

SECTION **RSU**

REAR SUSPENSION

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RSU

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NOISE, VIBRATION AND HARSHNESS (NVH) TROUBLESHOOTING

< SYMPTOM DIAGNOSIS >

SYMPTOM DIAGNOSIS

NOISE, VIBRATION AND HARSHNESS (NVH) TROUBLESHOOTING

NVH Troubleshooting Chart

INFOID:000000007254991

Use the chart below to help you find the cause of the symptom. If necessary, repair or replace these parts.

| Symptom | | Possible cause and SUSPECTED PARTS | | | | | | | | | | | | | | Reference page | |
|-----------------|-------------------------------|------------------------------------|--|-----------------------------------|--------------------|----------------|----------------------|---------------------------|------------------------|------------|------------------|-------|------------|-------------|--------|----------------|--|
| | | Improper installation, looseness | Shock absorber deformation, damage or deflection | Bushing or mounting deterioration | Parts interference | Spring fatigue | Suspension looseness | Incorrect wheel alignment | Stabilizer bar fatigue | FRONT AXLE | FRONT SUSPENSION | TIRES | ROAD WHEEL | DRIVE SHAFT | BRAKES | | STEERING |
| REAR SUSPENSION | Noise | x | x | x | x | x | x | | | x | x | x | x | x | x | x | RSU-5 |
| | Shake | x | x | x | x | | x | | | x | x | x | x | x | x | x | RSU-5 |
| | Vibration | x | x | x | x | x | | | | x | x | x | | x | | | — |
| | Shimmy | x | x | x | x | | | x | | x | x | x | x | | x | x | — |
| | Shudder | x | x | x | | | | | | x | x | x | x | | x | x | RSU-6 |
| | Poor quality ride or handling | x | x | x | x | x | | x | x | x | x | x | x | | | | RSU-5 |
| | | | | | | | | | | | | | | | | | FAX-2, "NVH Troubleshooting Chart" FSU-2, "NVH Troubleshooting Chart" WT-55, "NVH Troubleshooting Chart" WT-55, "NVH Troubleshooting Chart" FAX-2, "NVH Troubleshooting Chart" BR-6, "NVH Troubleshooting Chart" ST-8, "NVH Troubleshooting Chart" |

x: Applicable

PRECAUTIONS

< PRECAUTION >

PRECAUTION

PRECAUTIONS

Precaution for Supplemental Restraint System (SRS) "AIR BAG" and "SEAT BELT PRE-TENSIONER"

INFOID:000000007254992

The Supplemental Restraint System such as "AIR BAG" and "SEAT BELT PRE-TENSIONER", used along with a front seat belt, helps to reduce the risk or severity of injury to the driver and front passenger for certain types of collision. This system includes seat belt switch inputs and dual stage front air bag modules. The SRS system uses the seat belt switches to determine the front air bag deployment, and may only deploy one front air bag, depending on the severity of a collision and whether the front occupants are belted or unbelted. Information necessary to service the system safely is included in the SR and SB section of this Service Manual.

WARNING:

- To avoid rendering the SRS inoperative, which could increase the risk of personal injury or death in the event of a collision which would result in air bag inflation, all maintenance must be performed by an authorized NISSAN/INFINITI dealer.
- Improper maintenance, including incorrect removal and installation of the SRS, can lead to personal injury caused by unintentional activation of the system. For removal of Spiral Cable and Air Bag Module, see the SR section.
- Do not use electrical test equipment on any circuit related to the SRS unless instructed to in this Service Manual. SRS wiring harnesses can be identified by yellow and/or orange harnesses or harness connectors.

PRECAUTIONS WHEN USING POWER TOOLS (AIR OR ELECTRIC) AND HAMMERS

WARNING:

- When working near the Airbag Diagnosis Sensor Unit or other Airbag System sensors with the Ignition ON or engine running, DO NOT use air or electric power tools or strike near the sensor(s) with a hammer. Heavy vibration could activate the sensor(s) and deploy the air bag(s), possibly causing serious injury.
- When using air or electric power tools or hammers, always switch the Ignition OFF, disconnect the battery, and wait at least 3 minutes before performing any service.

Service Notice or Precautions

INFOID:000000007254993

- When installing rubber bushings, the final tightening must be carried out under unladen conditions with tires on ground. Oil might shorten the life of rubber bushings. Be sure to wipe off any spilled oil.
- Unladen conditions mean that fuel, engine coolant and lubricant are full. Spare tire, jack, hand tools and mats are in designated positions.
- After servicing suspension parts, be sure to check wheel alignment.
- Self-lock nuts are not reusable. Always use new ones when installing. Since new self-lock nuts are pre-oiled, tighten as they are.

