

GROUP 34

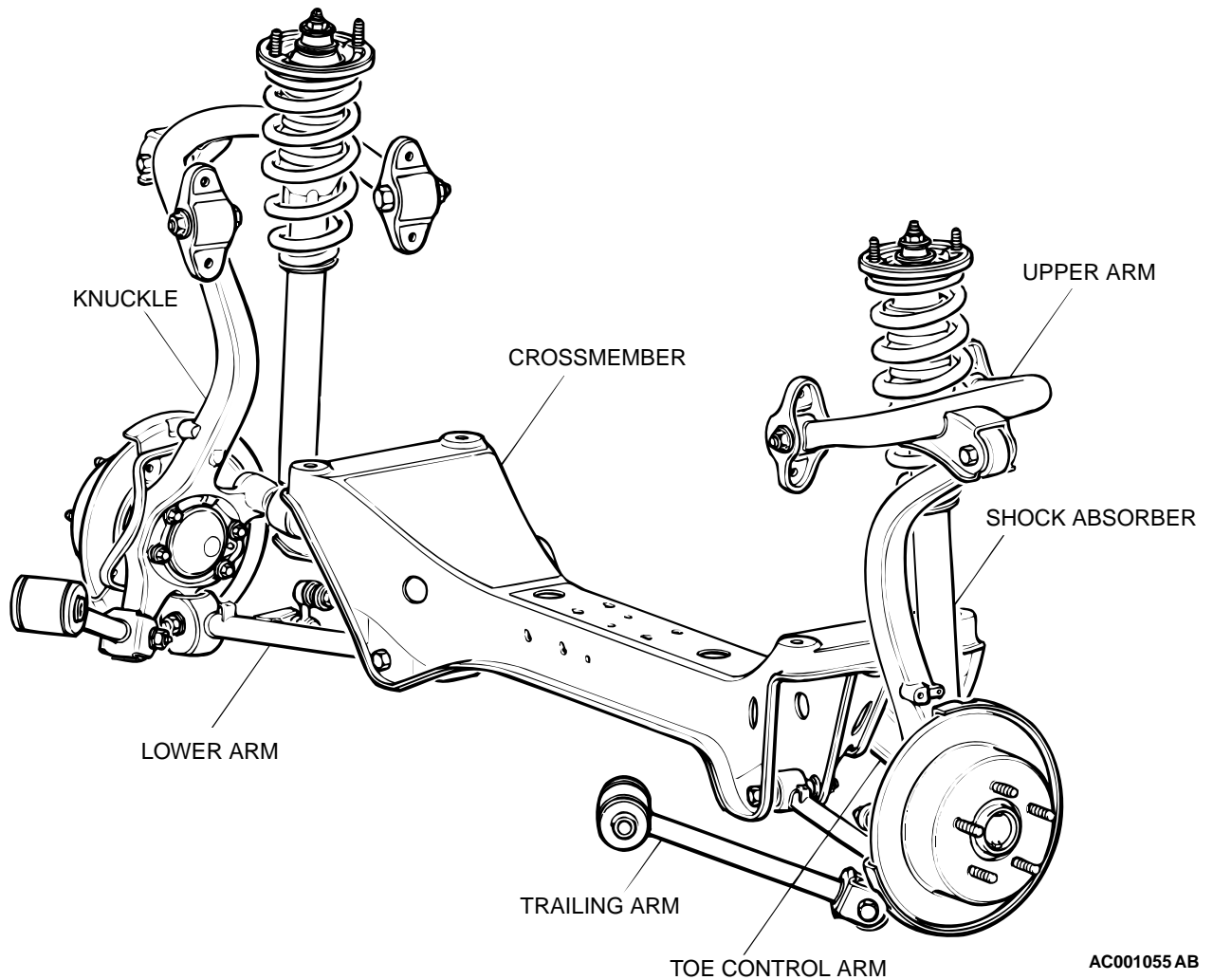
REAR SUSPENSION**CONTENTS**

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GENERAL DESCRIPTION

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The rear suspension is a multi-link suspension, which has been used for the previous models. The layout of each arm and the rigidity balance of each bushing have been rationalized to provide both excellent steering stability and riding comfort.



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REAR SUSPENSION DIAGNOSIS

INTRODUCTION TO REAR SUSPENSION DIAGNOSIS

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If the rear suspension is faulty, the vehicle will not run straightforward or noise will occur. Incorrect wheel alignment, malfunction of shock absorber, stabilizer bar, coil spring, control arms or worn or out-of-balance will cause these problems.

REAR SUSPENSION DIAGNOSIS TROUBLESHOOTING STRATEGY

M1341013200071

Use these steps to plan your diagnostic strategy. If you follow them carefully, you will be sure that you have exhausted most of the possible ways to find a rear suspension fault.

1. Gather information from the customer.

2. Verify that the condition described by the customer exists.
3. Find the malfunction by following the Symptom Chart.
4. Verify malfunction is eliminated.

SYMPTOM CHART

M1341013500083

| SYMPTOMS | INSPECTION PROCEDURE | REFERENCE PAGE |
|---------------------------------|----------------------|----------------|
| Squeaks or other abnormal noise | 1 | P.34-3 |
| Poor riding | 2 | P.34-4 |
| Body tilting | 3 | P.34-4 |

SYMPTOM PROCEDURES

INSPECTION PROCEDURE 1: Squeaks or other Abnormal Noise

DIAGNOSIS

STEP 1. Check for loose rear suspension installation bolts and nuts.

Q: Are the rear suspension installation bolts and nuts loose?

- YES :** Retighten them, then go to Step 6.
NO : Go to Step 2.

STEP 2. Check the malfunction of shock absorbers (worn bushings).

Q: Are the shock absorbers (bushings) in good condition?

- YES :** Go to Step 3.
NO : Replace the faulty part, then go to Step 6.

STEP 3. Check the upper arms and/or lower arms and/or toe control arms for deformity or damage.

Q: Are the upper arms and/or lower arms and/or toe control arms in good condition?

- YES :** Go to Step 4.
NO : Replace the faulty part, then go to Step 6.

STEP 4. Check the trailing arms for deformity or damage.

Q: Are the trailing arms in good condition?

- YES :** Go to Step 5.
NO : Replace the faulty part, then go to Step 6.

STEP 5. Check the crossmember deformed or damaged.

Q: Is the crossmember deformed or damaged?

- YES :** Adjust or replace it, then go to Step 6.
NO : Go to Step 6.

STEP 6. Check symptoms.

Q: Is the malfunction eliminated?

- YES :** This diagnosis complete.
NO : Return to Step 1.

INSPECTION PROCEDURE 2: Poor Riding

DIAGNOSIS

STEP 1. Check the excessive tire inflation pressure.
Q: Is the tire inflation pressure in good condition?
YES : Go to Step 2.

NO : Adjust the pressure, then go to Step 4.

STEP 2. Check for malfunction of shock absorbers (weak or broken springs).
Q: Are the shock absorbers in good condition?
YES : Go to Step 3.

NO : Replace the faulty part, then go to Step 4.

STEP 3. Check the stabilizer bar and/or stabilizer links for deformity or damage.
Q: Are the stabilizer bar and/or stabilizer link deformed or damaged?
YES : Replace the faulty part, then go to Step 4.

NO : Go to Step 4.

STEP 4. Check symptoms.
Q: Is the malfunction eliminated?
YES : This diagnosis complete.

NO : Return to Step 1.

INSPECTION PROCEDURE 3: Body Tilting

DIAGNOSIS

STEP 1. Check for weak or deteriorated bushings.
Q: Are the bushings in good condition?
YES : Go to Step 2.

NO : Replace the faulty part, then go to Step 6.

STEP 2. Check for weak or broken springs.
Q: Are the springs in good condition?
YES : Go to Step 3.

NO : Replace the faulty part, then go to Step 6.

