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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 Lenny Terris for scanning this.
Before beginning any service procedure, refer to the 1994 RX-7 Body Electrical Troubleshooting Manual; see section S for air bag system service warnings and section J1 for audio antitheft system alarm conditions.

SUSPENSION

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FRONT SUSPENSION

FRONT WHEEL ALIGNMENT (UNLADEN*1)

<table>
<thead>
<tr>
<th>Item</th>
<th>Inspection standard</th>
<th>Adjustment standard</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total toe-in</td>
<td>mm (in)</td>
<td>2 ± 3 (0.08 ± 0.11)</td>
</tr>
<tr>
<td>Toe-in (per side)</td>
<td>Degree</td>
<td>0.1° ± 0.75°</td>
</tr>
<tr>
<td>Maximum steering angle</td>
<td>In</td>
<td>36° ± 2°</td>
</tr>
<tr>
<td></td>
<td>Out</td>
<td>32° ± 2°</td>
</tr>
<tr>
<td>Kingpin angle</td>
<td>Degree</td>
<td>13° 55'</td>
</tr>
<tr>
<td>Camber angle</td>
<td>Degree</td>
<td>0.1° ± 0.75°</td>
</tr>
<tr>
<td>Difference between left and right</td>
<td>Degree</td>
<td>1° Max.</td>
</tr>
<tr>
<td>Caster angle</td>
<td>Degree</td>
<td>6.08° ± 0.75°</td>
</tr>
<tr>
<td>Difference between left and right</td>
<td>Degree</td>
<td>1° Max.</td>
</tr>
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</table>

*1 Fuel tank full; radiator coolant and engine oil at specified levels; spare tire, jack, and tools in designated positions.

1. Front shock absorber and spring
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2. Upper arm
   Removal / Inspection / Installation .... page R-16
   Inspection .... page R-17
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3. Front lower arm
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   Inspection .... page R-20
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4. Front stabilizer
   Removal / Inspection / Installation .... page R-24

5. Front strut bar
   Removal / Inspection / Installation .... page R-25

R-2
REAR SUSPENSION

REAR WHEEL ALIGNMENT (UNLADEN*)

<table>
<thead>
<tr>
<th>Item</th>
<th>Inspection standard</th>
<th>Adjustment standard</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total toe-in (mm in)</td>
<td>2 ± 3 (0.08 ± 0.11)</td>
<td>2 ± 1 (0.08 ± 0.04)</td>
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<tr>
<td>Toe-in (per side) (Degree)</td>
<td>0.1° ± 0.1°</td>
<td>0.1° ± 0.05°</td>
</tr>
<tr>
<td>Camber angle (Degree)</td>
<td>-1.22° ± 0.75°</td>
<td>-1.22° ± 1.0°</td>
</tr>
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<td>Difference between left and right</td>
<td>1° Max.</td>
<td>1° Max.</td>
</tr>
<tr>
<td>Thrust angle (Degree)</td>
<td>0° ± 0.1°</td>
<td>0° ± 0.1°</td>
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</tbody>
</table>

*1 Fuel tank full; radiator coolant and engine oil at specified levels; spare tire, jack, and tools in designated positions.

1. Rear shock absorber and spring
   - Removal / Installation... page R-27
   - Disassembly / Inspection / Assembly... page R-29

2. Upper arm
   - Removal / Inspection... page R-32
   - Disassembly / Inspection / Assembly... page R-33

3. Rear lower arm
   - Removal / Inspection / Installation... page R-36
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4. Toe-control link
   - Removal / Inspection / Installation... page R-40

5. Rear stabilizer
   - Removal / Inspection / Assembly... page R-41

6. Rear strut bar
   - Removal / Inspection / Assembly... page R-42
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### SPECIFICATIONS

<table>
<thead>
<tr>
<th>Item</th>
<th>Transmission Suspension</th>
<th>MT Standard suspension</th>
<th>Hard suspension</th>
<th>AT Standard suspension</th>
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<tr>
<td><strong>Front suspension</strong></td>
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<td>Suspension type</td>
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<td>Identification mark color</td>
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<td>Damping force characteristics</td>
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<td>Hard</td>
<td>Standard</td>
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<tr>
<td><strong>Stabilizer</strong></td>
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</tr>
<tr>
<td>Type</td>
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<td>Diameter</td>
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<td>Inspection standard</td>
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<td>Total toe-in</td>
<td>mm (in)</td>
<td>2 ± 3 (0.08 ± 0.11)</td>
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<tr>
<td>Toe-in (per side)</td>
<td>Degree</td>
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<tr>
<td>Maximum steering angle</td>
<td>in</td>
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<tr>
<td>Camber angle</td>
<td>Degree</td>
<td>0.1° ± 0.5°</td>
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<tr>
<td>Caster angle</td>
<td>Degree</td>
<td>6.08° ± 0.75°</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Difference between left and right</td>
<td>Degree</td>
<td>1° max</td>
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<tr>
<td><strong>Rear suspension</strong></td>
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<td>Suspension type</td>
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<td>Damping force characteristics</td>
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<td>Hard</td>
<td>Standard</td>
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<tr>
<td>Type</td>
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<td>Inspection standard</td>
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<tr>
<td>Total toe-in</td>
<td>mm (in)</td>
<td>2 ± 3 (0.08 ± 0.11)</td>
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<td>Toe-in (per side)</td>
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<td>0.1° ± 0.5°</td>
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<tr>
<td>Camber angle</td>
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<td>-1.22° ± 0.75°</td>
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<tr>
<td>Thrust angle</td>
<td>Degree</td>
<td>0° ± 0.1°</td>
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<tr>
<td><strong>Rear wheel alignment (unladen</strong>1)</td>
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<tr>
<td>Total toe-in</td>
<td>mm (in)</td>
<td>2 ± 1 (0.08 ± 0.04)</td>
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<tr>
<td>Toe-in (per side)</td>
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<tr>
<td>Camber angle</td>
<td>Degree</td>
<td>-1.22° ± 0.5°</td>
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<tr>
<td>Thrust angle</td>
<td>Degree</td>
<td>0° ± 0.1°</td>
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</tbody>
</table>