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REAR SUSPENSION ASSEMBLY

< PERIODIC MAINTENANCE >

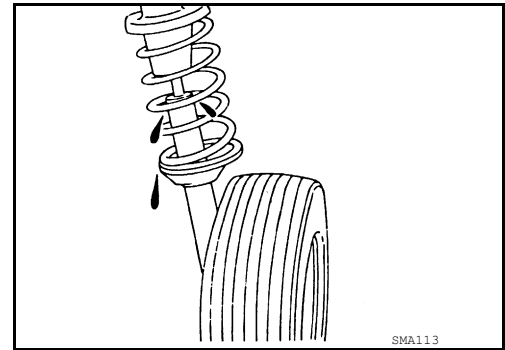
PERIODIC MAINTENANCE

REAR SUSPENSION ASSEMBLY

On-vehicle Service

INFOID:000000007254996

- Check the suspension parts for excessive play, cracks, wear or damage. Shake each rear wheel to check for excessive play.
- Retighten all nuts and bolts to the specified torque.
- Make sure that the cotter pin is installed.
- Check the shock absorber for oil leakage or other damage.
- Check the wheelarch height. Refer to [FSU-18, "Wheelarch Height \(Unladen*1\)"](#).
- Check the suspension ball joint for grease leakage and the ball joint dust cover for cracks or other damage.



Inspection

INFOID:000000007254997

SHOCK ABSORBER ASSEMBLY

- Check for smooth operation through a full stroke for both compression and extension.
- Check for oil leakage on the welded or gland packing portions.
- Check the shock absorber piston rod for cracks, deformation, or other damage and replace if necessary.

SUSPENSION ARM

- Check the suspension arm for damage, cracks, deformation and replace if necessary.
- Check the rubber bushings for damage, cracks and deformation. Replace suspension arm if necessary.
- Check the ball joint. Replace the suspension arm assembly if any of the following conditions exist:
 - Ball stud is worn.
 - Joint is hard to swing.
 - Check if the swinging force (A), turning force (B), or vertical end play (C) is out of specification.

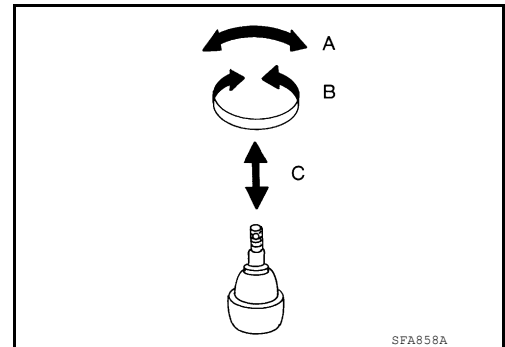
NOTE:

Before checking specifications, turn the ball joint at least 10 revolutions so the ball joint is properly broken in.

Swinging force (A) : Refer to [RSU-17, "Ball Joint"](#).

Turning torque (B) : Refer to [RSU-17, "Ball Joint"](#).

Vertical end play (C) : Refer to [RSU-17, "Ball Joint"](#).



RADIUS ROD

- Check the radius rod for any deformation, cracks, or damage and replace if necessary.
- After installing the radius rod, check the wheel alignment and adjust if necessary. Refer to [RSU-17, "Rear Wheel Alignment \(Unladen*\)"](#).

FRONT LOWER LINK

- Check the front lower link for any deformation, cracks, or damage and replace if necessary.

UPPER AND LOWER RUBBER SEATS

- Check the upper and lower rubber seats for deterioration, or cracks and replace if necessary.

REAR LOWER LINK AND COIL SPRING

- Check the rear lower link and coil spring for any deformation, cracks, or other damage and replace if necessary.

REAR SUSPENSION ASSEMBLY

< PERIODIC MAINTENANCE >

STABILIZER BAR

- Check the stabilizer bar and clamps for any deformation, cracks, or damage and replace if necessary.
- Check the rubber bushings for deterioration, or cracks and replace if necessary.

Inspection and Adjustment

INFOID:000000007254998

Before checking the rear wheel alignment, make a preliminary inspection.

- Measure the wheel alignment under unladen conditions.

NOTE:

Unladen conditions mean that fuel, engine coolant, and lubricants are full. That the spare tire, jack, hand tools, and mats are in their designated positions.

PRELIMINARY INSPECTION

- Check the tires for wear and for improper inflation.
- Check the wheels for deformation, cracks, and other damage. Remove the wheel and check the wheel runout. Refer to [WT-58, "Inspection"](#).
- Check the rear wheel bearings for looseness.
- Check the rear suspension for looseness.
- Check that the rear shock absorbers work properly.
- Check the wheelarch height in the unladen condition. Refer to [FSU-18, "Wheelarch Height \(Unladen*1\)"](#).

GENERAL INFORMATION AND RECOMMENDATIONS

1. A Four-Wheel Thrust Alignment should be performed.
 - This type of alignment is recommended for any NISSAN vehicle.
 - The four-wheel "thrust" process helps ensure that the vehicle is properly aligned and the steering wheel is centered.
 - The alignment machine itself should be capable of accepting any NISSAN vehicle.
 - The alignment machine should be checked to ensure that it is level.
2. Make sure the alignment machine is properly calibrated.
 - Your alignment machine should be regularly calibrated in order to give correct information.
 - Check with the manufacturer of your specific alignment machine for their recommended Service/Calibration Schedule.

