

SECTION **RSU**
 REAR SUSPENSION

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RSU

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PRECAUTIONS

< PRECAUTION >

PRECAUTION

PRECAUTIONS

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

INFOID:000000009471810

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:000000009471811

- 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.

PREPARATION

< PREPARATION >

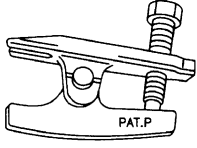
PREPARATION

PREPARATION

Special Service Tool


INFOID:000000009471812

The actual shapes of the tools may differ from those illustrated here.

| Tool number (TechMate No.) Tool name | Description |
|---|---------------------------|
| HT72520000 (J-25730-B) Ball joint remover  NT146 | Removing upper ball joint |

Commercial Service Tool

INFOID:000000009471813

| Tool name | Description |
|---|----------------------------------|
| Power tool  PIIB1407E | Loosening nuts, screws and bolts |

NOISE, VIBRATION AND HARSHNESS (NVH) TROUBLESHOOTING

< SYMPTOM DIAGNOSIS >

SYMPTOM DIAGNOSIS

NOISE, VIBRATION AND HARSHNESS (NVH) TROUBLESHOOTING

NVH Troubleshooting Chart

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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 | | | | | | | | | | | | | | |
|-----------------|-------------------------------|--|----------------|-------|---|---|---|-------|-------|-------|------------------------------------|------------------------------------|------------------------------------|------------------------------------|------------------------------------|-----------------------------------|-----------------------------------|
| | | | RSU-5 | RSU-5 | — | — | — | RSU-6 | RSU-5 | RSU-5 | FAX-4, "NVH Troubleshooting Chart" | FSU-5, "NVH Troubleshooting Chart" | WT-55, "NVH Troubleshooting Chart" | WT-55, "NVH Troubleshooting Chart" | FAX-4, "NVH Troubleshooting Chart" | BR-6, "NVH Troubleshooting Chart" | ST-8, "NVH Troubleshooting Chart" |
| REAR SUSPENSION | Noise | Improper installation, looseness | x | x | x | x | x | x | | | x | x | x | x | x | x | x |
| | Shake | Shock absorber deformation, damage or deflection | x | x | x | x | | x | | | x | x | x | x | x | x | x |
| | Vibration | Bushing or mounting deterioration | x | x | x | x | x | | | | x | x | x | | | | x |
| | Shimmy | Parts interference | x | x | x | x | | | | | | | | | | | |
| | Shudder | Spring fatigue | x | x | x | | | | | | | x | x | x | | x | x |
| | Poor quality ride or handling | Suspension looseness | x | x | x | | | | | | | | | | | | |
| | | Incorrect wheel alignment | | | | | | | | | | | | | | | |
| | | Stabilizer bar fatigue | | | | | | | | | | | | | | | |
| | | FRONT AXLE | | | | | | | | | | | | | | | |
| | | FRONT SUSPENSION | | | | | | | | | | | | | | | |
| | | TIRES | | | | | | | | | | | | | | | |
| | | ROAD WHEEL | | | | | | | | | | | | | | | |
| | | DRIVE SHAFT | | | | | | | | | | | | | | | |
| | | BRAKES | | | | | | | | | | | | | | | |
| | | STEERING | | | | | | | | | | | | | | | |

x: Applicable

REAR SUSPENSION ASSEMBLY

< PERIODIC MAINTENANCE >

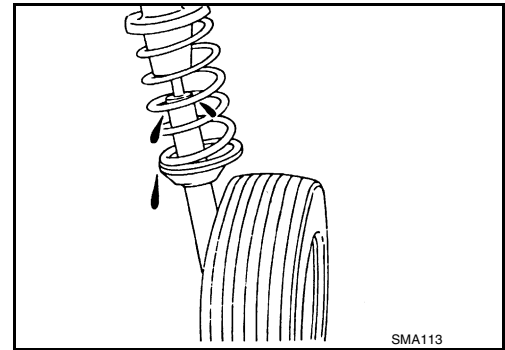
PERIODIC MAINTENANCE

REAR SUSPENSION ASSEMBLY

On-vehicle Service

INFOID:000000009471814

- 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 rear shock absorber for oil leakage or other damage.
- Check the wheelarch height. Refer to [FSU-19, "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:000000009471815

