SUSPENSION - REAR

1998 Mitsubishi Galant

1997-98 SUSPENSION
Rear - AWD & FWD

Diamante, Eclipse, Galant, Mirage, 3000GT

DESCRIPTION

NOTE: 3000GT may be equipped with Electronically Controlled Suspension (ECS). The suspension remains the same, but it is electronically controlled. For testing and diagnosis information on electronically controlled suspension, see ELECTRONIC - 3000GT article.

3000GT FWD
Rear suspension system is multi-link type with hydraulic shock absorbers, coil springs and stabilizer bar. See Fig. 1.

Eclipse AWD & 3000GT AWD
Rear suspension system is an independent, double-wishbone type. System consists of upper and lower suspension arms, shock absorbers, coil springs and stabilizer bar. See Figs. 2 and 4.

Mirage
Rear suspension system is a trailing arm multi-link type. It uses trailing arm, control link and lower control arm. See Fig. 3.

Diamante, Eclipse FWD & Galant
Rear multi-link suspension incorporates an upper A-arm, lower trailing link and 2 lower split level lateral links. Rear strut assembly is connected to knuckle. Rear stabilizer bar is available as an option. See Fig. 5.

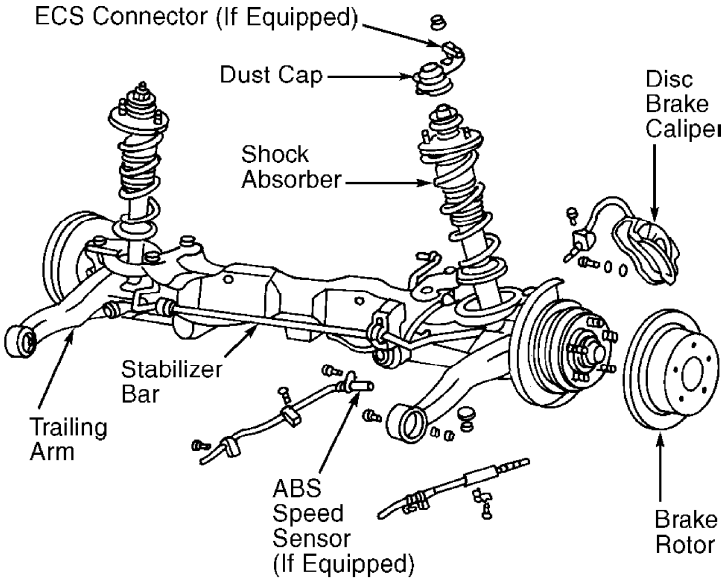

Fig. 1: Exploded View Of Rear Suspension (3000GT FWD)
Courtesy of Mitsubishi Motor Sales of America.

