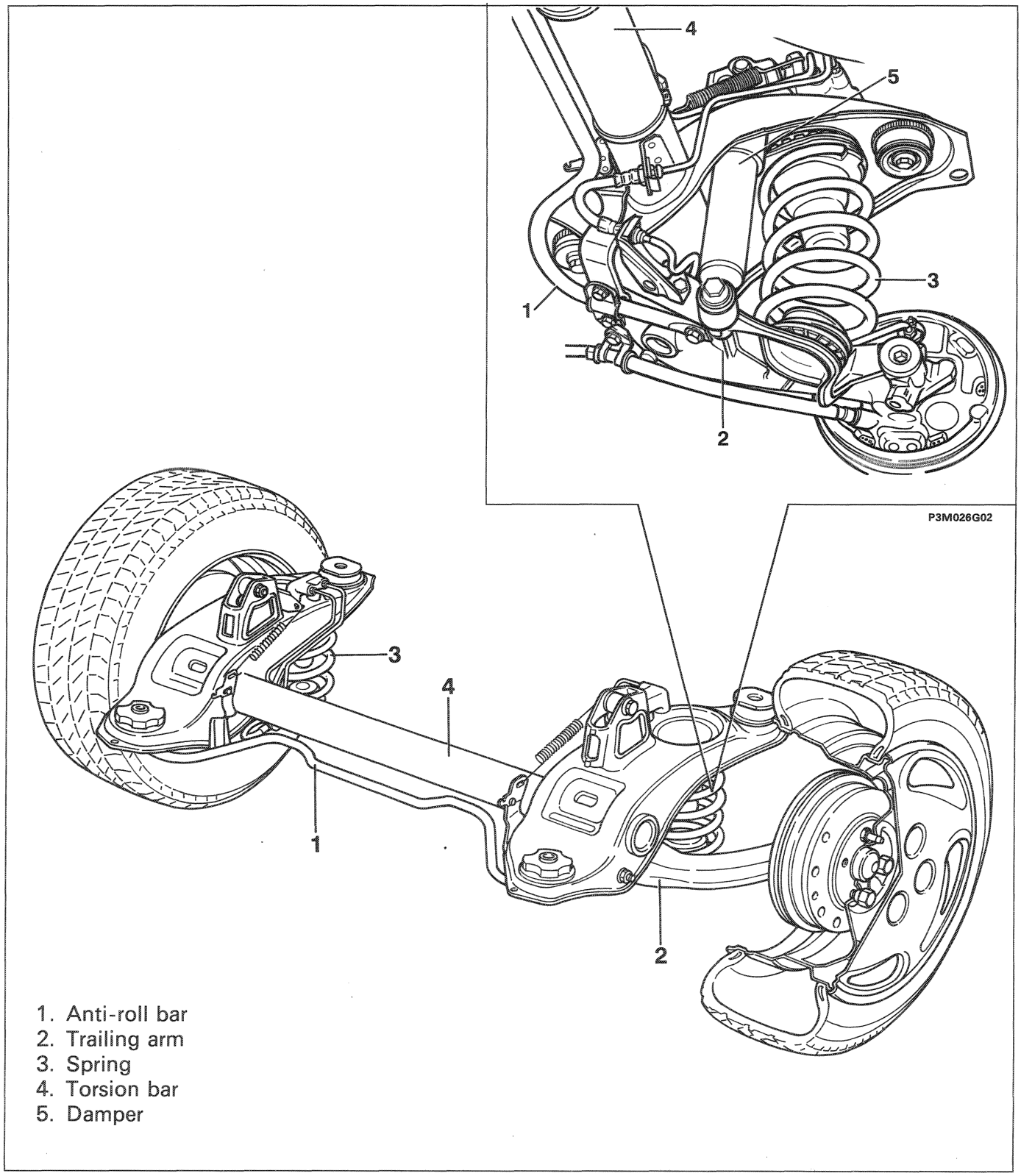
Title	Page
Diagram	1
Removing/refitting hub	2
Removing/refitting suspension assembly	4
Removing/refitting ARB	10
Removing/refitting shock absorber	12
Removing/refitting trailing arm	14

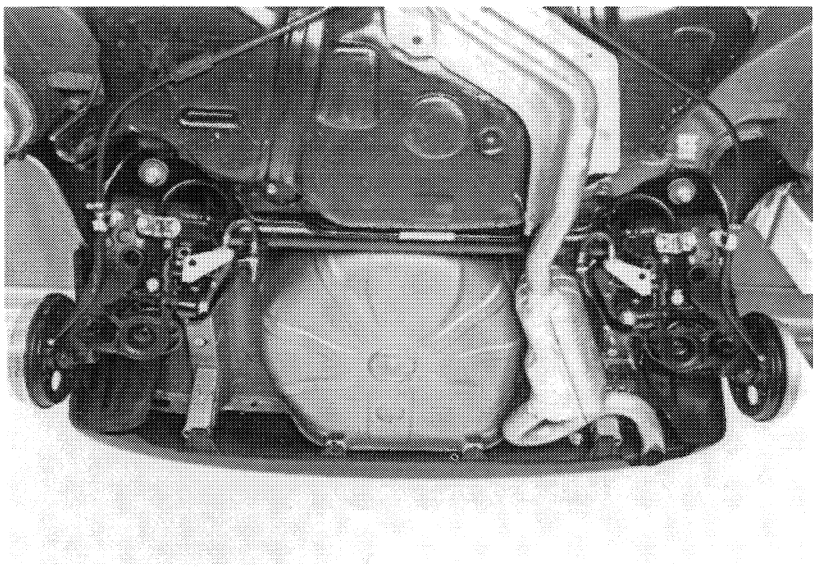
44.

DIAGRAM OF REAR SUSPENSION ASSEMBLY



1. Anti-roll bar
2. Trailing arm
3. Spring
4. Torsion bar
5. Damper

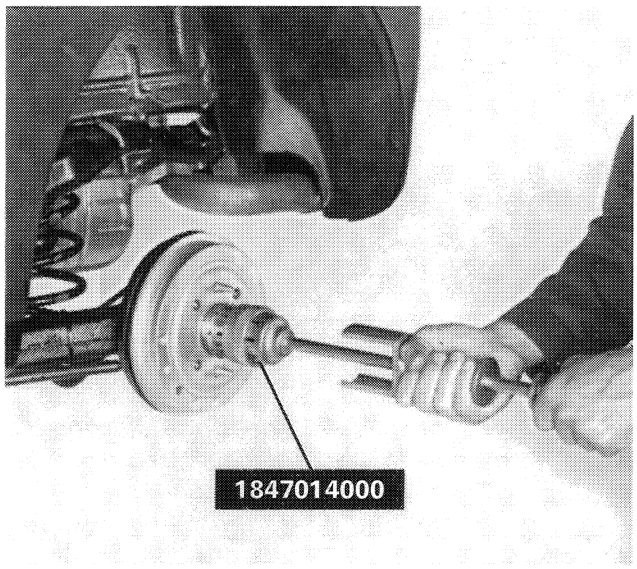
P3M026G01



P3M027G01

View of rear suspension assembly mounted on the car

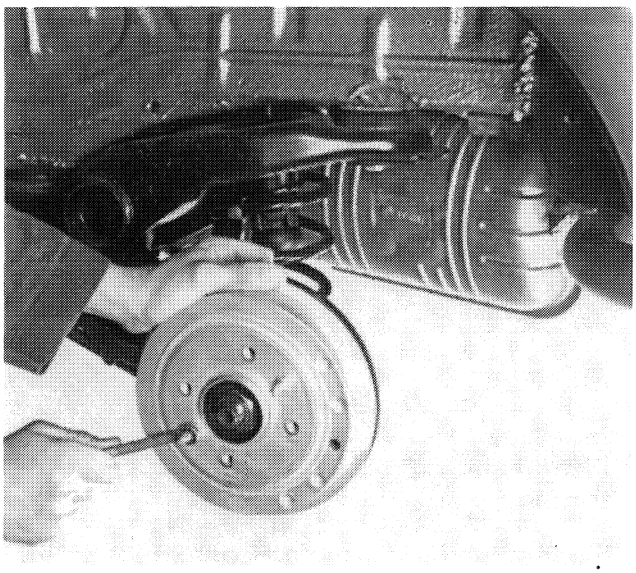
REMOVING-REFITTING REAR WHEEL HUB



P3M027G02

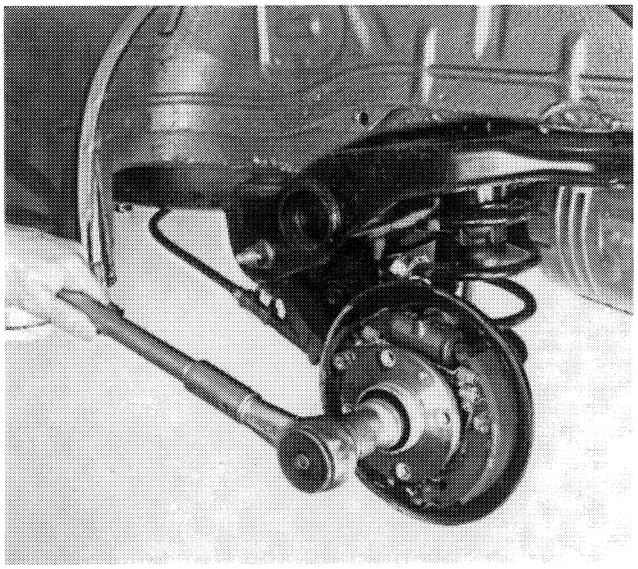
Removing hub dust cap

Use tool 1847014000 to remove the dust cap from the hub.



