

GENERAL INFORMATION

The front suspension is McPherson strut type with coil springs and compression rod. Anti-dive geometry ensures excellent driving stability whilst negative

offset geometry provides good braking stability. The offset coil spring ensures optimum riding comfort.

COIL SPRINGS

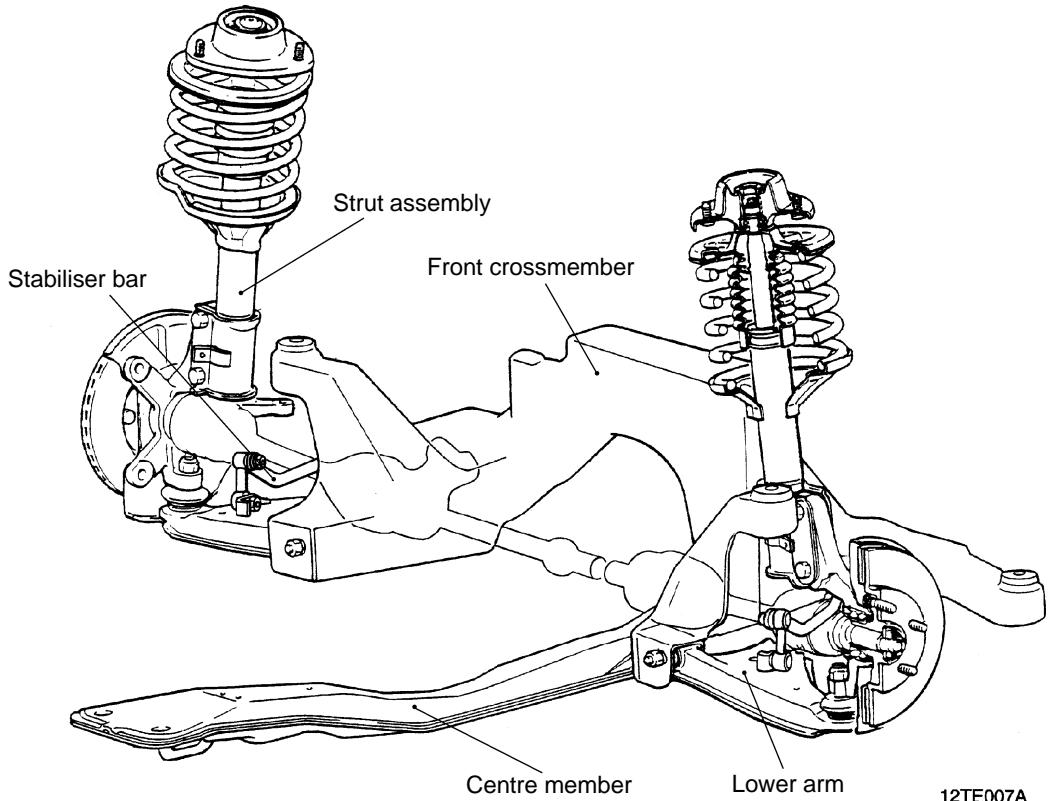
NOTE:

Worn springs are only to be fitted in pairs, according to the colour code.

SHOCK ABSORBER

Type	Hydraulic,	cylindrical double-acting type
Max. length	503.5 mm	
Min. length	361 mm	
Stroke	142.5 mm	
Expansion N	980 mm	
Contraction N	640 mm	

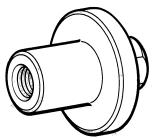
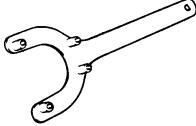
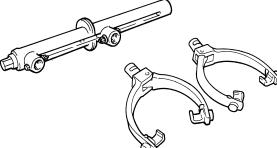
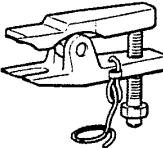
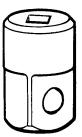
CONSTRUCTION DIAGRAM



SERVICE SPECIFICATIONS

Items	Specifications	
Toe-in mm	0±3	
Steering angle	Inner wheel	39°00'±2°
	Outer wheel	30°30'
Camber	0°00'±30' <Left/right deviation within 30'>	
Caster	3°00'±30' <Left/right deviation within 30'>	
Lower arm ball joint starting torque Nm	10.0–22.0	
Stabiliser link ball joint breakaway torque Nm	1.7–3.2	