REAR SHOCK ABSORBER

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

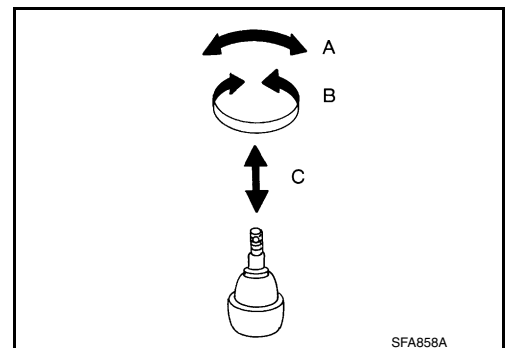
REAR SUSPENSION ARM

- Check the rear suspension arm for damage, cracks, and deformation. Replace if necessary.
- Check the arm bushing stoppers for damage, cracks and deformation. Replace the rear suspension arm if necessary.
- Check the ball joint. Replace the rear suspension arm if any of the following conditions exist:
 - The ball stud is worn.
 - The swinging force (A) is out of specification.
 - The turning force (B) is out of specification.
 - The 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-18, "Ball Joint"](#).
- Turning torque (B)** : Refer to [RSU-18, "Ball Joint"](#).
- Vertical end play (C)** : Refer to [RSU-18, "Ball Joint"](#).



RADIUS ROD

- Check the radius rod for any deformation, cracks, or damage. Replace if necessary.
- After installing the radius rod, check the wheel alignment and adjust if necessary. Refer to [RSU-6, "Inspection and Adjustment"](#).

FRONT LOWER LINK

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

REAR SPRING UPPER AND LOWER RUBBER SEATS

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

REAR LOWER LINK AND REAR SUSPENSION SPRING

REAR SUSPENSION ASSEMBLY

< PERIODIC MAINTENANCE >

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

REAR STABILIZER

- Check the rear stabilizer and the rear stabilizer clamps for any deformation, cracks, or damage. Replace if necessary.
- Check the rear stabilizer bushings for deterioration or cracks. Replace if necessary.

Inspection and Adjustment

INFOID:000000009471816

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-19. "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-19. "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

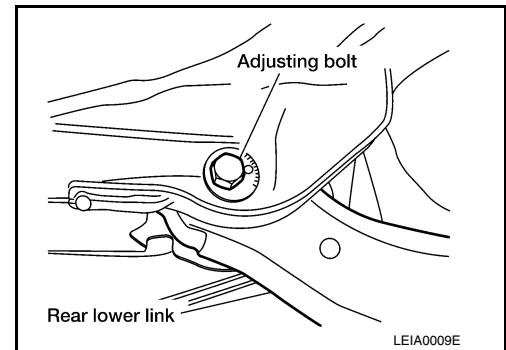
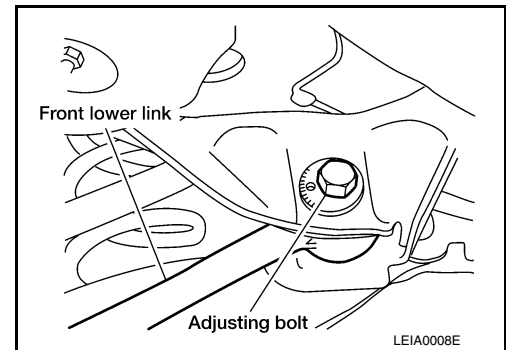
- Measure the camber of both the right and left wheels using a suitable alignment gauge and adjust using the following procedure.

