

# **Chapter 3**

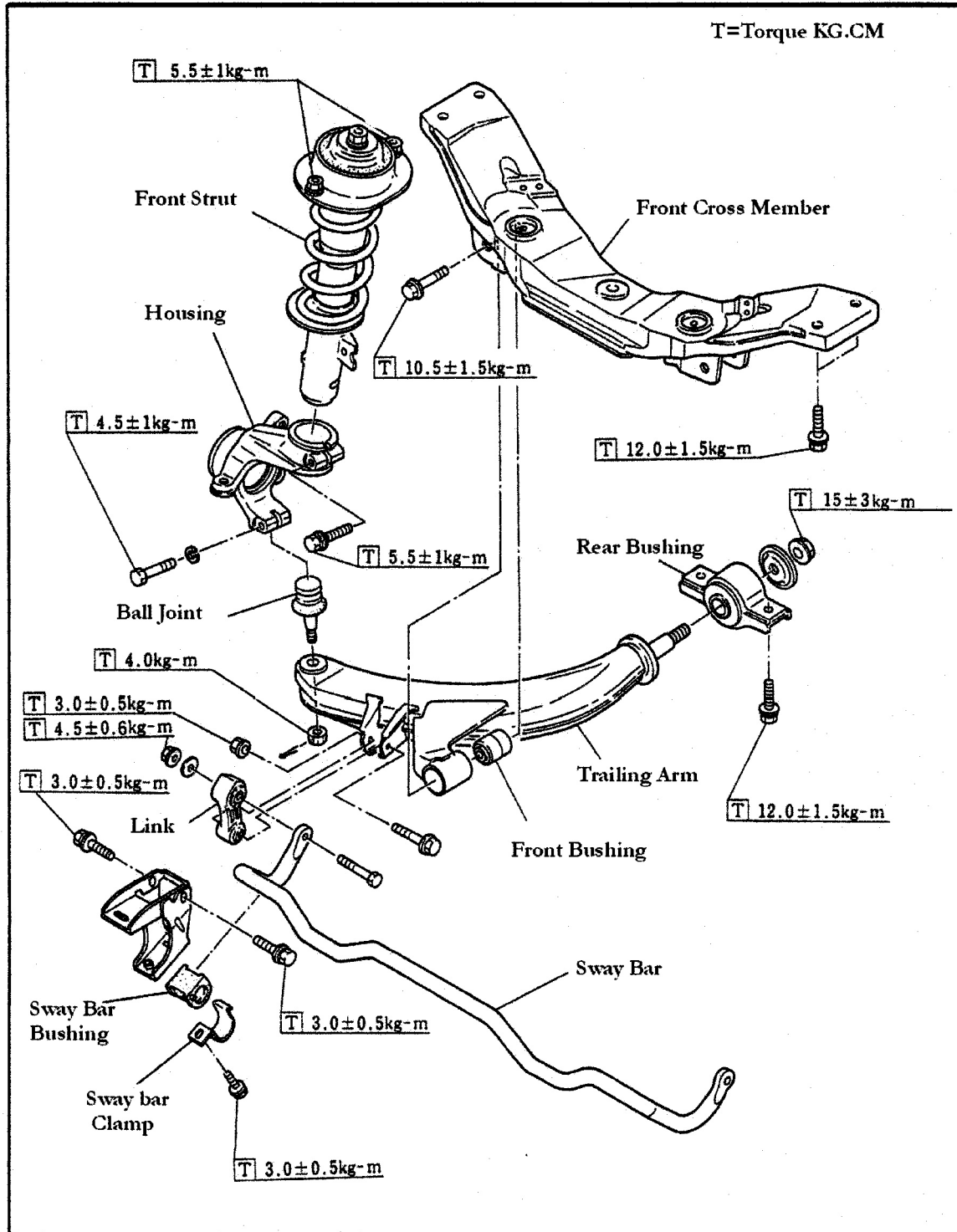
## **Suspension**

- 8. Front Suspension Components**
- 9. Rear Suspension Components**
- 10. Front and Rear Alignment**
- 11. Camber & Caster Settings**
- 12. Front Strut Removal & Replacement**
- 13. Traverse Link**
- 14. Rear Shock Absorber Remove & Replace**

