# I. REAR SUSPENSION SYSTEM

**Cautions**

■ The final tightening must be carried out under tire grounding and no-load conditions when installing the suspension or rubber bushing

■ It is necessary to check the wheel alignment after repairing the suspension components.

■ The oil will shorten the service life of rubber bushing. It is necessary to wipe the spilled oil.

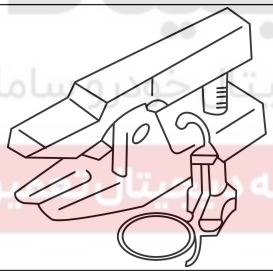
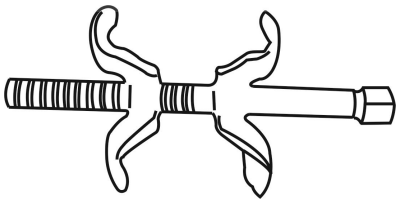
■ The no-load condition means that the fuel, engine coolant and lubricating agent have been filled normally and the spare tires, jacks, tools and foot pads are placed in the designated position.

■ The lock nut is not reusable. Always use the new bolt during installation. Please do not wipe the anti-rust oil on the lock nut before tightening up the lock nut during replacement.

**Preparation**

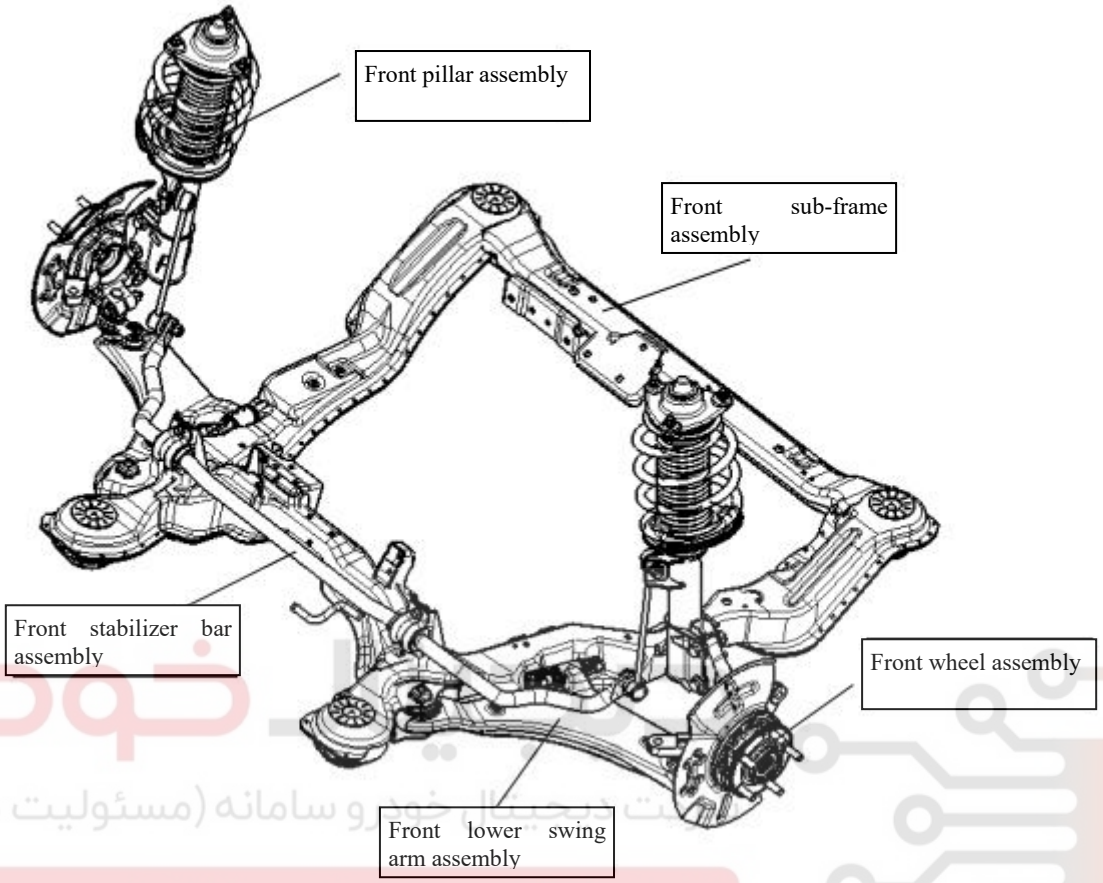
The special tools used as follows:

Special Tool List

| No. | Tool | Outside View | No. | Instructions |
|---|---|---|---|---|
| 1 | Steering Drive Rod Die |  | JAC-T1D003 | Remove the connecting ball |
| 2 | Shock absorber spring remover |  | JAC-T1D004 | Remove and install the damper spring |

# Front Suspension System




Front Suspension Assembly Schematic

## Front Suspension Assembly

### 1. Vehicle inspection

Confirm that whether the fixing condition (clearance) and wear condition of each component are normal or not.

1）Check the steering tie rod clearance:

① Stop the vehicle after the vehicle tires are in straight state, and the steering wheel is in the middle position.

② Place the crowbar(or similar tools) between the tie rod and steering knuckle.

③ Pry the tie rod up and down and check the clearance.

**Attention:**

■ Please do not damage the dirt-proof boot of ball head.

■ Please do not use excessive force to damage the installation position.

2)Shock Absorber Inspection.

Check if the installation part is loosened, if there is oil leakage, damage or breakage in the shock absorber body.

**2. Front Wheel Alignment Inspection:**

1)Instructions

Check the wheel alignment under no-load conditions.

2）Pre-Check

Check the following item, if there is problem, please adjust to proper state:

① Check the tire pressure for standard value, check the tire for wear;

② Check if the tire has runout;

③ Check if there is clearance in the wheel bearing shaft end;

④ Check if there is clearance in the tie rod shaft end;

⑤ Check if there is looseness and deformation in the each fixed point of axle and suspension;

⑥ Check if there is crack,deformation and other damage in each suspension component, steering knuckle, shock absorber and tie rod;

⑦ Check if the height of vehicle body is correct.