STEP 3. Check the upper arms and/or lower arms and/or toe control arms for deformity or damage.
Q: Are the upper arms and/or lower arms and/or toe control arms deformed or damaged?
YES : Replace the faulty part, then go to Step 6.

NO : Go to Step 4.

STEP 4. Check the trailing arms for deformity or damage.
Q: Are the trailing arms deformed or damaged?
YES : Replace the faulty part, then go to Step 6.

NO : Go to Step 5.

STEP 5. Check the crossmember for deformity or damage.
Q: Is the crossmember deformed or damaged?
YES : Replace it, then go to Step 6.

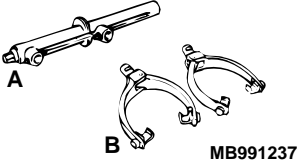
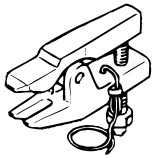
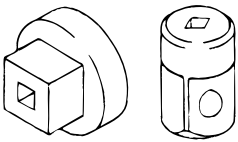

NO : Go to Step 6.

STEP 6. Check symptoms.
Q: Is the malfunction eliminated?
YES : This diagnosis complete.

NO : Return to Step 1.

SPECIAL TOOLS

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| TOOL | TOOL NUMBER AND NAME | SUPERSESSION | APPLICATION |
|--|---|---|--------------------------------------|
|  <p>MB991237</p> | <ul style="list-style-type: none"> • A: MB991237 Spring compressor body • B: MB991239 Arm set | MIT221369 | Coil spring removal and installation |
|  <p>MB990635</p> | MB990635 or MB991113 Steering linkage puller | MB991113-01 MB990635-01 or General service tool | Ball joint disconnection |
|  <p>MB990326</p> | MB990326 Preload socket | General service tool | Ball joint rotating torque check |
|  <p>MB990800</p> | MB990800 Ball joint remover and installer | MB990800-01 or General service tool | Dust cover installation |

ON-VEHICLE SERVICE

REAR WHEEL ALIGNMENT CHECK AND ADJUSTMENT

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Measure wheel alignment with an alignment equipment on level ground.

The rear suspension and wheels should be serviced to the normal condition prior to wheel alignment.

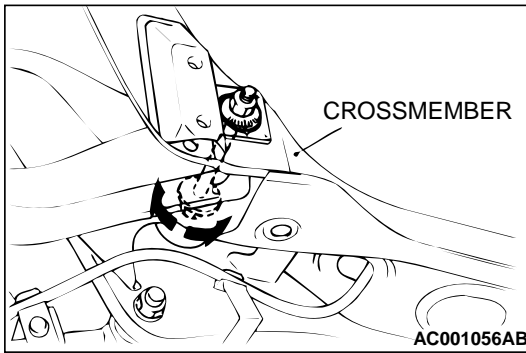
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TOE-IN**Standard value: 3 ± 3 mm (0.12 ± 0.12 inch)**

Loosen nut, then turn the toe control arm mounting bolt to adjust toe.

NOTE:

- LH: Clockwise viewed from the rear → Toe-out
- RH: Clockwise viewed from the rear → Toe-in
- Toe adjustment can be made at graduations of approximately 2.5 mm (0.10 inch).

**CAMBER****Standard value:****<ECLIPSE> -1° 20' ± 30' (Difference between right and left within 30')****<ECLIPSE SPYDER> -1° 10' ± 30' (Difference between right and left within 30')***NOTE: Camber is preset at the factory and cannot be adjusted.**NOTE: If camber is not within the standard value, check and replace bent or damaged parts.***BALL JOINT DUST COVER INSPECTION**

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1. Check dust covers for cracks or damage by pushing it with your finger.
2. If a dust cover is cracked or damaged, replace the toe control arm assembly or stabilizer link.

*NOTE: Cracks or damage to the dust cover may cause damage to the ball joint.***REAR SUSPENSION ASSEMBLY****REMOVAL AND INSTALLATION**

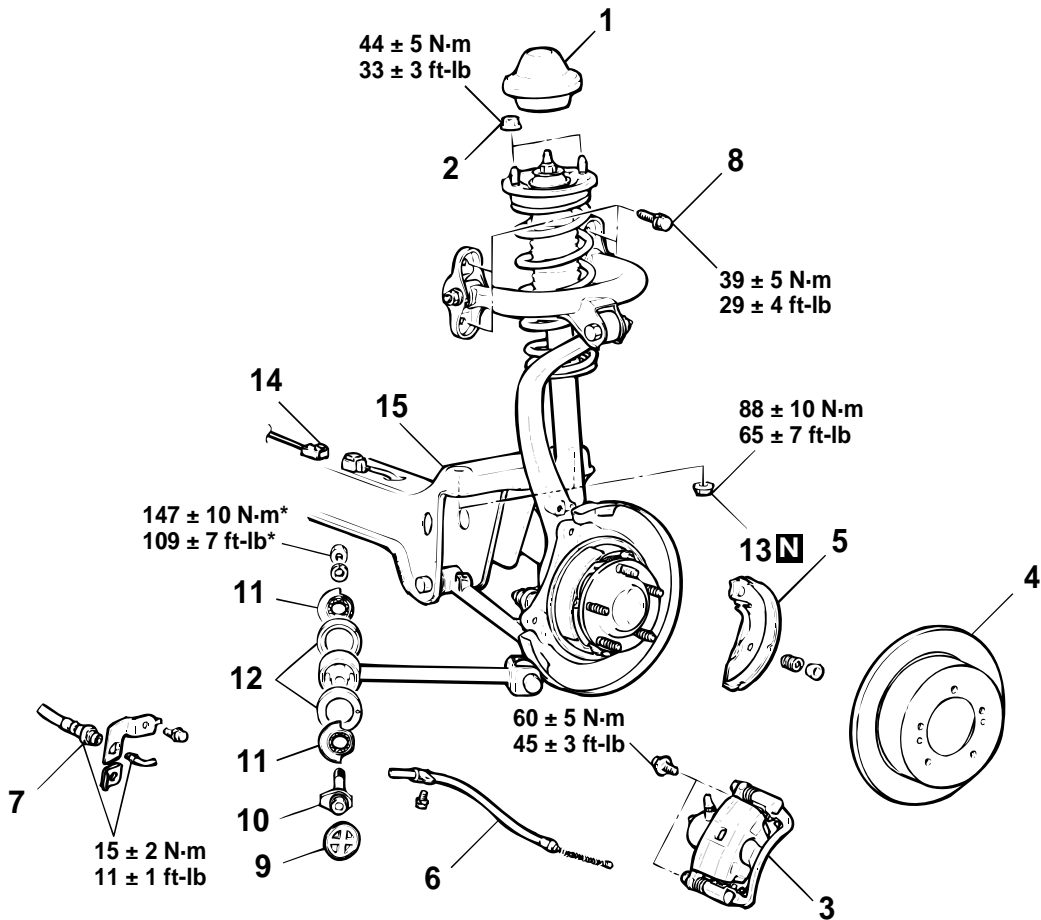
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CAUTION

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

| Pre-removal Operation | Post-installation Operation |
|---|---|
| <ul style="list-style-type: none"> • Fully Close Convertible Top Assembly. <ECLIPSE SPYDER> • Brake Fluid Draining <Vehicles with drum brake> • Service Lid Removal <ECLIPSE> (Refer to GROUP 52A, Trims P.52A-10.) • Center Exhaust Pipe Removal (Refer to GROUP 15, Exhaust Pipe and Main Muffler P.15-19 and P.15-21.) | <ul style="list-style-type: none"> • Center Exhaust Pipe Installation (Refer to GROUP 15, Exhaust Pipe and Main Muffler P.15-19 and P.15-21.) • Service Lid Installation <ECLIPSE> (Refer to GROUP 52A, Trims P.52A-10.) • Parking Brake Lever Stroke Check (Refer to GROUP 36, On-vehicle Service – Parking Brake Lever Stroke Check and Adjustment P.36-4.) • Brake Line bleeding <Vehicles with drum brake> (Refer to GROUP 35A, On-vehicle Service – Bleeding P.35A-22.) • Wheel Alignment Check and Adjustment (Refer to P.34-5.) |

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REMOVAL STEPS

<<A>>

- DRAIN TURF MOUNTING HOOK
<ECLIPSE SPYDER>

1. CAP
2. SHOCK ABSORBER MOUNTING NUTS

<>

3. BRAKE CALIPER ASSEMBLY
4. BRAKE DISC OR BRAKE DRUM
5. SHOE AND LINING ASSEMBLY
(DRUM BRAKE: REFER TO GROUP 36, PARKING BRAKE CABLE P.36-7. /DRUM-IN-DISC BRAKE: REFER TO GROUP 36, PARKING BRAKE CABLE P.36-8.)

