

SUSPENSION - FRONT

Article Text

1992 Mitsubishi Mirage

For a a a a

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ARTICLE BEGINNING

1992 SUSPENSION

Chrysler Motors/Mitsubishi Front Suspension

Chrysler Motors: Colt, Colt 200, Colt Vista, Stealth,
Summit, Summit Wagon

Mitsubishi: Diamante, Eclipse, Expo/Expo LRV,
Galant, Mirage, Precis, 3000GT

DESCRIPTION

The MacPherson strut-type front suspension is used. Front suspension consists of a hydraulic strut assembly, steering knuckle, control arm, ball joint and stabilizer bar. See Fig. 1.

On Diamante, Galant, Stealth and 3000GT models equipped with Electronically Controlled Suspension (ECS), hydraulic struts are electronically controlled. For testing and diagnosis information on electronically controlled suspension, see appropriate ELECTRONIC SUSPENSION article in the SUSPENSION Section.

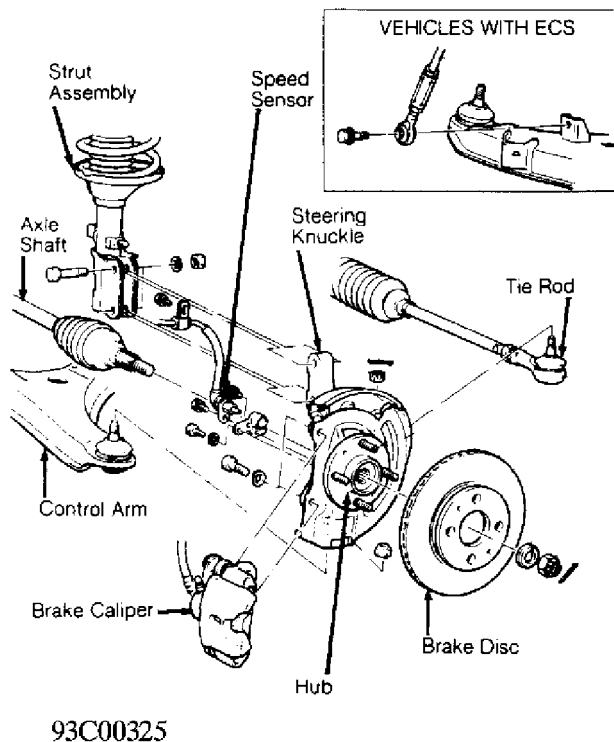


Fig. 1: Exploded View Of Front Suspension (Typical)
Courtesy of Chrysler Motors.

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ADJUSTMENTS & INSPECTION

WHEEL ALIGNMENT SPECIFICATIONS & PROCEDURES

NOTE: See SPECIFICATIONS & PROCEDURES article in the WHEEL ALIGNMENT Section.

WHEEL BEARING

Axial Play Inspection

1) Wheel bearings are not adjustable. To inspect bearings, raise and support vehicle. Remove wheel assembly. Remove brake caliper. Remove brake disc from hub (if necessary).

2) Attach dial indicator at right angle to hub. Move hub in and out, and measure axial play. Check bearings or hub assembly if movement exceeds specification. See WHEEL BEARING AXIAL PLAY SPECIFICATIONS table.

WHEEL BEARING AXIAL PLAY SPECIFICATIONS TABLE

| Application | In. (mm) |
|---|------------|
| Colt Vista, Diamante, Expo/Expo LRV, Stealth, Summit Wagon, & 3000GT | .002 (.05) |
| Precis | .004 (.10) |
| All Others | .008 (.20) |

BALL JOINT CHECKING

Lower Control Arm Ball Joint & Stabilizer Link Ball Joint

1) Disconnect ball joint. Install nut on ball joint stud. Move stud from side-to-side. Replace ball joint if side play is present.

2) Using INCH-pound torque wrench, rotate ball joint and note starting torque. Replace ball joint if roughness is felt when rotating ball joint or if starting torque exceeds specification. See BALL JOINT STARTING TORQUE SPECIFICATIONS table.

BALL JOINT STARTING TORQUE SPECIFICATIONS TABLE

| Application | INCH Lbs. (N.m) |
|---|-------------------|
| Lower Control Arm Ball Joint | |
| Colt, Colt 200, Mirage & Summit | 48 (5.4) |
| Diamante | 87-190 (10-21.5) |
| Eclipse & Galant | 26-87 (3-10) |
| Colt Vista, Expo/Expo LRV & Summit Wagon | 17-78 (2-9) |
| Precis | 26-52 (3-5.9) |
| Stealth & 3000GT | 86-191 (9.7-21.6) |
| Stabilizer Link Ball Joint | 15-28 (1.7-3.2) |

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REMOVAL & INSTALLATION

LOWER CONTROL ARM & BALL JOINT

Removal

1) Raise and support vehicle. Remove wheel(s). Disconnect stabilizer bar from control arm. Loosen ball joint nut. Using Steering Linkage Puller (MB991113-01), separate ball joint from steering knuckle.