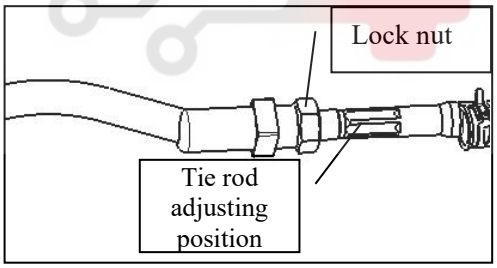
**3. Inspection of Front Wheel Toe-In**

**Attention:**

■ The wheel alignment inspection must be conducted in a horizontal place and in no-load condition.

■ Front Wheel Toe-In Value:6°±3′

If the front wheel toe-in value is not within the standard range,




1) Check the setting of toe-in value on the four-wheel aligner.

2) Straighten and fix the steering wheel.

3）Loosen the lock nut of tie rod end;

4) Turn the tie rod clockwise or counterclockwise to adjust the toe value to the standard value.

■Note: When adjusting the tie rod, rotate slightly, to prevent excessive rotation caused to large data deviation.

5）Lock the lock nut of tie rod end.

**Inspection of Camber Angle,Kingpin Caster Angle and Kingpin Inclination Angle:**

Front-Wheel Camber: 23′±30′

Kingpin Caster Angle: 3.5°±30′

Kingpin Inclination Angle: 14°±30′

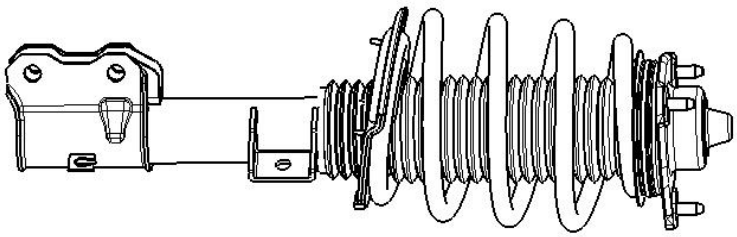
■Attention:

1) The camber angle,kingpin caster angle and kingpin inclination angle have been set at the factory,please do not make any adjustment.

2) If the camber, kingpin angle and kingpin inclination are not within the standard range, check whether the front suspension, knuckle, shock absorber and tie rod are worn or damaged. If any, please replace the suspicious parts.

**1. Front column assembly**



Front column assembly component diagram

Removal and Installation:

**1) Disassemble**

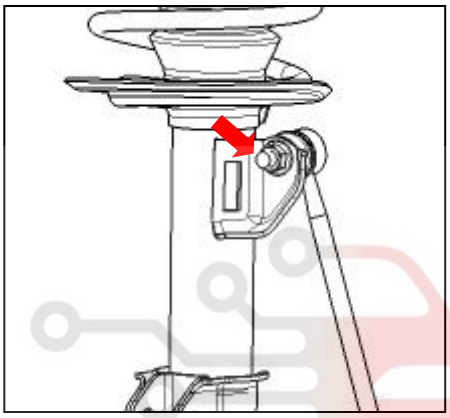
① Remove the front wheel tire.

② Disconnect the connector of wheel speed sensor.

■Note: Please do not pull the wire harness of wheel speed sensor.

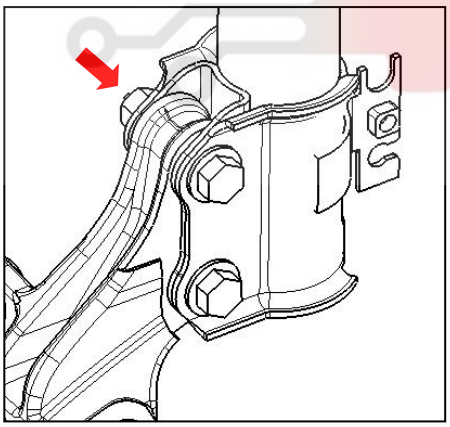
③ Remove the brake hose card, and disconnect the brake hose.

④ Remove the stabilizer bar pull rod fixing nuts, and the nuts can't be reused.



■ Note: Tightening Torque: 100N·m～120N·m

⑤ Remove the fixing bolt and nut of shock absorber and steering knuckle.

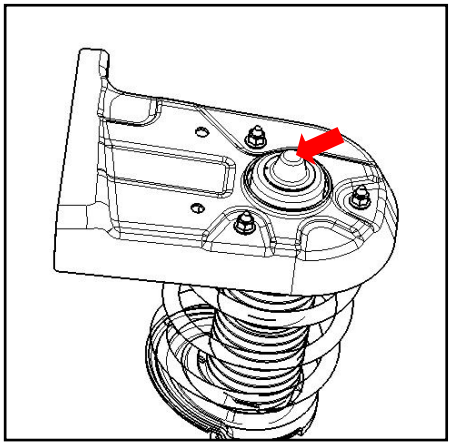


■Tighten torque: 160N·m～180N·m

⑥ Remove the self-locking nut of shock absorber and vehicle body

■ Tightening torque: 40N·m～50N·m

⑦ Take out the shock absorber assembly.



2) installation

Install in the reverse order of removal.

■Attention:

■ Please do not use the damaged parts.

