

CHASSIS SECTION

This service manual has been prepared to provide SUBARU service personnel with the necessary information and data for the correct maintenance and repair of SUBARU vehicles.

This manual includes the procedures for maintenance, disassembling, reassembling, inspection and adjustment of components and diagnostics for guidance of experienced mechanics.

Please peruse and utilize this manual fully to ensure complete repair work for satisfying our customers by keeping their vehicle in optimum condition. When replacement of parts during repair work is needed, be sure to use SUBARU genuine parts.

All information, illustration and specifications contained in this manual are based on the latest product information available at the time of publication approval.

FRONT SUSPENSION	FS
REAR SUSPENSION	RS
WHEEL AND TIRE SYSTEM	WT
DIFFERENTIALS	DI
TRANSFER CASE	TC
DRIVE SHAFT SYSTEM	DS
ABS	ABS
ABS (DIAGNOSTICS)	ABS(diag)
VEHICLE DYNAMICS CONTROL (VDC)	VDC
VEHICLE DYNAMICS CONTROL (VDC) (DIAGNOSTICS)	VDC(diag)
BRAKE	BR
PARKING BRAKE	PB
POWER ASSISTED SYSTEM (POWER STEERING)	PS

REAR SUSPENSION

RS

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General Description

REAR SUSPENSION

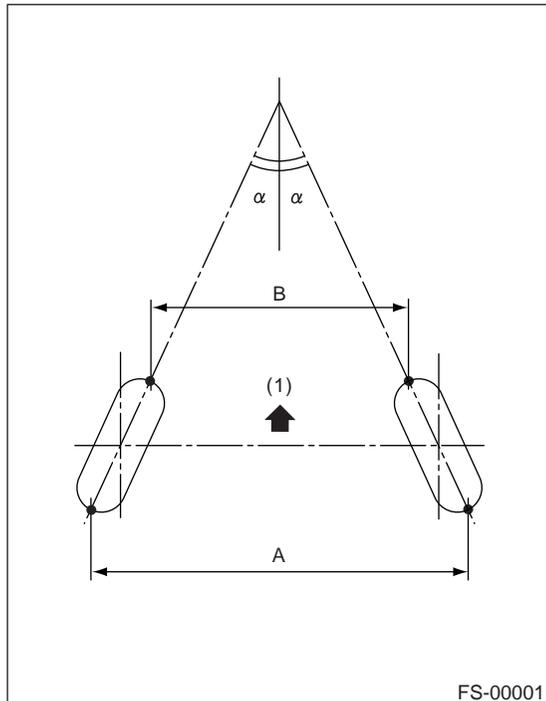
1. General Description

A: SPECIFICATION

Model	Sedan		Wagon		
	2.0 i, 2.5 i	2.0 GT, 3.0 R	2.0 i	2.5 i	OUTBACK 2.5 i, OUTBACK 3.0 R
Wheel arch height [Tolerance: $+12\text{ mm}$ -24 mm (in) mm ($+0.47\text{ in}$ -0.94 in)]	360 (14.2)		375 (14.8)		430 (16.9)
Camber (Tolerance: $\pm 0^\circ 45'$ Differences between RH and LH: 45' or less)	$-0^\circ 45'$		$-0^\circ 30'$		$0^\circ 00'$
Toe-in mm (in)	0 ± 3 (0 ± 0.12) Toe angle (sum of both wheels): $0^\circ \pm 0^\circ 15'$				
Thrust angle (tolerance: $\pm 0^\circ 30'$)	0°				
Diameter of stabilizer mm (in)	17.3 (0.68)	19.1 (0.75)	19.1 (0.75)	20 (0.78)	17.3 (0.68)

NOTE:

- Front and rear toe-ins and front camber can be adjusted. If the toe-in or camber tolerance exceeds specifications, adjust them.
- Other items indicated in the specification table cannot be adjusted. If other items exceeds specifications, check suspension parts and connections for deformation, and replace with new ones as required.



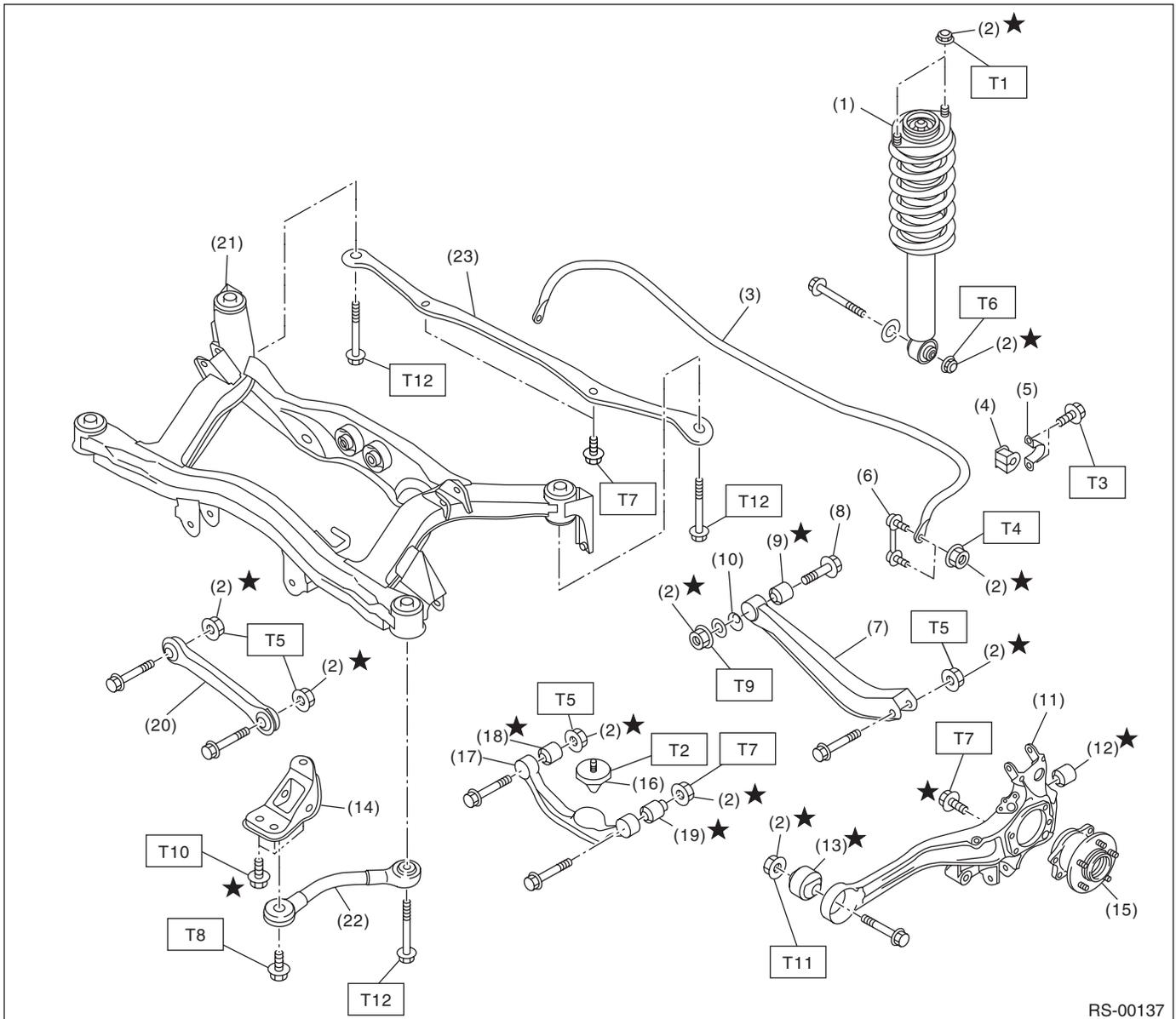
(1) Front

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

α = Each toe angle

B: COMPONENT

1. REAR SUSPENSION



RS-00137

- | | |
|-----------------------------|--------------------------------------|
| (1) Shock absorber | (14) Rear arm bracket |
| (2) Self-locking nut | (15) Hub bearing unit |
| (3) Stabilizer | (16) Helper |
| (4) Stabilizer bushing | (17) Upper link |
| (5) Bracket | (18) Upper link bushing (inner side) |
| (6) Stabilizer link | (19) Upper link bushing (outer side) |
| (7) Rear link | (20) Front link |
| (8) Adjusting bolt | (21) Rear sub frame |
| (9) Rear link bushing | (22) Sub frame support arm |
| (10) Adjusting washer | (23) Sub frame support plate |
| (11) Rear arm | |
| (12) Rear arm rear bushing | |
| (13) Rear arm front bushing | |