Camber : Refer to [RSU-17. "Wheel Alignment \(Unladen*1\)"](#).

REAR SUSPENSION ASSEMBLY

< PERIODIC MAINTENANCE >

- If the camber is not within specification, adjust the camber by turning the adjusting bolts in the same direction.
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-15, "Exploded View"](#).

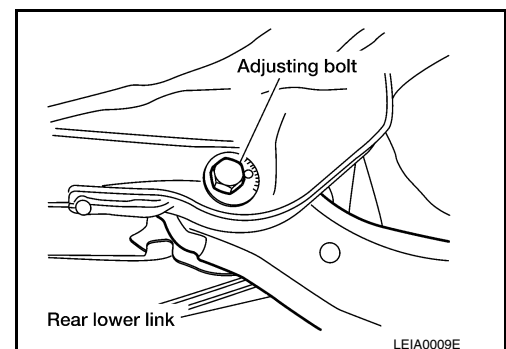
TOE-IN

- 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, "Wheel Alignment \(Unladen*1\)"](#).

- 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-15, "Exploded View"](#).



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REAR LOWER LINK & COIL SPRING

< REMOVAL AND INSTALLATION >

REMOVAL AND INSTALLATION

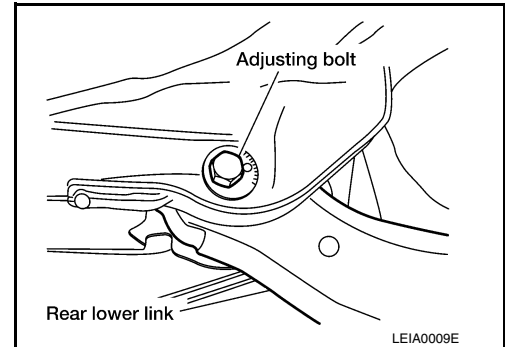
REAR LOWER LINK & COIL SPRING

Removal and Installation

INFOID:000000009471817

Removal

1. Remove the rear wheel and tire using power tool. Refer to [WT-60. "Adjustment"](#).
2. Loosen the rear lower link adjusting bolt and nut at the rear suspension member.
3. Support the rear lower link with a suitable jack.
4. Support the rear axle housing with a suitable jack.
5. Remove the rear lower link bolt and nut from the rear axle housing using power tool.
6. Slowly lower the jack supporting the rear lower link and the rear suspension spring to lower them.
7. Remove the rear spring upper rubber seat, the rear suspension spring, and the rear spring lower rubber seat from the rear lower link.
8. Remove the rear lower link adjusting bolt and nut from the rear suspension member using power tool.
9. Remove the rear lower link.



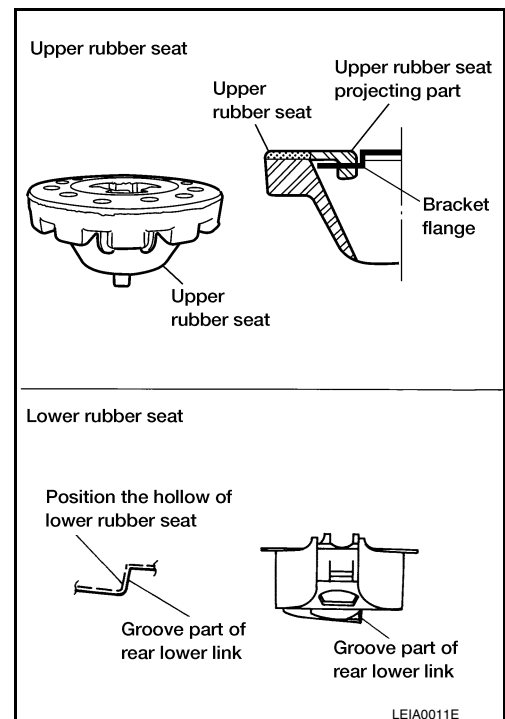
Installation

Installation is in the reverse order of removal.