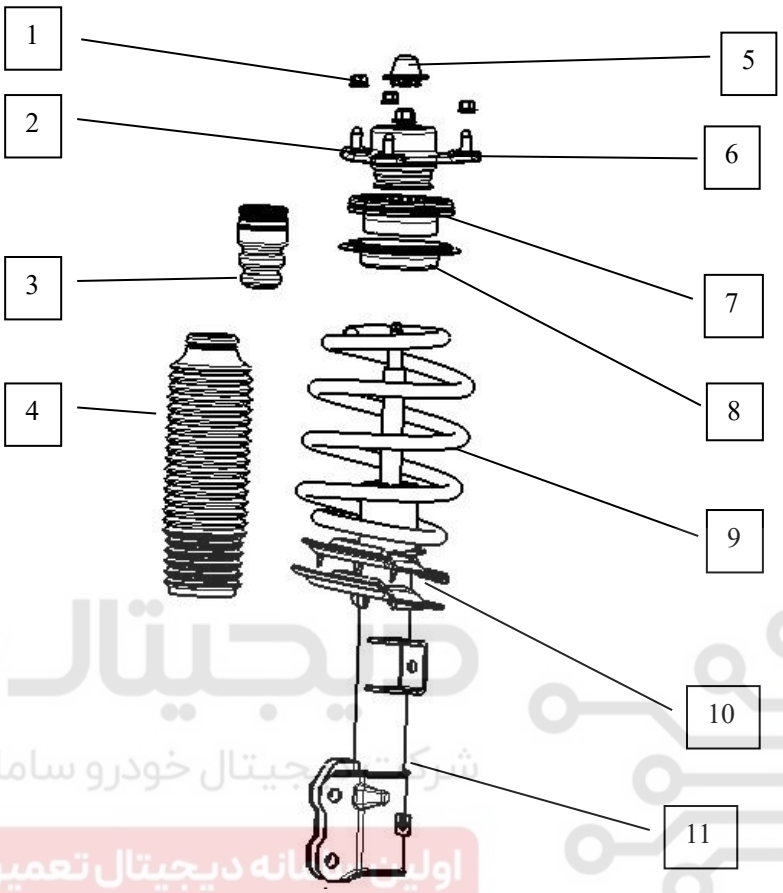
■ Conduct the final tightening of each component removed from the disassembled shock absorber under no-load condition.

■ Check the wheel alignment

**Disassembly and Assembly**

1）Component

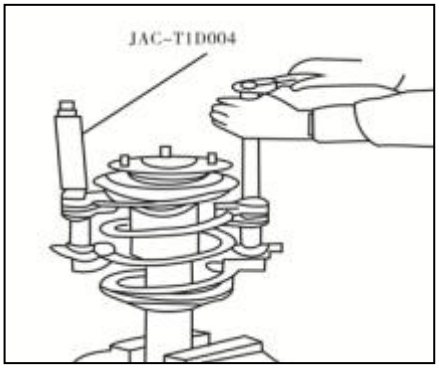



Explosive View of Front Shock Absorber Column Assembly

1-Fixing nut 2-Upper support assemble 3-Bumper block 4-Dust cover 5-Sealing cover 6-Self-lock fixing nut 7-Surface bearing 8-Spring upper bracket 9-Front sprial spring 10-Spring lower cushion 11-Front shock absorber body

2) Disassembly

a) Use spring compressor to compress spiral spring until it totally separates;




**Note:** Do not damage the shock absorber piston push rod when removing the shock absorber parts.

**Note:** ■ Make sure that the compressor has been installed in the right place and then start compressing the spiral spring.

■Never use the pneumatic power tools when tightening up the spring compressor bolts.

b) Fix the terminal of the damper piston bar and disassemble the lock nut of the piston push rod.

c) Fastening torque: 60N·m～80N·m

d) Make sure the spiral spiral is loose after compressing.

e) Remove spiral spring upper bracket, spiral spring upper vibration insulation pad, dust guard and dumper block.

f) Disassemble the spiral spring with compressor , then loosen the compressor slowly.

g) Disassemble spring lower vibration insulation pad and remove the shock absorber body.

**3)Inspection After Disassembly**

a) Shock absorber

**Attention:** ■ Check the shock absorber for deformation,crack and damage. If any, please replace.

■ Check the piston push rod for damage,wear and deformation. If any, please replace.

■ Check the piston for oil leakage. If any, please replace.

b) Spring vibration pad, bumper block and dust cover: check if there is crack or worn. If any, please replace.

c) Spiral spring: Check the spiral spring for crack, wear and damage. If any, please replace.

d) Spiral spring upper bracket: Check for crack, wear and damage. If any, please replace.

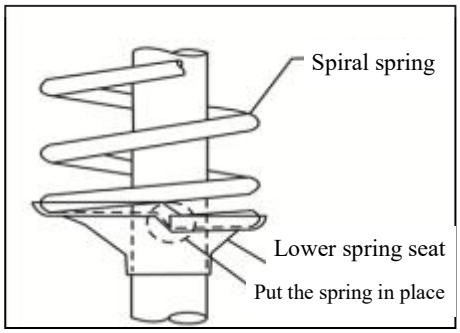
e) Surface bearing: Check for crack, wear and damage. If any, please replace.

f) Upper bracket assembly: Check for crack, wear and damage. If any, please replace.

**4)Assembly**

Install in the reverse order of removal.

Attention:




■ Do not damage the piston push rod when mounting parts to the shock absorber.

■ Put the big diameter end of sprial spring downward, and aim at the spring lower bracket.

■ Make sure that the compressor has been installed on the spiral spring and then start

compressing the spiral spring.

■ When loosening the compressor, check whether the installation position of spiral spring is correct or not.

■ Check whether the assembly mark is correct or not.

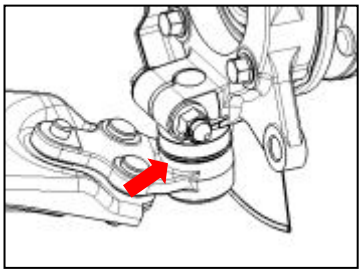
 

## II. Lower Swing Arm

**Removal and Installation:**

**1) Disassemble**

① Lift the vehicle and remove the wheel tires.



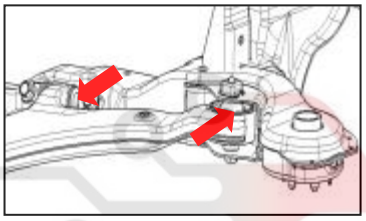
② Pull out the split pin and remove the fixing nuts of the lower swing arm ball pin and the lower swing arm.

③ Remove fixing bolts between the lower swing arm and sub frame rear connecting point.

④ Remove fixing bolts (2) between the lower swing arm and the sub frame front connecting point.

⑤ Take down the lower suspension arm assembly

**2)Inspection After Removal(visual inspection)**



① Check if the bushing is worn or damaged, replace if it is.

② Check the lower arm deformation or other damage, if any, please replace.