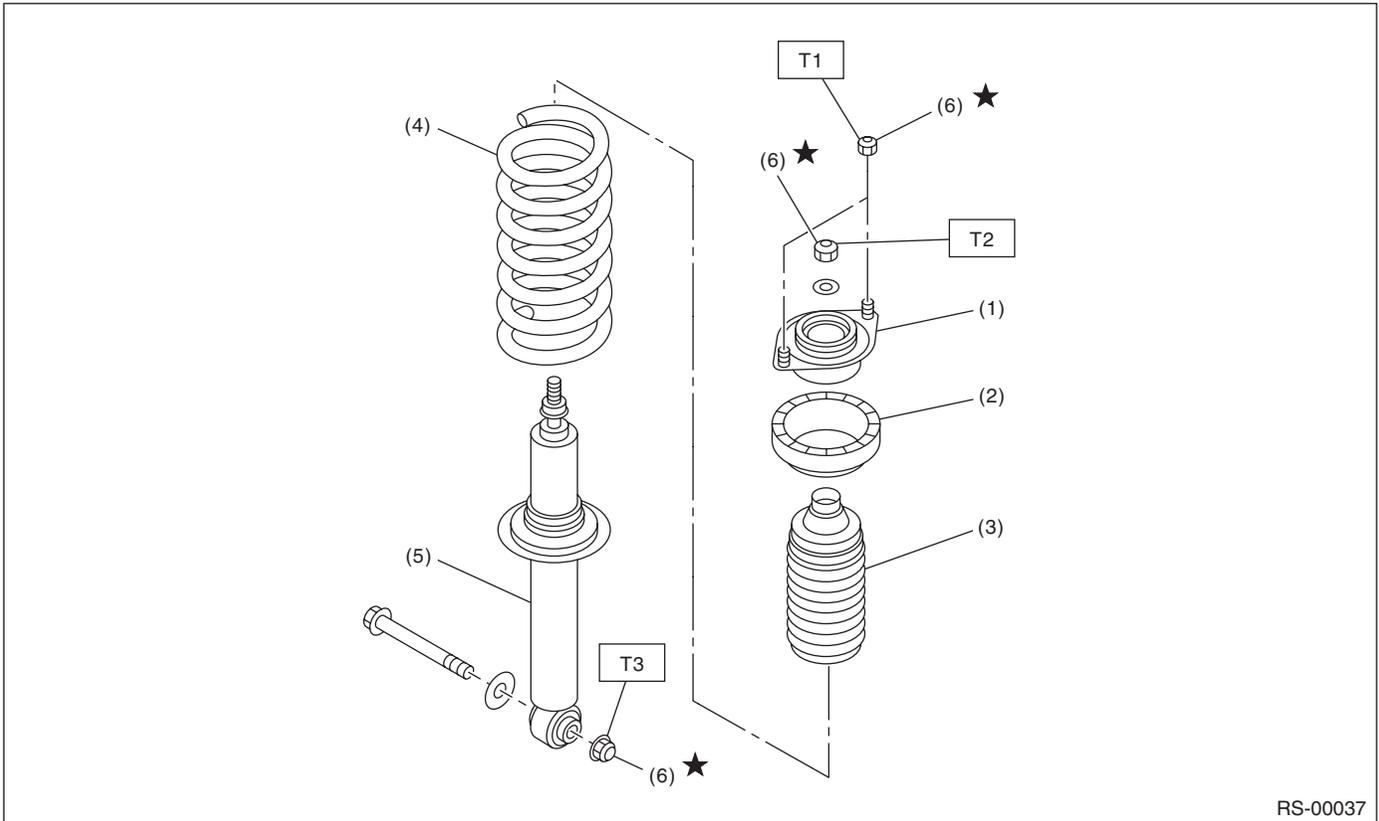
Tightening torque: N·m (kgf·m, ft·lb)

- T1: 30 (3.1, 22.4)**
T2: 32 (3.3, 24)
T3: 40 (4.1, 30)
T4: 44 (4.5, 32.5)
T5: 57 (5.8, 42)
T6: 62 (6.3, 48)
T7: 65 (6.6, 48)
T8: 80 (8.2, 59)
T9: 120 (12.2, 89)
T10: 125 (12.7, 92)
T11: 150 (15.3, 111)
T12: 175 (17.8, 129)

General Description

REAR SUSPENSION

2. SHOCK ABSORBER



RS-00037

- | | |
|------------------------|----------------------|
| (1) Mount | (4) Coil spring |
| (2) Upper rubber sheet | (5) Shock absorber |
| (3) Dust cover | (6) Self-locking nut |

Tightening torque: N·m (kgf·m, ft·lb)

T1: 30 (3.1, 22.4)

T2: 35 (3.6, 26)

T3: 62 (6.3, 48)

C: CAUTION

- Wear work clothing, including a cap, protective goggles, and protective shoes during operation.
- Before discarding shock absorbers, be sure to bleed gas completely. Also, do not throw away in fire.
- 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.
- Before securing a part on a vice, place cushioning material such as wood blocks, aluminum plate, or cloth between the part and the vice.
- Be sure to tighten fasteners including bolts and nuts to specified torque.
- Place shop jacks or rigid racks at the specified points.

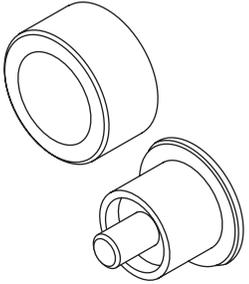
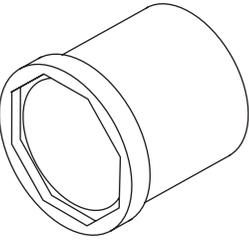
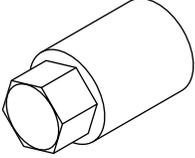
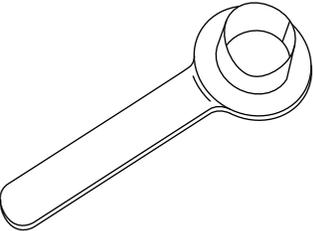
D: PREPARATION TOOL

1. SPECIAL TOOL

ILLUSTRATION	TOOL NUMBER	DESCRIPTION	REMARKS
<p style="text-align: center;">ST-927380002</p>	927380002	ADAPTER	Used for an adapter of camber & caster gauge when measuring the camber and caster. (1) 28199AC000 PLATE (2) 28199AC010 BOLT
<p style="text-align: center;">ST20099AE000</p>	20099AE000	INSTALLER & REMOVER	Used for replacing the rear link bushing.
<p style="text-align: center;">ST20099AE010</p>	20099AE010	INSTALLER & REMOVER	Used for replacing the upper link bushing.
<p style="text-align: center;">ST20099AE020</p>	20099AE020	INSTALLER & REMOVER SET	Used for replacing the rear arm front bushing.

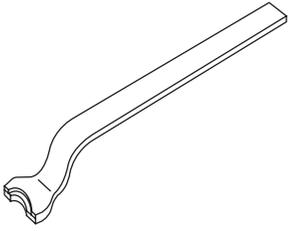
General Description

REAR SUSPENSION

ILLUSTRATION	TOOL NUMBER	DESCRIPTION	REMARKS
 <p style="text-align: center;">ST20099AE040</p>	20099AE040	INSTALLER & REMOVER SET	Used for replacing the rear arm rear bushing.
 <p style="text-align: center;">ST20099AE030</p>	20099AE030	HELPER SOCKET WRENCH	Used for replacing the helper.
 <p style="text-align: center;">ST20399AG000</p>	20399AG000 (New adopted tool)	STRUT MOUNT SOCKET	Used for removing and installing the shock mount.
 <p style="text-align: center;">ST28099PA090</p>	28099PA090	OIL SEAL PROTEC- TOR	<ul style="list-style-type: none"> • Used for installing the rear drive shaft to rear differential. • For oil seal protection

General Description

REAR SUSPENSION

ILLUSTRATION	TOOL NUMBER	DESCRIPTION	REMARKS
 <p>ST28099PA100</p>	28099PA100	REMOVER	Used for removal of DOJ.