2) Remove control arm bushing or clamp (if equipped). Loosen control arm mounting nuts. Remove control arm. On Precis, remove ball joint from control arm.

Inspection

1) Check ball joint dust cover for damage. Check control arm for bending and cracks. Check ball joints. See BALL JOINT CHECKING under ADJUSTMENTS & INSPECTION. Replace ball joint if defective.

2) Inspect control arm bushings for cracks and deterioration. Replace bushings if damaged. See LOWER CONTROL ARM BUSHINGS under REMOVAL & INSTALLATION.

3) If ball joint dust cover replacement is necessary, remove dust cover from ball joint. Apply grease to lip and inside of dust cover. Install dust cover using dust cover installer. See DUST COVER INSTALLER APPLICATION table. Ensure dust cover is fully seated.

DUST COVER INSTALLER APPLICATION

| Application | Dust Cover Installer |
|---|----------------------|
| Colt, Colt 200, Colt Vista, Summit, Summit Wagon | MB990800 |
| Diamante, Stealth & 300GT | MB990799-01 |
| Eclipse, Galant & Mirage | MB990800-01 |
| Expo/Expo LRV | (1) |
| Precis | 09545-21100 |

(1) - Installer not required to install dust cover.

Installation

1) Install control arm to crossmember. Ensure control arm is not twisted. Install control arm mounting bolt, bushings and clamp (if equipped). Connect stabilizer bar to control arm.

2) To complete installation, reverse removal procedure. Install new self-locking nuts (if used). Lower vehicle and tighten all bolts to specification. See TORQUE SPECIFICATIONS table at end of article.

LOWER CONTROL ARM BUSHINGS

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Removal (Colt, Colt 200, Colt Vista, Expo/Expo LRV, Summit & Summit Wagon)

Remove control arm. Apply soapy water solution between control arm bushing and shaft. Pry upward on bushing to remove.

Installation

Apply soapy water to control arm shaft and replacement bushing. Install bushing on control arm shaft, with locator pin located within 72-78 degrees of control arm center. See Fig. 2. Using press and wood block, press bushing on control arm until clearance between bushing and control arm is .04-.12" (1-3 mm).

CAUTION: Ensure press load does not exceed 1100 lbs. (490 kg) when installing control arm bushing.

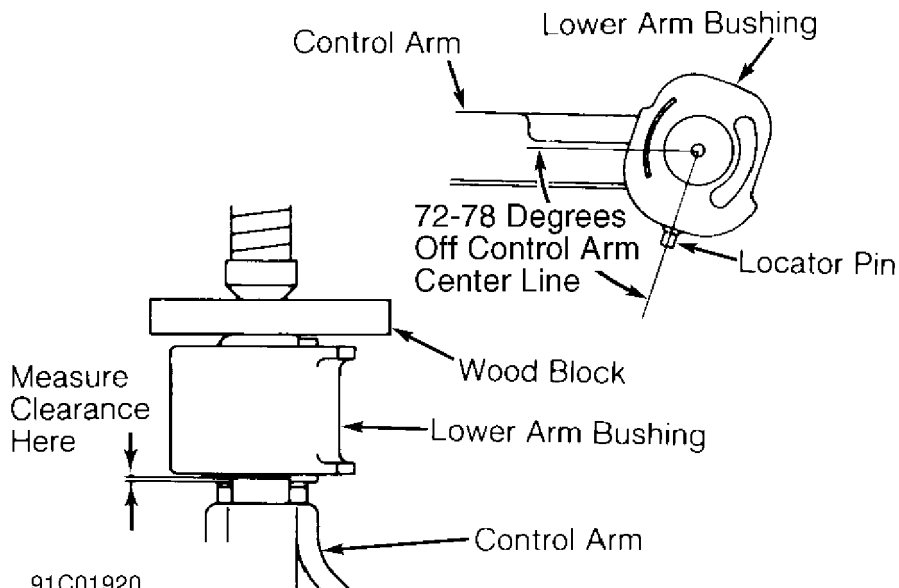


Fig. 2: Positioning Lower Control Arm Bushing For Installation
Courtesy of Chrysler Motors.

Removal & Installation (Diamante, Eclipse, Galant, Mirage, Stealth & 3000GT)

Information is not available from manufacturer.

Removal & Installation (Precis)

Removal information is not available from manufacturer.

Install bushing until clearance between bushing and control arm is .06-.10" (1.5-2.5 mm).