*1 Fuel tank full; radiator coolant and engine oil at specified levels; spare tire, jack, and tools in designated positions.
<table>
<thead>
<tr>
<th>Problem</th>
<th>Possible cause</th>
<th>Action</th>
<th>Page</th>
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</thead>
<tbody>
<tr>
<td><strong>Body rolls</strong></td>
<td>Weak stabilizer or stabilizer link</td>
<td>Replace</td>
<td>R-24, 41</td>
</tr>
<tr>
<td></td>
<td>Damaged or worn stabilizer control link</td>
<td>Replace</td>
<td>R-24, 41</td>
</tr>
<tr>
<td></td>
<td>Worn or deteriorated upper arm or lower arm bushings</td>
<td>Replace</td>
<td>R-17, 21, 33,37</td>
</tr>
<tr>
<td></td>
<td>Damaged shock absorber</td>
<td>Replace</td>
<td>R-12, 27</td>
</tr>
<tr>
<td><strong>Poor riding comfort</strong></td>
<td>Weak coil spring</td>
<td>Replace</td>
<td>R-13, 29</td>
</tr>
<tr>
<td></td>
<td>Damaged shock absorber</td>
<td>Replace</td>
<td>R-12, 27</td>
</tr>
<tr>
<td><strong>Body lean</strong></td>
<td>Weak coil spring</td>
<td>Replace</td>
<td>R-13, 29</td>
</tr>
<tr>
<td></td>
<td>Damaged or worn stabilizer control link</td>
<td>Replace</td>
<td>R-24, 41</td>
</tr>
<tr>
<td></td>
<td>Worn or deteriorated upper arm or lower arm bushings</td>
<td>Replace</td>
<td>R-17, 21, 33,37</td>
</tr>
<tr>
<td><strong>Abnormal noise from suspension system</strong></td>
<td>Poor lubrication of or worn upper arm or lower arm ball joint</td>
<td>Lubricate or replace</td>
<td>R-17, 21</td>
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<tr>
<td></td>
<td>Looseness of peripheral connections</td>
<td>Tighten</td>
<td>—</td>
</tr>
<tr>
<td></td>
<td>Damaged shock absorber</td>
<td>Replace</td>
<td>R-12, 27</td>
</tr>
<tr>
<td></td>
<td>Damaged or worn stabilizer control link</td>
<td>Replace</td>
<td>R-24, 41</td>
</tr>
<tr>
<td></td>
<td>Worn or deteriorated upper arm or lower arm bushings</td>
<td>Replace</td>
<td>R-17, 21, 33,37</td>
</tr>
<tr>
<td><strong>General driving instability</strong></td>
<td>Weak coil spring</td>
<td>Replace</td>
<td>R-13, 29</td>
</tr>
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<td>Damaged shock absorber</td>
<td>Replace</td>
<td>R-12, 27</td>
</tr>
<tr>
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<td>Worn or deteriorated upper arm or lower arm bushings</td>
<td>Replace</td>
<td>R-17, 21, 33,37</td>
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<td></td>
<td>Damaged or worn stabilizer control link</td>
<td>Replace</td>
<td>R-24, 41</td>
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<tr>
<td></td>
<td>Improperly adjusted wheel alignment</td>
<td>Adjust</td>
<td>R-6</td>
</tr>
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<td>Damaged or worn upper arm or lower arm ball joint</td>
<td>Replace</td>
<td>R-17, 21</td>
</tr>
<tr>
<td></td>
<td>Malfunction of steering system</td>
<td>—</td>
<td>Section N</td>
</tr>
<tr>
<td></td>
<td>Damaged or unbalanced wheel</td>
<td>—</td>
<td>Section Q</td>
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<tr>
<td><strong>Heavy steering</strong></td>
<td>Poor lubrication of or worn upper arm or lower arm ball joint</td>
<td>Lubricate or replace</td>
<td>R-17, 21</td>
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<tr>
<td></td>
<td>Improperly adjusted wheel alignment</td>
<td>Adjust</td>
<td>R-6</td>
</tr>
<tr>
<td></td>
<td>Malfunction of steering system</td>
<td>—</td>
<td>Section N</td>
</tr>
<tr>
<td></td>
<td>Damaged or unbalanced wheel</td>
<td>—</td>
<td>Section Q</td>
</tr>
<tr>
<td><strong>Steering wheel pulls to one side</strong></td>
<td>Weak coil spring</td>
<td>Replace</td>
<td>R-13, 29</td>
</tr>
<tr>
<td></td>
<td>Damaged or worn stabilizer control link</td>
<td>Replace</td>
<td>R-24, 41</td>
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<tr>
<td></td>
<td>Worn or deteriorated upper arm or lower arm bushings</td>
<td>Replace</td>
<td>R-17, 21, 33,37</td>
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<tr>
<td></td>
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<td>Replace</td>
<td>R-6</td>
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<tr>
<td></td>
<td>Improperly adjusted wheel alignment</td>
<td>Adjust</td>
<td>Section N</td>
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<tr>
<td></td>
<td>Malfunction of steering system</td>
<td>—</td>
<td>Section P</td>
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<tr>
<td></td>
<td>Malfunction of braking system</td>
<td>—</td>
<td>Section Q</td>
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<tr>
<td></td>
<td>Damaged or unbalanced wheel</td>
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<td>—</td>
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<tr>
<td><strong>Shimmy occurs (steering wheel vibrates circumferential)</strong></td>
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<td>Replace</td>
<td>R-17, 21</td>
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<tr>
<td></td>
<td>Damaged shock absorber</td>
<td>Replace</td>
<td>R-12</td>
</tr>
<tr>
<td></td>
<td>Loose shock absorber mounting</td>
<td>Tighten</td>
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<tr>
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<td>Worn or deteriorated upper arm or lower arm bushings</td>
<td>Replace</td>
<td>R-17, 21</td>
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<td>Damaged or worn stabilizer control link</td>
<td>Replace</td>
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<tr>
<td></td>
<td>Improperly adjusted wheel alignment</td>
<td>Adjust</td>
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<tr>
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<td>Damaged or worn wheel bearing</td>
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<td>Damaged or unbalanced wheel</td>
<td>—</td>
<td>Section Q</td>
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<td><strong>Steering wheel doesn’t return properly</strong></td>
<td>Stuck or damaged upper arm or lower arm ball joint</td>
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<tr>
<td></td>
<td>Damaged or unbalanced wheel</td>
<td>—</td>
<td>Section Q</td>
</tr>
</tbody>
</table>
WHEEL ALIGNMENT

