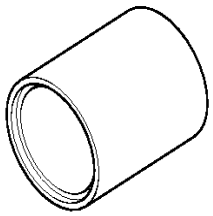
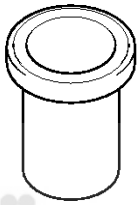
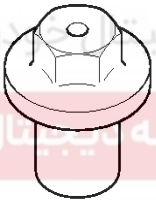
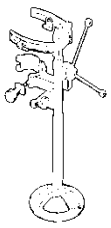
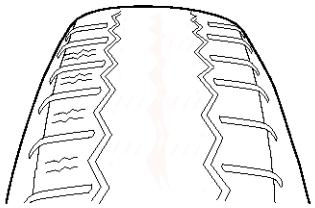
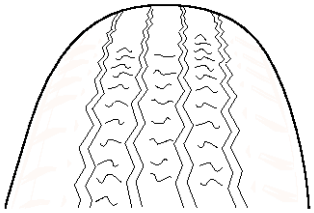
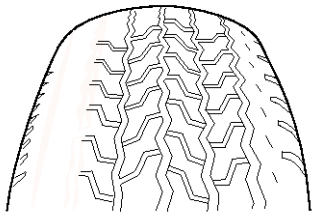
General Information

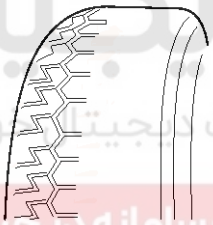
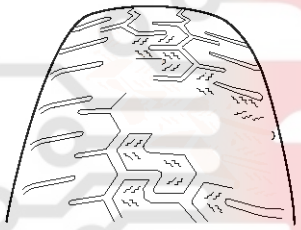
SPECIAL TOOLS

Tool(Number and Name)	Illustration	Use
09216-21100 Mount bushing remover and installer		Removal & installation of lower arm bushing(G)
09214-32000 Mount bushing remover and installer		Removal & installation of lower arm bushing(G)
09529-21000 Trailing arm bushing remover installer		Removal & installation of trailing arm bushing
09546-26000 Strut spring compressor		Compression of the coil spring

TROUBLESHOOTING

Trouble sysmptom	Probable cause	See page
Hard steering	Improper front wheel alignment	SS - 39
	Excessive turning resistance of lower arm ball joint	-
	Flat tire	-
	No power assist	-
Poor return of steering wheel to c-enter	Improper front wheel alignment	SS - 39
Poor ride quality	Improper front wheel alignment	SS - 39
	Damaged shock absorber	SS - 7,22
	Varied or dameged stabilizer	SS - 17,36
	Varied or dameged coil spring	SS - 9
	Worn lower arm bushing	SS - 14
Abnormal tire wear	Improper front wheel alignment	SS - 39
	Worn of shock absorber	SS - 7,22
Wandering	Improper front wheel alignment	SS - 39
	Poor turning resistance of lower arm ball joint	-
	Loose or worn lower arm bushing	SS - 14
Vehicle pulls to one side	Improper front wheel alignment	SS - 39
	Excessive turning resistance of lower arm ball joint	-
	Varied or dameged coil spring	SS - 9,25
	Bent lower arm	SS - 13
	Improper tire inflation pressure	-
Steering wheel shimmy	Improper front wheel alignment	SS - 39
	Excessive turning resistance of lower arm ball joint	-
	Varied or dameged stabilizer	SS - 17
	Worn lower arm bushing	SS - 14
	Worn of shock absorber	SS - 7
	Varied or dameged coil spring	SS - 9
	Improper front wheel alignment	-
Bottoming	Broken or worn spring	SS - 9,25
	Malfunction of shock absorber	SS - 7,22

WHEEL AND TIRE DIAGNOSIS		
Radid wear at the center	Rapid wear at both shoulders	Wear at one shoulder
		
• Center-tread down to fabric due to excessive over inflated tires • Lack of rotation • Excessive toe on drive wheels • Heavy acceleration on drive	• Underinflated tires • Worn suspension components • Excessive cornering speeds • Lack of rotation	• Toe adjustment out of specification • Camber out of specification • Damaged strut • Damaged lower arm

WHEEL AND TIRE DIAGNOSIS		
Partial wear	Feather edges wheels	Wear pattern
		
• Cansed by irrequlor burrs on brak drums.	• Toe adjustment out of specification • Damaged or worn tie rods • Damaged knuckle	• Excessive toe on non-drive wheels • Lack of rotation

SPECIFICATIONS

Items		Specifications		
Front suspension	**Model**	Macpherson strut type		
	Shock absorber Type Stroke mm(in) Identification color	Gas type 160.7(6.33) Red		
	Coil spring	GSL2.0 M/T	GSL2.0, GSL2.7 A/T DSL2.0 M/T	DSL2.0 A/T
	[2WD] Inside dia. mm(in) Outside dia. mm(in) Load rate Kgf/mm Free height mm(in) Identification color	Ø137.6(5.42) Ø166.5±1.5(6.55±0.059) 3.1±0.15 325.8(12.83) YELLOW	Ø137.6(5.42) Ø166.5±1.5(6.55±0.059) 3.1±0.15 332.3(13.08) GREEN	Ø137.5(5.41) Ø166.5±1.5(6.55±0.059) 3.1±0.15 338.7(13.34) ORANGE
	[4WD] Inside dia. mm(in) Outside dia. mm(in) Load rate Kgf/mm Free height mm(in) Identification color	Ø137.5(5.41) Ø166.5±1.5(6.55±0.059) 3.2±0.16 328.1(12.92) YELLOW-YELLOW	Ø137.4(5.41) Ø166.6±1.5(6.55±0.059) 3.2±0.16 334.3(13.16) GREEN-GREEN	Ø137.4(5.41) Ø166.7±1.5(6.56±0.059) 3.2±0.16 340.6(13.41) ORANGE-ORANGE

Rear suspension	**Model**	Dual link	
	Shock absorber Type Stroke mm(in) Identification color	Gas type 191.0(7.52) WHITE	
	Coil spring	2WD	4WD
	Inside dia. mm(in) Outside dia. mm(in) Load rate Kgf/mm Measurement range rate mm(in) Free height mm(in) Identification color	Ø100 (3.94) Ø170 (6.69) 2.8±0.14 154.3~300.8(6.08~11.84) 356.5(14.03) YELLOW	Ø100 (3.94) Ø170 (6.69) 2.9±0.15 156.6~301.5(6.17~11.87) 360.1(14.17) WHITE

Wheel & Tire	**Wheel alignment**	**Front**		**Rear**	
	Dimension	P215/65R16	P235/60R16	P215/65R16	P235/60R16
	Toe-in mm(in)	0±2(0.079)	0±2(0.079)	4.6+3,-1	4.6+3,-1
	Camber	0°±30′	0°±30′	-0°55′±30′	-0°55′±30′
	Caster angle(to ground)	3°36′±30′	3°36′±30′	-	-
	Caster angle(to body)	3°52′	3°52′	-	-
	King pin angle	12°46′±30′	12°46′±30′	-	-
	King pin offset mm(in)	-9.73(0.383)	-10.41(0.410)	-	-
	Side slip mm(in)	0±3(0.118)	0±3(0.118)	1~7(0.039~0.275)	1~7(0.039~0.275)
	Wheel Size	AL wheel 6.5JX16			
	Run out mm(in)	Radial : 0.(0.01), Lateral : 0.3(0.1)			
	Tire Size	P215/65R16, P235/60R16			
	Inflation pressure kg/cm² (psi)	2.1±0.07(30+1.0)			

Items	Nm	Kgf·m	lbf·ft

TIGHTENING TORQUE

Front suspension			
Wheel nut	90~110	9~11	66.4~81.2
Strut upper mounting nut	45~60	4.5~6	33.2~44.3
Strut lower mounting nut	140~160	14~16	103.3~118.0
Strut mounting self-locking nut	60~70	6~7	44.3~51.6
Speed sensor cable mounting bolt	7~11	0.7~1.1	5.2~8.1
Lower arm mounting nut	80~90	8~9	59.0~66.4
Lower arm bush(A) mounting bolt	100~120	10~12	73.8~88.5
Lower arm bush(G) mounting bolt	140~160	14~16	103.3~118.0
Lower arm ball joint mounting bolt	100~120	10~12	73.8~88.5
Stabilizer bracket mounting bolt	45~55	4.5~5.5	33.2~40.6
Stabilizer link mounting nut	100~120	10~12	73.8~88.5
Tie rod end ball joint mounting nut	45~60	4.5~6	33.2~44.3
Tie rod toe adjustment nut	50~60	5~6	36.9~44.3
Stabilizer bar link mounting nut	100~120	10~12	73.8~88.5
Rear suspension			
Wheel nut	90~100	9~11	66.4~81.2
Strut upper mounting nut	30~40	3~4	22.1~29.5
Strut lower mounting nut	140~160	14~16	103.3~118.0
Strut mounting self-locking nut	40~55	4~5.5	29.5~40.6
Speed sensor cable mounting bolt	7~11	0.7~1.1	5.2~8.1
Stabilizer bracket mounting bolt	45~55	4.5~5.5	33.2~40.6
Stabilizer link mounting nut	100~120	10~12	73.8~88.5
Tie rod toe adjustment nut	50~60	5~6	36.9~44.3
Suspension arm mounting bolt[2WD]	160~180	16~18	118.0~132.8
Suspension arm mounting bolt[4WD]	140~160	14~16	103.3~118.0
Cross member mounting bolt	100~120	10~12	73.8~88.5
Trailing arm bracket mounting bolt	100~120	10~12	73.8~88.5
Trailing arm to carrier mounting bolt	100~120	10~12	73.8~88.5
Differential mounting bolt	90~120	9~12	59.0~88.5

CAUTION

Replace the self-locking nuts with new ones after removal.

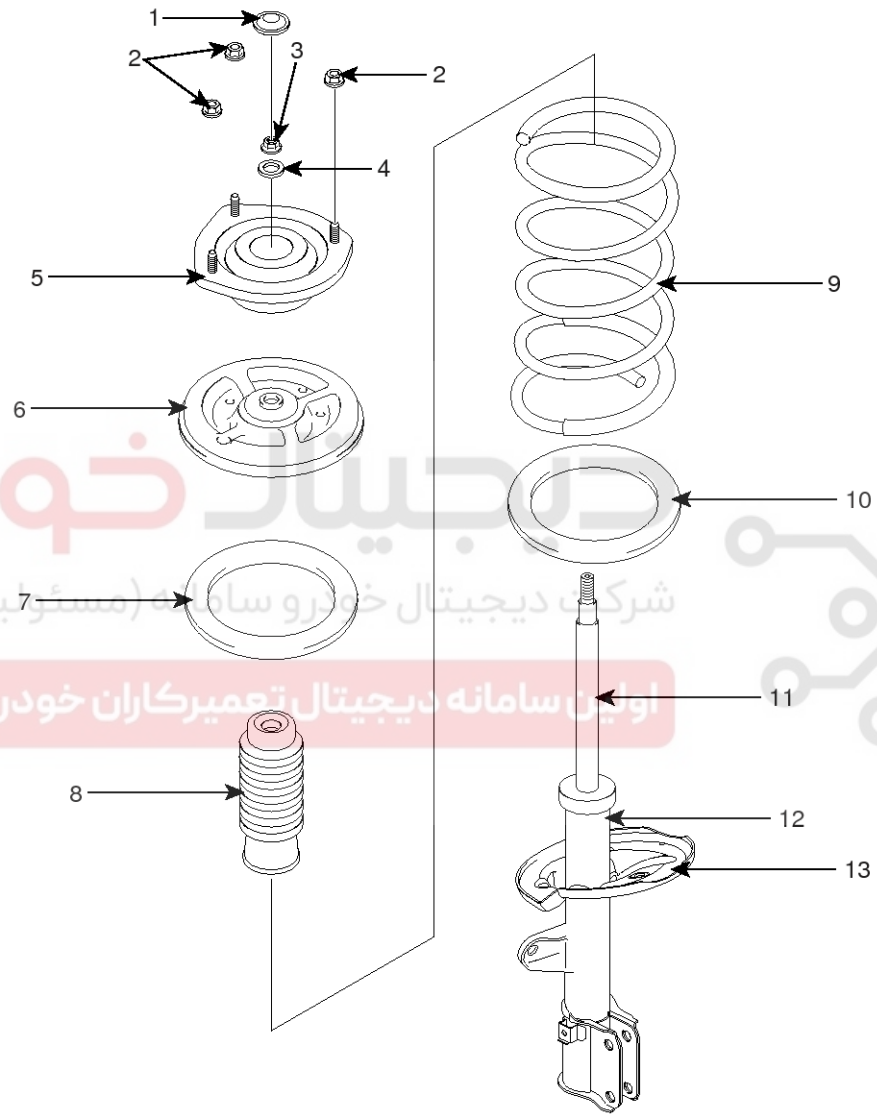
LUBRICANTS

Item	Quantity
In insulator of strut	As required

Front Suspension System

Front Strut Assembly

COMPONENTS

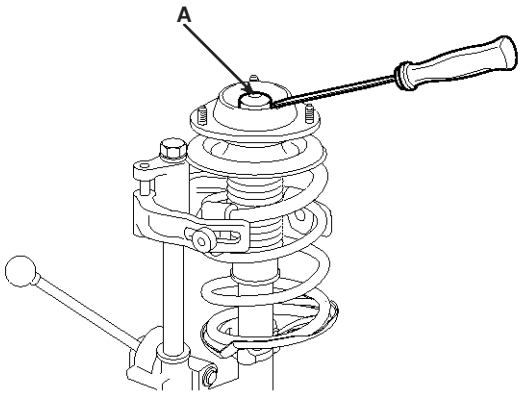


1. Insulator dust cover
2. Upper mounting nuts
3. Self-locking nut
4. Spacer
5. Insulator
6. Spring upper seat
7. Spring upper pad
8. Strut dust cover & bumper rubber
9. Coil spring
10. Spring lower pad
11. Piston rod
12. Strut assembly
13. Spring lower seat

LHIE101A

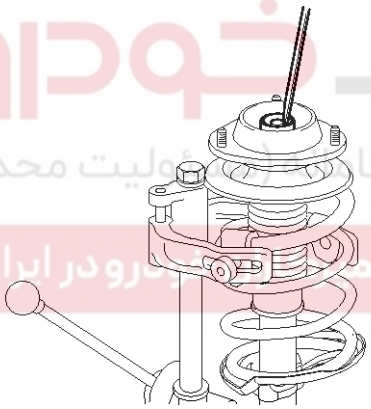
DISASSEMBLY

1. Remove the dust cover(A) with a flat-tipped (-) screw driver.



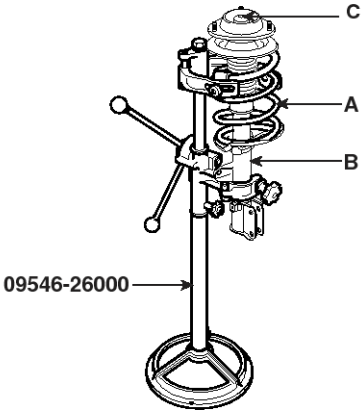
AHIE101H

2. Open the dust cover and wipe off grease in the insulator.



AHIE101I

3. Using the special tool (09546-26000), compress the coil spring(A) until there is only a little tension of the spring on the strut.

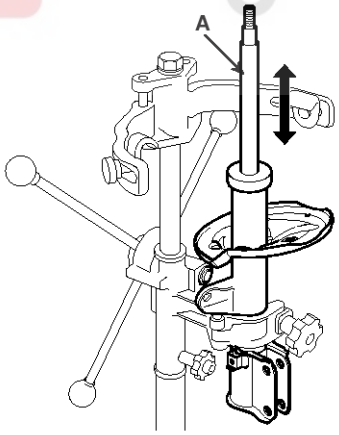


AHIE101J

4. Remove the self-locking nut(C) from the strut assembly(B).
5. Remove the insulator, spring seat, coil spring and dust cover from the strut assembly.