>>A<<

>>A<<

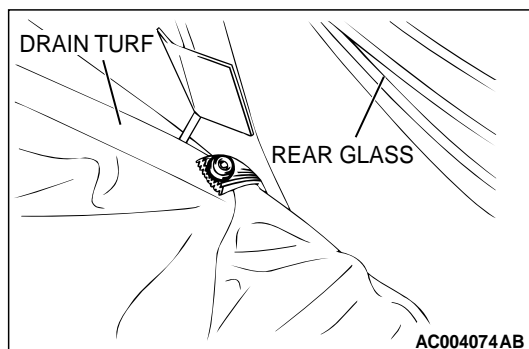
<<C>>

REMOVAL STEPS (Continued)

6. PARKING BRAKE CABLE CONNECTION (DRUM BRAKE: REFER TO GROUP 36, PARKING BRAKE CABLE P.36-7. /DRUM-IN-DISC BRAKE: REFER TO GROUP 36, PARKING BRAKE CABLE P.36-8.)
7. BRAKE HOSE CONNECTION
<VEHICLES WITH DRUM BRAKE>
8. UPPER ARM MOUNTING BOLTS
9. GROMMET
10. TRAILING ARM MOUNTING BOLT
11. STOPPER A
12. STOPPER B
13. CROSSMEMBER MOUNTING NUT
14. REAR WHEEL SPEED SENSOR CONNECTOR CONNECTION
<VEHICLES WITH ABS>
15. REAR SUSPENSION ASSEMBLY

REMOVAL SERVICE POINTS**<<A>> DRAIN TURF MOUNTING HOOK REMOVAL
<ECLIPSE SPYDER>**

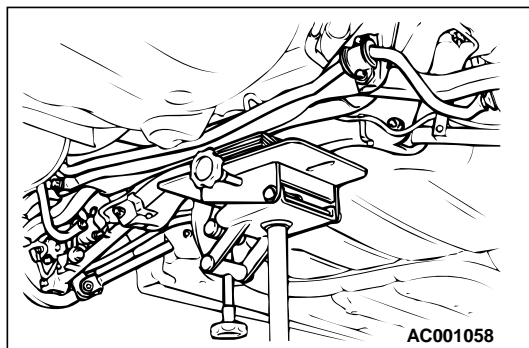
Remove the drain turf mounting hook so that the cap can be seen from the passenger compartment.

**<> BRAKE CALIPER ASSEMBLY REMOVAL**

Secure the removed caliper assembly with a wire, so that it does not fall.

<<C>> CROSSMEMBER MOUNTING NUT REMOVAL

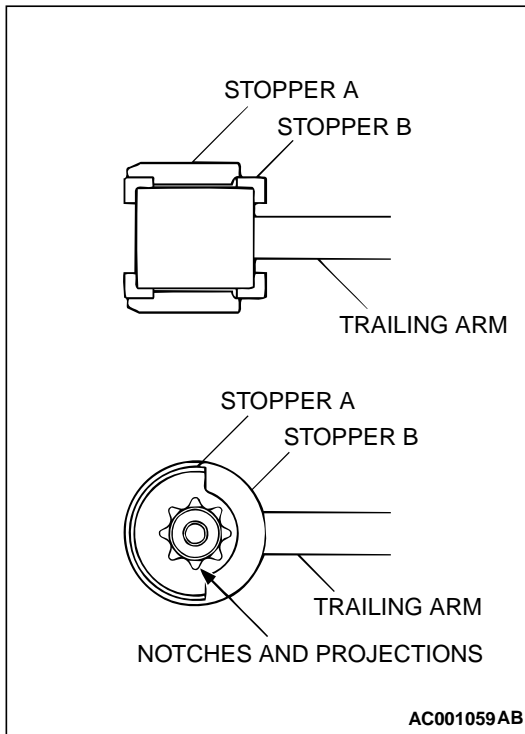
Support the crossmember with a garage jack or transmission jack to remove the crossmember mounting nut.



INSTALLATION SERVICE POINT

>>A<< STOPPER B/STOPPER A INSTALLATION

1. Install stopper B in the shown direction.
2. Install stopper A in the shown direction while checking that the notches on stopper A are engaged with the projections on the trailing arm bushing.



INSPECTION

Check crossmember for cracks or other damage.

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UPPER ARM ASSEMBLY

REMOVAL AND INSTALLATION

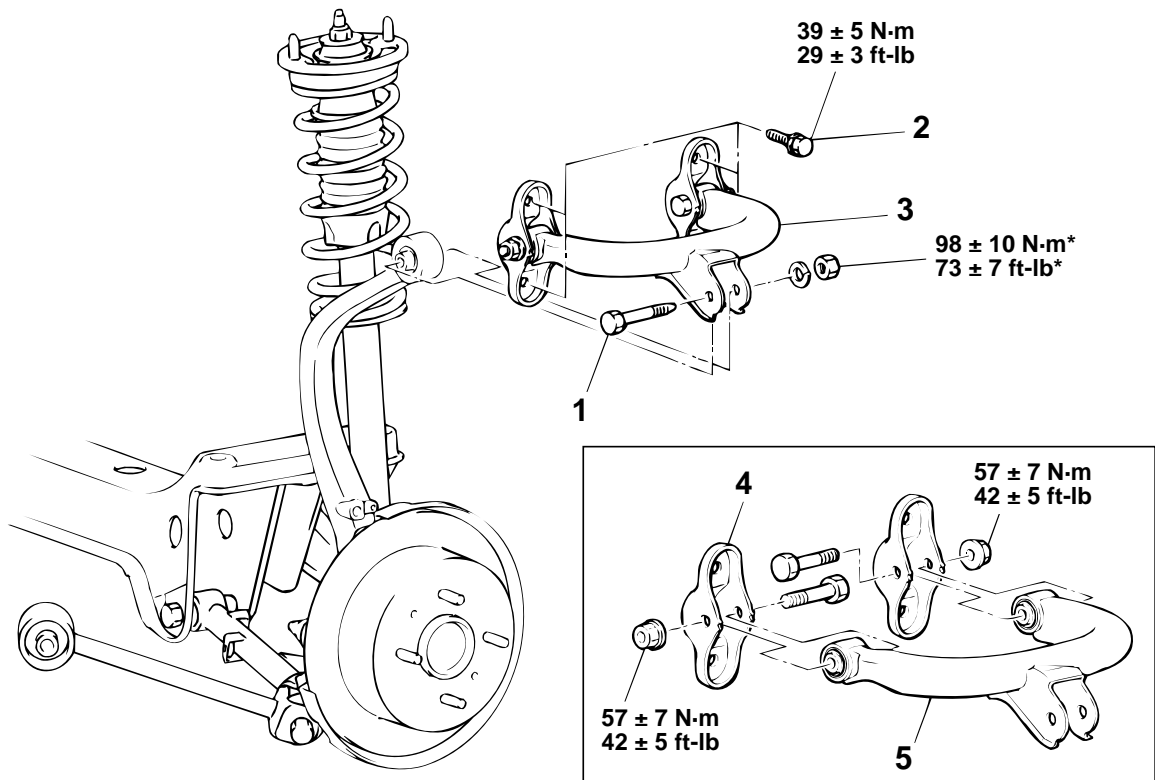
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CAUTION

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

Post-installation Operation

- Wheel Alignment Check and Adjustment (Refer to P.34-5.)