**Note: Steering Components and Gear Box Located in Steering Chapter 4**

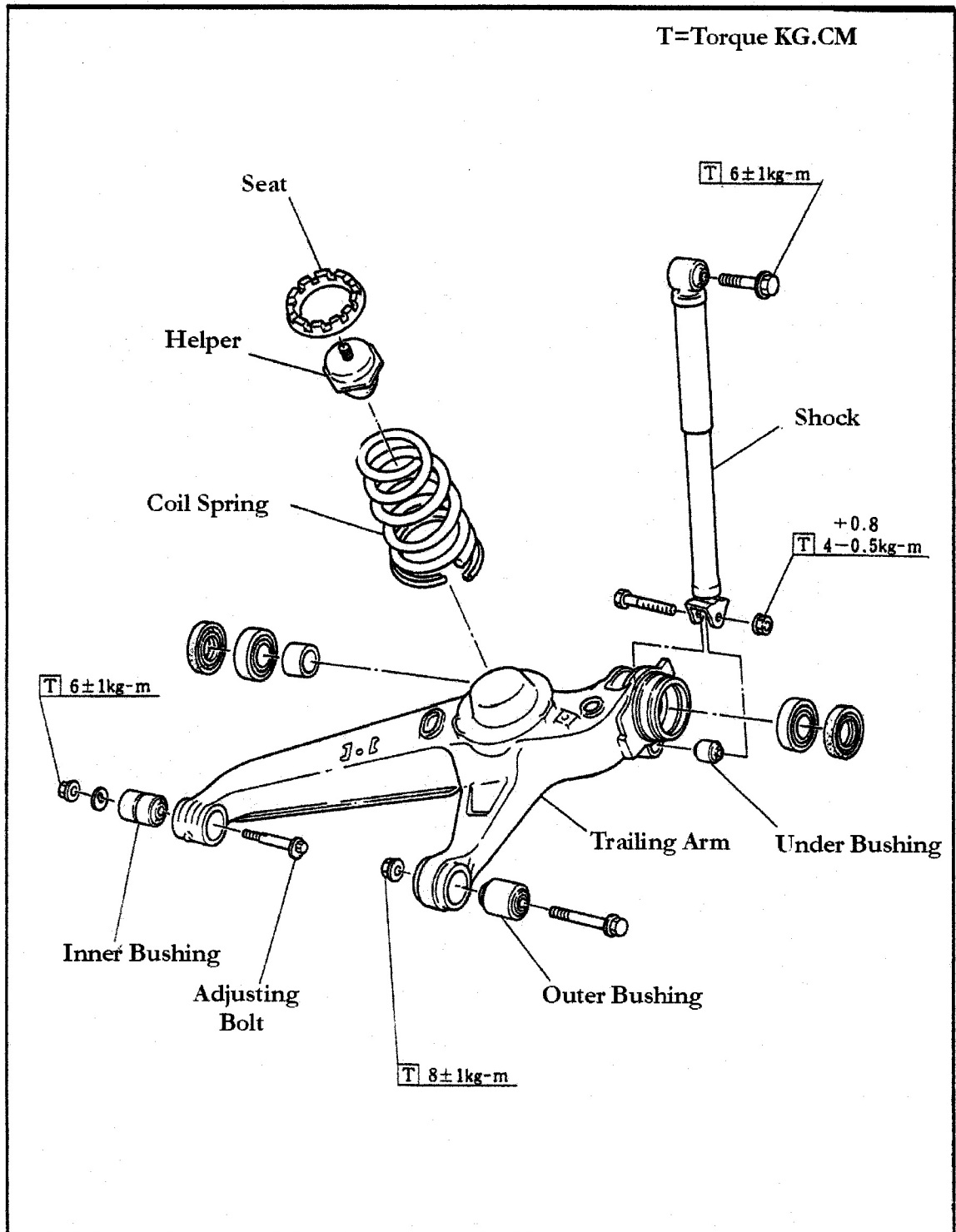
# Suspension

## Components (Front)



## Suspension

### Components (Rear)



# Suspension

## Alignment

### Front Alignment Specifications

Camber	1° + -45'
Caster	3° 50' + -1°
Toe-In	IN 1+ -3
Side Slip	0+ -3

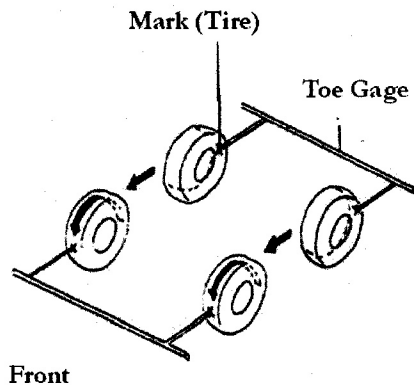
### Rear Alignment Specifications

Camber	0' 50' + -12
Caster	IN 1+ -3
Toe-In	IN + -3

Note: Make Sure Tires Are Properly Inflated Before Working on Alignment Settings

1. Loosen Tie Rod Lock Nut
2. Adjust to the Above Chart Diagram
3. Tighten Lock Nuts

### Front Toe-In

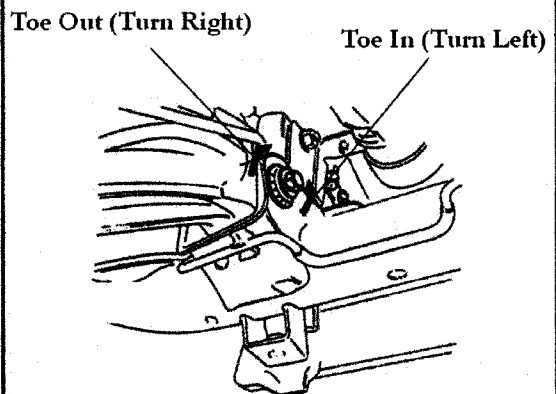


Tie Rod Torque = 7+ -1kg.cm

### Rear Toe-Out

Note: See Chart to Left For Toe Settings

Lock Nut Torque = 6+ -1kg.cm

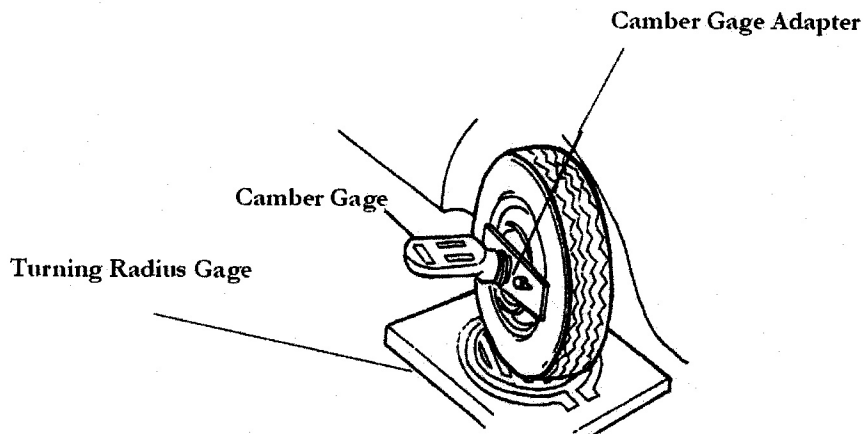


