

GENERAL DESCRIPTION

FRONT SUSPENSION

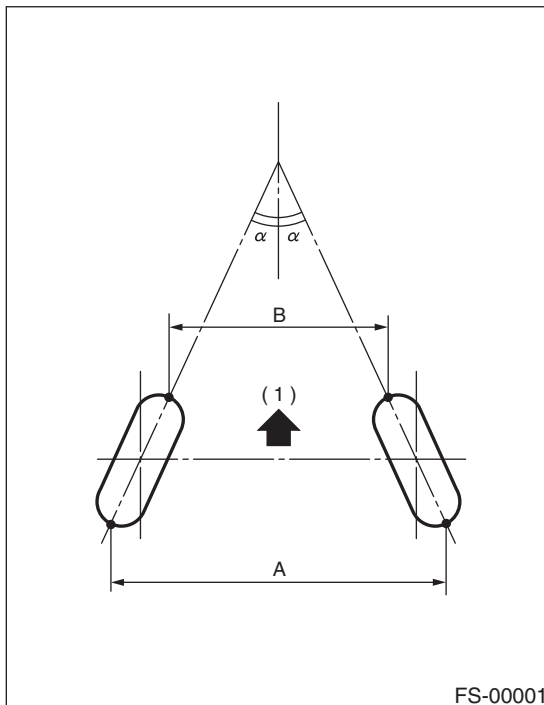
1. General Description

A: SPECIFICATIONS

	Model	PICKUP
Front	Camber (Tolerance: $\pm 0^{\circ}45'$ Adjustment standard: $\pm 0^{\circ}30'$)	$0^{\circ}40'$
	Caster	$2^{\circ}45'$
	Toe-in	Tolerance: 0 ± 3 mm (0 ± 0.12 in), Toe angle (The sum of both wheels): $\pm 0^{\circ}15'$ Tolerance: 0 ± 2 mm (0 ± 0.08 in), Toe angle (The sum of both wheels): $\pm 0^{\circ}10'$
	Kingpin angle	$13^{\circ}00'$
	Wheel arch height [Tolerance: $+12/-24$ mm ($+0.47/-0.94$ in)]	436 mm (17.17 in)
	Diameter of stabilizer	21 mm (0.83 in)
Rear	Camber (Tolerance: $\pm 0^{\circ}45'$ Adjustment standard: $\pm 0^{\circ}30'$)	$0^{\circ}05'$
	Toe-in	Tolerance: 0 ± 3 mm (0 ± 0.12 in), Toe angle (The sum of both wheels): $\pm 0^{\circ}15'$ Tolerance: 0 ± 2 mm (0 ± 0.08 in), Toe angle (The sum of both wheels): $\pm 0^{\circ}10'$
	Wheel arch height [Tolerance: $+12/-24$ mm ($+0.47/-0.94$ in)]	441 mm (17.36 in)
	Thrust angle	Tolerance: $\pm 0^{\circ}30'$, Adjustment standard: $\pm 0^{\circ}20'$
	Diameter of stabilizer	Non-TURBO model: 16 mm (0.63 in) TURBO model: 17 mm (0.67 in)

NOTE:

- Front and rear toe-in and front camber can be adjusted. If toe-in or camber exceeds tolerance, adjust toe-in and camber to the adjustment standard.
- The other items indicated in the specification table cannot be adjusted. If the other items exceed specifications, check suspension parts and connections for deformities; replace with new ones as required.



(1) Front

A - B = Positive: Toe-in, Negative: Toe-out

α = Each toe angle

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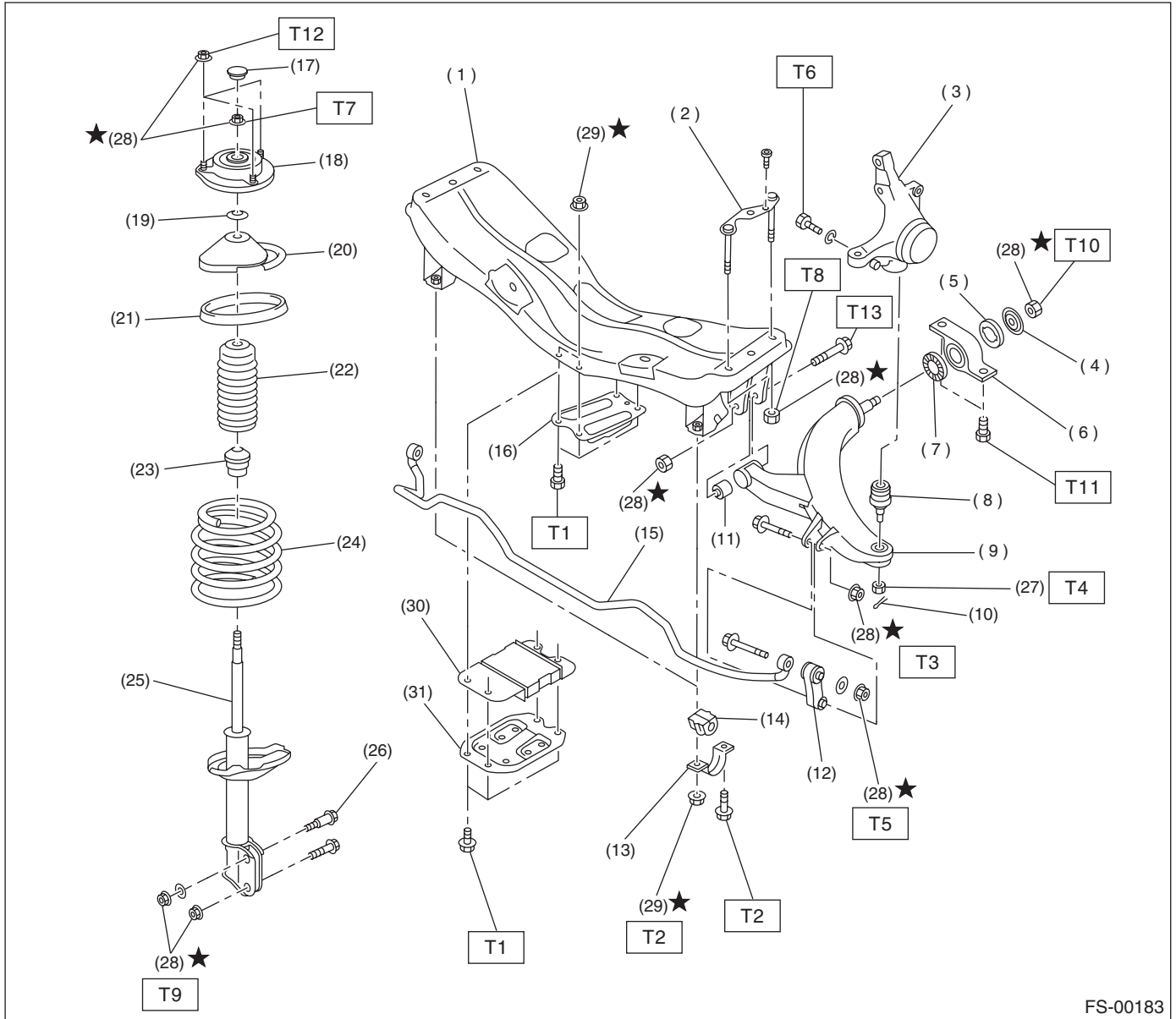
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MEMO:

