



## SPECIFICATIONS

### Front suspension system

### Macpherson strut type

#### Shock absorber

|                          |                       |
|--------------------------|-----------------------|
| Type                     | Gas type              |
| Stroke mm (in)           | 163.8 (6.45)          |
| Damping force at 0.3 m/s |                       |
| Expansion N(kg)          | 1120 ± 170 (112 ± 17) |
| Compression N(kg)        | 260 ± 60 (26 ± 6)     |
| I.D color                | White                 |

#### Coil spring free height and identification color

| Model                                                             | Free height mm (in.) | I.D color  |
|-------------------------------------------------------------------|----------------------|------------|
| 2.0 GL M/T (N-A/CON)<br>2.0 GLS M/T (N-A/CON)                     | 335.0 (13.19)        | Blue - 1   |
| 2.0 GL M/T (A/CON)<br>2.0 GL A/T (N-A/CON)<br>2.0 GLS M/T (A/CON) | 344.4 (13.56)        | Green - 1  |
| 2.0 GL A/T (A/CON)<br>2.0 GLS A/T (ALL)                           | 354.0 (13.94)        | Violet - 1 |

- \* GL, GLS : Trim level
- \* M/T : With manual T/A
- \* A/T : With automatic T/A
- \* A/CON : With air conditioning
- \* N-A/CON : Non-air conditioning
- \* CBS : With conventional brake system

| Rear suspension system                           |                      | Dual link         |
|--------------------------------------------------|----------------------|-------------------|
| Shock absorber                                   |                      |                   |
| Type                                             |                      | Gas type          |
| Stroke mm (in)                                   |                      | 203.7 (8.02)      |
| Damping force at 0.3 m/s                         |                      |                   |
| Expansion                                        | N(kg)                | 510 ± 90 (21 ± 9) |
| Compression                                      | N(kg)                | 210 ± 50 (21 ± 5) |
| I.D color                                        |                      | White             |
| Coil spring free height and identification color |                      |                   |
| Model                                            | Free height mm (in.) | I.D color         |
| 4DR (ALL)                                        | 349.5 (13.76)        | Blue - 1          |

## SERVICE STANDARD

### FRONT WHEEL ALIGNMENT

| Items                             | Standard value                          |
|-----------------------------------|-----------------------------------------|
| Camber angle                      | 0° ± 30'                                |
| Caster angle (To ground)          | 2°49' ± 30'                             |
| Toe in                            | 4 +3/-1mm                               |
| Kingpin angle                     | 12°10' ± 30'                            |
| Kingpin offset                    | -1.0 mm                                 |
| Side slip (when going forward 1m) | IN : 3mm(0.12 in.), OUT : 3mm(0.12 in.) |
| Tread                             | 1485mm (58.46 in.)                      |

### NOTE

Difference between left and right camber angle is within 0°30'.

Difference between left and right caster angle is also within 0°30'.

### REAR WHEEL ALIGNMENT

| Items                              | Standard value                                                    |
|------------------------------------|-------------------------------------------------------------------|
| Camber angle                       | -55' ± 30'                                                        |
| Toe in (Tire outer diameter 602mm) | LH/RH(each) : 2.5±1mm (0.1±0.04 in.)<br>TOTOAL : 3~7mm (0.12 in.) |
| Thrust angle                       | 0° ± 0.15°                                                        |
| Side slip (When going forward 1m)  | 2~9 mm (0.08~0.35 in.)                                            |
| Tread                              | 1475 mm (58.07 in.)                                               |

**NOTE**

Difference between left and right camber angle is within 0° 30'.