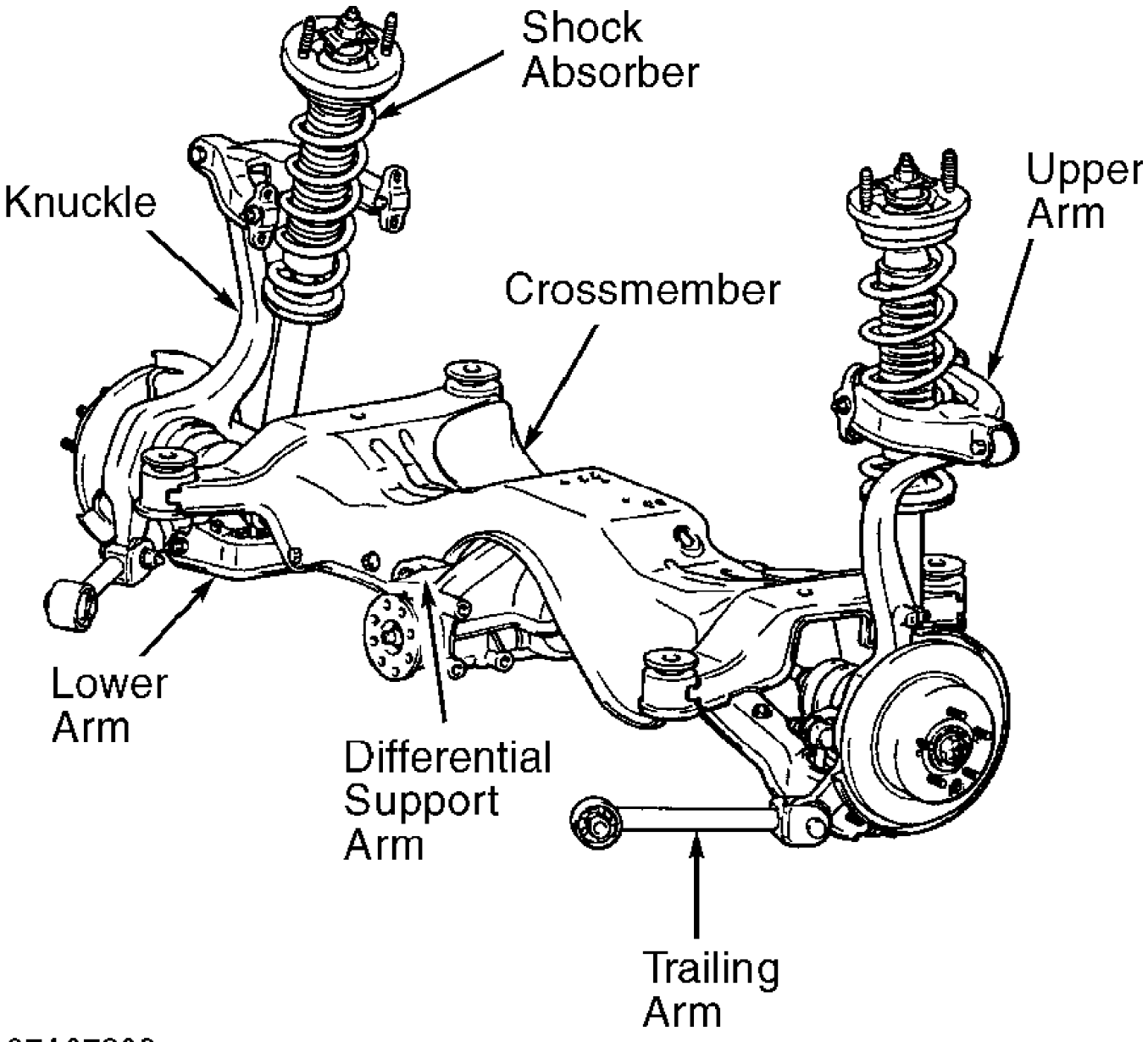

Fig. 2: Exploded View Of Rear Suspension (Eclipse AWD)
Courtesy of Mitsubishi Motor Sales of America.

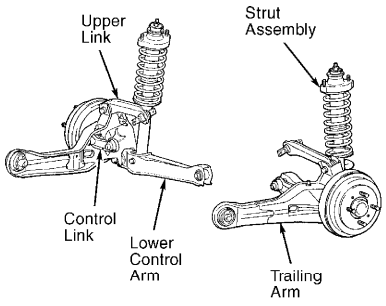

Fig. 3: Exploded View Of Rear Suspension (Mirage)
Courtesy of Mitsubishi Motor Sales of America.