2. GENERAL TOOL

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.
Transmission jack	Used for removing and installing suspension.
Bearing puller	Used for removing bushings.
Coil spring compressor	Used for disassembling and assembling shock absorber.

2. Wheel Alignment

A: INSPECTION

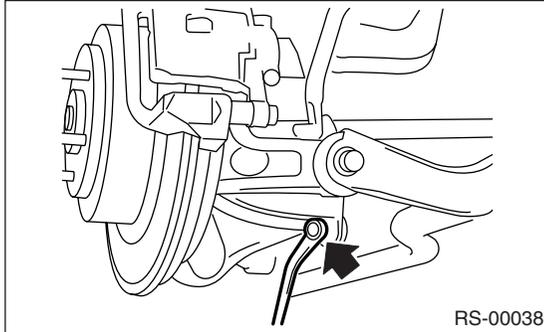
NOTE:

Measure and adjust the front and rear wheel alignment at a time. Refer to "FS" section for measurement and adjustment of wheel alignment. <Ref. to FS-8, INSPECTION, Wheel Alignment.>

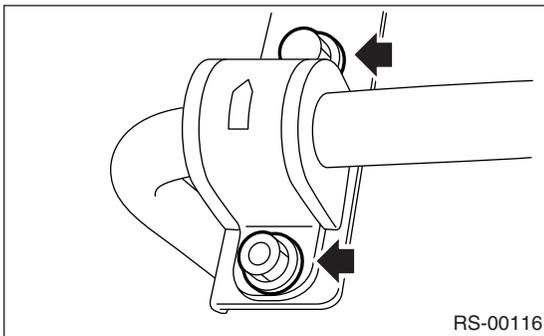
3. Rear Stabilizer

A: REMOVAL

- 1) Lift-up the vehicle, and then remove the rear wheels.
- 2) Remove the stabilizer link.



- 3) Remove the stabilizer bracket.

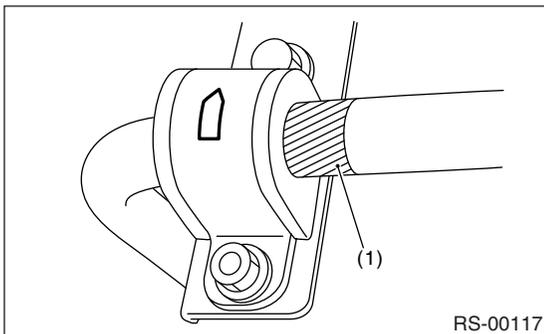


B: INSTALLATION

- 1) Install in the reverse order of removal.

NOTE:

- Use a new self-locking nut.
- Ensure the stabilizer bushing and stabilizer have the same identification colors.
- To install the stabilizer bushing, align the paint mark end of stabilizer to the end of stabilizer bushing.
- Stabilizer bracket has an orientation, so install it with the arrow mark faced to the upper side of vehicle.



(1) Paint mark

- 2) Always tighten the stabilizer bushing in the state that wheels are in full contact with the ground and the vehicle is curb weight.

Tightening torque:

Stabilizer link

44 N·m (4.5 kgf-m, 32.5 ft-lb)

Stabilizer bracket

40 N·m (4.1 kgf-m, 30 ft-lb)

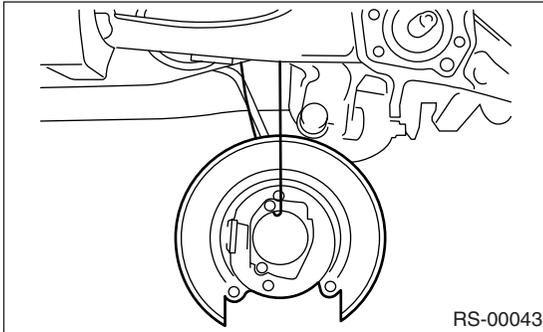
C: INSPECTION

- 1) Check the bushing for crack, fatigue and damage.
- 2) Check the stabilizer link for damage.

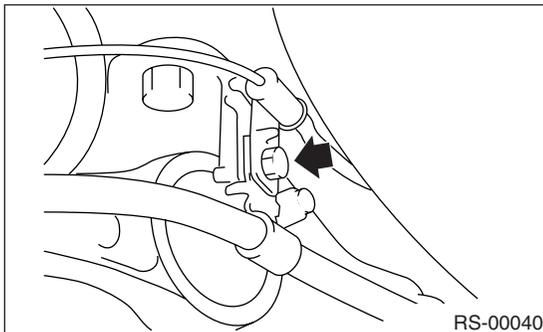
4. Rear Arm

A: REMOVAL

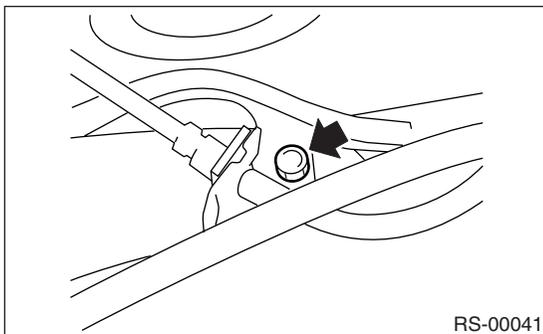
- 1) Lift-up the vehicle, and then remove the rear wheels.
- 2) Remove the sub frame support arm.
<Ref. to RS-21, REMOVAL, Sub Frame Support Arm.>
- 3) Remove the bearing unit.
<Ref. to DS-19, REMOVAL, Rear Hub Unit Bearing.>
- 4) Hang the back plate from sub frame.



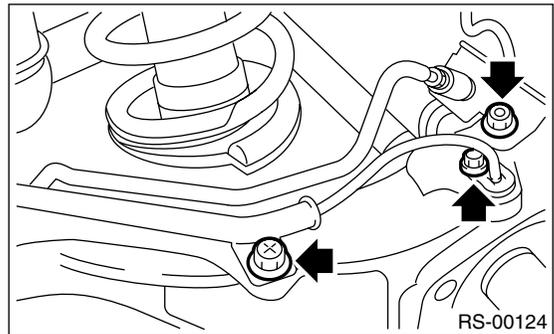
- 5) Remove the bolts which secure the parking brake cable clamp to rear arm bracket.



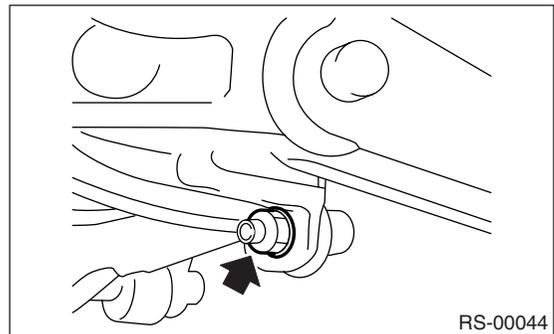
- 6) Remove the bolt which hold the brake hose bracket and ABS wheel speed sensor bracket to rear arm.



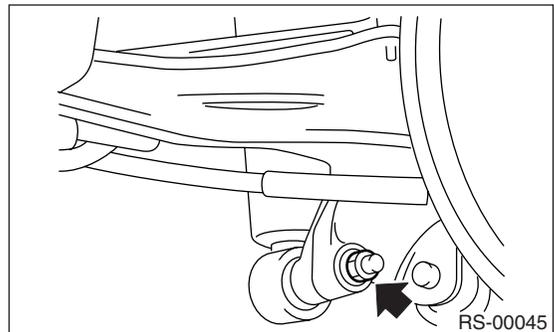
- 7) Remove the bolts which secure the brake hose bracket to rear arm. Remove the bolts which secure the ABS wheel speed sensor to rear arm.