CAUTION:

Do not reuse the rear lower link adjusting nut.

- Check that the projecting part inside the rear spring upper rubber seat is attached to the bracket flange as shown.
- Check that the projection part outside the rear spring upper rubber seat is directed toward the front of the vehicle.
- Position the hollow of the rear spring lower rubber seat with the groove part of the rear lower link.
- Install the rear suspension spring so that the side with the two paint markers is directed toward the lower side.
- Check wheel alignment. Adjust as necessary. Refer to [RSU-6. "Inspection and Adjustment"](#).



SHOCK ABSORBER

< REMOVAL AND INSTALLATION >

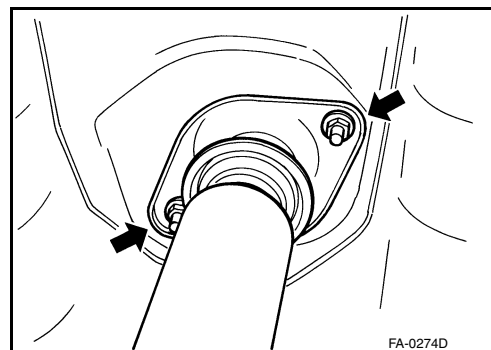
SHOCK ABSORBER

Removal and Installation

INFOID:000000009471818

REMOVAL

1. Remove the rear wheel and tire using power tool. Refer to [WT-60, "Adjustment"](#).
2. Set a jack under rear lower link to relieve the rear suspension spring tension.
3. Remove the rear shock absorber lower nut and bolt with a power tool.
4. Gradually lower the jack to disconnect the rear shock absorber from the rear axle housing.
5. Remove the rear shock absorber upper nuts (←) with a power tool, and then remove the rear shock absorber from vehicle.



INSPECTION AFTER REMOVAL

- Check the rear shock absorber for deformation, cracks, and damage. Replace if necessary.
- Check welded and sealed areas for oil leakage. Replace if necessary.

INSTALLATION

- Installation is the reverse order of removal.

CAUTION:

Do not reuse the rear shock absorber upper nuts.

- Perform the final tightening of the rear shock absorber lower nut and bolt under unladen condition with tires on level ground. Refer to [RSU-15, "Exploded View"](#).
- Check wheel alignment. Adjust as necessary. Refer to [RSU-6, "Inspection and Adjustment"](#).
- Adjust neutral position of steering angle sensor after checking the wheel alignment. Refer to [BRC-6, "ADJUSTMENT OF STEERING ANGLE SENSOR NEUTRAL POSITION : Special Repair Requirement"](#).

Disassembly and Assembly

INFOID:000000009471819

DISASSEMBLY

CAUTION:

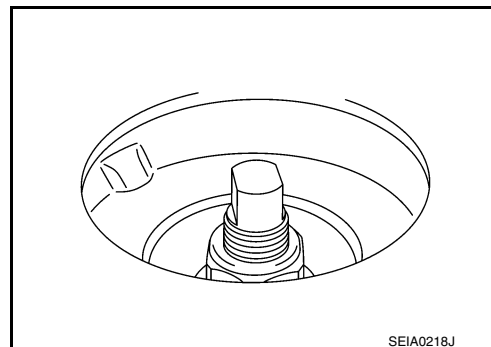
Make sure the piston rod is not damaged when removing components from the rear shock absorber.

1. Remove the rear shock absorber cap from the strut mount insulator.
2. Wrap a shop cloth around the lower flanges of the rear shock absorber and secure the lower flanges 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 the strut mount insulator, the shock absorber mount seal, and the rear suspension bound bumper from the rear shock absorber.



INSPECTION AFTER DISASSEMBLY

SHOCK ABSORBER

< REMOVAL AND INSTALLATION >

Rear Suspension Bound Bumper and Shock Absorber Mount Seal

Check the rear suspension bound bumper and the shock absorber mount seal for cracks and damage. Replace if necessary.