INSPECTION

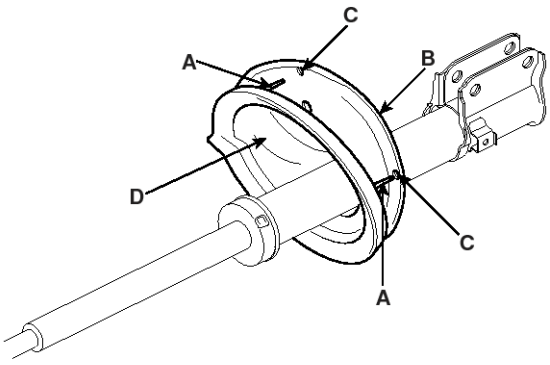
1. Check the strut insulator bearing for wear or damage.
2. Check rubber parts for damage or deterioration.
3. Compress and extend the piston rod(A) and check that there is no abnormal resistance or unusual sound during operation.



AHIE101L

REASSEMBLY

1. Install the spring lower pad(D) so that the protrusions(A) fit in the holes(C) in the spring lower seat(B).



AHIE101S

2. Compress coil spring using special tool (09546-26000).

   Install compressed coil spring into shock absorber.

   NOTICE

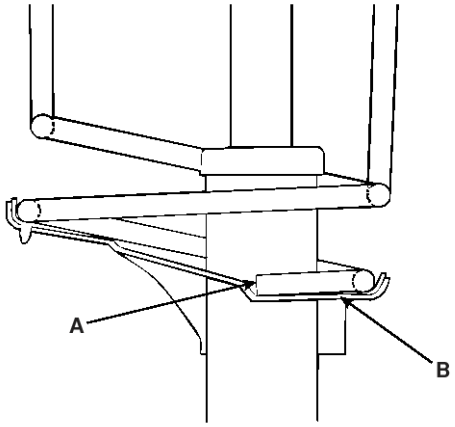
   a. *Indicated two identification color marks on the coil spring one follows model option (see page SS-2) the other follows load classification according to the below.*

      Pay attention to distiuguish between the two marks and then install them.

   b. *Install the coil spring wth the idemtification mark directed toward the knuckle.*

3. After fully extending the piston rod, install the spring upper seat and insulator assembly.

4. After seating the upper and lower ends of the coil spring(A) in the upper and lower spring seat grooves(B) correctly, tighten new self-locking nut temporarily.



AHIE101T

5. Remove the special tool(09546-26000).
6. Tighten the self-locking nut to the specified torque.

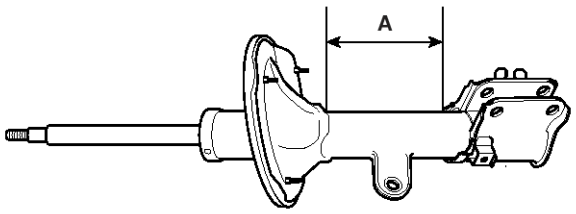
Tightening torque :
60~70 Nm(6~7 kgf·m, 44.3~51.6 lbf·ft)

7. Apply grease to the strut upper bearing and install the insulator cap.

   CAUTION
   When applying the grease, be careful so that it isn't smeared on the insulator rubber.

DISPOSAL

1. Fully extend the piston rod.
2. Drill a hole on the A section to remove gas from the cylinder.

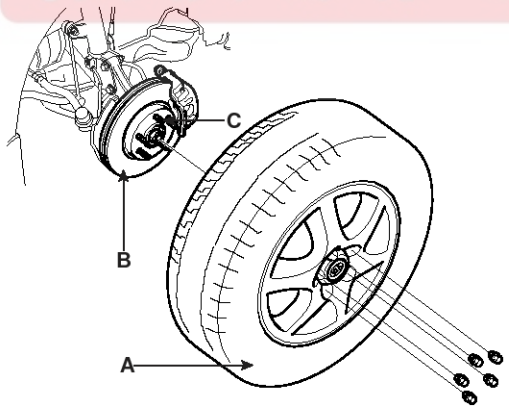


AHIE101K

⚠CAUTION
The gas coming out is harmless, but be careful of chips that may fly when drilling.

REMOVAL

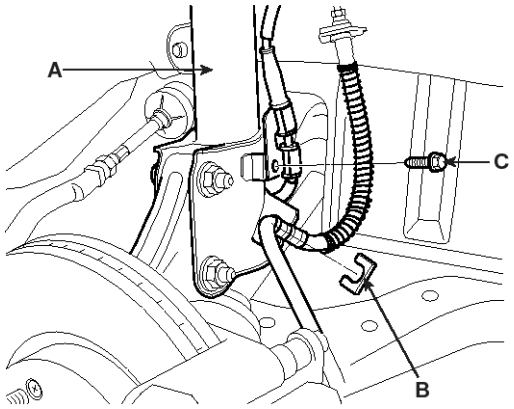
1. Loosen the wheel nuts slightly.
   Raise the front of the vehicle, and make sure it is securely supported.
2. Remove the front wheel and tire(A) from front hub(B).



AHIE101B

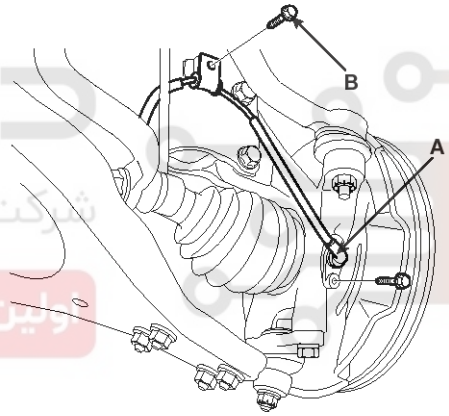
⚠CAUTION
Bej careful not to damage the hub bolts(C) then remove the front wheel and tire(A).

3. Remove the brake hose bracket(B) and speed sensor cable mounting bolt(C) from the strut assembly(A).



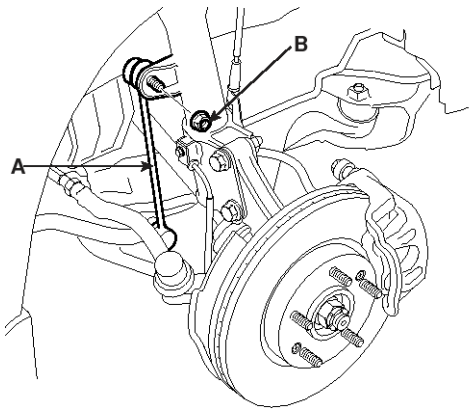
AHIE101C

4. Remove the speed sensor cable mounting bolt(B) and speed sensor(A).



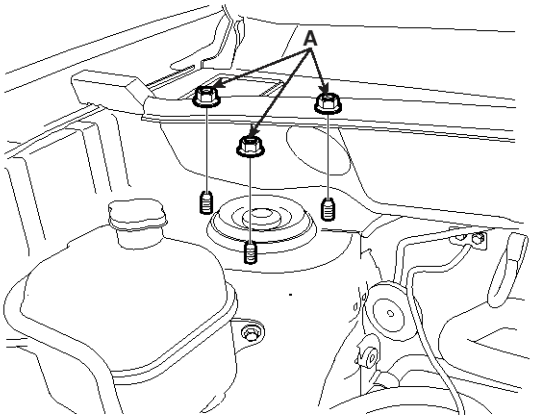
AHIE101D

5. Remove the nut(B) from the stabilizer bar link(A).



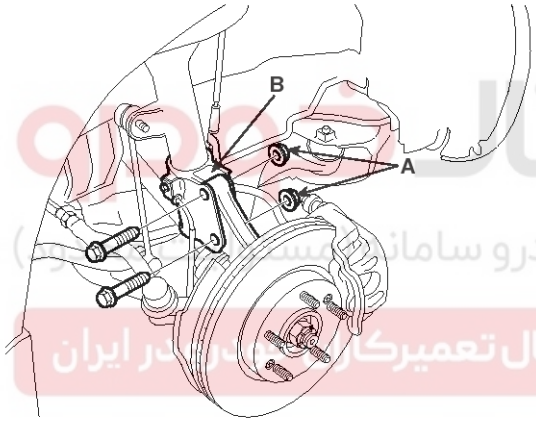
AHIE101E

6. Remove the strut upper mounting nuts(A).



AHIE101F

7. Remove the strut lower mounting bolts(A) and then remove the strut assembly(B).

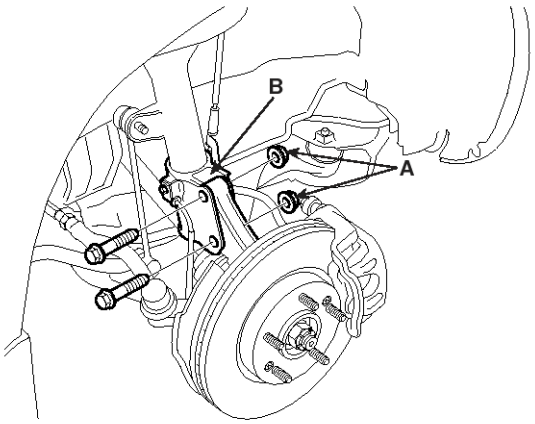


AHIE101G

INSTALLATION

1. Install the strut assembly(B) and then install the strut lower mounting bolts(A).

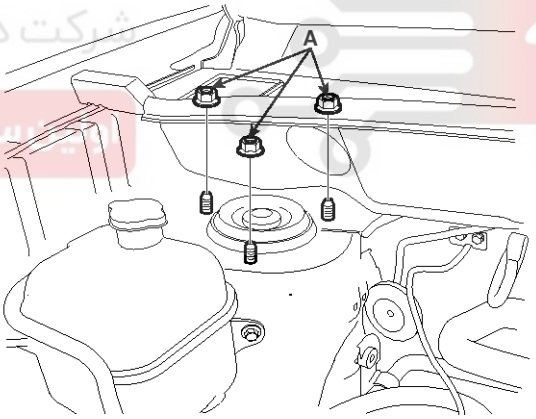
Tightening torque :
140~160 Nm (14~16 Kgf·m, 103.3~118.0 lbf·ft)



AHIE101G

2. Install the strut upper mounting nuts(A).

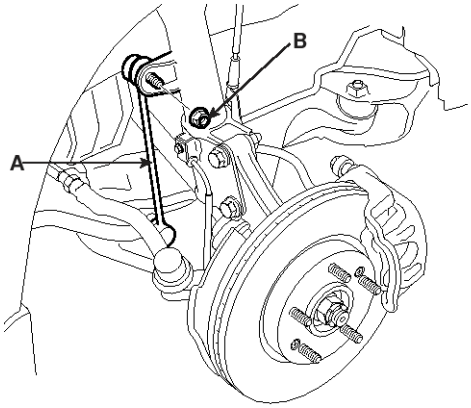
Tightening torque :
45~60 Nm (4.5~6 Kgf·m, 33.2~44.3 lbf·ft)



AHIE101F

3. Install the nut(B) on the stabilizer bar link(A).

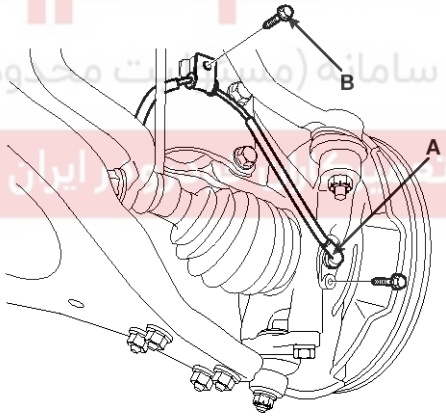
Tightening torque :
100~120 Nm (10~12 Kgf·m, 73.8~88.5 lbf·ft)



AHIE101E

4. Install the speed sensor cable mounting bolt(B) and speed sensor(A).

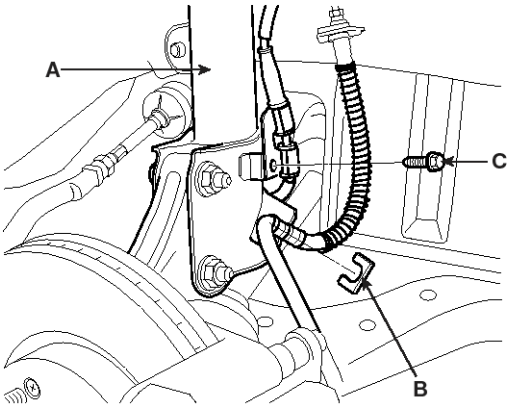
Tightening torque :
7~11 Nm (7~1.1 Kgf·m, 5.2~8.1 lbf·ft)



AHIE101D

5. Install the brake hose bracket(B) and speed sensor cable mounting bolt(C) on the strut assembly(A).

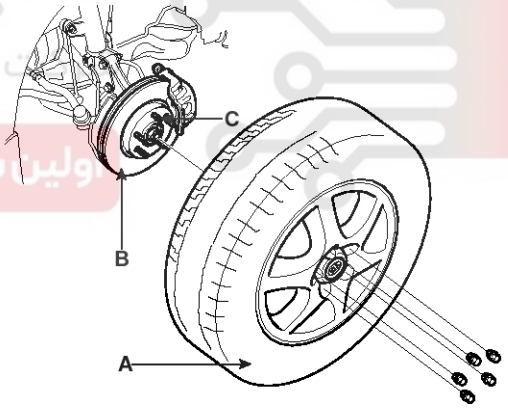
Tightening torque :
7~11 Nm (7~11 Kgf·m, 5.2~8.1 lbf·ft)



AHIE101C

6. Install the front wheel and tire(A) on the front hub(B).

Tightening torque :
90~110 Nm (9~11 Kg·m, 66.4~81.2 lbf·ft)

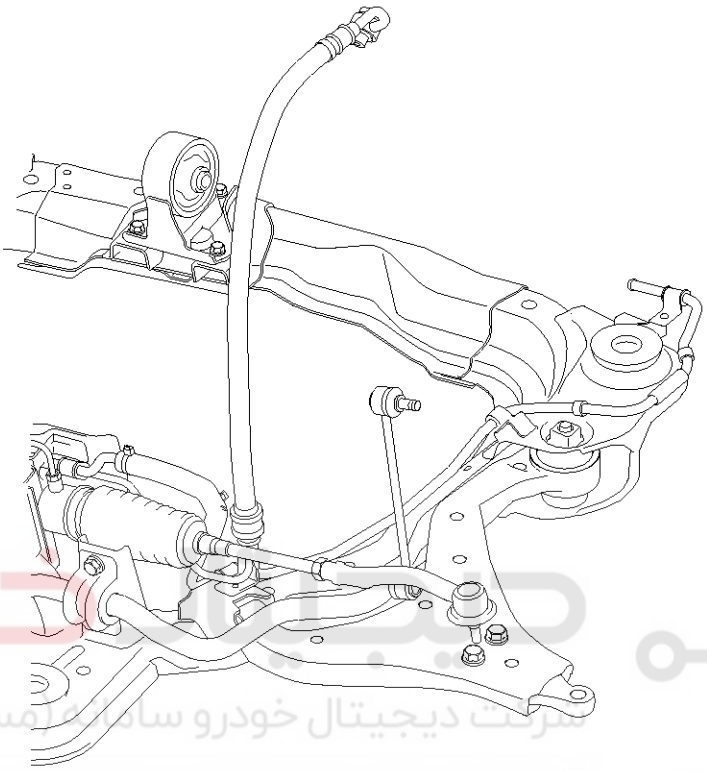


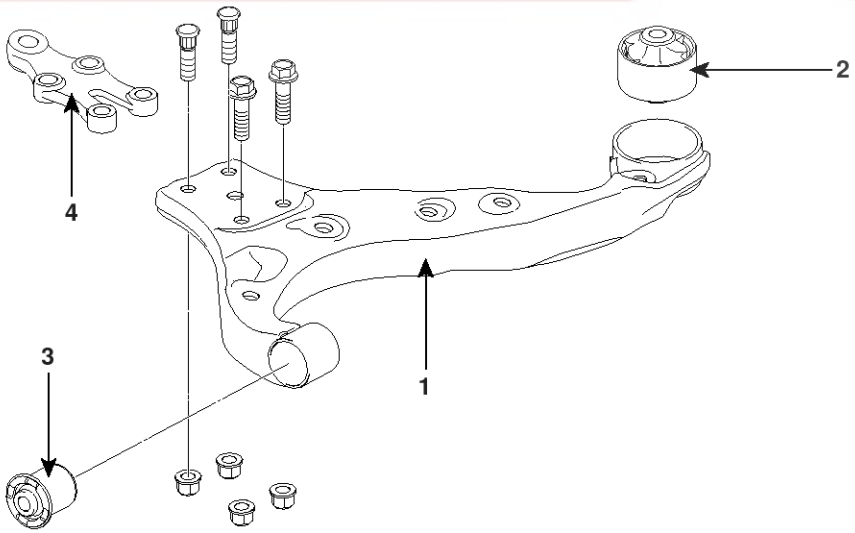
AHIE101B

⚠CAUTION
Be careful not to damage the hub bolts(C) then install the front wheel and tire(A).