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REMOVAL STEPS

1. UPPER ARM AND KNUCKLE CONNECTING BOLT
2. UPPER ARM ASSEMBLY MOUNTING BOLTS

REMOVAL STEPS (Continued)

- >>A<<
3. UPPER ARM ASSEMBLY
 4. UPPER ARM BRACKET
 5. UPPER ARM

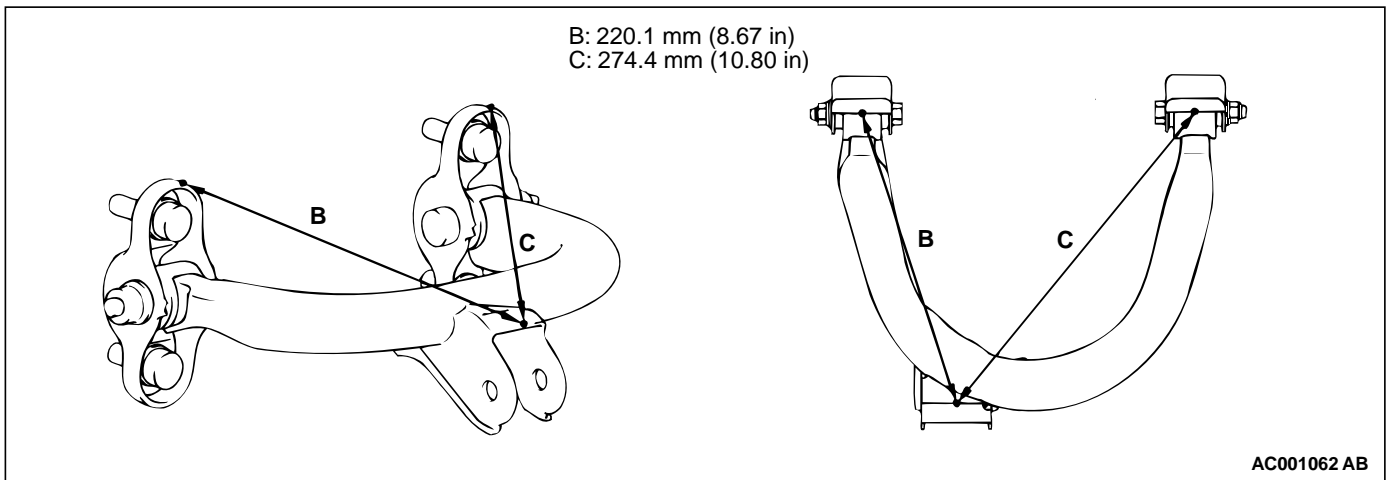
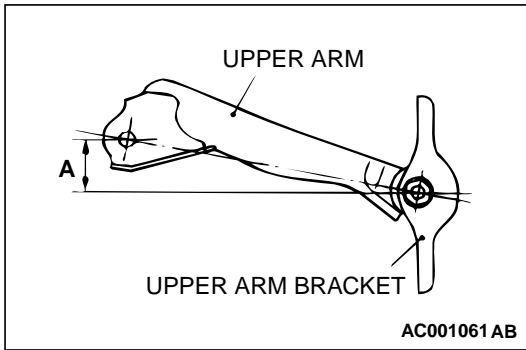
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INSTALLATION SERVICE POINT

>>A<< UPPER ARM BRACKET INSTALLATION

Install the upper arm bracket so that the dimension shown in the illustration is at the standard value.

Standard value (A): 37.2 ± 2 mm (1.46 ± 0.08 inches)



NOTE: Refer to distances B and C shown in the illustration to check the installation angle of the upper arm bracket.

INSPECTION

M1341003700075

- Check the bushings for wear and deterioration.
- Check the upper arm for bends or damage.
- Check all bolts for condition and straightness.

TRAILING ARM ASSEMBLY

REMOVAL AND INSTALLATION

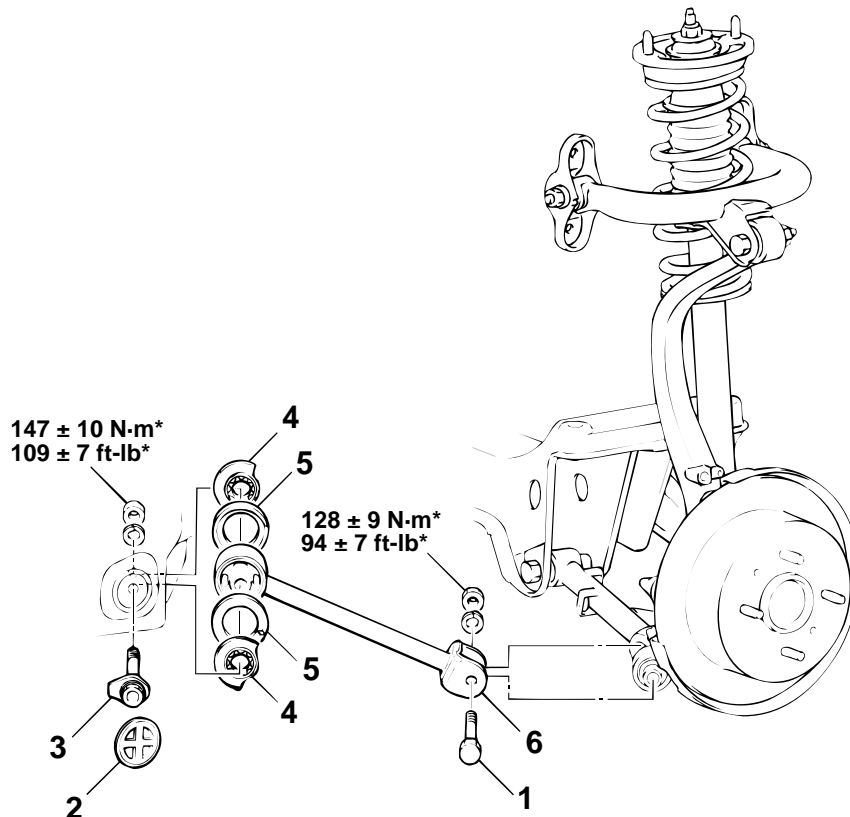
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CAUTION

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

Post-installation Operation

- Wheel Alignment Check and Adjustment (Refer to P.34-5.)



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REMOVAL STEPS

1. KNUCKLE AND TRAILING ARM ASSEMBLY CONNECTING BOLT
2. GROMMET
3. TRAILING ARM ASSEMBLY MOUNTING BOLT

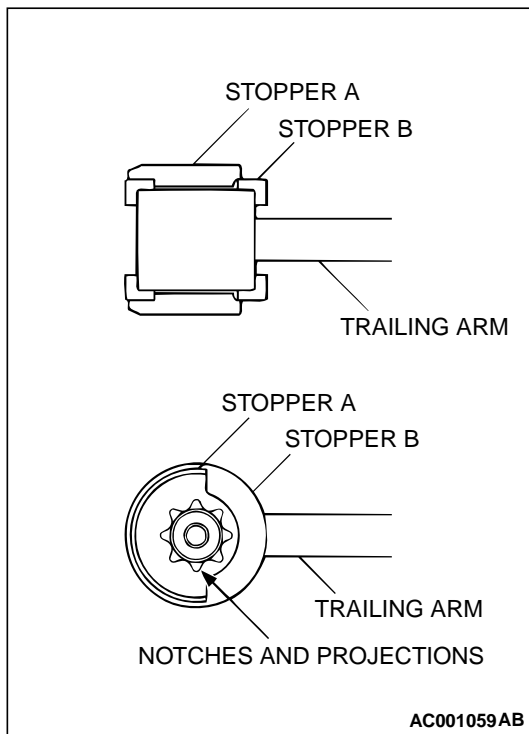
REMOVAL STEPS (Continued)

- | | |
|-------|--------------------------|
| >>A<< | 4. STOPPER A |
| >>A<< | 5. STOPPER B |
| | 6. TRAILING ARM ASSEMBLY |

INSTALLATION SERVICE POINT

>>A<< STOPPER B/STOPPER A INSTALLATION

1. Install stopper B in the shown direction.
2. Install stopper A in the shown direction while checking that the notches on stopper A are engaged with the projections on the trailing arm bushing.