PRE-INSPECTION
1. Check the tire inflations and set to the recommended pressure, if necessary.
2. Inspect the front wheel bearing play. Replace the bearing(s) as necessary.
3. Inspect the wheel and tire runout of all wheels.
4. Inspect the ball joints and steering linkage for excessive looseness.
5. Place the vehicle on level ground with no luggage or passenger load.
6. Rock the vehicle to settle the suspension.
7. Verify that the height difference between the left and right sides from the center of the wheel to the fender brim does not exceed specification.

Specification: 10 mm (0.39 in)

8. Verify that the height difference between the front and rear does not exceed specifications.

Specification: 15 mm (0.59 in)

FRONT WHEEL ALIGNMENT
Specifications (Unladen*)

<table>
<thead>
<tr>
<th>Item</th>
<th>Specifications</th>
<th>Specifications</th>
</tr>
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<tbody>
<tr>
<td>Total toe-in (in)</td>
<td>2 ± 3 (0.08 ± 0.11)</td>
<td>2 ± 1 (0.08 ± 0.11)</td>
</tr>
<tr>
<td>Toe-in (per side)</td>
<td>Degree</td>
<td>0.1° ± 0.75°</td>
</tr>
<tr>
<td></td>
<td></td>
<td>0.1° ± 0.05°</td>
</tr>
<tr>
<td>Maximum steering angle</td>
<td>In</td>
<td>36° ± 2°</td>
</tr>
<tr>
<td></td>
<td>Out</td>
<td>32° ± 2°</td>
</tr>
<tr>
<td>King pin angle</td>
<td>13°55'</td>
<td></td>
</tr>
<tr>
<td>Camber angle</td>
<td>Degree</td>
<td>0.1° ± 0.75°</td>
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<tr>
<td></td>
<td></td>
<td>0.1° ± 0.5°</td>
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<tr>
<td>Difference between left and right</td>
<td>Degree</td>
<td>1° max</td>
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<td>Degree</td>
<td>6.08° ± 0.75°</td>
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<td>6.08° ± 0.5°</td>
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<td>Difference between left and right</td>
<td>Degree</td>
<td>1° max.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>1° max.</td>
</tr>
</tbody>
</table>

* Fuel tank full; radiator coolant and engine oil at specified levels; spare tire, jack, and tools in designated positions.

Adjustment

Toe-in
1. Remove the steering gear boot clamp.
2. Loosen the left and right tie rod locknuts and turn the tie rod equally. Both tie rods are right threaded, so turning the right tie rod toward the front of the vehicle and the left toward the rear increases toe-in.
WHEEL ALIGNMENT

Note
- Turning one tie rod one complete turn changes toe-in by about 0.42 in (10.6mm).

3. Tighten the tie rod locknuts to the specified torque.

Tightening torque:
31–50 N·m (3.1–5.1 kgf·m, 23–36 ft·lbf)

4. Verify that the boot is not twisted. Install the boot clamp.

Maximum steering angle
1. Remove the steering gear boot clamp.
2. Loosen the tie rod locknut.
3. Turn the tie rod to provide the correct maximum steering angle.

Maximum left / right difference: 3 mm (0.12 in)

4. After adjustment, tighten the locknut to the specified torque.

Tightening torque:
31–50 N·m (3.1–5.1 kgf·m, 23–36 ft·lbf)

5. Adjust the toe-in. (Refer to page R–6.)
6. Verify that the boot is not twisted. Install the boot clamp.

Caster
1. Loosen the front or rear cam nut on the front lower arm.
WHEEL ALIGNMENT

Note
- Turning the adjusting cam bolt one graduation changes the caster as shown in the illustration.

2. Turn the adjusting cam bolt as indicated to provide the correct caster angle.

<table>
<thead>
<tr>
<th>Caster</th>
<th>Left wheel</th>
<th>Right wheel</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Front cam</td>
<td>Rear cam</td>
</tr>
<tr>
<td>Increase</td>
<td>Counter-clockwise</td>
<td>Counter-clockwise</td>
</tr>
<tr>
<td>Decrease</td>
<td>Clockwise</td>
<td>Clockwise</td>
</tr>
</tbody>
</table>

3. Adjust the camber and the toe-in.

Camber
1. Adjust the caster before adjusting the camber.
2. Loosen the front or rear cam nut on the front lower arm.

Note
- Turning the adjusting cam bolt one graduation changes the caster as shown in the illustration.

3. Turn the adjusting cam bolt as indicated to provide the correct camber angle.

<table>
<thead>
<tr>
<th>Camber</th>
<th>Left wheel</th>
<th>Right wheel</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Front cam</td>
<td>Rear cam</td>
</tr>
<tr>
<td>Positive</td>
<td>Counter-clockwise</td>
<td>Clockwise</td>
</tr>
<tr>
<td>Negative</td>
<td>Clockwise</td>
<td>Counter-clockwise</td>
</tr>
</tbody>
</table>
WHEEL ALIGNMENT

4. If the cam cannot be turned enough to make the adjustment, readjust the caster using the other cam.

5. Hand-tighten the cam nut and lower the vehicle.
6. With the vehicle unloaded, tighten the cam nut to the specified torque.