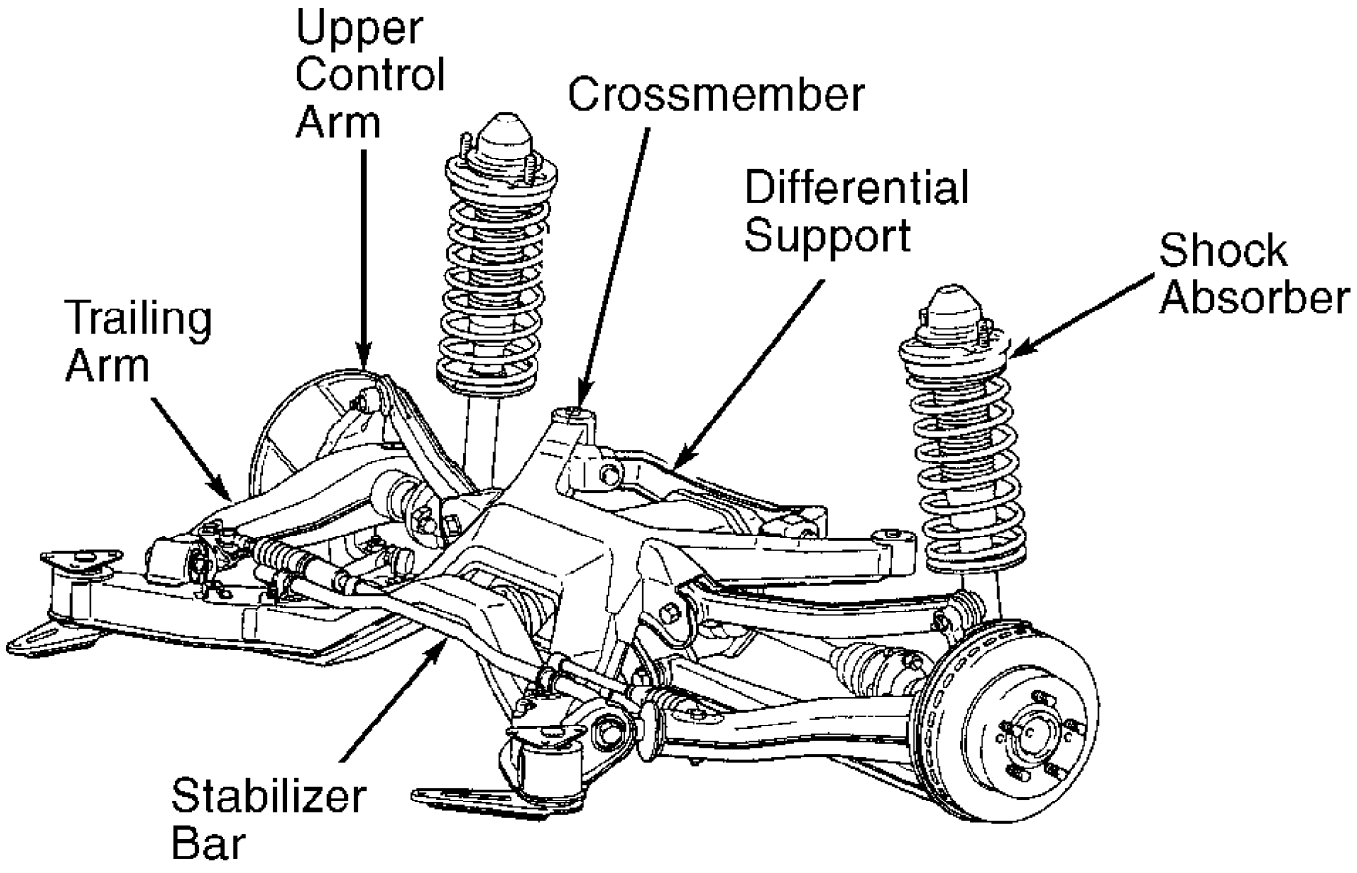

Fig. 4: Exploded View Of Rear Suspension (3000GT AWD)
Courtesy of Mitsubishi Motor Sales of America.

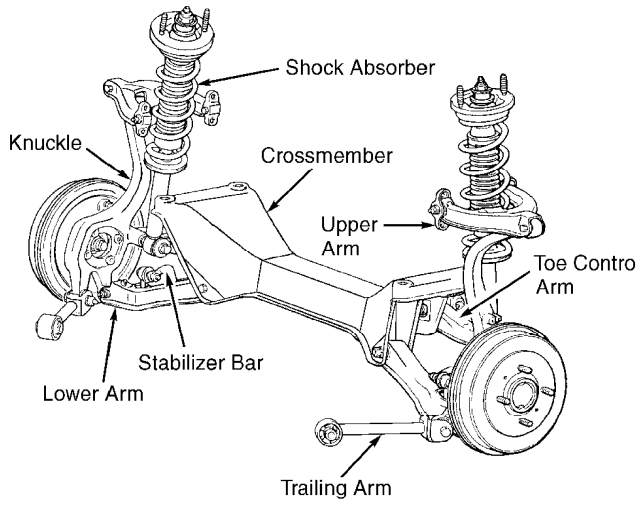

Fig. 5: Exploded View Of Rear Suspension (Eclipse FWD & Galant Shown; Diamante Similar)
Courtesy of Mitsubishi Motor Sales of America.

ADJUSTMENTS & INSPECTION

WHEEL ALIGNMENT SPECIFICATIONS & PROCEDURES

NOTE: See WHEEL ALIGNMENT SPECIFICATIONS & PROCEDURES article in WHEEL ALIGNMENT section.

WHEEL BEARING

NOTE: Specifications and procedures for Diamante, Eclipse, Galant, Mirage and 3000GT AWD are not available from the manufacturer.

3000GT FWD

1) Raise and support vehicle. Remove rear wheel assembly. Remove brake disc or drum if necessary. Measure axle shaft end play using dial indicator. See AXIAL END PLAY & ROTARY SLIDING RESISTANCE SPECIFICATIONS table.

2) If end play exceeds limit, retighten wheel bearing nut or companion flange nut (if equipped) to specification. See TORQUE SPECIFICATIONS. DO NOT back off wheel bearing nut more than 15 degrees to align cotter pin holes (if equipped). Recheck end play. If end play exceeds limit, replace wheel bearings.

3) Check rotary sliding resistance. Attach a spring scale to hub bolt. Measure rotary sliding resistance by pulling spring scale at a 90-degree angle to hub bolt. Note measurement when hub begins to rotate. See AXIAL END PLAY & ROTARY SLIDING RESISTANCE SPECIFICATIONS table. If resistance exceeds limit, remove and inspect wheel bearings. Replace wheel bearings as needed.

AXIAL END PLAY & ROTARY SLIDING RESISTANCE SPECIFICATIONS

Application/ Model	End Play In. (mm)	Rotary Resistance Lbs. (kg)
3000GT FWD	.002 (.05)	7.0 (3.1)

BALL JOINT CHECKING

NOTE: Specifications and procedures for Mirage are not available from the manufacturer.

Control Arm Ball Joint & Stabilizer Link Ball Joint

1) Raise and support vehicle. Remove wheel. Disconnect stabilizer bar from control arm (if needed). Loosen selected ball joint nut. Using Steering Linkage Puller (MB991113-01), separate ball joint from mating component. Install nut on ball joint stud. Move stud from side-to-side. Replace ball joint if side play is present.

2) Using INCH-lb. torque wrench, rotate ball joint and note starting torque. Replace ball joint if roughness is felt when rotating ball joint or if starting torque exceeds specification. See BALL JOINT STARTING TORQUE SPECIFICATIONS table.

BALL JOINT STARTING TORQUE SPECIFICATIONS

Application	INCH Lbs. (N.m)
Control Arm Ball Joint	
3000GT	17-78 (2-9)
Diamante, Eclipse & Galant	1-23 (.1-2.7)
Stabilizer Link Ball Joint	

Diamante, Eclipse & Galant	4-13 (.5-1.5)
3000GT	15-28 (1.7-3.2)

REMOVAL & INSTALLATION

REAR SUSPENSION ASSEMBLY

NOTE: Procedures for Mirage are for control link, upper link and lower arm only.