Rear Shock Absorber

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

ASSEMBLY

Installation is the reverse order of removal. For tightening torque, refer to [RSU-15. "Exploded View"](#).

CAUTION:

Do not reuse the piston rod lock nut.

Make sure the piston rod is not damaged when attaching components to the rear shock absorber.

Disposal

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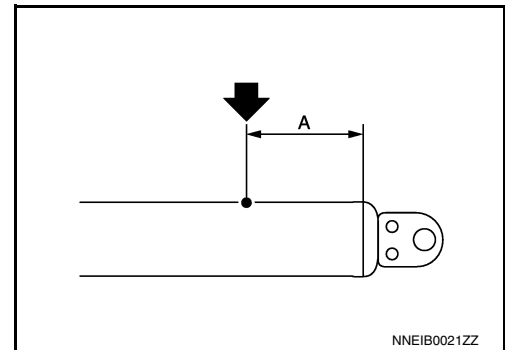
1. Set the rear shock absorber horizontally with the piston rod fully extended.
2. Drill 2 – 3 mm (0.08 – 0.12 in) hole at the position (●) from top as shown to release gas gradually.

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.



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(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 >

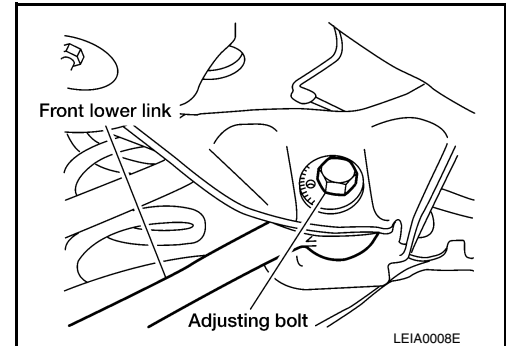
FRONT LOWER LINK

Removal and Installation

INFOID:000000009471821

Removal

1. Remove the front lower link nut and bolt from the rear axle housing using power tools.
2. Remove the adjusting bolt and nut from the rear suspension member using power tools.
3. Remove the front lower link.



Installation

Installation is in the reverse order of removal.

CAUTION:

Do not reuse the adjusting nut.

Check the wheel alignment. Adjust as necessary. Refer to [RSU-6. "Inspection and Adjustment"](#).

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RADIUS ROD

< REMOVAL AND INSTALLATION >

RADIUS ROD

Removal and Installation

INFOID:000000009471822

Removal

1. Remove the rear wheel and tire using power tool. Refer to [WT-60, "Adjustment"](#).
2. Remove the radius rod nut and bolt from the rear axle housing using power tools.
3. Remove the radius rod bolt from the rear suspension member using power tools.
4. Remove the radius rod.

Installation

Installation is in the reverse order of removal.

CAUTION:

Do not reuse the radius rod nut at the rear axle housing.

Check the wheel alignment. Adjust as necessary. Refer to [RSU-6, "Inspection and Adjustment"](#).

REAR STABILIZER

< REMOVAL AND INSTALLATION >

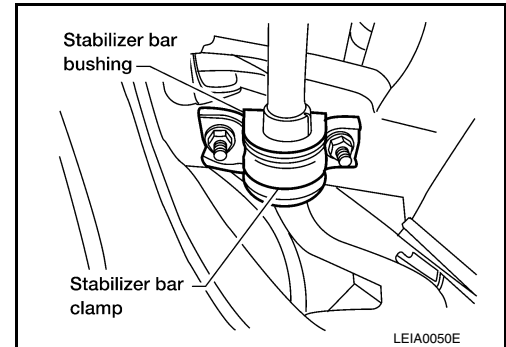
REAR STABILIZER

Removal and Installation

INFOID:000000009471823

Removal

1. Remove each rear stabilizer connecting rod nut using power tools.
2. Disconnect the rear stabilizer from each rear stabilizer connecting rod.
3. Remove each rear stabilizer clamp bolt using power tools.
4. Remove the rear stabilizer.
5. If necessary, remove each rear stabilizer clamp.
6. If necessary, remove each rear stabilizer bushing.