THE ALIGNMENT PROCESS

IMPORTANT: Use only the alignment specifications listed in this Service Manual. Refer to [FSU-18, "Wheelarch Height \(Unladen*1\)"](#).

1. When displaying the alignment settings, many alignment machines use "indicators": (Green/red, plus or minus, Go/No Go). **Do NOT use these indicators.**
 - The alignment specifications programmed into your alignment machine that operate these indicators may not be correct.
 - This may result in an ERROR.
2. Most camera-type alignment machines are equipped with both "Rolling Compensation" method and optional "Jacking Compensation" method to "compensate" the alignment targets or head units. "Rolling Compensation" is the preferred method.
 - If using the "Rolling Compensation" method, after installing the alignment targets or head units, push or pull on the rear wheel to move the vehicle. Do not push or pull on the vehicle body.
 - If using the "Jacking Compensation" method, after installing the alignment targets or head units, raise the vehicle and rotate the wheels 1/2 turn both ways.

NOTE:

- Do not use the "Rolling Compensation" method if you are using sensor-type alignment equipment.
- Follow all instructions for the alignment machine you are using for more information.

CAMBER

- Measure the camber of both the right and left wheels using a suitable alignment gauge and adjust using the following procedure.

Camber : Refer to [RSU-17, "Rear Wheel Alignment \(Unladen*\)"](#).

- If the camber is not within specification, adjust the camber by turning the adjusting bolts in the same direction.

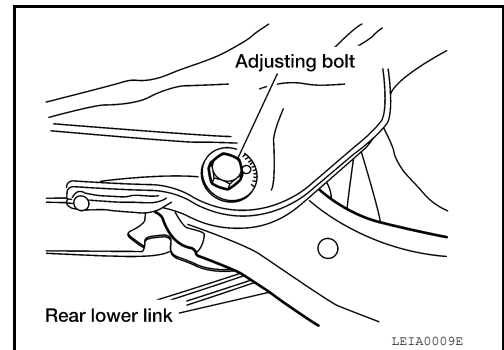
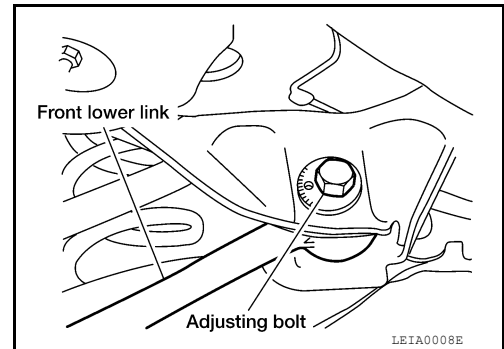
REAR SUSPENSION ASSEMBLY

< PERIODIC MAINTENANCE >

1. Turn the adjusting bolts in the same direction to calibrate.

NOTE:

Camber changes about 5' with each graduation of the adjusting bolt.



2. Tighten the adjusting bolt nuts to the specified torque.

Adjusting bolt nuts : Refer to [RSU-8, "Exploded View"](#).

TOE-IN

- Measure the toe-in of the rear wheels. If out of specification, inspect and replace any damaged or worn rear suspension parts before adjusting.

Total toe-in : Refer to [RSU-17, "Rear Wheel Alignment \(Unladen*\)"](#).

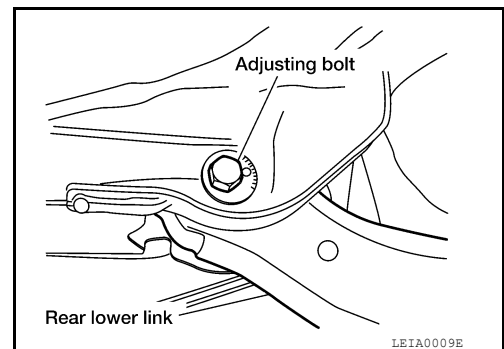
- Adjust toe-in by turning adjusting bolt on rear lower link.

NOTE:

Toe changes about 1.5 mm (0.059 in) [one side] with each graduation of the adjusting bolt.

- After adjusting, tighten the adjusting bolt nut to the specified torque.

Adjusting bolt nut : Refer to [RSU-8, "Exploded View"](#).