③ Check the hem arm ball dust jacket for cracks, if any, please replace.

④ Check all the fixing bolts and nuts for damage, if any, please replace.

**3) Installation**

Install in the reverse order of removal.

Tightening Torque of each mounting point

① Ball pin lock nut: 100 N·m～120N·m

② When installing, keep the split direction of ball pin left and right;

③ Front fixing bolt of the lower swing arm and subframe: 120 N·m～140N·m

④ Front fixing bolt of the lower swing arm and subframe: 130 N·m～150N·m

**Attention:**

■ Please do not use the damaged parts.

■ Pre-tighten the bolt of the lower swing arm front shaft pin core shaft and the sub-frame, and avoid the distortion of rubber sleeve.

■ Conduct the final tightening of each component removed from the disassembled lower suspension arm under no-load condition.

■ Check the wheel alignment.

## III. Front transverse stabilizer bar

**Removal and Installation:**

**1) Disassemble**

① Remove the stabilizer bar pull rod

Use the wrench fix the stabilizer pull rod ball head to avoid turning, the self-lock nut can not be repeated using.

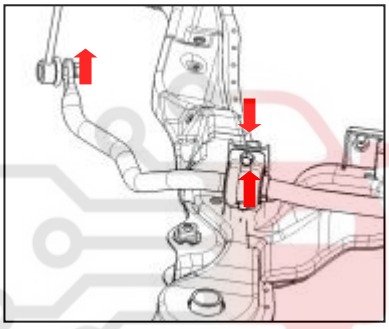
② Remove the left and right stabilizer bar mounting bolts and remove the mounting bracket and bushing.

③ Remove the stabilizer bar assembly

**2)Inspection After Removal**

Check if the stabilizer bar, stabilizer bar pull rod assembly, stabilizer bar fastening bracket and stabilizer bar bushings have deformation, wear or other damages.

If any, please replace it.



**3) Installation**

■ Install in the reverse order of removal.

Bolt tightening torque table during installation:

Tightening torque of the stabilizer bar pull rod locking nut: 100 N·m～120N·m;

Tightening torque of the stabilizer bar installation bracket locking nut: 45 N·m～55N·m;

■ Fix the stay bolt of anti-roll bar tie rod first to avoid rotation when the lock nut is locked.

**Note:**

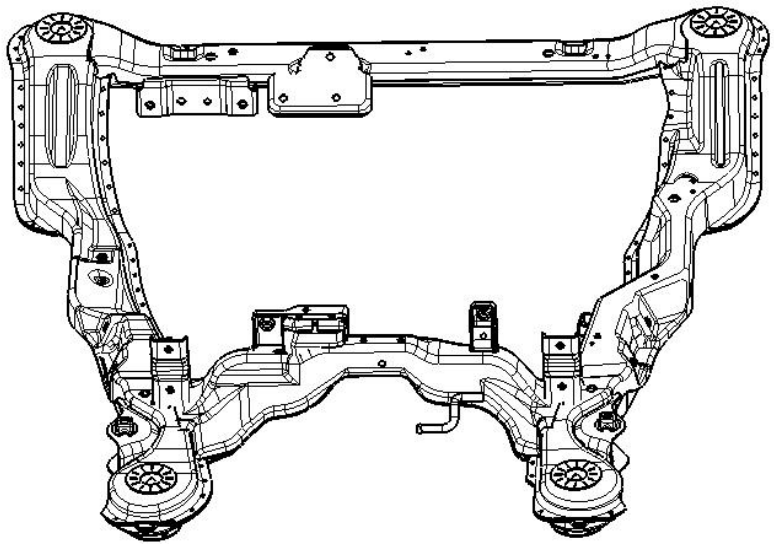
■ Please do not use the non-reusable parts.

■ Pay attention to the installation direction when installing the stabilizer bushing and stabilizer holder.

■ Conduct the final tightening of each component removed from the disassembled anti-roll bar under no-load condition.

## IV. Front Subframe Component:



Component Diagram of Front Subframe

**Removal and Installation:**

1) Disassemble

① Lift the vehicle and remove the tires.

② Remove the steering column assembly and steering shaft joint bolt.

③ Remove the fixed bolt between the rear suspension of engine and front subframe.

④ Remove the fixed bolt between subframe and front body.

■ Tightening Torque: 160 N·m～180N·m

⑤ Remove the fixed bolt between subframe and rear body.

■ Tightening Torque: 160 N·m～180N·m

Take down the front subframe assembly.

2)Inspection After Removal

Check if sub frame has crack or deformation, if any, please replace.

## V. Fault Diagnosis

Common Malfunction Diagnosis Table

| Malfunction Symptom | Possible Causes of Malfunction | Solution |
|---|---|---|
| Steering hard | Improper Front Wheel Alignment | Adjustment |
| | Rotation surpasses the ball head of lower suspension arm | Replacement |
| | Lower Tire Pressure | Air Inflation |
| | No Power Steering | repair or replace |

| | | |
|---|---|---|
| Bad Return | Improper Front Wheel Alignment | Adjustment |
| | Shock Absorber Malfunction | Repair or Replacement |
| | Anti-Roll Bar Wear or Damage | Replacement |
| | Spiral Spring Wear or Damage | Replacement |
| | Lower Suspension Arm Bushing Wear | Replacement |
| Abnormal Tire Wear | Improper Front Wheel Alignment | Adjustment |
| | Lower or Higher Tire Pressure | Pressure Adjustment |
| | Shock Absorber Malfunction | Repair or Replacement |
| Vehicle Deviation | Improper Front Wheel Alignment | Adjustment |
| | Insufficient Steering Resistance of Lower Suspension Arm Ball Joint | Replacement |
| | Lower Suspension Arm Bushing Looseness or Wear | Replacement |
| One-Way Deviation of the Vehicle | Improper Front Wheel Alignment | Adjustment |
| | Insufficient Steering Resistance of Lower Suspension Arm Ball Joint | Replacement |
| | Lower Suspension Arm Bending | Replacement |
| | Spiral Spring Wear or Damage | Replacement |
| Steering Wheel Wobble | Improper Front Wheel Alignment | Adjustment |
| | Insufficient Steering Resistance of Lower Suspension Arm Ball Joint | Replacement |
| | Lower Suspension Arm Bushing Looseness or Wear | Replacement |
| | Shock Absorber Malfunction | Repair or Replacement |
| | Anti-Roll Bar Wear or Damage | Replacement |
| | Spiral Spring Wear or Damage | Replacement |
| Vehicle Sagging | Spiral Spring Wear or Damage | Replacement |
| | Shock Absorber Malfunction | Repair or Replacement |

