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This file was not scanned to deprive Mazda of any money – it was scanned due to the rareness of the original manuals and the overwhelming need of the RX-7 owner to have this information so that they can accurately troubleshoot problems. Perhaps if Mazda's dealerships could support the Rotary Engine it wouldn't be so necessary for the owners to do so.



Many thanks to Anh Diep for scanning this file.

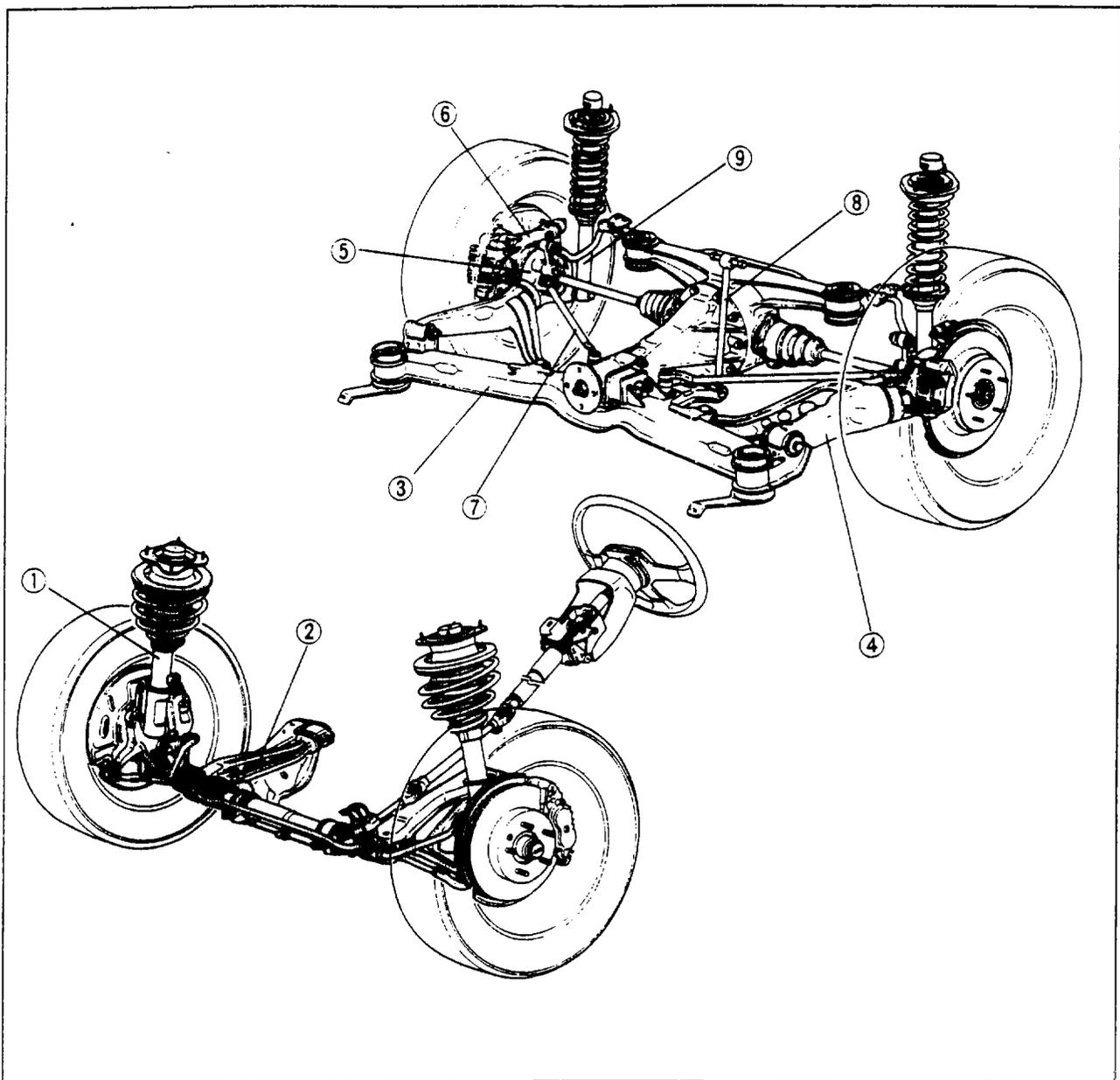
SUSPENSION

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13 OUTLINE

OUTLINE

STRUCTURAL VIEW



67U13X-002

1. Front shock absorber
2. Front lower arm
3. Subframe

4. Trailing arm
5. Triaxial floating hub (inner)
6. Triaxial floating hub (outer)

7. Lateral link
8. Sublink
9. Rear shock absorber

SPECIFICATIONS Front Suspension

Item		Specifications	
Suspension type		Strut	
Springs	Type	Coil	
	Wire diameter mm (in)	Right	12.0 (0.47), *11.8 (0.46)
		Left	12.2 (0.48), *12.0 (0.47)
	Coil diameter mm (in)	Right	147.0 (5.79), *146.8 (5.78)
		Left	147.2 (5.80), *147.0 (5.79)
	Free length mm (in)	Right	355.5 (14.0), *327.0 (12.9)
		Left	366.0 (14.4), *336.5 (13.2)
	Coil number	Right	5.83 *5.31
Left		6.05 *5.51	
Stabilizer	Type	Torsion bar	
	Diameter mm (in)	22.0 (0.87), *24.0 (0.94)	
Shock absorbers		Cylindrical, double acting	

* For harder suspension

67U13X-003

Rear Suspension

Item		Specifications
Suspension type		Multilink semi-trailing
Springs	Type	Coil
	Wire diameter mm (in)	9.9 (0.39), *10.1 (0.39)
	Coil diameter mm (in)	84.6 (3.33), *84.4 (3.32)
	Free length mm (in)	367 (14.45), *355 (14.0)
	Coil number	10.81, *10.79
Stabilizer	Type	Torsion bar
	Diameter mm (in)	13.0 (0.51)
Shock absorbers		Cylindrical, double acting

* For harder suspension

67U13X-004

13 TROUBLESHOOTING GUIDE

TROUBLESHOOTING GUIDE

Problem	Possible cause	Remedy	Page
General instability	Reduced damping effect or improper operation of shock absorbers	Replace	13— 5,14
	Weak coil springs	Replace	13— 7,15
	Malfunction of shock absorber	Replace	13— 5,14
	Worn or deteriorated lower arm or stabilizer bushing	Replace	13—10,12,26
	Worn or damaged lower arm ball joint	Replace	13— 9
	Improperly adjusted wheel alignment	Refer to Section 10	
	Worn or deteriorated trailing arm bushing	Replace	13—19
	Improperly adjusted rear toe-in	Adjust	13—31
Body "rolls"	Weak stabilizer	Replace	13—12,26
	Worn or deteriorated stabilizer, lower arm or trailing arm bushing	Replace	13—10,12,19
"Heavy" steering wheel operation	Insufficiently lubricated or stuck lower arm ball joint	Replace	13— 9
	Worn or damaged strut bearing	Replace	13— 7
	Improperly adjusted wheel alignment	Refer to Section 10	
Steering wheel pulls to one side	Weak coil spring	Replace	13— 7,15
	Worn or damaged lower arm or stabilizer bushing	Replace	13—10,12,26
	Deformed lower arm or knuckle	Replace	13— 9
	Loose lower arm bushing	Replace	13—10
	Improperly adjusted rear toe-in	Adjust	13—31
Excessive steering wheel play	Worn or damaged lower arm bushing	Replace	13—10
	Worn or damaged lower arm ball joint	Replace	13— 9
Body tilt	Weak coil spring	Replace	13— 7,15
	Weak stabilizer or lower arm bushing	Replace	13—10,12,26
Abnormal noise from suspension system	Loose mounting component	Tighten	—
	Poorly lubricated or worn lower arm ball joint	Replace	13— 9
	Malfunction of shock absorber	Replace	13— 5,14
	Worn or deteriorated stabilizer or suspension arm bushing	Replace	13—10,12,19
	Worn or damaged front strut bearing	Replace	13— 7
Steering wheel vibrates	Worn or deteriorated stabilizer or lower arm bushing	Replace	13—10,12,26
	Worn or damaged lower arm ball joint	Replace	13— 9
	Malfunction of shock absorber	Replace	13— 5,14
Tire squeals	Improperly adjusted rear toe-in	Adjust	13—31

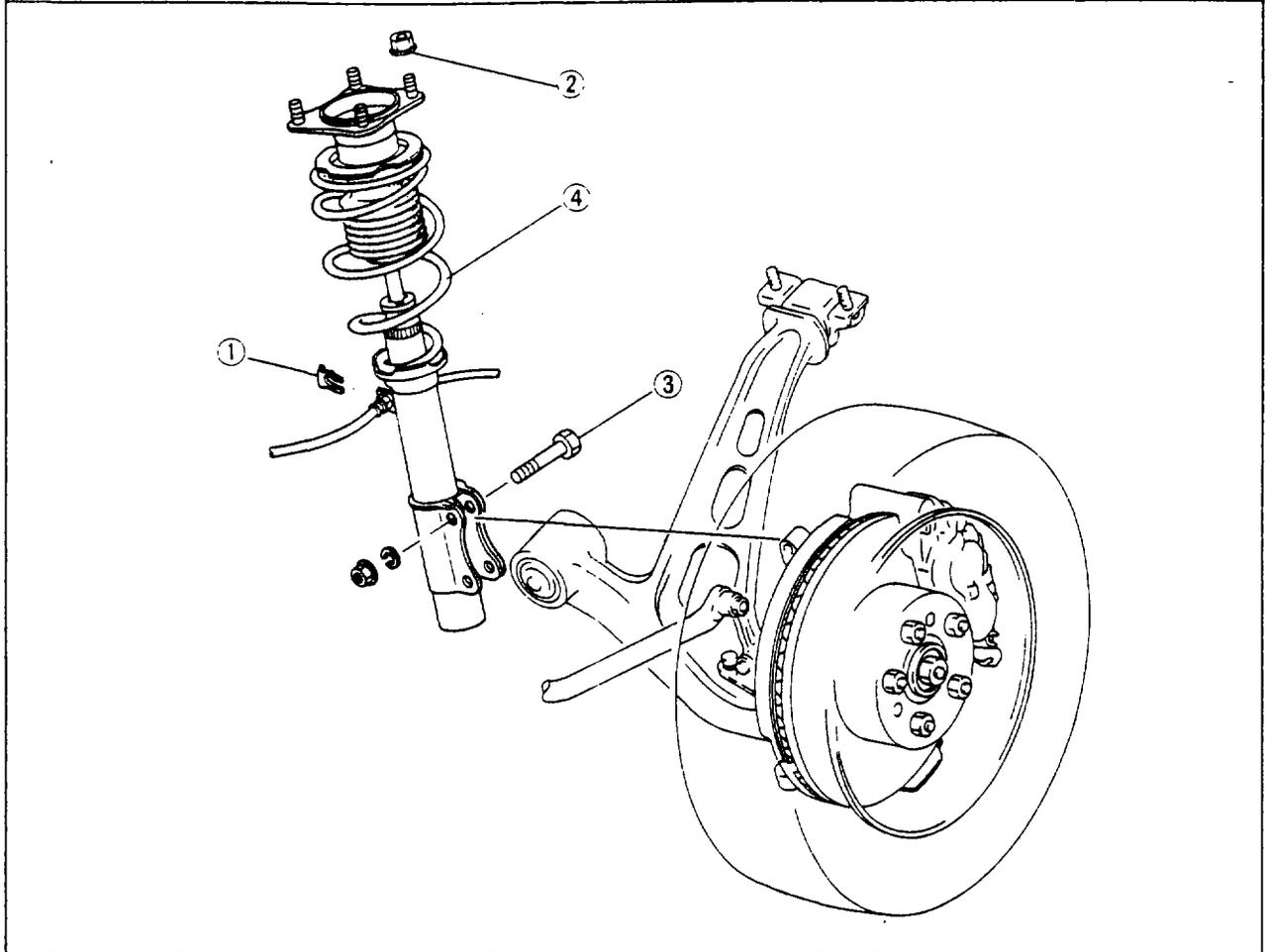
67U13X-005

FRONT SHOCK ABSORBER AND SPRING

REMOVAL AND INSTALLATION

1. Jack up the front of the vehicle and support it with safety stands.
2. Remove in the sequence shown in the figure.
3. Install in the reverse order of removal.

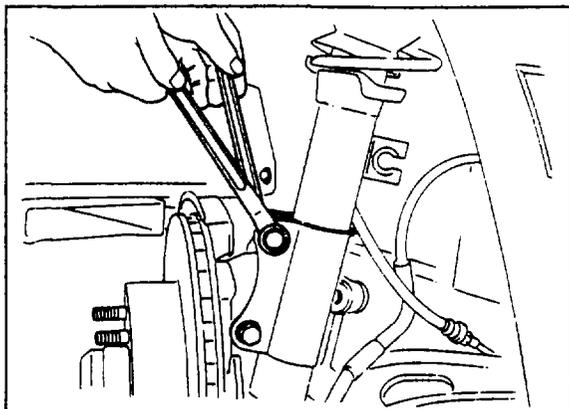
67U13X-006



67U13X-007

1. Brake hose clip
2. Nut

3. Bolt
4. Shock absorber

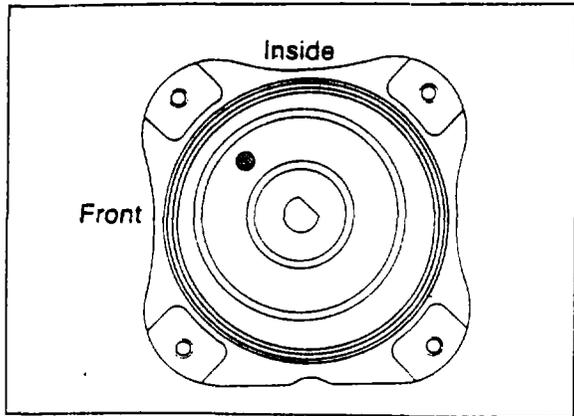


67U13X-008

Shock Absorber Lower Bolts and Nuts

1. Remove the disc brake caliper mounting bolts, and remove the caliper.
2. Remove the shock absorber mounting bolts and nuts.