SPECIAL TOOLS

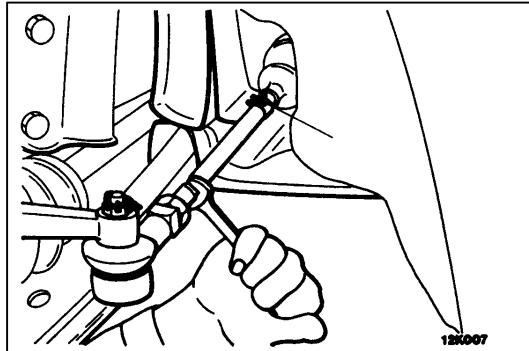
Tool	Tool number and name	Supersession	Application
	MB991004 Wheel alignment gauge attachment	–	Wheel alignment measurement
	MB991176 Spring seat holder	–	Strut disassembly and assembly
	MB991237 Spring compressor body MB991238 Arm set	– –	Front coil spring compression
	MB991113 or MB991217 Steering linkage puller	13–006	Lower arm ball joint removal
	MB990326 Preload socket	EMB990326	Lower arm ball joint rotation starting torque measurement
	MB990800 Ball joint remover and installer	E2M15–2	Dust cover installation

ON-VEHICLE SERVICE

FRONT WHEEL ALIGNMENT CHECK AND ADJUSTMENT

Measure wheel alignment with alignment equipment on a level surface.

The front suspension, steering system, and wheels should be serviced to normal condition prior to measurement of wheel alignment.



TOE-IN

Standard value: 0 ± 3 mm

NOTE

1. If the toe-in is not within the standard value, adjust the toe-in by undoing the clips and turning the left and right tie rod turnbuckles by the same amount (in opposite directions).
2. The toe will move out as the left turnbuckle is turned toward the front of the vehicle and the right turnbuckle is turned toward the rear of the vehicle.

STEERING ANGLE

Standard value:

Inner wheel $39^{\circ}00' \pm 2'$

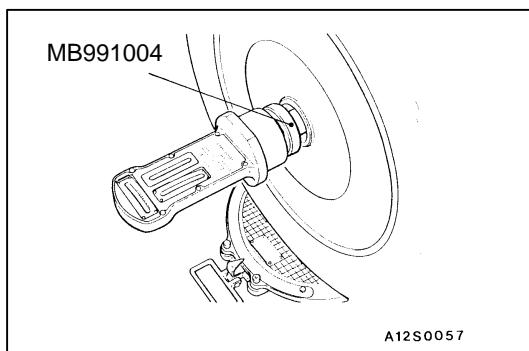
Outer wheel $30^{\circ}30'$

CAMBER AND CASTER

Standard value:

Camber $0^{\circ}00' \pm 30'$ (Left/right deviation within 30')

Caster $3^{\circ}00' \pm 0^{\circ}30'$ (Left/right deviation within 30')



NOTE

1. Camber and caster are preset at the factory and cannot be adjusted.
2. If camber is not within the standard value, check and replace bent or damaged parts.
3. For vehicles with aluminium type wheels, attach the camber/caster/kingpin gauge to the drive shaft by using the special tool. Tighten the special tool to the same torque [196–255 Nm] as the drive shaft nut.