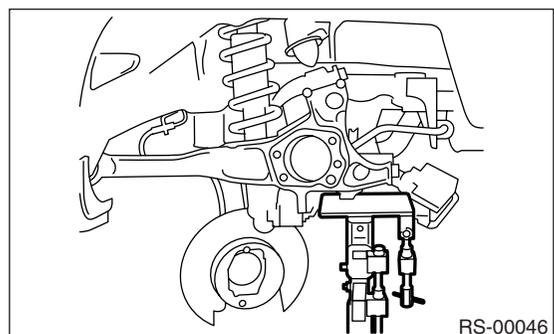
- 8) Remove the stabilizer link from rear arm.



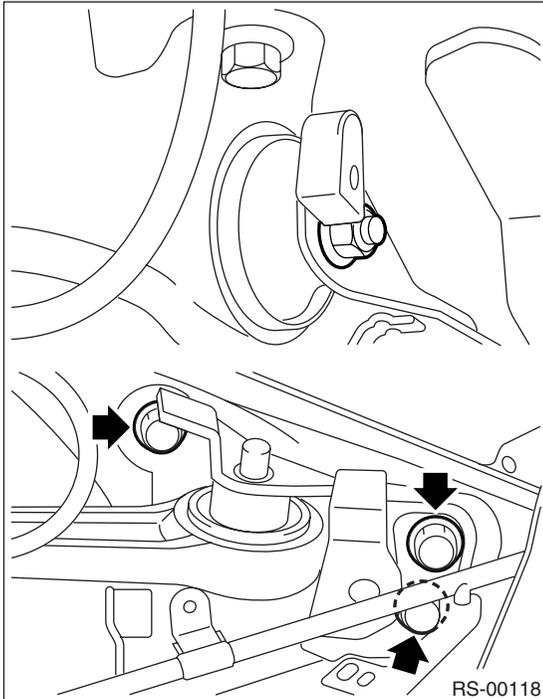
- 9) Remove the shock absorber from rear arm.



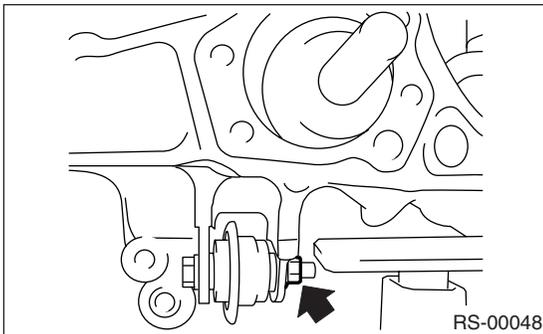
- 10) Support the rear arm horizontally using a transmission jack.



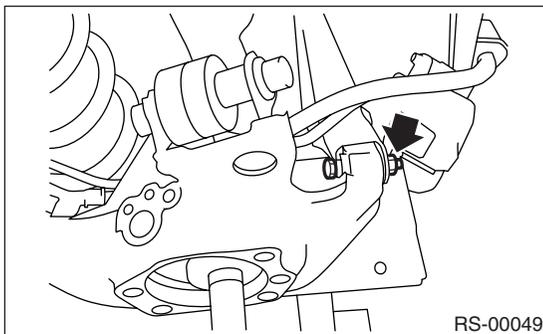
11) Remove the nuts which hold the rear arm to bracket. Remove the rear arm bracket.



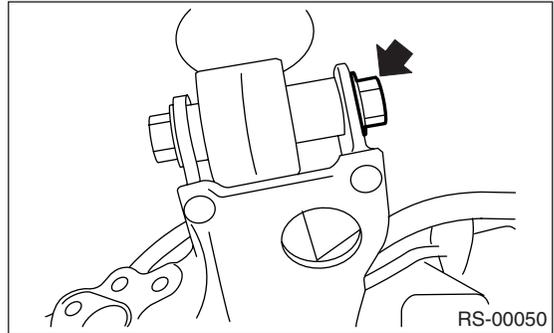
12) Loosen the nut which hold the front link to rear arm.



13) Loosen the nut which hold the rear link to rear arm.



14) Loosen the nut which hold the upper link to rear arm.



15) Remove the bolt which secure the rear arm to the link, and then remove the rear arm.

B: INSTALLATION

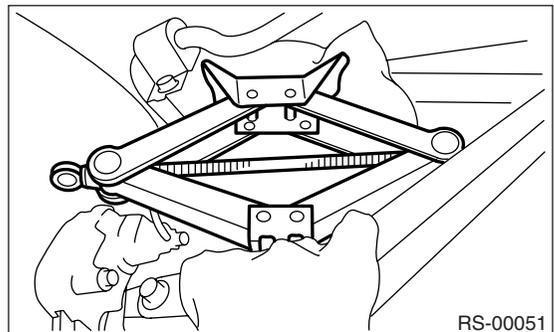
NOTE:

Use a new bolt and self-locking nut. For the parts which are not reusable, refer to "COMPONENT". <Ref. to RS-3, REAR SUSPENSION, COMPONENT, General Description.>

- 1) Support the rear arm using a transmission jack.
- 2) Install the rear arm and temporarily tighten the bolts which hold the rear arm to the link.
- 3) Install the bearing unit.
<Ref. to DS-20, INSTALLATION, Rear Hub Unit Bearing.>
- 4) Install the bolts which secure the ABS wheel speed sensor to rear arm.
- 5) Install the bolts which secure the brake hose to rear arm.
- 6) Install the bolts which secure the parking brake cable clamp to rear arm bracket.
- 7) Set the jack which is originally equipped to the vehicle under the upside down situation, and place the jack between rear link and sub frame. Align the installing position of rear shock absorber and rear arm by adjusting the jack position, temporarily tighten the bolt and nut.

CAUTION:

Protect the rear link and sub frame from scratch in the way of putting a cloth between the jack and mating portion.



Rear Arm

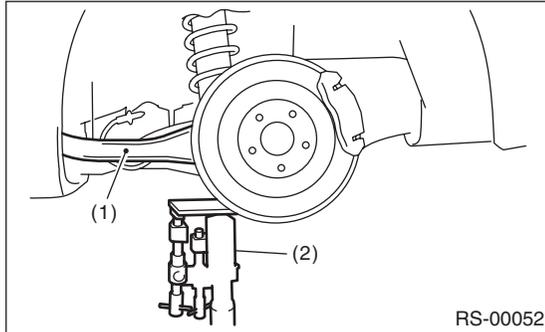
REAR SUSPENSION

8) Using the transmission jack, support the rear arm horizontally.

9) Tighten the nuts and bolts which hold the rear arm, front link, rear link, upper link and shock absorber.

NOTE:

Always tighten the bushing in the state that wheels are in full contact with the ground and the vehicle is curb weight.



- (1) Rear arm
- (2) Transmission jack

10) Install the sub frame support arm.

NOTE:

Inspect the wheel alignment and adjust it if necessary.

Tightening torque:

Refer to "COMPONENT" of "General Description" for tightening torque. <Ref. to RS-3, REAR SUSPENSION, COMPONENT, General Description.>

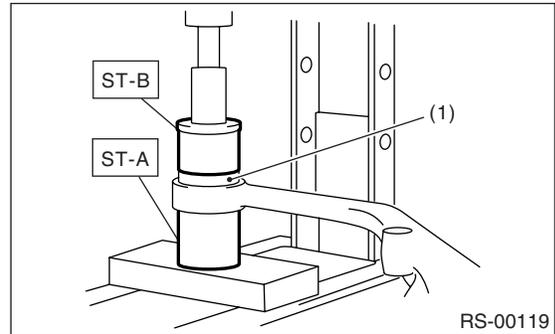
C: DISASSEMBLY

1. FRONT BUSHING

- 1) Set the ST A with the larger side of its inner diameter turned upward.
- 2) Set the rear arm with the protruding side of bushing turned upward.

3) Place the ST B on bushing, and push the bushing out.