**TIRE**

| Items                                       | Standard value                                                                               |
|---------------------------------------------|----------------------------------------------------------------------------------------------|
| Size                                        | 195/60 R15, T125/70 D15 (Temporary tire)                                                     |
| Inflation pressure kg·cm <sup>2</sup> (psi) | 2.1 <sup>+0.07</sup> <sub>0</sub> (30 <sup>+1</sup> <sub>0</sub> ), 4.2(60) : Temporary tire |
| Runout                                      |                                                                                              |
| Radial mm(in)                               | 1.5 (0.059)                                                                                  |
| Lateral mm (in)                             | 1.5 (0.059)                                                                                  |

**WHEEL**

| Items               | Standard value |            |
|---------------------|----------------|------------|
| Size                | 5.5J x 15      |            |
| Runout              | Radial         | Lateral    |
| Steel wheel mm(in.) | 0.5 (0.02)     | 0.8 (0.03) |
| Aluminum mm(in.)    | 0.3 (0.01)     | 0.3 (0.01) |

**TIGHTENING TORQUE**

| Items                                     | Nm        | kgf·cm      | lbf·ft      |
|-------------------------------------------|-----------|-------------|-------------|
| Wheel nut                                 | 90 ~ 110  | 900 ~ 1100  | 67 ~ 82     |
| Castle nut                                | 200 ~ 260 | 2000 ~ 2600 | 159 ~ 192   |
| Front strut upper mounting nut            | 45 ~ 60   | 450 ~ 600   | 33 ~ 44     |
| Front strut assembly to knuckle           | 130 ~ 150 | 1300 ~ 1500 | 96 ~ 111    |
| Front strut mounting self-locking nut     | 50 ~ 70   | 500 ~ 700   | 37 ~ 51     |
| Lower arm ball joint to knuckle           | 60 ~ 72   | 600 ~ 720   | 43 ~ 52     |
| Lower arm bush (A) mounting bolt          | 130 ~ 150 | 1300 ~ 1500 | 96 ~ 111    |
| Lower arm bush (G) mounting bolt          | 130 ~ 150 | 1300 ~ 1500 | 96 ~ 111    |
| Stabilizer bar bracket mounting bolt      | 30 ~ 45   | 300 ~ 450   | 22 ~ 33     |
| Stabilizer link nut                       | 35 ~ 45   | 350 ~ 450   | 26 ~ 33     |
| Tie rod end ball joint to knuckle         | 24 ~ 34   | 240 ~ 340   | 18 ~ 25     |
| Tie rod end lock nut                      | 50 ~ 55   | 500 ~ 550   | 37 ~ 41     |
| Rear strut upper mounting nut             | 30 ~ 40   | 300 ~ 400   | 22 ~ 30     |
| Rear strut lower mounting nut             | 110 ~ 130 | 1100 ~ 1300 | 81 ~ 96     |
| Rear strut mounting self locking nut      | 40 ~ 55   | 400 ~ 550   | 29.6 ~ 40.7 |
| Rear stabilizer link to stabilizer bar    | 35 ~ 45   | 350 ~ 450   | 26 ~ 33     |
| Rear stabilizer bar bracket bolt          | 17 ~ 26   | 170 ~ 260   | 13 ~ 19     |
| Rear suspension arm tie rod nut           | 50 ~ 60   | 500 ~ 600   | 37 ~ 43     |
| Rear suspension arm mounting bolt         | 160 ~ 180 | 1600 ~ 1800 | 118 ~ 133   |
| Rear cross member mounting bolt           | 100 ~ 120 | 1000 ~ 1200 | 74 ~ 88     |
| Trailing arm to bracket nut               | 100 ~ 120 | 1000 ~ 1200 | 74 ~ 88     |
| Trailing arm bracket to body frame        | 40 ~ 50   | 400 ~ 500   | 30 ~ 37     |
| Trailing arm to rear carrier mounting nut | 100 ~ 120 | 1000 ~ 1200 | 74 ~ 89     |

**CAUTION**

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

**LUBRICANTS**

| Item                          | Recommended lubricant                               | Quantity    |
|-------------------------------|-----------------------------------------------------|-------------|
| In ball joint of lower arm    | Variant R-2 grease or poly lub gly 801K             | As required |
| In insulator bearing of strut | SAE J310a, Chassis grease (NLGI No.0 or equivalent) | As required |