STABILIZER BAR

Removal (Colt, Colt 200, Mirage & Summit)

1) Raise and support vehicle. Disconnect tie rod end from steering knuckle. Disconnect rear crossmember bolts. Remove rear roll stopper mounting bolts.

2) Pull roll stopper forward. Remove stabilizer link mounting

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nuts. Remove stabilizer link, cups and bushings (if equipped).

3) Note location of brackets and bushings. Remove stabilizer bar mounting bolts and brackets. Remove stabilizer bar and bushings. Remove bushings from stabilizer bar.

Inspection

1) Check for bent or damaged stabilizer bar. Inspect all bushings for wear and deterioration. Check stabilizer link ball joint dust cover for cracks. Replace damaged parts as necessary.

2) Check stabilizer link ball joint(s) starting torque. See BALL JOINT CHECKING under ADJUSTMENTS & INSPECTION. Replace stabilizer link if ball joint starting torque exceeds specification.

NOTE: Replace self-locking nuts (if used). Tighten stabilizer bar bolts to specification with vehicle at normal riding height. See TORQUE SPECIFICATIONS table at end of article.

Installation

1) If stabilizer link ball joint dust cover needs replacing, remove clip ring and dust cover. Pack ball joint with grease. Apply grease to lip and inside of new dust cover. Install dust cover. See DUST COVER INSTALLER APPLICATION table under LOWER CONTROL ARM & BALL JOINT. Install clip ring. Ensure clip ring ends are perpendicular to link axis line.

2) To complete installation, reverse removal procedure. Stabilizer bar brackets are marked "R" for right and "L" for left. Install bushings securely in brackets.

3) Position left stabilizer bushing so bushing is on marked area of stabilizer bar and approximately 0.2" (5.1 mm) from inside edge of marked area. See Fig. 4.

4) Tighten stabilizer link nuts until distance from end of bolt to nut is .12-.20" (3.0-5.1 mm). See Fig. 3. Lower vehicle and tighten remaining stabilizer bar fasteners to specification. See TORQUE SPECIFICATIONS table at end of article.

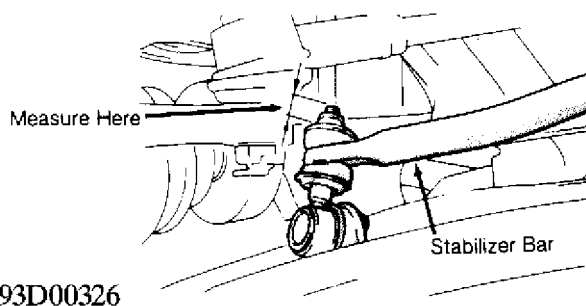


Fig. 3: Tightening Stabilizer Bar Link Nut (Typical)
Courtesy of Chrysler Motors.

Removal (Diamante, Eclipse & Galant)

1) Raise and support vehicle. On 2WD models, remove front

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exhaust pipe and disconnect centermember(s). On 4WD models, remove left crossmember, transfer case and bracket.

2) On all models, remove stabilizer link mounting nuts. Note location of bushings. Remove stabilizer link, cups and bushings (if equipped). Remove stabilizer bar mounting brackets. Remove stabilizer bar and bushings. Remove bushings from stabilizer bar.

Inspection

1) Check for bent stabilizer bar. Inspect all bushings for wear and deterioration. Check stabilizer link ball joint dust cover (if equipped) for cracks. Check bolts for damage and wear. Replace damaged parts as necessary.

2) If vehicle is equipped with a stabilizer link, check stabilizer link ball joint(s) starting torque. See BALL JOINT CHECKING under ADJUSTMENTS & INSPECTION. Replace stabilizer link if ball joint starting torque exceeds specification.

Installation

1) If stabilizer link ball joint dust cover needs replacing, remove clip ring and dust cover. Pack ball joint with grease. Apply grease to lip and inside of new dust cover. Install dust cover. See DUST COVER INSTALLER APPLICATION table under LOWER CONTROL ARM & BALL JOINT. Install clip ring. Ensure clip ring ends are perpendicular to link axis line.

2) To install stabilizer bar, reverse removal procedure. Install bushings securely in brackets. On Eclipse and Galant, position stabilizer brackets so they are inside marked area of stabilizer bar.

3) On Eclipse and Galant 2WD models, tighten stabilizer bar link nuts until the distance from end of bolt to nut is .63-.70" (16.0-17.8 mm). On all models, tighten all stabilizer bar fasteners with vehicle at normal riding height. See TORQUE SPECIFICATIONS table at end of article.

Removal (Colt Vista, Expo/Expo LRV & Summit Wagon)

1) Raise and support vehicle. On 2WD models, remove tie rod end. On 4WD models, remove front exhaust pipe. On all models, disconnect stabilizer link.