INSPECTION

M1341002300030

- Check the bushings for wear and deterioration.
- Check the trailing arm for bends or damage.

LOWER ARM AND TOE CONTROL ARM ASSEMBLY

REMOVAL AND INSTALLATION

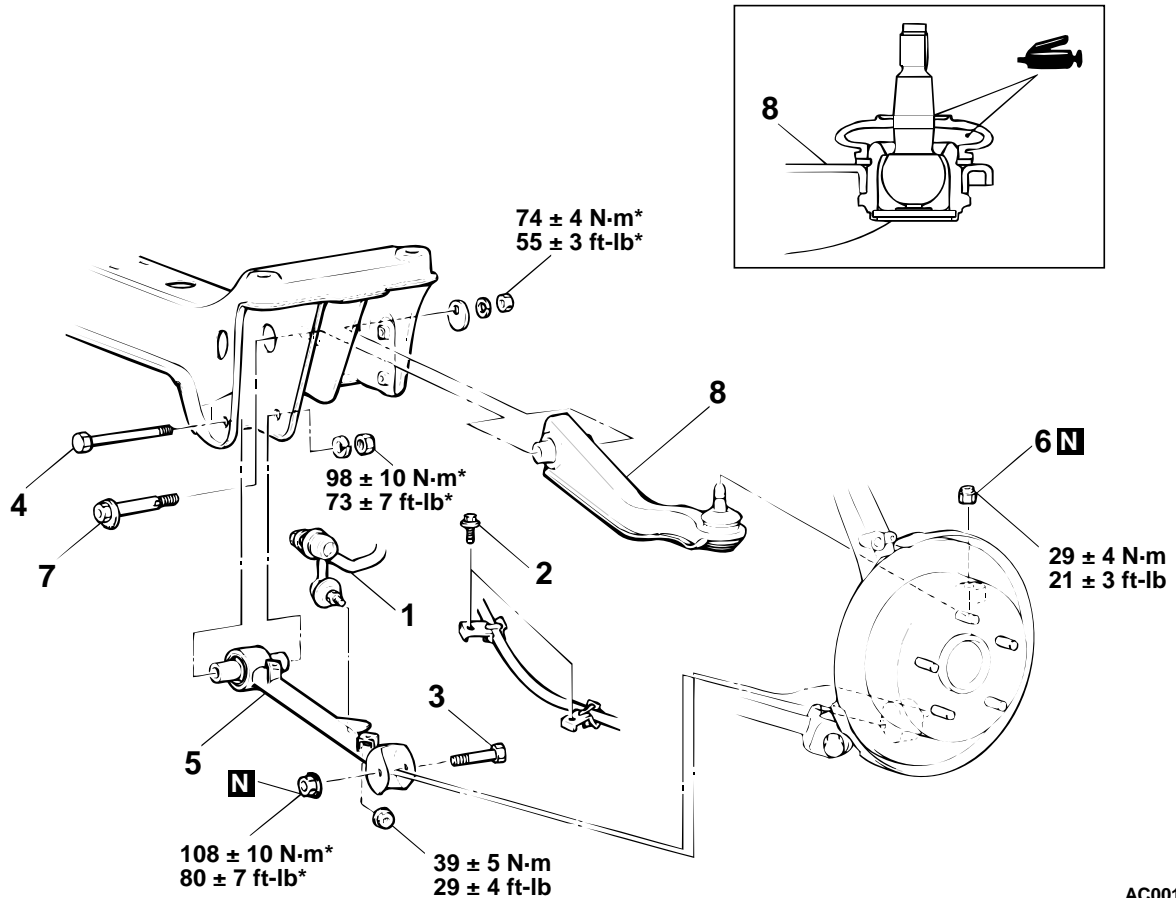
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CAUTION

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

Post-installation Operation

- Check the Dust Cover for Cracks or Damage by Pushing it with Your Finger.
- Wheel Alignment Check and Adjustment (Refer to P.34-5.)



AC001064 AD

**LOWER ARM ASSEMBLY
REMOVAL STEPS**

1. STABILIZER LINK CONNECTION <<A>>
2. WHEEL SPEED SENSOR MOUNTING BOLTS <>
3. LOWER ARM ASSEMBLY AND KNUCKLE CONNECTING BOLT
4. LOWER ARM ASSEMBLY MOUNTING BOLT
5. LOWER ARM ASSEMBLY

**TOE CONTROL ARM ASSEMBLY
REMOVAL STEPS**

6. TOE CONTROL ARM AND KNUCKLE CONNECTION
7. TOE CONTROL ARM ASSEMBLY MOUNTING BOLT
8. TOE CONTROL ARM ASSEMBLY

Required Special Tools:

- MB990326: Preload Socket
- MB990635 or MB991113: Steering Linkage Puller
- MB990800: Ball Joint Remover and Installer

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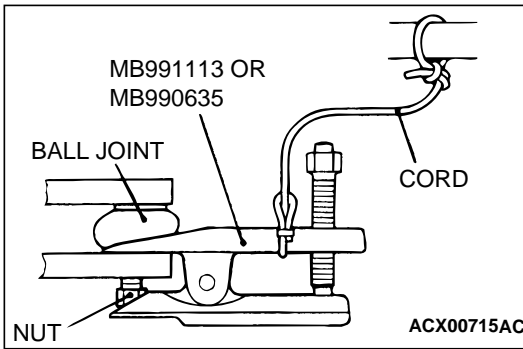
REMOVAL SERVICE POINTS

<<A>> TOE CONTROL ARM AND KNUCKLE DISCONNECTION

⚠ CAUTION

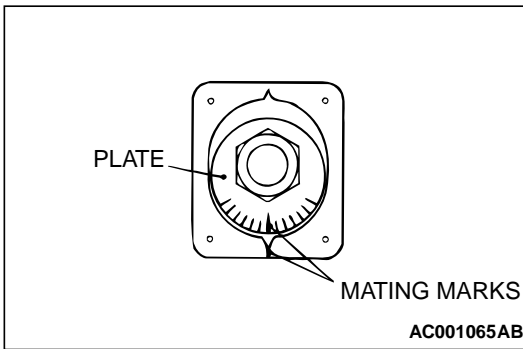
- Use special tool MB990635 or MB991113 to loosen the nut only; do not remove it from the ball joint.
- Tie special tool MB990635 or MB991113 with a cord to prevent it from falling off.

Use special tool MB990635 or MB991113 to disconnect the toe control arm and knuckle.



<> TOE CONTROL ARM ASSEMBLY MOUNTING BOLT REMOVAL

Place mating marks on the crossmember and the plate before removing the bolt.



INSPECTION

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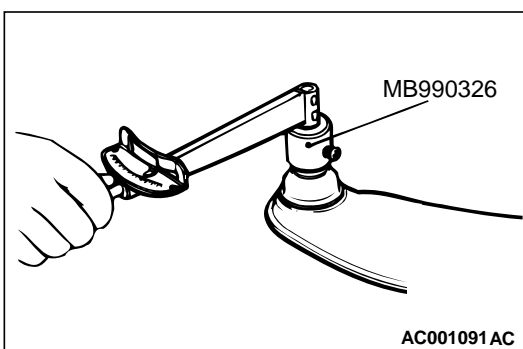
- Check the bushings for wear and deterioration.
- Check the lower arm or toe control arm for bends or damage.
- Check all bolts for condition and straightness.