Removal (3000GT FWD)

1) Remove strut cap trim piece. Remove main muffler. Remove upper strut mounting nuts. Raise and support vehicle. Remove wheel assembly. Remove brake tube clamp bolt. Remove mounting bolts and remove caliper and disc assembly. See Fig. 1 or 4. Disconnect parking brake cable from brake assembly.

2) Disconnect and remove rear speed sensor. Support the crossmember with a floor or transmission jack. Remove trailing arm mounting bolt and nut. Remove crossmember mounting nut and lower rear suspension assembly from vehicle.

Inspection

Check trailing arm for deformation and damage. Check rubber bushings for deterioration, cracks and unusual wear.

Installation

1) If crossmember bushing needs replacing, remove bushing using Bushing Press (MB991045). Apply soapy water and press in new bushing with marks aligned with centerline of crossmember. The inner sleeve should protrude 0.33-0.37" (8.5-9.5 mm) from the crossmember.

2) To complete installation, reverse removal procedure. Bleed brakes, and check wheel bearings. See WHEEL BEARING under ADJUSTMENTS & INSPECTION. Tighten all fasteners to specification. See TORQUE SPECIFICATIONS. Check wheel alignment. See WHEEL ALIGNMENT SPECIFICATIONS & PROCEDURES article in WHEEL ALIGNMENT section.

Removal (3000GT AWD)

1) Remove trunk room trim. Remove center exhaust pipe and main muffler. Remove shock absorber upper mounting nuts and center cap. Disconnect brake tube to brake hose connection.

2) Disconnect parking brake cable. Remove brake caliper and brake disc. On models with 4-wheel steering, disconnect pressure tubes, feed, suction and return lines. Remove steering power cylinder tie rod coupling nut. On all models, mark drive shaft flange and differential flange for installation reference. Disconnect drive shaft, and secure it using wire. Support differential using transmission jack, and remove self-locking nuts.

3) Remove center bearing mounting nut. Remove ABS speed sensor harness connector (if equipped). Disconnect parking brake cable and remove ABS speed sensor. Remove cable band. Remove crossmember bracket and mounting nuts. Lower jack and remove rear suspension assembly.

CAUTION: Ensure drive shaft does not bend excessively. Due to weight being handled, 3 people are required to lower suspension assembly.

4) Move suspension assembly toward rear of vehicle, and slowly lower suspension assembly. DO NOT contact stabilizer bar and drive shaft. Support lower arm using a wooden block to protect dust shield.

Inspection

Check crossmember for cracks and other damage. Inspect all components for damage and unusual wear. Replace components as necessary.

Installation

To install, reverse removal procedure. Ensure reference marks align when installing drive shaft. Tighten all suspension fasteners to specification with vehicle on ground and suspension unloaded. See TORQUE SPECIFICATIONS. Check wheel alignment. See WHEEL ALIGNMENT SPECIFICATIONS & PROCEDURES article in WHEEL ALIGNMENT section.

Removal (Eclipse)

1) Remove trunk lid. On Spyder, remove luggage compartment side trim. On FWD models, remove rear crossmember undercover panel. Remove center exhaust pipe. On AWD models, mark drive shaft flange and differential flange for installation reference. Disconnect drive shaft, and secure it using wire. On all models, remove brake caliper or drum.

2) Disconnect parking brake cable. On drum brake models, disconnect and plug hydraulic brake hose. Remove upper arm bracket mounting bolts. Remove cap from top of shock. Remove shock absorber upper mounting nuts. On models with anti-lock brakes, disconnect electrical harness connectors.

3) Remove frame grommet to access trailing arm front mounting bolt. Disconnect trailing arm. Support crossmember on FWD vehicles or differential on AWD vehicles with a floor or transmission jack. Remove nuts connecting rear suspension crossmember to body. Lower rear suspension assembly.

Inspection

Check crossmember for cracks and other damage. Inspect all components for damage and unusual wear. Replace components as necessary.

Installation

To install, reverse removal procedure. Ensure reference marks align when installing drive shaft. Tighten all suspension fasteners to specification with vehicle on ground and suspension unloaded. See TORQUE SPECIFICATIONS. Check wheel alignment. See WHEEL ALIGNMENT SPECIFICATIONS & PROCEDURES article in WHEEL ALIGNMENT section.

Removal (Diamante & Galant)

1) Remove rear seat to access upper strut mounting nuts. Remove center exhaust pipe. Mark upper strut mounting stud and body for reassembly reference. Remove nuts. Raise and support vehicle.

2) Remove caliper and disc or brake drum. Disconnect parking brake cable. Disconnect and plug hydraulic brake hose. Remove rear ABS sensor connector (if equipped). Unbolt upper arm brackets from frame. Remove frame grommet to access trailing arm front mounting bolt. Disconnect trailing arm.See Fig. 5.

3) Support crossmember with transmission jack. Remove nuts connecting rear suspension crossmember to body. Lower rear suspension assembly.

Inspection

Check all components from damage or cracking. Replace as needed.