## Suspension

### Camber and Caster Setting

Note: Before Setting Caster & Camber Make Sure Tires Are Properly Inflated

Use Service Tool ST 922640000 Camber Gage Adapter

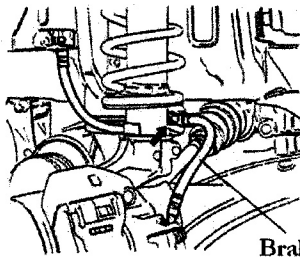


	Front	Rear
Camber	1' ± 45'	0' 50' ± 45'
Caster	3' 50' ± 1'	—

# Suspension

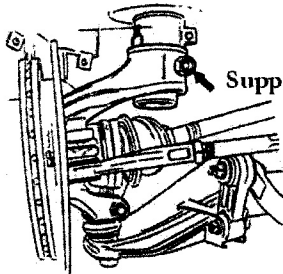
## Front Strut

1. Set Side Brake
2. Jack Vehicle, Remove Tire
3. Remove Brake Hose From Strut



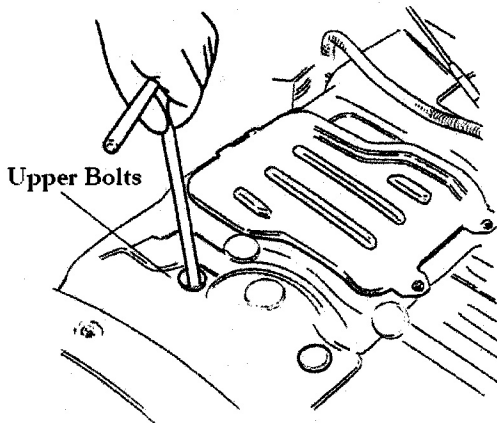
Brake Hose

4. Remove Housing Support Bolt



Support Bolt

5. Pull Down on Housing to Separate Strut. Use Rubber Hammer.
6. Remove Upper Attachment Bolts
7. Remove Strut

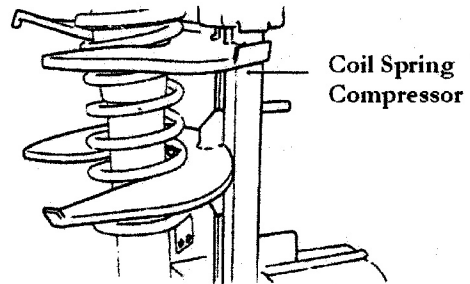


Upper Bolts

### Strut Disassembly

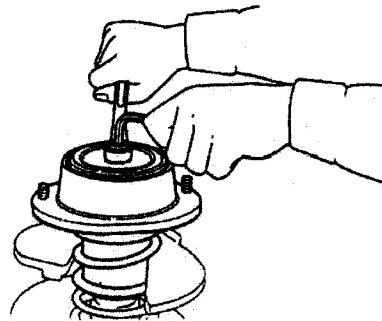
Caution: Spring is Under Extream Pressure

1. Use a Coil Spring Compressor and Compress Coil Spring.