13 FRONT SHOCK ABSORBER AND SPRING



67U13X-009

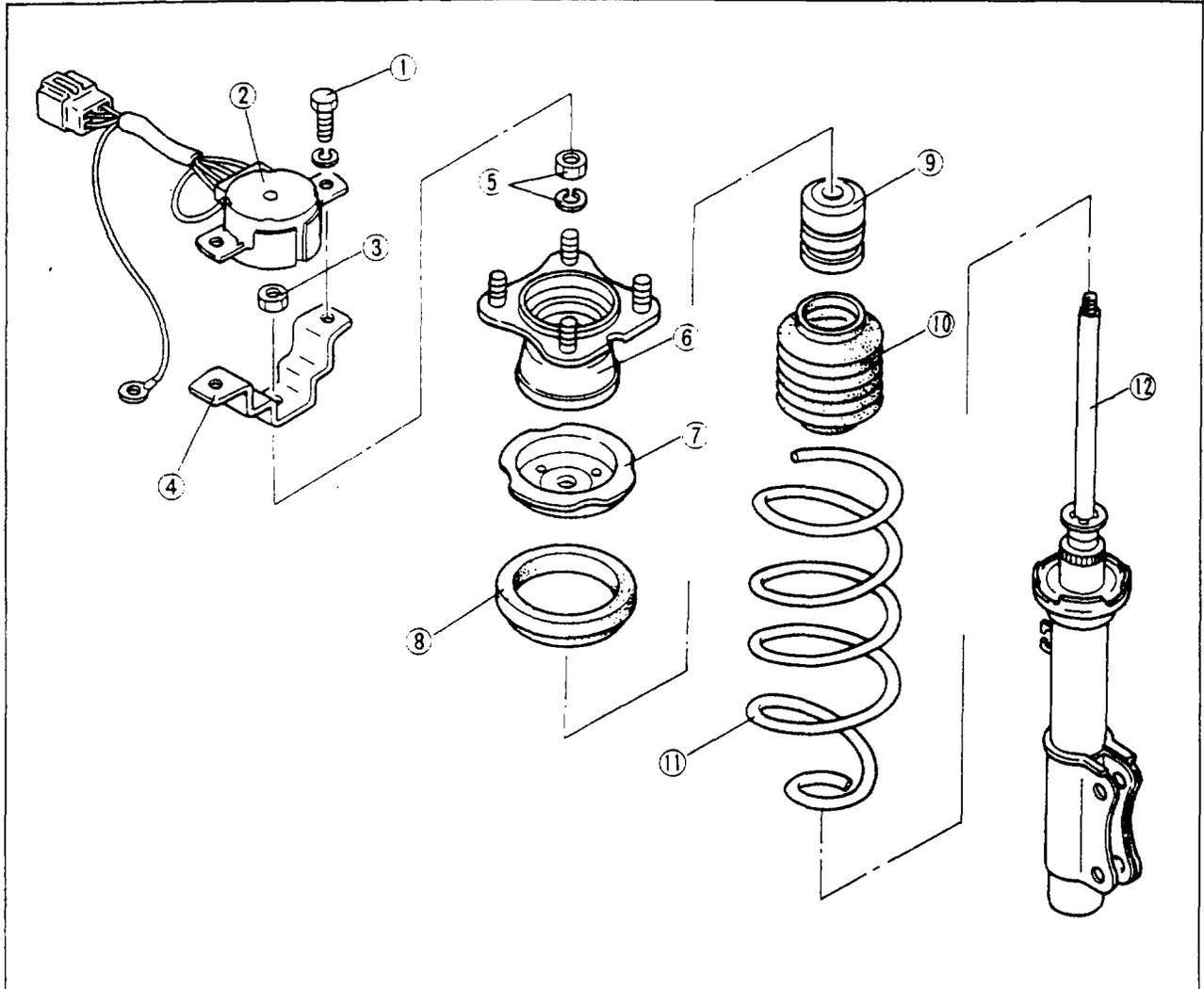
Mounting Block

Install the mounting block to the suspension tower so that the white mark on the mounting block faces the front-inside direction.

DISASSEMBLY

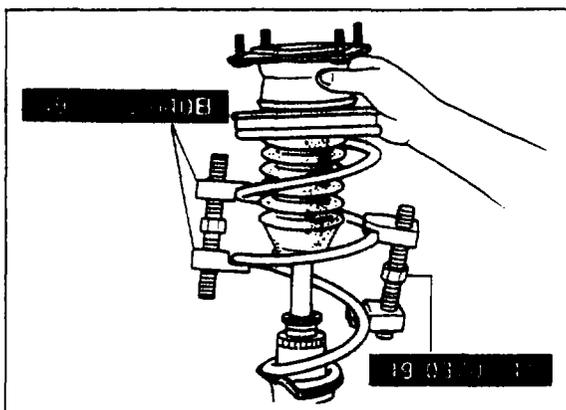
Disassemble in the sequence shown in the figure.

67U13X-010



67U13X-011

- | | | |
|---------------------|----------------------|--------------------|
| 1. Bolt | 5. Nut | 9. Bound stopper |
| 2. Actuator | 6. Mounting block | 10. Dust boot |
| 3. Nut | 7. Spring upper seat | 11. Coil spring |
| 4. Actuator bracket | 8. Spring seat | 12. Shock absorber |



67U13X-012

Coil Spring and Mounting Block

1. Position the shock absorber mount in a vice.

Caution

Insert copper or aluminum plates between the part and the jaws of the vise.

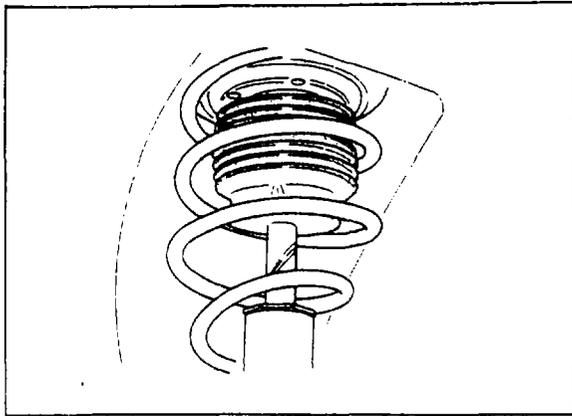
2. Loosen the piston rod upper nut several turns, but do not remove.

Caution

Do not remove the nut.

3. Compress the coil spring using **coil spring holders** (49 0223 640B and 49 0370 641) and then remove the nut.
4. Remove the coil spring.

13 FRONT SHOCK ABSORBER AND SPRING



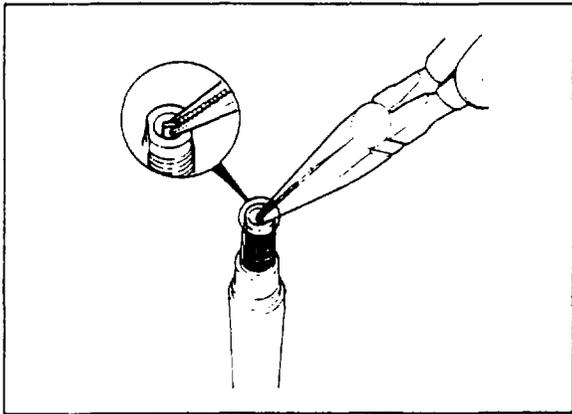
67U13X-013

INSPECTION

Check the following points. Repair or replace the part if necessary.

Shock Absorber

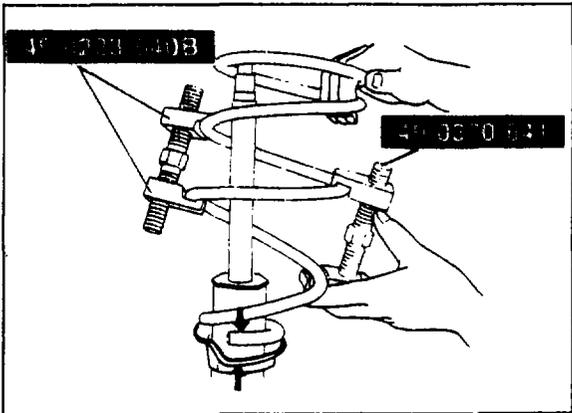
Oil leakage or abnormal noise from the shock absorbers.



67U13X-014

Control Rod of Shock Absorber

Smooth rotation of the control rod.



67U13X-015

ASSEMBLY

Coil Spring and Mounting Block

1. Compress the coil spring using **coil spring holders** (49 0223 640B and 49 0370 641).
2. Install the mounting block in the vise.
3. Tighten the piston rod upper nut.

Tightening torque:

64—80 N·m (6.5—8.2 m·kg, 47—59 ft·lb)

4. Remove the **coil spring holders**.

Caution

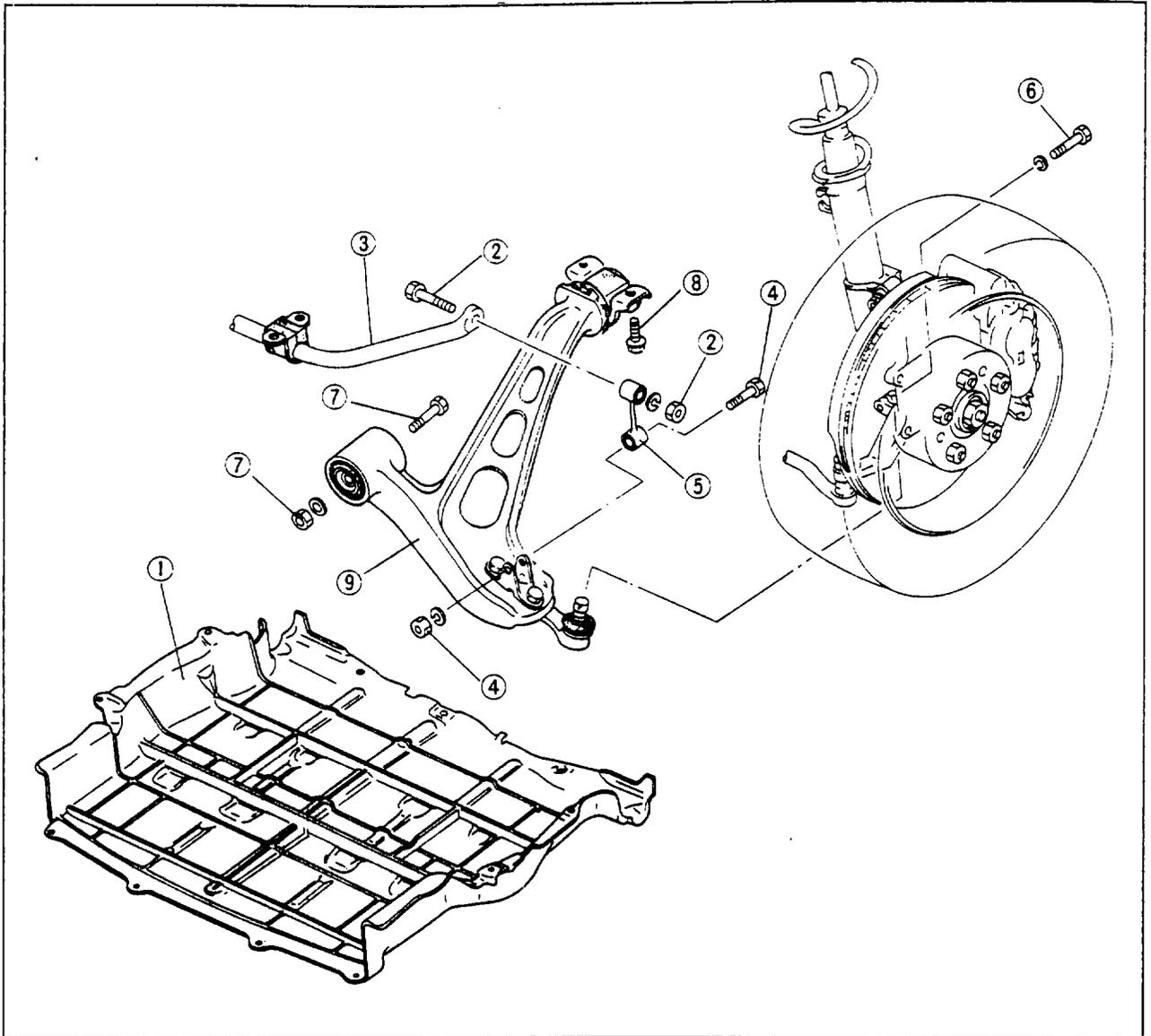
Check that the spring is well seated in the upper seat and lower seat.

FRONT LOWER ARM

REMOVAL AND INSTALLATION

1. Jack up the front of the vehicle and support it with safety stands.
2. Remove in the sequence shown in the figure.
3. Install in the reverse order of removal.

67U13X-016



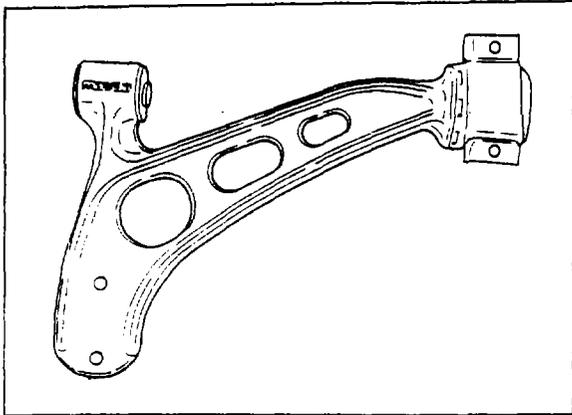
67U13X-017

1. Under cover
2. Bolt and nut
3. Stabilizer

4. Bolt and nut
5. Control link
6. Bolt

7. Bolt and nut
8. Bolt
9. Lower arm

13 FRONT LOWER ARM

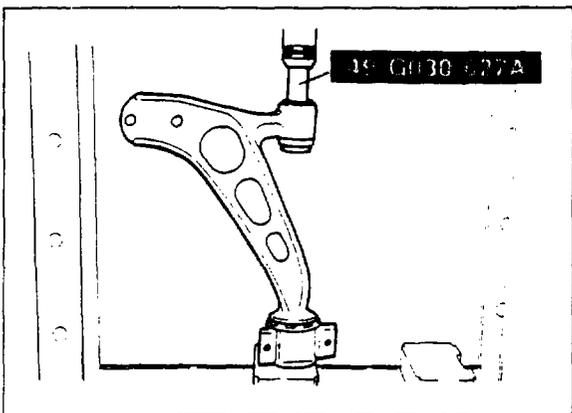


67U13X-018

INSPECTION

Check the following points. Replace the parts if necessary.

1. Lower arm for damage or cracks.
2. Bushings for deterioration or wear.
3. Preload of the ball joint.
4. Dust boot for damage.