2) Note location of bushings. Remove stabilizer link, cups and bushings (if equipped). Remove stabilizer bar mounting brackets. Remove stabilizer bar and bushings. Remove bushings from stabilizer bar.

Inspection

1) Check for bent stabilizer bar. Inspect all bushings for wear and deterioration. Check stabilizer link ball joint dust cover (if equipped) for cracks. Check bolts for damage and wear. Replace damaged parts as necessary.

2) If vehicle is equipped with a stabilizer link, check stabilizer link ball joint(s) starting torque. See BALL JOINT CHECKING under ADJUSTMENTS & INSPECTION. Replace stabilizer link if ball joint starting torque exceeds specification.

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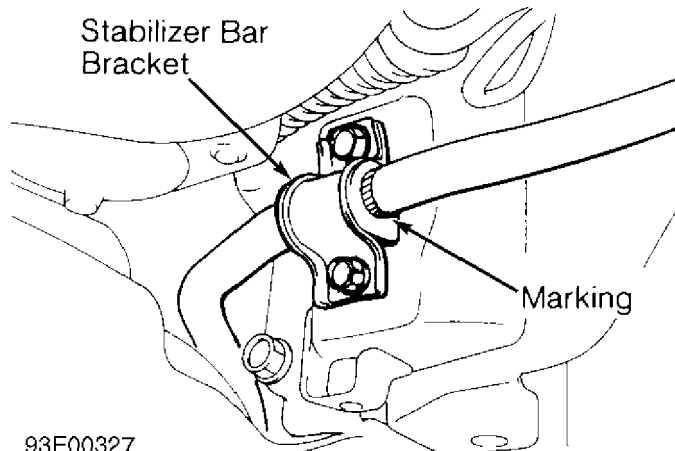
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Installation

1) If stabilizer link ball joint dust cover needs replacing, remove clip ring and dust cover. Pack ball joint with grease. Apply grease to lip and inside of new dust cover. Install dust cover. See DUST COVER INSTALLER APPLICATION table under LOWER CONTROL ARM & BALL JOINT. Install clip ring. Ensure clip ring ends are perpendicular to link axis line.

2) To install stabilizer bar, reverse removal procedure. Install bushings securely in brackets. On Expo/Expo LRV 2WD, position stabilizer bushing so bushing is on marked area of stabilizer bar and .27" (7 mm) from inside edge of marked area. See Fig. 4.

3) Tighten stabilizer bar-to-lower control arm mounting nuts until distance from end of bolt to nut is .3-.4" (8-10 mm). On all models, tighten all stabilizer bar fasteners to specification. See TORQUE SPECIFICATIONS table at end of article.



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Fig. 4: Adjusting Stabilizer Bar (Typical)
Courtesy of Chrysler Motors.

Removal (Precis)

1) Raise and support vehicle. Disconnect tie rod end from steering knuckle. Remove rear roll stopper assembly mounting bolts. Pull rear roll bracket assembly forward. DO NOT disconnect centermember.

2) Remove stabilizer links. Using gearbox access opening, remove stabilizer bar bracket nuts. Remove stabilizer bar brackets. Remove stabilizer bar. Separate brackets, and remove bushings from bar.

Inspection

Check for bent or damaged stabilizer bar. Check all rubber parts for cracks and wear. Check bolts for damage and wear. Replace damaged parts as necessary.

Installation

To install, reverse removal procedure. Install brackets in original positions. Install bushings securely in brackets. Tighten all bolts and nuts to specification. See TORQUE SPECIFICATIONS table at

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end of article.

Removal (Stealth & 3000GT)

- 1) Raise and support vehicle. Remove transfer case and bracket. Remove stabilizer links.
- 2) Note location of brackets and bushings. Remove stabilizer bar mounting brackets. Remove stabilizer bar and bushings.

Inspection

- 1) Check for bent or damaged stabilizer bar. Inspect all bushings for wear and deterioration. Check stabilizer link ball joint dust cover for cracks. Replace damaged parts as necessary.
- 2) Check stabilizer link ball joint(s) starting torque. See BALL JOINT CHECKING under ADJUSTMENTS & INSPECTION. Replace stabilizer link if ball joint starting torque exceeds specification.

Installation

- 1) If stabilizer link ball joint dust cover needs replacing, remove clip ring and dust cover. Pack ball joint with grease. Apply grease to lip and inside of new dust cover. Install dust cover. See DUST COVER INSTALLER APPLICATION table under LOWER CONTROL ARM & BALL JOINT. Install clip ring. Ensure clip ring ends are perpendicular to link axis line.
- 2) To install stabilizer bar, reverse removal procedure. Position stabilizer brackets so they are inside marked area of stabilizer bar. See Fig. 4. Tighten all fasteners to specification. See TORQUE SPECIFICATIONS table at end of article.