Installation

Installation is in the reverse order of removal.

- Make sure each slit in the surface of each rear stabilizer bushing faces the rear of the vehicle.
- Use a wrench to hold each rear stabilizer connecting rod ball stud while tightening each rear stabilizer connecting rod nut.

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SUSPENSION ARM

< REMOVAL AND INSTALLATION >

SUSPENSION ARM

Removal and Installation

INFOID:000000009471824

Removal

1. Remove the rear suspension member. Refer to [RSU-16. "Removal and Installation"](#).
2. Remove the connecting rod mount bracket nut and bolt from the rear suspension arm using power tools. Remove the connecting rod mount bracket.
3. Remove each rear suspension arm bolt and nut from the rear suspension member using power tools.

Installation

Installation is in the reverse order of removal.

CAUTION:

- **Do not reuse the rear suspension arm nuts at the rear suspension member.**
- **Do not reuse the upper ball joint cotter pin.**

Check wheel alignment. Adjust as necessary. Refer to [RSU-6. "Inspection and Adjustment"](#).

REAR SUSPENSION ASSEMBLY

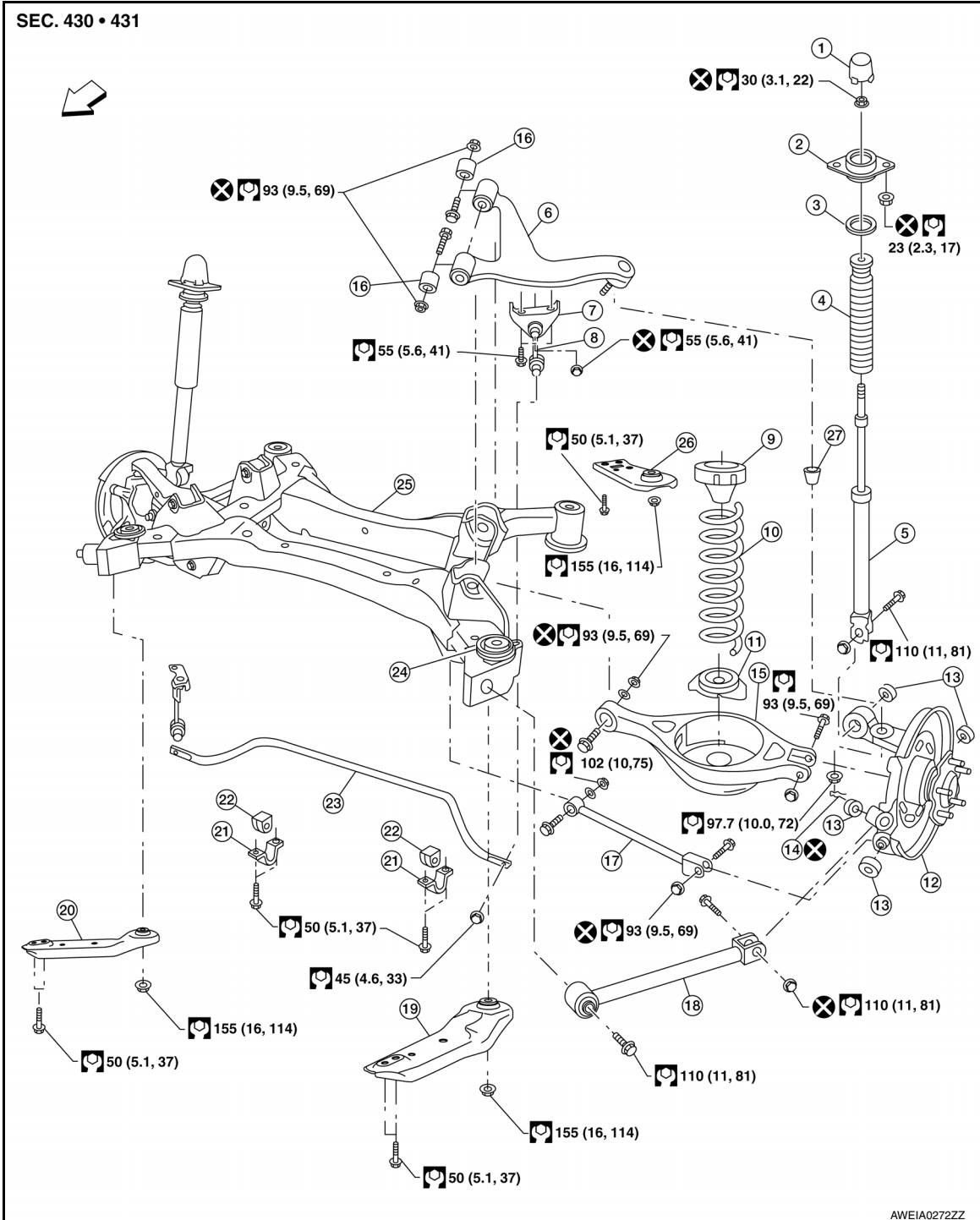
< UNIT REMOVAL AND INSTALLATION >

UNIT REMOVAL AND INSTALLATION

REAR SUSPENSION ASSEMBLY

Exploded View

INFOID:000000009471825



- | | | |
|---------------------------------|-----------------------------------|----------------------------------|
| 1. Rear shock absorber cap | 2. Strut mount insulator | 3. Shock absorber mount seal |
| 4. Rear suspension bound bumper | 5. Rear shock absorber | 6. Rear suspension arm |
| 7. Connecting rod mount bracket | 8. Rear stabilizer connecting rod | 9. Rear spring upper rubber seat |
| 10. Rear suspension spring | 11. Rear spring lower rubber seat | 12. Rear axle housing |
| 13. Bushing | 14. Upper ball joint cotter pin | 15. Rear lower link |

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REAR SUSPENSION ASSEMBLY

< UNIT REMOVAL AND INSTALLATION >

| | | |
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| 16. Arm bushing stopper | 17. Front lower link | 18. Radius rod |