Installation

Install rear suspension assembly in reverse order of disassembly. Tighten bolts to specification. See TORQUE SPECIFICATIONS . Bleed brake system. Ensure parking brake is correctly adjusted.

Inspect rear wheel alignment. See WHEEL ALIGNMENT SPECIFICATIONS & PROCEDURES article in WHEEL ALIGNMENT section.

Removal (Mirage)

1) Raise and support vehicle. Remove rear wheels. Remove bolt connecting control link to trailing arm. Remove control link. See Fig. 3. Remove bolt connecting upper link to trailing arm. Remove upper link.

2) Support lower arm with a jack. Remove bolts attaching lower control arm to trailing arm. Remove strut attaching bolts. Remove lower arm.

Inspection

Check all components from damage or cracking. Replace as needed.

Installation

Install rear suspension assembly in reverse order of disassembly. Tighten bolts to specification. See TORQUE SPECIFICATIONS . Bleed brake system. Ensure parking brake is correctly adjusted. Inspect rear wheel alignment. See WHEEL ALIGNMENT SPECIFICATIONS & PROCEDURES article in WHEEL ALIGNMENT section.

SHOCK & STRUT ASSEMBLIES

Removal

1) On Eclipse and 3000GT, remove trunk side trim or shock/strut access cover. On Galant, remove rear seat. On 3000GT, remove brake tube clamp bolt. On all models, raise and support vehicle. Remove wheel assembly.

CAUTION: On models with spring assisted shock absorbers, DO NOT remove center strut rod nut until spring is compressed.

2) On Mirage, disconnect lower arm and trailing arm connection, supporting arm with a jack. Remove bolt attaching lower arm and strut assembly and remove strut.

3) On all models except Mirage, support lower arm assembly using jack stands. Remove dust cap from top of shock assembly. Raise lower arm assembly using a jack. Remove mounting nuts, and disconnect upper strut mount from body. Disconnect shock from lower arm or knuckle assembly. Lower jack, and remove shock assembly from vehicle.

Inspection

Check shock for oil leakage, abnormal noise and poor function. Check coil spring for bending and weakness. Check rubber parts for deterioration and cracks. Check suspension arm and spindle for cracks and deformation.

Installation

To install, reverse removal procedure. Tighten all fasteners to specification. See TORQUE SPECIFICATIONS. Check wheel alignment. See WHEEL ALIGNMENT SPECIFICATIONS & PROCEDURES article in WHEEL ALIGNMENT section.

STABILIZER BAR

Removal (Diamante, Eclipse & Galant)

Raise and support vehicle. Support rear suspension assembly using a transmission jack. Remove lower arm cover on Eclipse with Aero package. On all models, remove stabilizer link nuts and disconnect links. Remove stabilizer bar bracket and bushings. Remove stabilizer bar.

Removal (3000GT FWD)

Raise and support vehicle. Support rear suspension assembly using a transmission jack. Remove stabilizer bar bracket and bushings. Remove upper stabilizer link nut. Remove stabilizer link-to-stabilizer bar nut. Remove lower joint cups and stabilizer rubber from bottom of stabilizer link. Remove stabilizer link. Lower transmission jack slightly, and remove stabilizer bar.

Removal (3000GT AWD)

1) Raise and support vehicle. Support rear suspension assembly using a transmission jack. Remove stabilizer link nut. Remove lower joint cups and stabilizer rubber. Remove stabilizer link-to-stabilizer bar nut, and remove stabilizer link.

2) Remove 4-wheel steering power cylinder tie rod coupling nut. Remove bolt attaching parking brake cable to mounting bracket. Remove 4-wheel steering pipe mounting bolts. Remove lower shock absorber bolt. Remove power cylinder mounting bolt.

3) Remove crossmember bracket and crossmember mounting nuts. Remove stabilizer bar bracket and bushings. Lower transmission jack slightly, and remove stabilizer bar.

Inspection (All Models)

1) Check bushings for wear and deterioration. Check stabilizer bar, stabilizer link and all bolts for damage and wear. Check ball joint dust cover for cracks. Replace components as necessary.

2) If replacing ball joint dust cover, remove clip ring and dust cover. Pack new dust cover with grease. Wrap stud threads using vinyl tape, and install dust cover. Secure cover using clip ring.

3) Check stabilizer link ball joint starting torque. Deflect ball joint stud from side to side several times. Install 2 nuts on ball joint. Measure ball joint starting torque using INCH-lb. torque wrench.

4) Starting torque should be 15-28 INCH lbs. (1.7-3.2 N.m) on 3000GT, and 4-13 INCH lbs. (0.5-1.5 N.m) on all others. If starting torque exceeds specification, replace link. If ball joint starting torque is less than specification, ball joint may be reused unless it has drag and excessive play.

Installation (All Models)

To install, reverse removal procedure. On 3000GT, when installing stabilizer link, hold link using wrench and tighten nut until distance from end of bolt to edge of nut is .20-.28" (5.1-7.1 mm). Align end of stabilizer bar bushing with the outside of marking on stabilizer bar. On all other models, when installing stabilizer bar to bracket position stabilizer bushing so that the marked area of stabilizer bar protrudes 0.4" (10 mm) from the edge of the inside of the bushing. On all models, tighten all remaining fasteners to specification. See TORQUE SPECIFICATIONS.