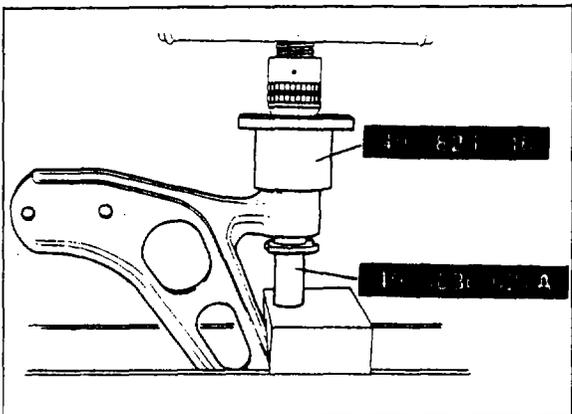


67U13X-019

Lower Arm Bushing (Front)

Removal

1. Set the **puller** (49 G030 627A) included in the **lower arm bush puller and installer set** (49 G030 625A) against the bushing.
2. Push out the bushing.



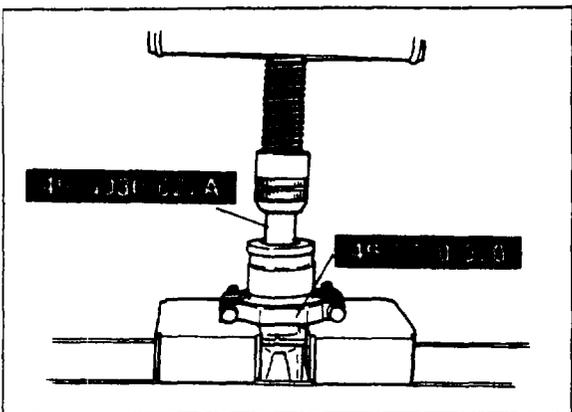
67U13X-020

Installation

1. Press the new bushing into the lower arm about half way.
2. Set the **puller** (49 G030 627A) included in the **lower arm bush puller and installer set** (49 G030 625A) and the **support block** (49 0823 146) to the bushing.
3. Press the bushing into the lower arm.

Caution

The above work should be performed by two persons.



67U13X-021

Lower Arm Bushing (Rear)

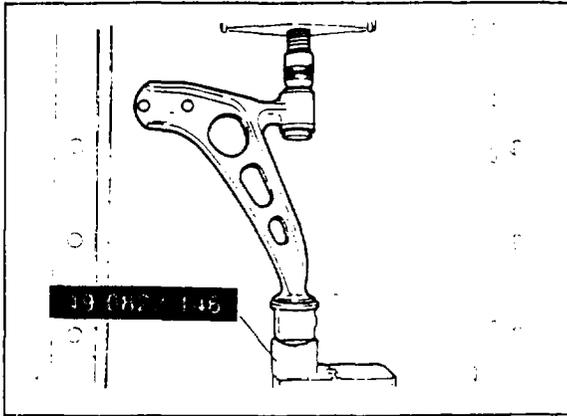
Removal

1. Set the **bearing puller** (49 0710 520) and the **puller** (49 G030 627A) included in the **lower arm bush puller and installer set** (49 G030 625A) against the lower arm.

Caution

When using the bearing puller (49 0710 520), do not over tighten (hand tighten only) the clamping nuts or the lower arm will be distorted and damaged.

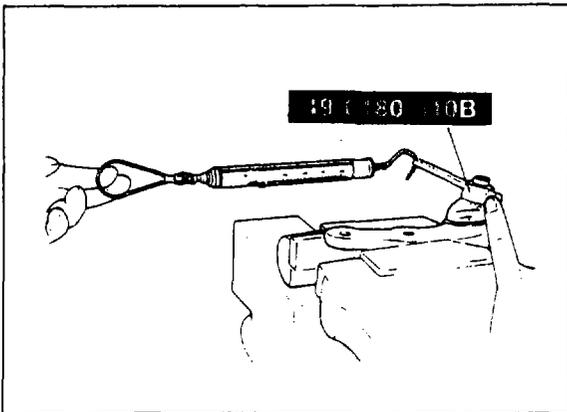
2. Push out the bushing.



67U13X-022

Installation

1. Press the new bushing into the lower arm about half way.
2. Set the **support block** (49 0823 146) against the bushing.
3. Press the bushing into the lower arm.



67U13X-023

Ball Joint Preload

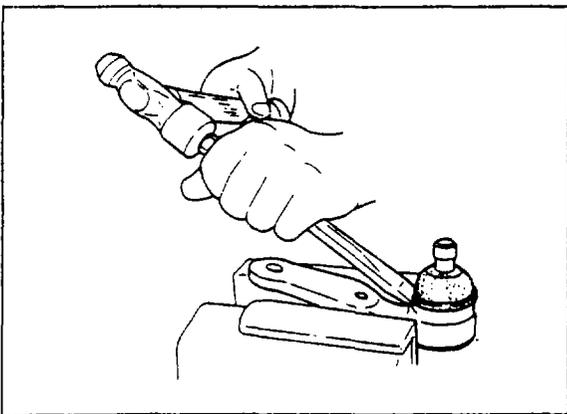
Attach the **preload attachment** (49 0180 510B) to the ball stud, and measure the preload using the pull scale.

Pull scale reading:

20—34 N (2.0—3.5 kg, 4.4—7.7 lb)
(While the ball stud is rotating)

Caution

Measure the preload after shaking the stud of the ball joint 3 of 4 times.

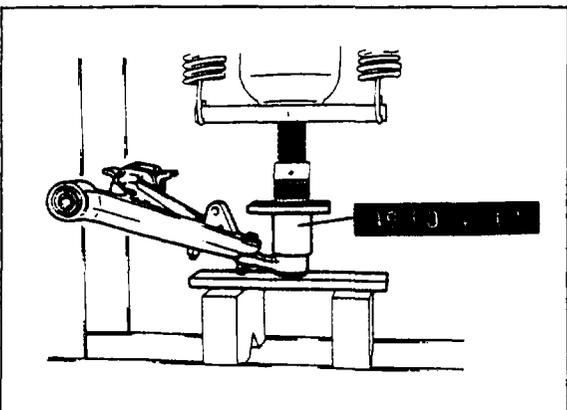


67U13X-024

Dust Boot

Removal

Remove the dust boot using a chisel.



67U13X-025

Installation

1. Liberally coat the inside of the new dust boot with grease.
2. Install the dust boot to the ball joint using the **dust boot installer** (49 F034 201).

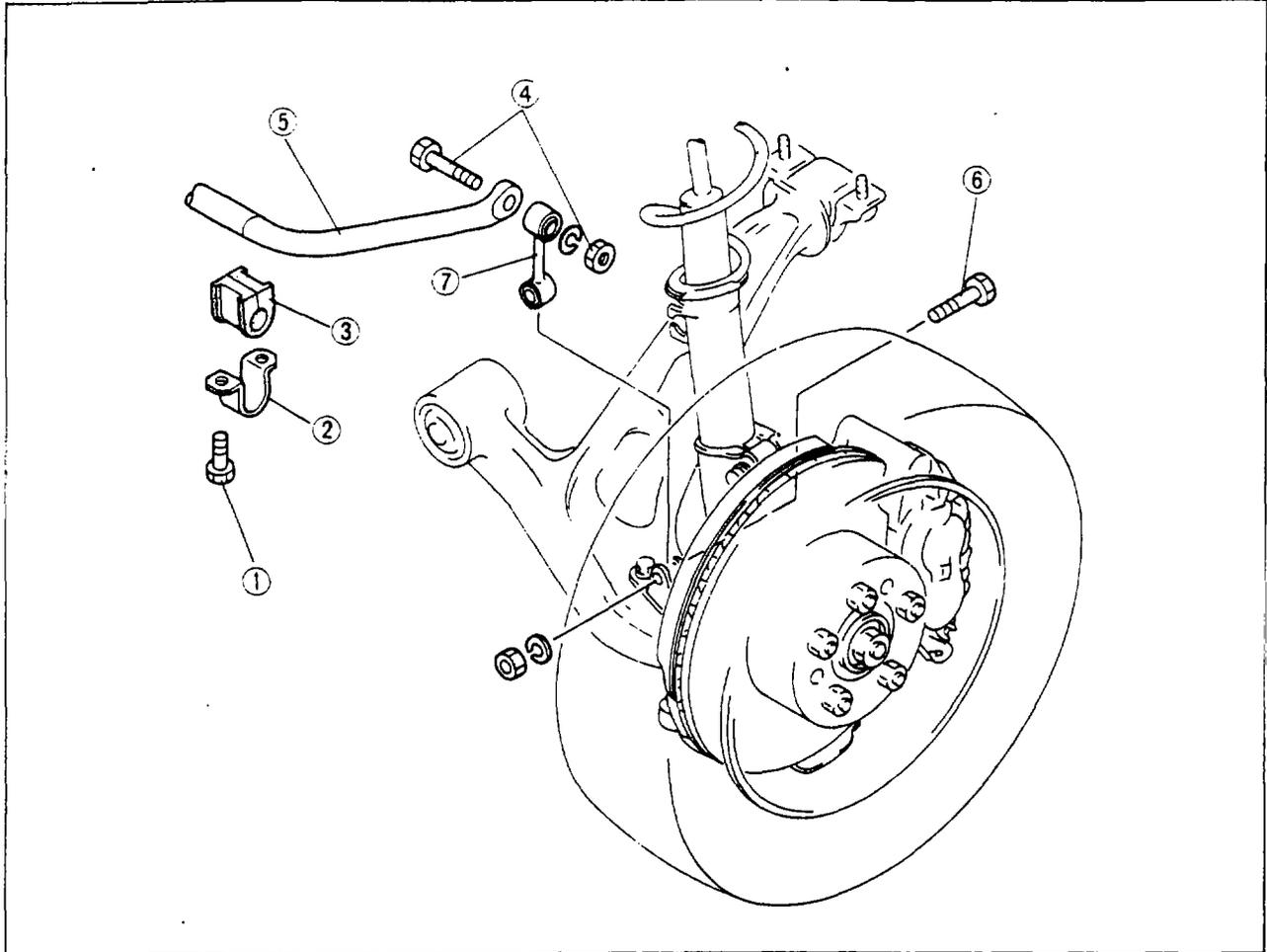
13 FRONT STABILIZER

FRONT STABILIZER

REMOVAL AND INSTALLATION

1. Jack up the front of the vehicle and support it with safety stands.
2. Remove in the sequence shown in the figure.
3. Install in the reverse order of removal.

67U13X-026

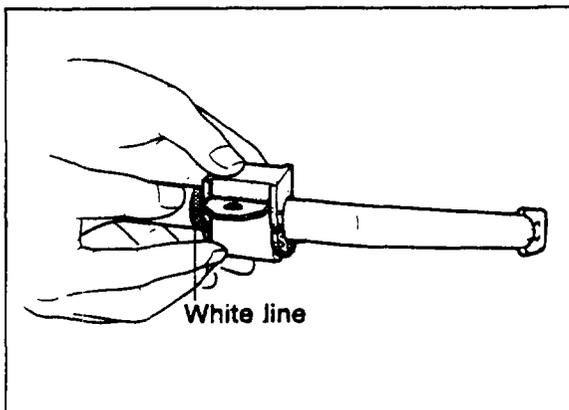


67U13X-027

1. Bolt
2. Stabilizer bracket
3. Bushing

4. Bolt and nut
5. Stabilizer
6. Bolt and nut

7. Control link



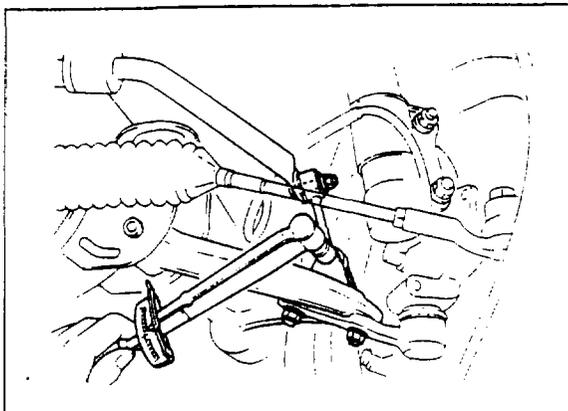
67U13X-028

Stabilizer Bushing and Bracket

1. Install so that the bushing seam faces toward the front.
2. Align the bushing with the stabilizer installation mark (white line).
3. Install the stabilizer bracket and temporarily tighten the bolt.
4. Lower the vehicle and tighten the bolts to the specified torque with the vehicle unloaded.

Tightening torque:

18—26 N·m (1.8—2.7 m·kg, 13—20 ft·lb)



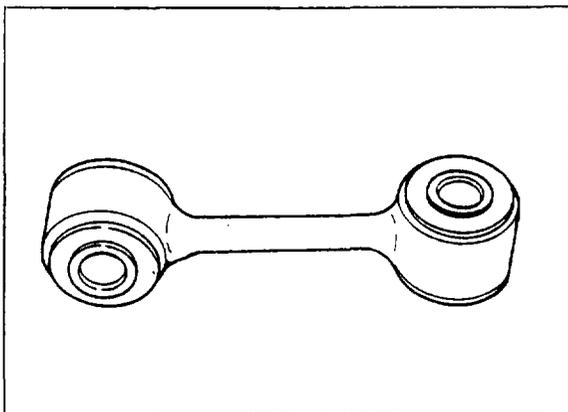
67U13X-029

Control Link

1. Install the control link to the stabilizer and temporarily tighten the bolts.
2. Lower the vehicle and tighten the bolts to the specified torque with the vehicle unloaded.

Tightening torque:

36—50 N·m (3.7—5.1 m·kg, 27—37 ft·lb)



67U13X-030

INSPECTION

Check the following points. Replace the parts if necessary.

1. Stabilizer for bending or damage.
2. Control link for bending or damage.
3. Stabilizer bushing for deterioration or wear.