P3M027G03

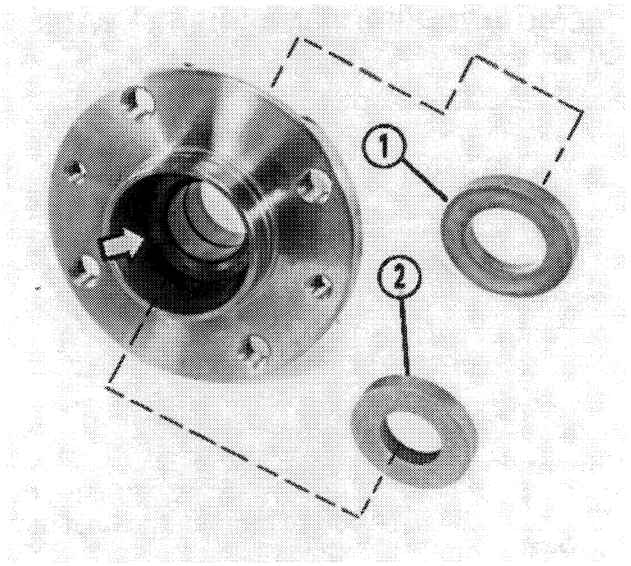
Dismantling-fitting brake drum



P3M028G01

Removing nut securing wheel hub to stub axle

Whenever the hub nut is removed, it must be replaced with a new one.

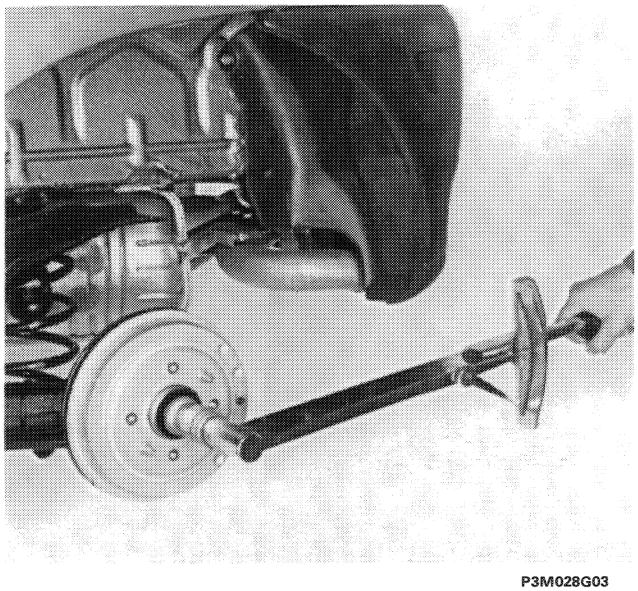


P3M028G02

Wheel hub

During refitting, insert the spacers (1 and 2) in the position shown in the figure.

If the wheel bearing (arrowed) needs to be replaced because it is noisy or there is excessive play in it, the complete hub must be replaced.

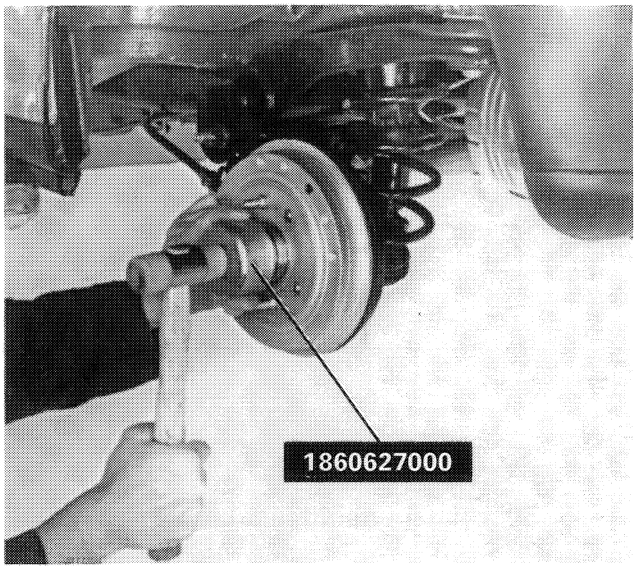


P3M028G03

28 daNm

Fitting and tightening hub nut to specified torque

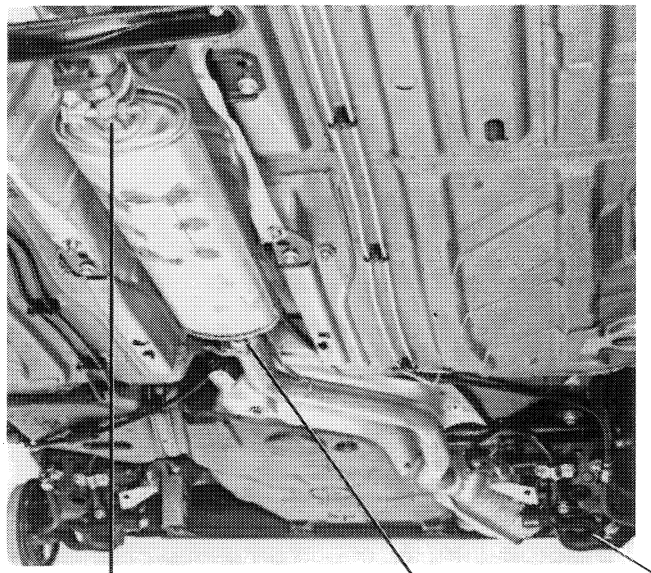
Tighten the hub nut to a torque of 28 daNm.



P3M029G01

Refitting hub dust cap

Use the drift 1860627000.

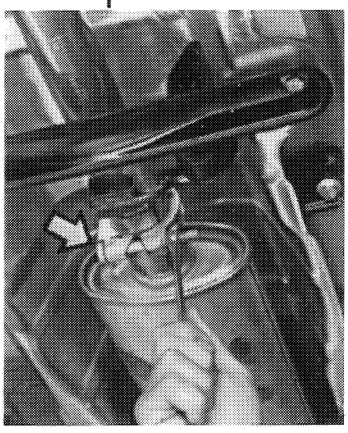


P3M029G02

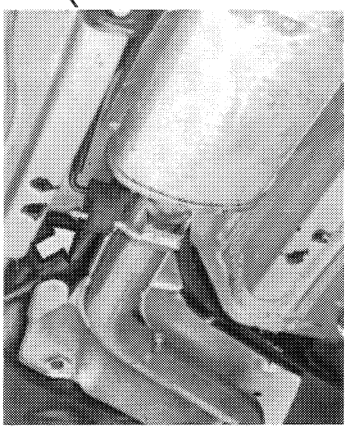
REMOVING-REFITTING REAR SUSPENSION ASSEMBLY

Partially dismantling-fitting exhaust pipe

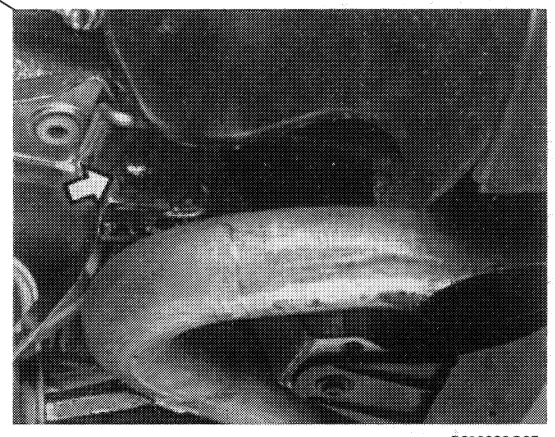
To enable the rear suspension assembly to be removed and refitted, the exhaust pipe must be partially removed, as shown in the figures below.