Caution

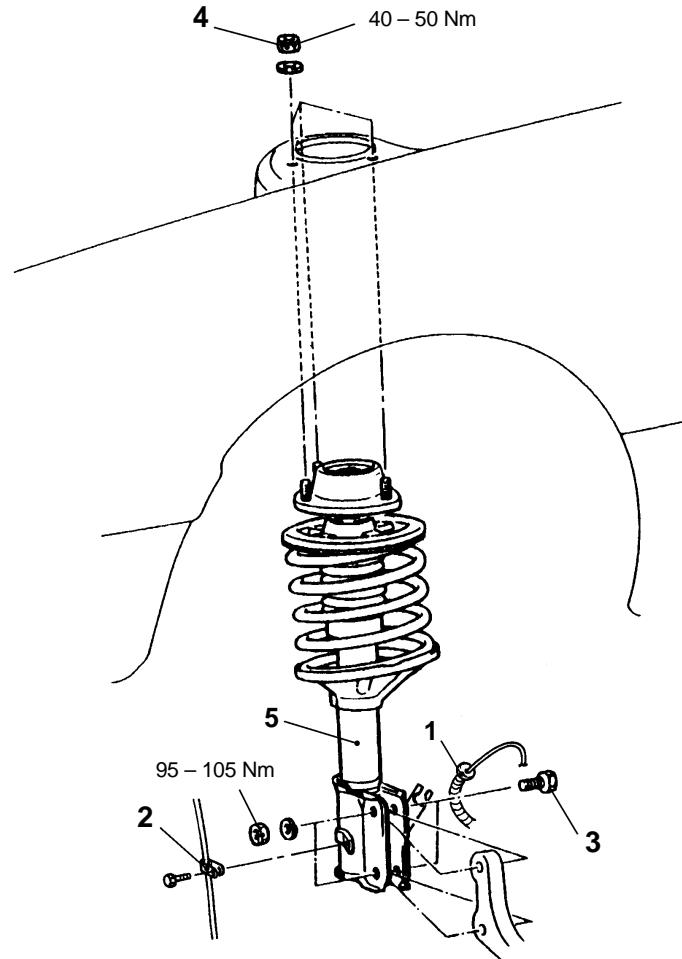
Never subject the wheel bearings to the vehicle load when the drive shaft nuts are loosened.

STRUT ASSEMBLY

REMOVAL AND INSTALLATION

Post-installation Operation

- Front Wheel Alignment Adjustment (Refer to P. 33-4.)



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Removal steps

- Brake hose
- Front speed sensor wiring clamp
<Vehicles with ABS>

►A◀ 3. Strut lower mounting bolt
4. Strut upper mounting nuts
5. Strut assembly

REMOVAL SERVICE POINT**►A◀ BOLT REMOVAL**

- Suspend the lower arm from the vehicle with wire.
- Remove the strut and knuckle connection.

INSPECTION

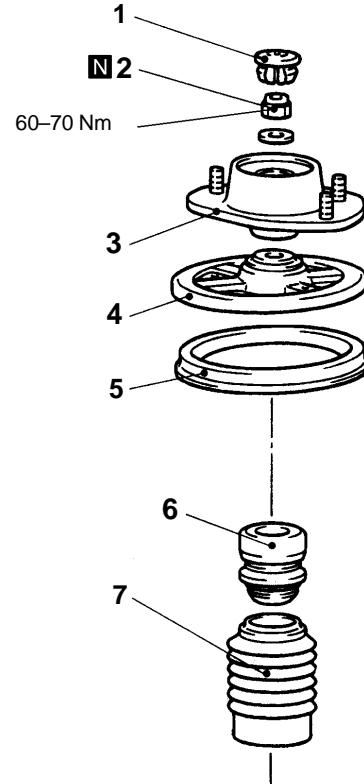
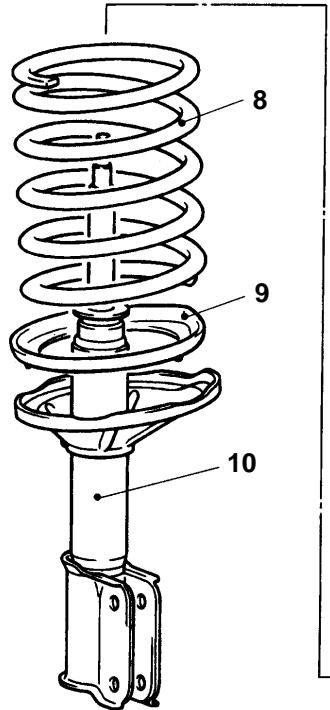
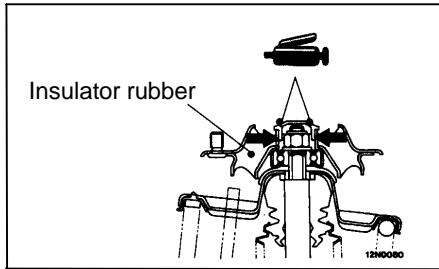
- Check for oil leaks from the strut assembly.
- Check the strut assembly shock absorber for damage or deformation.