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B: COMPONENT



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(1) Front crossmember	(17) Dust seal	(31) Dynamic plate (Non-TURBO, MT model)
(2) Bolt ASSY	(18) Strut mount	
(3) Housing	(19) Spacer	
(4) Washer	(20) Upper spring seat	<hr/> Tightening torque: Nám (kgf-m, ft-lb)
(5) Stopper rubber (Rear)	(21) Rubber seat	T1: 70 (7.1, 52)
(6) Rear bushing	(22) Dust cover	T2: 25 (2.5, 18.1)
(7) Stopper rubber (Front)	(23) Helper	T3: 30 (3.1, 22)
(8) Ball joint	(24) Coil spring	T4: 39 (4, 29)
(9) Transverse link	(25) Damper strut	T5: 45 (4.6, 33)
(10) Cotter pin	(26) Adjusting bolt	T6: 50 (5.1, 37)
(11) Front bushing	(27) Castle nut	T7: 55 (5.6, 41)
(12) Stabilizer link	(28) Self-locking nut	T8: 100 (10.2, 74)
(13) Clamp	(29) Flange nut	T9: 152 (16, 116)
(14) Bushing	(30) Dynamic damper (Non-TURBO, MT model)	T10: 186 (19.0, 137)
(15) Stabilizer		T11: 245 (25.0, 181)
(16) Jack-up plate		T12: 20 (2.0, 14.5)
		T13: 95 (9.7, 71)

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C: CAUTION

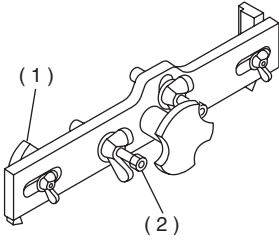
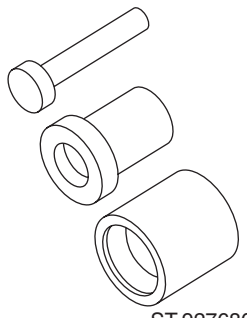
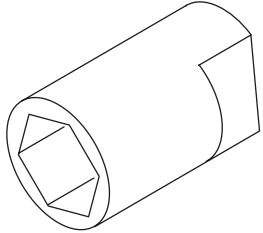
- Wear working clothing, including a cap, protective goggles, and protective shoes during operation.
- Remove contamination including dirt and corrosion before removal, installation or disassembly.
- Keep the disassembled parts in order and protect them from dust or dirt.
- Before removal, installation or disassembly, be sure to clarify the failure. Avoid unnecessary removal, installation, disassembly, and replacement.
- Use SUBARU genuine grease etc. or the equivalent. Do not mix grease etc. with that of another grade or from other manufacturers.
- Be sure to tighten fasteners including bolts and nuts to the specified torque.
- Place shop jacks or safety stands at the specified points.
- Apply grease onto sliding or revolution surfaces before installation.
- Before installing O-rings or snap rings, apply sufficient amount of grease to avoid damage and deformation.
- Before securing a part on a vise, place cushioning material such as wood blocks, aluminum plate, or shop cloth between the part and the vise.

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D: PREPARATION TOOL

1. SPECIAL TOOLS

ILLUSTRATION	TOOL NUMBER	DESCRIPTION	REMARKS
 <p>ST-927380002</p>	927380002	ADAPTER	Used as an adapter for camber & caster gauge when measuring camber and caster. (1) 28199AC000 PLATE (2) 28199AC010 BOLT
 <p>ST-927680000</p>	927680000	INSTALLER & REMOVER SET	Used for replacing transverse link bushing.
 <p>ST-927760000</p>	927760000	STRUT MOUNT SOCKET	Used for disassembling and assembling strut and shock mount.

2. GENERAL PURPOSE TOOLS

TOOL NAME	REMARKS
Alignment gauge	Used for wheel alignment measurement.
Turning radius gauge	Used for wheel alignment measurement.
Toe-in gauge	Used for toe-in measurement.
Dial gauge	Used for damper strut measurement.