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REAR SUSPENSION ASSEMBLY

< UNIT REMOVAL AND INSTALLATION >

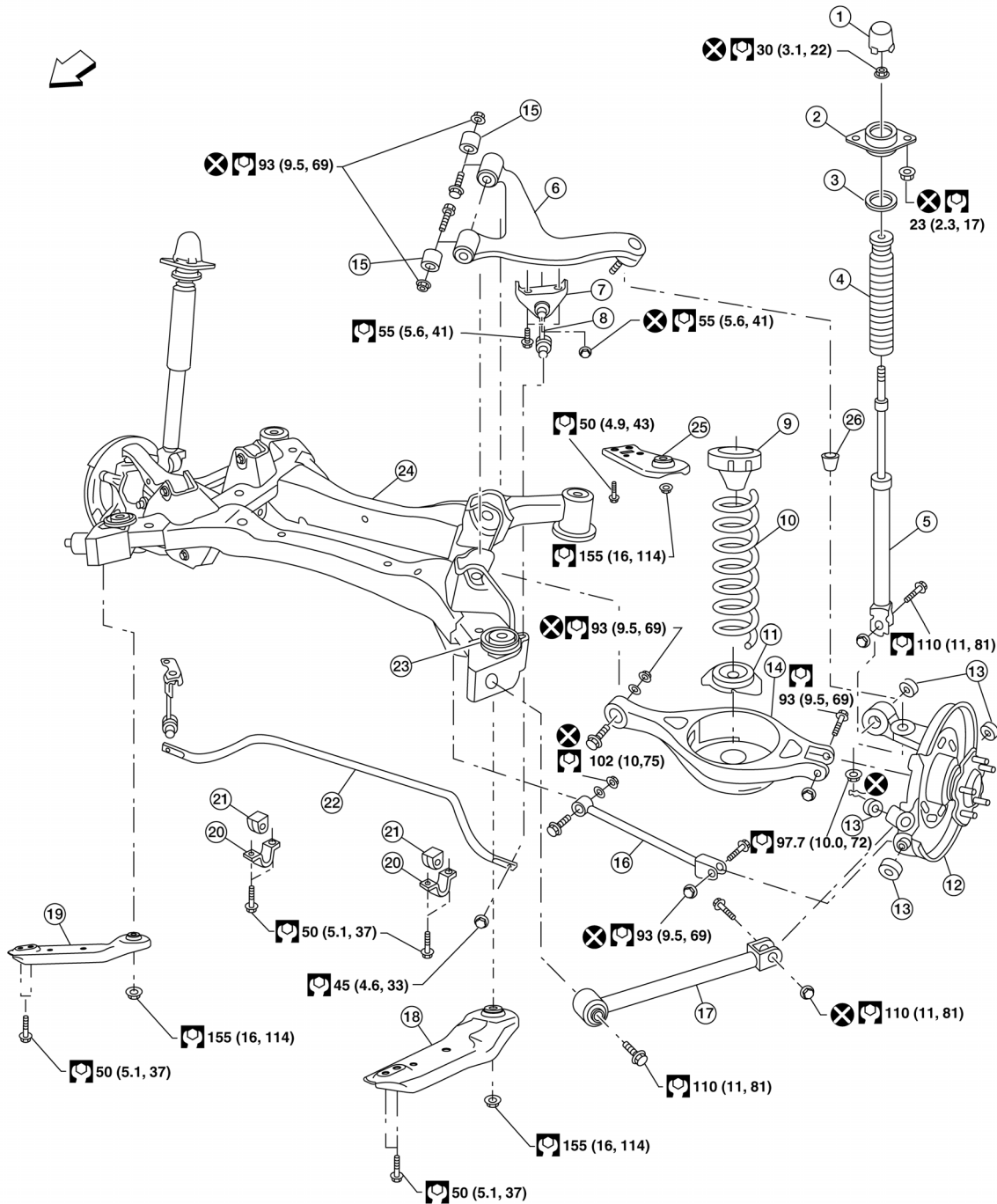
UNIT REMOVAL AND INSTALLATION

REAR SUSPENSION ASSEMBLY

Exploded View

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SEC. 430 • 431



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- | | | |
|---------------------------------|-----------------------------|----------------------------|
| 1. Cap | 2. Shock absorber insulator | 3. Shock absorber seal |
| 4. Bound bumper | 5. Shock absorber | 6. Suspension arm |
| 7. Connecting rod mount bracket | 8. Connecting rod | 9. Upper rubber seat |
| 10. Coil spring | 11. Lower rubber seat | 12. Knuckle |
| 13. Knuckle bushing | 14. Rear lower link | 15. Suspension arm bushing |

REAR SUSPENSION ASSEMBLY

< UNIT REMOVAL AND INSTALLATION >

| | | |
|----------------------------|--------------------------|----------------------------|
| 16. Front lower link | 17. Radius rod | 18. Front member stay (LH) |
| 19. Front member stay (RH) | 20. Stabilizer bar clamp | 21. Bushing |
| 22. Stabilizer bar | 23. Member stopper | 24. Rear suspension member |
| 25. Rear member stay (LH) | 26. Ball seat | ↩ Front |

Removal and Installation

INFOID:000000007255000

Removal

CAUTION:

Before removing the rear suspension assembly, disconnect the ABS wheel sensor from the assembly. Failure to do so may result in damage to the sensor wires and the sensor becoming inoperative.