TOE CONTROL ARM BALL JOINT BREAKAWAY TORQUE CHECK

1. After shaking the ball joint stud several times, in order to make the ball joint turn smoothly, install the nut to the stud and use the special tool MB990326 to measure the breakaway torque of the ball joint.

Standard value: 1.0 – 3.1 N·m (8.9 – 27 in·lb)

2. When the measured value exceeds the standard value, replace the toe control arm assembly.
3. When the measured value is lower than the standard value, check that the ball joint turns smoothly without excessive play. If so, it is possible to re-use that ball joint.



TOE CONTROL ARM BALL JOINT DUST COVER CHECK

1. Check the dust cover for cracks or damage by pushing it with your finger.
2. If the dust cover is cracked or damaged, replace the toe control arm assembly.

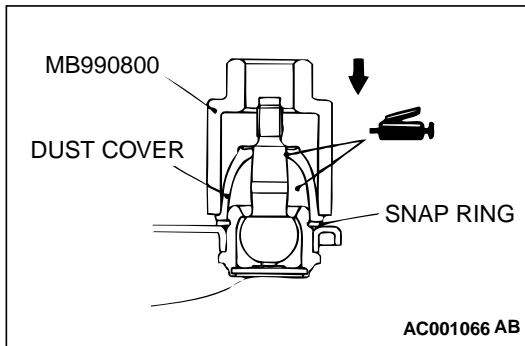
NOTE: Cracks or damage of the dust cover may cause damage to the ball joint. When it is damaged during service work, replace the dust cover.

TOE CONTROL ARM BALL JOINT DUST COVER REPLACEMENT

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If the dust cover is damaged accidentally during service work, replace the dust cover as follows:

1. Remove the dust cover.
2. Apply multipurpose grease to inside and lip of the dust cover.
3. Using special tool MB990800 press the dust cover until it contacts the snap ring.
4. Check the dust cover for cracks or damage by pushing it with your finger.



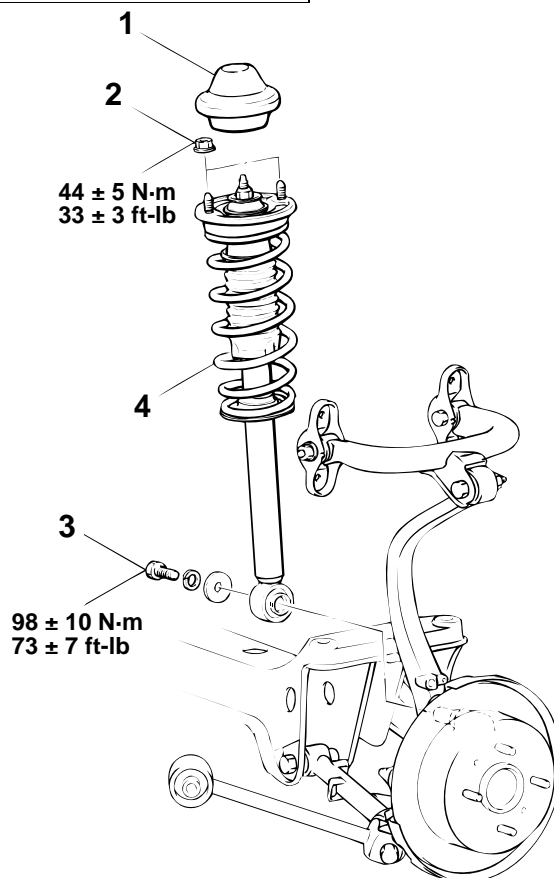
SHOCK ABSORBER ASSEMBLY

REMOVAL AND INSTALLATION

M1341002500034

Pre-removal and Post-installation Operation

- Service Lid Removal and Installation <ECLIPSE> (Refer to GROUP 52A, Trims P.52A-10.)
- Fully Close Convertible Top Assembly <ECLIPSE SPYDER>



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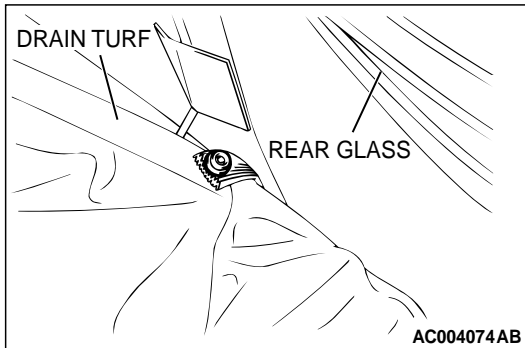
<<A>>

- REMOVAL STEPS**
- DRAIN TURF MOUNTING HOOK <ECLIPSE SPYDER>
1. CAP

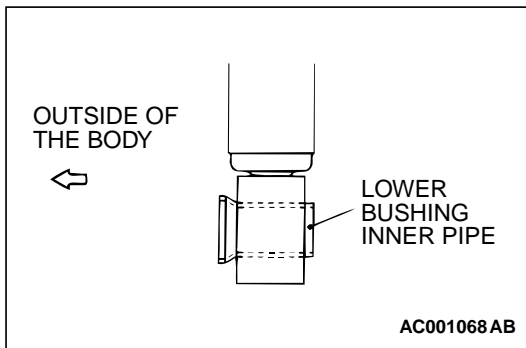
- REMOVAL STEPS (Continued)**
2. SHOCK ABSORBER MOUNTING NUTS
 3. BOLT
 - >>A<< 4. SHOCK ABSORBER ASSEMBLY

REMOVAL SERVICE POINT**<<A>> DRAIN TURF MOUNTING HOOK REMOVAL
<ECLIPSE SPYDER>**

Remove the drain turf mounting hook so that the cap can be seen from the passenger compartment.

**INSTALLATION SERVICE POINT****>>A<< SHOCK ABSORBER ASSEMBLY INSTALLATION**

Install the shock absorber so that the larger diameter side of the lower bushing inner pipe faces toward the outside of the vehicle.

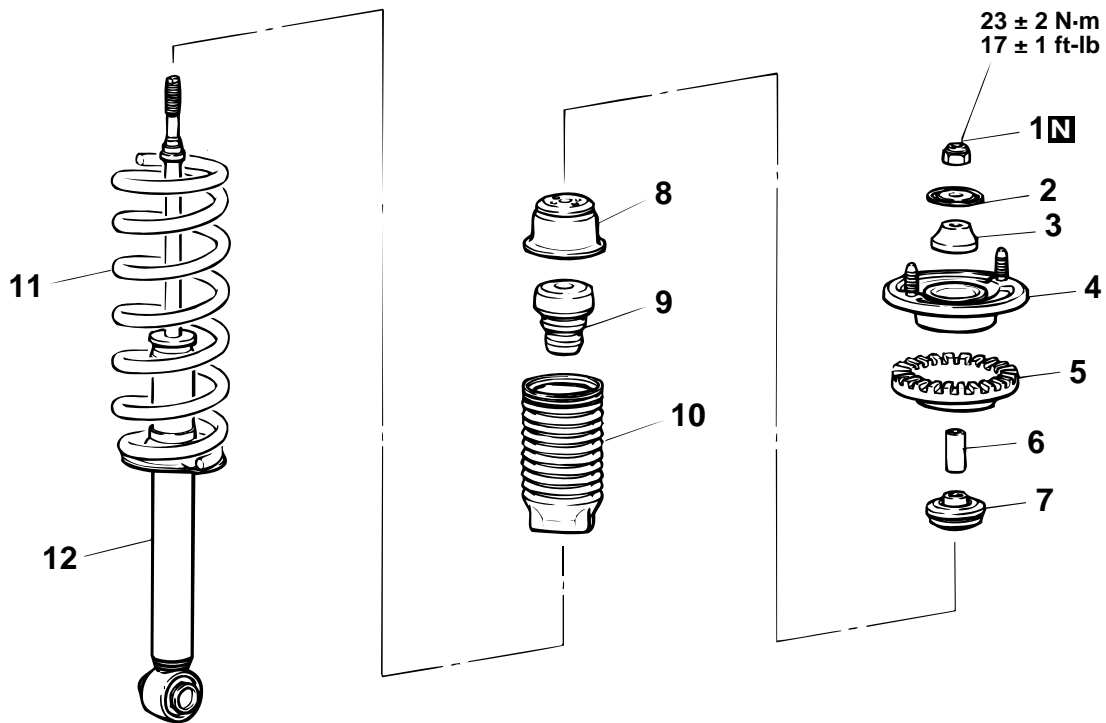
**INSPECTION**

M1341002600031

- Check the rubber parts for cracks and wear.
- Check the shock absorber for malfunctions, oil leakage, or abnormal noise.