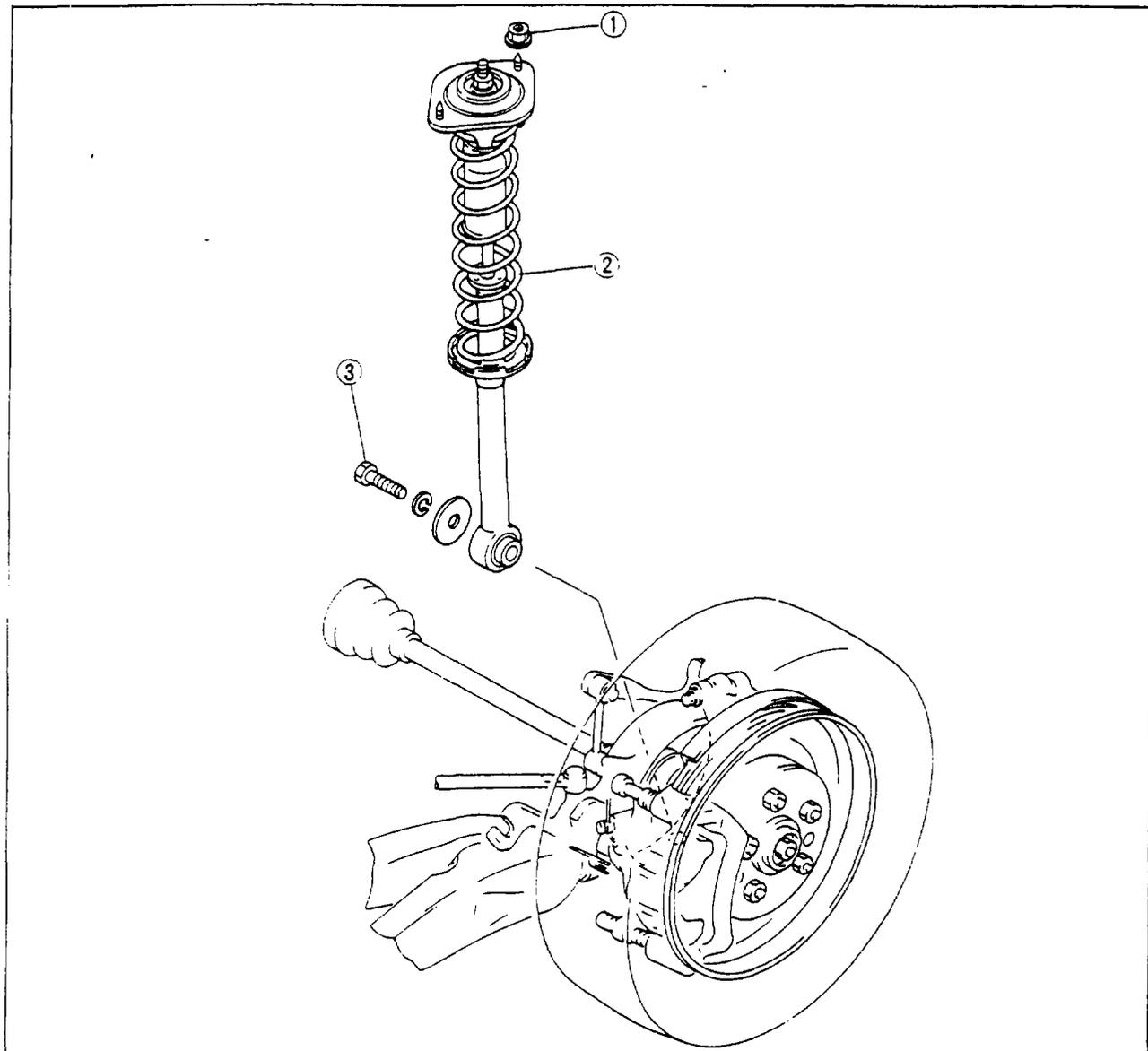
13 REAR SHOCK ABSORBER AND SPRING

REAR SHOCK ABSORBER AND SPRING

REMOVAL AND INSTALLATION

1. Jack up the rear of the vehicle and support it with safety stands.
2. Remove in the sequence shown in the figure.
3. Install in the reverse order of removal.

67U13X-031



67U13X-032

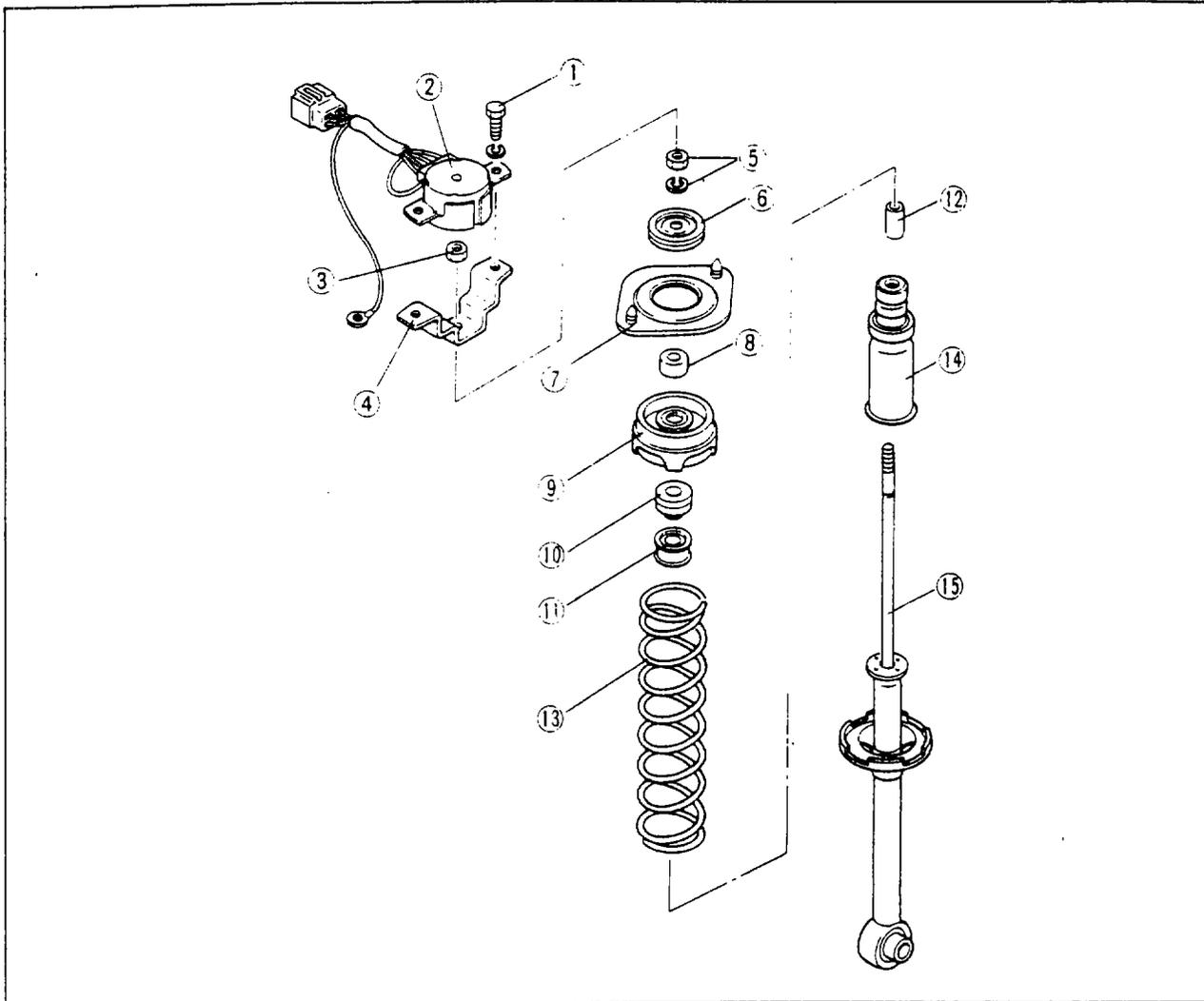
1. Nut
2. Bolt

3. Shock absorber

DISASSEMBLY

Disassemble in the sequence shown in the figure.

67U13X-033

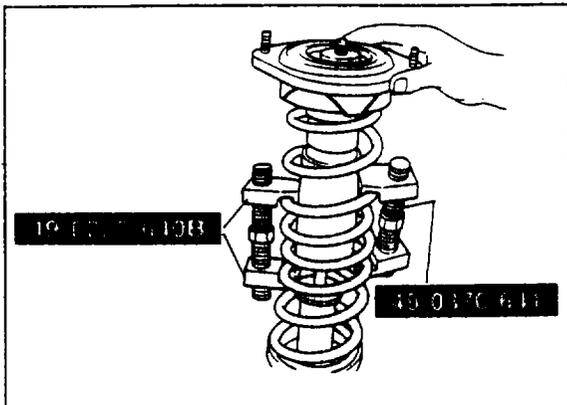


67U13X-034

1. Bolt
2. Actuator
3. Nut
4. Actuator bracket
5. Nut

6. Stopper
7. Mounting plate
8. Rubber bushing
9. Spring seat
10. Rubber bushing

11. Set plate
12. Spacer
13. Coil spring
14. Bound stopper rubber
15. Shock absorber



67U13X-035

Coil Spring and Mounting Block

1. Position the shock absorber mount in a vice.

Caution

Insert copper or aluminum plates between the part and the jaws of the vise.

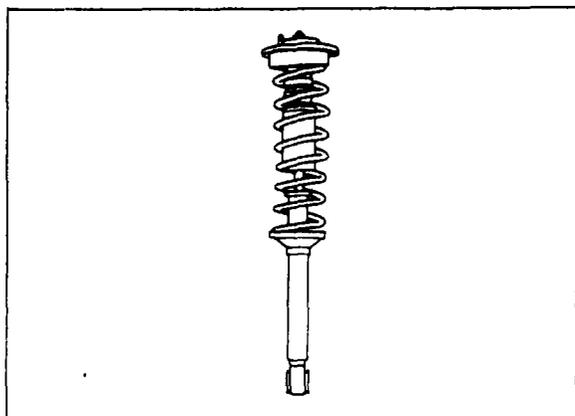
2. Loosen the piston rod upper nut several turns, but do not remove.

Caution

Do not remove the nut.

3. Compress the coil spring with the **coil spring holders** (49 0223 640B and 49 0370 641) and then remove the nut.
4. Remove the coil spring.

13 REAR SHOCK ABSORBER AND SPRING



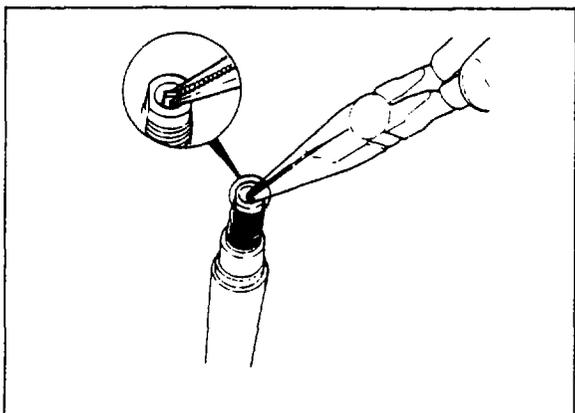
67U13X-036

INSPECTION

Check the following points. Repair or replace the part if necessary.

Shock Absorber

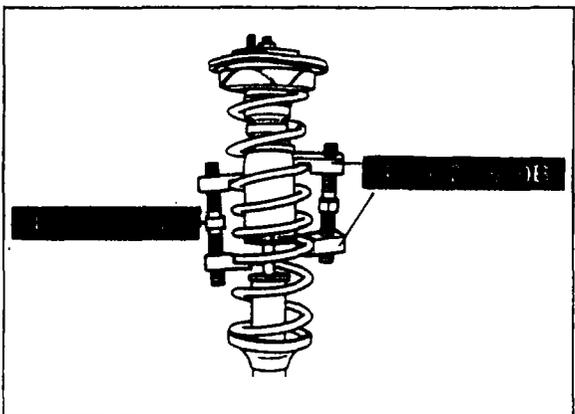
Oil leakage or abnormal noise from shock absorbers



67U13X-037

Control Rod of Shock Absorber

Smooth rotation of the control rod



67U13X-038

ASSEMBLY

Coil Spring and Mounting Block

1. Compress the coil spring with the **coil spring holders** (49 0223 640B and 49 0370 641).
2. Install the mounting block in the vise.
3. Tighten the piston rod upper nut.

Tightening torque:

64—80 N·m (6.5—8.2 m·kg, 47—59 ft·lb)

4. Remove the coil spring holders.

Caution

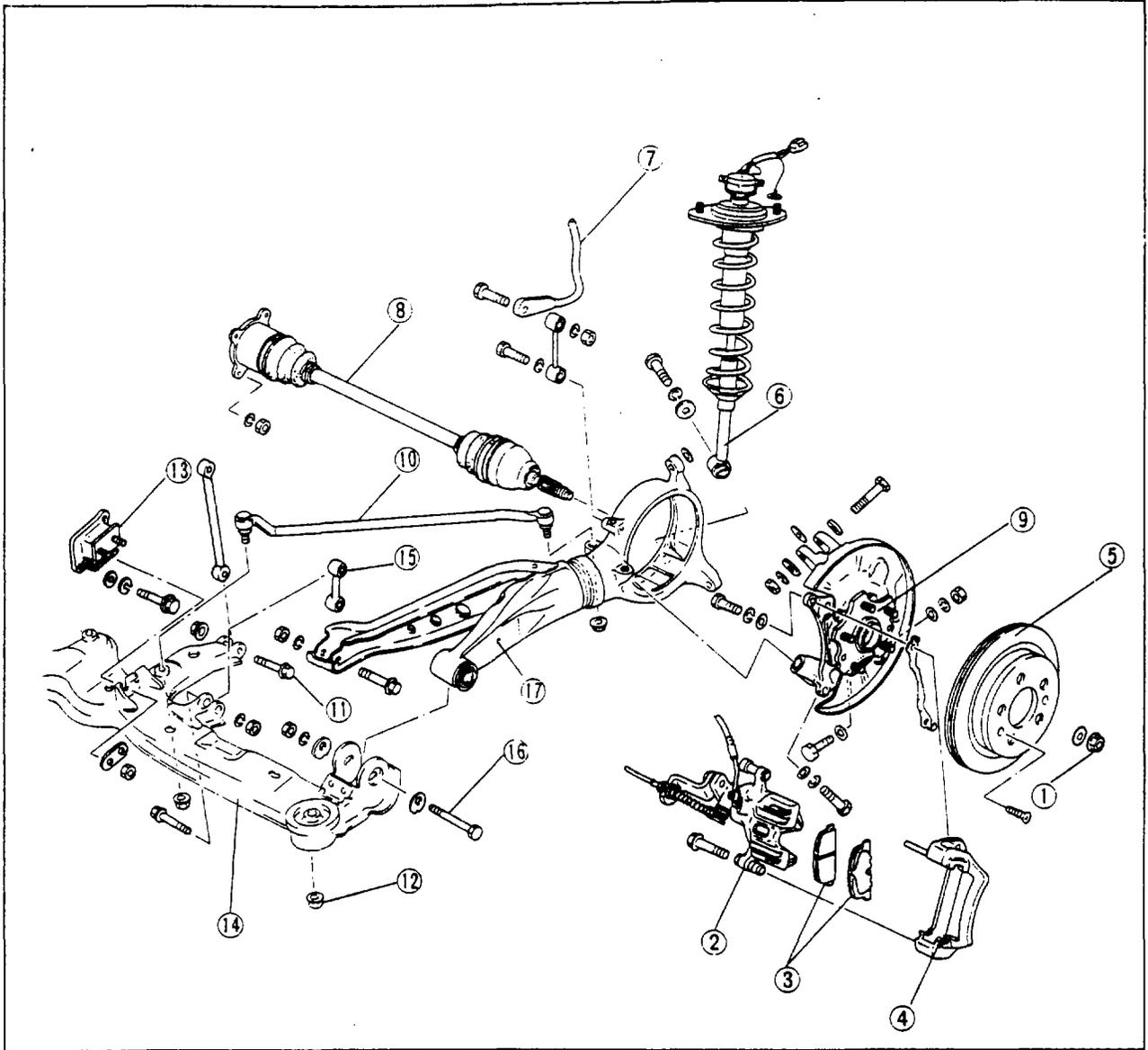
Check that the spring is well seated in the upper seat and lower seat.