1. Remove the center exhaust tube with muffler(s). Refer to [EX-5, "Removal and Installation"](#).
2. Remove brake caliper assembly and reposition aside, without disconnecting the hydraulic hose, using power tools. Refer to [BR-37, "Removal and Installation of Brake Caliper and Rotor"](#).
 - Leave the brake hydraulic hose connected to the brake caliper.
 - Do not depress the brake pedal, or the caliper piston will pop out.
 - Do not pull or twist the brake hydraulic hose.
3. Remove the brake rotor.
4. Disconnect parking brake cable from knuckle. Refer to [PB-6, "Exploded View"](#).
5. Remove rear wheel sensors. Refer to [BRC-103, "Removal and Installation"](#).
6. Remove lower shock absorber nuts using power tools.
7. Remove rear lower link. Refer to [RSU-10, "Removal and Installation"](#).
8. Remove upper ball joint nut and cotter pin. Refer to [RSU-8, "Exploded View"](#).
9. Disconnect radius rod member side. Refer to [RSU-14, "Removal and Installation"](#).
10. Disconnect front lower link. Refer to [RSU-13, "Removal and Installation"](#).
11. Remove knuckle using Tool. Refer to [RSU-8, "Exploded View"](#).

Tool number :HT72520000 (J-25730-B)

CAUTION:

- Do not damage ball joint when removing.
- While using Tool, temporarily tighten the nut so as not to damage screw threads.

12. Remove stabilizer bar. Refer to [RSU-15, "Removal and Installation"](#).
13. Disconnect member harness.
14. Support rear suspension using suitable jack.
15. Remove the suspension member nuts and member stay bolts using power tools.
16. Use the jack to support and lower the rear suspension assembly for removal.

Installation

Installation is in the reverse order of removal.

- Check the rear wheel alignment and adjust if necessary. Refer to [RSU-17, "Rear Wheel Alignment \(Unladen*\)"](#).
- Install member stays in correct position.

NOTE:

Member stays are directional.

REAR LOWER LINK & COIL SPRING

< REMOVAL AND INSTALLATION >

REMOVAL AND INSTALLATION

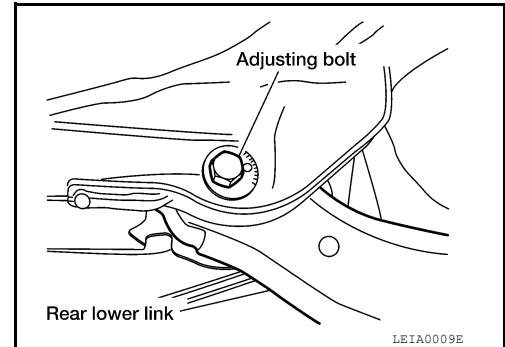
REAR LOWER LINK & COIL SPRING

Removal and Installation

INFOID:000000007255001

Removal

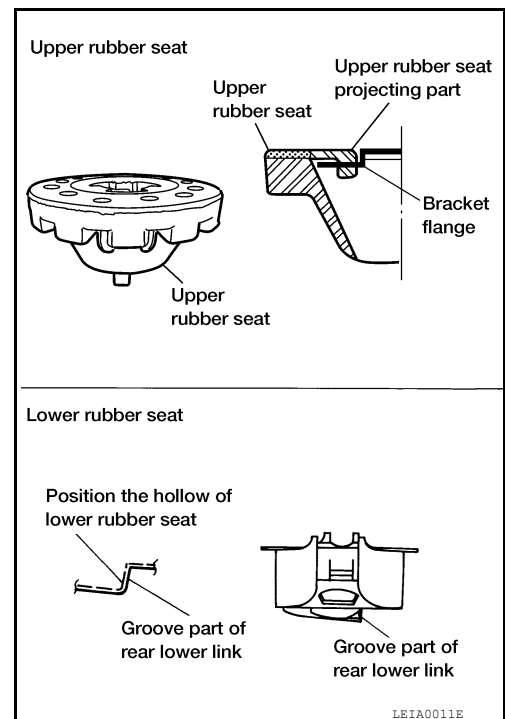
1. Remove the wheel and tire using power tool.
2. Loosen the rear lower link adjusting bolt and nut on the suspension member side.
3. Support the rear lower link and knuckle by placing suitable jacks under each of them.
4. Remove the rear lower link bolt and nut from the knuckle using power tool.
5. Slowly lower the jack supporting the rear lower link and coil spring to lower them.
6. Remove the upper rubber seat, coil spring, and lower rubber seat from the rear lower link.
7. Remove rear lower link adjusting bolt and nut from the suspension member side using power tool.
8. Remove the rear lower link.



Installation

Installation is in the reverse order of removal.