Tightening torque: 94-116 N·m (9.5-11.9 kgf·m, 69-86 ft-lbf)

7. Adjust the toe-in.

REAR WHEEL ALIGNMENT Specifications (Unladen*)

<table>
<thead>
<tr>
<th>Item</th>
<th>Inspection standard</th>
<th>Adjustment standard</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total toe-in</td>
<td>2 ± 3 (0.08 ± 0.11)</td>
<td>2 ± 1 (0.08 ± 0.04)</td>
</tr>
<tr>
<td>Toe-in (per side)</td>
<td>Degree</td>
<td>0.1° ± 0.1°</td>
</tr>
<tr>
<td>Camber angle</td>
<td>Degree</td>
<td>-1.22° ± 0.75°</td>
</tr>
<tr>
<td>Difference between left and right</td>
<td>Degree</td>
<td>1° max.</td>
</tr>
<tr>
<td>Thrust angle</td>
<td>Degree</td>
<td>0° ± 0.1°</td>
</tr>
</tbody>
</table>

* Fuel tank full; radiator coolant and engine oil at specified levels; spare tire, jack, and tools in designated positions.

Adjustment
toe-in
The specified thrust angle (0° ± 0.1°) must be maintained while adjusting the rear toe-in.
If the thrust angle cannot be maintained at that specification, check the body dimensions. Refer to the 1992 RX-7 Body Shop Manual (Form No. 3256-10-92A).
WHEEL ALIGNMENT, FRONT SUSPENSION (DOUBLE WISHBONE, COIL SPRING TYPE)

1. Loosen the left and right toe-control link locknuts and turn each link equally. Both are right threaded, so turning the right link toward the front of the vehicle and the left toward the rear increases toe-in.

**Note**
- Turning one link one complete turn changes toe-in by about 16.5 mm [0.65 in].

2. Tighten the toe control link locknuts to the specified torque.

**Tightening torque:**
35–50 N·m [3.5–5.1 kgf·m, 26–33 ft·lbf]

Camber
1. Loosen the cam nut on the l-arm.

**Note**
- Turning the adjusting cam bolt one graduation changes the camber as shown in the illustration.

2. Turn the adjusting cam bolt as indicated to provide the correct camber angle.

<table>
<thead>
<tr>
<th>Camber</th>
<th>Left wheel</th>
<th>Right wheel</th>
</tr>
</thead>
<tbody>
<tr>
<td>Positive</td>
<td>Clockwise</td>
<td>Counterclockwise</td>
</tr>
<tr>
<td>Negative</td>
<td>Counterclockwise</td>
<td>Clockwise</td>
</tr>
</tbody>
</table>

3. Tighten the cam nut to the specified torque.

**Tightening torque:**
94–116 N·m [9.5–11.9 kgf·m, 69–86 ft·lbf]

4. Adjust the toe-in.

FRONT SUSPENSION (DOUBLE WISHBONE, COIL SPRING TYPE)

**PREPARATION SST**

| 49 0370 641 | Screw, coil spring compressor | 49 0223 640B | Arm, coil spring compressor | For removal / installation of coil spring | For removal / installation of coil spring |

R-10
### FRONT SUSPENSION (DOUBLE WISHBONE, COIL SPRING TYPE)

<table>
<thead>
<tr>
<th>Part Number</th>
<th>Description</th>
<th>Image</th>
<th>Part Number</th>
<th>Description</th>
<th>Image</th>
</tr>
</thead>
<tbody>
<tr>
<td>49 0118 850C</td>
<td>Puller, ball joint</td>
<td><img src="49_0118_850C.jpg" alt="Image" /></td>
<td>49 0180 510B</td>
<td>Attachment, preload measuring</td>
<td><img src="49_0180_510B.jpg" alt="Image" /></td>
</tr>
<tr>
<td>49 F034 211</td>
<td>Guide, clip</td>
<td><img src="49_F034_211.jpg" alt="Image" /></td>
<td>49 F034 2A0</td>
<td>Replacer set, rubber bushing</td>
<td><img src="49_F034_2A0.jpg" alt="Image" /></td>
</tr>
<tr>
<td>49 G028 203</td>
<td>Support (Part of 49 F034 2A0)</td>
<td><img src="49_G028_203.jpg" alt="Image" /></td>
<td>49 G028 206</td>
<td>Shaft (Part of 49 F034 2A0)</td>
<td><img src="49_G028_206.jpg" alt="Image" /></td>
</tr>
<tr>
<td>49 G028 207</td>
<td>Nut (Part of 49 F034 2A0)</td>
<td><img src="49_G028_207.jpg" alt="Image" /></td>
<td>49 G028 208</td>
<td>Installer (Part of 49 F034 2A0)</td>
<td><img src="49_G028_208.jpg" alt="Image" /></td>
</tr>
<tr>
<td>49 G034 205</td>
<td>Bearing (Part of 49 F034 2A0)</td>
<td><img src="49_G034_205.jpg" alt="Image" /></td>
<td>49 G034 204</td>
<td>Support (Part of 49 F034 2A0)</td>
<td><img src="49_G034_204.jpg" alt="Image" /></td>
</tr>
<tr>
<td>49 F034 203</td>
<td>Support (Part of 49 F034 2A0)</td>
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<td>49 F034 206</td>
<td>Shaft (Part of 49 F034 2A0)</td>
<td><img src="49_F034_206.jpg" alt="Image" /></td>
</tr>
<tr>
<td>49 F034 209</td>
<td>Installer (Part of 49 F034 2A0)</td>
<td><img src="49_F034_209.jpg" alt="Image" /></td>
<td>49 F034 210</td>
<td>Guide, clip</td>
<td><img src="49_F034_210.jpg" alt="Image" /></td>
</tr>
<tr>
<td>49 F034 205</td>
<td>Support (Part of 49 F034 2A0)</td>
<td><img src="49_F034_205.jpg" alt="Image" /></td>
<td>49 F034 208</td>
<td>Installer (Part of 49 F034 2A0)</td>
<td><img src="49_F034_208.jpg" alt="Image" /></td>
</tr>
</tbody>
</table>

R-11
FRONT SUSPENSION (DOUBLE WISHBONE, COIL SPRING TYPE)

FRONT SHOCK ABSORBER AND SPRING
Removal / Installation
1. Jack up the front of the vehicle and support it on safety stands.
2. Remove the wheel and tire.
3. Remove in the order shown in the figure.
4. Install in the reverse order of removal, referring to Installation Note.
5. Install the wheel and tire.