Front Lower Arm

COMPONENTS





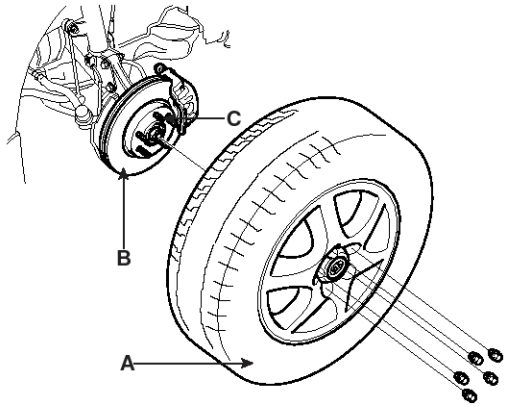
1. Lower arm
2. G bushing
3. A bushing
4. Connector

LHIE102A

REMOVAL

1. Loosen the wheel nuts slightly.

   Raise the front of the vehicle, and make sure it is securely supported.
2. Remove the front wheel and tire(A) from front hub(B).

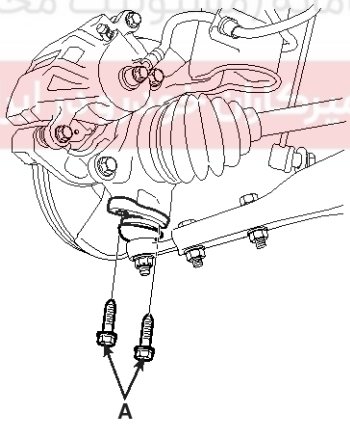


AHIE101B

⚠CAUTION

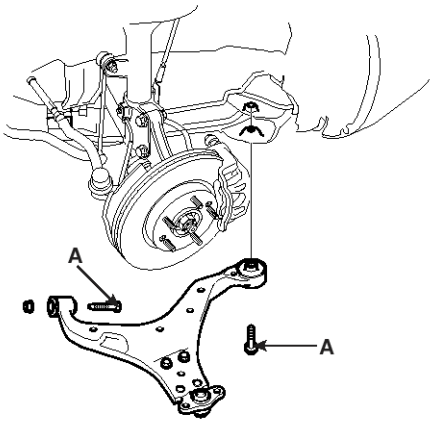
Be careful not to damage the hub bolts(C) then remove the front wheel and tire(A).

3. Remove the lower arm ball joint mounting bolts(A).



AHIE102B

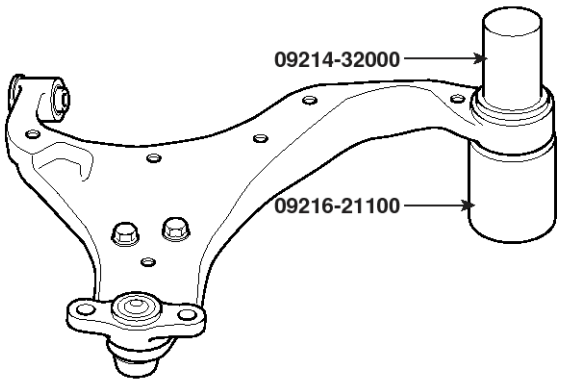
4. Remove the lower arm mounting bolts(A).



AHIE102C

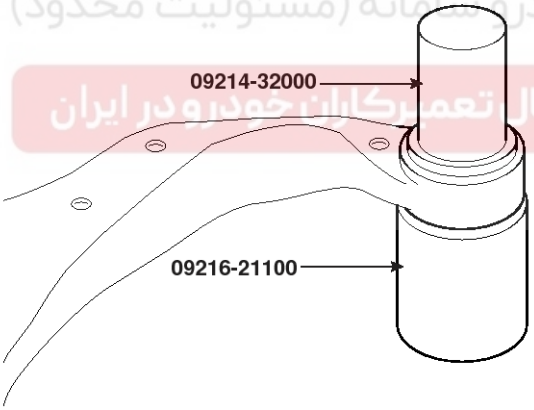
REPLACEMENT

1. Using the special tools(09214-32000 & 09216-211000), remove the bushing from the lower arm.



AHIE102D

2. Apply soap solution to the following parts.
   - Outer surface of the bushing.
   - Inner surface of the lower bushing mounting part.
3. Using the special tools(09214-32000 & 09216-21100), install the busing on the lower arm.

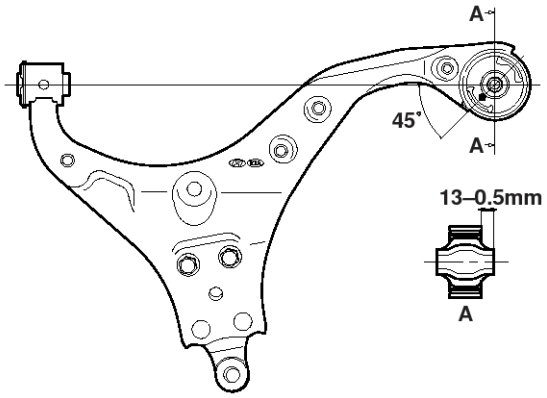


AHIE102E

⚠CAUTION

Insert bush as to arrow direct toward this dir shown.

Separation force is over 800Kg

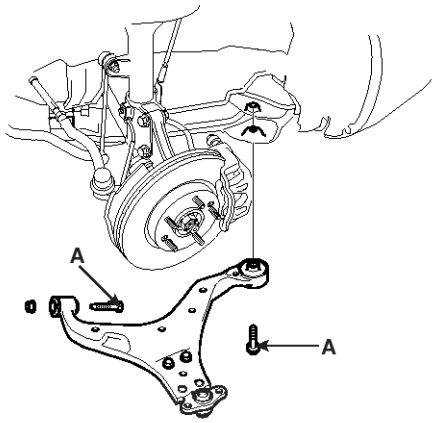


AHIE102F

INSTALLATION

1. Install the lower arm mounting bolts(A).

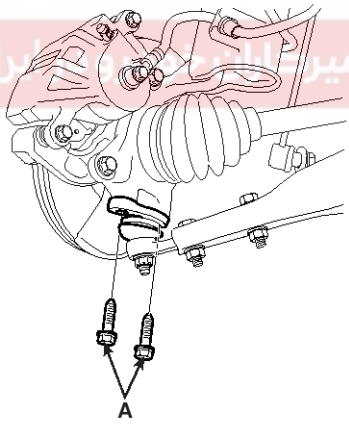
Tightening torque :
A bushing :
100~120 Nm (10~12 Kgf·m, 73.8~88.5 lbf·ft)
G bushing :
140~160 Nm (14~16 Kgf·m, 103.3~118.0 lbf·ft)



AHIE102C

2. Install the lower arm ball joint mounting bolts(A).

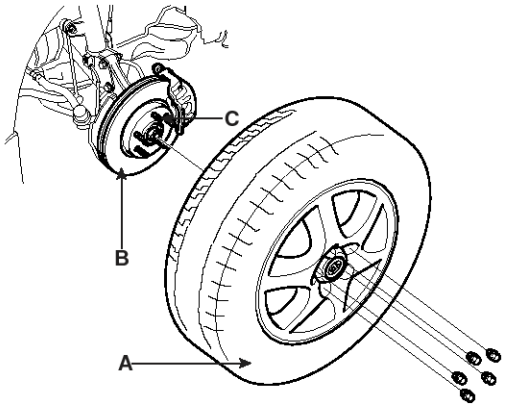
Tightening torque :
100~120 Nm (10~12 Kgf·m, 73.8~88.5 lbf·ft)



AHIE102B

3. Install the front wheel and tire(A) on the front hub(B).

Tightening torque :
90~110 Nm (9~11 Kgf·m, 66.4~81.2 lbf·ft)

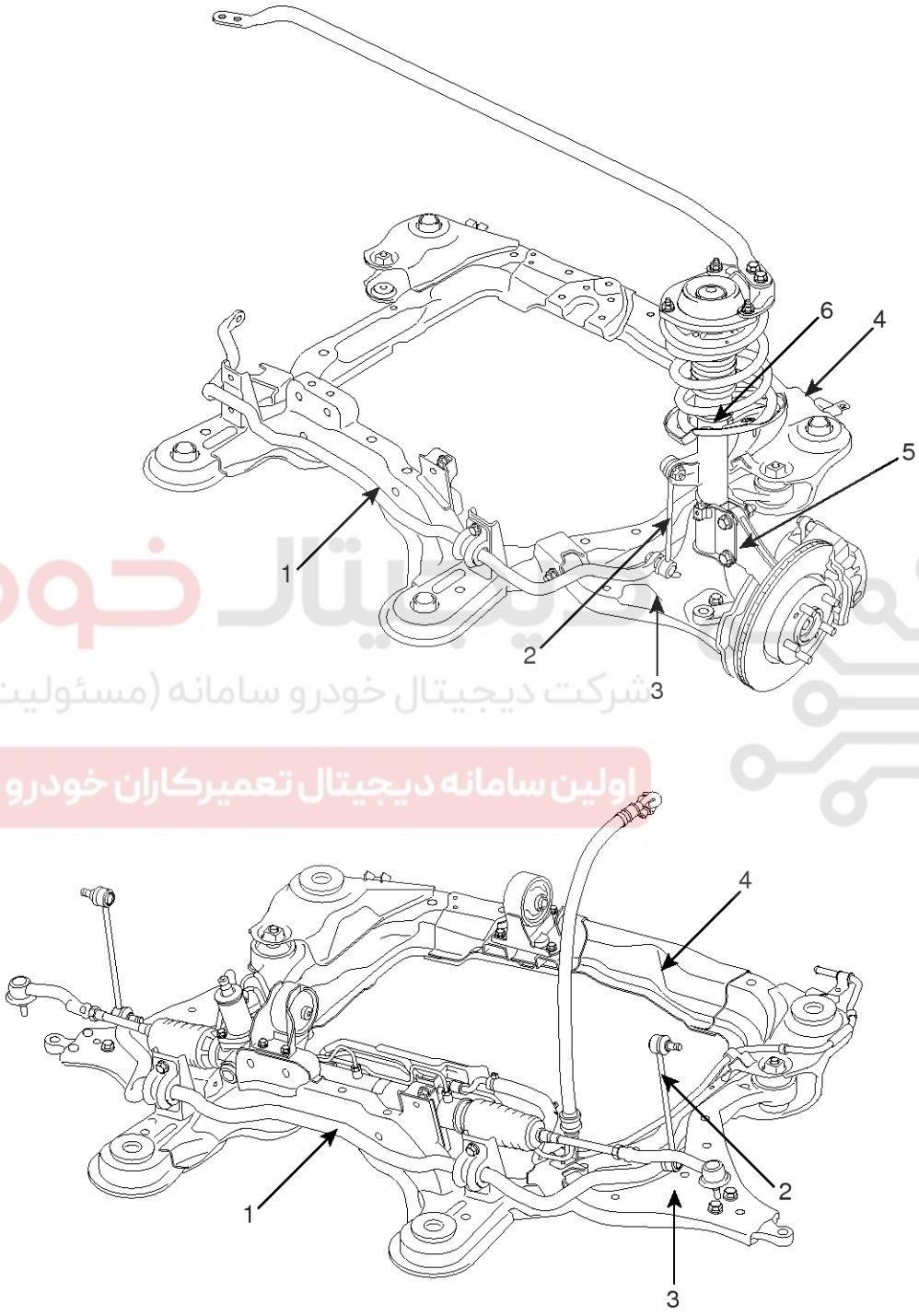


AHIE101B

⚠CAUTION
Be careful not to damage the hub bolts(C) then install the front wheel and tire(A).

Front Stabilizer Bar

COMPONENTS



1. Stabilizer bar
2. Stabilizer bar link
3. Lower arm
4. Sub-frame
5. Knuckle
6. Strut assembly

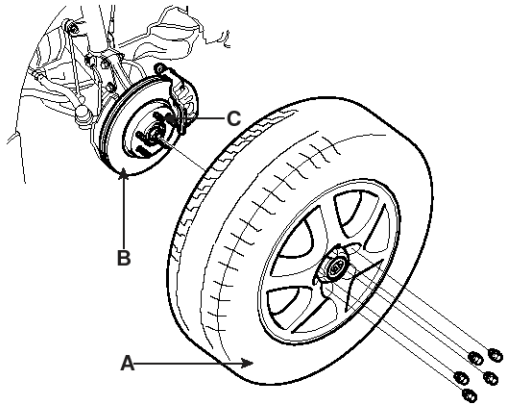
LHIE103A

REMOVAL

1. Loosen the wheel nuts slightly.

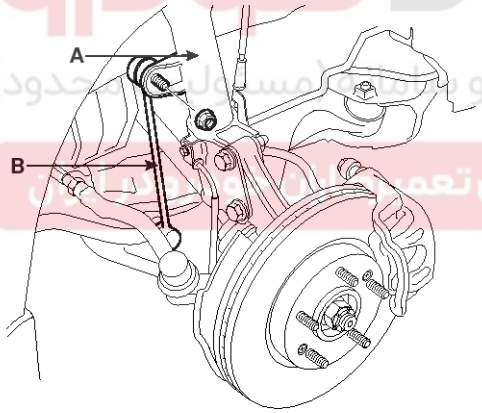
   Raise the front of the vehicle, and make sure it is securely supported.