TRAILING ARM

Removal & Installation (Diamante, Eclipse & Galant)

Remove bolt attaching knuckle and trailing arm assembly at lower end of arm. Remove grommet covering upper end of trailing arm. Remove mounting bolt from upper end of trailing arm. Remove stopper assembly from backside of trailing arm and remove trailing arm. Check trailing arm and bushing for cracks, deterioration and wear. Replace components as necessary.

Installation

To install trailing arm, reverse removal procedure. Tighten

all fasteners to specification. See TORQUE SPECIFICATIONS. Check wheel alignment. See WHEEL ALIGNMENT SPECIFICATIONS & PROCEDURES article in WHEEL ALIGNMENT section.

Removal (3000GT FWD)

1) Remove rear brake caliper mounting bolts. Remove caliper and suspend using wire. Remove brake tube clamp bolt. Remove brake disc. Remove hub cap and wheel bearing nut. Remove rear hub assembly. Disconnect parking brake cable end and clamp bolt. On vehicles with ABS, remove speed sensor. Remove brake backing plate.

2) Disconnect stabilizer link lower mounting nut. Remove attaching nut at the lower end of the suspension lower arm. Remove shock absorber mounting bolt. Remove upper arm ball joint self-locking nut and separate ball joint using Puller (MB99113). Remove trailing arm mounting nut and bolt and remove trailing arm assembly. Check trailing arm and bushing for cracks, deterioration and wear. Replace components as necessary. Bushings may be replaced using Arbor (MB990847) and Base (MB990880).

NOTE: If inner bearing race was left on spindle when removing hub, hub assembly must be replaced.

Installation

To install trailing arm, reverse removal procedure. Tighten all fasteners to specification. See TORQUE SPECIFICATIONS. Check wheel alignment. See WHEEL ALIGNMENT SPECIFICATIONS & PROCEDURES article in WHEEL ALIGNMENT section.

Removal (3000GT AWD)

1) Remove rear brake caliper mounting bolts. Remove caliper and suspend using wire. Remove brake disc. Hold hub using Yoke Holder (MB990767-01), and remove companion flange-to-axle shaft nut. Remove companion flange and rear axle shaft, using Slide Hammer (MB991354) and Axle Shaft Puller (MB990241).

2) Disconnect parking brake cable end and clamp bolt. On vehicles with ABS, remove speed sensor, speed sensor cable and parking brake cable bands. On all models, remove dust shield. Remove self-locking nuts attaching upper and lower control arms to trailing arm knuckle, using Steering Linkage Puller (MB99113).

3) Remove tie rod end mounting nut and trailing arm mounting bolt and nut. Remove stopper from front end of trailing arm (if equipped). Remove rear shock absorber mounting bolt and remove trailing arm. Check trailing arm and bushing for cracks, deterioration and wear. Replace components as necessary.

Disassembly

1) Using Bushing Arbor (MB990800) and Base (MB990847) remove bushing. Remove connecting rod bolt and nut. Install Rod Remover/Installer (MB991254) on trailing arm.

2) Apply lubricant to sliding areas marked "A". See Fig. 6. Install bolt "B" to trailing arm at point shown. Turn threaded shaft "C" on remover/installer to remove connecting rod.