Tightening torque: 89–117 N·m (9.0–12.0 kgf·m, 65–87 ft·lbf)

6. Adjust the front wheel alignment. (Refer to page R-6.)

1. Clip (brake hose)
2. ABS wheel-speed sensor
3. Bolt, nut
4. Cap
5. Nut
6. Stopper rubber
7. Nut
8. Front strut bar Removal / Inspection / Installation
9. Insulator
10. Front shock absorber and spring Installation Note

.............. page R-13
Disassembly / Inspection / Assembly .... page R-13

R-12
FRONT SUSPENSION (DOUBLE WISHBONE, COIL SPRING TYPE)

Installation note
Front shock absorber and spring
Install the shock absorber and spring so that the flexible hose bracket faces forward.

Disassembly / Inspection / Assembly
1. Disassemble in the order shown in the figure, referring to Disassembly Note.
2. Inspect all parts and repair or replace as necessary.
3. Assemble in the reverse order of removal, referring to Assembly Note.

1. Nut
   Disassembly Note ........................................ page R-14
   Assembly Note ............................................. page R-15

2. Spacer

3. Mounting rubber
   Inspect for damage and deterioration
   Assembly Note ............................................. page R-15

4. Bound stopper assembly
   Inspect for damage and cracks

5. Coil spring
   Inspect for damage and weakness
   Assembly Note ............................................. page R-14

6. Lower spring seat
   Inspect for damage and cracks

7. Shock absorber
   Inspection .... page R-14
Disassembly note

Nut

Warning
• Removing the piston-rod nut is dangerous. The shock absorber and spring could fly off under tremendous pressure and cause serious injury or death. Secure the shock absorber in the SST before removing the piston-rod nut.

1. Secure the mounting rubber bracket in a vise.
2. Loosen the mounting rubber nut several turns, but do not remove it.
3. Assemble the SST.
4. Compress the coil spring by using the SST and remove the mounting nut.

Inspection
Shock absorber
Check the following and replace the shock absorber if necessary.
1. Inspect for damage and oil leakage.
2. (1) Compress the shock absorber rod and release it.
   (2) Verify that the rod extends fully at a normal speed.
3. Compress and extend the rod at least three times. Verify that the operational force does not change and that there is no unusual noise.

Disposal of shock absorber

Warning
• The gas in the shock absorber is highly pressurized, and could spray metal chips into the eyes and face when drilling. Whenever drilling into a shock absorber, wear protective eye wear.

1. Lay the shock absorber flat.
2. Drill a hole in its body.

Drill size: 2–3 mm [0.08–0.12 in]

3. Allow the gas to escape from the shock absorber.
4. Discard the shock absorber.

Assembly note
Coil spring
1. Compress the coil spring by using the SST.
2. Install the spring so that the lower coil is seated on the step of the lower seat.
Mounting rubber
Install the mounting rubber as shown.

Nut
1. Tighten the mounting nut several turns.
2. Remove the SST.
3. Verify that the lower coil of the spring is seated on the step of the lower seat.

4. Secure the mounting rubber bracket in a vise.
5. Tighten the nut.

Tightening torque:
16–23 N·m (1.6–2.4 kgf·m, 12–17 ft·lbf)
UPPER ARM
Removal / Inspection / Installation
1. Jack up the front of the vehicle and support it on safety stands.
2. Remove the wheel and tire.
3. Remove in the order shown in the figure.
4. Inspect all parts and repair or replace as necessary.
5. Install in the reverse order of removal.
6. Install the wheel and tire.

Tightening torque: 89–117N·m [9.0–12.0kgf·m, 65–87ft·lbf]

7. Adjust the front wheel alignment. (Refer to page R-6.)

1. Clip (brake hose)
2. ABS wheel-speed sensor
3. Bolt, nut
4. Bolt
5. Bolt, nut
6. Upper arm
   Inspect for damage and cracks
   Inspect bushing for damage and wear
   Inspect boot for tearing and cracks
   Inspection . . . . page R-17
   Disassembly / Inspection / Assembly . . . . page R-17
Inspection
Upper arm ball joint
Ball joint rotation torque
1. Shake and rotate the ball joint stud several times.
2. Connect the SST to the stud and measure the starting torque and the rotation torque by using a pull scale.

Starting torque:
2.0–5.8 N·m [20–60 kgf-cm, 18–52 in·lbf]
Pull scale reading:
20–58 N [2.0–6.0 kgf, 4.4–13.2 lbf]

Rotation torque:
0.4–1.1 N·m [4–12 kgf-cm, 3.5–10.4 in·lbf]
Pull scale reading:
4–11 N [0.4–1.2 kgf, 0.9–2.6 lbf]

3. If not within specification, replace the upper arm.

Disassembly / Inspection / Assembly
1. Disassemble in the order shown in the figure, referring to Disassembly Note.
2. Inspect all parts and repair or replace as necessary.
3. Assemble in the reverse order of disassembly, referring to Assembly Note.

1. Clip
2. Dust boot
Assembly Note .................. page R-18
3. Bushing
Disassembly Note ............ page R-18
Assembly Note ............... page R-18
4. Upper arm
Inspect for damage and cracks
Disassembly note
Bushing
1. Cut away the projecting rubber of the bushing.

2. Remove the bushing by using the SST.

Assembly note
Bushing
1. Apply soapy water to the new bushing.
2. Install the bushing by using the SST.