2. Remove the front wheel and tire(A) from front hub(B).



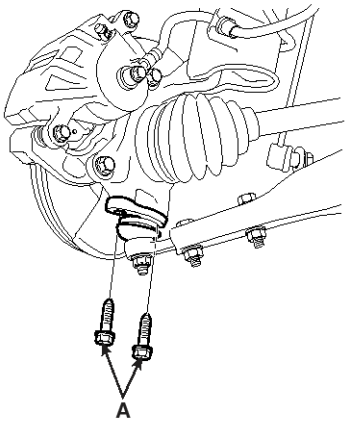
AHIE101B

3. Remove the stabilizer bar link(B) from the strut assmembly(A).



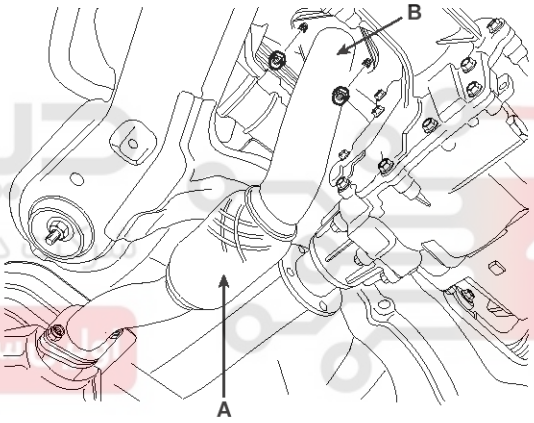
APIE103F

4. Remove the two bolts(A) for lower arm ball joint.



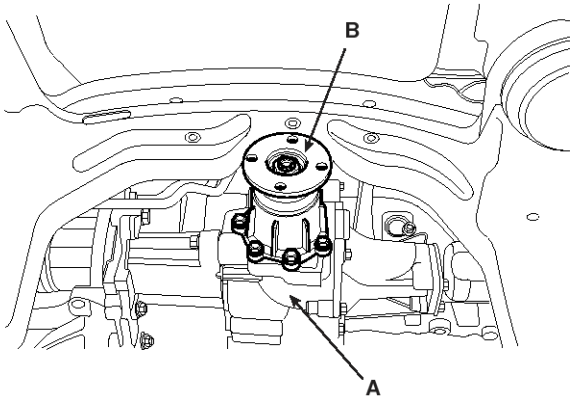
APIE103G

5. Dissassemble the propeller shaft(A) to the front muffler assembly(B).



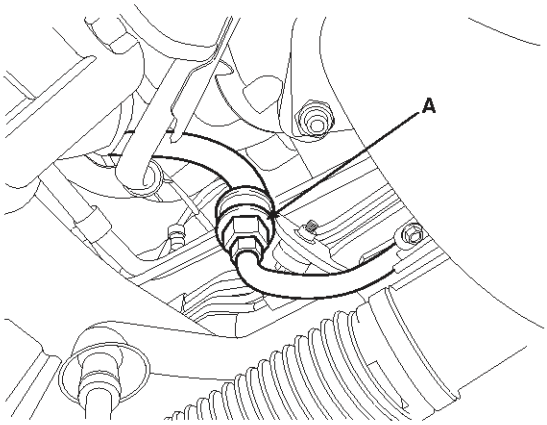
APIE103H

6. Drain oil from the transfer case(A). then remove the rear flange assmbly(B).



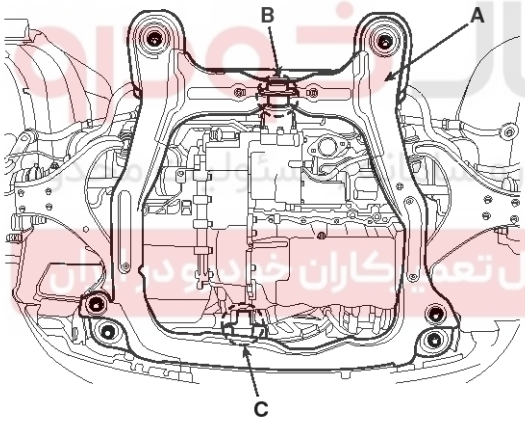
APIE103I

7. Drain power steering oil.
8. Remove the connecting bolt(A) for pressure tubes.



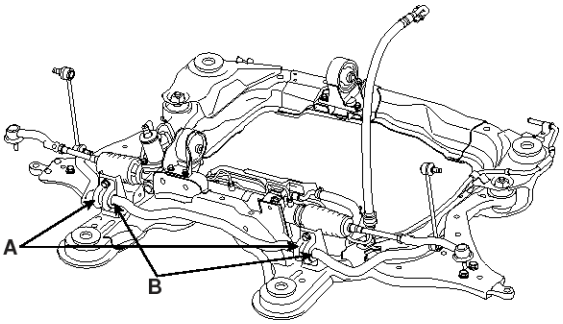
APIE103J

9. Remove two engline mounting bolts(B,C) and six subframe mounting bolts in order to remove the subframe(A).



APIE103K

10. Remove both two stabilizer brackets and two bushes respcetively.



AHIE103H

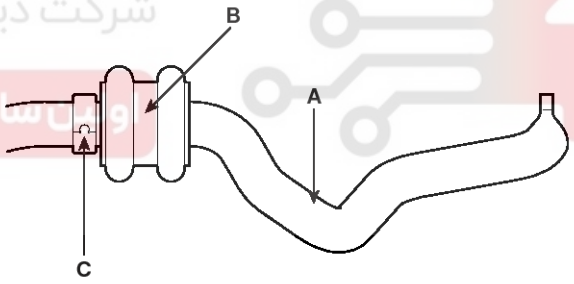
11. Remove the stabilizer bar.

⚠CAUTION

Be careful not to do damage to pressure tubes.

INSTALLATION

1. Install the bushing(B) on the stabilizer bar(A).



AHIE106I

NOTICE

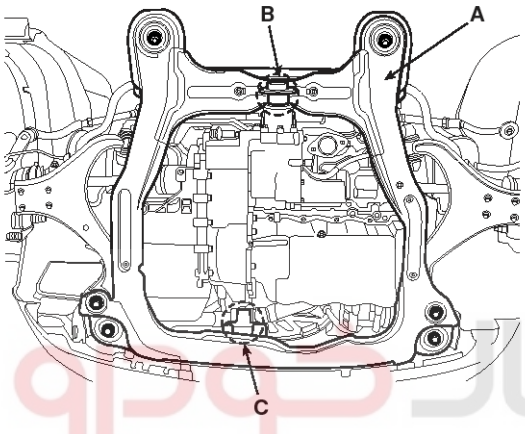
Bring clamp(C) of stabilizer bar(A) into contact with bushing(B).

2. Install the bracket on the bushing(B).
3. After tightening the bolts of the bushing bracket temporarily, install the bushing bracket on the opposite side.

Tightening torque :
45~55 Nm (4.5~5.5 Kgf·m, 33.2~40.6 lbf·ft)

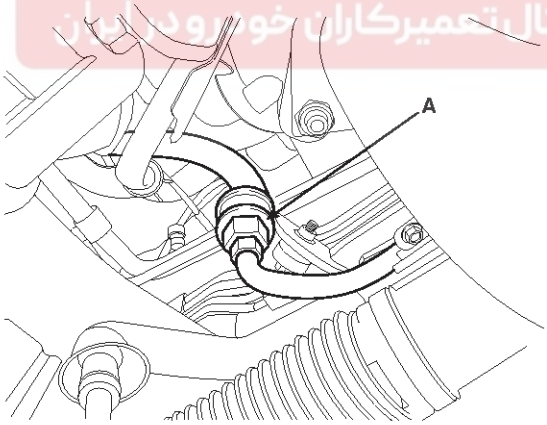
4. Install the six subframe mounting bolts, then the two engine mounting bolts(B,C).

Tightening torque :
50~65 Nm (5~6.5 Kgf·m, 36.9~48.0 lbf·ft)



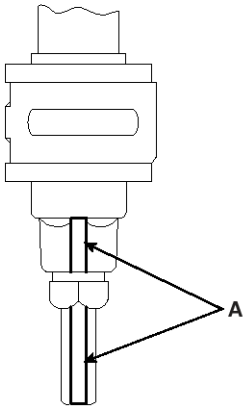
APIE103K

5. Install the connecting blot(A) for pressure tubes.



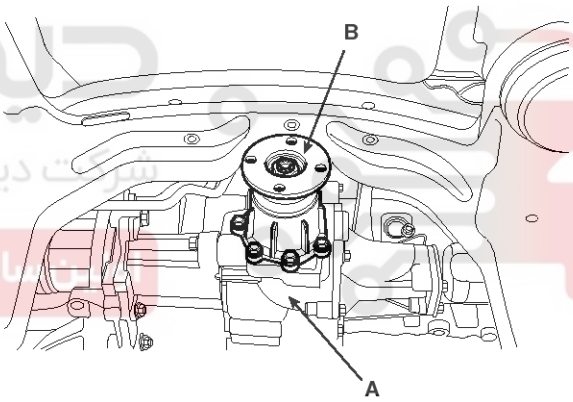
APIE103J

⚠CAUTION
Be sure to parallel the white marks(A) on the tube and the hose.



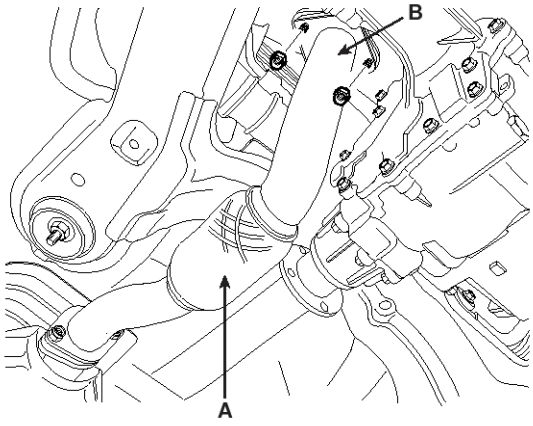
APIE105G

6. Install the rear flange assembly(B) to the transfer case(A).



APIE103I

7. Install the propeller shaft(A), then the front mufler assembly(B).



APIE103H

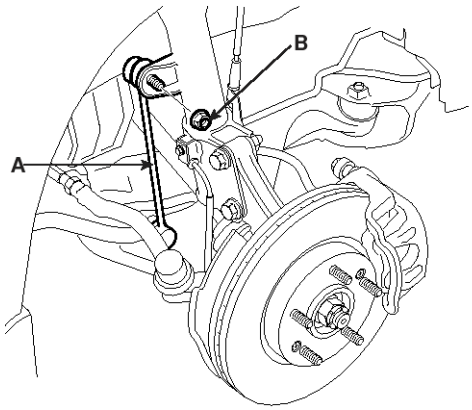
8. Install the two bolts(A) for the lower arm ball joint.

Tightening torque :
100~120 Nm (10~12 Kgf·m, 73.8~88.5 lbf·ft)

APIE103G

9. Install the nut(B) on the stabilizer bar link(A).

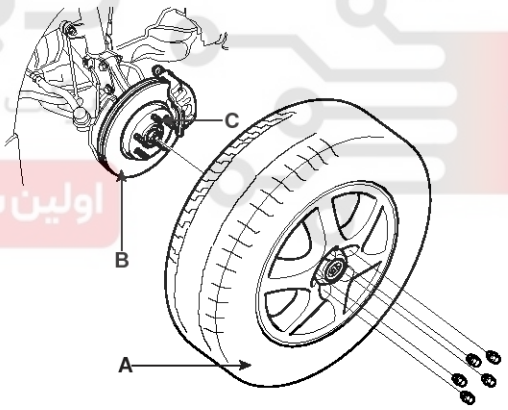
Tightening torque :
100~120 Nm (10~12 Kgf·m, 73.8~88.5 lbf·ft)



AHIE101E

10. Install the front wheel and tire(A) on thr front hub(B).

Tightening torque :
90~110 Nm (9~11 Kgf·m, 66.4~81.2 lbf·ft)



AHIE101B

⚠CAUTION
Be careful not to do damage the hub bolts(C) then install the front wheel and tire(A).

INSPECTION

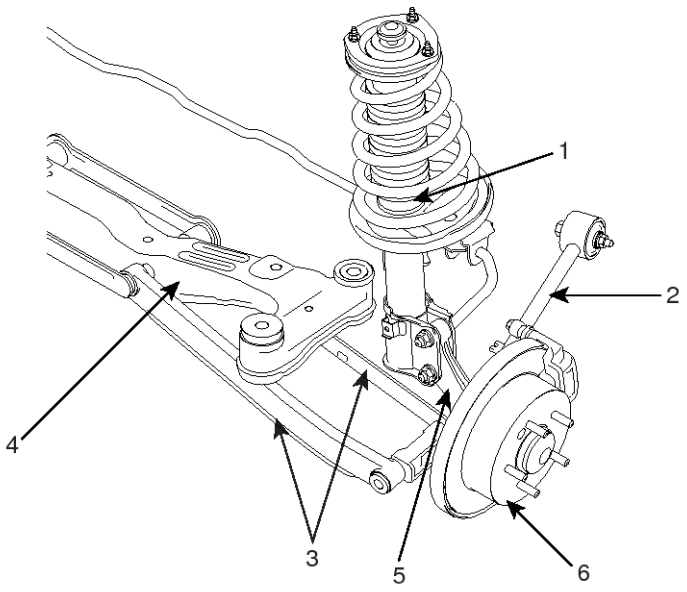
1. Check the stabilizer bar for deterioration and damage.
2. Check all bolts for damage and deformation.
3. Check the stabilizer link dust cover for cracks or damage.

Rear Suspension System

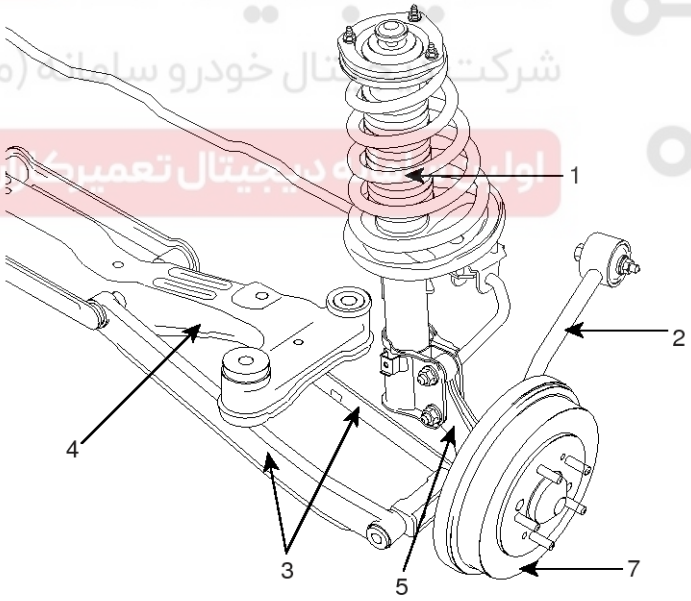
Rear Strut Assembly

COMPONENT LOCATION

[2WD-DISC TYPE]



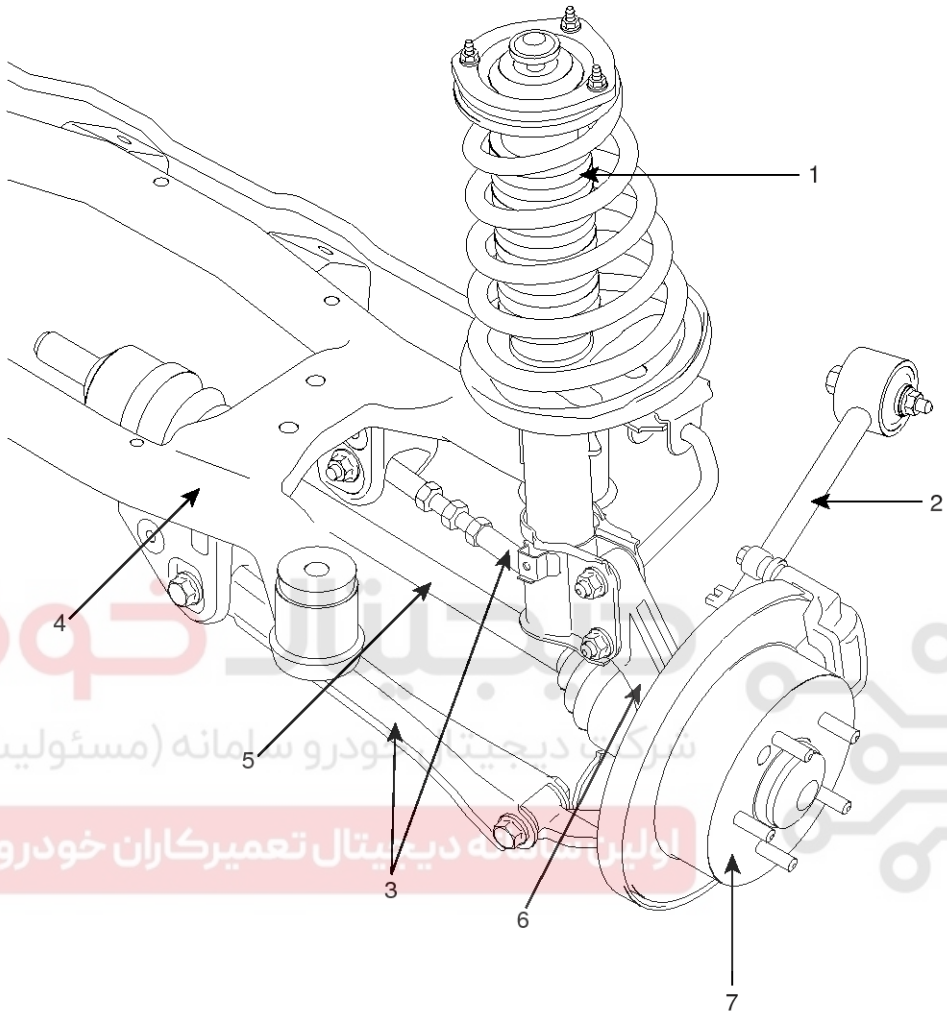
[2WD-DRUM TYPE]



1. Strut assembly
2. Trailing arm
3. Suspension arm
4. Cross member
5. Carrier
6. Disc brake assembly
7. Drum brake assembly