## VI. Repair Data and Specification

Technical Specification Table

| Project | | | Parameter and Specification |
|---|---|---|---|
| Front Suspension Type | | | McPherson independent suspension with spiral spring |
| Shock Absorber | Items | | Two-way hydraulic cylinder |
| | Stroke | | 172mm |
| | Damping | Stretch | 1630N±232N（0.3m/s） |

| | | | | |
|---|---|---|---|---|
| | Force | Compression | 260N±61N（0.3m/s） | |
| Spiral Spring | | | Free Height:391.5mm（Reference） | Color Tags: A white or a yellow |
| Wheel Alignment | Wheel Toe-In(Front) | | 0′±3′ | |
| | Camber Angle | | 8′±30′ | |
| | Kingpin inclination angle | | 14°±30′ | |
| | Kingpin caster angle | | 3.5°±30′ | |
| | Kingpin Offset | | -12.5mm | |

Tightening Torque Table

| Items | Torque(N·m) |
|---|---|
| The fixed bolt between the mounting bracket of front anti-roll bar and subframe | 45～55 |
| Front shock absorber and body assembling bolt | 40～50 |
| Self-Locking Nut On Front Shock Absorber | 60～80 |
| The connecting bolt between front shock absorber and steering knuckle | 160～180 |
| The connecting bolt between lower suspension arm ball pin and steering knuckle | 100～120 |
| Stabilizer bar pull rod and front shock absorber bolt | 100～120 |
| Stabilizer bar pull rod and stabilizer bar connecting nut | 100～120 |
| The connecting bolt between lower suspension front bushing and subframe | 120～140 |
| The connecting bolt between lower suspension arm rear bushing and subframe | 130～150 |
| Front sub frame front mounting bolts | 160～180 |
| Rear fixed bolt of front subframe | 160～180 |

# Rear Suspension System

## Notes

■ When installing the suspension, the final tightening of rear upper and lower pull rod and sub frame must be carried out under tire grounding and no-load conditions.

■ It is necessary to check the wheel alignment after repairing the suspension components.

■ The oil will shorten the service life of rubber bushing, make sure to clean the leaking oil.

■ The no-load condition means that the fuel, engine coolant and lubricating agent have been filled normally and the spare tires, jacks, tools and foot pads are placed in the designated position.

■ The lock nut is not reusable. Always use the new bolt during installation. Please do not wipe the anti-rust oil on the lock nut before tightening up the lock nut during replacement.

## Preparation

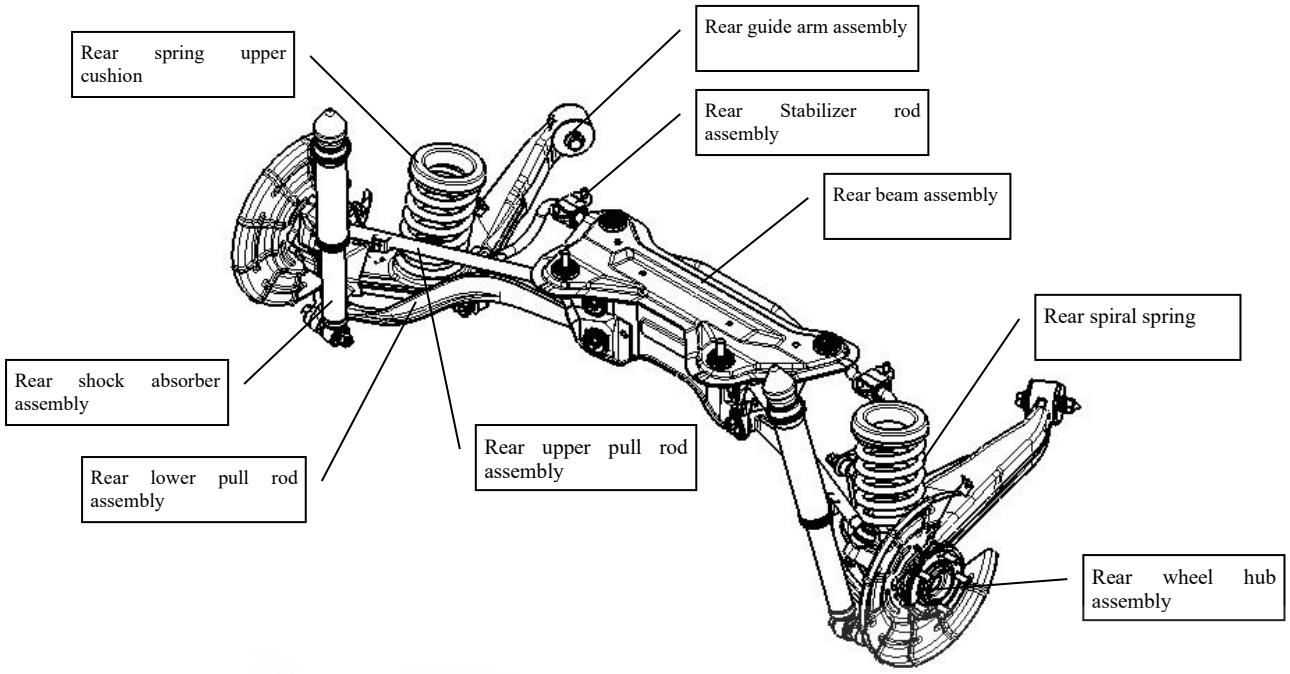
Common and special repair tools used are shown in the diagram

Common Tool List

| No. | Tool | Outside View | Description |
|---|---|---|---|
| 1 | Power Tool |  | Installation and removal of bolts and nuts |

I. Rear Suspension System




Component Diagram of Rear Suspension Assembly

**Vehicle receiving inspection**

1） Ensure fixed condition (loosenness, clearance) of each part and part condition (abrasion, damage)

2）Check the installation position of shock absorber for oil leakage or damage.