TRAILING ARM

REMOVAL AND INSTALLATION

1. Jack up the rear of the vehicle and support it with safety stands.
2. Remove in the sequence shown in the figure.
3. Install in the reverse order of removal.

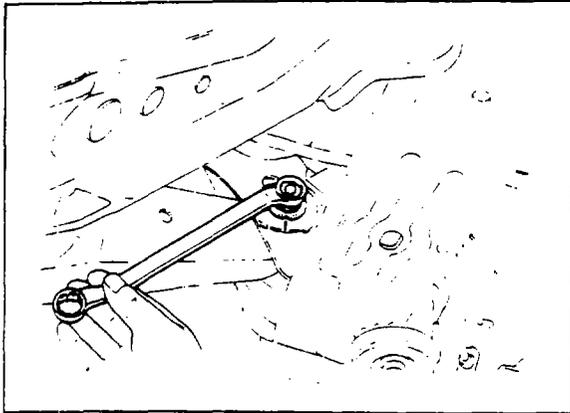
67U13X-039



77U13X-011

- | | | |
|---------------------|--------------------------------|------------------------|
| 1. Lock nut | 7. Stabilizer | 12. Nut |
| 2. Brake caliper | 8. Driveshaft | 13. Differential mount |
| 3. Pad | 9. Triaxial floating hub outer | 14. Sub-frame |
| 4. Mounting support | 10. Lateral link | 15. Control link |
| 5. Disc plate | 11. Bolt | 16. Bolt |
| 6. Shock absorber | | 17. Trailing arm |

13 TRAILING ARM



67U13X-041

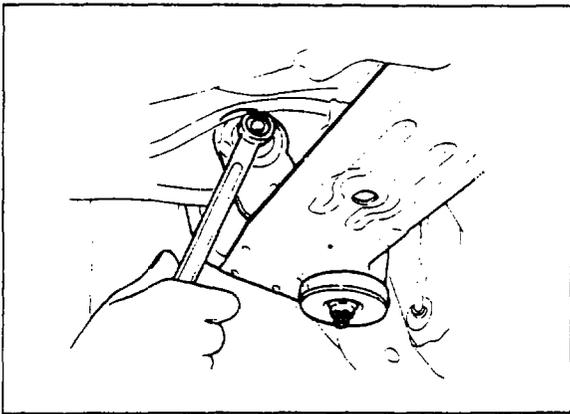
Adjusting Bolt and Cam Plate Removal

1. Remove the nut from the adjusting bolt.

Note

Before removing the adjusting bolt, mark the cam plate setting position.

2. Remove the adjusting bolt.



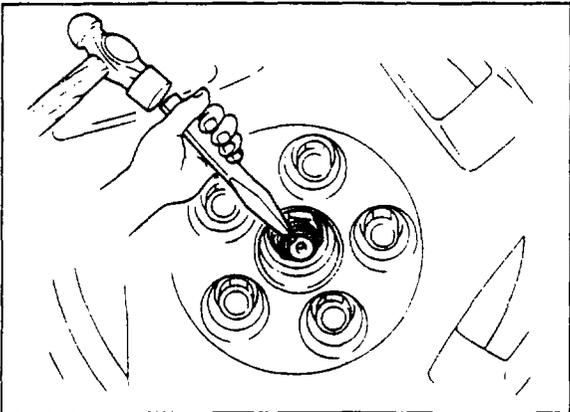
67U13X-042

Installation

1. Install the adjusting bolt.
2. Place the cam plate so that the cam position is the same as when the cam was removed.
3. Install the nut and tighten it temporarily.
4. Lower the vehicle and adjust the toe-in (Refer to page 13—31).
5. Tighten the nut to the specified torque with the vehicle unloaded.

Tightening torque:

63—95 N·m (6.4—9.7 m·kg, 46—70 ft·lb)



67U13X-043

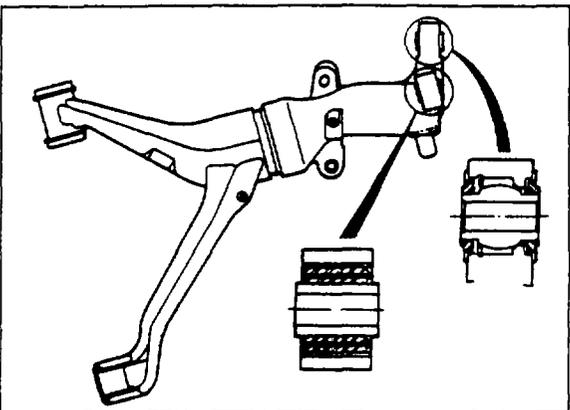
Driveshaft Lock Nut

1. Install the new lock nut and tighten it to the specified torque.

Tightening torque:

**235—314 N·m
(24—32 kg·m, 174—231 ft·lb)**

2. Stake the lock nut to the groove in the driveshaft.

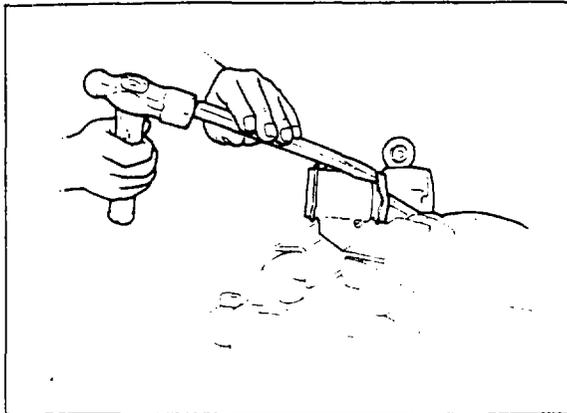


67U13X-044

INSPECTION

Check the following points. Replace the parts if necessary.

1. Trailing arm for damage or cracks.
2. Bushings for deterioration or wear.
3. Pillow ball for looseness or damage.

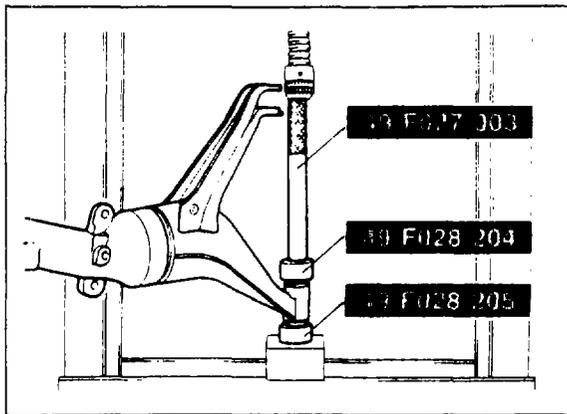


67U13X-045

Trailing Arm Bushing (subframe side)

Removal

1. Secure the trailing arm in a vise.
2. Remove the bushings by tapping with a chisel and a hammer.



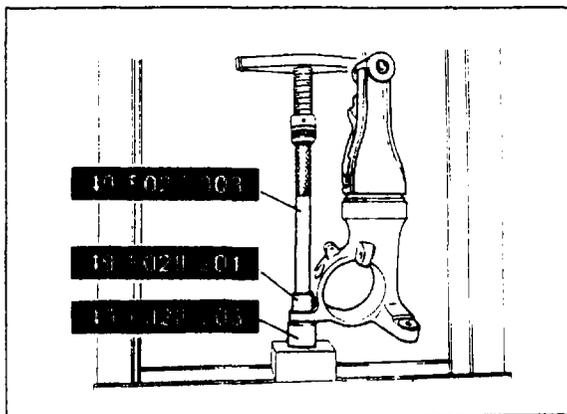
57G13X-003

Installation

1. Set the new bushing, the **bush support** (49 F028 205), the **bush installer** (49 F028 204) and the **handle** (49 F027 003) included in the **rubber bush replacer set** (49 F028 2A0) to the trailing arm.
2. Press the bushing into the trailing arm.

Caution

The above work should be performed by two persons.

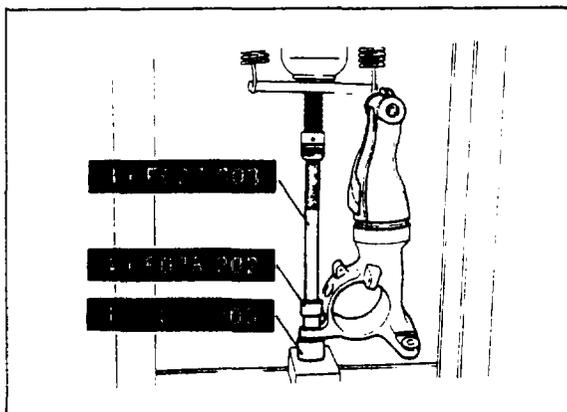


57G13X-004

Trailing Arm Bushing (triaxial floating hub inner side)

Removal

1. Set the **support block** (49 F028 203), the **bush puller** (49 F028 201) and the **handle** (49 F027 003) included in the **rubber bush replacer set** (49 F028 2A0) to the bushing.
2. Push out the bushing.



57G13X-005

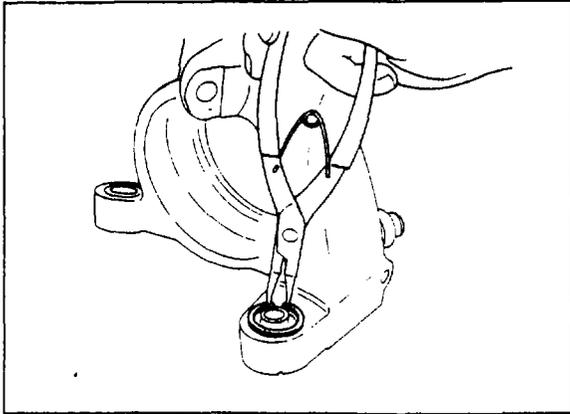
Installation

1. Set the new bushing, the **support block** (49 F028 203), the **bush installer** (49 F028 202) and the **handle** (49 F027 003) included in the **rubber bush replacer set** (49 F028 2A0) to the trailing arm.
2. Press the bushing into the trailing arm.

Caution

- a) The above work should be performed by two persons.
- b) Position the yellow mark on the bushing downward.

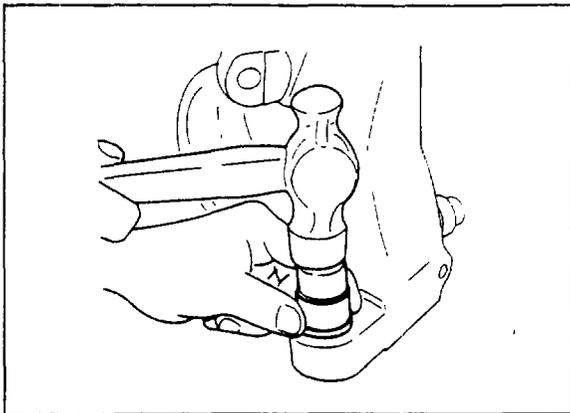
13 TRAILING ARM



67U13X-049

Pillow Ball Removal

1. Remove the rubber seals with a screwdriver.
2. Remove the snap rings with snap ring pliers.
3. Remove the pillow ball by carefully tapping with a piece of pipe (outer diameter 20 mm, 0.79 in).



67U13X-050

Installation

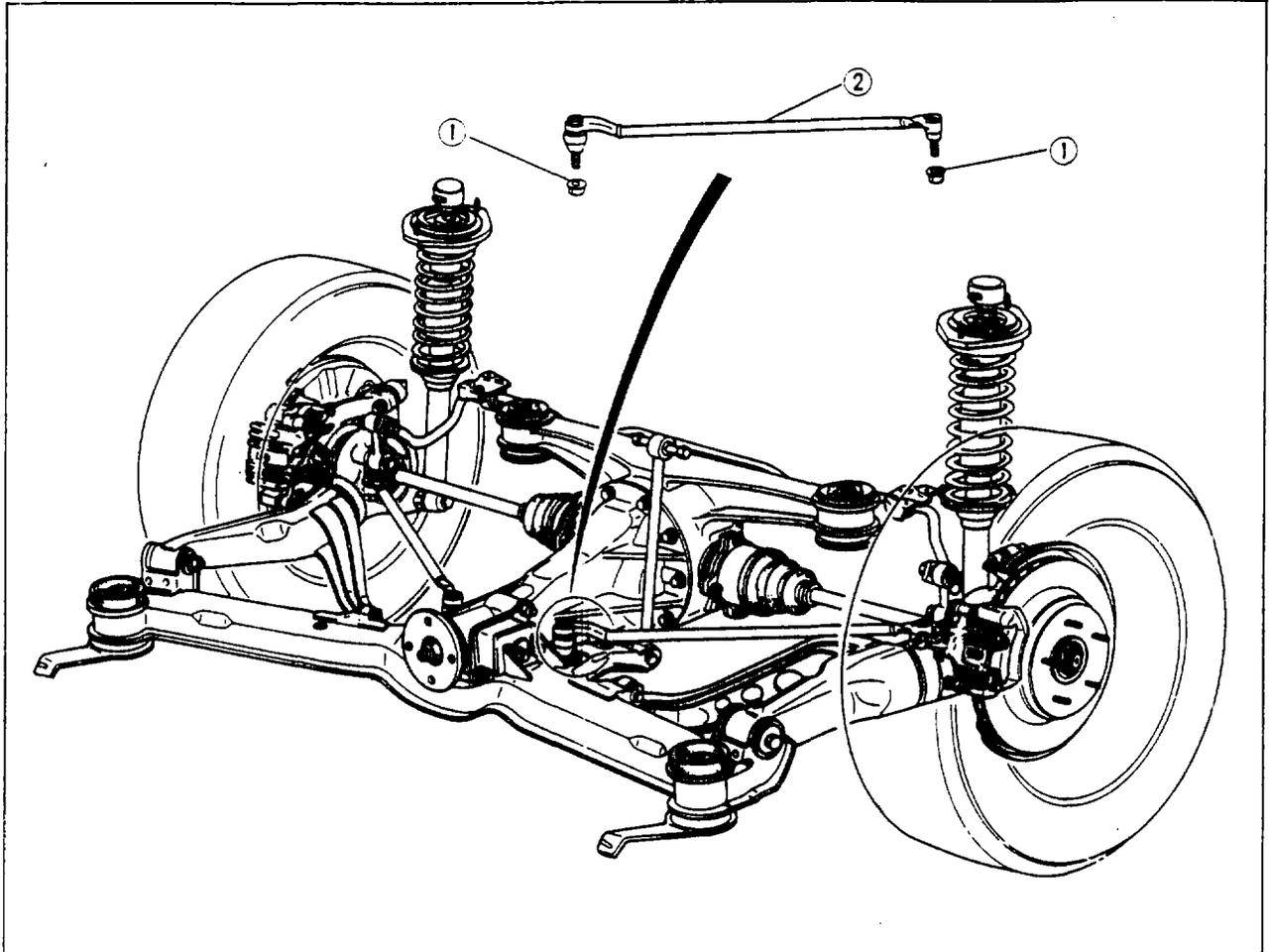
1. Coat the pillow ball with grease.
2. Install the pillow ball into the trailing arm by carefully tapping with a piece of pipe (outer diameter 30 mm, 1.18 in).
3. Install the snap ring.
4. Coat the rubber seals with grease and install them into the trailing arm.