DISASSEMBLY AND ASSEMBLY

M1341005300062



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DISASSEMBLY STEPS

- <<A>> >>C<< 1. JAM NUT
2. WASHER
3. UPPER BUSHING A
>>B<< 4. UPPER BRACKET ASSEMBLY
5. UPPER SPRING PAD
6. COLLAR
7. UPPER BUSHING B
8. CUP ASSEMBLY
9. BUMP RUBBER

DISASSEMBLY STEPS (Continued)

- >>A<< 10. DUST COVER
11. COIL SPRING
12. SHOCK ABSORBER ASSEMBLY

Required Special Tools:

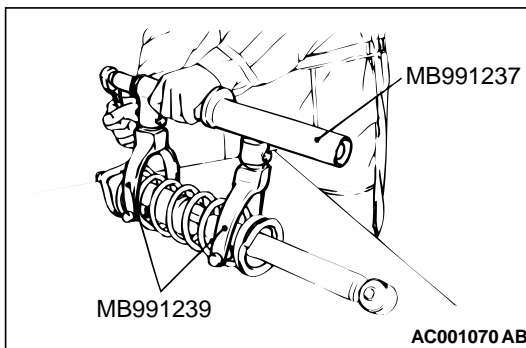
- MB991237: Spring Compressor Body
- MB991239: Arm Set

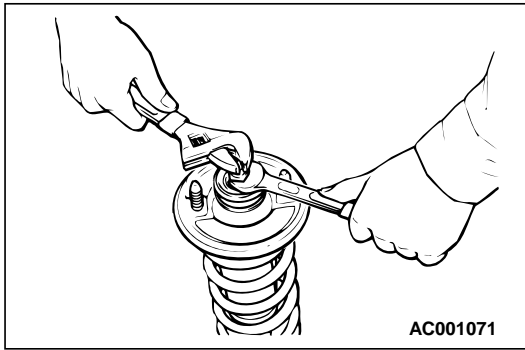
DISASSEMBLY SERVICE POINT

<<A>> JAM NUT REMOVAL

CAUTION

- To hold the coil spring securely, install special tools MB991237 and MB991239 evenly, and so that the space between both arms of the special tool will be maximum within the installation range.
 - Do not use an impact wrench to tighten the bolt of special tool MB991237. It will break the special tool.
1. Use special tools MB991237 and MB991239 to compress the coil spring.





⚠ WARNING

Do not use an impact wrench to remove the jam nut. Vibration of the impact wrench will cause special tools MB991237 and MB991239 to slip. This is dangerous.

2. While holding the piston rod, remove the jam nut.

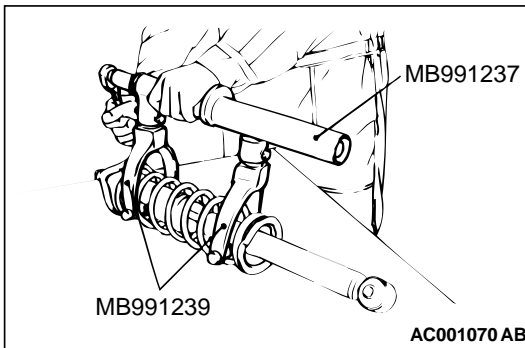
ASSEMBLY SERVICE POINTS

>>A<< COIL SPRING INSTALLATION

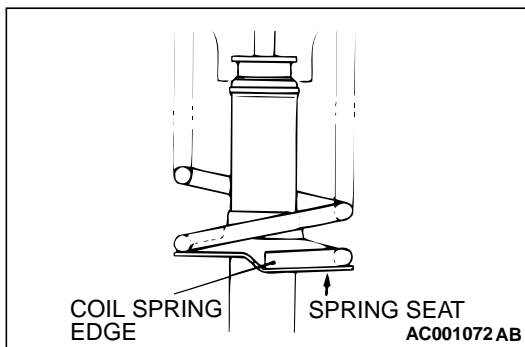
⚠ CAUTION

Do not use an impact wrench to tighten the bolt of special tool MB991237. It will break the special tool.

1. Install special tools MB991237 and MB991239 in the same manner as for removal, and compress the coil spring to install it to the shock absorber

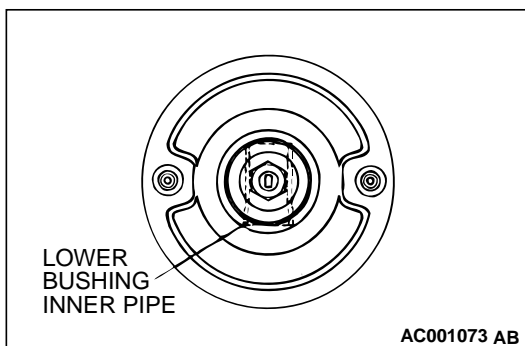


2. Align the edge of the coil spring to the stepped part of the shock absorber spring seat.



>>B<< UPPER BRACKET ASSEMBLY INSTALLATION

Install the upper bracket assembly so that the lower bushing inner pipe of the shock absorber is at the position shown.



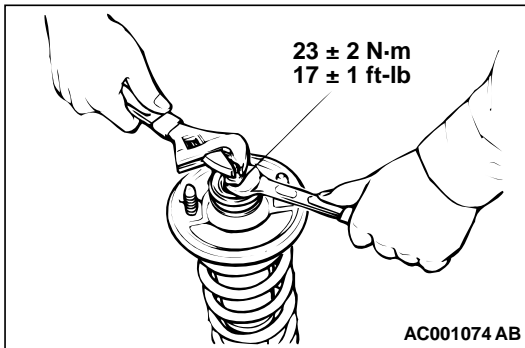
>>C<< JAM NUT INSTALLATION

1. Temporarily tighten the jam nut.

⚠ CAUTION

Do not use an impact wrench to tighten the jam nut, otherwise the jam nut will be damaged.

2. Remove special tools MB991237 and MB991239, and then tighten the jam nut to 23 ± 2 N·m (17 ± 1 ft-lb).



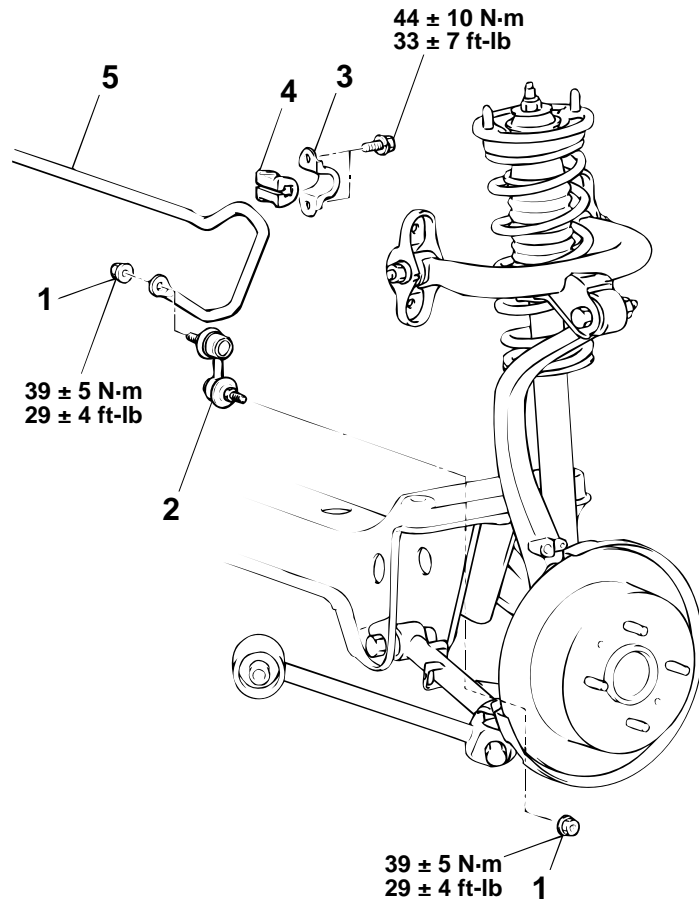
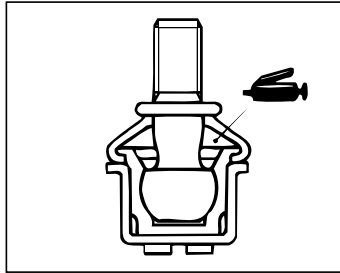
STABILIZER BAR