STRUT ASSEMBLY

DISASSEMBLY AND REASSEMBLY

Post-installation Operation

- Front Wheel Alignment Adjustment (Refer to P. 33-4.)



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NOTE:

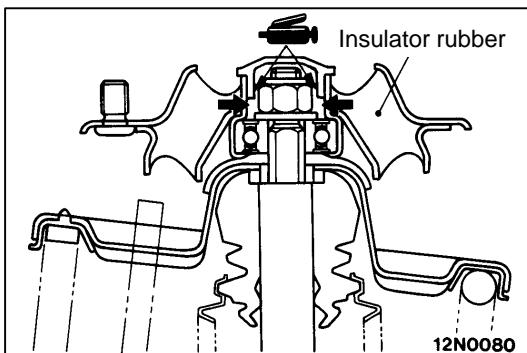
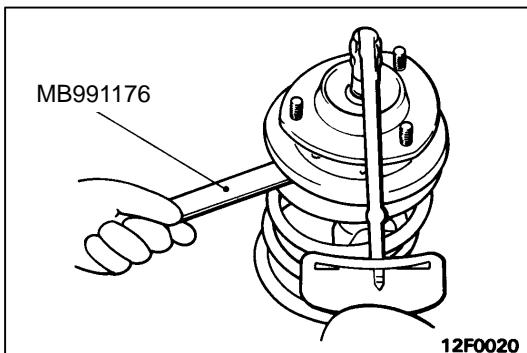
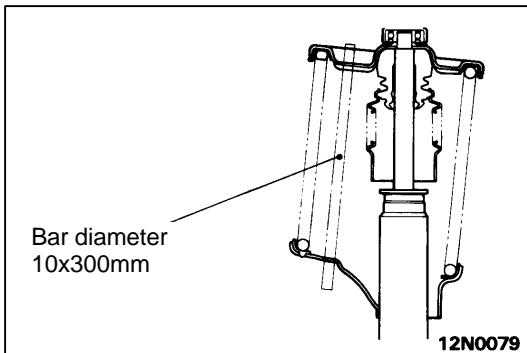
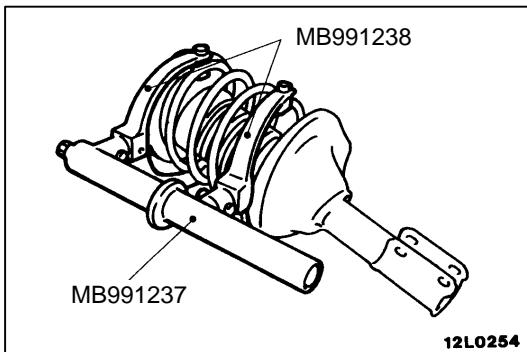
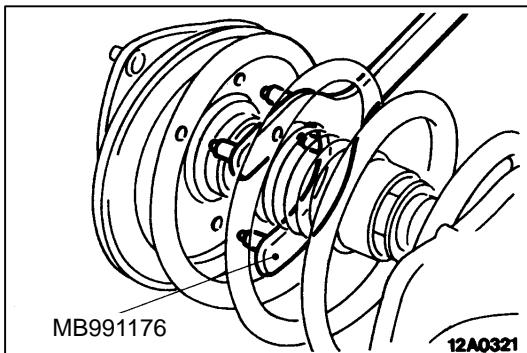
Worn springs and struts should always be replaced as pairs

Disassembly steps



1. Dust cover
2. Self locking nut
3. Strut insulator
4. Upper spring seat
5. Upper spring pad

6. Bump rubber
7. Dust cover
8. Coil spring
9. Lower spring pad
10. Strut assembly



DISASSEMBLY SERVICE POINTS

►A► SELF-LOCKING NUT REMOVAL

- Whilst holding the spring upper seat with the special tool loosen the self-locking nut.