Dust boot
1. Wipe the grease off the ball stud.
2. Fill the inside of the new dust boot with grease.
3. Install the dust boot onto the ball joint.
4. Set the SST over the boot and install a new clip.
5. Wipe off the excess grease.
FRONT LOWER ARM

Removal / Inspection / Installation
1. Jack up the front of the vehicle and support it on safety stands.
2. Remove the wheel and tire.
3. Remove in the order shown in the figure, referring to Removal Note.
4. Inspect all parts and repair or replace as necessary.
5. Install in the reverse order of removal, referring to Installation Note.
6. Loosely tighten the lower arm rear cam nut.
7. Install the wheel and tire.
   **Tightening torque: 89–117 N·m (9.0–12.0 kgf·m, 65–87 ft·lbf)**
8. Lower the vehicle.
9. With the vehicle unloaded, tighten the lower arm rear cam nut to the specified torque.
   **Tightening torque: 94–116 N·m (9.5–11.9 kgf·m, 69–86 ft·lbf)**
10. Adjust the front wheel alignment. (Refer to page R–6.)
Removal note
Nut and cam plate
Before loosening the nut, make a mark on the cam plate and the crossmember for reference during installation.

Front lower arm
1. Loosen the nut until it is flush with the end of the stud.
2. With the nut protecting the ball joint stud, separate the ball joint from the knuckle by using the SST.

Caution
- The sharp edges of the SST can slice the dust boot. Install the SST so that the sharp edges are between the dust boot and the knuckle.

Installation note
Nut, cam plate, and adjusting cam bolt
1. Install the cam plate so that the notch faces the same direction as the adjusting cam bolt.
2. Align the mark made before removing the adjusting cam bolt. Temporarily tighten the nut.

Inspection
Front lower arm ball joint
Ball joint rotation torque
1. Shake and rotate the ball joint stud at least five times.
2. Connect the SST to the stud and measure the starting torque and the rotation torque by using a pull scale.

Starting torque:
2.5–7.3 N·m \{25–75 kgf·cm, 22–65 in·lbf\}
Pull scale reading:
25–73 N \{2.5–7.5 kgf, 5.5–16.5 lbf\}

Rotation torque:
0.5–1.4 N·m \{5–15 kgf·cm, 4.4–13.0 in·lbf\}
Pull scale reading:
5–14 N \{0.5–1.5 kgf, 1.1–3.3 lbf\}

3. If not within specification, replace the front lower arm.
Disassembly / Inspection / Assembly
1. Disassemble in the order shown in the figure, referring to Disassembly Note.
2. Inspect all parts and repair or replace as necessary.
3. Assemble in the reverse order of disassembly, referring to Assembly Note.

1. Clip
2. Dust boot
   Assembly Note ........................................ page R–23
3. Bushing (front)
   Disassembly Note ........................................ page R–22
   Assembly Note ........................................ page R–22
4. Bushing (rear)
   Disassembly Note ........................................ page R–22
5. Front lower arm
   Inspect for damage and cracks

Disassembly note
Bushings (front)
1. Cut away the projecting rubber of the bushing.
2. Remove the bushing by using the SST.

**Bushings (rear)**

Remove the bushing by using the SST.

**Assembly note**

**Bushings (rear)**

1. Align the matching marks.

2. Apply soapy water to the new bushing.

3. Install the bushing by using the SST.

**Bushings (front)**

1. Apply soapy water to the new bushing.

2. Install the bushing by using the SST.
Dust boot
1. Wipe the grease off the ball stud.
2. Fill the inside of the new dust boot with grease.
3. Install the dust boot onto the ball joint.
4. Set the SST over the boot and install a new clip.
5. Wipe off the excess grease.
FRONT SUSPENSION (DOUBLE WISHBONE, COIL SPRING TYPE)

FRONT STABILIZER
Removal / Inspection / Installation
1. Jack up the front of the vehicle and support it on safety stands.
2. Remove the wheels and tires and the undercover.
3. Remove in the order shown in the figure.
4. Inspect all parts and repair or replace as necessary.
5. Install in the reverse order of removal, referring to Installation Note.
6. Install the wheels and tires.

Tightening torque: 89–117 N·m (9.0–12.0 kgf·m, 65–87 ft·lbf)

1. Nut
2. Bolt
3. Stabilizer plate
   Inspect for damage and cracks
4. Stabilizer bushing
   Inspect for wear and deterioration
5. Stabilizer bar
   Inspect for damage and bending
   Installation Note .............. page R-25
6. Bolt, nut
7. Stabilizer control link
   Inspect for damage and cracks
   Installation Note ....... below

Installation note
Stabilizer control link
Install the stabilizer control links with the R (right) and L (left) marks as shown.
FRONT SUSPENSION (DOUBLE WISHBONE, COIL SPRING TYPE)

Stabilizer bar
Install the stabilizer bar with the white paint mark at the right side.

FRONT STRUT BAR
Removal / Inspection / Installation
1. Remove in the order shown in the figure.
2. Inspect all parts and repair or replace as necessary.
3. Install in the reverse order of removal, referring to Installation Note.

1. Nut, washer
2. Bolt
3. Front strut bar
   Inspect for damage and bending
4. Nut
5. Strut plate
# REAR SUSPENSION (DOUBLE WISHBONE, COIL SPRING TYPE)