| 19. Rear suspension member stay (Front LH) | 20. Rear suspension member stay (Front RH) | 21. Rear stabilizer clamp |
| 22. Rear stabilizer bushing | 23. Rear stabilizer | 24. Rear suspension mount insulator |
| 25. Rear suspension member | 26. Rear suspension member stay (Rear LH) | 27. Ball seat |

↶ Front

Removal and Installation

INFOID:000000009471826

Removal

CAUTION:

Before removing the rear suspension member, remove each rear wheel sensor from each rear axle housing. 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 each brake caliper using power tools and reposition each brake caliper aside with wire. Refer to [BR-36, "Removal and Installation of Brake Caliper and Rotor"](#).
 - Leave each brake hydraulic hose connected to each brake caliper.
 - Do not depress the brake pedal, or the caliper pistons will pop out.
 - Do not pull or twist the brake hydraulic hoses.
3. Remove each brake rotor.
4. Disconnect each parking brake cable from each rear axle housing. Refer to [PB-6, "Exploded View"](#).
5. Remove each rear wheel sensor. Refer to [BRC-103, "Removal and Installation - Rear Wheel Sensor"](#).
6. Remove each lower shock absorber nut and bolt using power tools.
7. Remove each rear lower link. Refer to [RSU-8, "Removal and Installation"](#).
8. Remove each upper ball joint nut and cotter pin. Refer to [RSU-15, "Exploded View"](#).
9. Remove each radius rod. Refer to [RSU-12, "Removal and Installation"](#).
10. Remove each front lower link. Refer to [RSU-11, "Removal and Installation"](#).
11. Remove each rear axle housing using Tool. Refer to [RSU-15, "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 the rear stabilizer. Refer to [RSU-13, "Removal and Installation"](#).
13. Disconnect the member harness.
14. Support rear suspension member using a suitable jack.
15. Remove the rear suspension member nuts and the rear suspension member stay bolts using power tools.
16. Lower the jack to remove the rear suspension member.
17. If necessary, remove each rear suspension arm. Refer to [RSU-14, "Removal and Installation"](#).