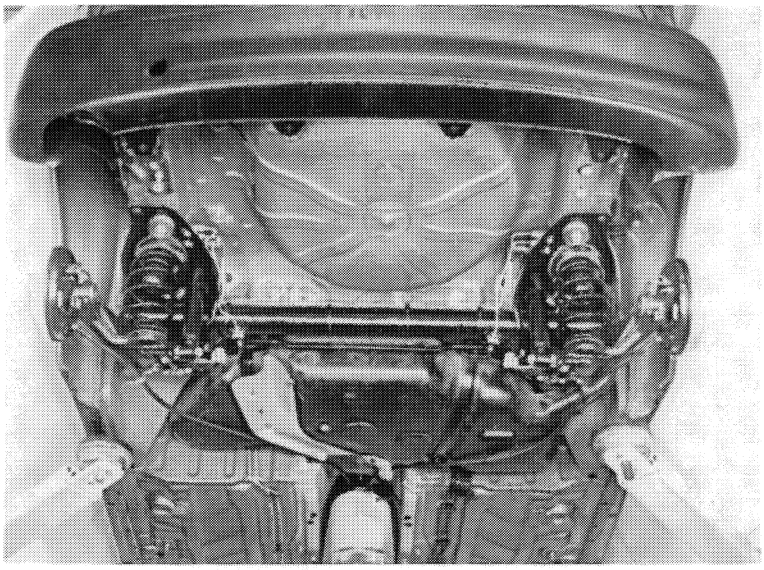
P3M029G03



P3M029G04

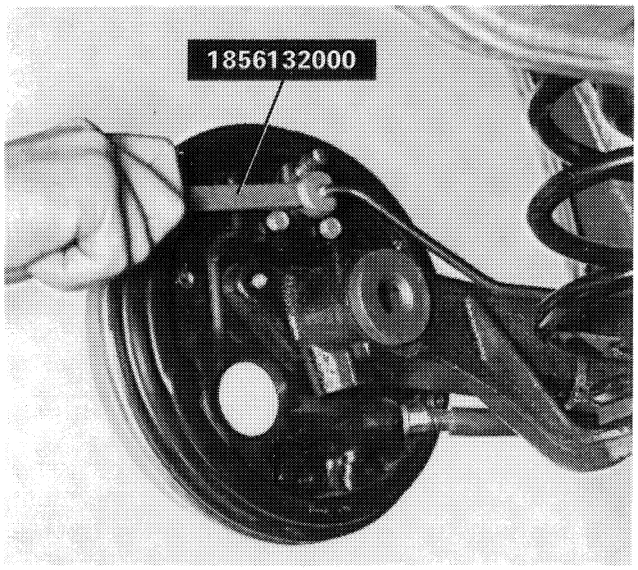


P3M029G05

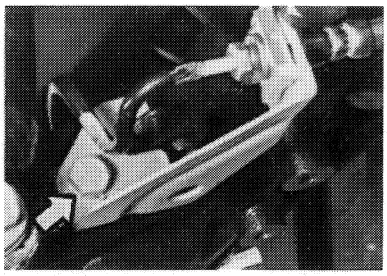


P3M030G01

Rear suspension assembly mounted on car



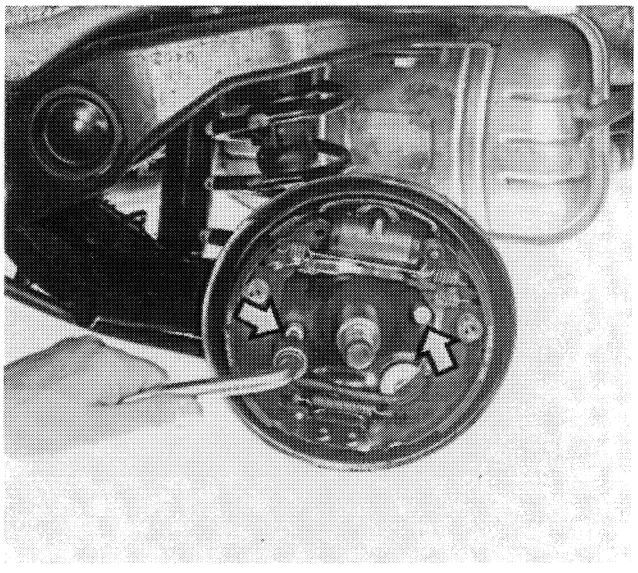
P3M030G02



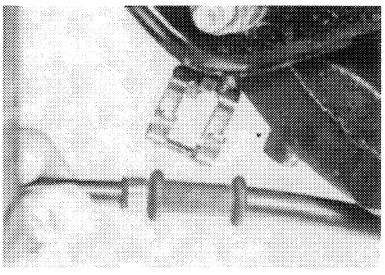
P3M030G03

Removing-refitting brake pipe on backplate (right and left)

Disconnect the brake pipe from the backplate using spanner 1856132000 and detach the brake pipe support bracket from the trailing arm, by undoing the bolt shown in the insert. To remove the brake drum and hub, refer to the procedure described on pages 27 and 28.



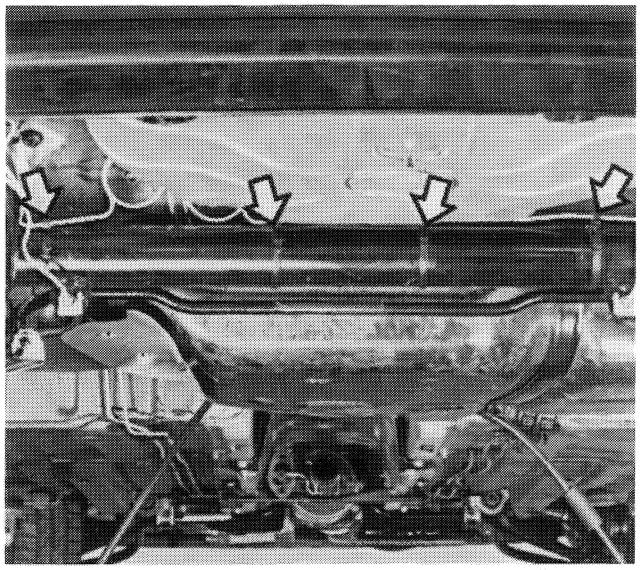
P3M030G04



P3M030G05

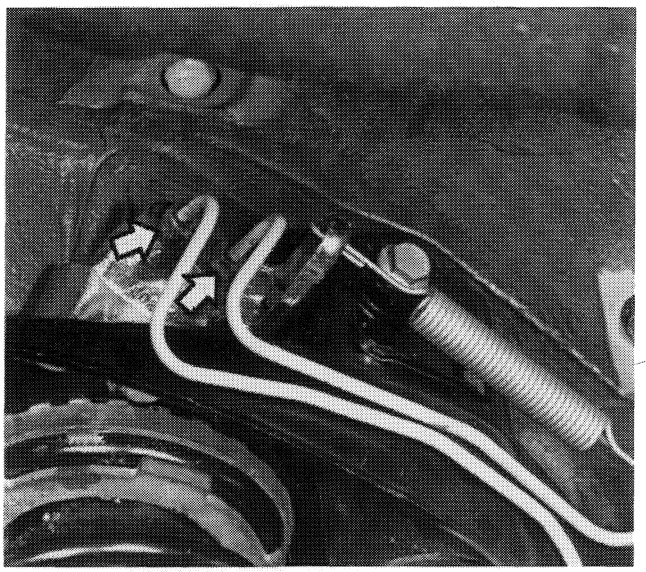
Removing-refitting backplate

Disconnect the handbrake cable from its mounting bracket and secure the backplate to the car in an appropriate manner.



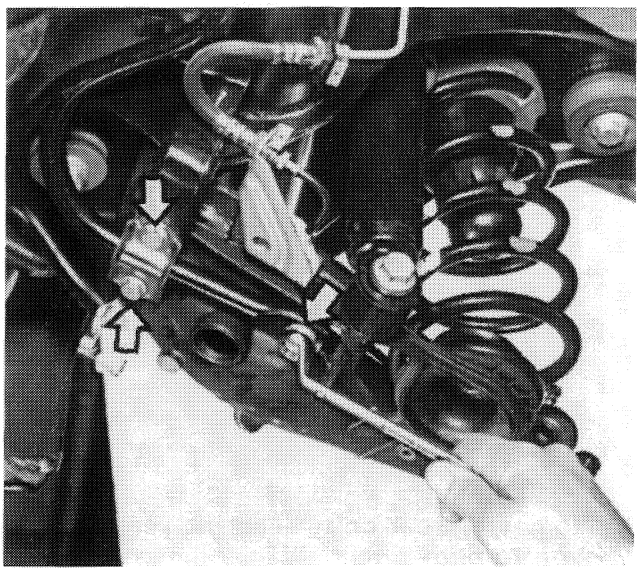
P3M031G01

Removing-refitting clips securing brake pipes to torsion bar



P3M031G02

Removing-refitting brake pipes on brake equalizer



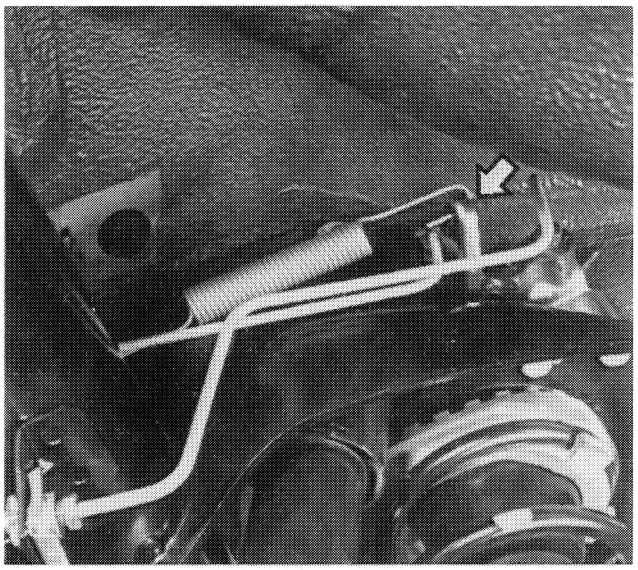
P3M031G03

Removing anti-roll bar

Undo the three bolts (arrowed) securing the anti-roll bar to the trailing arm.

