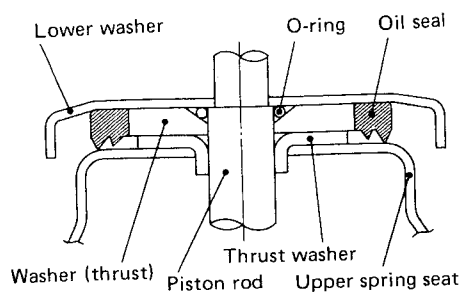


K12-047

Fig. 5-4-31

Suspension

(3) Be careful not make an error in the fitting direction of each component. Also, be sure to use a new self-locking nut.



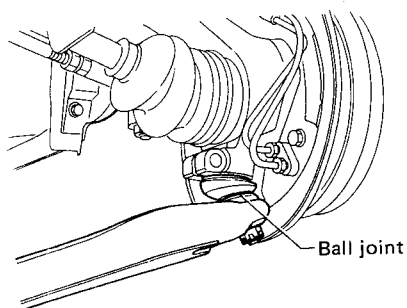
K12-064

Fig. 5-4-32

6) Transverse Link and Tension Rod

- 1) When the transverse link bush is damaged, replace it.
- 2) If the transverse link and tension rod are deformed or damaged, replace them.
- 3) Installation should be made in the following order:

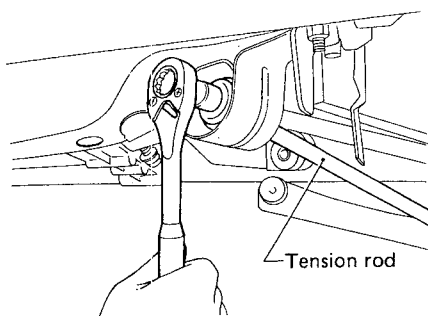
(1) After having installed the ball joint to the transverse link, fit the ball joint into the slit of the housing and tighten the housing.



K12-029

Fig. 5-4-33

(2) Tighten the transverse link and tension rod together temporarily and install the tension rod to the front crossmember.

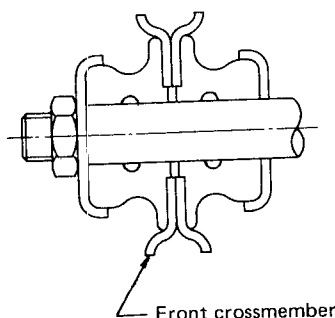


K12-030

Fig. 5-4-34

NOTE:

The tension rod should be located in the center so that the bushes are not one-sided.



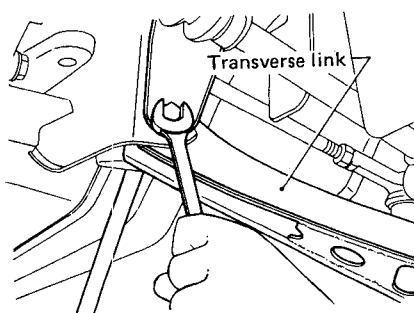
K12-056

Fig. 5-4-35

- (3) Put the transverse link (bushes) and crossmember together and temporarily tighten.

NOTE:

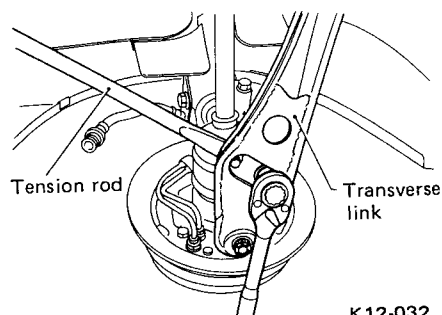
The nut should be permanently tightened with the vehicle in a no-load condition on the ground.



K12-031

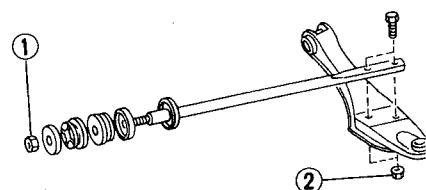
Fig. 5-4-36

- (4) Join the transverse link and tension rod by tightening the nut.



K12-032

Fig. 5-4-37



K12-065

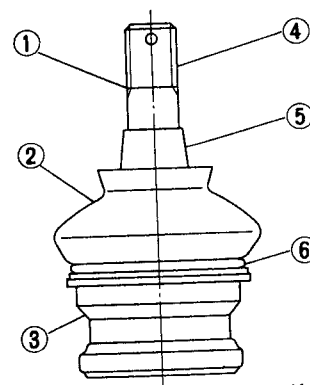
Fig. 5-4-38

NOTE:

Be sure to tighten nut ① before nut ②. If they are tightened in reverse sequence, unusual noises will result from the disordered alignment between the tension rod and the hole in the front crossmember.

7) Ball Joint

- 1) Check the boot, stud and socket for deformation and damage. Replace them if necessary.



K12-057

- 1 Stud
- 2 Boot cracks and damage
- 3 Socket deformation
- 4 Threaded part damage and deformation
- 5 Scratches on tapered part
- 6 Clip

Fig. 5-4-39

Suspension

2) Measure the rocking motion and lift of the ball joint. If it fails to rock smoothly or its lift exceeds the limit, replace it.

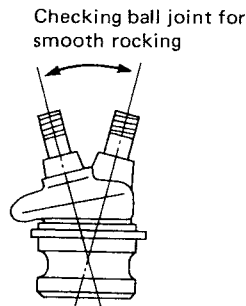


Fig. 5-4-40

K12-058

*Measurement of lift

Lightly hold the socket in a vise using cloth. Attach a nut to the threaded part and measure the play by manually moving the nut up and down.