Caution

The self-locking nut should be loosened only, not removed, and should never be loosened using an air tool.

- Using the special tools, compress the coil spring, and then remove the self-locking nut.

NOTE

- Extend the special tool to the maximum length to which it is able to be fitted to the spring.
- Ensure that the special tool is installed evenly.

Caution

Never use an air tool to tighten the special tool.

REASSEMBLY SERVICE POINTS

►A► SELF-LOCKING NUT INSTALLATION

- Line up the holes in the strut assembly spring lower seat with the holes in the spring upper seat.

NOTE

Aligning of the holes in the strut assembly can be easily achieved by using a steel bar 10mm x 300mm.

- With the coil spring held compressed by the special tools (MB991237 and MB991238), temporarily tighten the self-locking nut.
- Correctly align both ends of the coil spring with grooves in the spring seat, and then loosen the special tools MB991237 and MB991238.
- Using the special tool, tighten the strut insulator to the specified torque [60–70 Nm].

NOTE

Do not use an air tool to tighten the strut insulator.

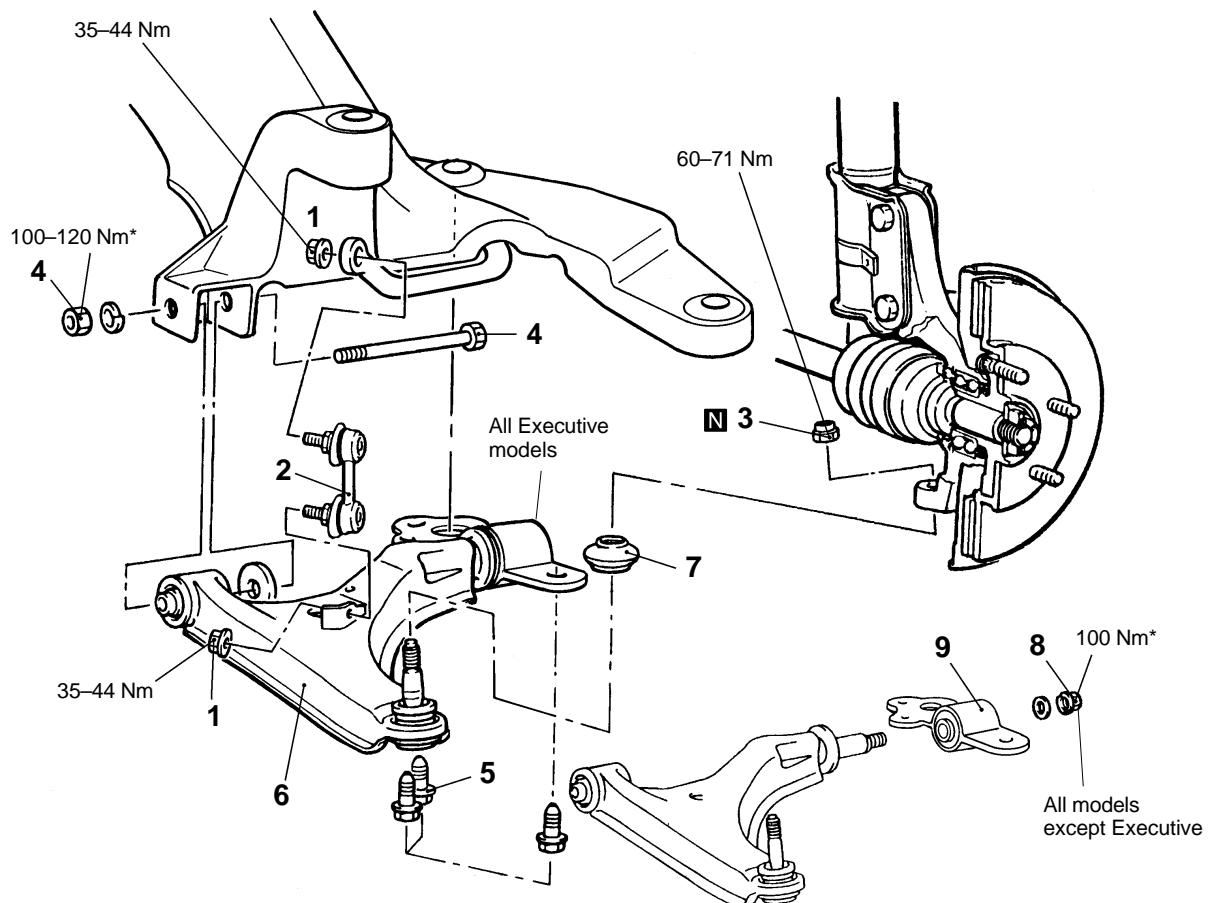
- Apply multi-purpose grease to the bearing part of the strut insulator, and install the insulator cap.

