SECTION RSU
REAR SUSPENSION

CONTENTS

PRECAUTION

PRECAUTIONS

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

INFOID:0000000011932723

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. 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 three minutes before performing any service.**

Precautions for Suspension

INFOID:0000000011932724

- When installing rubber bushings, the final tightening must be carried out under unladen conditions with tires on ground. Spilled oil might shorten the life of rubber bushings. Be sure to wipe off any spilled oil.
- Unladen conditions mean that fuel, engine coolant and lubricants 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.
- The tightening surface must be kept free of oil/grease.
- When jacking up the vehicle with a floor jack, do not hang the jack on the front lower link.

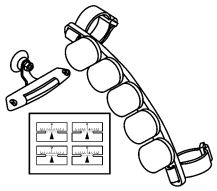
PREPARATION

PREPARATION

Special Service Tool

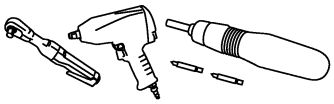
INFOID:0000000011932725

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

Tool number (TechMate No.) Tool name	Description
— (J-49286) Drift and Pull gauge  AWEIA0156ZZ	Measuring drift and pull

Commercial Service Tool

INFOID:0000000011932726

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

SYMPTOM DIAGNOSIS

NOISE, VIBRATION AND HARSHNESS (NVH) TROUBLESHOOTING

NVH Troubleshooting Chart

INFOID:0000000011932727

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

Reference page			RSU-5, RSU-9, RSU-11, RSU-13, RSU-14, RSU-15, RSU-16	RSU-5	—	—	—	RSU-5, RSU-9, RSU-11, RSU-13, RSU-14, RSU-15, RSU-16	RSU-5	RSU-5	FAX-5	FSU-5	WT-62	WT-62	FAX-5	BR-6	ST-28
Possible cause and SUSPECTED PARTS			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	TIRE	WHEEL	DRIVE SHAFT	BRAKES	STEERING
Symp-tom	REAR SUSPENSION	Noise	×	×	×	×	×	×			×	×	×	×	×	×	×
		Shake	×	×	×	×		×			×	×	×	×	×	×	×
		Vibration	×	×	×	×	×				×	×	×		×		×
		Shimmy	×	×	×	×			×		×	×	×	×		×	×
		Shudder	×	×	×						×	×	×	×		×	×
		Poor quality ride or handling	×	×	×	×	×		×	×	×	×	×	×			

×: Applicable

PERIODIC MAINTENANCE

REAR SUSPENSION ASSEMBLY

Inspection

INFOID:0000000011932729

ON-VEHICLE SERVICE

- 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.
- Check the wheelarch height. Refer to RSU-21, "Wheelarch Height (Unladen*1)".

SHOCK ABSORBER

- Check for smooth operation through a full stroke for both compression and extension.
- Check for oil leaks 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.
- Make sure that each cotter pin is installed (if equipped).

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 STABILIZER

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

REAR WHEEL ALIGNMENT INSPECTION

Inspection

INFOID:0000000012289429

PRELIMINARY INSPECTION

WARNING:
Always adjust wheel alignment with vehicle on flat surface.
NOTE:
If the wheel alignment is out of specification, inspect and replace any damaged or worn suspension parts before making any adjustments.
Check the following:

- Check and adjust the wheel alignment with the vehicle under unladen conditions. "Unladen conditions" means that the fuel, engine coolant, and lubricants are full; spare tire, jack, hand tools and mats are in designated positions.
- Check the tires for incorrect air pressure and for excessive wear. Refer to WT-73, "Tire".
- Check the wheels for deformation, cracks, and other damage. Remove the wheel and check the wheel runout. Refer to WT-63, "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 conditions. Refer to RSU-21, "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/INFINITI 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/INFINITI 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

CAUTION:
If the vehicle is equipped with the Intelligent Cruise Control (ICC) system and the rear toe has been adjusted during a wheel alignment, the ICC sensor must be aligned. Refer to CCS-64, "ICC Sensor Adjustment".
IMPORTANT: Use only the alignment specifications listed in this Service Manual. Refer to RSU-21, "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 a "Rolling Compensation" method and an optional "Jacking Compensation" method to compensate the alignment targets or head units. "Rolling Compensation" is the preferred method.
   "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're using for more information.

Adjustment

INFOID:0000000012289430

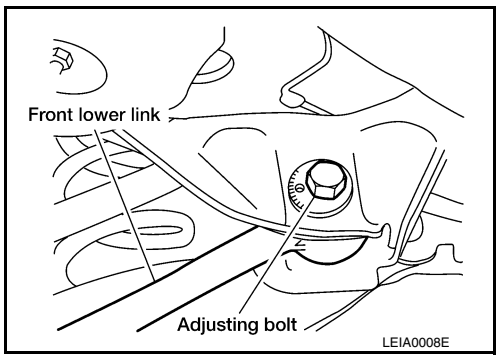
CAMBER

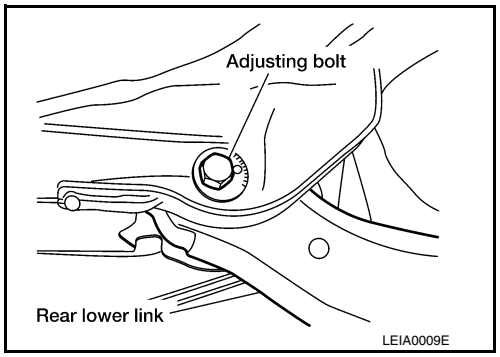
1. Measure camber of both right and left wheels using a suitable alignment gauge and adjust using following procedure.