- ST A 20099AE020 INSTALLER & REMOVER SET
- ST B 20099AE020 INSTALLER & REMOVER SET

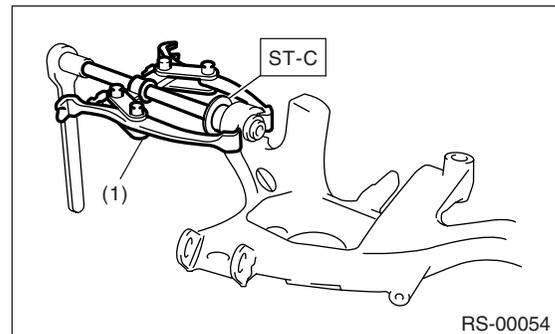


- (1) Bushing

2. REAR BUSHING

Using the ST C and bearing puller, press the rear bushing out of place.

- ST C 20099AE040 INSTALLER & REMOVER SET



- (1) Bearing puller

D: ASSEMBLY

1. FRONT BUSHING

- 1) Set the ST A with the larger side of its inner diameter turned upward.
- 2) Set the rear arm with the vehicle inner side of arm turned downward.
- 3) Place the bushing on rear arm as shown in the figure.

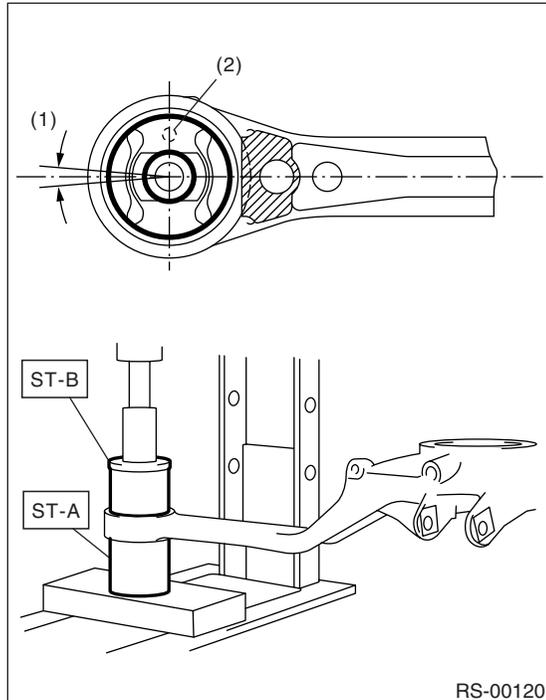
4) Place the ST B on bushing, and press-fit until each edge surface of bushing and rear arm comes to be aligned.

ST A 20099AE020 INSTALLER & REMOVER SET

ST B 20099AE020 INSTALLER & REMOVER SET

E: INSPECTION

Check the rear arm for bend, corrosion or damage.



(1) $0\pm 5^\circ$

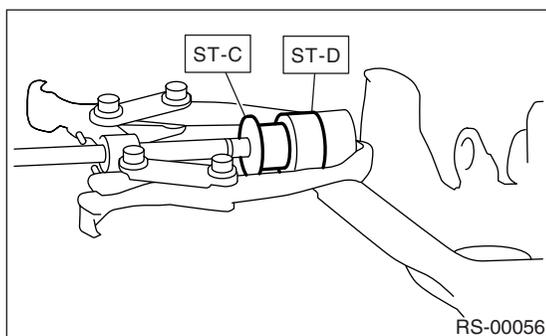
(2) Identification paint: Assemble with the identification paint side faced to the arm inner side.

2. REAR BUSHING

1) Press the bushing into the bore inside of ST D.
2) Set the ST C, ST D and bearing puller in the specified position as shown in the figure, and then press-fit the bush until the outer end of bush and rear end of rear arm in flat.

ST C 20099AE040 INSTALLER & REMOVER SET

ST D 20099AE040 INSTALLER & REMOVER SET



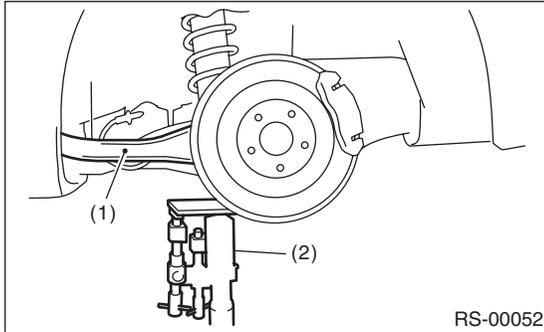
Upper Link

REAR SUSPENSION

5. Upper Link

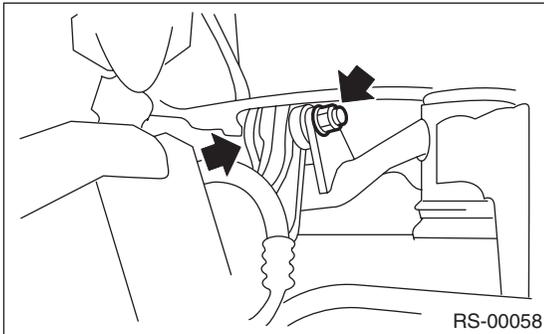
A: REMOVAL

- 1) Lift-up the vehicle, and then remove the rear wheels.
- 2) Using the transmission jack, support the rear arm horizontally.

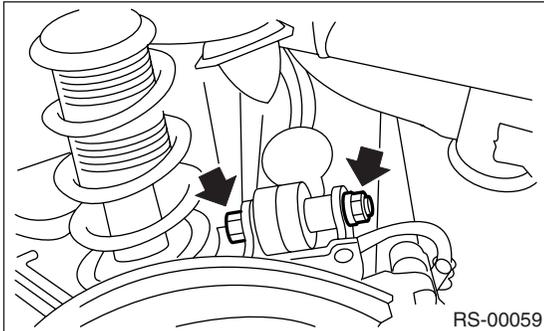


- (1) Rear arm
- (2) Transmission jack

- 3) Remove the bolt which secure the upper link to sub frame.



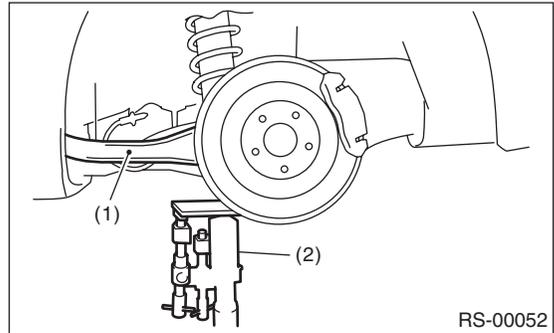
- 4) Remove the bolts which secure the upper link to rear arm, and then remove the upper link.



B: INSTALLATION

- 1) Using the transmission jack, support the rear arm horizontally.

- 2) Using new self-locking nuts, install the upper link.



- (1) Rear arm
- (2) Transmission jack

NOTE:

Inspect the wheel alignment and adjust it if necessary.

Tightening torque:

Upper link to Sub frame

57 N·m (5.8 kgf-m, 42 ft-lb)

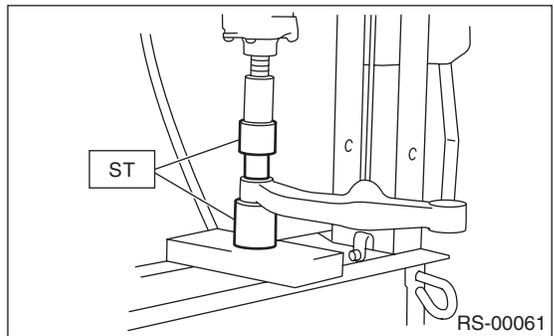
Upper link to Rear arm

65 N·m (6.6 kgf-m, 48 ft-lb)

C: DISASSEMBLY

Using the ST, press the bushing out of place.