LHIE105B

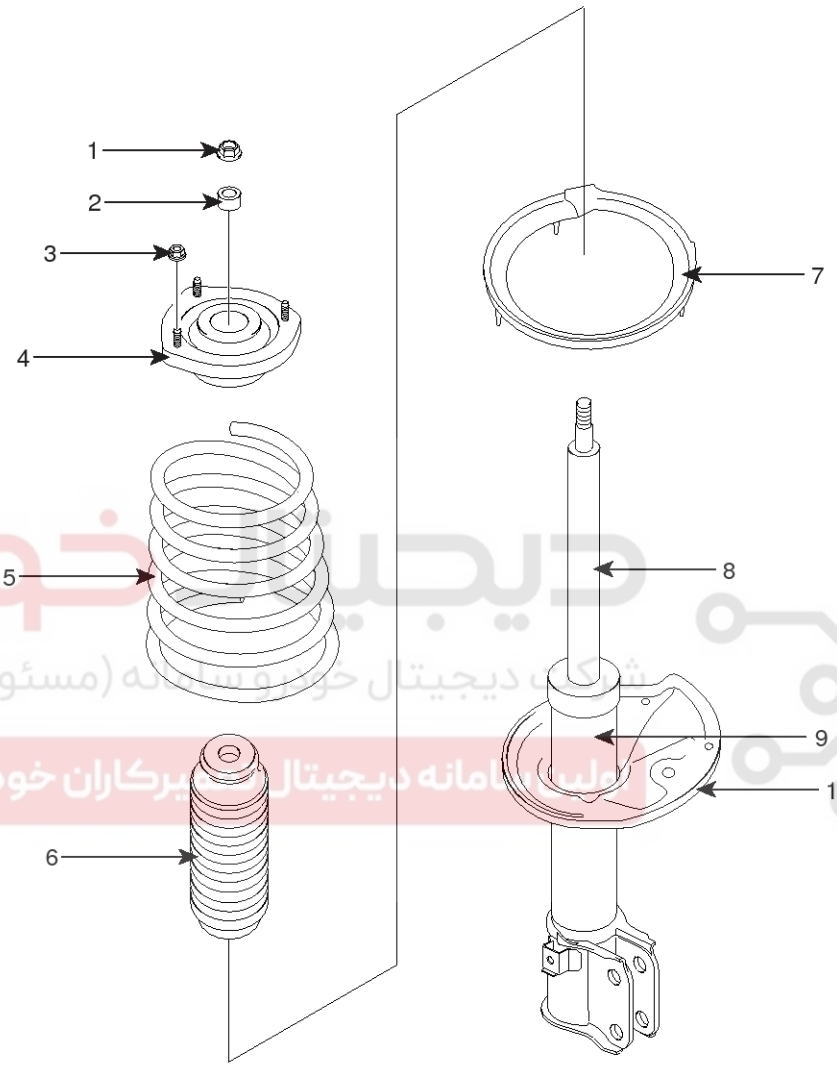
[4WD]



1. Strut assembly
2. Trailing arm
3. Suspension arm
4. Cross member
5. Drive shaft
6. Carrier
7. Disc brake assembly

LHIE105C

COMPONENTS



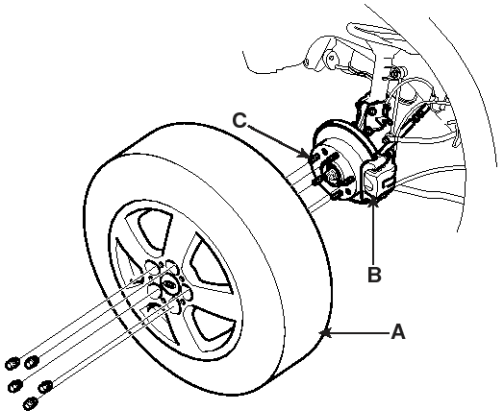
1. Self-locking nut
2. Spacer
3. Upper mounting nut
4. Insulator
5. Coil spring
6. Strut dust cover & bumper rubber
7. Spring lower pad
8. Piston rod
9. Strut assembly
10. Spring lower seat

LHIE105A

REMOVAL

1. Loosen the wheel nuts slightly.

   Raise the rear of the vehicle, and make sure it is securely supported.
2. Remove the rear wheel and tire(A) from rear hub(B).

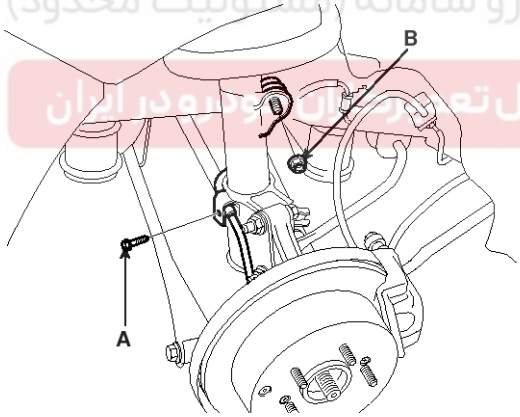


AHIE105D

CAUTION

Be careful not to damage the hub bolts(C) then remove the rear wheel and tire(A).

3. Remove the speed sensor cable monting bolt(A).



AHIE105E

NOTICE

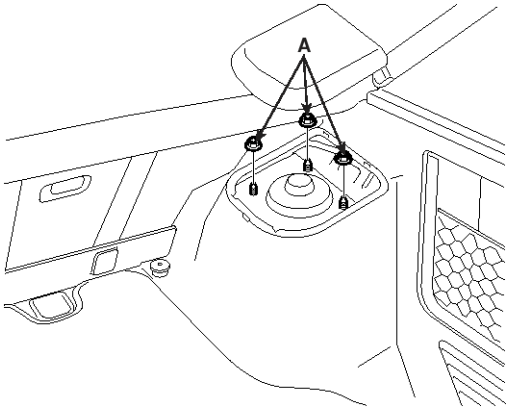
Drum brake type :

Remove the speed sensor cable mounting bolts(2EA) and the brake hose bracket.

Disc brake type :

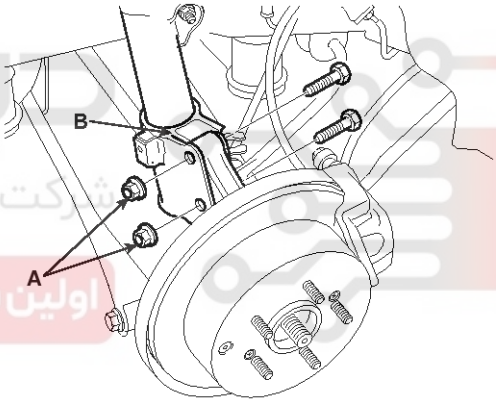
Remove the speed sensor cable mounting bolt(1EA)

4. Remove the stabilizer bar link nut(B).
5. Remove the strut upper mounting nut(A).



AHIE105F

6. Remove the strut lower mounting bolts(A) and then remove the strut assembly(B).

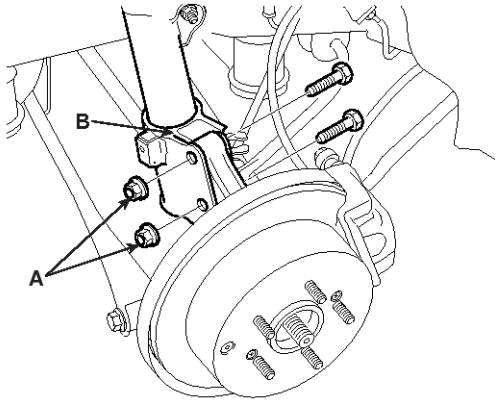


AHIE105G

INSTALLATION

1. Install the strut assembly(B) and then install the strut lower mounting bolts(A).

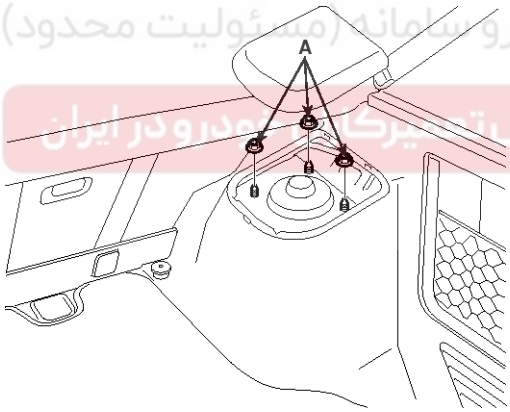
Tightening torque :
140~160 Nm (14~16 Kgf·m, 103.3~118.0 lbf·ft)



AHIE105G

2. Install the strut upper mounting nuts(A).

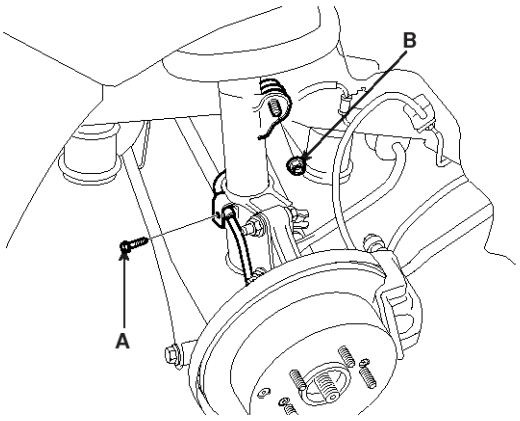
Tightening torque :
30~40 Nm (3~4 Kgf·m, 22.1~29.5 lbf·ft)



AHIE105F

3. Install stabilizer bar link nut(B).

Tightening torque :
100~120 Nm (10~12 Kgf·m, 73.8~88.5 lbf·ft)



AHIE105E

4. Install the speed sensor cable mounting bolt(A).

Tightening torque :
7~11 Nm (0.7~1.1 Kgf·m, 5.2~8.1 lbf·ft)

NOTICE

Drum brake type :

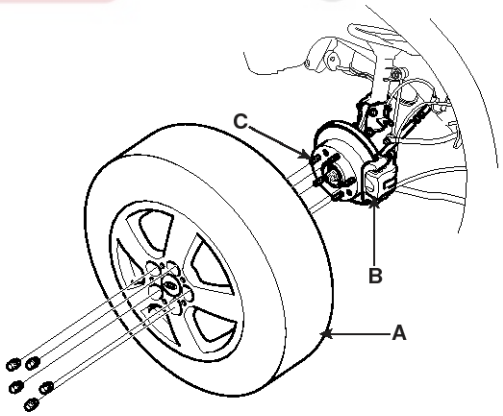
Install the speed sensor cable mounting bolts(2EA) and the brake hose bracket.

Disc brake tyep :

Install the speed sensor cable mounting bolt(1EA)

5. Install the rear wheel and tire(A) on the rear hub(B).

Tightening torque :
90~110 Nm (9~11 Kgf·m, 66.4~81.2 lbf·ft)



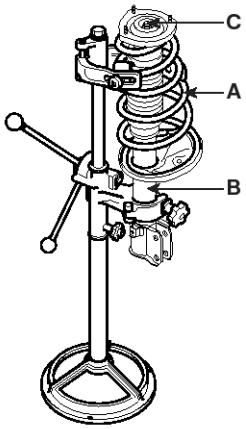
AHIE105D

CAUTION

Be careful not to damage the hub bolts(C) then install the rear wheel and tire(A).

DISASSEMBLY

1. Using the special tool(09545-26000), compress the coil spring(A) until there is only a little tension on the strut(B).

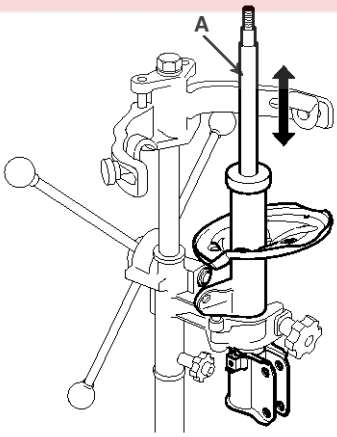


AHIE105H

2. Remove the self-locking nut(C) from the strut(B).
3. Remove the pipe, insulator, spring seat, coil spring and dust cover from the strut(B).

INSPECTION

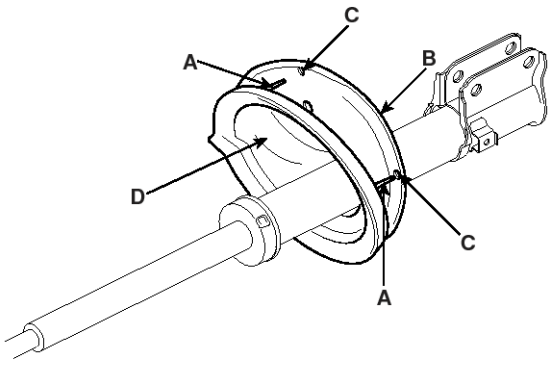
1. Check the insulator for wear or damage.
2. Check rubber parts for damage or deterioration.
3. Compress and extend the piston rod(A) and check that there is no abnormal resistance or unusual sound during operating.



AHIE101L

REASSEMBLY

1. Install the spring lower pad(D) so that the protrusions(A) fit in the holes(C) in the spring lower seat(B).



AHIE101S

2. Compress coil spring using special tool(09546-26000).

   Install compressed coil spring into shock absorber.

   NOTICE

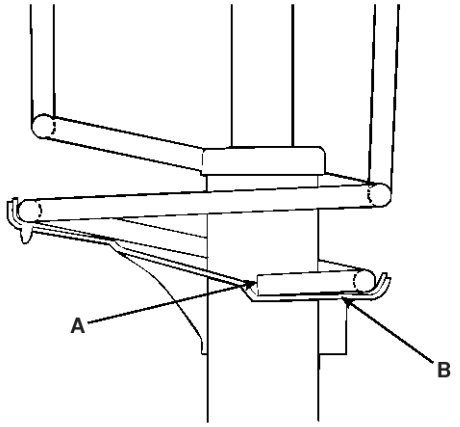
   a. *Indicated two idenitification color marks on the coil spring one follows model option (see page SS-2) the other follows load classification according to the below.*

      Pay attention to distinguish between the two marks and then install them.

   b. *Install the coil spring with the identification mark directed toward the knuckle.*

3. After fully extending the piston rod, install the spring upper seat and insulator assembly.

4. After seating the upper and lower ends of the coil spring(A) in the upper and lower spring seat grooves(B) correctly, tighten new self-locking nut temporarily.



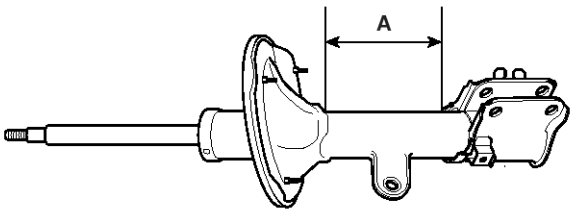
AHIE101T

5. Remove the special tool(09546-26000).
6. Tighten the self-locking nut to the specified torque.

Tightening torque :
40~55 Nm (4~5.5 Kgf·m, 29.5~40.6 lbf·ft)

DISPOSAL

1. Fully extend the piston rod.
2. Drill a hole on the A section to remove gas from the cylinder.



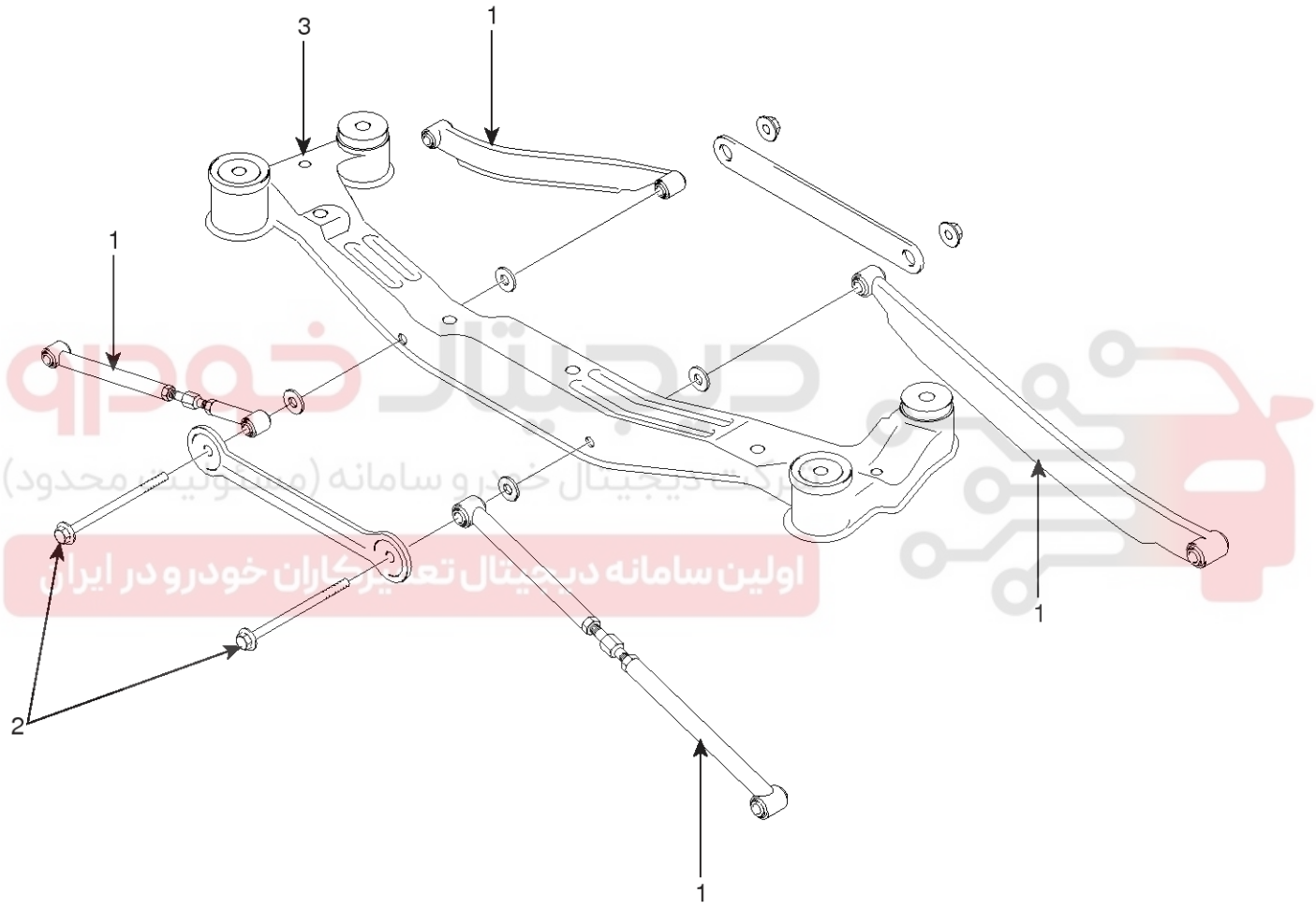
AHIE101K

⚠CAUTION
The gas coming out is harmless, but be careful of chips that may fly when drilling.