STEERING KNUCKLE

Removal

- 1) Remove wheel assembly. Remove cotter pin, and loosen drive axle nut. Raise and support vehicle. Remove drive axle nut. Remove brake caliper, and wire aside.
- 2) Remove brake disc from hub (if possible). Remove front speed sensor (if equipped). Disconnect stabilizer bar from control arm. Support control arm. Disconnect lower ball joint and tie rod end from steering knuckle. Install puller on hub.
- 3) Tighten puller, and separate drive axle from hub. Separate steering knuckle from strut. Remove knuckle/hub assembly from vehicle. Separate hub from steering knuckle (if required). See WHEEL BEARINGS under REMOVAL & INSTALLATION.

Installation

To install, reverse removal procedure. Install washer on drive axle, with raised area toward axle shaft nut. Tighten bolts to specification. See TORQUE SPECIFICATIONS table at end of article. Tighten drive axle nut to specification with vehicle on ground.

STRUT ASSEMBLY

NOTE: On Galant with Electronically Controlled Suspension (ECS),

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keep air hose connections plugged during disassembly to prevent contaminating system.

Removal

1) Raise and support vehicle. Remove front wheels. On Galant with Electronically Controlled Suspension (ECS), remove front height sensor actuating rod from right lower control arm.

2) On all models, separate brake hose bracket and speed sensor bracket (if equipped) from strut. Support lower control arms. Remove strut assembly-to-steering knuckle bolts.

3) On Galant with ECS, remove dust cap from top of strut. Remove and label hoses for installation reference. On Stealth and 3000GT with ECS, remove ECS connector and cap from top of strut.

4) On all models, remove upper strut mounting nuts. Remove strut assembly carefully to avoid damaging actuator on struts (if equipped).

Installation

1) To install, reverse removal procedure. Ensure strut assembly and steering knuckle mating surfaces are clean. Tighten fasteners to specification. See TORQUE SPECIFICATIONS table at end of article.

2) On Galant with ECS, apply a coating of wheel bearing grease to insulator bearing groove. Turn insulator so hose fittings on actuator are facing outward, away from engine. Install air hoses using new "O" rings. Tighten hose fittings to 72-84 INCH lbs. (8-10 N.m).

WHEEL BEARINGS

CAUTION: DO NOT use hammer to remove hub. Bearings may be damaged during removal.

Removal (Colt, Colt 200, Mirage, Precis & Summit)

1) Remove steering knuckle and hub assembly. See STEERING KNUCKLE under REMOVAL & INSTALLATION. Install Hub Remover/Installer (09517-21500 for Precis and MB990998 for all others) in hub and steering knuckle. See Fig. 5.

2) Install Knuckle Bridge (MB991056) on steering knuckle. Separate hub from steering knuckle. See Fig. 5. Remove brake disc from hub. Using bearing puller, remove bearing inner race from hub. See Fig. 6.

3) Remove seal from steering knuckle. Using drift and hammer, remove bearing races from steering knuckle. If either race needs replacing, replace both races as a set.

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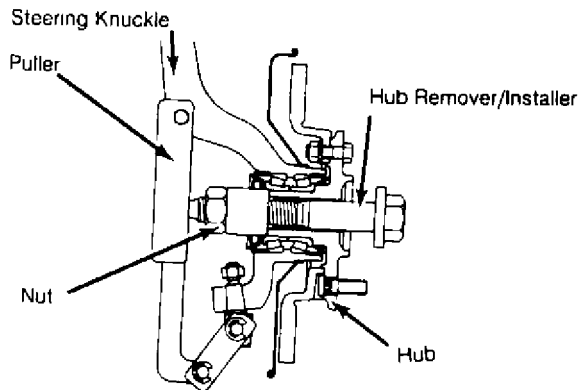


Fig. 5: Removing Hub From Steering Knuckle
Courtesy of Chrysler Motors.

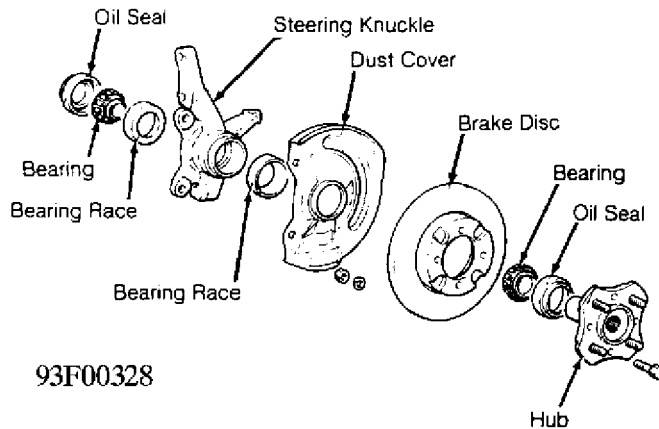


Fig. 6: Exploded View Of Steering Knuckle & Hub (Colt, Colt 200, Mirage & Summit; Precis Is Similar)
Courtesy of Chrysler Motors.