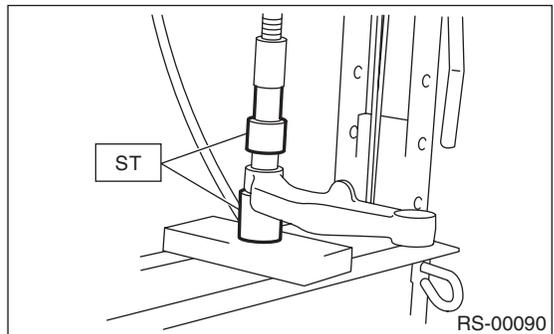
ST 20099AE010 INSTALLER & REMOVER



D: ASSEMBLY

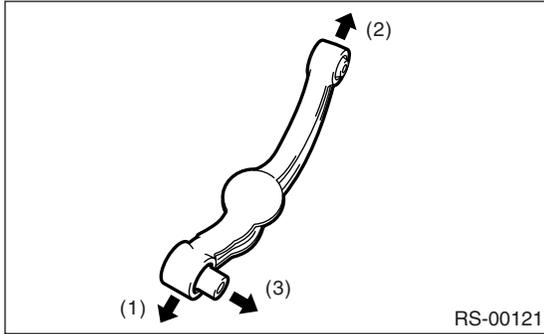
Using the ST, press the bushing into place.

ST 20099AE010 INSTALLER & REMOVER



CAUTION:

Outer side bushing has an orientation. Assemble it with the longer protrusion faced to the rear side of vehicle.



- (1) Rear arm
- (2) Rear sub frame
- (3) Rear side of vehicle

E: INSPECTION

- 1) Visually check the upper link for damage and deformation.
- 2) Visually check the bush for crack, damage and fatigue.

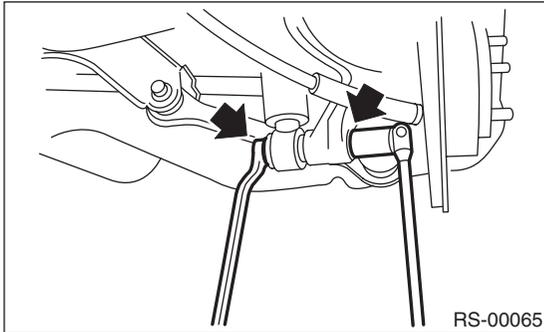
Rear Shock Absorber

REAR SUSPENSION

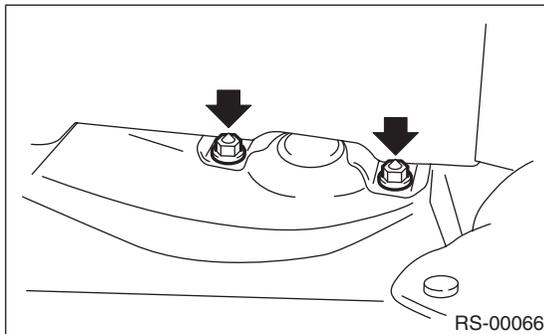
6. Rear Shock Absorber

A: REMOVAL

- 1) Remove the luggage floor mat. (Wagon model)
- 2) Roll up the trunk side trim. (Sedan model)
- 3) Lift-up the vehicle, and then remove the rear wheels.
- 4) Remove the bolts which secure the shock absorber to rear arm.



- 5) Support the shock absorber using a jack.
- 6) Remove the nuts which secure the shock absorber mount to vehicle.



- 7) Remove the shock absorber.

B: INSTALLATION

- 1) Support the shock absorber using a jack.
- 2) Using new self-locking nuts, secure the shock absorber to vehicle.

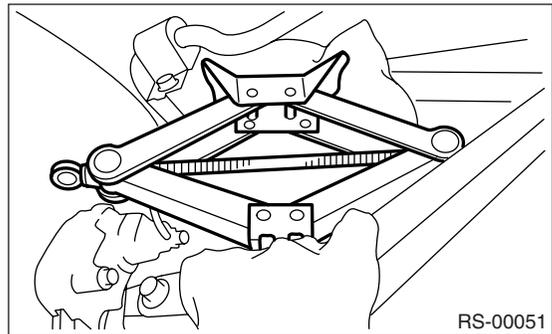
Tightening torque:

30 N·m (3.1 kgf-m, 22.4 ft-lb)

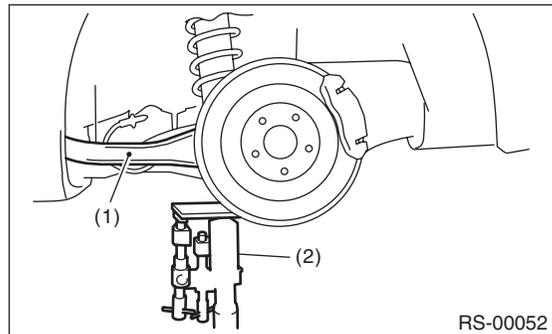
- 3) Set the jack which is originally equipped to the vehicle under the upside down situation, and place the jack between rear link and sub frame. Align the installing position of rear shock absorber and rear arm by adjusting the jack position. Using new self-locking nuts, temporary tighten the bolt.

CAUTION:

Protect the rear link and sub frame from scratch in the way of putting a shop cloth between the jack and the mating portion.



- 4) Using the transmission jack, support the rear arm horizontally.
- 5) Using new self-locking nuts, tighten the bolt and nut which secure the shock absorber.



- (1) Rear arm
- (2) Transmission jack

Tightening torque:

62 N·m (6.3 kgf-m, 48 ft-lb)

- 6) Install the floor mat. (Wagon model)
- 7) Set the trunk side trim. (Sedan model)

NOTE:

Check the wheel alignment and adjust it if necessary.

C: DISASSEMBLY

Refer to Front Strut for disassembly procedures.
<Ref. to FS-23, DISASSEMBLY, Front Strut.>

D: ASSEMBLY

Refer to Front Strut for installation procedures.
<Ref. to FS-23, ASSEMBLY, Front Strut.>

E: INSPECTION

Refer to "Front Strut" for inspection procedures.
<Ref. to FS-24, INSPECTION, Front Strut.>

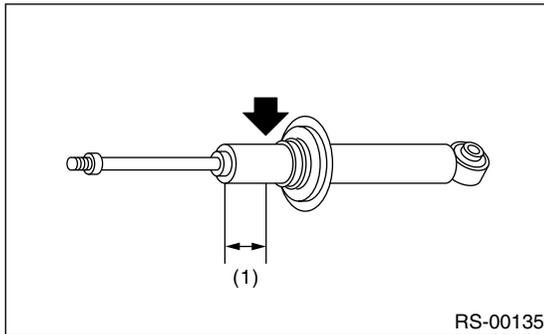
F: DISPOSAL

CAUTION:

- Before handling shock absorbers, be sure to wear goggles to protect eyes from gas, oil and cutting powder.
- Do not disassemble the shock absorber or place it into a fire.
- Drill a hole into shock absorbers in case of discarding shock absorbers filled with gas.

1) Place the shock absorber on a level surface with the piston rod fully expanded.

2) Make a hole into the specified position 30 mm (1.18 in) deep using a drill with 2 to 3 mm (0.08 to 0.12 in) diameter.



(1) 40 mm (1.57 in)

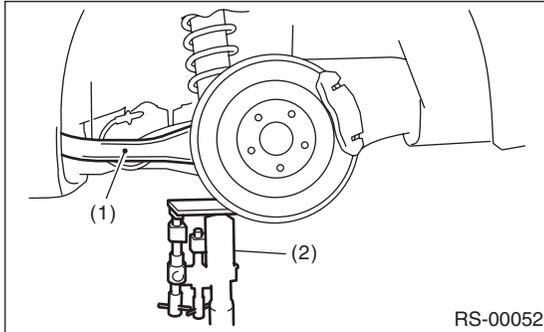
Front Link

REAR SUSPENSION

7. Front Link

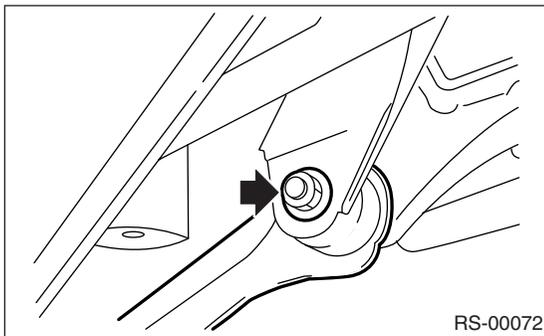
A: REMOVAL

- 1) Lift-up the vehicle, and then remove the rear wheels.
- 2) Using the transmission jack, support the rear arm horizontally.