Coil Spring Compressor

2. Use a Hexegon Wrench to Hold Strut Rod While Using a Box End Wrench to Loosen.



3. Seperate Mount
4. Slowly Release Coil Spring Compressor and Remove Coil Spring

Note: Wear Saftey Glasses When Working With Coil Springs

5. Remove Upper Spring Seat and Dust Cover

## Suspension

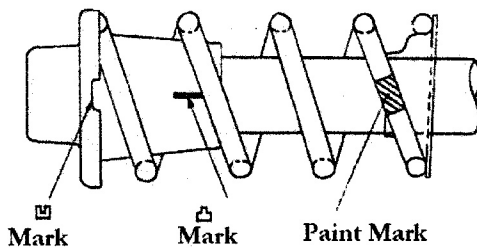
### Front Strut Assembly

#### Assembly

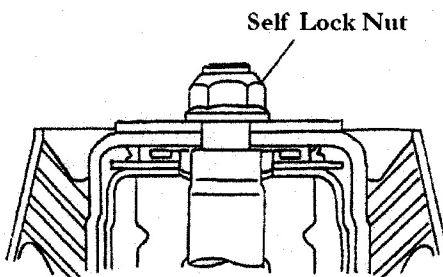
**Note: Make Sure All Surfaces Are Clean Before Assembly. Dirt Can Scratch Piston Surfaces Destroying The New Strut**

**Note: Do Not Re- Use Self-Lock Nut Replace With New Nut**

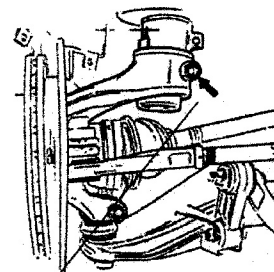
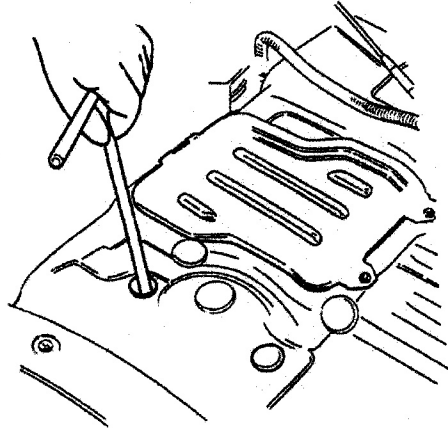
#### Assemble With Marks Lined Up



Self Lock Nut	$6.5 \pm 0.5 \text{ kg-m}$
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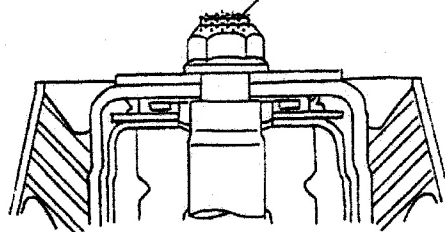