Limit of lift:
 $\pm 0.4 \text{ mm } (\pm 0.016 \text{ in})$

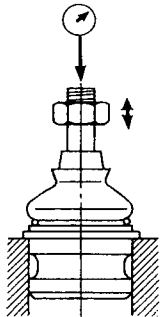


Fig. 5-4-41

K12-059

8) Stabilizer

1) The stabilizer is installed on the 12-inch tire model. It is secured with clamps via bushings at four places, two at the front end and two at the tension rod.

2) Check the clamp, stabilizer and bushing for wear or damage, and, if necessary, replace faulty parts.

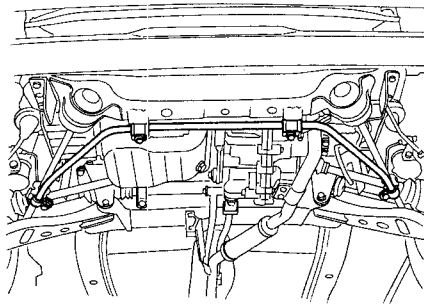


Fig. 5-4-42

K12-069

9) Rear Trailing Arm Assembly

1) The rear trailing arm assembly should be removed in the following order.

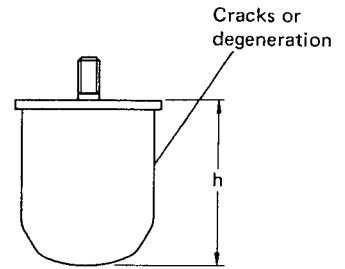
- (1) The wheel.
- (2) The hub cap.
- (3) The brake drum.
- (4) The brake pipe.
- (5) The parking brake cable.
- (6) The back plate mounting bolts.
- (7) The brake hose bracket.
- (8) The bolt at the lower end of the shock absorber.
- (9) The bracket (rear suspension, outer) mounting bolts.
- (10) The trailing arm inner bush mounting bolt.
- (11) The trailing arm outer bush mounting bolt.

NOTE:

- a. Completely release the parking brake before removing the back plate.
- b. Before removing the mounting bolt at the lower end of the shock absorber, be sure to loosen the trailing arm mounting nuts (inner bush and outer bush).
Failure to do so may result in damage to the bushes.

2) The removed trailing arm and outer bracket of rear suspension must be replaced if deformed or damaged. If the outer or inner rubber bush is cracked or excessively worn, replace the trailing arm assembly.

3) Check the removed parts for damage, wear, cracks, degeneration, etc., and replace the defective parts.



K12-060

Fig. 5-4-43

10-inch tire equipped model

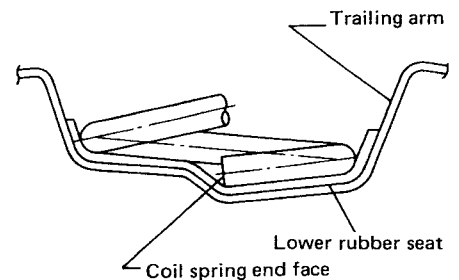
Replacement limit for degeneration	$h = 59 \text{ mm}$ (2.32 in)
[New parts $h = 63 \text{ mm}$ (2.48 in)]	

12-inch tire equipped model

Replacement limit for degeneration	$h = 57 \text{ mm}$ (2.24 in)
[New parts $h = 70 \text{ mm}$ (2.76 in)]	

4) The suspension assembly should be installed in the reverse order of removal. Pay attention to the following points.

(1) When installing the coil spring, properly fit the lower rubber seat and the end face of the coil spring in the coil spring seat of the trailing arm.

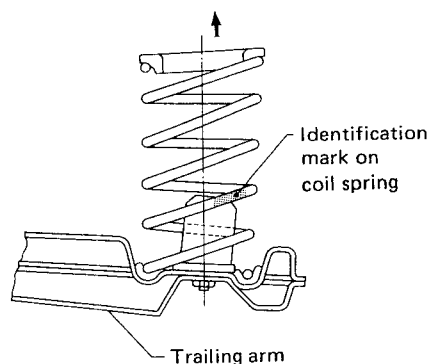


K12-061

Fig. 5-4-44

Suspension

The coil spring should be installed in such a manner that the coil end closest to the identification mark is placed down.



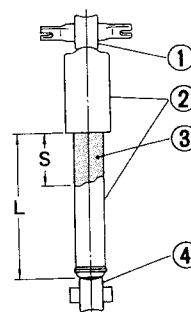
K12-062

Fig. 5-4-45

- (2) The mounting nuts on the inner and outer rubber bushes of the trailing arm and the one in the lower part of the shock absorber should be tightened to the specified torque with the vehicle empty on the ground.
- (3) Always use a new self-locking nut.
- (4) After having installed the suspension assembly, bleed air out of the brake system and adjust wheel alignment.

10) Rear Shock Absorber

- 1) Slowly slide the removed shock absorber to see if it operates without dragging. If it drags, replace it.
- 2) When the shock absorber shows exuded oil over more than $\frac{1}{3}$ of the outer tube (S is over $\frac{1}{3}$ of L), replace it.



K12-063

- 1 Rubber bush damaged
- 2 Dust cover outer tube deformed
- 3 Oil leakage
- 4 Rubber bush damaged

Fig. 5-4-46

- 3) If the rubber bushes at the upper and lower ends of the shock absorber are damaged, replace them.

CAUTION:

The shock absorber contains a high-pressure gas. Under no circumstances should the removed shock absorber be disassembled or put into a fire.