LATERAL LINK

REMOVAL AND INSTALLATION

1. Jack up the rear of the vehicle and support it with safety stands.
2. Remove in the sequence shown in the figure.
3. Install in the reverse order of removal.

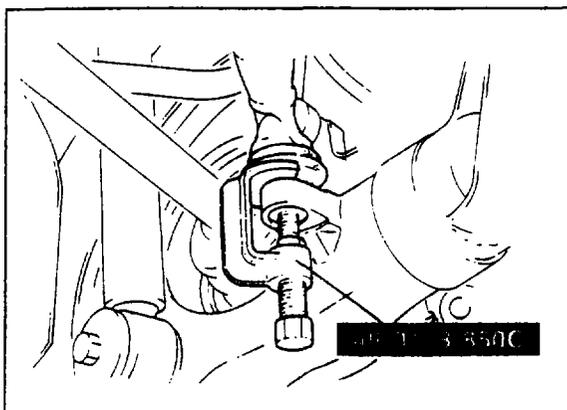
67U13X-051



77U13X-012

1. Nuts

2. Lateral link

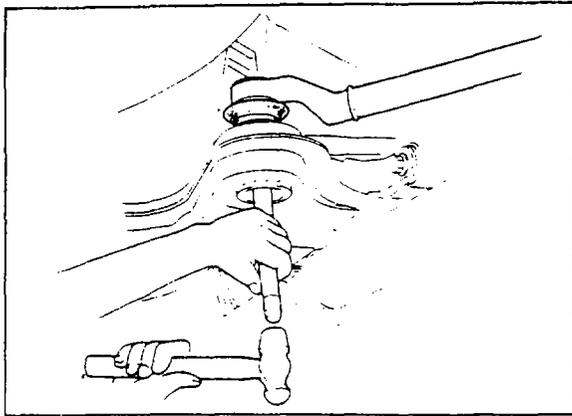


57G13X-020

Ball Joint (trailing arm side)

1. Remove the nut.
2. Separate the ball joint from the trailing arm using the **ball joint puller** (49 0118 850C).

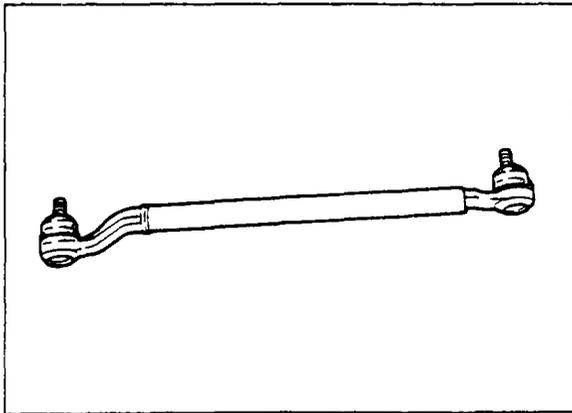
13 LATERAL LINK



67U13X-054

Ball Joint (subframe side)

1. Remove the nut.
2. Separate the ball joint from the subframe by tapping the stud with the copper bar.

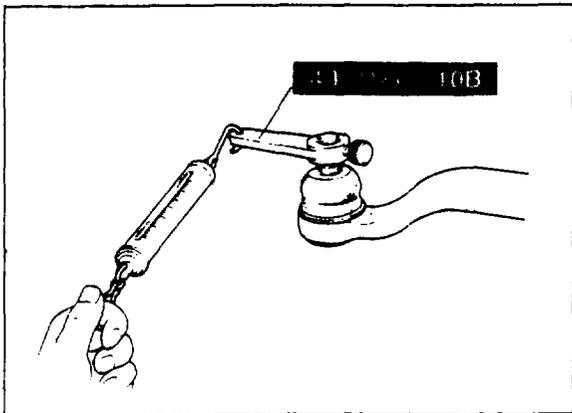


67U13X-055

INSPECTION

Check the following points. Replace the parts if necessary.

1. Lateral link for bending or damage
2. Dust boot for damage
3. Preload of ball joint



67U13X-056

Ball Joint Preload

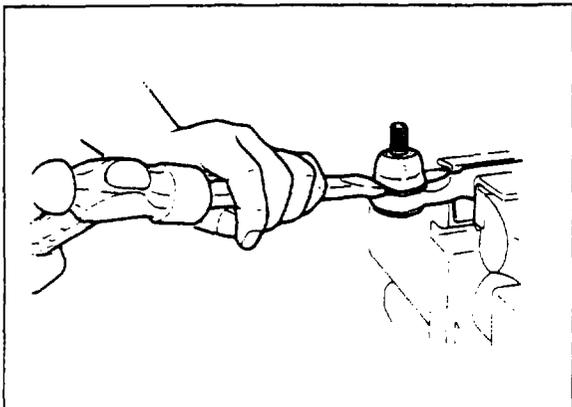
Attach the **preload attachment** (49 0180 510B) to the ball stud, and measure the preload using the pull scale.

Pull scale reading:

5—12 N (0.5—1.2 kg, 1.1—2.6 lb)
(While the ball stud is rotating)

Caution

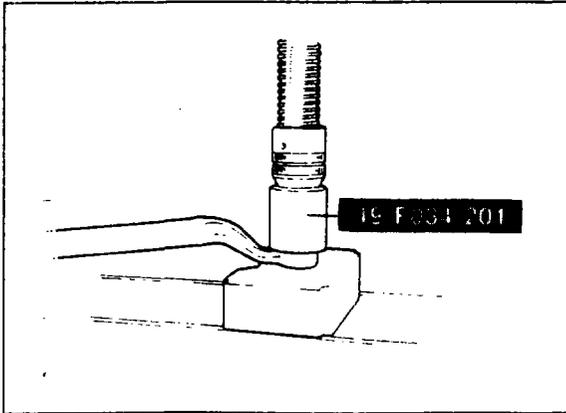
Measure the preload after shaking the stud of the ball joint 3 or 4 times.



67U13X-057

Dust Boot Removal

Remove the dust boot using a chisel.



67U13X-058

Installation

1. Liberally coat the inside of the new dust boot with grease.
2. Install the dust boot to the ball joint using the **dust boot installer** (49 F034 201).

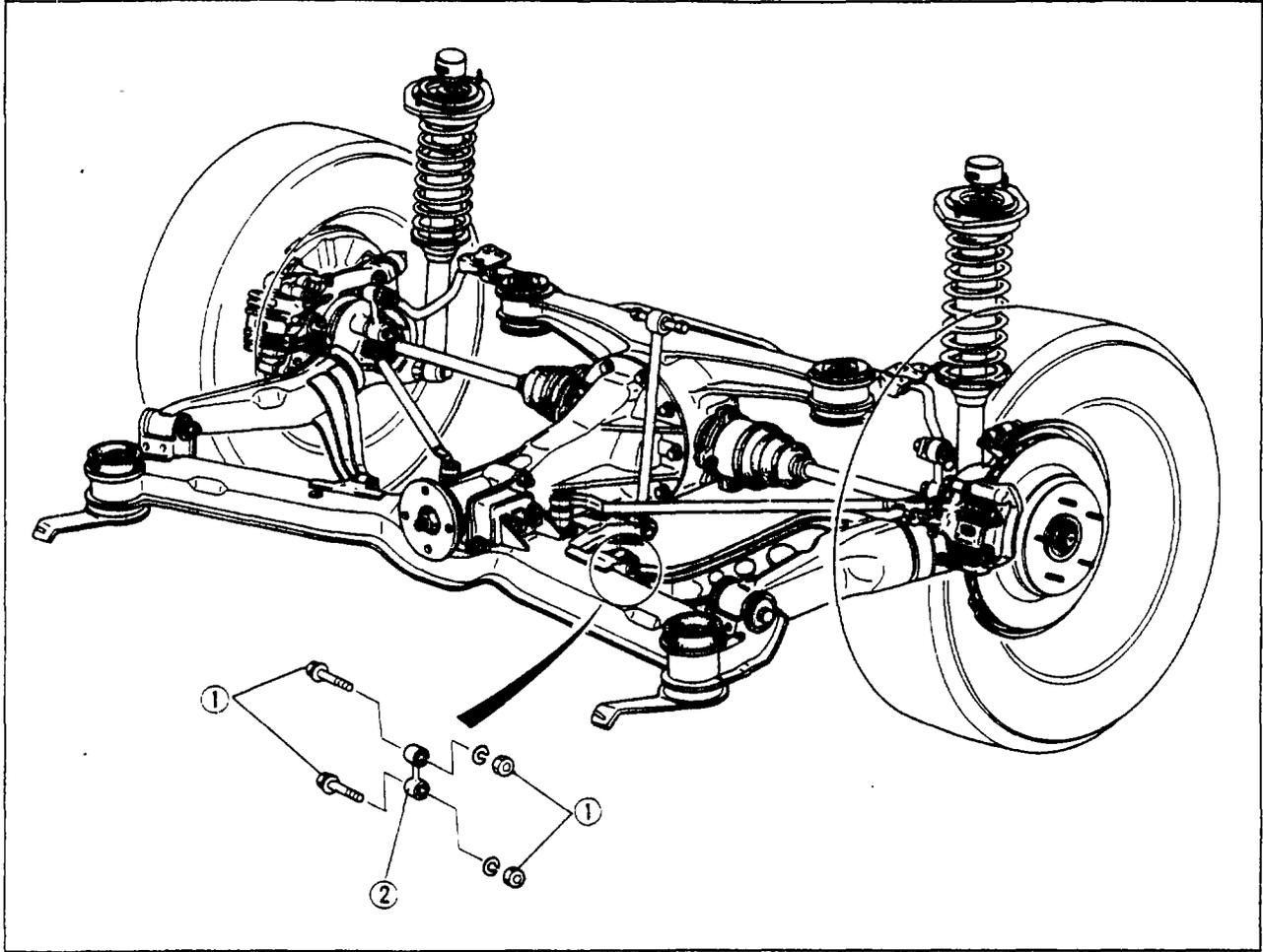
13 CONTROL LINK

CONTROL LINK

REMOVAL AND INSTALLATION

1. Jack up the rear of the vehicle and support it with safety stands.
2. Remove in the sequence shown in the figure
3. Install in the reverse order of removal.

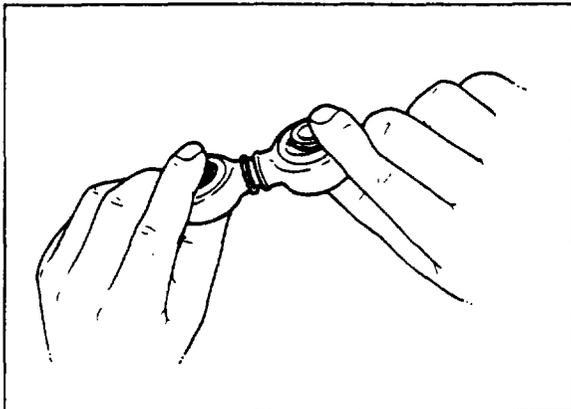
67U13X-059



77U13X-013

1. Bolts and nuts

2. Control link



67U13X-061

INSPECTION

Check the following points. Replace the parts if necessary.