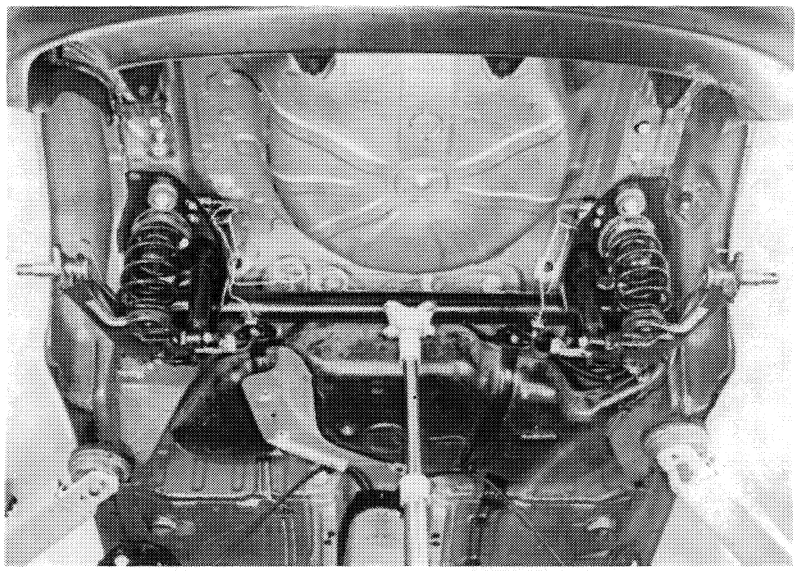
This operation is necessary to position the hydraulic jack, for removal of the suspension.

44.



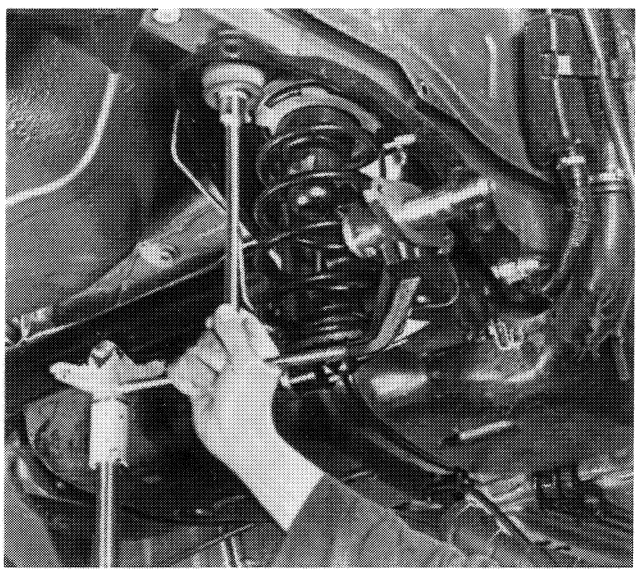
P3M032G01

Removing-refitting spring securing anti-roll bar to brake equalizer



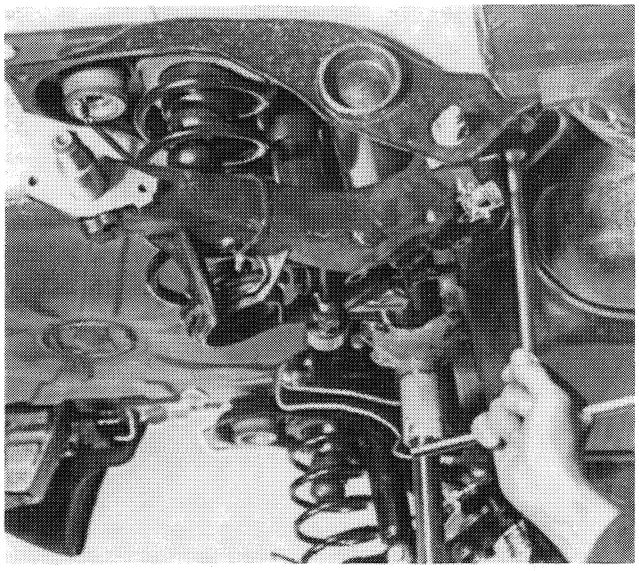
P3M032G02

Place the hydraulic jack under the torsion bar, before removing the bolts securing the rear suspension to the body shell.



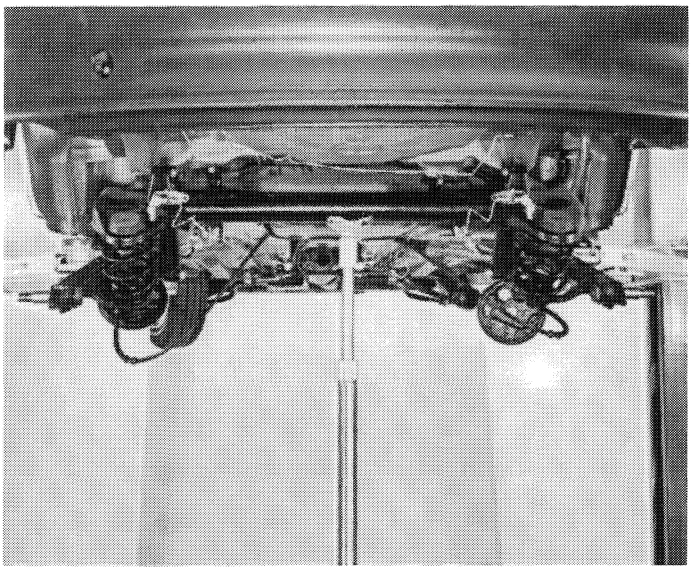
P3M032G03

Removing rear bolts securing rear suspension to body shell



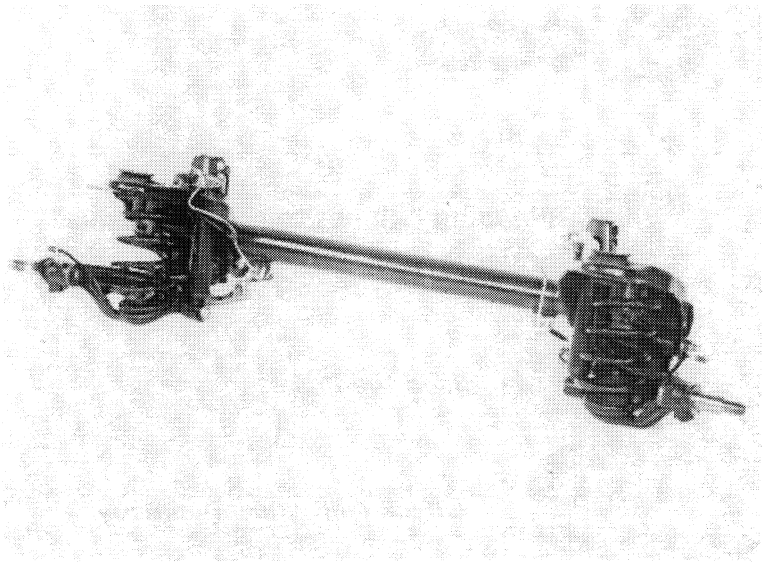
P3M033G01

Removing front bolts securing rear suspension to body shell



P3M033G02

Rear suspension assembly removed from body shell

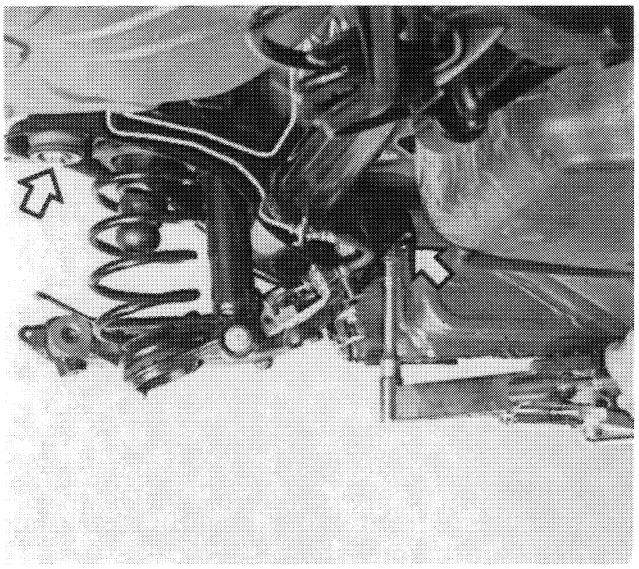


P3M033G03

Rear suspension assembly

Ensure that the torsion bar is not cracked or deformed and that the two side arms are not misaligned, otherwise it will need to be replaced.
To remove and refit the rear suspension, refer to the procedure for dismantling-refitting the individual components on the car, described below.