#### Install Strut



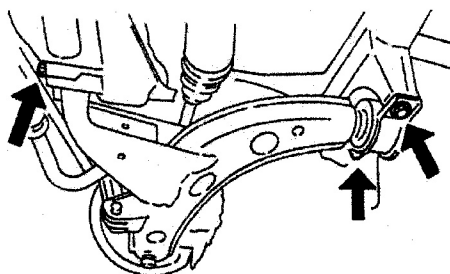
**T 5.5 ± 1 kg-m**

#### Place Lock Mark Seal

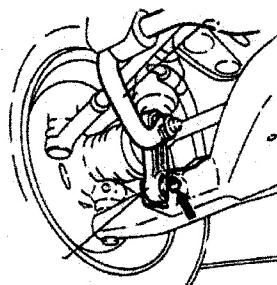
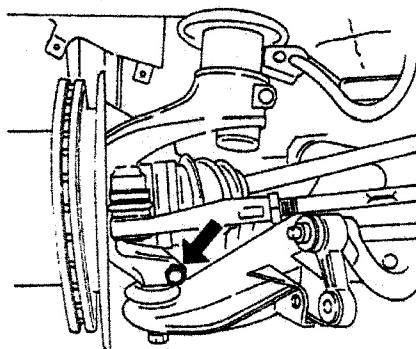


## Suspension

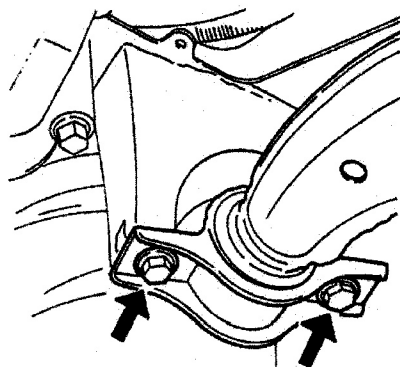
### Transverse Link



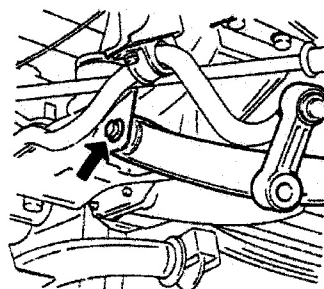
**T**  $4.5 \pm 1 \text{ kg-m}$



**T**  $3.0 \pm 0.5 \text{ kg-m}$



**T**  $12.0 \pm 1.5 \text{ kg-m}$



**T**  $10.5 \pm 1.5 \text{ kg-m}$

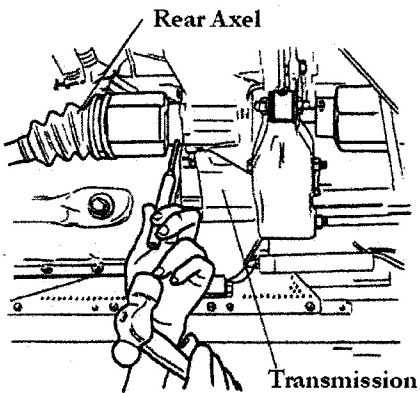


# Suspension

## Rear Shock

### Removal

#### 1. Remove Rear Axel Shaft

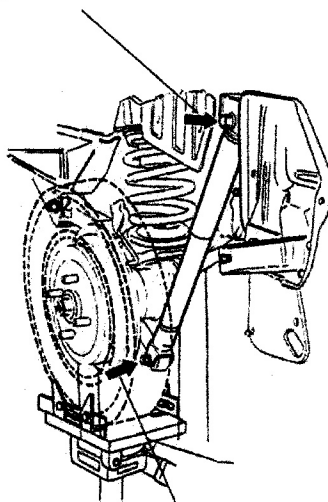


#### 2. Jack Rear of Vehicle

#### 3. Remove Tire

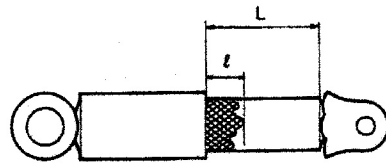
#### 4. Remove Shock Attachment Bolts

#### Upper Bolt



### Inspection & Replacement

Note: Inspect Shocks for Oil Leaks  
Leak Detected Replace



#### 1. Replace Shock

#### 2. Attach Bolts and Set Torque

#### 3. Attach Drive Axel

#### 4. Attach Tire

#### 5. Lower Vehicle and Test Drive

**T2**  $6 \pm 1 \text{ kg-m}$

**T1**  $4 \pm 0.5 \text{ kg-m}$