REMOVAL AND INSTALLATION

M1341003000032

Post-installation Operation

- Check the Dust Cover for Cracks or Damage by Pushing it with your Finger.



AC001075AD

REMOVAL STEPS

1. STABILIZER LINK MOUNTING NUTS
2. STABILIZER LINK
- >>A<< 3. STABILIZER BAR BRACKET

REMOVAL STEPS (Continued)

- >>A<< 4. BUSHING
- >>A<< 5. STABILIZER BAR

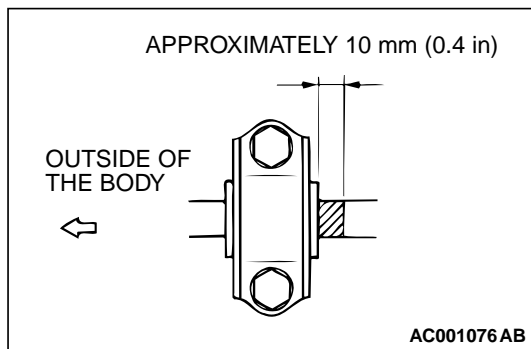
Required Special Tool:

- MB990326: Preload Socket

INSTALLATION SERVICE POINT

>>A<< STABILIZER BAR/BUSHING/STABILIZER BAR BRACKET INSTALLATION

Position the stabilizer bar identification mark to the left side. Adjust the identification mark position as shown in the figure, and tighten the stabilizer bar bracket mounting bolt.



INSPECTION

M1341001400056

- Check the bushings for wear and deterioration.
- Check the stabilizer bar for deterioration or damage.
- Check all bolts for condition and straightness.

STABILIZER LINK BALL JOINT BREAKAWAY TORQUE CHECK

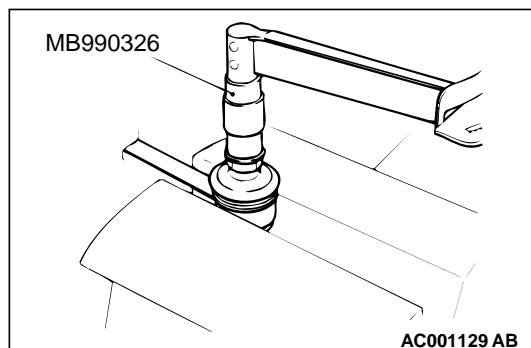
1. After shaking the ball joint stud several times, install the nut to the stud and use special tool MB990326 to measure the breakaway torque of the ball joint.

Standard value: 3.4 – 9.0 N·m (30 – 80 in-lb)

2. When the measured value exceeds the standard value, replace the stabilizer link.
3. When the measured value is lower than the standard value, check that the ball joint turns smoothly without excessive play. If so, it is possible to re-use that ball joint.

STABILIZER LINK BALL JOINT DUST COVER CHECK

1. Check the dust cover for cracks or damage by pushing it with your finger.
2. If the dust cover is cracked or damaged, replace the stabilizer link.



SPECIFICATIONS

FASTENER TIGHTENING SPECIFICATIONS

M1341012700073

| ITEMS | SPECIFICATIONS |
|---|-----------------------------|
| Lower arm and toe control arm assembly | |
| Lower arm assembly to crossmember nut | 98 ± 10 N·m (73 ± 7 ft-lb) |
| Lower arm assembly to knuckle jam nut | 108 ± 10 N·m (80 ± 7 ft-lb) |
| Stabilizer link nut | 39 ± 5 N·m (29 ± 4 ft-lb) |
| Toe control arm assembly to crossmember nut | 74 ± 4 N·m (55 ± 3 ft-lb) |
| Toe control arm assembly to knuckle jam nut | 29 ± 4 N·m (21 ± 3 ft-lb) |

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| ITEMS | SPECIFICATIONS |
|---|------------------------------|
| Rear suspension assembly | |
| Brake caliper assembly bolt | 60 ± 5 N·m (45 ± 3 ft-lb) |
| Brake hose | 15 ± 2 N·m (11 ± 1 ft-lb) |
| Crossmember to body nut | 88 ± 10 N·m (65 ± 7 ft-lb) |
| Shock absorber assembly to body nut | 44 ± 5 N·m (33 ± 3 ft-lb) |
| Trailing arm assembly to body nut | 147 ± 10 N·m (109 ± 7 ft-lb) |
| Upper arm assembly to body bolt | 39 ± 5 N·m (29 ± 4 ft-lb) |
| Shock absorber assembly | |
| Shock absorber assembly to body nut | 44 ± 5 N·m (33 ± 3 ft-lb) |
| Shock absorber assembly to knuckle bolt | 98 ± 10 N·m (73 ± 7 ft-lb) |
| Shock absorber jam nut | 23 ± 2 N·m (17 ± 1 ft-lb) |
| Stabilizer bar | |
| Stabilizer bar bracket bolt | 44 ± 10 N·m (33 ± 7 ft-lb) |
| Stabilizer link nut | 39 ± 5 N·m (29 ± 3 ft-lb) |
| Trailing arm assembly | |
| Trailing arm assembly to body nut | 147 ± 10 N·m (109 ± 7 ft-lb) |
| Trailing arm assembly to knuckle nut | 128 ± 9 N·m (94 ± 7 ft-lb) |
| Upper arm assembly | |
| Upper arm assembly to body bolt | 39 ± 5 N·m (29 ± 4 ft-lb) |
| Upper arm assembly to knuckle nut | 98 ± 10 N·m (73 ± 7 ft-lb) |
| Upper arm to upper arm bracket nut | 57 ± 7 N·m (42 ± 5 ft-lb) |

GENERAL SPECIFICATIONS

M1341000200071

COIL SPRING

| ITEMS | SPECIFICATIONS |
|--------------------------|---|
| Wire diameter mm (in) | 13.0 (0.51) |
| Average diameter mm (in) | 53 ± 1.5 – 93 ± 1.5 (2.1 ± 0.06 – 3.7 ± 0.06) |
| Free length mm (in) | 278 (10.9) |

SERVICE SPECIFICATIONS

M1341000300078

| ITEMS | STANDARD VALUE |
|---|---|
| Toe-in mm (in) | 3 ± 3 (0.12 ± 0.12) |
| Camber | ECLIPSE –1°20' ± 30' (Difference between right and left within 30') |
| | ECLIPSE SPYDER –1°10' ± 30' (Difference between right and left within 30') |
| Dimension for positioning upper arm bracket mm (in) | 37.2 ± 2 (1.46 ± 0.08) |
| Toe control arm ball joint breakaway torque N·m (in-lb) | 1.0 – 3.1 (8.9 – 27) |
| Stabilizer link ball joint breakaway torque N·m (in-lb) | 3.4 – 9.0 (30 – 80) |

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| TSB Revision |
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