

- On LAD-equipped cars install the hydraulic fluid line to the strut.

Tightening Torque

- Hydraulic fluid line to strut assembly 14 Nm (10 ft-lb)

- Install the road wheel and lower the car. Load the car to the normal loaded position as described in **Ride Height**. Tighten the lower strut mounting bolt.

Tightening Torques

- Strut assembly to trailing arm (car in normal loaded position) 127 Nm (94 ft-lb)
- Road wheel to hub 100±10 Nm (74±7 ft-lb)

- On LAD-equipped cars fill and bleed the LAD system as described below under **Self-levelling Suspension (LAD)**.

- The remainder of installation is the reverse of removal.

To disassemble and assemble strut

Replacing the upper strut mount, spring, and strut cartridge requires that the strut first be disassembled. This procedure requires a spring compressor specifically designed for the purpose. Fig. 5 shows the rear strut assembly.

WARNING —

Do not attempt to disassemble the struts without a spring compressor designed specifically for this job

- Remove the strut assembly from the car as described above.
- Using a spring compressor, compress the spring until the spring force on the upper mount is relieved.

WARNING —

Make sure the spring compressor grabs the spring properly before compressing it.

- Pry the protective cap off the top of the strut assembly, then remove the top (center) nut and washer.
- Release the spring compressor carefully and evenly, allowing the spring to slowly expand.
- Remove the spring from the shock absorber.

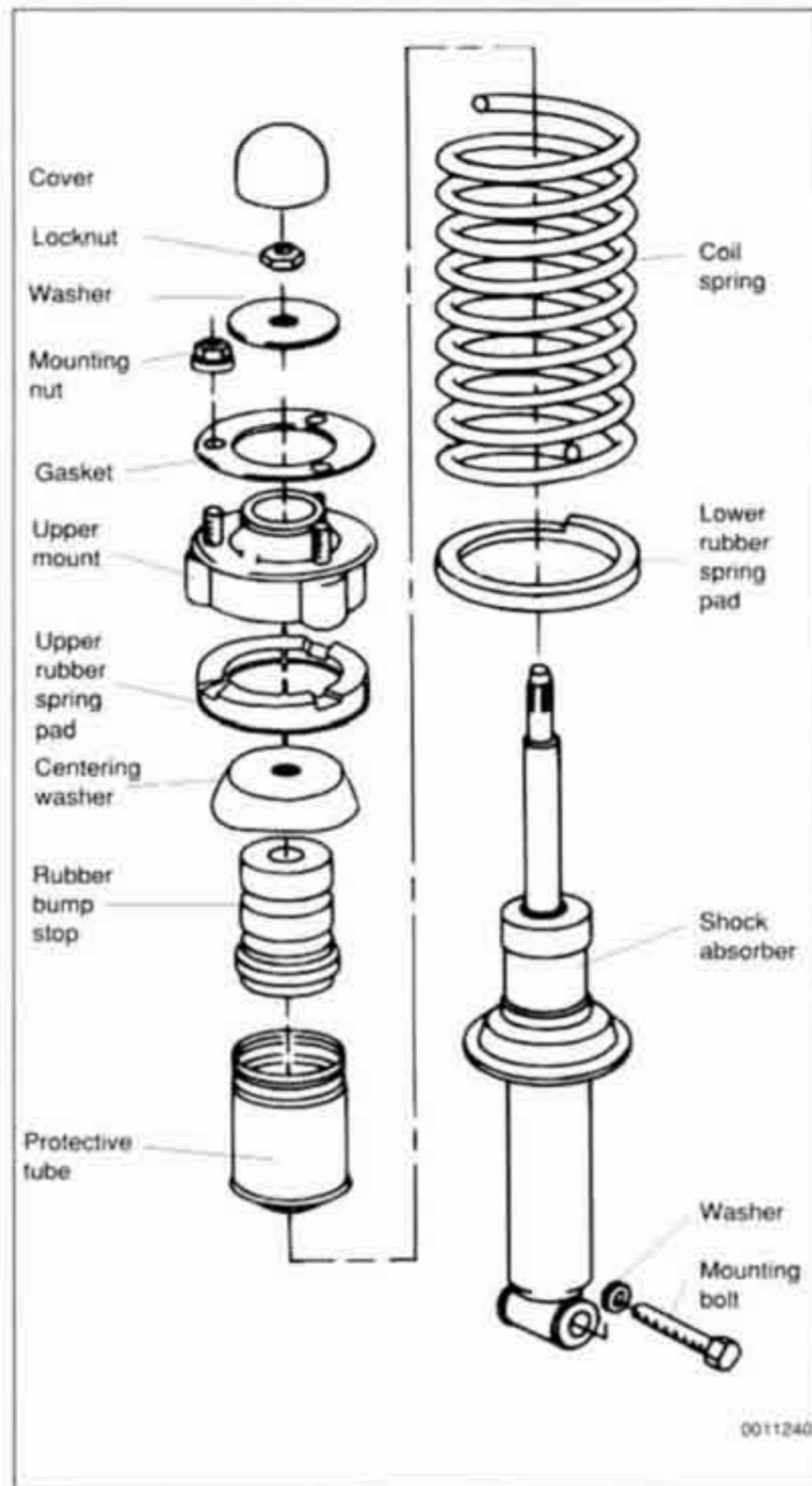


Fig. 5. Exploded view of rear strut assembly.

NOTE —

Store the removed shock absorber upright. Do not allow it to lay horizontally or upside-down for any length of time. If incorrect storage has occurred, place the shock absorber upright with the rod fully extended for at least 24 hours.

- Compress the spring and install it and related components to the shock absorber, using Fig. 5 as a guide. Use a new self-locking top (center) nut.