44.

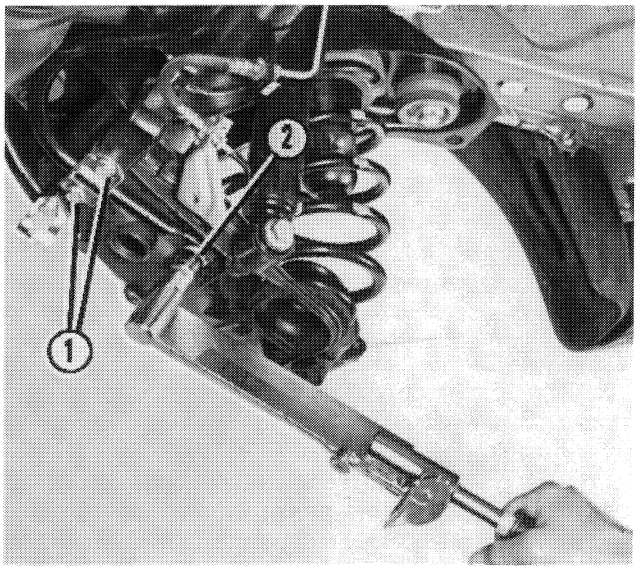


P3M034G01

10 daNm

Refitting rear suspension

Tighten the front and rear bolts which secure the rear suspension to the body shell, to a torque of 10 daNm.

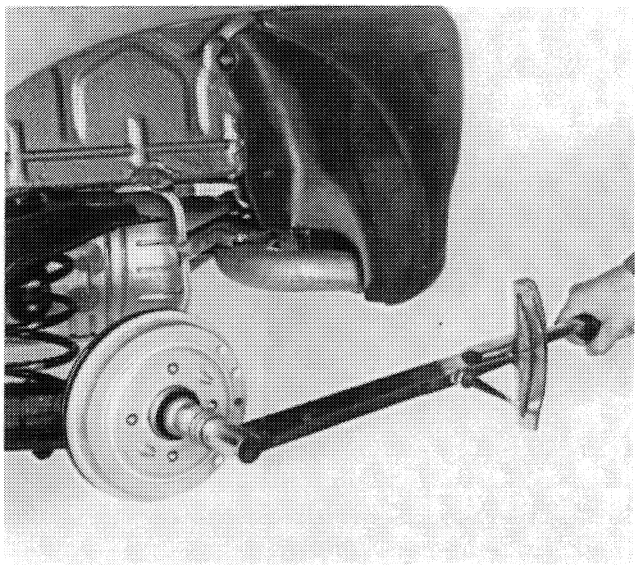


P3M034G02

1	3 daNm
2	5,6 daNm

Refitting anti-roll bar

Tighten the bolts (1) to a torque of 3 daNm and the bolt (2) to a torque of 5.6 daNm.



P3M028G03

28 daNm

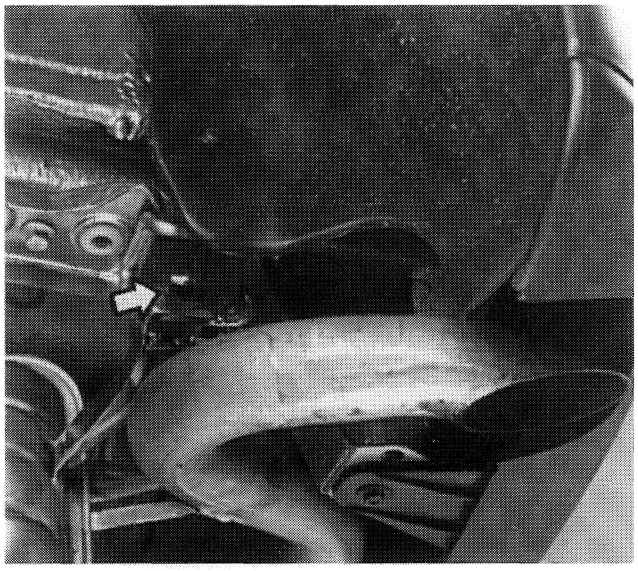
Tightening hub nut to correct torque

Tighten the wheel hub nut to a torque of 28 daNm.

Bleed the brakes

Check rear wheel geometry

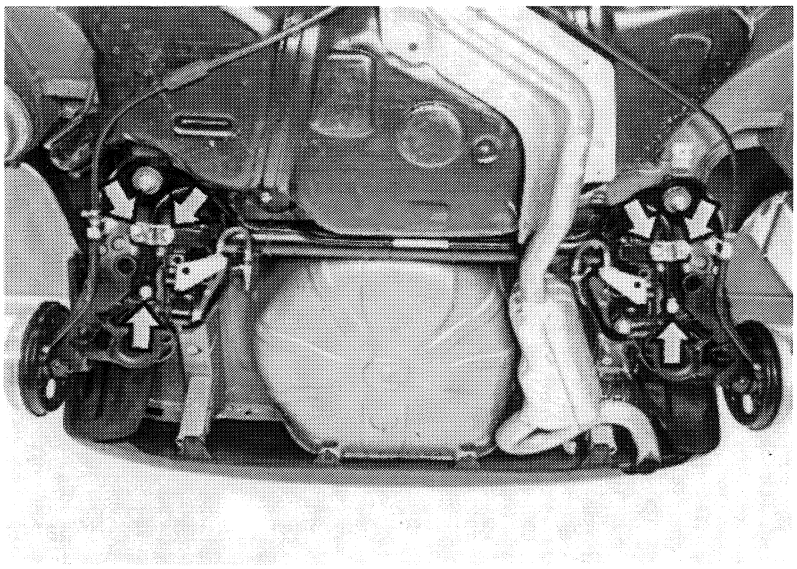
REMOVING-REFITTING ANTI-ROLL BAR



P3M035G01

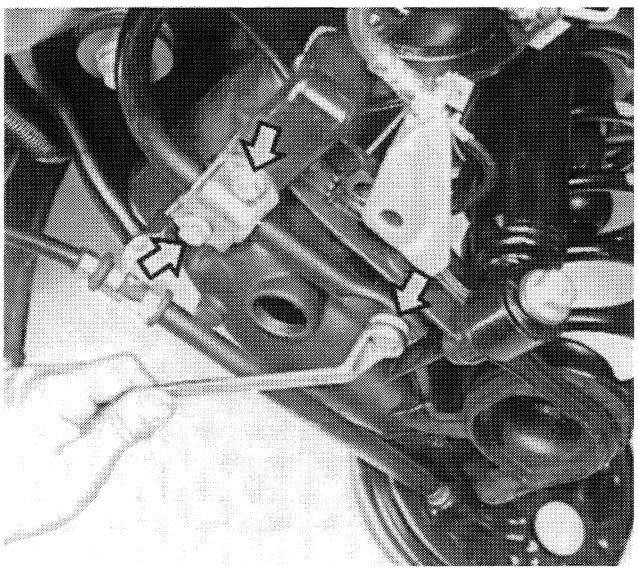
Removing-refitting exhaust pipe end section on its mounting

This operation is necessary in order to permit the subsequent removing-refitting of the anti-roll bar.



P3M035G02

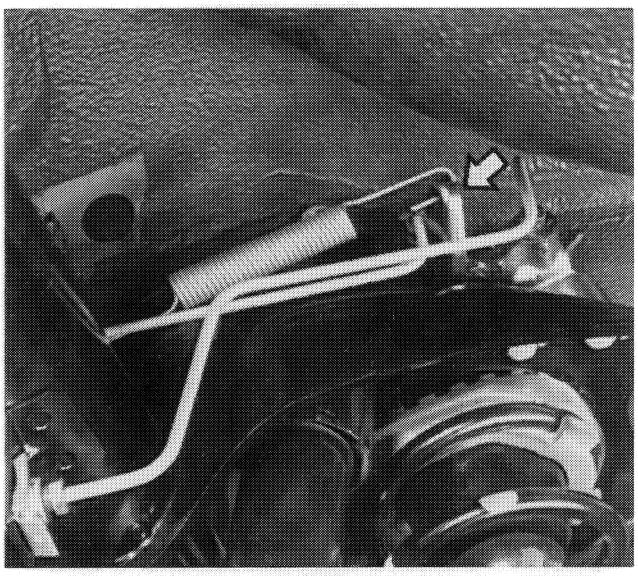
Anti-roll bar attachment points



P3M035G03

Removing bolts securing anti-roll bar to trailing arm

44.