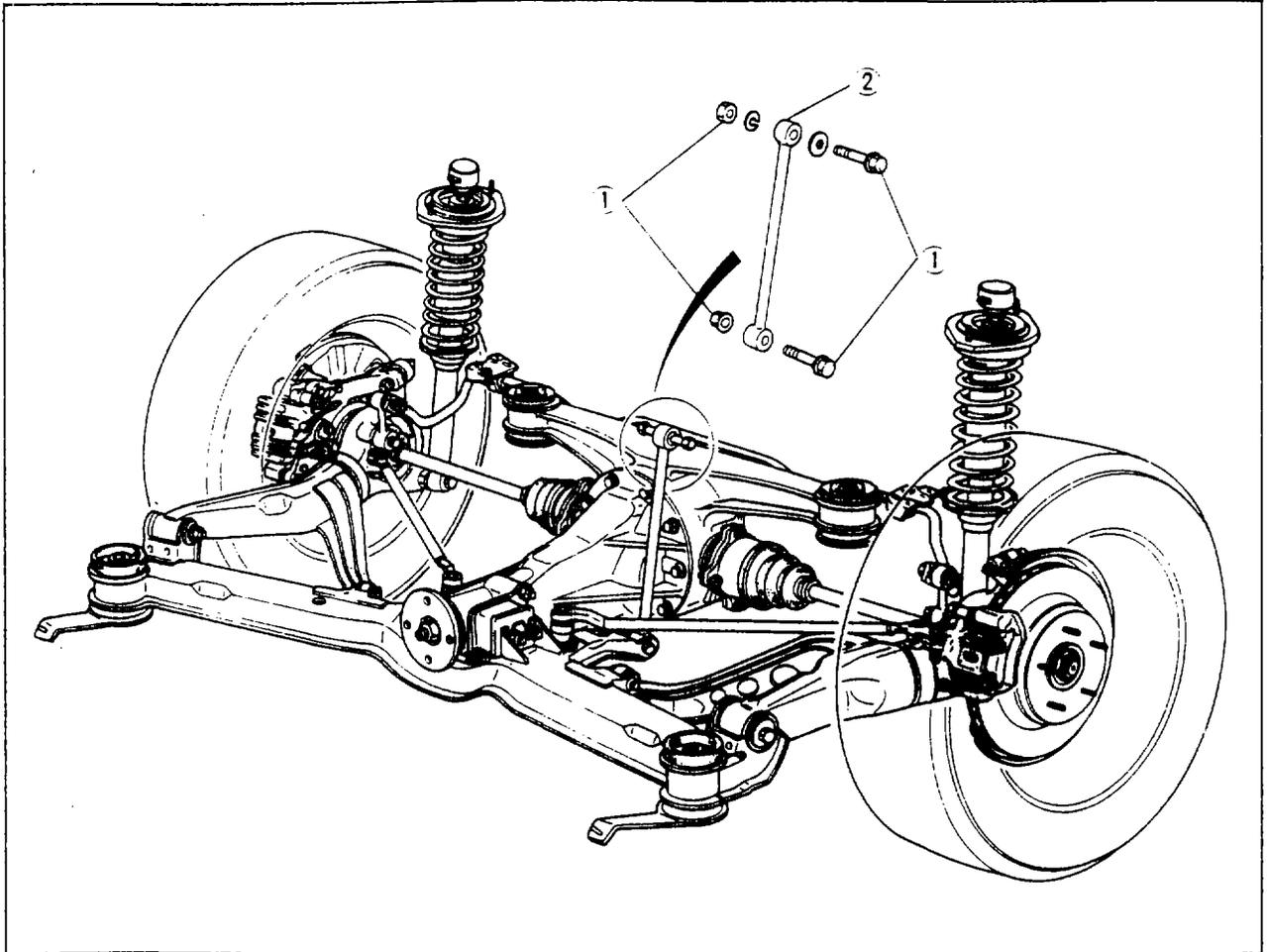
1. Control link for bending or damage.
2. Pillow ball for looseness or damage.
3. Dust boot for damage.

SUBLINK

REMOVAL AND INSTALLATION

1. Jack up the rear of the vehicle and support it with safety stands.
2. Remove in the sequence shown in the figure.
3. Install in the reverse order of removal.

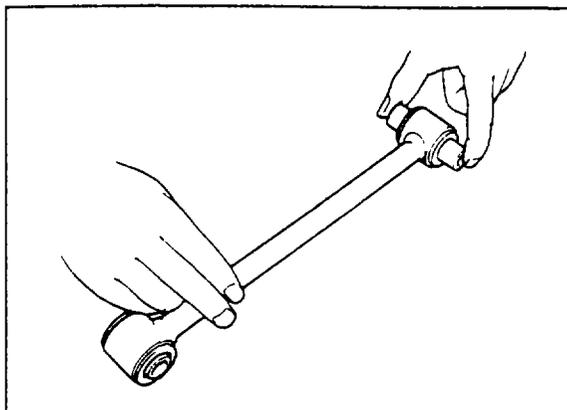
67U13X-062



77U13X-014

1. Bolts and nuts

2. Sub-link



67U13X-064

INSPECTION

Check the following points. Replace the parts if necessary.

1. Sublink for bending or damage.
2. Bushing for deterioration or wear.

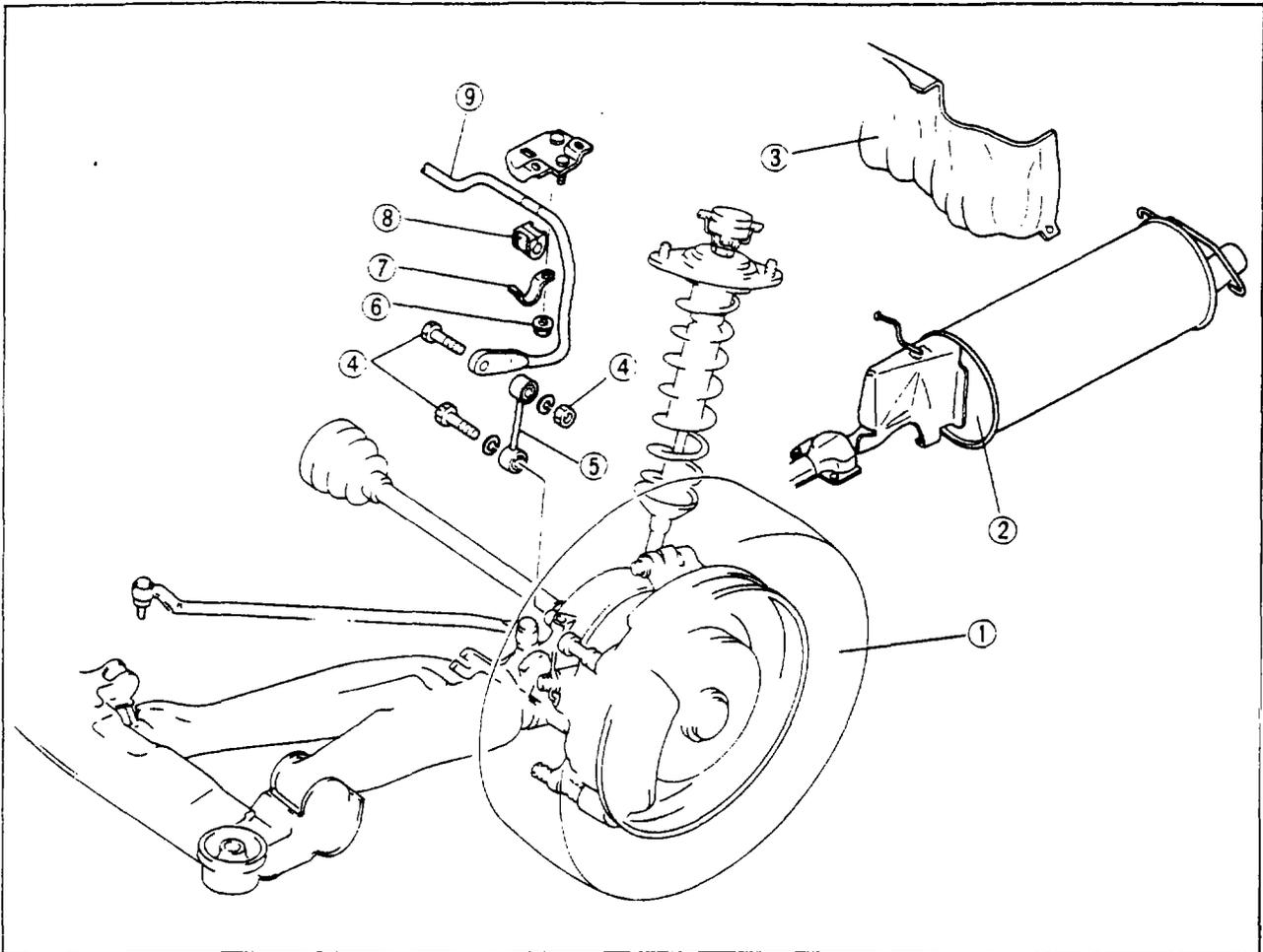
13 REAR STABILIZER

REAR STABILIZER

REMOVAL AND INSTALLATION

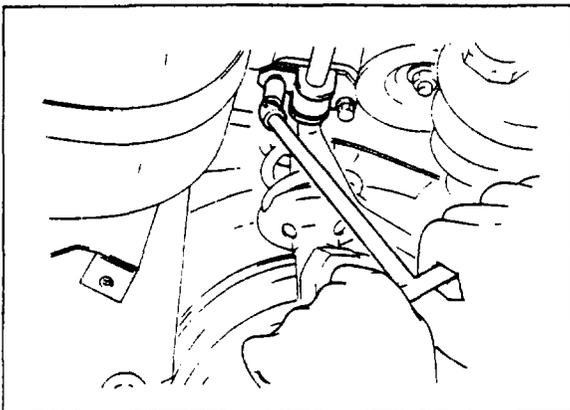
1. Jack up the rear of the vehicle and support it with safety stands.
2. Remove in the sequence shown in the figure.
3. Install in the reverse order of removal.

67U13X-065



77U13X-015

- | | | |
|------------------------|-------------------|-----------------------|
| 1. Wheel | 4. Bolts and nuts | 7. Stabilizer bracket |
| 2. Silencer | 5. Control link | 8. Bushing |
| 3. Fuel tank protector | 6. Nut | 9. Stabilizer |



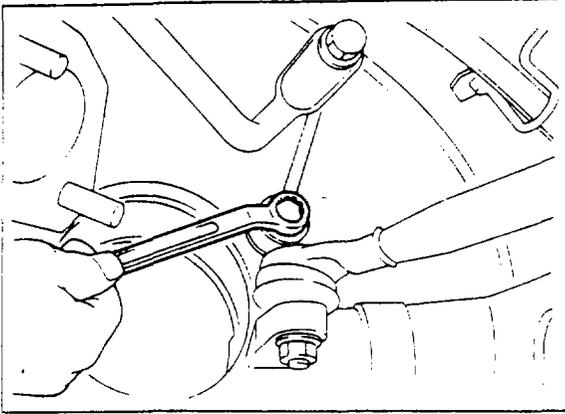
67U13X-067

Stabilizer

1. Install the bushing and the stabilizer bracket to the body.
2. Temporarily tighten the bolts.
3. Lower the vehicle and tighten the bolts to the specified torque with the vehicle unloaded.

Tightening torque:

36—54 N·m (3.7—5.5 m·kg, 27—40 ft·lb)



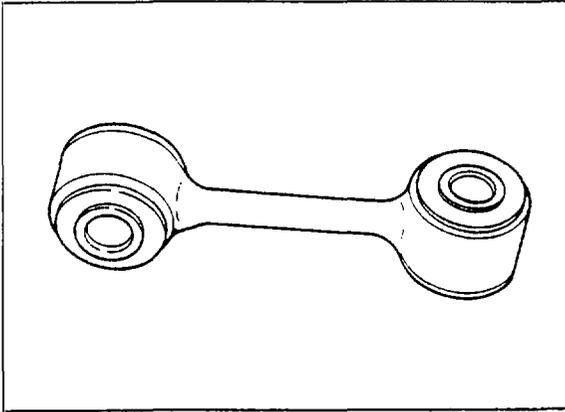
67U13X-068

Control Link

1. Install the control link and temporarily tighten the bolts.
2. Lower the vehicle and tighten the bolts to the specified torque with the vehicle unloaded.

Tightening torque:

36—54 N·m (3.7—5.5 m·kg, 27—40 ft·lb)



67U13X-069

INSPECTION

Check the following points. Replace the parts if necessary.

1. Stabilizer for bending or damage.
2. Control link for bending or damage.
3. Stabilizer bushing for deterioration or wear.

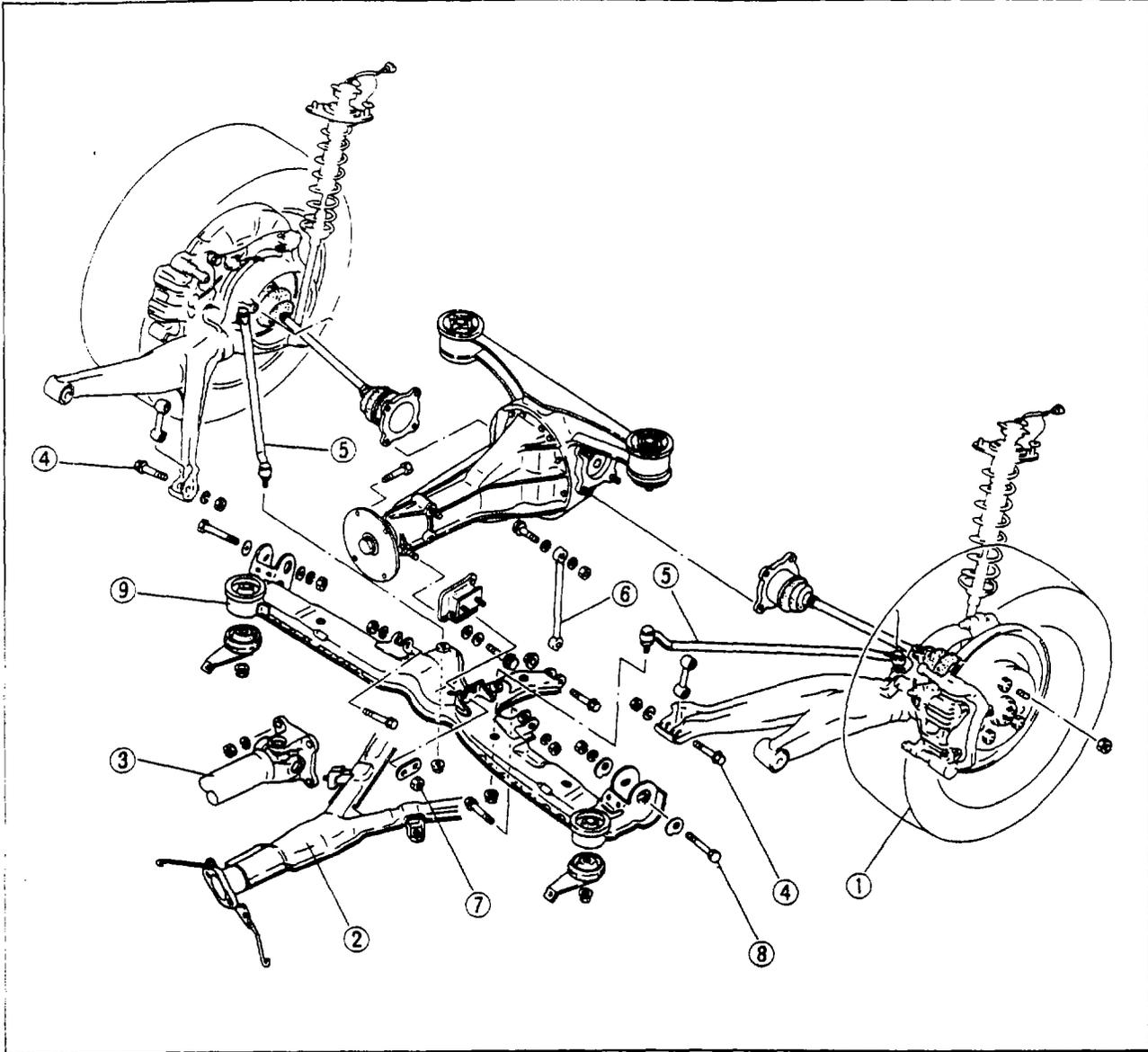
13 SUB-FRAME

SUB-FRAME

REMOVAL AND INSTALLATION

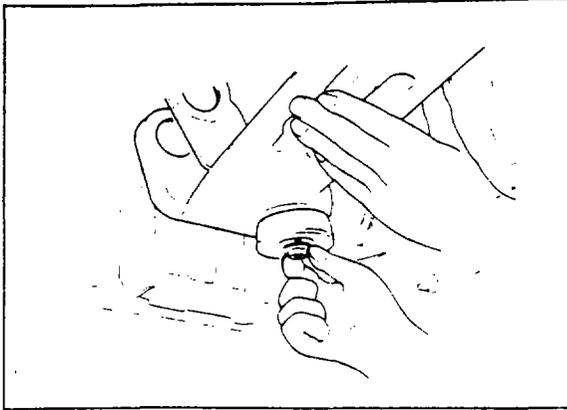
1. Jack up the rear of the vehicle and support it with safety stands.
2. Remove in the sequence shown in the figure.
3. Install in the reverse order of removal.