Rear Suspension Arm

COMPONENTS

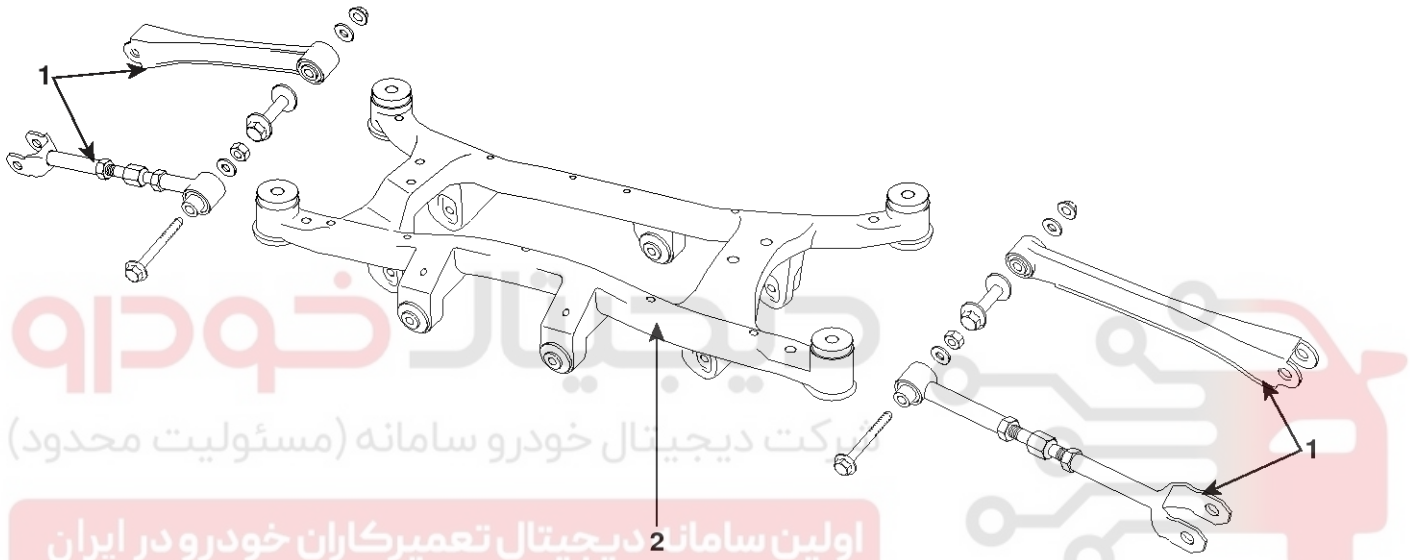
[2WD]



1. Suspension arm
2. Suspension arm bracket mounting bolt
3. Cross member

LHIE104A

[4WD]



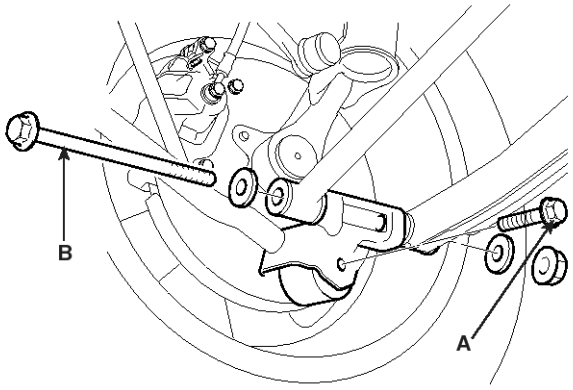
1. Suspension arm
2. Cross member

LHIE104B

REPLACEMENT

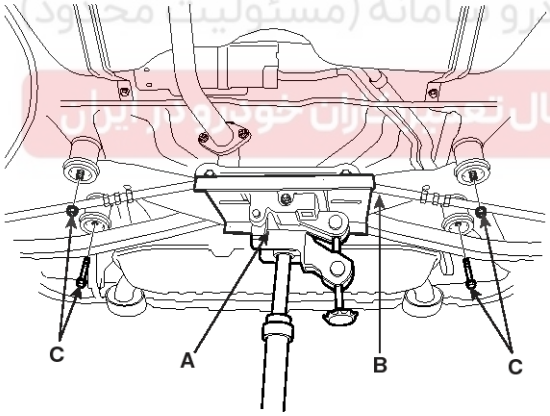
[2WD]

1. Remove the trailing arm mounting bolt(A) and suspension arm mounting bolt(B).



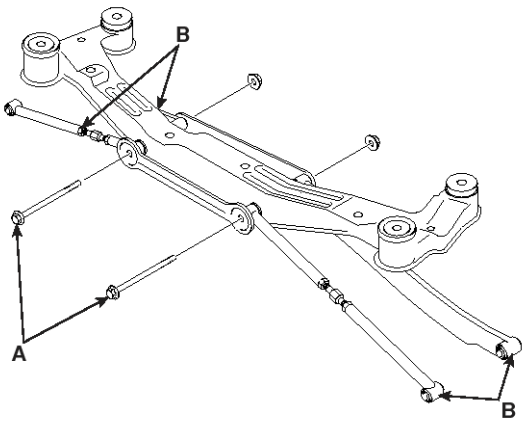
AHIE104C

2. Remove the opposite side trailing arm mounting bolt and suspension arm mounting bolt.
3. After supporting the rear cross member assembly(B) with the jack(A), remove the cross member mounting bolts and nuts(C).



AHIE104D

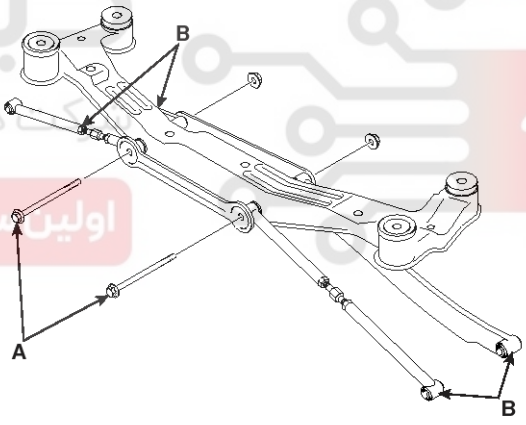
4. Remove the suspension arm bracket mounting bolts(A).



AHIE104E

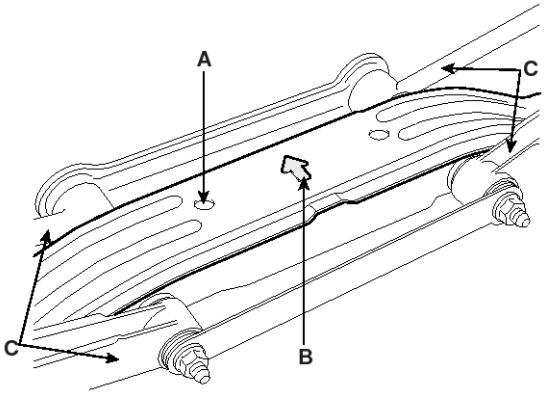
5. Remove the suspension arm(B).
6. Install the suspension arm bracket mounting bolts(A).

Tightening torque :
160~180 Nm (16~18 Kgf·m, 118.0~132.8 lbf·ft)



AHIE104E

7. Make sure that the arrow mark(B) on the rear cross member(A) should place the front face of the vehicle.



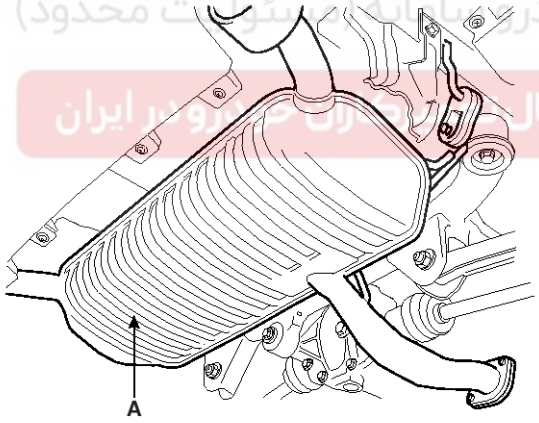
AHIE104G

8. Rear suspension arm(C)-to-rear carrier bolts should be temporarily tightened, and then fully tightened with the vehicle on the ground in unloaded condition.

Tightening torque :
160~180 Nm (16~18 Kgf·m, 118.0~132.8 lbf·ft)

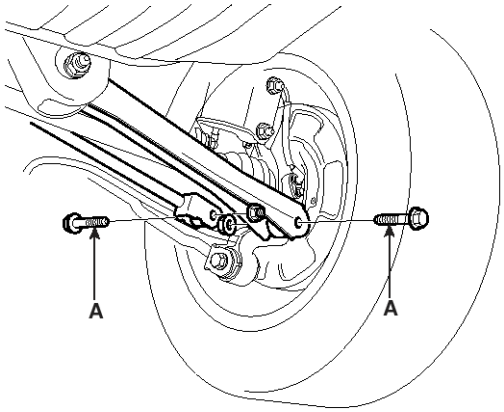
[4WD]

1. Remove the muffler(A).



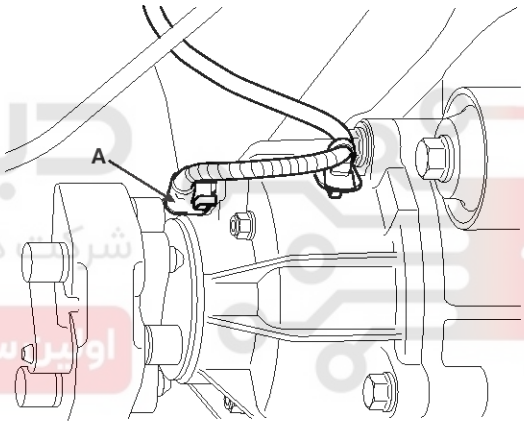
AHIE104H

2. Remove the suspension arm mounting bolts(A).



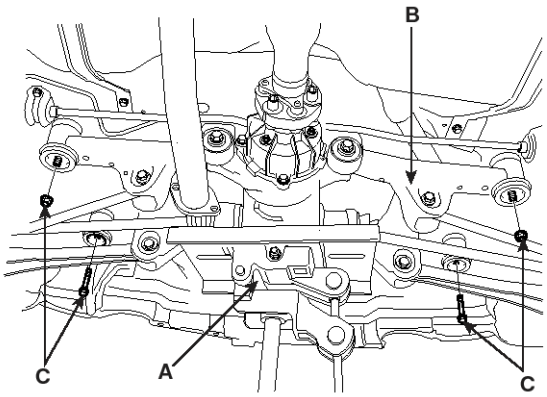
AHIE104I

3. Remove the opposite side suspension mounting bolts.
4. Remove the coupling control connector(A).



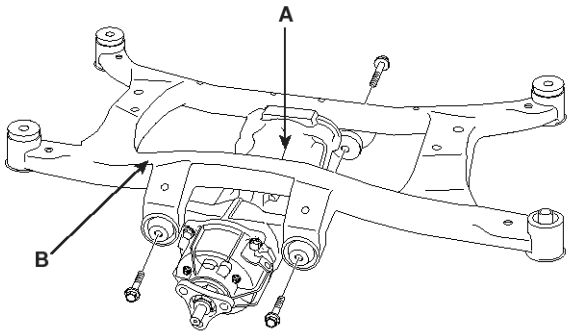
AHIE104J

5. After supporting the rear cross member assembly(B) with a jack(A), remove the cross member mounting bolts and nuts(C).



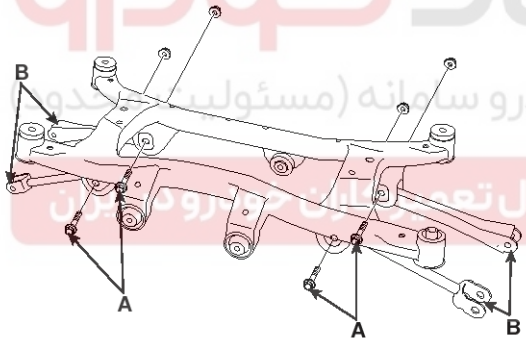
AHIE104K

6. Remove the propeller shaft. (see page DS-propeller shaft)
7. Remove the rear differential(A) from the cross member(B).



AHIE104L

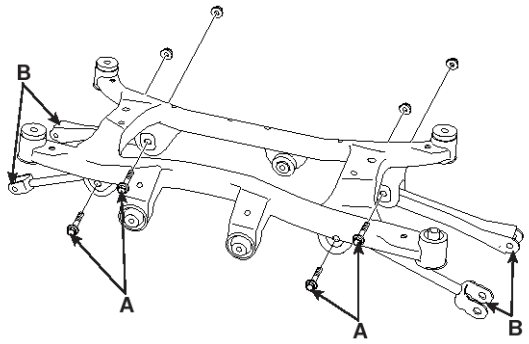
8. Remove the suspension arm bracket mounting bolts(A).



AHIE104M

9. Remove the suspension arm(B).
10. Install the suspension arm bracket mounting bolts(A).

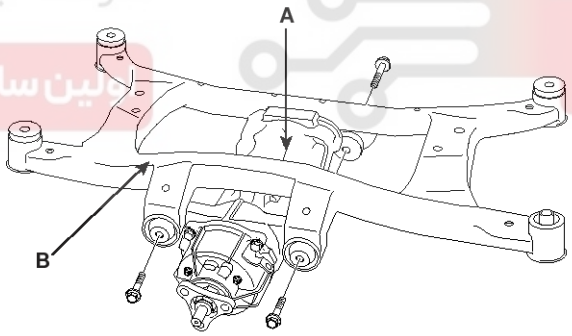
Tightening torque :
140~160 Nm (14~16 Kgf·m, 103.3~118.0 lbf·ft)



AHIE104M

11. Install the rear differential(A) on the cross member(B).

Tightening torque :
90~120 Nm (9~12 Kgf·m, 59.0~88.5 lbf·ft)

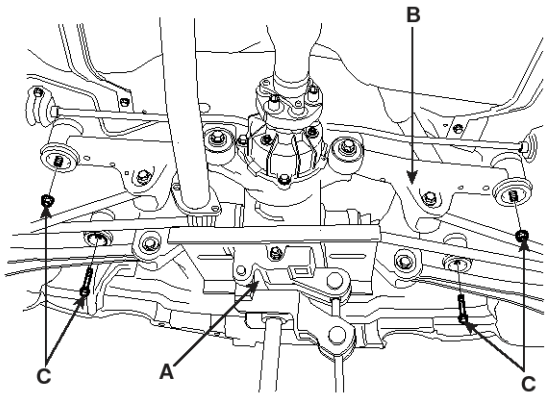


AHIE104L

12. Install the propeller shaft. (see page DS-propeller shaft)

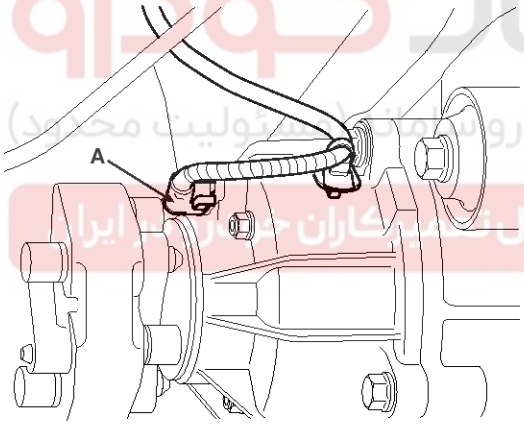
13. After supporting the rear cross member assembly(B) with the jack(A), install the cross member mounting bolts and nuts(C).