Caution

When applying the grease, take care that grease does not come into contact with the insulator's rubber components as this will cause the rubber to deteriorate.

LOWER ARM

REMOVAL AND INSTALLATION



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Removal steps

◀A▶

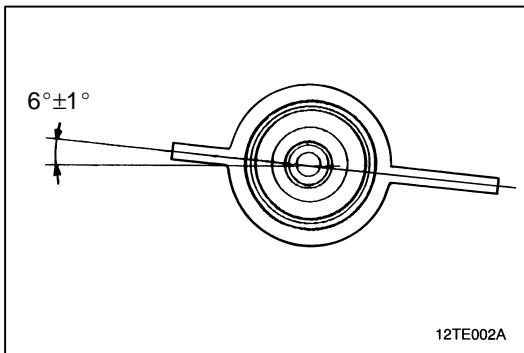
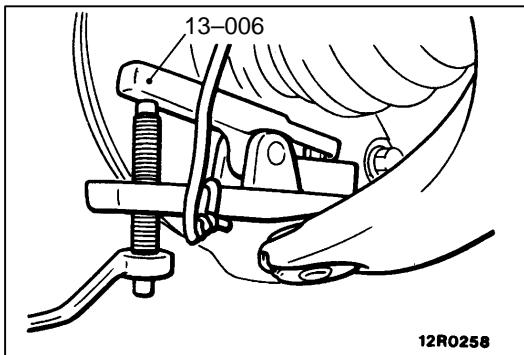
1. Stabiliser link mounting nuts
2. Stabiliser link
3. Self-locking nut
4. Lower arm mounting nut and bolt
5. Bolts
6. Lower arm assembly

▶A◀

7. Ball joint dust cover
8. Self-locking nut
9. Clamp

Caution

*: Indicates parts which should be temporarily tightened, and then fully tightened with the vehicle on the ground in the unladen condition.



REMOVAL SERVICE POINTS

◀A▶ DISCONNECTION OF LOWER ARM BALL JOINT AND KNUCKLE

Caution

1. Be sure to tie the cord of the special tool to a nearby part.
2. Loosen the nut but do not remove it.

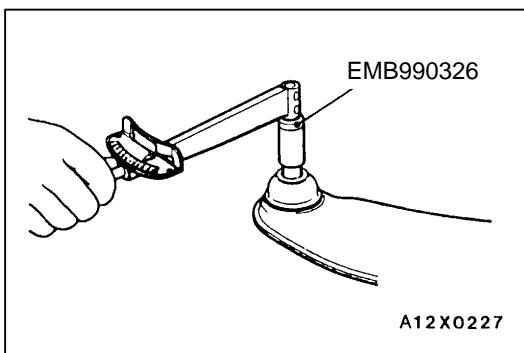
INSTALLATION SERVICE POINTS

▶A◀ SELF-LOCKING NUT INSTALLATION

1. After positioning the clamp at the angle indicated, install the self-locking nut.

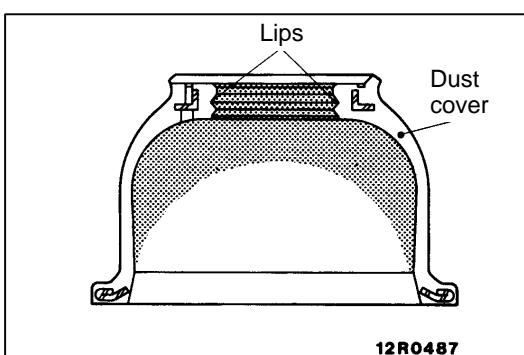
INSPECTION

- Check the bushings for wear and deterioration.
- Check the lower arm for bends or damage.
- Check the ball joint dust cover for cracks.
- Check all bolts for condition and straightness.
- Check clamp for deterioration or damage.