67U13X-070



67U13X-071

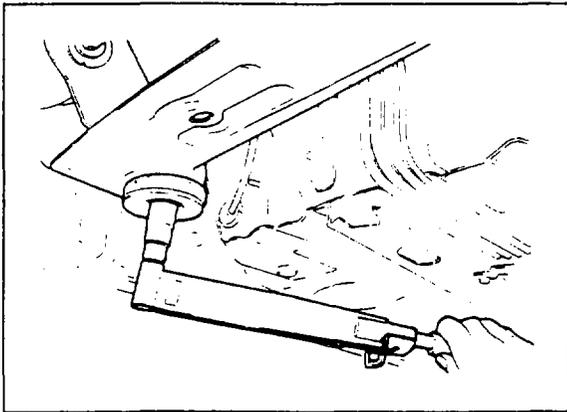
- | | | |
|--------------------|-------------------|--------------|
| 1. Wheel | 4. Bolts and nuts | 7. Nut |
| 2. Exhaust pipe | 5. Lateral link | 8. Bolt |
| 3. Propeller shaft | 6. Sublink | 9. Sub-frame |



67U13X-072

Differential Mount Removal

1. Loosen the left sub-frame mounting nut and lower the left side of the sub-frame.
2. Separate the differential from the sub-frame by removing the differential mounting bolts.
3. Remove the sub-frame from the body by removing the sub-frame mounting nuts.



87U13X-001

Installation

1. Install the sub-frame to the body and tighten the sub-frame mounting nut loosely.
2. Install the differential to the sub-frame and tighten the differential mounting bolts.

Tightening torque:

74—93 N·m (7.5—9.5 m·kg, 54—69 ft·lb)

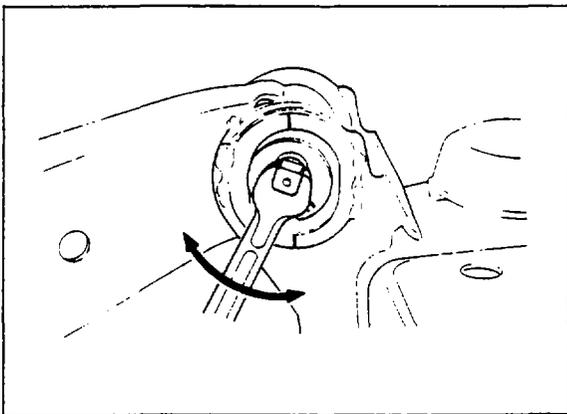
3. Tighten the sub-frame mounting nuts to the specified torque.

Tightening torque:

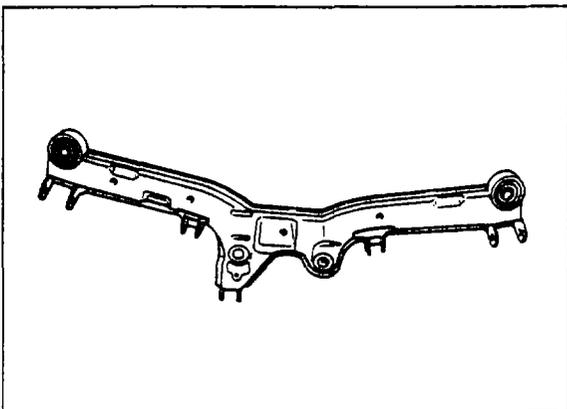
98—118 N·m (10—12 m·kg, 72—87 ft·lb)

Adjustment of Toe-in

Check and adjust the toe-in after installation of the sub-frame. (See page 13—31)



67U13X-074



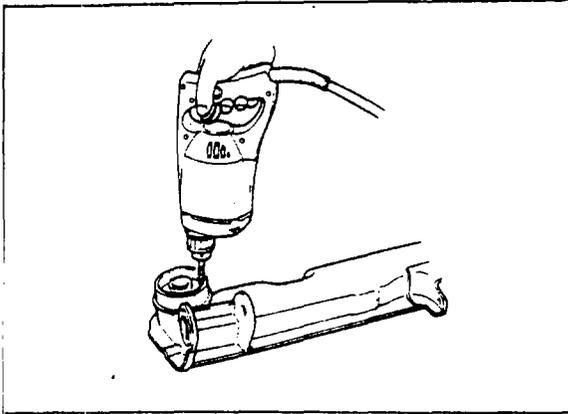
67U13X-075

INSPECTION

Check the following points. Replace the parts if necessary.

1. Sub-frame for deformation, cracks or damage.
2. Sub-frame rubber mount for deterioration or wear.

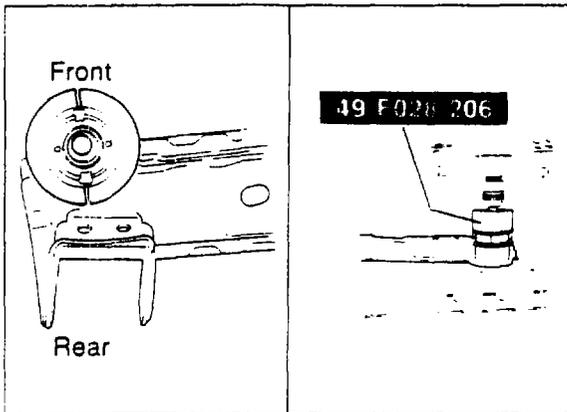
13 SUB-FRAME



67U13X-076

Sub-frame Rubber Mount Removal

1. Drill holes in the rubber part of the rubber mount with a drill.
2. Remove the rubber mount by tapping with the chisel and hammer.



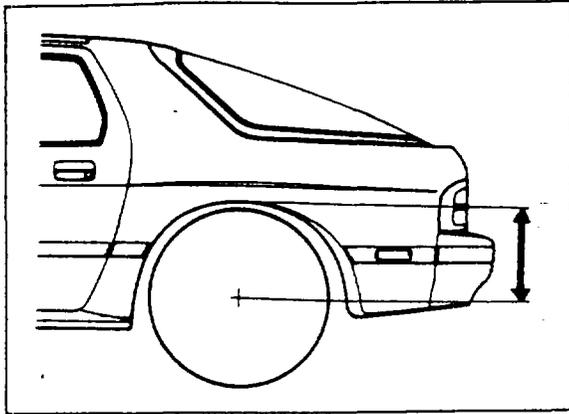
67U13X-077

Installation

1. Install the rubber mount to the sub-frame as shown in the figure.
2. Set the **mount rubber installer** (49 F028 206) to the rubber mount.
3. Press the rubber mount into the sub-frame.

Caution

The above work should be performed by two persons.

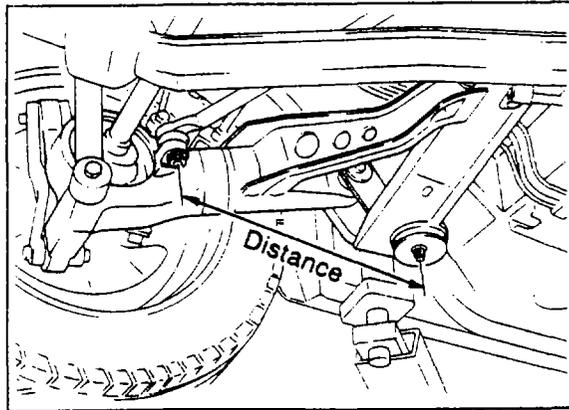


67U13X-078

REAR WHEEL ALIGNMENT

PRE-INSPECTION

1. Check the tire inflation and bring to the recommended pressure.
2. Inspect the wheel and tire runout.
3. The vehicle must be on level ground and have no luggage or passenger load.
4. Check that the suspension is correctly adjusted.
5. The difference in height from the center of the wheel to the fender brim between the left and right sides should be **15 mm (0.59 in)** max.

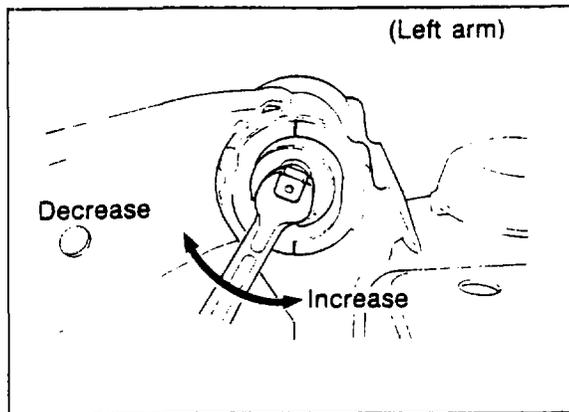


67U13X-079

DISTANCE FROM SUB-FRAME TO LATERAL LINK BALL JOINT

Inspection

Measure the distance between the center of the sub-frame rubber mount and the center of the lateral link ball joint for both left and right of the vehicle. The measurements must be within **5 mm (0.2 in)**.



67U13X-080

Adjustment

To increase the distance, turn the cam plate as follows:

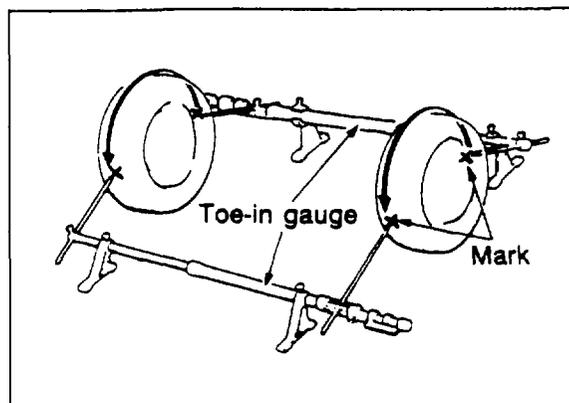
- Right arm — Turn cam clockwise.
- Left arm — Turn cam counterclockwise.

To decrease the distance, turn the adjusting cam as follows:

- Right arm — Turn cam counterclockwise.
- Left arm — Turn cam clockwise.

Amount of trailing arm movement:

One mark = 1.8 mm (0.07 in)



87U13X-002

TOE-IN

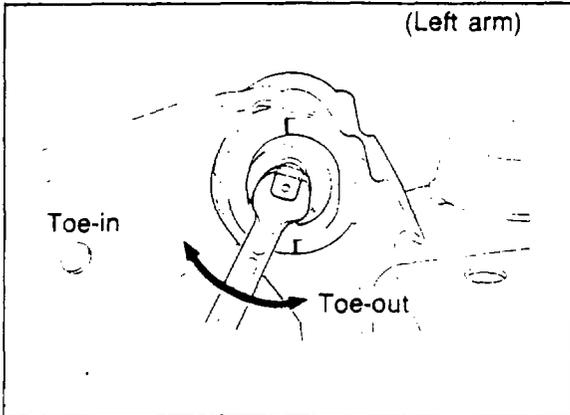
Inspection

1. Raise the rear of the vehicle until the wheels clear the ground.
2. Turn the wheels by hand, and mark a line in the center of each tire tread using a scribing block.
3. Lower the vehicle.
4. Measure the distance between the marked lines at the front and rear of the wheels.

Toe-in

3 ± 3 mm (0.12 ± 0.12 in)

13 REAR WHEEL ALIGNMENT



Adjustment

Turn the left and right cam plates by the same amount, and adjust the toe-in to specification.

To decrease the toe-in, turn the cam plate as follows:

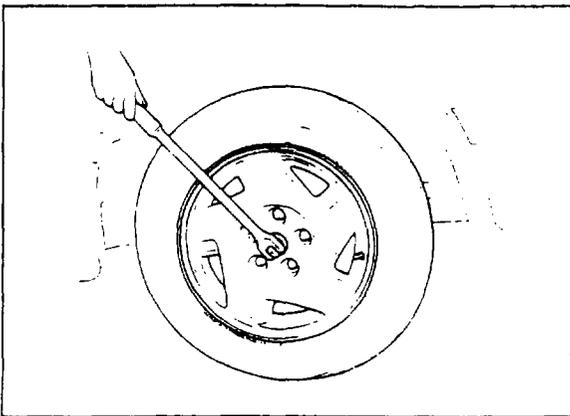
- Right arm — Turn cam clockwise.
- Left arm — Turn cam counterclockwise.

To increase the toe-in, turn the cam plate as follows:

- Right arm — Turn cam counterclockwise.
- Left arm — Turn cam clockwise.

Amount of toe-in change:

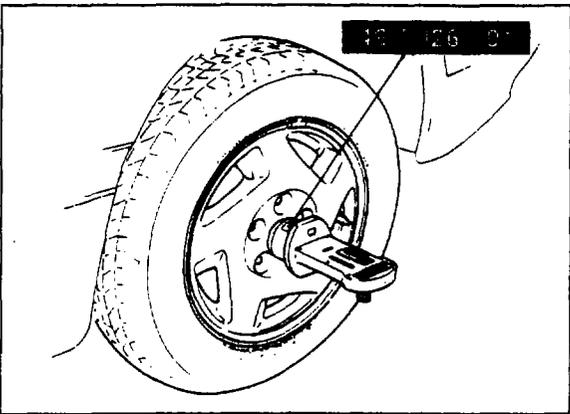
1 mark = 2.3 mm (0.09 in) for one wheel



CAMBER

Preparation

1. Jack up the vehicle.
2. Remove the wheels and the center caps.
3. Install the wheels.
4. Remove the driveshaft lock nut.
5. Lower the vehicle.



Inspection

1. Install the **caster, camber gauge adapter** (49 F026 101) to the driveshaft.
2. Measure the camber angle with the caster, camber gauge.

Camber:

$-0^{\circ}44' \pm 30'$