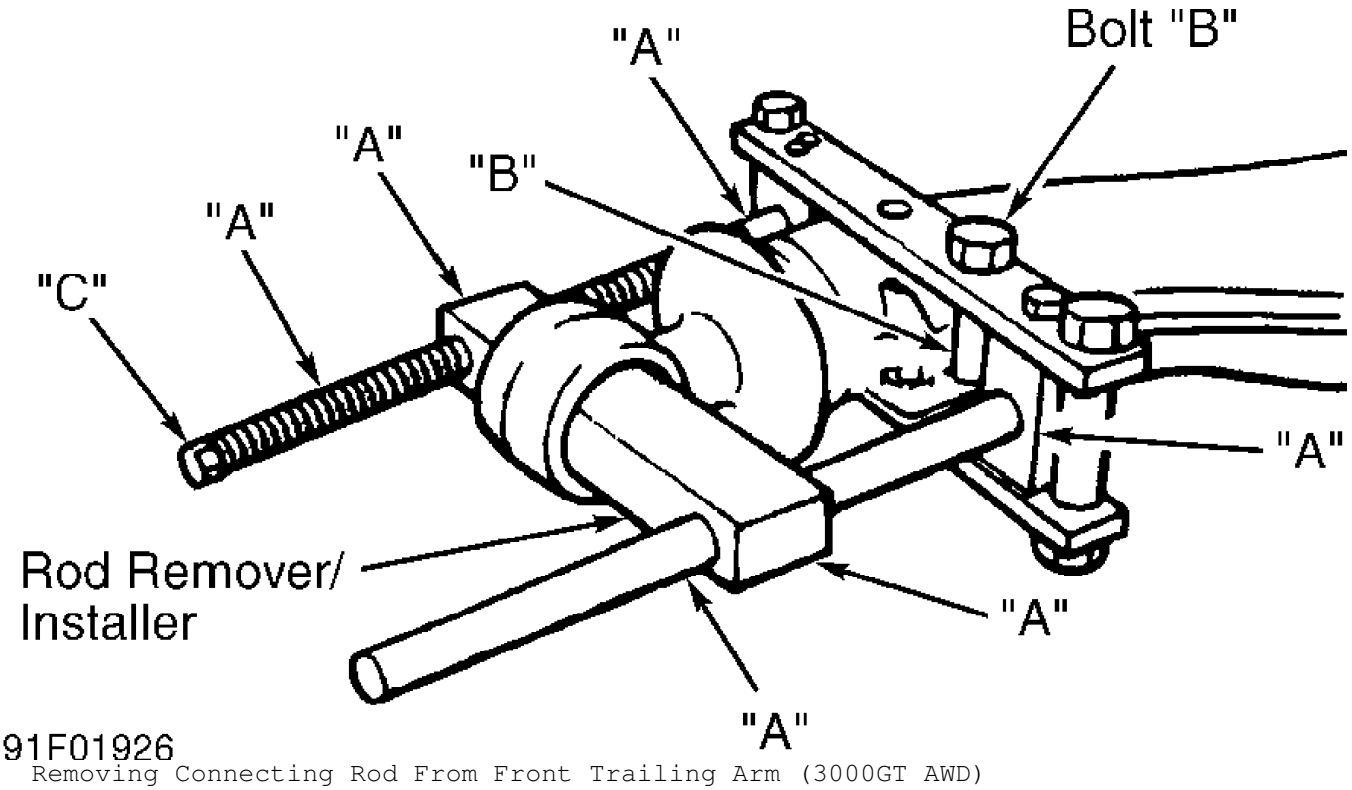

Fig. 6: Removing Connecting Rod From Front Trailing Arm (3000GT AWD) Courtesy of Mitsubishi Motor Sales of America.

Reassembly

If trailing arm bushing needs replacement, use bushing arbor and base to install new bushing. Press fit bushing until bushing outer pipe edge is flush with lower arm pipe edge. To complete reassembly, reverse disassembly procedure. Apply soapy water to rubber portion of connecting rod.

Installation

To install trailing arm, reverse removal procedure. Tighten all fasteners to specification. See TORQUE SPECIFICATIONS. Check wheel alignment. See WHEEL ALIGNMENT SPECIFICATIONS & PROCEDURES article in WHEEL ALIGNMENT section.

UPPER ARM

NOTE: Coil springs have color marks for spring identification and load classification. When replacing springs, ensure markings are correct for appropriate vehicle.

Removal (Diamante, Eclipse & Galant)

Remove bolt connecting upper arm to knuckle. Remove upper arm mounting bolts. Remove upper arm assembly.

Installation

Tighten the upper arm bracket so that the vertical center of the upper arm-to-knuckle pivot bolt is 1.38-1.54" (35.2-39.2 mm) above the center of the upper arm bracket bolts. If installed correctly, a triangle can be measured with the distance from the center of the top surface of the control arm above the upper arm-to-knuckle pivot bolt is 8.4" (213.5 mm), and the center of the top surface of the control arm above the upper arm-to-knuckle pivot bolt is 10.6" (296.2 mm).

Removal & Installation (3000GT FWD)

Remove brake tube clamp bolt. Remove upper arm ball joint nut. Remove upper arm mounting nut and bolt. Remove upper arm. To install, reverse removal procedure.

LOWER ARM

Removal & Installation (3000GT)

Remove upper arm. See UPPER ARM under REMOVAL & INSTALLATION. Remove lower arm pivot bolt and nut. Remove stabilizer link-to-lower arm attaching nut. separate ball joint from knuckle using Steering Linkage Puller (MB991113). Separate ball joint from lower arm and knuckle using puller. Remove lower arm.

Inspection

1) Check bushing for wear and deterioration. Check upper and lower arms for bends and breakage. Check ball joint dust covers for cracks. Check all bolts for wear and damage. Replace components as necessary.

2) Check ball joint starting torque. Deflect ball joint stud side to side several times. Install 2 nuts on ball joint. Using INCH-lb. torque wrench, measure ball joint starting torque. Starting torque should be 17-78 INCH lbs. (2-9 N.m). If starting torque exceeds specification, replace arm. If ball joint starting torque is less than specification, ball joint may be reused unless it has drag and excessive play.

Installation

1) If ball joint dust cover needs replacement, remove dust cover and apply grease to lip and inside of new dust cover. Install dust cover using Installer (MB990800). Ensure dust cover is fully seated.

2) If lower arm bushing needs replacement, use Bushing Arbor (MB991072) and Base (MB991073) to remove and install bushing. Press fit bushing until bushing outer edge is flush with lower arm edge.

3) To complete installation, reverse removal procedure. When installing stabilizer link, hold link using a wrench and tighten nut until distance from end of bolt to edge of nut is as specified. See STABILIZER LINK SPECIFICATIONS table under STABILIZER BAR. Tighten upper and lower arm nuts to specification. See TORQUE SPECIFICATIONS. Check wheel alignment. See WHEEL ALIGNMENT SPECIFICATIONS & PROCEDURES article in WHEEL ALIGNMENT section.