Installation

1) Use handle and proper race installer and base. See BEARING RACE INSTALLER APPLICATION table. Install bearing races. Ensure races are fully seated.

BEARING RACE INSTALLER APPLICATION TABLE

| Application | Installer | Base |
|-------------------------|-------------|-------------|
| Colt, Colt 200 & Summit | C-3893 | MB990776-A |
| Mirage | MB990933-01 | MB990776-01 |
| Precis | 09517-21000 | 09517-21200 |

2) Install brake disc on hub. Tighten bolts to specification. See TORQUE SPECIFICATIONS table at end of article. Pack wheel bearings with grease. Install outer bearing onto knuckle.

3) Apply grease to seal lip and hub contact surface. Install outer seal in steering knuckle using Seal Installer (MB991015) and

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Handle (MB990938-01). Install outer seal until seal is even with steering knuckle end surface.

4) Install inner bearing in steering knuckle. Using Hub Remover/Installer (09517-21500 for Precis and MB990998 for all others), mount hub on steering knuckle. See Fig. 7. Tighten drive axle nut to 144-188 ft. lbs. (195-255 N.m).

5) Rotate hub to seat bearing. Using an INCH-pound torque wrench, measure hub starting torque. Starting torque should be 11 INCH lbs. (1.2 N.m) or less. See Fig. 7. Check axial play. See WHEEL BEARING AXIAL PLAY SPECIFICATIONS table under ADJUSTMENTS & INSPECTION.

6) If axial play exceeds specification, check assembly procedure. Use Seal Installer (MB991015) and Handle (C-3893) to install inner seal. Install inner seal until seal contacts bearing outer race. Coat seal lip surface with grease. Reverse removal procedure to install remaining components.

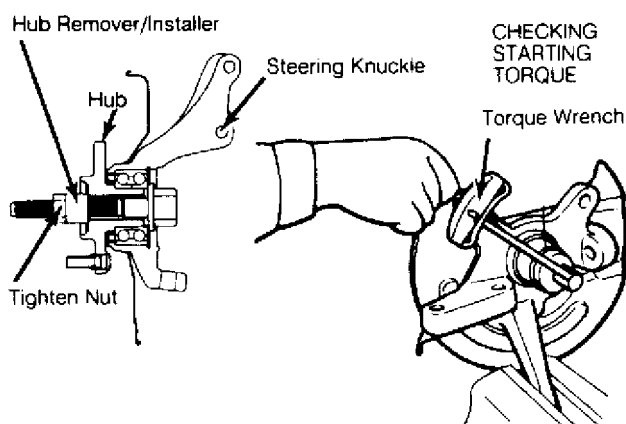


Fig. 7: Installing Hub & Checking Bearing Starting Torque
Courtesy of Chrysler Motors.

Removal (Diamante, Eclipse, Galant, Stealth & 3000GT)

1) Remove steering knuckle. See STEERING KNUCKLE under REMOVAL & INSTALLATION. Secure steering knuckle in vise. Using Hub Remover/Installer (MB990998) and Puller (MB991056), separate hub from knuckle. See Fig. 5.

2) Remove oil seal from hub. Remove drive shaft seal from steering knuckle. See Fig. 8. Remove snap ring from knuckle. Using press, Bearing Remover/Installer (C-4628) and Knuckle Bridge (MB991056), remove bearing from knuckle.