## PREPARATION SST

<table>
<thead>
<tr>
<th>Part Number</th>
<th>Description</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>49 0370 641</td>
<td>Screw, coil spring compressor</td>
<td>For removal / installation of coil spring</td>
</tr>
<tr>
<td>49 F034 2A0</td>
<td>Replacer set, rubber bushing</td>
<td>For removal / installation of bushing</td>
</tr>
<tr>
<td>49 G028 205</td>
<td>Support (Part of 49 F034 2A0)</td>
<td>For removal / installation of pillow ball</td>
</tr>
<tr>
<td>49 G028 207</td>
<td>Nut (Part of 49 F034 2A0)</td>
<td>For removal / installation of bushing</td>
</tr>
<tr>
<td>49 G034 205</td>
<td>Bearing (Part of 49 F034 2A0)</td>
<td>For removal / installation of bushing</td>
</tr>
<tr>
<td>49 F034 203</td>
<td>Support (Part of 49 F034 2A0)</td>
<td>For installation of bushing</td>
</tr>
<tr>
<td>49 F034 209</td>
<td>Installer (Part of 49 F034 2A0)</td>
<td>For installation of pillow ball</td>
</tr>
<tr>
<td>49 F034 206</td>
<td>Installer (Part of 49 F034 2A0)</td>
<td>For installation of bushing</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Part Number</th>
<th>Description</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>490223 640B</td>
<td>Arm, coil spring compressor</td>
<td>For removal / installation of coil spring</td>
</tr>
<tr>
<td>49 G028 203</td>
<td>Support (Part of 49 F034 2A0)</td>
<td>For removal / installation of bushing</td>
</tr>
<tr>
<td>49 G028 206</td>
<td>Shaft (Part of 49 F034 2A0)</td>
<td>For removal / installation of bushing</td>
</tr>
<tr>
<td>49 F034 207</td>
<td>Installer (Part of 49 F034 2A0)</td>
<td>For removal / installation of bushing</td>
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<tr>
<td>49 F034 206</td>
<td>Shaft (Part of 49 F034 2A0)</td>
<td>For installation of bushing</td>
</tr>
<tr>
<td>49 F034 204</td>
<td>Support (Part of 49 F034 2A0)</td>
<td>For removal / installation of bushing</td>
</tr>
<tr>
<td>49 F034 208</td>
<td>Installer (Part of 49 F034 2A0)</td>
<td>For removal / installation of bushing</td>
</tr>
</tbody>
</table>
REAR SUSPENSION (DOUBLE WISHBONE, COIL SPRING TYPE)

REAR SHOCK ABSORBER AND SPRING
Removal / Installation
1. Jack up the rear of the vehicle and support it on safety stands.
2. Remove the wheel and tire.
3. Remove in the order shown in the figure.
4. Install in the reverse order of removal, referring to Installation Note.
5. Install the wheel and tire.

Tightening torque: 89–117 N·m {9.0–12.0 kgf·m, 65–87 ft·lbf}

6. Check the rear wheel alignment. (Refer to page R-9.)

---

1. Nut
2. Rear stabilizer control link
3. Nut
4. Rear strut bar
   Removal / Inspection / Installation ... page R-43
5. Nut
6. Stopper rubber
7. Insulator
8. Shock absorber and spring
   Installation Note
   ............... page R-28
   Disassembly / Inspection / Assembly .... page R-29

R-27
Installation note
Shock absorber and spring
1. Install the insulator so that the notches in it face the studs as shown.

2. Install the shock absorber and spring so that the identification paint mark faces rearward.
Disassembly / Inspection / Assembly
1. Disassemble in the order shown in the figure, referring to Disassembly Note.
2. Inspect all parts and repair or replace as necessary.
3. Assemble in the reverse order of removal, referring to Assembly Note.

1. Nut
   Disassembly Note ........................................ page R-30
   Assembly Note ........................................... page R-31

2. Spacer
3. Mounting rubber
   Inspect for damage and deterioration
   Assembly Note ........................................... page R-31

4. Bound stopper assembly
   Inspect for damage and cracks

5. Coil spring
   Inspect for damage and weakness
   Assembly Note ........................................... page R-30

6. Lower spring seat
   Inspect for damage and cracks

7. Shock absorber
   Inspection ........................................ page R-30
Disassembly note

Nut

Warning
- Removing the piston-rod nut is dangerous. The shock absorber and spring could fly off under tremendous pressure and cause serious injury or death. Secure the shock absorber in the SST before removing the piston-rod nut.

1. Secure the mounting rubber bracket in a vise.
2. Loosen the mounting rubber nut several turns, but do not remove it.
3. Assemble the SST.
4. Compress the coil spring by using the SST and remove the mounting nut.

Inspection

Shock absorber
Check the following and replace the shock absorber if necessary.
1. Inspect for damage and oil leakage.
2. (1) Compress the shock absorber rod and release it.
   (2) Verify that the rod extends fully at a normal speed.
3. Compress and extend the rod at least three times. Verify that the operational force does not change and that there is no unusual noise.

Disposal of shock absorber

Warning
- The gas in the shock absorber is highly pressurized, and could spray metal chips into the eyes and face when drilling. Whenever drilling into a shock absorber, wear protective eye wear.

1. Lay the shock absorber flat.
2. Drill a hole in its body.

Drill size: 2–3 mm (0.08–0.12 in)

3. Allow the gas to escape.
4. Discard the shock absorber.

Assembly note

Coil spring
1. Compress the coil spring by using the SST.
2. Install the spring so that the lower coil is seated on the step of the lower seat.
Mounting rubber
Install the mounting rubber as shown.

Nut
1. Tighten the mounting nut several turns.
2. Remove the SST.
3. Verify that the lower coil of the spring is seated on the step of the lower seat.

3. Secure the mounting rubber bracket in a vise.
4. Tighten the nut.

Tightening torque:
16–23 N·m [1.6–2.4 kgf·m, 12–17 ft·lbf]
REAR SUSPENSION (DOUBLE WISHBONE, COIL SPRING TYPE)

UPPER ARM
Removal / Inspection / Installation
1. Jack up the rear of the vehicle and support it on safety stands.
2. Remove the wheel and tire.
3. Remove in the order shown in the figure.
4. Inspect all parts and repair or replace as necessary.
5. Install in the reverse order of removal.
6. Install the wheel and tire.

Tightening torque: 89-117 N·m [9.0-12.0 kgf·m, 65-87 ft·lbf]

7. Check the rear wheel alignment. (Refer to page R-9.)

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1. Nut
2. Stabilizer control link
3. Nut, bolt
4. Nut, bolt
5. Upper arm
   Inspect for damage and cracks
   Inspect bushing for wear and deterioration
   Disassembly / Inspection / Assembly .... page R-33
Disassembly / Inspection / Assembly
1. Disassemble in the order shown in the figure, referring to Disassembly Note.
2. Inspect all parts and repair or replace as necessary.
3. Assemble in the reverse order of disassembly, referring to Assembly Note.