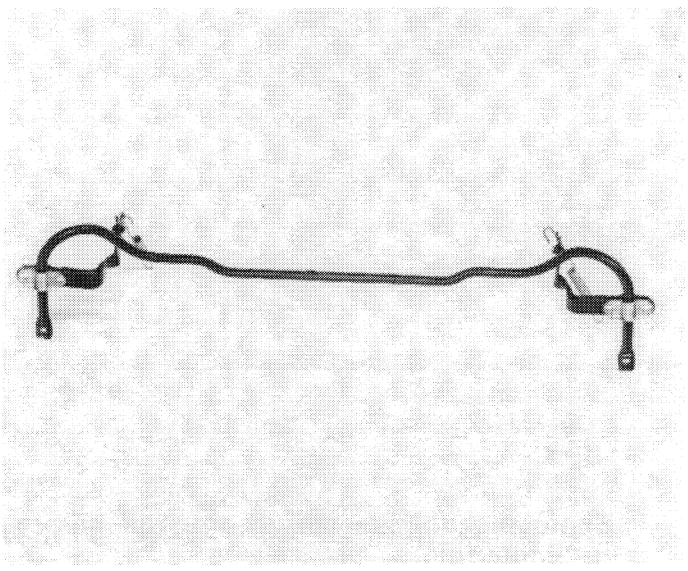
P3M036G01

Removing-refitting spring securing anti-roll bar to brake equalizer

P3M036G02

Withdrawing anti-roll bar

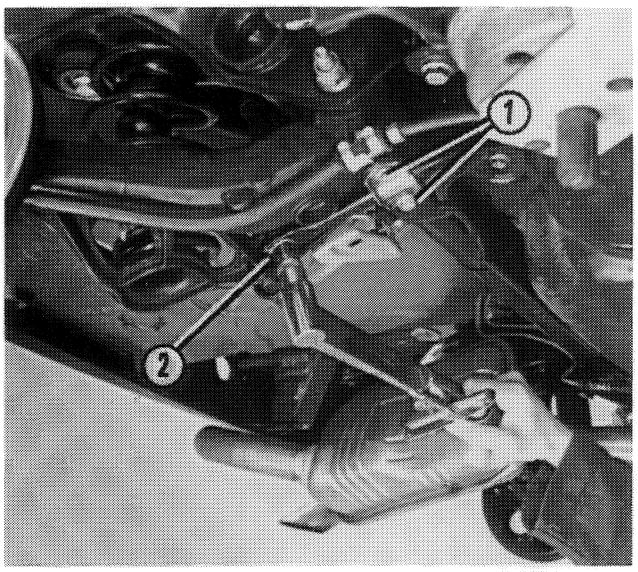
Pass the anti-roll bar over the top of the exhaust pipe.



P3M036G03

Anti-roll bar

Check that the anti-roll bar is not damaged or deformed, otherwise it will need to be renewed. Check that the blocks are not damaged.

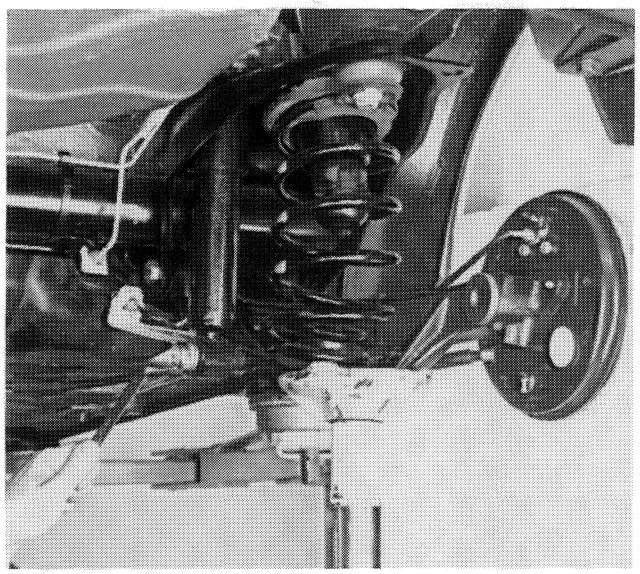


P3M037G01

1	3 daNm
2	5,6 daNm

Fitting the stabilizer bar.

Tighten the bolts (1) to a torque of 3 daNm and bolt (2) to a torque of 5.6 daNm.

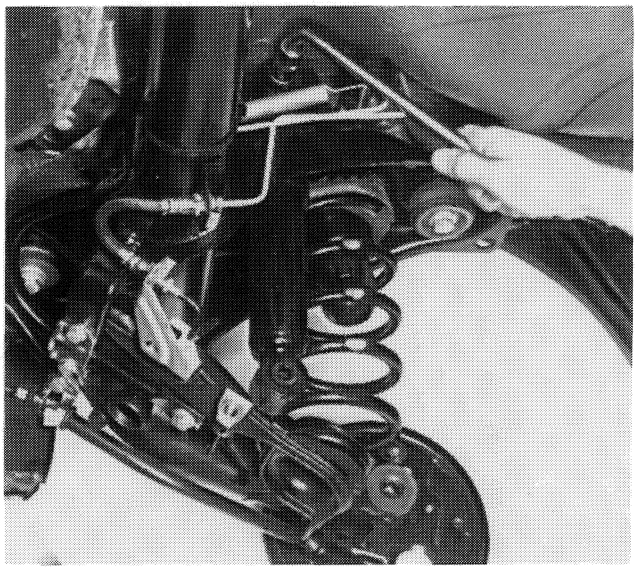


P3M037G02

REMOVING-REFITTING REAR SHOCK ABSORBER

Removing the lower bolt fixing the shock absorber to the track control arm.

To remove the shock absorber it is necessary to compress the suspension with a hydraulic jack in order not to damage the threads of the fixing bolts.

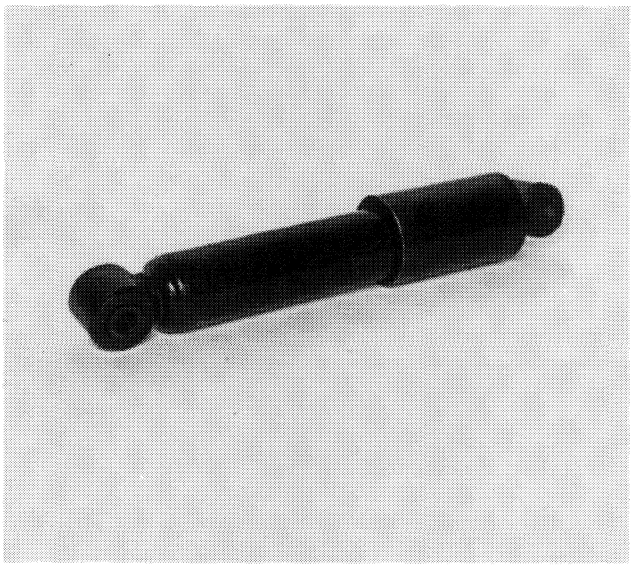


P3M037G03

Removing the upper bolt fixing the shock absorber.

When refitting, do not fully tighten the shock abosrber fixing bolts.
When tightening, refer to the procedure described below (see page 38).

44.



P3M038G01

Rear shock absorber

Tightening shock absorber bolts to correct torque

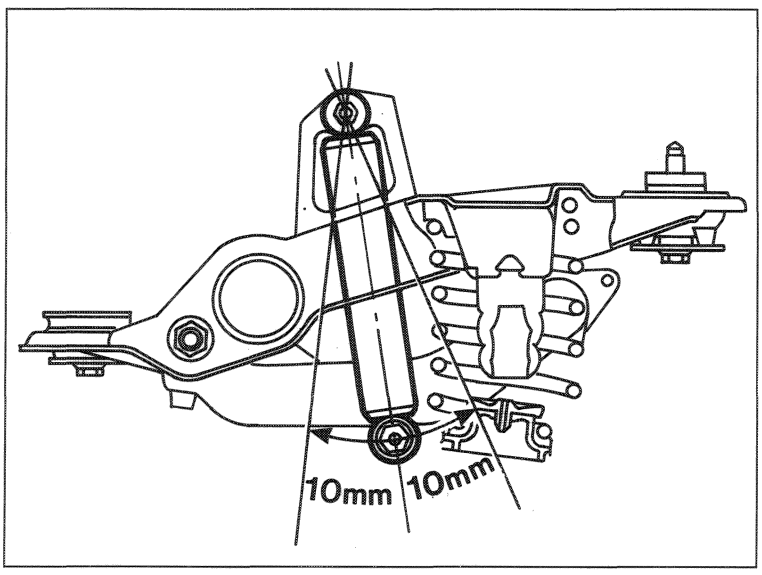
The shock absorber bolts, lightly tightened previously, must be tightened to the correct torque by holding the shock absorber in the position of the theoretical design load.

It will therefore be necessary to fit the wheels on the car and place it on the ground or on ramps.

The theoretical design load conditions are obtained by weighting the car with a load corresponding to the weight of a person on the rear axle. If the fuel tank is empty, add 50 kg in the luggage compartment; if the tank is full, 15 kg is sufficient.