Tightening torque :
100~120 Nm (10~12 Kgf·m, 73.8~88.5 lbf·ft)



AHIE104K

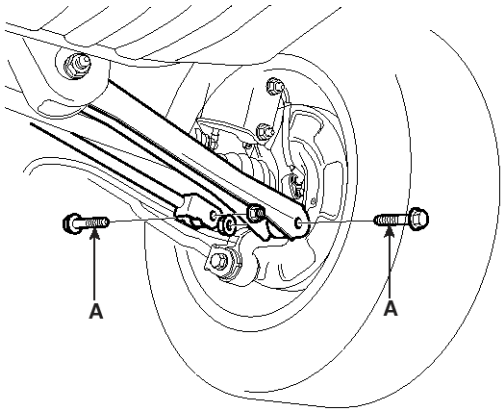
14. Install the coupling control connector(A).



AHIE104J

15. Rear suspension arm-to-rear carrier bolts(A) should be temporarily tightened, and then fully tightened with the vehicle on the ground in unloaded condition.

Tightening torque :
140~160 Nm (14~16 Kgf·m, 103.3~118.0 lbf·ft)

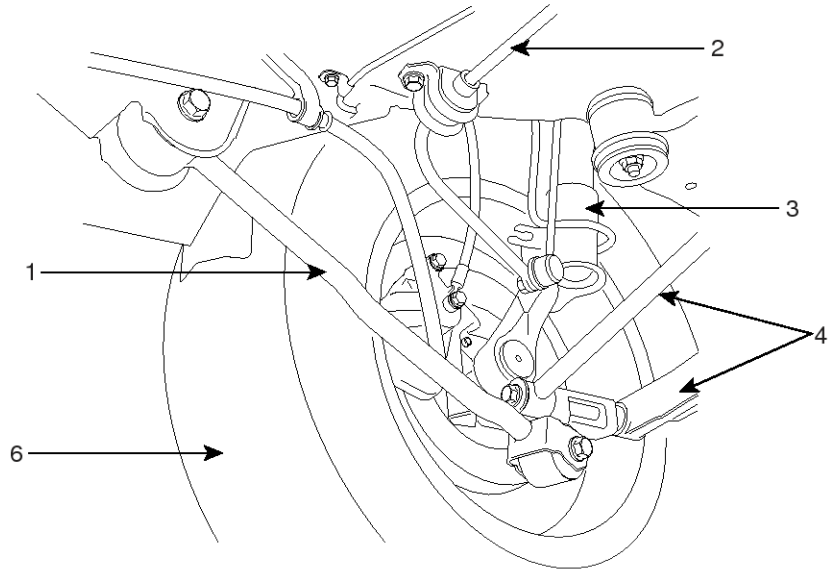


AHIE104I

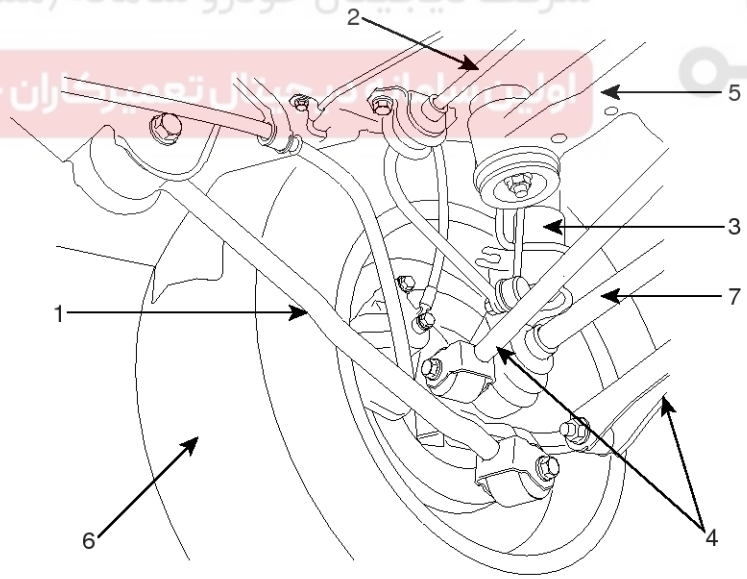
Trailing Arm

COMPONENTS

[2WD]



[4WD]

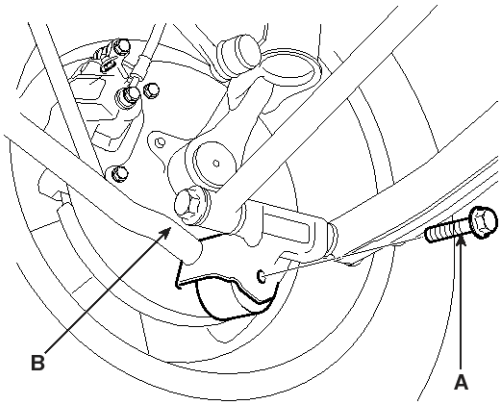


1. Trailing arm
2. Stabilizer bar
3. Strut assembly
4. Suspension arm
5. Cross member
6. Tire
7. Drive shaft

LHIE106A

REMOVAL

1. Remove the trailing arm mounting bolts(A).



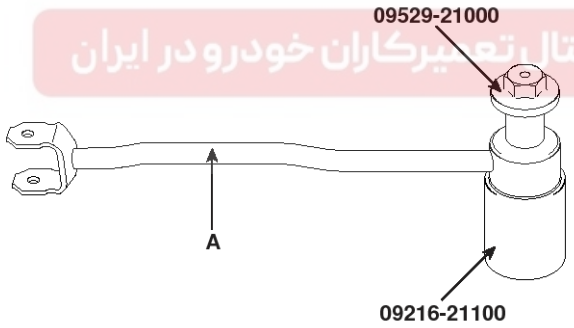
AHIE106B

2. Remove the bracket mounting bolt, nut of the vehicle side.
3. Remove the trailing arm(B).

REPLACEMENT

TRAILING ARM BUSHING

1. Install the special tools(09529-21000 & 09216-21100) on the trailing arm(A).



AHIE106C

2. Remove the bushing from the trailing arm(A).
3. Using the special tools(09529-21000 & 09216-21100), press-fit the rear trailing arm bushing.

Separation force is over 300Kg

NOTICE

Insert bush as to arrow direct toward trailing arm length.

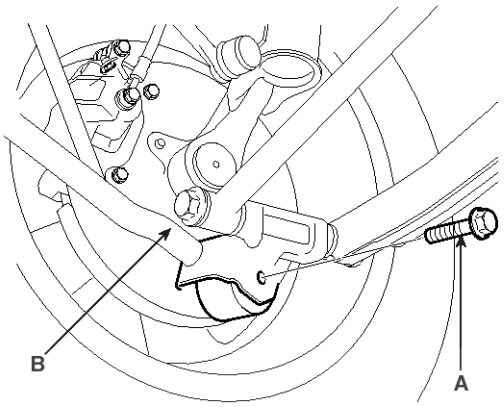
INSTALLATION

a. Install the trailing arm mounting bolt(A).

Tightening torque :
100~120 Nm (10~12 Kgf·m, 73.8~88.5 lbf·ft)

b. Install the trailing arm bracket mounting bolt, nut.

Tightening torque :
100~120 Nm (10~12 Kgf·m, 73.8~88.5 lbf·ft)



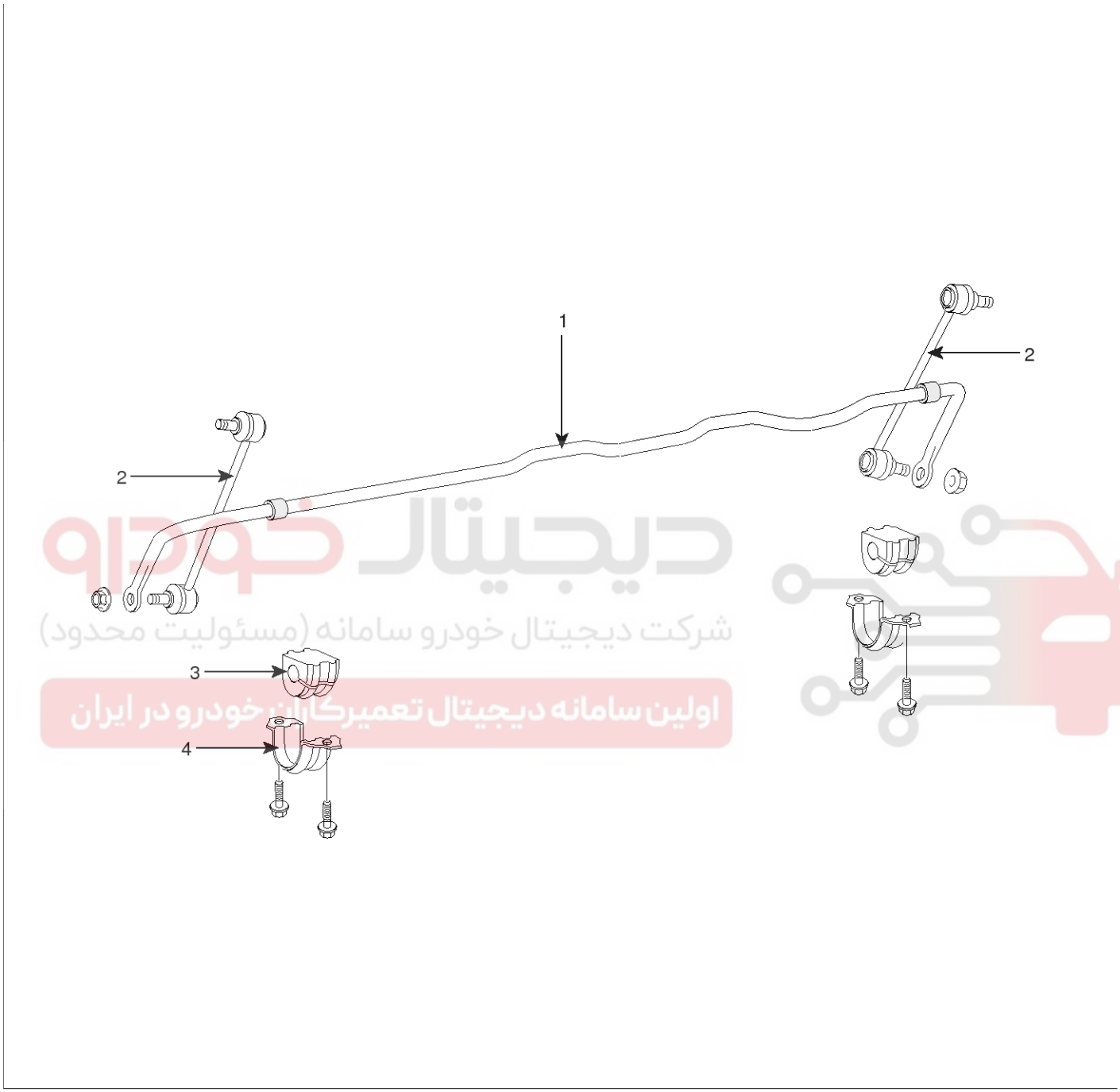
AHIE106B

NOTICE

The trailing arm mounting bolts, then fully tightened with the vehicle on the ground in unloaded condition.

Rear Stabilizer Bar

COMPONENTS



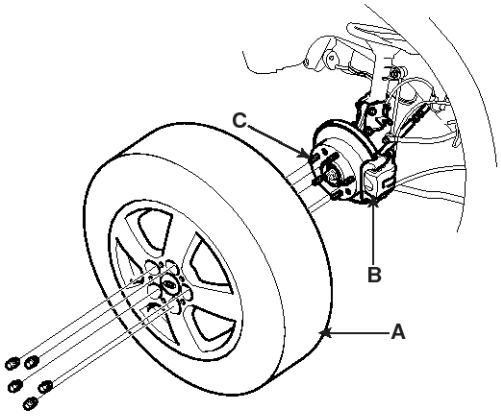
1. Stabilizer bar
2. Stabilizer bar link
3. Bushing
4. Bracket

LHIE106E

REMOVAL

1. Loosen the wheel nuts slightly.

   Raise the rear of the vehicle, and make sure it is securely supported.
2. Remove the rear wheel and tire(A) from rear hub(B).

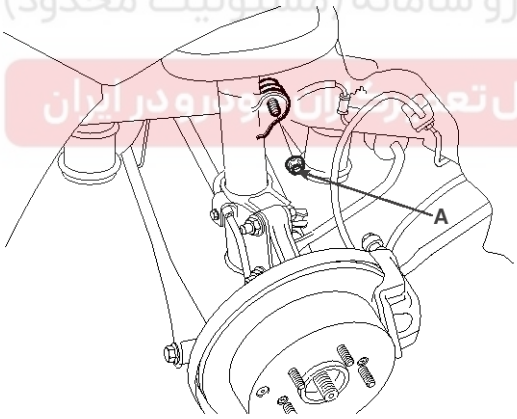


AHIE105D

⚠CAUTION

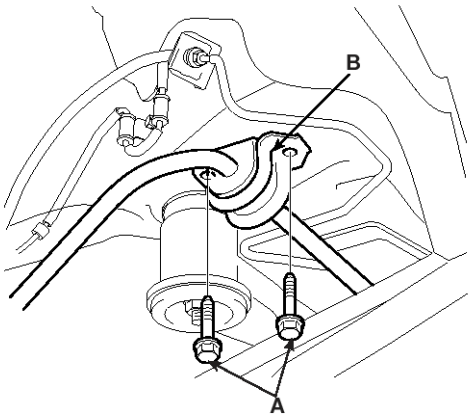
Be careful not to damage the hub bolts(C) then remove the rear wheel and tire(A).

3. Remove the stabilizer bar link mounting nut(A).



AHIE106F

4. Remove the stabilizer bar mounting bolts(A) and then remove the stabilizer bracket(B).

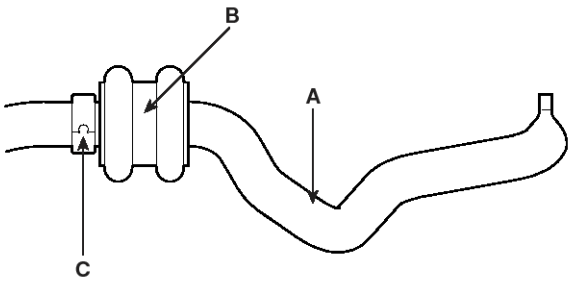


AHIE106G

5. Employ the same manner described above step 3 and 4 to the other side.
6. Remove the stabilizer bar.

INSTALLATION

1. Install the bushing(B) on the stabilizer bar(A).

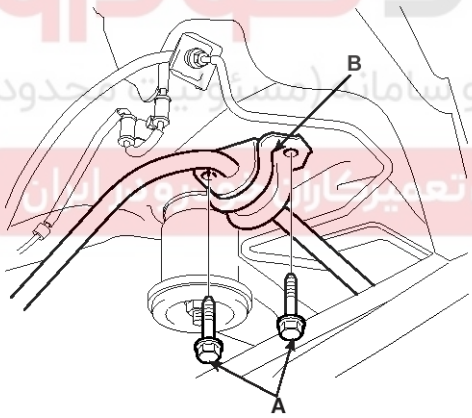


AHIE106I

NOTICE

Bring clamp(C) of stabilizer bar(A) into contact with bushing(B).