- Do not reuse the adjusting nut, use a new adjusting nut for installation.
- Check that the projecting part inside the upper rubber seat and the bracket flange are attached as shown.
- Check that the projection part outside the upper rubber seat is directed toward the front of the vehicle.
- Position the hollow of the lower rubber seat with the groove part of the rear lower link.
- Install the coil spring so that the side with the two paint markers is directed toward the lower side.
- Check the rear wheel alignment and adjust if necessary. Refer to [RSU-17, "Rear Wheel Alignment \(Unladen*\)"](#).



SHOCK ABSORBER

< REMOVAL AND INSTALLATION >

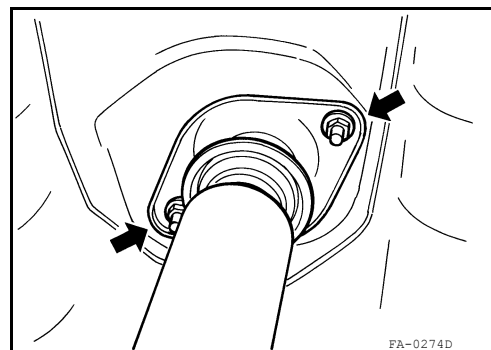
SHOCK ABSORBER

Removal and Installation

INFOID:000000007255002

REMOVAL

1. Remove tires from vehicle with a power tool.
2. Set a jack under rear lower link to relieve the coil spring tension.
3. Remove shock absorber lower end bolt with a power tool.
4. Gradually lower the jack to remove it from rear lower link.
5. Remove shock absorber assembly upper end nuts (←) with a power tool, and then remove shock absorber assembly from vehicle.



INSPECTION AFTER REMOVAL

- Check shock absorber assembly for deformation, cracks, damage, and replace if there are.
- Check welded and sealed areas for oil leakage, and replace if there are.

INSTALLATION

- Installation is the reverse order of removal. For tightening torque. Refer to [RSU-8, "Exploded View"](#).

CAUTION:

Do not reuse non-reusable parts.

- Perform final tightening of shock absorber assembly lower side (rubber bushing) under unladen condition with tires on level ground. Check wheel alignment. Refer to [RSU-6, "Inspection and Adjustment"](#).
- Adjust neutral position of steering angle sensor after checking the wheel alignment. Refer to [BRC-8, "ADJUSTMENT OF STEERING ANGLE SENSOR NEUTRAL POSITION : Special Repair Requirement"](#).

Disassembly and Assembly

INFOID:000000007255003

DISASSEMBLY

CAUTION:

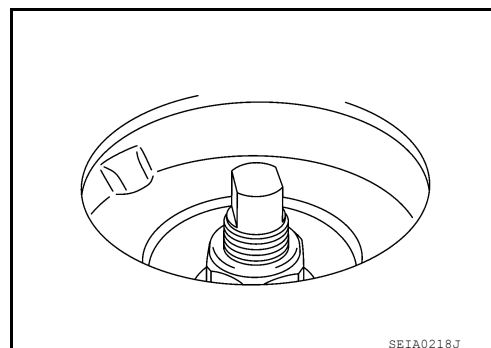
Make sure piston rod on shock absorber is not damaged when removing components from shock absorber.

1. Remove mounting seal from mounting bracket.
2. Wrap a shop cloth around lower side of shock absorber and secure it in a vise.

CAUTION:

Do not set the cylindrical part of shock absorber in a vise.

3. Secure the piston rod tip so that piston rod does not turn, and remove piston rod lock nut.
4. Remove washer, distance tube, bushing, bound bumper cover and bound bumper from shock absorber.



INSPECTION AFTER DISASSEMBLY

Bound Bumper and Bushing

SHOCK ABSORBER

< REMOVAL AND INSTALLATION >

Check bound bumper cover and bushing for cracks and damage. Replace if there are.

Shock Absorber

Check the following:

- Shock absorber for deformation, cracks, and other damage. Replace if there are.
- Piston rod for damage, uneven wear, and distortion. Replace if there are.

ASSEMBLY

- Installation is the reverse order of removal. For tightening torque, refer to [RSU-8, "Exploded View"](#).

CAUTION:

Do not reuse non-reusable parts.

- Make sure piston rod on shock absorber is not damaged when attaching components to shock absorber.

Disposal

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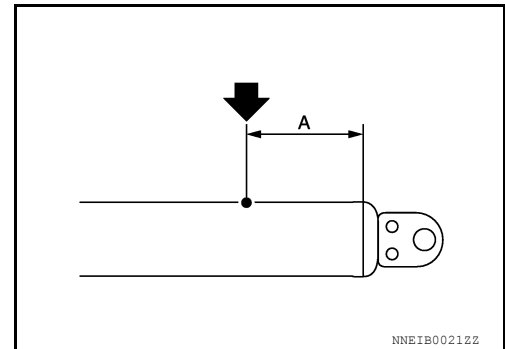
1. Set shock absorber horizontally with the piston rod fully extended.
2. Drill 2 – 3 mm (0.08 – 0.12 in) hole at the position (●) from top as shown in the figure to release gas gradually.