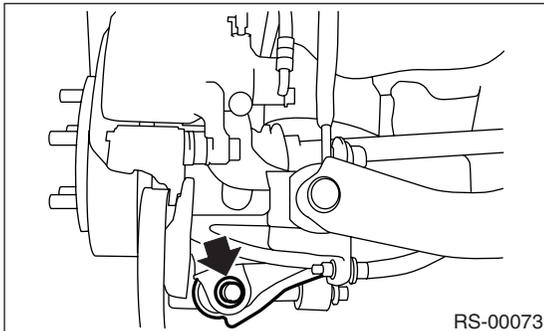


- (1) Rear arm
- (2) Transmission jack

- 3) Remove the bolt which secure the front link to sub frame.



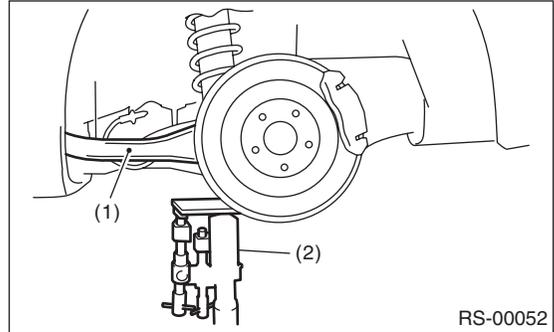
- 4) Remove the bolt which secure the front link to rear arm, and then remove the front link.



B: INSTALLATION

- 1) Using the transmission jack, support the rear arm horizontally.

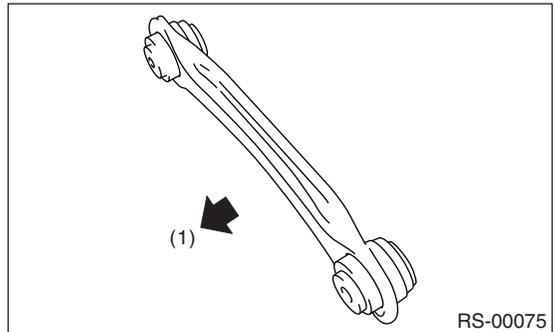
- 2) Using new self-locking nuts, install the front link.



- (1) Rear arm
- (2) Transmission jack

CAUTION:

Install the front link with the protrusion side faced to the front side of vehicle.



- (1) Front

NOTE:

Inspect the wheel alignment and adjust it if necessary.

Tightening torque:

57 N·m (5.8 kgf-m, 42 ft-lb)

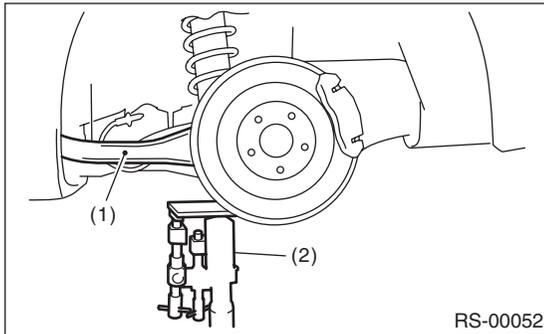
C: INSPECTION

Visually check the front link for damage and deformation.

8. Rear Link

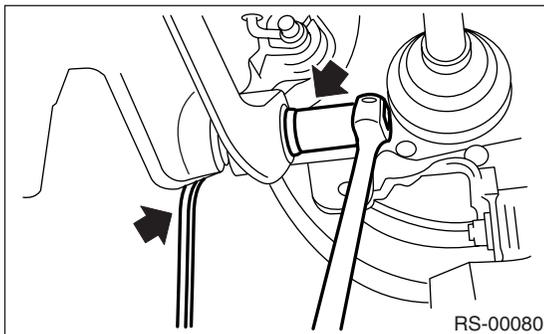
A: REMOVAL

- 1) Lift-up the vehicle, and then remove the rear wheels.
- 2) Remove the rear stabilizer. <Ref. to RS-9, REMOVAL, Rear Stabilizer.>
- 3) Using the transmission jack, support the rear arm horizontally.



- (1) Rear arm
- (2) Transmission jack

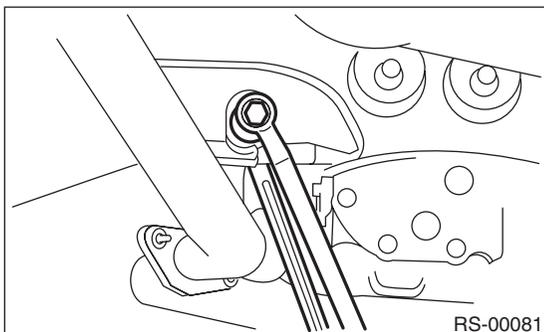
- 4) Remove the bolts which secure the rear link to rear arm.



- 5) Put alignment marks on the rear link adjusting bolt and sub frame.
- 6) Remove the bolt which secure the rear link to sub frame, and then remove the rear link.

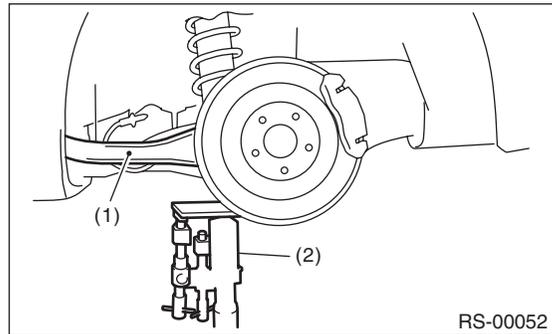
CAUTION:

Loosen the nut with the bolt head secured when loosening the adjusting bolt.



B: INSTALLATION

- 1) Using the transmission jack, support the rear arm horizontally.
- 2) Using new self-locking nuts, install the rear link.



- (1) Rear arm
- (2) Transmission jack

NOTE:

- Tighten the self-locking nut with the bolt head secured when installing the adjusting bolt.
- Inspect the wheel alignment and adjust it if necessary.

Tightening torque:

Rear link to Sub frame

120 N·m (12.2 kgf-m, 89 ft-lb)

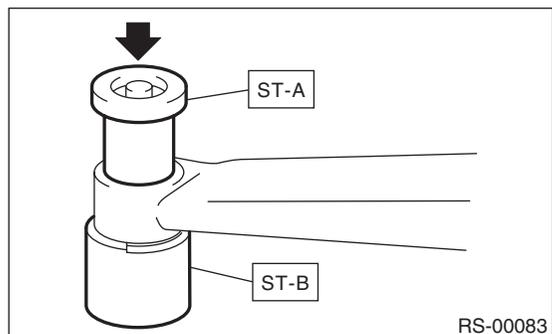
Rear link to Rear arm

57 N·m (5.8 kgf-m, 42 ft-lb)

C: DISASSEMBLY

Using the ST A and ST B, press the bushing out of place.

- | | | |
|------|------------|---------------------|
| ST A | 20099AE000 | INSTALLER & REMOVER |
| ST B | 20099AE000 | INSTALLER & REMOVER |



Rear Link

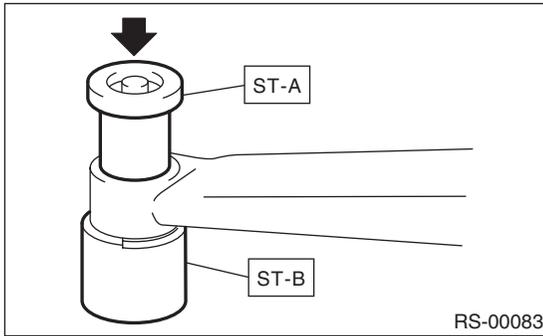
REAR SUSPENSION

D: ASSEMBLY

Using the ST A and ST B, press-fit the bushing.