1. Rubber seal
2. Retaining ring
3. Pillow ball
   Disassembly Note ... below Assembly Note page R-35
4. Upper arm bushing
   Disassembly Note page R-34
   Assembly Note page R-34
5. Damper bushing
   Disassembly Note page R-34
   Assembly Note page R-34
6. Upper arm
   Inspect for damage and cracks

Disassembly note
Pillow ball
1. Remove the rubber seal by using a screw driver as shown.
2. Remove the retaining ring.
3. Remove the pillow ball by using the SST.

**Upper arm bushing**
Remove the upper arm bushing by using the SST.

**Damper bushing**
Remove the damper bushing by using the SST.

**Assembly note**
**Damper bushing**
1. Apply soapy water to the new damper bushing.
2. Install the damper bushing by using the SST.

**Upper arm bushing**
1. Apply soapy water to the new bushing.
2. Install the upper arm bushing by using the SST.
Pillow ball
1. With the SST, install the pillow ball so that the step faces into the upper arm.

2. Install the retaining ring.
3. Fill the space between the pillow ball and rubber seal with grease.
4. Install the rubber seal.
REAR LOWER ARM
Removal / Inspection / Installation
1. Jack up the rear of the vehicle and support it on safety stands.
2. Remove the wheel and tire.
3. Remove in the order shown in the figure, referring to Removal Note.
4. Inspect all parts and repair or replace as necessary.
5. Install in the reverse order of removal, referring to Installation Note.
6. Loosely tighten the trailing link front nut.
7. Install the wheel and tire.
   **Tightening torque:** 89–117 N·m [9.0–12.0 kgf·m, 65–87 ft·lbf]
8. Lower the vehicle.
9. With the vehicle unloaded, tighten the trailing link front nut to the specified torque.
   **Tightening torque:** 94–116 N·m [9.5–11.9 kgf·m, 69–86 ft·lbf]
10. Check the rear wheel alignment. (Refer to page R-9.)
Disassembly / Inspection / Assembly

1. Disassemble in the order shown in the figure, referring to Disassembly Note.
2. Inspect all parts and repair or replace as necessary.
3. Assemble in the reverse order of disassembly, referring to Assembly Note.

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1. Stopper
2. Pillow ball bushing
   - Disassembly Note ... below
   - Assembly Note     ... page R-38
3. Rubber seal
4. Retaining ring
5. Pillow ball
   - Disassembly Note   ... page R-38
   - Assembly Note      ... page R-39
6. I-arm
   - Inspect for damage and cracks
7. Bushing
   - Disassembly Note   ... page R-38
   - Assembly Note      ... page R-38
8. Trailing link
   - Inspect for damage and cracks

Disassembly note
Pillow ball bushing
1. Cut away the flange of the bushing.
2. Remove the pillow ball bushing by using the SST.

Pillow ball
1. Remove the rubber seal by using a screwdriver as shown.
2. Remove the retaining ring.

3. Remove the pillow ball by using the SST.

Bushing
Remove the bushing by using the SST.

Assembly note
Bushing
1. Apply soapy water to the new bushing.
2. Install the bushing by using the SST.
Pillow ball
1. With the SST, install the pillow ball so that the step faces into the I-arm.

2. Install the retaining ring.
3. Fill the space between the pillow ball and rubber seal with grease.
4. Install the rubber seal.

Pillow ball bushing
1. Apply soapy water to the new pillow ball bushing.
2. Install the pillow ball bushing by using the SST.
REAR SUSPENSION (DOUBLE WISHBONE, COIL SPRING TYPE)

TOE-CONTROL LINK
Removal / Inspection / Installation
1. Jack up the rear of the vehicle and support it on safety stands.
2. Remove the wheel and tire.
3. Remove in the order shown in the figure.
4. Inspect all parts and repair or replace as necessary.
5. Install in the reverse order of removal, referring to Installation Note.
6. Install the wheel and tire.

Tightening torque: 89–117 N·m (9.0–12.0 kgf·m, 65–87 ft·lbf)

7. Check the rear wheel alignment. (Refer to page R–9.)

1. Nut
2. Bolt
3. Nut
4. Bolt
5. Toe-control link
   Inspect bushing for wear and deterioration

N·m (kgf·m, ft·lbf)
REAR SUSPENSION (DOUBLE WISHBONE, COIL SPRING TYPE)

REAR STABILIZER
Removal / Inspection / Installation
1. Jack up the rear of the vehicle and support it on safety stands.
2. Remove the wheels and tires and the undercover.
3. Remove in the order shown in the figure.
4. Inspect all parts and repair or replace as necessary.
5. Install in the reverse order of removal, referring to Installation Note.
6. Install the wheels and tires.

Tightening torque: 89–117 N·m {9.0–12.0 kgf·m, 65–87 ft·lbf}

1. Nut
2. Nut
3. Stabilizer control link
   Inspect for damage and cracks
   Installation Note
   ........................ page R-43
4. Bolt
5. Stabilizer plate
   Inspect for damage and cracks
6. Stabilizer bushing
   Inspect for wear and deterioration
7. Stabilizer bar
   Inspect for damage and bending
   Installation Note
   ...................... below

Installation note
Stabilizer bar
Install the stabilizer bar with the white paint mark at the right side.
REAR SUSPENSION (DOUBLE WISHBONE, COIL SPRING TYPE)

Stabilizer control link
Install the stabilizer control links with the R (right) and L (left) marks as shown.

REAR STRUT BAR
Removal / Inspection / Installation
1. Remove the suspension tower cover. (Refer to section S.)
2. Remove in the order shown in the figure.
3. Inspect all parts and repair or replace as necessary.
4. Install in the reverse order of removal.

1. Nut
2. Nut, washer
3. Bolt
4. Strut plate
5. Rear strut bar
   Inspect for damage and bending