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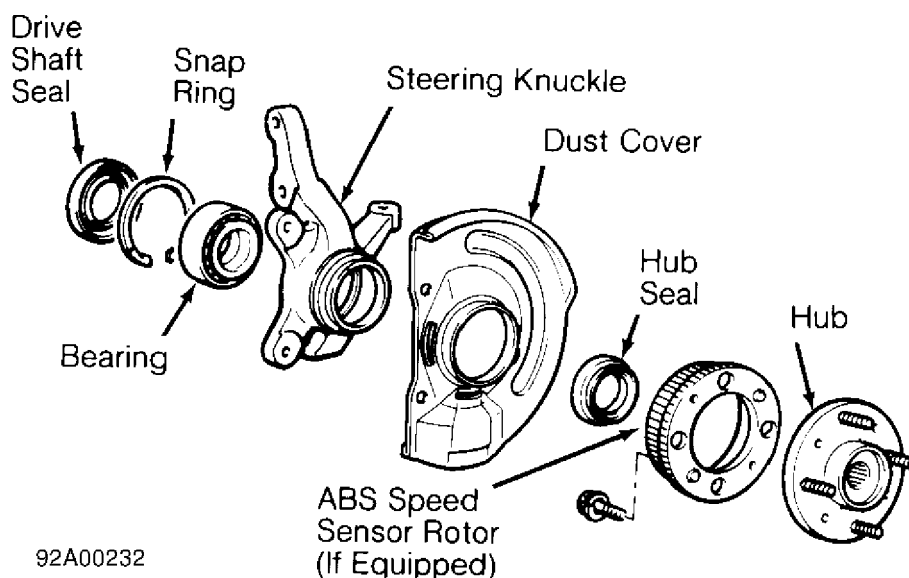
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Fig. 8: Exploded View Of Steering Knuckle & Hub (All Except Colt, Colt 200, Mirage, Precis & Summit)

Courtesy of Mitsubishi Motor Sales of America.

Installation

1) Pack bearing with grease. Coat steering knuckle and bearing contact areas with grease. Using press and bearing remover/installer, install bearing.

2) Install snap ring. Using Bearing and Oil Seal Installer (C-3893), install hub seal until seal is even with steering knuckle surface. Apply grease to hub seal lip. Place hub on steering knuckle.

3) Using Hub Remover/Installer (MB990998), install hub on steering knuckle. Tighten nut to 144-188 ft. lbs. (195-255 N.m). Rotate hub to seat bearing. Using an INCH-pound torque wrench, measure bearing starting torque. See Fig. 7.

4) Starting torque should be 16 INCH lbs. (1.8 N.m) or less. Rotation roughness must not be felt. Install steering knuckle in vise. Install dial indicator, with stem resting against hub surface. Check hub axial play.

5) Hub axial play should not exceed specification. See WHEEL BEARING AXIAL PLAY SPECIFICATIONS table under ADJUSTMENTS & INSPECTION. If starting torque or hub axial play are not to specifications, check component installation. Remove hub remover/installer.

6) Apply grease to bearing and inside of steering knuckle. Using Seal Installer (C-3972-A) and Handle (C-4171), install drive shaft seal until seal contacts snap ring. To complete installation, reverse removal procedure.

Removal (Colt Vista, Expo/Expo LRV & Summit Wagon)

1) Remove steering knuckle. See STEERING KNUCKLE under REMOVAL & INSTALLATION. Remove inner oil seal. Secure steering knuckle in vise. Using Hub Remover/Installer (MB990998-01) and Puller (MB991056 or MB991355), separate hub from knuckle. See Fig. 5.

2) Remove dust cover. Remove snap ring from knuckle. Flatten

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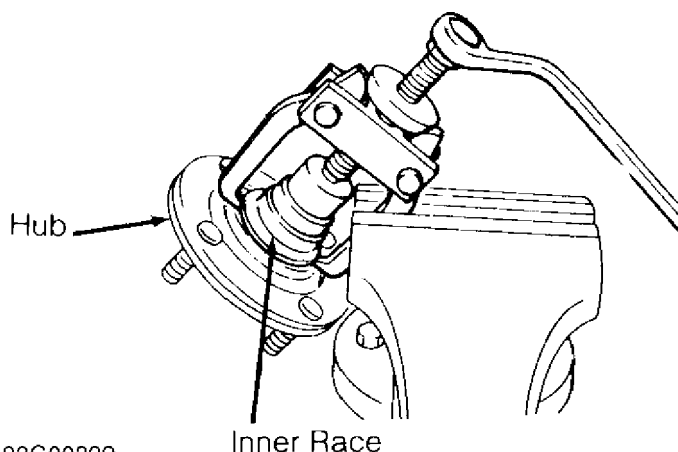
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oil seal to allow puller jaws to lock in behind inner wheel bearing race. See Fig. 9. Remove inner race. Using inner race as an adapter, press wheel bearing out of steering knuckle.



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Fig. 9: Removing Inner Race From Hub (Colt Vista, Expo/Expo LRV & Summit Wagon)

Courtesy of Mitsubishi Motor Sales of America.

Installation

1) Pack bearing with grease. Coat steering knuckle and bearing contact areas with grease. Using press and bearing remover/installer, install bearing.

2) Install snap ring. Using seal driver, install hub seal until seal is even with steering knuckle surface. Apply grease to hub seal lip. Place hub on steering knuckle.

3) Using Hub Remover/Installer (MB990998), install hub on steering knuckle. Tighten nut to 144-188 ft. lbs. (195-255 N.m). Rotate hub to seat bearing. Using an INCH-pound torque wrench, measure bearing starting torque. See Fig. 7.