BALL JOINT STARTING TORQUE CHECK

Standard value: 10.0–22.0 Nm



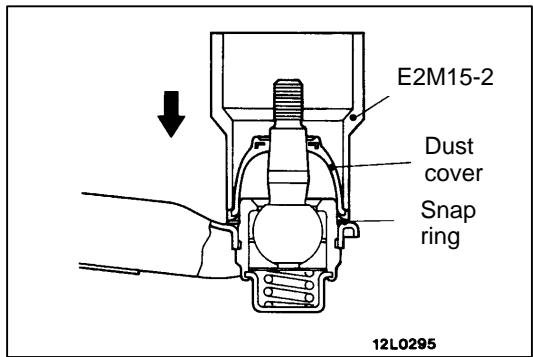
BALL JOINT DUST COVER REPLACEMENT

1. Remove the dust cover.
2. Apply multipurpose grease to the lip and inside of the dust cover.

FRONT SUSPENSION – Lower Arm

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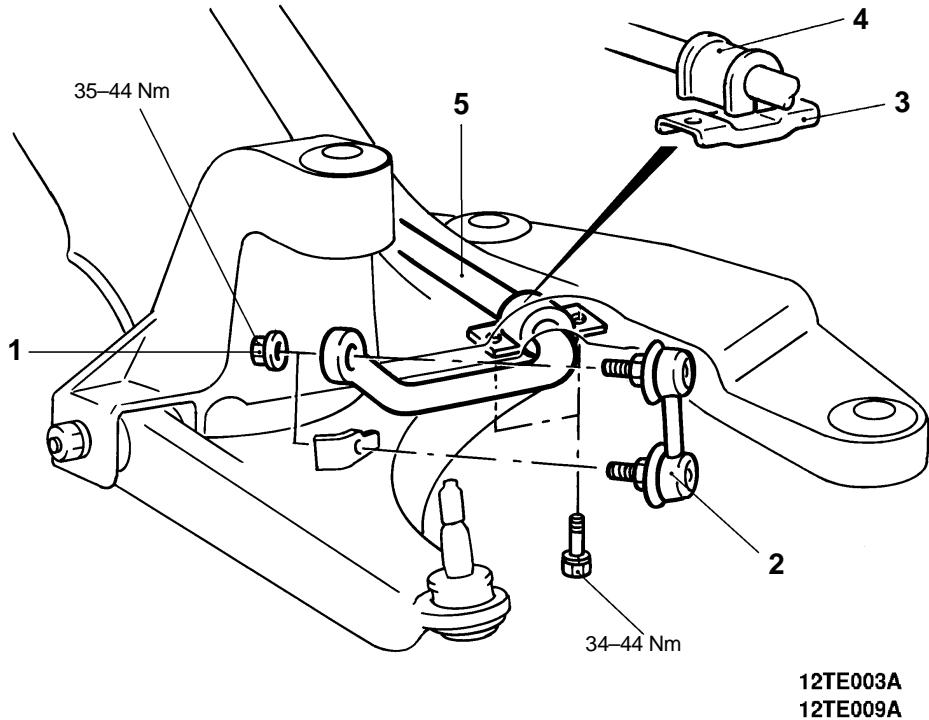
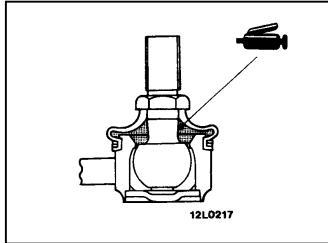
3. Using the special tool, drive in the dust cover to the position shown in the illustration.