CAUTION:

- **Wear eye protection (safety glasses).**
- **Wear gloves.**
- **Be careful with metal chips or oil blown out by the compressed gas.**

NOTE:

- Drill vertically in this direction (←).
- Directly to the outer tube avoiding brackets.
- The gas is clear, colorless, odorless, and harmless.



(A) : 20 – 30 mm (0.79 – 1.18 in)

3. Position the drilled hole downward and drain oil by moving the piston rod several times.

CAUTION:

Dispose of drained oil according to the law and local regulations.

FRONT LOWER LINK

< REMOVAL AND INSTALLATION >

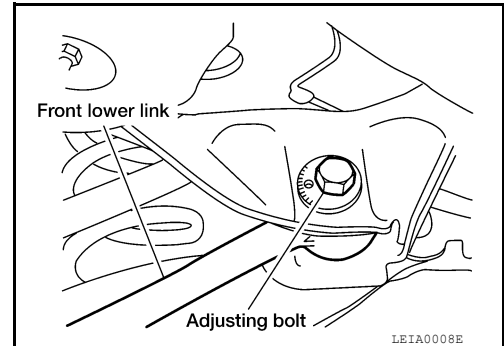
FRONT LOWER LINK

Removal and Installation

INFOID:000000007255005

Removal

1. Remove the front lower link nut and bolt from the knuckle side and the adjusting bolt and nut from the suspension member side using power tools.
 - Do not reuse the adjusting nut, use a new adjusting nut for installation.
2. Remove the front lower link.



Installation

Installation is in the reverse order of removal.

- Do not reuse the adjusting nut, use a new adjusting nut for installation.
- Check the rear wheel alignment and adjust if necessary. Refer to [RSU-17, "Rear Wheel Alignment \(Unladen*\)"](#).

RADIUS ROD

< REMOVAL AND INSTALLATION >

RADIUS ROD

Removal and Installation

INFOID:000000007255006

Removal

1. Remove the wheel and tire using power tool.
2. Remove the radius rod from the knuckle using power tools.
3. Remove the radius rod from the suspension member using power tools.

Installation

Installation is in the reverse order of removal.

- Check the rear wheel alignment and adjust if necessary. Refer to [RSU-17, "Rear Wheel Alignment \(Unladen*\)"](#).

REAR STABILIZER

< REMOVAL AND INSTALLATION >

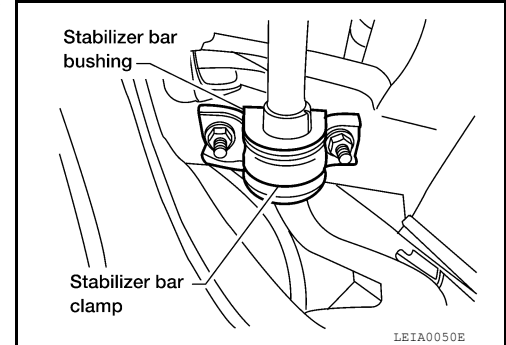
REAR STABILIZER

Removal and Installation

INFOID:000000007255007

Removal

1. Disconnect the stabilizer bar from connecting rod, using power tools.
2. Remove the stabilizer bar clamps and bushings using power tools.
3. Remove the stabilizer bar.



Installation

Installation is in the reverse order of removal.

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SUSPENSION ARM

< REMOVAL AND INSTALLATION >

SUSPENSION ARM

Removal and Installation

INFOID:000000007255008

Removal

1. Remove the rear suspension assembly. Refer to [RSU-9, "Removal and Installation"](#).
2. Remove the connecting rod bracket from the suspension arm using power tools.
3. Remove the two suspension arm bolts and nuts from the suspension member side of the suspension arm using power tools.

Installation

Installation is in the reverse order of removal.

- Discard the cotter pin, use a new cotter pin for installation.
- Check the rear wheel alignment and adjust if necessary. Refer to [RSU-17, "Rear Wheel Alignment \(Unladen*\)"](#).

SERVICE DATA AND SPECIFICATIONS (SDS)

< SERVICE DATA AND SPECIFICATIONS (SDS)

SERVICE DATA AND SPECIFICATIONS (SDS)

SERVICE DATA AND SPECIFICATIONS (SDS)

General Specification (Rear)

INFOID:000000007255009

| | |
|---------------------|-----------------------------------|
| Suspension type | Multi-link independent suspension |
| Shock absorber type | Double-acting hydraulic |

Rear Wheel Alignment (Unladen*)