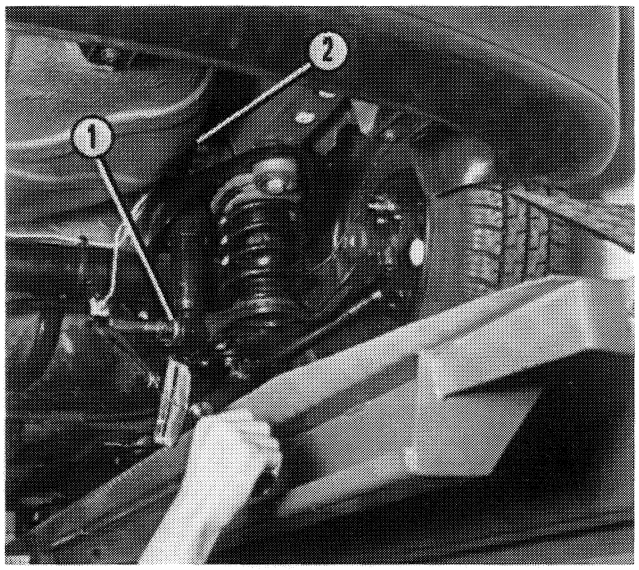
In this position, tighten the shock absorber bolts to torque.

This operation is essential for ensuring correct operation of the rear suspension and preventing premature damage of the shock absorber's rubber bushes.



P3M038G03

NOTE *If the rear shock absorbers are noisy, before replacing them, check the pretensioning of the bush.*
With the car weighted, remove the bottom shock absorber bolt; the shock absorber should not move forwards or backwards more than ±10mm.
If the movement exceeds this value, slacken the top bolt and retighten in accordance with instructions.
Only replace the shock absorbers if the noise persists.



P3M039G01

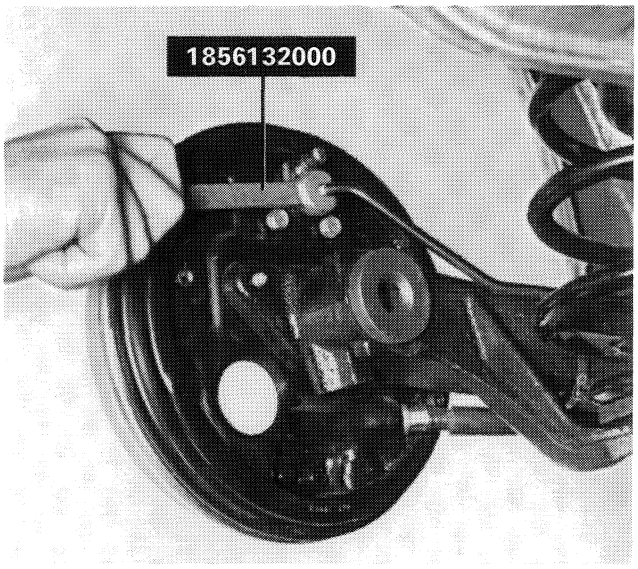
1	9,5 daNm
2	6,2 daNm

Tightening damper attachment bolts to correct torque

Tighten the bolt (1) to a torque of 9.5 daNm and bolt (2) to a torque of 6.2 daNm.

REMOVING-REFITTING TRAILING ARM

Before removing the trailing arm, remove the anti-roll bar following the procedure described on page 35.



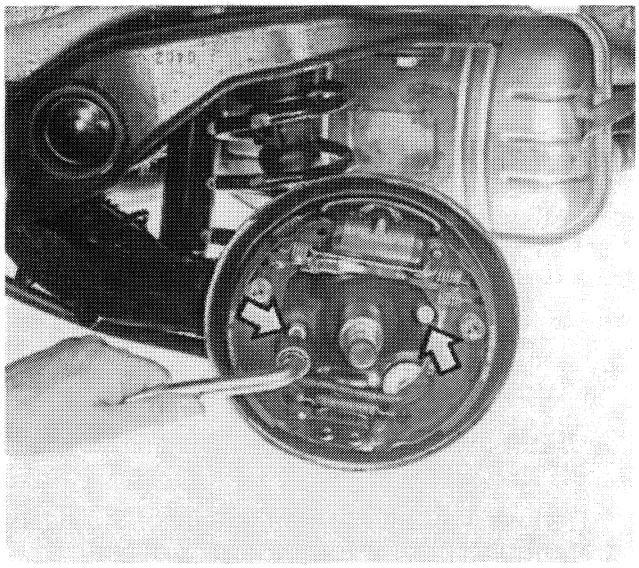
P3M030G02

P3M030G03

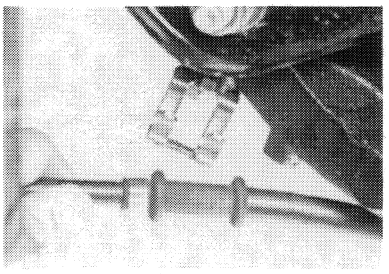
Removing-refitting brake pipe on backplate

Disconnect the brake pipe from the backplate using spanner 1856132000 and disconnect the brake pipe mounting bracket from the trailing arm, by undoing the bolt shown in the insert. To remove the brake drum and hub, refer to the procedure described on pages 27-28.

44.



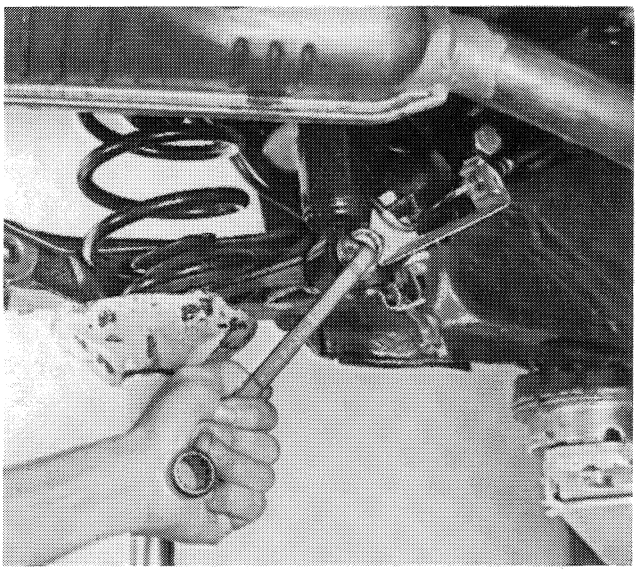
P3M030G04



P3M030G05

Removing-refitting backplate

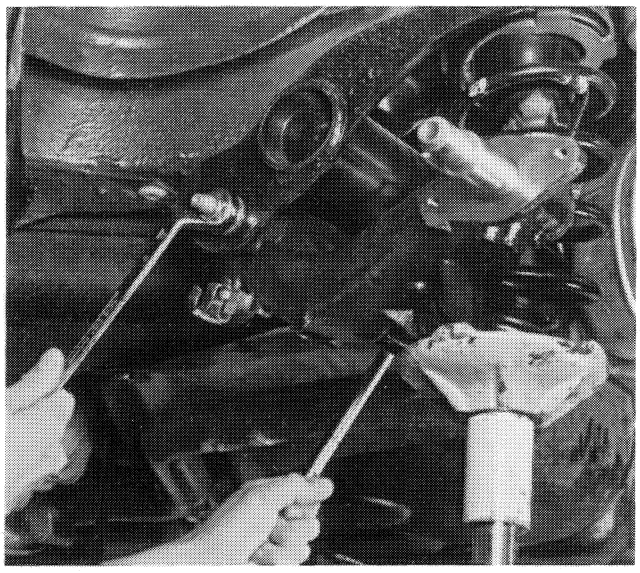
Disconnect the handbrake cable from its mounting bracket and secure the backplate to the car in an appropriate manner, during removal and refitting of the trailing arm.



P3M040G01

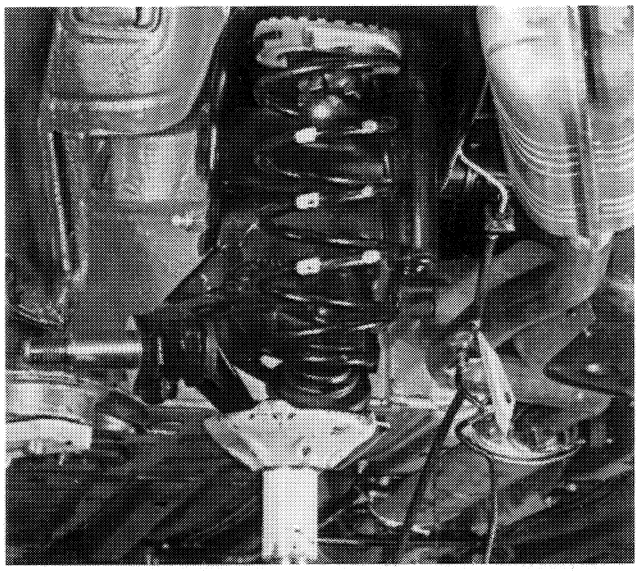
Removing bottom bolt securing damper to trailing arm

Compress the suspension using a hydraulic jack.