Installation

Installation is in the reverse order of removal.

CAUTION:

- Do not reuse the front lower link nuts.
- Do not reuse the radius rod nuts at the rear axle housing.
- Do not reuse the upper ball joint cotter pin.
- Do not reuse the rear lower link nuts at the rear suspension member.
- Check wheel alignment. Adjust as necessary. Refer to [RSU-6, "Inspection and Adjustment"](#).
- Install member stays in correct position.

NOTE:

Member stays are directional.

SERVICE DATA AND SPECIFICATIONS (SDS)

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SERVICE DATA AND SPECIFICATIONS (SDS)

SERVICE DATA AND SPECIFICATIONS (SDS)

General Specification (Rear)

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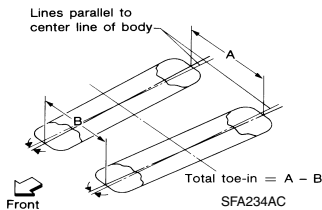
| | |
|---------------------|-----------------------------------|
| Suspension type | Multi-link independent suspension |
| Shock absorber type | Double-acting hydraulic |

Wheel Alignment (Unladen*1)

INFOID:000000009471828

| Market | | United States*2 | United States*3 | Canada*2 | Canada*3 | 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' (-0.17°) |
| | Nominal | -0° 25' (-0.42°) | -0° 32' (-0.53°) | -0° 22' (-0.37°) | -0° 32' (-0.53°) | 0° 20' (0.33°) |
| | Maximum | 0° 05' (0.08°) | -0° 02' (-0.03°) | 0° 08' (0.13°) | -0° 02' (-0.03°) | 0° 50' (0.83°) |

RSU



| Total toe-in | Distance (A - B) | 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 (LH and RH) 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°) |

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

*2: 18" tire.

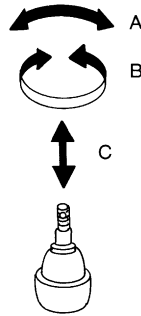
*3: 19" tire.

SERVICE DATA AND SPECIFICATIONS (SDS)

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Ball Joint

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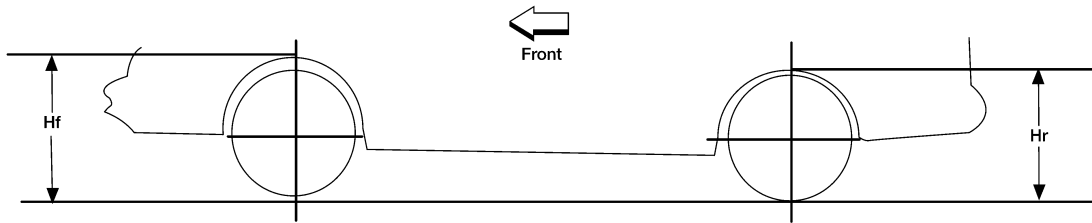
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| | |
|--|--------------------------------------|
| Swinging force (A) (Measuring point: cotter pin hole of ball stud) N (kg-f, lb-f) | 7.8 - 54.9 (0.8 - 5.6, 1.8 - 12.3) |
| Turning torque (B) N·m (kg-cm, in-lb) | 0.49 - 3.43 (5.0 - 35.0, 4.3 - 30.4)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

Wheelarch Height (Unladen*¹)

INFOID:000000009471830

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 lubricants are full. Spare tire, jack, hand tools, and mats in designated positions.

*2: Without top load sunroof

*3: With top load sunroof