4) Starting torque should be 16 INCH lbs. (1.8 N.m) or less. Rotation roughness must not be felt. Install steering knuckle in vise. Install dial indicator, with stem resting against hub surface. Check hub axial play.

5) Hub axial play should not exceed specification. See WHEEL BEARING AXIAL PLAY SPECIFICATIONS table under ADJUSTMENTS & INSPECTION. If starting torque or hub axial play are not to specifications, check component installation. Remove hub remover/installer.

6) Apply grease to bearing and inside of steering knuckle. Using Seal Installer (C-3972-A) and Handle (C-4171), install drive shaft seal until seal contacts snap ring. To complete installation, reverse removal procedure.

TORQUE SPECIFICATIONS

TORQUE SPECIFICATIONS TABLE

Application

Ft. Lbs. (N.m)

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| | |
|---|-------------------|
| Ball Joint-To-Control Arm Bolt | |
| Precis | 69-87 (94-118) |
| Ball Joint-To-Knuckle Nut | 43-52 (58-71) |
| Brake Disc-To-Hub Nut | 36-43 (49-58) |
| Caliper Assembly-To-Knuckle Bolts | |
| Precis | 43-52 (58-71) |
| All Others | 58-72 (79-98) |
| Centermember Rear Mounting Bolt Or Nut | |
| Colt, Colt 200, Mirage, Precis & Summit | 43-58 (58-79) |
| Eclipse & Galant (Bolt) | 58-72 (79-98) |
| Control Arm Bushing Bracket-To-Body Bolt | |
| Colt, Colt 200, Mirage, Precis & Summit | 43-58 (58-79) |
| Diamante & Expo/Expo LRV | 51 (70) |
| Eclipse, Galant, Stealth & 3000GT | |
| Short Bolt (1) | 58-72 (79-98) |
| Long (Clamp Mounting) Bolt | 72-87 (98-118) |
| Control Arm Bushing Bracket-To-Body | |
| Self-Locking Nut | |
| Eclipse, Galant, Stealth & 3000GT | 25-34 (34-46) |
| Control Arm-To-Crossmember Bolt (1) | |
| Colt, Colt 200, Colt Vista, Mirage, Precis, | |
| Summit & Summit Wagon | 69-87 (94-118) |
| Eclipse, Expo/Expo LRV, Galant, | |
| Stealth & 3000GT | 72-87 (98-118) |
| Drive Axle Nut | 144-188 (195-255) |
| Exhaust Pipe-To-Manifold Bolts (Eclipse & Galant) | |
| Non-Turbo | 22-29 (30-39) |
| Turbo | 29-43 (39-58) |
| Roll Stopper Mounting Bolts | |
| Front | 22-29 (30-40) |
| Rear | 33-43 (45-58) |
| Stabilizer Bar Bracket-To-Crossmember Bolt | |
| Colt, Colt 200, Mirage, Precis & Summit | 12-19 (16-26) |
| Eclipse, Galant, Stealth & 3000GT | 22-30 (30-41) |
| Expo/Expo LRV | 16 (22) |
| Stabilizer Link Mounting Nuts | |
| Colt, Colt 200, Mirage & Summit | 40-51 (54-68) |
| Colt Vista, Diamante, Expo/Expo LRV & | |
| Summit Wagon | 29 (40) |
| Eclipse, Galant, Stealth & 3000GT | 25-33 (34-45) |
| Strut-To-Body Mounting Nut | |
| Colt, Colt 200, Mirage & Summit | 25-33 (34-45) |
| Diamante, Eclipse, Galant, Stealth & 3000GT | 29-36 (39-49) |
| Precis | 11-14 (15-19) |
| All Others | 33 (45) |
| Strut-To-Insulator Lock Nut | |
| Precis | 29-36 (40-50) |
| Stealth & 3000 GT | 56 (78) |
| All Others | 43-51 (60-70) |
| Strut-To-Steering Knuckle Bolt | |
| Colt, Colt 200, Mirage & Summit | 80-94 (108-127) |

SUSPENSION - FRONT

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1992 Mitsubishi Mirage

For a a a a

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Monday, April 01, 2002 10:18AM

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|---|------------------|
| Diamante & Precis | 65-76 (88-103) |
| Eclipse | 80-101 (108-137) |
| Galant, Stealth & 3000GT | 65-76 (88-103) |
| All Others | 78 (108) |
| Tie Rod-To-Knuckle Nut | |
| Colt, Colt 200, Mirage, Precis & Summit | 11-25 (15-34) |
| Diamante | 21 (29) |
| All Others | 17-25 (23-34) |

(1) - Fastener should be temporarily tightened, and then fully tightened when installation is completed and vehicle is unladen.

END OF ARTICLE