Removal & Installation (Mirage)

See REAR SUSPENSION under REMOVAL & INSTALLATION.

LOWER ARM & TOE CONTROL ARM

Removal (Diamante, Eclipse & Galant)

1) To remove lower arm, remove lower arm cover (if equipped). Disconnect stabilizer link and lower arm connection. On vehicles with ABS, disconnect ABS speed sensor clamp bolts. Remove bolt attaching knuckle to lower arm. Remove lower arm pivot bolt and remove lower arm.

2) To remove toe control arm, separate ball joint connecting toe control arm and knuckle using Steering Linkage Puller (MB991113). Remove toe control arm pivot bolt. Remove toe control arm.

WHEEL BEARING

NOTE: Most models use integral hub/bearing assemblies. Wheel bearing procedures are not available from manufacturer.

TORQUE SPECIFICATIONS

TORQUE SPECIFICATIONS (3000GT FWD)

Application	Ft. Lbs. (N.m)
Assist Link Ball Joint Nut	54-64 (75-89)
Assist Link Pivot Bolt	101-116 (140-160)
Brake Caliper Bolt	36-43 (49-58)
Lower Arm-To-Crossmember Pivot Bolt (1)	101-116 (140-160)
Lower Arm-To-Knuckle Ball Joint Nut	54-64 (75-89)
Shock Absorber-To-Body Bolt/Nut (1)	33 (45)
Shock Absorber Lower Bolt	65 (90)
Shock Absorber-To-Insulator Nut	14-18 (19-25)
Stabilizer Bar Frame Bracket Bolt	29 (40)
Stabilizer Link Ball Joint Nut	29 (40)
Trailing Arm-To-Frame Bolt (1)	101-116 (137-157)
Upper Arm Ball Joint Nut Upper Arm-To-Frame Pivot Bolt (1)	101-116 (140-160)
Wheel Bearing Nut	181 (250)

(1) - Tighten with vehicle at normal operating height and no load.

TORQUE SPECIFICATIONS (3000GT AWD)

Application	Ft. Lbs. (N.m)
Brake Assembly Bolt	36-43 (49-58)
Crossmember Bracket-To-Body Bolt	51-61 (69-83)
Crossmember Bracket-To-Crossmember Bolt	80-94 (109-127)
Differential Carrier-To-Driveshaft Bolts	22-25 (30-35)
Lower Arm Ball Joint Nut	54-64 (73-87)
Lower Arm-To-Crossmember Nut (1)	101-116 (137-157)
Rear Steering Tie Rod End Nut	42 (58)
Shock Absorber-To-Body Nut	33 (45)
Shock Absorber Lower Bolt	72 (100)
Stabilizer Bar Bracket Bolt	30 (42)
Stabilizer Link-To-Stabilizer Bar Nut	29 (40)
Trailing Arm-To-Crossmember Nut (1)	145-174 (197-236)
Upper Arm Ball Joint Nut	54-64 (73-87)
Upper Arm-To-Crossmember Nut (1)	101-116 (137-157)

(1) - Tighten with vehicle at normal operating height and no load.

TORQUE SPECIFICATIONS (DIAMANTE, ECLIPSE & GALANT)

Application	Ft. Lbs. (N.m)
Ball Joint Nut	21 (28)
Caliper Bolt	64 (88)
Lower Arm-To-Crossmember Nut (1)	72 (98)
Lower Arm-To-Knuckle Nut	72 (98)
Shock Absorber Lower Attaching Bolt (1)	72 (98)
Shock Absorber-To-Body Nuts	32 (44)
Shock Absorber-To-Insulator Nut	14-18 (19-25)
Stabilizer Bar Frame Bracket Bolt	10 (14)
Stabilizer Link Ball Joint Nut	28 (39)
Toe Control Arm-To-Crossmember Nut (1)	
Diamante & Galant	50-56 (69-78)
Eclipse	72 (98)

Trailing Arm-To-Frame Bolt (1)	101-116 (137-157)
Trailing Arm-To-Knuckle Nut (1)	87-101 (118-137)
Upper Arm Frame Bracket-to-Body Bolts	28 (39)
Upper Arm-to-Frame Bracket Pivot Bolts	41 (57)
Upper Arm-To-Knuckle Nut (1)	72 (98)

(1) - Tighten with vehicle at normal operating height and no load.

TORQUE SPECIFICATIONS (MIRAGE)

Application	Ft. Lbs. (N.m)
Shock Absorber-To-Body Nut	32 (44)
Shock Absorber-To-Insulator Nut	18 (25)
Shock Absorber Lower Mounting Bolt (1)	66 (88)
Brake Hose-to-Frame Bolts	48 (65)
Lower Control Arm-to-Trailing Arm (1)	66 (88)
Lower Control Link-to-Trailing Arm	18 (25)
Lower Control Link-to-Frame(1)	69 (93)
Upper Link-To-Frame Bolts (1)	69 (93)
Upper Link-To-Trailing Arm Bolt (1)	66 (88)

(1) - Tighten with vehicle at normal operating height and no load.