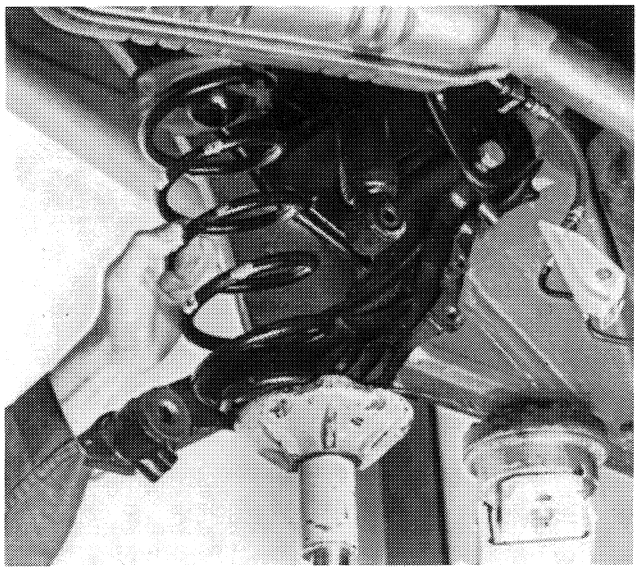
P3M040G02

Slacken (without withdrawing) the bolt securing trailing arm to chassis

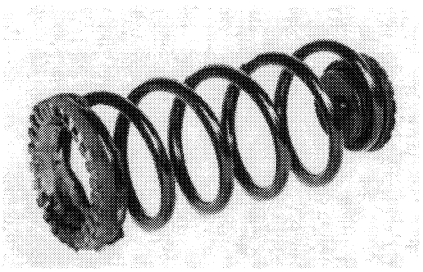


P3M041G01

Gradually lower the hydraulic jack until the coil spring is fully released



P3M041G02



P3M041G03

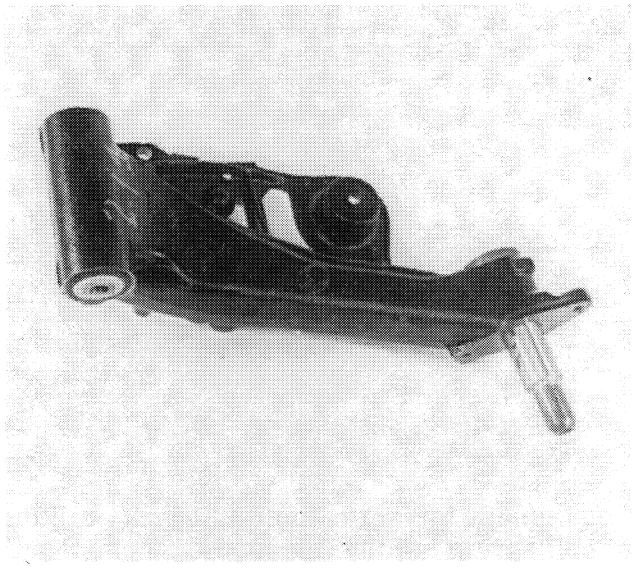
Withdrawing coil spring

While withdrawing the coil spring, support the trailing arm with the hydraulic jack, then lower the jack gradually so that the trailing arm is not released suddenly.

P3M041G04

Wwithdrawing trailing arm

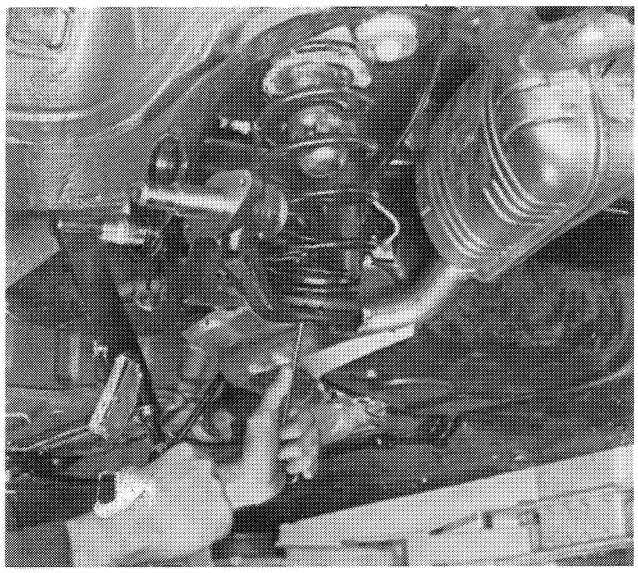
Pull out the bolt shown in the figure (slackened previously) and withdraw the trailing arm in the direction indicated.



P3M042G01

Checking trailing arm

Check that the trailing arm is not cracked or deformed and does not show signs of wear (on the wheel side surface), otherwise it must be renewed. It is supplied as a spare part complete with stub axle.

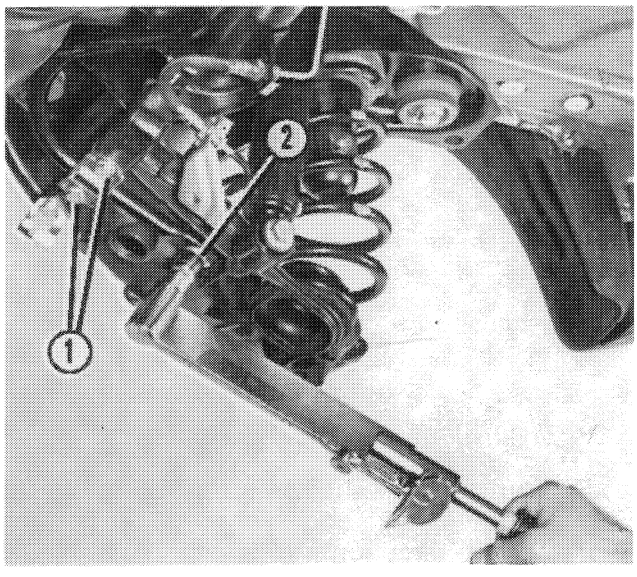


P3M042G02

15,5 daNm

Refitting trailing arm

Tighten the bolts securing the trailing arm to the chassis to a torque of 15.5 daNm.

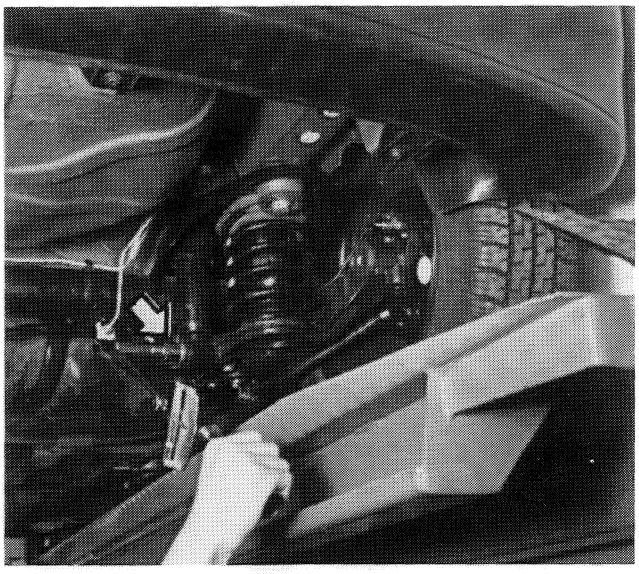


P3M034G02

1	3 daNm
2	5,6 daNm

Tightening bolts securing anti-roll bar to trailing arm to correct torque

Tighten the bolts (1) to a torque of 3 daNm and bolt (2) to a torque of 5.6 daNm.



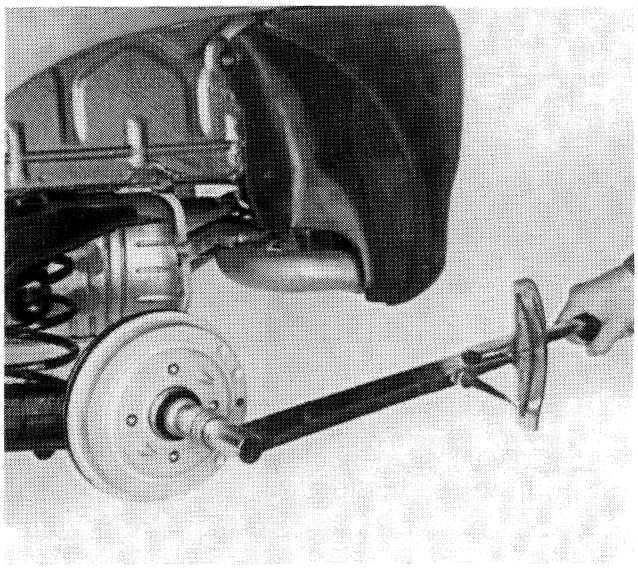
P3M043G01

9,5 daNm

Tightening bottom bolt securing damper to trailing arm to correct torque

Tighten the bolt indicated to a torque of 9.5 daNm.

The bolt must be tightened to the correct torque with the suspension in the design load position. Refer to the procedure described on page 38.



P3M028G03

28 daNm

Tightening hub nut to correct torque

Tighten the hub nut to a torque of 28 daNm.

Bleed the brakes