2. Install the stabilizer bracket(B) and then install the stabilizer bar mounting bolts(A).



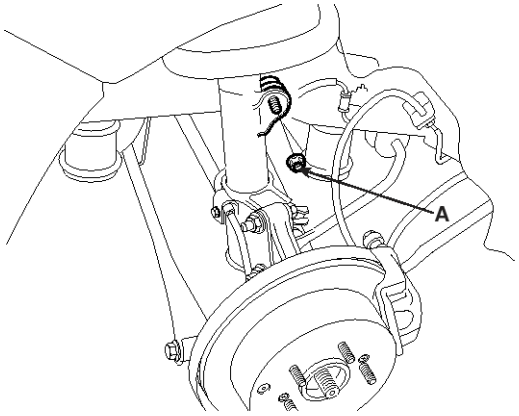
AHIE106G

3. One side bracket should be temporarily tightened, and then install the bushing on the opposite side.

Tightening torque :
45~65 Nm (4.5~6.5 Kgf·m, 33.2~40.6 lbf·ft)

4. Install the stabilizer bar link mounting nut(A).

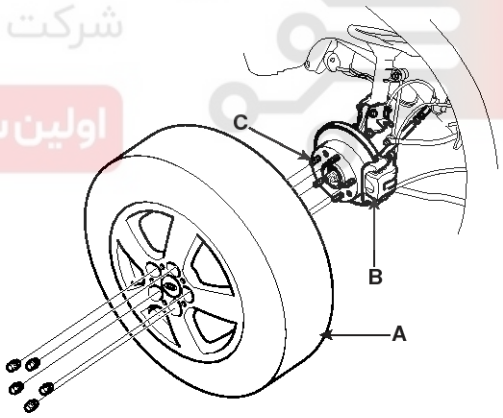
Tightening torque :
100~120 Nm (10~12 Kgf·m, 73.8~88.5 lbf·ft)



AHIE106F

5. Employ the same manner described above step 3 and 4 to the other side.
6. Install the rear wheel and tire(A) on the rear hub(B).

Tightening torque :
90~110 Nm (9~11 Kgf·m, 66.4~81.2 lbf·ft)



AHIE105D

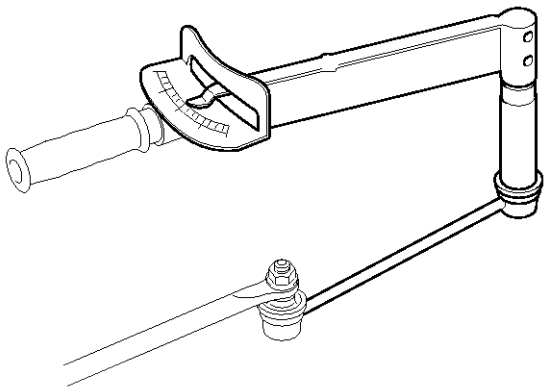
CAUTION

Be careful not to damage the hub bolts(C) then install the rear wheel and tire(A).

INSPECTION

1. If there is a crack and damage in the dust cover, replace the stabilizer bar link.
2. Mount the self-locking nut on the ball joint, and then measure the ball joint rotating torque.

Tightening torque :
0.7~2 Nm (0.07~0.2 Kgf·m, lbf·ft)



AHIE106H

3. If the rotating torque is above the upper limit of the standard value, replace the stabilizer link.
4. If the rotating torque is below the lower limit of the standard value, the ball joint may be reused unless it has drag and excessive play.

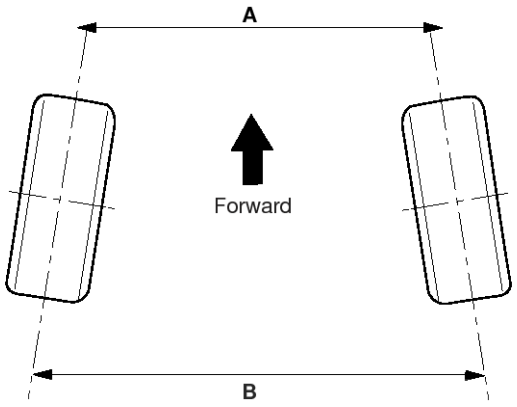
Tires/Wheels

Alignment

DESCRIPTION

WHEEL ALIGNMENT

TOE



LHIE107A

ITEM	Description
A-B < 0	Positive (+) toe (toe in)
A-B > 0	Negative (-) toe (toe out)

Standard value

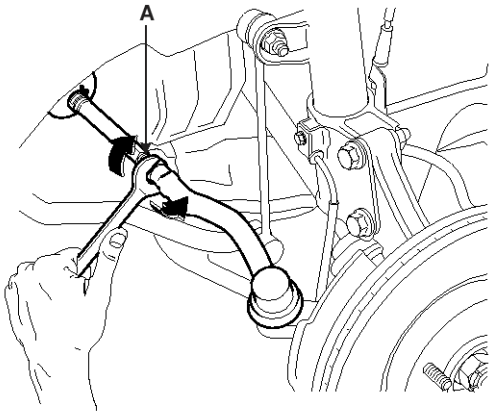
Toe-in (B-A) mm (in) : 0±2 mm (0±0.079 in)

NOTICE

- *Toe-in adjustment should be made by turning the right and left tie rods at the same amount.*
- *When adjusting toe-in, loosen the outer bellows clip to prevent twisting the bellows.*
- *After the adjustment, tighten the tie rod end lock nuts firmly and reinstall the bellows clip.*
- *Adjust each toe-in to be the range of ±1mm.*

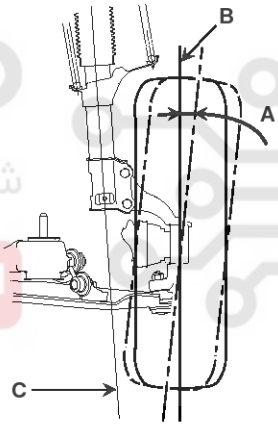
Tie rod end lock nuts(A) tightening torque :

50~60 Nm (5~6 Kgf·m, 36.9~44.3 lbf·ft)



AHIE107B

CAMBER



AHIE107C

ITEM	Description
A	Positive camber angle
B	True vertical
C	Strut centerline

When the wheel tilts out at the top, then the camber is positive (+).

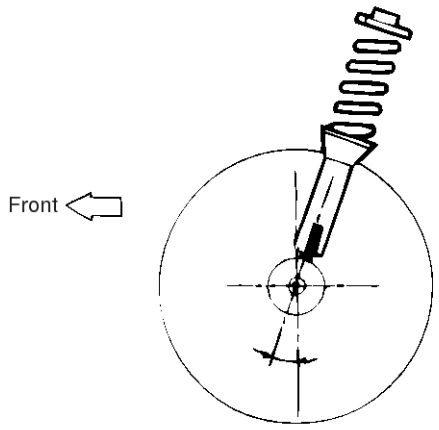
When the wheel tilts in at the top, then the camber is negative (-).

The stering knuckle which is installed with the strut assembly is pre-set to the specified camber at the factory and doesn't need to be adjusted.

Camber : 0°±30´

CASTER

Caster : 3°36′ ± 30′



LHIE107D

NOTICE

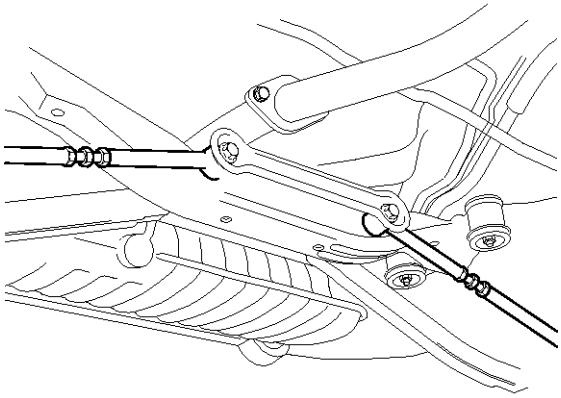
- *The worn loose or damaged parts of the front suspension assembly must be replaced prior to measuring front wheel alignment.*
- *Camber and caster are pre-set to the specified value at the factory and don't need to be adjusted.*
- *If the camber and caster are not within specifications, replace bent or damaged parts.*
- *The difference of left and right wheels about the camber and the caster must be within the range of 0° ± 30′.*

DESCRIPTION

TOE-IN

Standard value

1 ~ 7 mm [0.039 ~ 0.275 in]



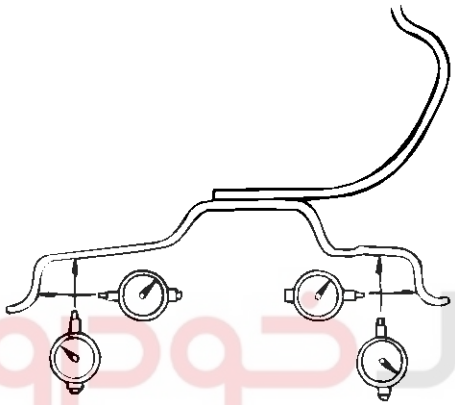
AHIE107E

Wheel Runout

DESCRIPTION

1. Jack up the vehicle and support it with jack stands.
2. Measure the wheel runout with a dial indicator as illustrated.
3. Replace the wheel if the wheel runout exceeds the limit.

Limit	Radial	Axial
Runout mm(in)	0.3(0.012)	0.3(0.012)



AHIE107F

Wheel Nut Tightening

DESCRIPTION

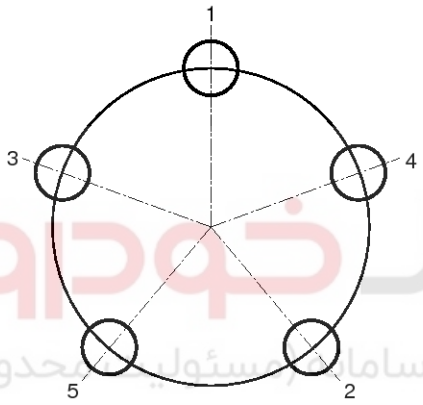
1. Tightening torque.

Tightening torque :
90~110 Nm (9~11 Kgf·m, 66.4~81.2 lbf·ft)

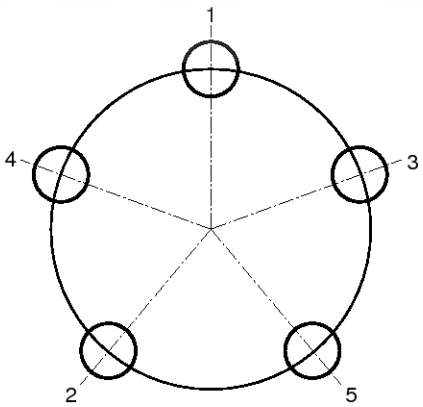
CAUTION
When using an impact gun, final tightening torque should be checked using a torque wrench.

2. Tightening order.

   Check the torque again after tightening the wheel nuts diagonally.



AHIE107G



AHIE107H

Tire Wear-Rotation

DESCRIPTION

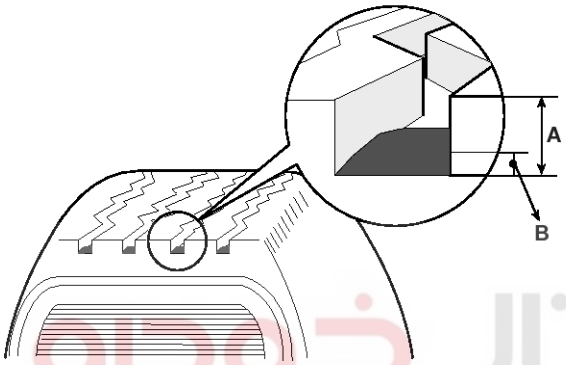
1. Measure the tread depth of the tires.

Tread depth of tire [Limit] : 1.6 mm (0.06 in)

2. If the remaining tread(A) depth is less than the limit, replace the tire.

NOTICE

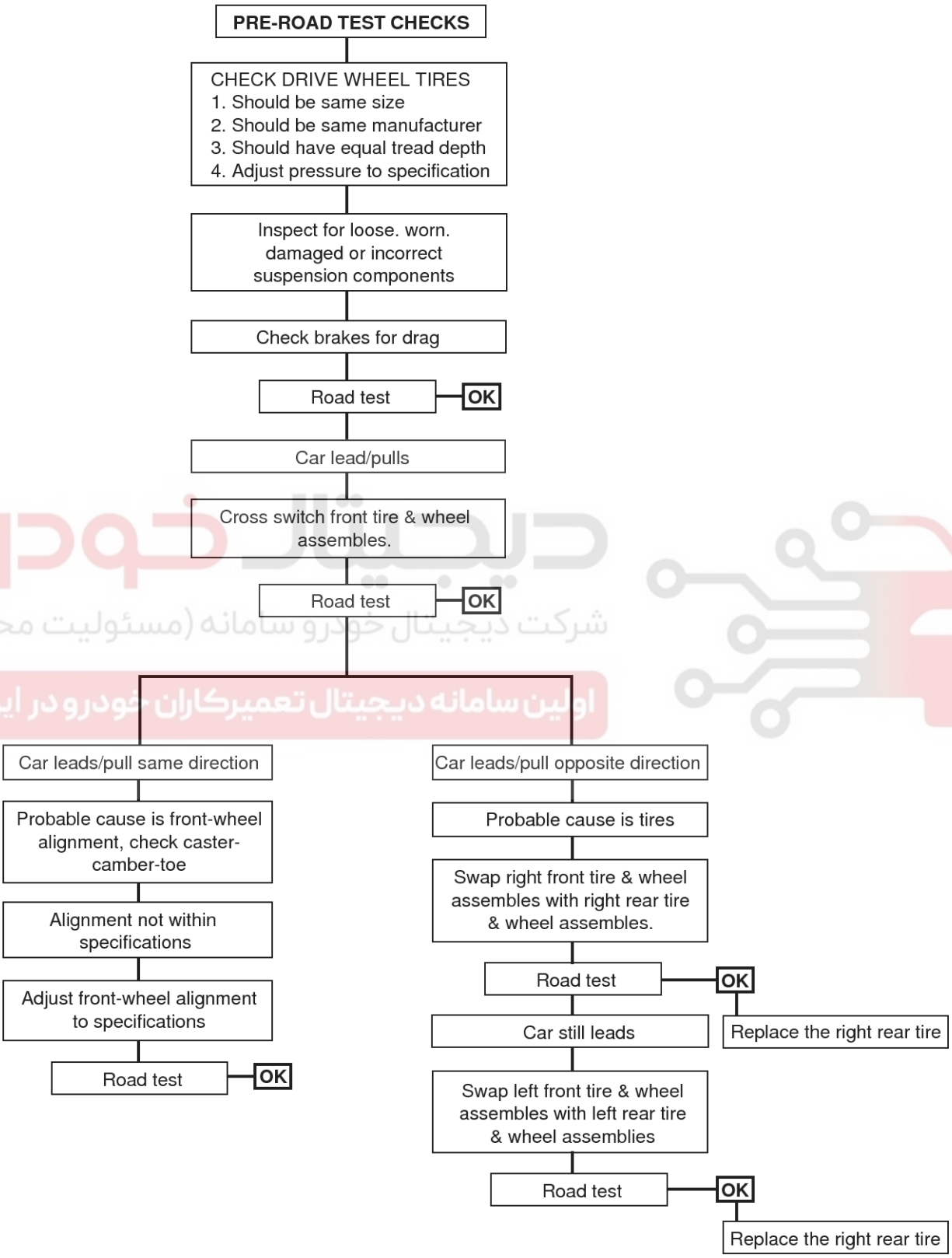
When the tread depth of the tires is less than 1.6 mm (0.06 in.), the wear indicators(B) will appear.



AHIE107I

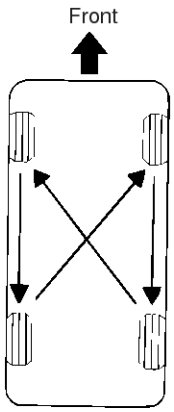
DISCRIPTION

LEAD/PULL CORRECTION CHART



EHKE323A

ROTATION



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