INFOID:000000007255010

| Market | | USA*1 | USA*2 | Canada*1 | Canada*2 | Mexico | |
|--|---|------------------|---------------------------|---------------------------|---------------------------|---------------------------|---------------------------|
| Camber Degree minute (Decimal degree) | Minimum | -0° 55' (-0.92°) | -1° 02' (-1.03°) | -0° 52' (-0.87°) | -1° 02' (-1.03°) | -0° 10' (-0.2°) | |
| | Nominal | -0° 25' (-0.42°) | -0° 32' (-0.53°) | -0° 22' (-0.37°) | -0° 32' (-0.53°) | 0° 20' (0.3°) | |
| | Maximum | 0° 05' (0.08°) | -0° 02' (-0.03°) | 0° 8' (0.13°) | -0° 02' (-0.03°) | 0° 50' (0.8°) | |
| Toe-in | Distance | Minimum | Out 1.4 mm (Out 0.05 in) | Out 1.1 mm (Out 0.04 in) | Out 1.4 mm (Out 0.05 in) | Out 1.1 mm (Out 0.04 in) | Out 1.4 mm (Out 0.05 in) |
| | | Nominal | In 1.6 mm (In 0.06 in) | In 1.9 mm (In 0.07 in) | In 1.6 mm (In 0.06 in) | In 1.9 mm (In 0.07 in) | In 1.6 mm (In 0.06 in) |
| | | Maximum | In 4.6 mm (In 0.18 in) | In 4.9 mm (In 0.19 in) | In 4.6 mm (In 0.18 in) | In 4.9 mm (In 0.19 in) | In 4.6 mm (In 0.18 in) |
| | Angle Degree minute (decimal degree) | Minimum | Out 0° 3' 36" (Out 0.06°) | Out 0° 2' 24" (Out 0.04°) | Out 0° 3' 36" (Out 0.06°) | Out 0° 2' 24" (Out 0.04°) | Out 0° 3' 36" (Out 0.06°) |
| | | Nominal | In 0° 8' 24" (In 0.14°) | In 0° 9' 36" (In 0.16°) | In 0° 8' 24" (In 0.14°) | In 0° 9' 36" (In 0.16°) | In 0° 8' 24" (In 0.14°) |
| | | Maximum | In 0° 20' 24" (In 0.34°) | In 0° 21' 36" (In 0.36°) | In 0° 20' 24" (In 0.34°) | In 0° 21' 36" (In 0.36°) | In 0° 20' 24" (In 0.34°) |

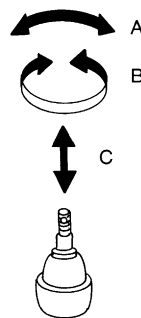
*: Fuel, radiator coolant and engine oil full. Spare tire, jack, hand tools and mats in designated positions.

*1: 18" tire.

*2: 19" tire.

Ball Joint

INFOID:000000007255011



SPA859A

| | |
|--|--------------------------------------|
| Swinging force (A) (Measuring point: cotter pin hole of ball stud) N (kg-f, lb-f) | 7.8 - 54.9 (0.8 - 5.6, 1.8 - 12.3) |
| Turning torque (B) N·m (kg-cm, in-lb) | 0.49 - 3.43 (5.0 - 35.0, 4.3 - 30.4) |
| Vertical end play (C) mm (in) | 0 (0) |

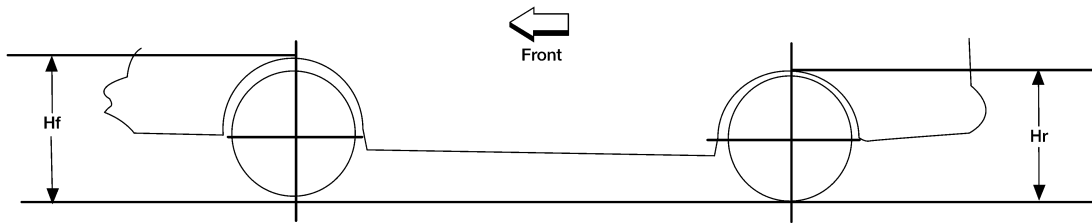
SERVICE DATA AND SPECIFICATIONS (SDS)

< SERVICE DATA AND SPECIFICATIONS (SDS)

Wheelarch Height (Unladen*1)

INFOID:000000007830125

Unit: mm (in)



LEIA0085E

| Market | United States | | | Canada | | | Mexico | |
|------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|
| Tire size | P245/ 45R18*2 | P245/ 45R18*3 | P245/ 40R19*2 | P245/ 45R18*2 | P245/ 45R18*3 | P245/ 40R19*2 | P245/ 45R18*2 | P245/ 40R19*2 |
| Front (Hf) | 719 (28.31) | 719 (28.31) | 723 (28.46) | 720 (28.35) | 719 (28.31) | 723 (28.46) | 729 (28.70) | 732 (28.82) |
| Rear (Hr) | 728 (28.66) | 727 (28.62) | 730 (28.74) | 728 (28.66) | 727 (28.62) | 730 (28.74) | 747 (29.41) | 750 (29.53) |

*1: Fuel, engine coolant and engine oil full. Spare tire, jack, hand tools and mats in designated positions.

*2: Without top load sunroof

*3: With top load sunroof