**Rear Wheel Alignment Inspection:**

**Attention:**

■ After the relevant components of rear suspension have been worn or changed,check whether the location parameters of rear wheel meet the requirements or not.

If there is a difference between them, please replace the deformed and worn parts.

■Standard Value:

Rear Wheel front Toe-In 6′±3′ rear caster angle：-30′±30′

Note: 1）Check the wheel alignment when the vehicle is under no-load condition.

2）Check the following items:

① Check the tire pressure for standard value, check the tire for wear.

② Check the tire for runout.

③ Check the wheel bearing shaft for end clearance

④ Check each component clearance of suspension and each fixed point for looseness.

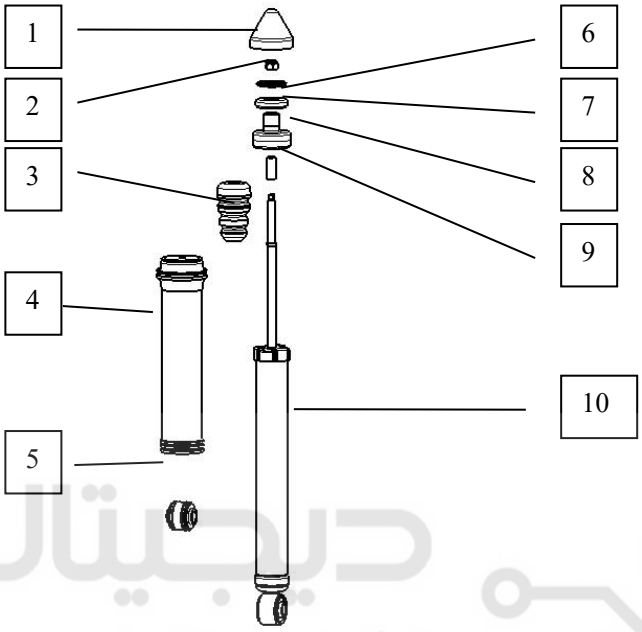
 

⑤ Check the shock absorber for maneuvering capability

⑥ Check the cantilever for crack,deformation and other damage.

⑦ Check the height of vehicle body.

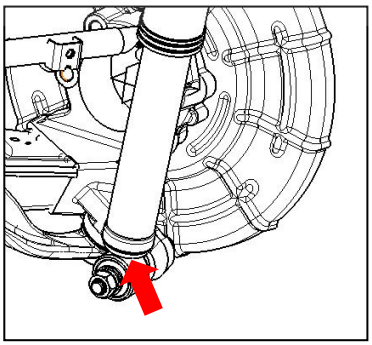
II. Rear Shock Absorber Component:




Component Diagram of Rear Shock Absorber Assembly

1-Rubber protective sleeve 2-Lock nut 3-Dumper block 4-Dust guard 5-Lower lifting lug bushing 6-Washer 7-Upper vibration insulation pad 8-Lower vibration insulation pad 9-Metal sleeve 10-Shock absorber body

Removal and Installation:



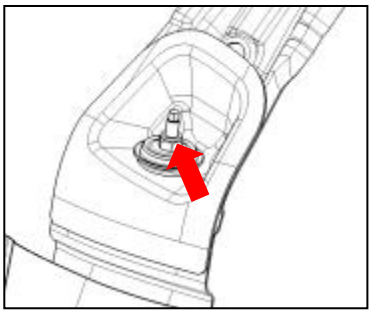
1）Dismantling

① Lift the vehicle and remove the wheel tires.

② Remove the connecting bolts between shock absorber and rear wheel assembly

③ Remove the shock absorber and body connection nut.

2）Inspection After Removal



① Shock Absorber

■ Check the shock absorber for oil leakage. If any, please replace it.

■ Check the piston push rod for damage,wear or deformation If any, please replace it.

② Bumper Block, Dust-Proof Boot

■ Check the bumper block and dust-proof boot for wear or damage. If any, please replace it.

③ Vibration insulating pad support/ Upper and lower vibration insulating pad/ Lower lifting lug bushing

■Check the if the vibration insulating pad support/ upper and lower vibration insulating pad/ lower lifting lug bushing is worn or damaged. If any,please replace it.

3) Installation: Install in the reverse order of disassembly.

Tightening Torque List

Tightening torque of the connecting nuts of rear shock absorber and rear wheel hub: 120 N·m ～140 N·m

Tightening torque of the connecting nuts of rear suspension shock absorber and rear wheel hub: 80 N·m ～100 N·m

Tightening torque of the bolts/ nuts between rear shock absorber and body: 20 N·m ～40 N·m

**Note:**

■ Please do not use the damaged parts.

■ Conduct the final tightening of each component removed from the disassembled shock absorber under no-load condition.

■ Check the wheel alignment



**3.Disassembly of the rear transverse stabilizer bar and pull rod**

**Removal and Installation:**

**1) Disassemble**

① Disassemble the nuts of the rear guide arm stabilizer bar pull rod (left / right)

Use the wrench fix the stabilizer pull rod lower ball head to avoid turning, the self-lock nut can not be repeated using.

② Disassemble the fixing bolts between left/right stabilizer rod and vehicle body lower plate fixing bracket(left/right, total 4).

③ Remove the stabilizer bar assembly

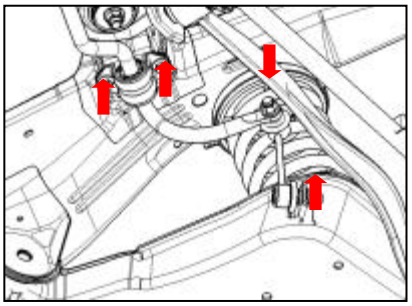
**2)Inspection After Removal**

Check if the stabilizer bar, stabilizer bar pull rod assembly, stabilizer bar fastening bracket and stabilizer bar bushings have deformation, wear or other damages.