WARNING —

Make sure the self-locking top nut is fully tightened before releasing the spring compressor.

Tightening Torque

- Upper strut mount to shock absorber shaft (self-locking nut), 25 Nm (18 ft-lb)

7. Release the spring compressor slowly, making sure that the spring ends seat in the shoulders of the spring seats. Install the strut assembly as described above.

REAR WHEEL BEARINGS

The wheel bearing is pressed into the trailing arm and secured with a large circlip. The stub axle is pressed into the bearing and held in place by the drive flange collar nut. See Fig. 6.

Special press tools are required to replace the wheel bearings. Read the procedure through before beginning the job.

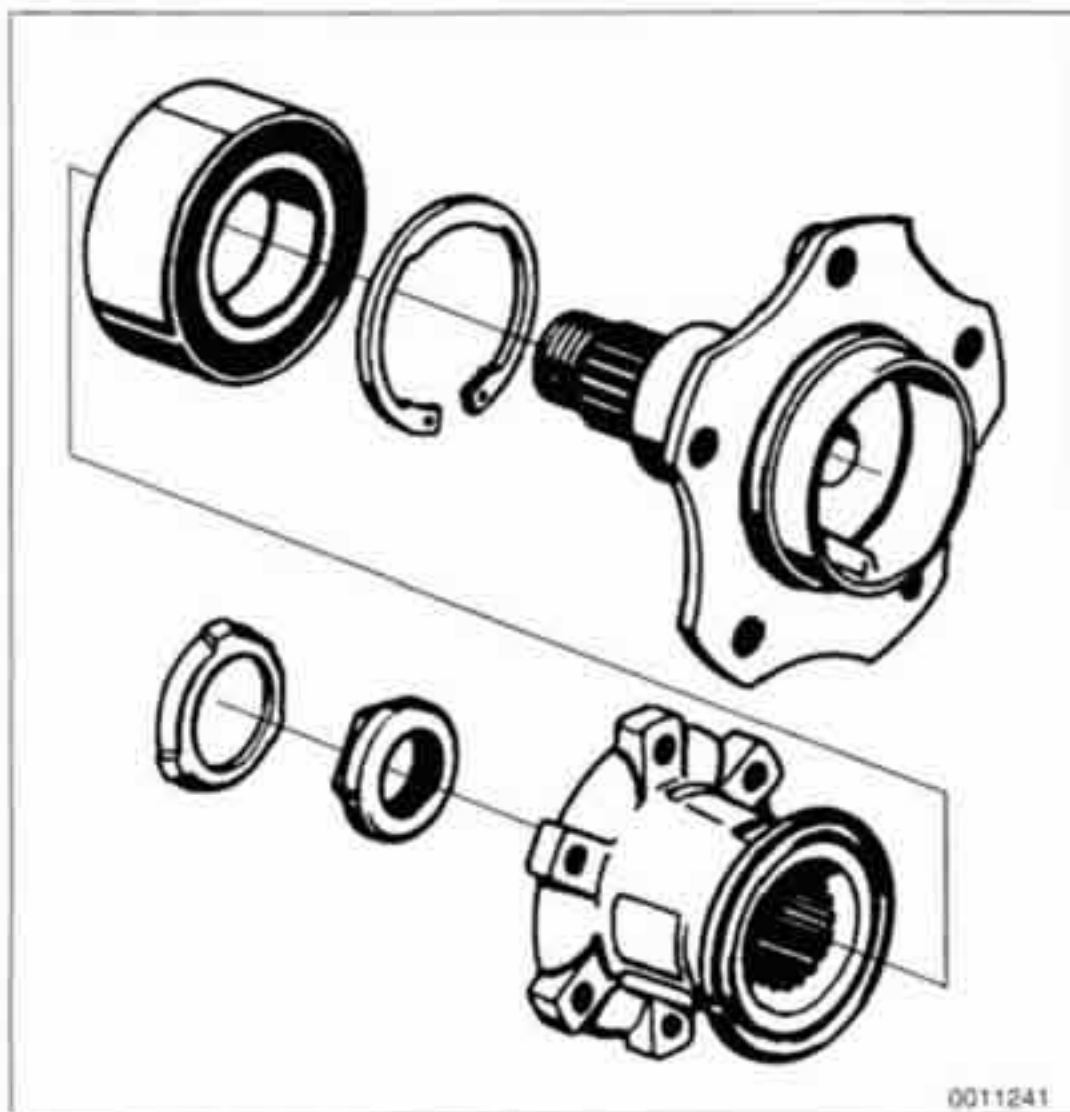


Fig. 6. Rear wheel bearing assembly.

To replace rear wheel bearing

1. Raise the car.

WARNING —
 Make sure that the car is firmly supported on jack stands designed for the purpose. Place the jack stands beneath a structural chassis point. Do not place jack stands under suspension parts.

2. Remove the drive axle outer CV joint from the wheel drive flange as described below under **Drive Axles**. Support the drive axle from the chassis with wire.
3. Pry the lockplate off the drive flange collar nut. See Fig. 7.



Fig. 7. Drive flange collar nut and lockplate (arrow).

4. Lower the car to the ground. Apply the parking brake to prevent the wheel from turning. Loosen, but do not remove the drive flange collar nut.
5. Raise the car and remove the wheel.
6. Remove the brake caliper assembly and rotor as described in **340 Brakes**. Leave the brake hose connected to the caliper. Suspend the caliper assembly from the chassis with wire.
7. Remove the ABS pulse sensor. See Fig. 8.
8. Remove the drive flange collar nut and remove the flange using a puller if necessary. See Fig. 9.
9. Remove the large circlip from the trailing arm bearing housing. See Fig. 6.