

SUBARU

1600
1800

DESCRIPTION

Rear suspension is of the independent type and utilizes semi-trailing arms and torsion bars. A crossmember, which contains the torsion bars, is attached to body. The semi-trailing arms attach to crossmember at inner pivot points and to torsion bar ends at outer pivot points. Double-acting shock absorbers are mounted between body and semi-trailing arms. Models with 4-WD have an arm mounted in center of crossmember which simplifies adjustment of riding height.

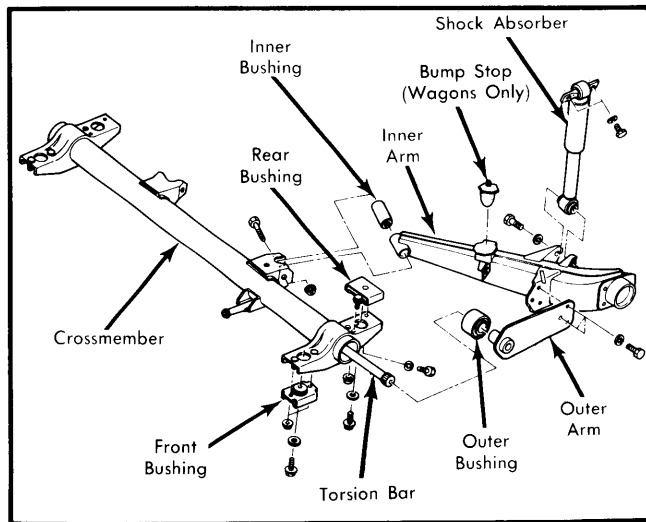


Fig. 1 Subaru Rear Suspension Components (2-Wheel Drive Shown; 4-Wheel Drive Similar)

ADJUSTMENT

WHEEL ALIGNMENT SPECIFICATIONS & PROCEDURES

See *Wheel Alignment Specifications and Procedures* in *WHEEL ALIGNMENT* Section.

REMOVAL & INSTALLATION

REAR SUSPENSION ASSEMBLY

NOTE — Rear suspension assembly must be removed to repair or replace any rear suspension components (except shock absorbers).

Removal — 1) Remove shock absorber upper mounting bolts. Raise rear of vehicle and support with safety stands. Remove wheels.

2) On 4-WD models, disconnect rear drive system as follows: Drive spring pins out of axle drive shaft ends. Disconnect outer CV joint from spindle by pushing inner CV joint inward and brake drum downward. Pull drive shaft out of differential. Repeat for remaining drive shaft.

3) Continuing work on 4-WD models, disconnect propeller shaft from differential. Slowly pull propeller shaft out of transmission. Plug hole in transmission immediately to prevent oil spillage. Support differential with jack, remove differential-to-body bolts and remove differential from vehicle.

4) On all models, disconnect exhaust pipe at forward flange and remove exhaust system from vehicle. Take off all exhaust shrouding which interferes with access to rear suspension.

5) Disconnect brake hoses at inner arm brackets and plug brake lines. Support crossmember at center with jack. Remove crossmember-to-body bolts and slowly lower rear suspension assembly to ground.

Disassembly — 1) Remove shock absorbers from trailing arms. Scribe a mark on outer arm and crossmember for reassembly reference. Loosen outer bushing lock bolts and remove bolts attaching outer arm to inner arm. Pull outer arm and torsion bar out of crossmember. Repeat for opposite side.

NOTE — Take care not to twist or bend torsion bar while removing.

2) Remove torsion bar from outer arm. Remove inner arm-to-crossmember bolt and remove inner arm. If inner bushing is worn or damaged, press it out of inner arm.

Reassembly — To reassemble, reverse disassembly procedure and note the following: When installing torsion bar and outer arm, align scribe marks made during disassembly to achieve correct outer arm angle.

Installation — To install, reverse removal procedure and note the following: Tighten outer bushing lock bolts with vehicle on ground. Bleed brake system and check rear wheel alignment.

TIGHTENING SPECIFICATIONS

Application	Ft. Lbs. (mkg)
Outer-to-Inner Arm Bolts	87-101 (12.0-14.0)
Inner Arm-to-Crossmember Bolts	54-69 (7.5-9.5)
Crossmember-to-Body Bolts	87-108 (12.0-15.0)
Differential Mounting Nuts (4-WD)	51-58 (7.0-8.0)
Propeller Shaft Bolts (4-WD)	13-18 (1.8-2.5)
Outer Bushing Lock Bolts	23-29 (3.2-4.0)