STABILISER BAR

REMOVAL AND INSTALLATION

Pre-removal Operations

- Removal of front exhaust pipe (Refer to Group 15 – Exhaust Pipe.)
- Removal of lower arm (Refer to P. 33-8)

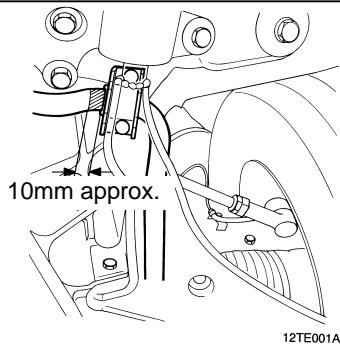


Removal steps

1. Stabiliser link mounting nut
2. Stabiliser link
3. Stabiliser bar bracket



4. Bushing
5. Stabiliser bar

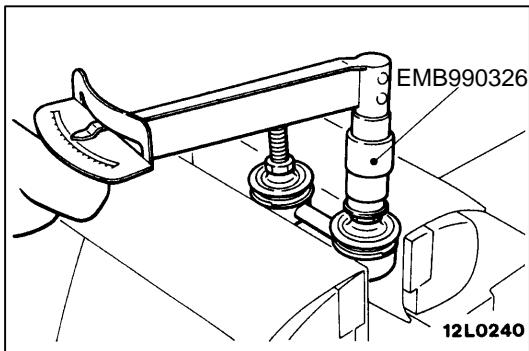


INSTALLATION SERVICE POINT

►A◀ STABILISER BAR BRACKET INSTALLATION

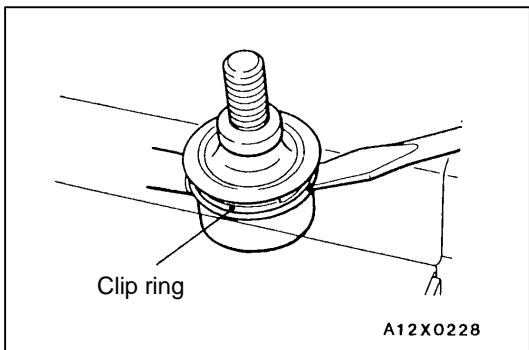
Position the stabiliser bar so that the marking on the stabiliser bar and the edge of the bracket becomes the reference value, and then tighten the stabiliser bar bracket mounting bolt.

Reference value: Approx. 10 mm



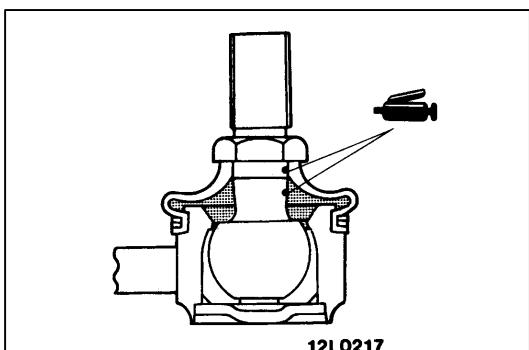
STABILISER LINK BALL JOINT STARTING TORQUE CHECK

Standard value: 1.7–3.2 Nm



BALL JOINT DUST COVER REPLACEMENT

1. Remove the clip ring and the dust cover.

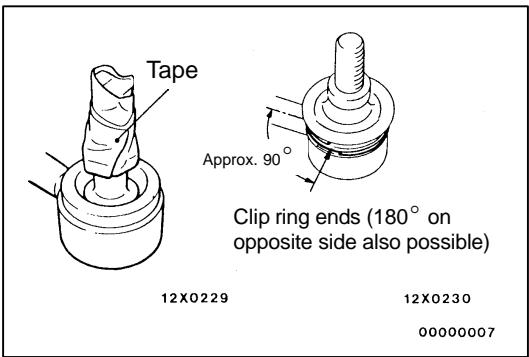


2. Apply multipurpose grease to the lip and inside of the dust cover.

FRONT SUSPENSION – Stabiliser Bar

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3. Use vinyl tape on the stabiliser link threads as shown in the illustration, and then install the dust cover to the stabiliser link.
4. Secure the dust cover by the clip ring.

NOTE

When installing the clip ring, align the ends at a 90° angle from the axis of the stabiliser link.