If any, please replace it.

3) installation



■ Install in the reverse order of removal.

Bolt tightening torque table during installation

Tightening torque of the stabilizer bar pull rod locking nut: 100 N·m～120N·m;

Tightening torque of the stabilizer bar installation bracket locking nut: 45 N·m～55N·m;

■ Fix the stay bolt of anti-roll bar tie rod first to avoid rotation when the lock nut is locked.

**Note:**

■ Please do not use the non-reusable parts.

■ Pay attention to the installation direction when installing the stabilizer bushing and stabilizer holder.

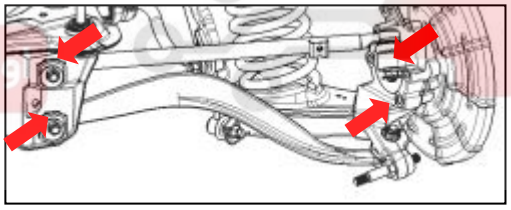
■ Conduct the final tightening of each component removed from the disassembled anti-roll bar under no-load condition.



IV. Rear upper and lower pull rod assembly

Removal and Installation:

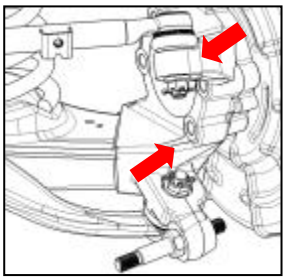
1）Disassembly(right side for example)



① Lift the vehicle and remove the wheel tires.

② Remove the shock absorber assembly according to the step 2.

③ Pull out the split pin and remove the fixing slot nuts of the lower swing arm ball pin and the lower pull rod.



④ Remove the fixing nut, eccentric bolt and washer of lower pull rod and rear beam.

⑤ Take down the lower pull rod assembly

⑥ Removal sequences of the rear upper pull rod are the same with the rear lower pull rod.

**2)Inspection After Removal(visual inspection)**

① Check if the upper and lower pull rod bushing is worn or damaged, replace if it is.

② Check if the upper and lower pull rod dust cover is damaged or not. if yes, please replace.

③ Check if there is damage in bar, if any, please replace.

④ Check all the fixing bolts and nuts for damage, if any, please replace.

**3) Installation**

Install in the reverse order of removal.

Tightening Torque of each mounting point

① Ball pin lock nut: 100 N·m～120N·m

② When installing, keep the split direction of ball pin left and right;

③ Fixing nut of upper pull rod and rear beam: 16N·m～180N·m

④ Fixing nut of lower pull rod and rear beam: 16N·m～180N·m

**Attention:**

■ Please do not use the damaged parts.

■ The sleeve of upper and lower pull bar and rear beam nut shall be pre-tightened in order to prevent deformation of sleeve.

■ Adjust the rear wheel alignment under no-load conditions.

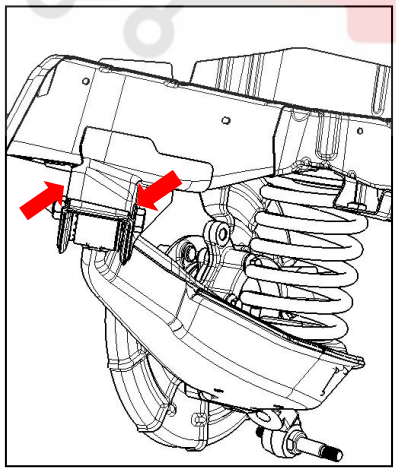
■ Tighten again according to the standard torque of each components after the 4 wheel alignment



V. Rear guide arm assembly

**Removal and Installation:**

**1）Disassembly(right side for example)**



① Lift the vehicle and remove the wheel tires.

② Disassemble relevant components according to the step 4.

③ Use the opening spanner to lock the vehicle body opening outer nut.

④ Remove the rear guide arm and the vehicle body fastening nut.

⑤ Use jack to support wheel assembly.

⑥ Slowly take down the rear guide arm assembly.

**2)Inspection After Removal(visual inspection)**

① Check if the rear guide arm bushing is worn or damaged, replace if it is.

② Check if the rear guide arm has deformation or other damage, if any, please replace.

③ Check all the fixing bolts and nuts for damage, if any, please replace.

**3) Installation**

Install in the reverse order of removal.

Tightening Torque of each mounting point

Guide arm tightening bolt: 180 N·m～200N·m

**Attention:**

■ Please do not use the damaged parts.

■ The guide arm and body locking nuts shall be pre-tightened in order to prevent deformation of sleeve.

■ Pay attention to the rebound of the spring, avoid the spring eject and harm people;

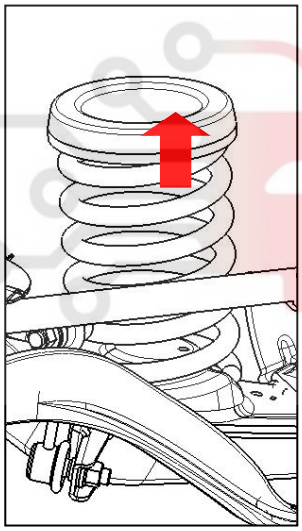
■ Check the wheel alignment

VI. Rear spiral spring

1) Disassemble

① Remove the connecting bolt of rear guide arm and vehicle body (see five).

② Take down the rear spring upper polyurethane cushion and rear spiral spring.



**Note:**

Pay attention to the sudden spring drop during removal to avoid personal injury!

2)Inspection After Removal

① Rear spring upper polyurethane cushion

■ Check the spring backing for wear or damage. If any,please replace it.

② Spiral Spring

■ Check the spiral spring for wear or damage. Replace it if necessary.

3) Installation

Install in the reverse order of removal.

**Attention:**

■ Please do not use the damaged parts.

■ Caution: When installing spring upper rubber cushion pad , the spring should be fitted with vibration insulating cushion well.

■Install spiral spring with its lower split backward.

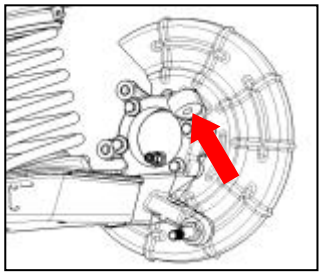
■ Check whether the assembly mark is correct or not.