ST A 20099AE000 INSTALLER & REMOVER

ST B 20099AE000 INSTALLER & REMOVER



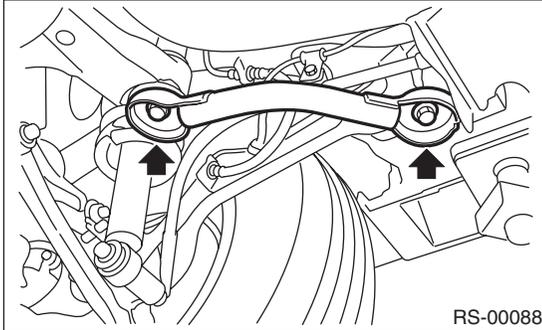
E: INSPECTION

Visually check the rear link for damage and deformation.

9. Sub Frame Support Arm

A: REMOVAL

- 1) Lift-up the vehicle, and support the rear sub frame with support stand.
- 2) Remove the sub frame support arm.



B: INSTALLATION

Install in the reverse order of removal.

Tightening torque:

Sub frame support arm to Rear arm bracket
80 N·m (8.2 kgf·m, 59 ft·lb)

Sub frame support arm to Rear sub frame
175 N·m (17.8 kgf·m, 129 ft·lb)

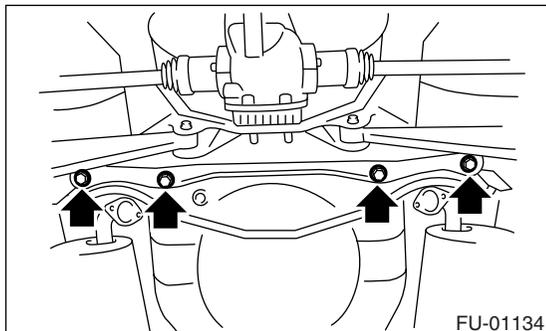
C: INSPECTION

Visually check the sub frame support arm for damage and deformation.

10.Sub Frame Support Plate

A: REMOVAL

- 1) Lift-up the vehicle, and support the rear sub frame with support stand.
- 2) Remove the sub frame support plate.



B: INSTALLATION

Install in the reverse order of removal.

Tightening torque:

Support plate to Sub frame

175 N·m (17.8 kgf-m, 129 ft-lb)

Support plate to Body

65 N·m (6.6 kgf-m, 48 ft-lb)

C: INSPECTION

Visually check the support plate for damage.

11. Rear Sub Frame

A: REMOVAL

- 1) Separate the front exhaust pipe from rear exhaust pipe.
- 2) Remove the rear exhaust pipe and muffler.
- 3) Remove the rear differential.

T-type

<Ref. to DI-29, REMOVAL, Rear Differential (T-type).>

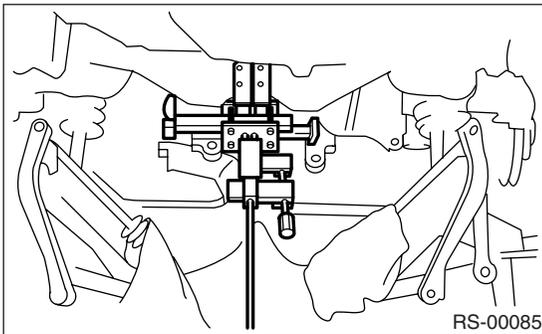
VA-type

<Ref. to DI-46, REMOVAL, Rear Differential (VA-type).>

- 4) Remove the rear stabilizer. <Ref. to RS-9, REMOVAL, Rear Stabilizer.>

- 5) Remove the bolts which secure the rear shock absorber to rear arm.

- 6) Support the sub frame using a transmission jack.



- 7) Remove the front link from sub frame. <Ref. to RS-18, REMOVAL, Front Link.>
- 8) Remove the rear link from sub frame. <Ref. to RS-19, REMOVAL, Rear Link.>
- 9) Remove the upper link from sub frame. <Ref. to RS-14, REMOVAL, Upper Link.>
- 10) Remove the sub frame support arm.
- 11) After removing the bolt, remove the sub frame and sub frame support plate from vehicle.

B: INSTALLATION

- 1) Install in the reverse order of removal.
- 2) Follow the procedure below for the rear differential installation and tightening torque.

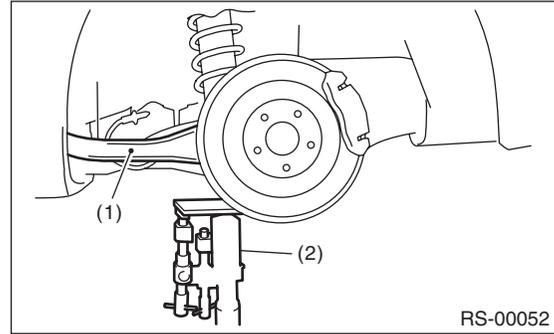
T-type

<Ref. to DI-30, INSTALLATION, Rear Differential (T-type).>

VA-type

<Ref. to DI-47, INSTALLATION, Rear Differential (VA-type).>

- 3) Using the transmission jack, support the rear arm horizontally. Then tighten the nuts and bolts which hold the rear arm, front link, rear link, upper link and shock absorber.



- (1) Rear arm
- (2) Transmission jack

NOTE:

Check the wheel alignment and adjust it if necessary.

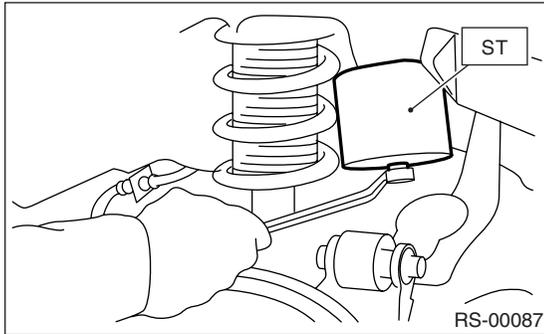
C: INSPECTION

Check the removed parts for wear, damage and crack, and repair or replace them if faulty.

12.Helper

A: REMOVAL

- 1) Lift-up the vehicle, and then remove the rear wheels.
 - 2) Remove the helper using ST.
- ST 20099AE030 HELPER SOCKET WRENCH



B: INSTALLATION

Install in the reverse order of removal.

Tightening torque:

32 N·m (3.3 kgf-m, 24 ft-lb)

C: INSPECTION

Check the helper for crack, fatigue and damage.

13. General Diagnostic Table

A: INSPECTION

1. IMPROPER VEHICLE POSTURE OR IMPROPER WHEEL ARCH HEIGHT

Possible cause	Corrective action
(1) Permanent distortion or breakage of coil spring	Replace.
(2) Rough operation of damper strut or shock absorber	Replace.
(3) Installation of wrong strut or shock absorber	Replace with proper parts.
(4) Installation of wrong coil spring	Replace with proper parts.

2. POOR RIDE COMFORT

- 1) Large rebound shock
- 2) Rocking of the vehicle continues too long after running over bump and hump.
- 3) Large shock in bumping

Possible cause	Corrective action
(1) Breakage of coil spring	Replace.
(2) Overinflating pressure of tire	Adjust.
(3) Improper wheel arch height	Adjust or replace the coil springs with new ones.
(4) Fault in operation of damper strut or shock absorber	Replace.
(5) Damage or deformation of strut mount or shock absorber mount	Replace.
(6) Unsuitability of maximum or minimum length of damper strut or shock absorber	Replace with proper parts.
(7) Deformation or loss of bushing	Replace.
(8) Deformation or damage of helper in strut assembly or shock absorber	Replace.
(9) Oil leakage of damper strut or shock absorber	Replace.

3. NOISE

Possible cause	Corrective action
(1) Wear or damage of damper strut or shock absorber component parts	Replace.
(2) Loosening of suspension link installing bolt	Tighten to the specified torque.
(3) Deformation or loss of bushing	Replace.
(4) Unsuitability of maximum or minimum length of damper strut or shock absorber	Replace with proper parts.
(5) Breakage of coil spring	Replace.
(6) Wear or damage of ball joint	Replace.
(7) Deformation of stabilizer clamp	Replace.

General Diagnostic Table

REAR SUSPENSION