■ Conduct the final tightening of each component in condition of no-load

■ Check the wheel alignment.

VII. Rear wheel hub assembly

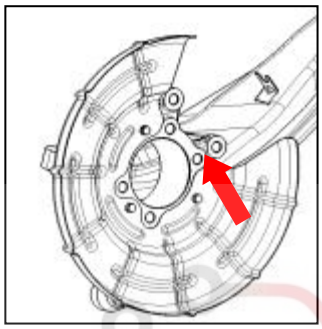


1) Disassemble

① Remove the tire and brake system (include pipeline, wiring harness, brake disc and so on).

② Remove the 4 fixing bolts of rear wheel hub.

③ Remove the 3 fixing bolts of the fender.



2)Inspection After Removal

① Rear wheel hub

■ Check if the wheel hub has clamping, abnormal sound, grease leakage. If any,please replace it.

② Rear mudguard

■ Check if the rear mudguard has wear or deformation. If any,please replace it.

③ Tighten the bolts

■ Check all the fixing bolts for damage. If any,please replace it.

3) Installation

■ Install in the reverse order of removal.

■ Tightening torque：

Bearing fixing bolt: 70 N·m ～ 90 N·m

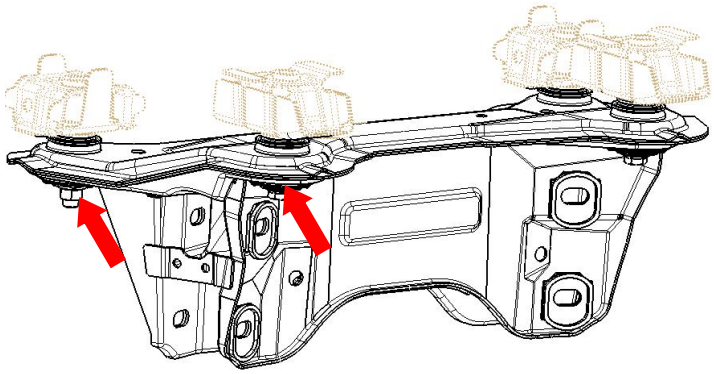
Mudguard fixing bolt: 8 N·m ～ 12 N·m

**Attention:**

■ Tighten wheel hub assembly bolts intersectantly, re-tighten the front 2 bolts.

## VIII. Rear beam assembly



Component diagram of rear beam assembly

**Removal and Installation:**

1) Disassemble

① Remove the tire, rear guide arm, brake pipeline, wiring harness, upper and lower pull rod and other sub-assembly.

② Support the rear beam assembly with jack.

③ Remove the connecting nuts of the rear beam assembly and vehicle body.

④ Remove the fixing nuts of the rear beam assembly and vehicle body.

⑤ Take down the rear beam assembly slowly.

2)Inspection After Removal

① Rear beam

■ Check if the rear beam is deformed or cracked. If any,please replace it.

② Rear beam related rubber sleeve

■ Check if the rear beam rubber sleeve has wear or deformation. If any,please replace it.

③ Tighten the bolts and nuts

■ Check all the fixing bolts and nuts for damage. If any,please replace it.

3) Installation

Install in the reverse order of removal.

Tightening torque of fixing bolts and nuts:

① Connecting nut of the rear beam and vehicle body: 160 N·m ～180 N·m

② Connecting bolt of the rear beam and vehicle body: 160 N·m ～180 N·m

**Note:**

■ Please do not use the damaged parts.

■ It is not allowed to let the jack slip off.

## IX. Malfunction Diagnosis

Common Malfunction Diagnosis Table

| Malfunction Symptom | Possible Causes of Malfunction | Solution |
|---|---|---|
| Abnormal sound | Loose assembly | Tightening |
| | Wheel Bearing Fatigue or Damage | Replacement |
| | Shock Absorber Assembly Damage | Replace the damaged parts |
| | Tire Quality Defect | Replacement |
| Vibration | Tire pressure over foot | Pressure Adjustment |
| | Shock Absorber Assembly Damage | Replace the damaged parts |
| | Tire Nut Looseness | Tightening |
| | The spiral spring gets shorter or broken | Replacement |
| | Tire Quality Defect | Replacement |
| Body Tilt | The coil spring becomes short or broken | Replacement |

## Repair Data and Specifications

Technical Specification Table

| Project | | | Parameter and Specification |
|---|---|---|---|
| Rear Suspension Form | | | Connecting rod |
| Shock Absorber | Items | | Two-way hydraulic cylinder |
| | Stroke | | 195mm |
| | Damping Force | Stretch | 910N±138.3N（0.3m/s） |
| | | Compression | 230N±56.8N（0.3m/s） |
| Spiral Spring | Items | | Helical Spring |
| | Free Height | | 299.3mm（Reference） |
| | Color Mark | | The same color on both sides |
| wheel alignment | Wheel Total Front Toe-In(Rear) | | 12′±6′ |
| | Camber Angle | | -30′±30′ |

Tightening Torque Table

| Project | Tightening Torque(N·m) |
|---|---|
| Rear Shock Absorber and Body Assembling Bolt | 20～40 |
| Rear shock absorbers and rear guide arm connecting bolts | 120～140 |
| Rear suspension shock absorber and rear guide arm connecting nut | 80～100 |
| Rear crossbeam and body front mounting nut | 160～180 |
| Beams and rear body mounting bolts | 160～180 |
| Rear up and rear beam | 160～180 |
| Rear pull rod and rear beam | 160～180 |
| Rear upper lever and rear guide arm | 100～120 |
| Rear lower lever and rear guide arm | 100～120 |
| Rear guide arm and vehicle body | 180～200 |
| Rear stabilizer bar and the body | 45～55 |
| Rear stabilizer bar and stabilizer bar rod | 100～120 |
| Rear stabilizer bar rod and rear guide arm | 100～120 |
| Rear hub unit and rear guide arm | 70～90 |
| Rear fender and rear guide arm | 8～12 |