Camber : Refer to RSU-20, "Wheel Alignment (Unladen*1)".

If camber is not within specification, inspect and replace any damaged or worn rear suspension parts before adjusting.

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





3. Tighten adjusting bolt nuts to the specified torque.

Adjusting bolt nuts : Refer to RSU-9, "Exploded View" and RSU-13, "Exploded View".

CAUTION:

- **When tightening the nut firmly and checking the torque, use a wrench to prevent the turning of the bolt.**
- **After adjusting camber, be sure to check toe-in.**

TOE-IN

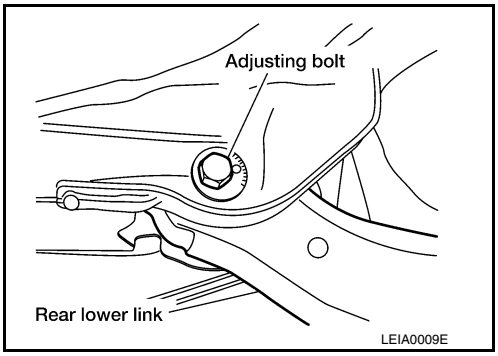
1. Measure toe-in of rear wheels. If out of specification, inspect and replace any damaged or worn rear suspension parts before adjusting.

Total toe-in : Refer to RSU-20, "Wheel Alignment (Unladen*1)".

2. Adjust toe-in by turning adjusting bolt on rear lower link.
3. After adjusting, tighten adjusting bolt nut to specified torque.

Adjusting bolt nut : Refer to RSU-9, "Exploded View".

CAUTION:
When tightening the nut firmly and checking the torque, use a wrench to prevent the turning of the bolt.



4. After adjusting alignment it is necessary to adjust the neutral position of the steering angle sensor. Refer to BRC-64, "Description".

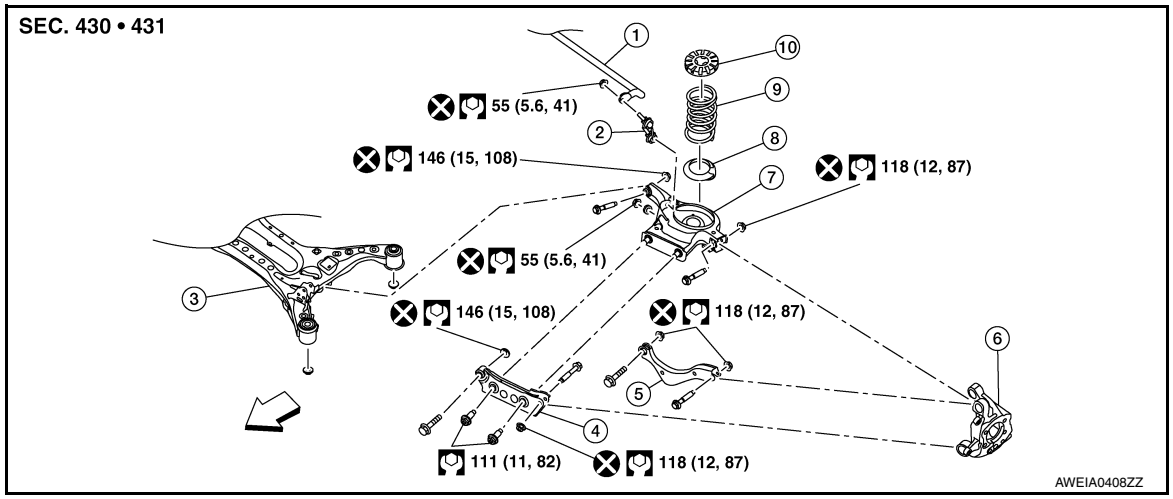
CAUTION:
If the vehicle is equipped with the Intelligent Cruise Control (ICC) system and the rear toe has been adjusted during a wheel alignment, the ICC sensor must be aligned. Refer to CCS-64, "ICC Sensor Adjustment".

REMOVAL AND INSTALLATION

REAR LOWER LINK & COIL SPRING

Exploded View

INFOID:0000000012260894



1. Rear stabilizer
2. Stabilizer connecting rod
3. Rear suspension member
4. Front lower link
5. Rear suspension arm
6. Rear knuckle
7. Rear lower link
8. Spring lower seat
9. Coil spring
10. Spring upper seat

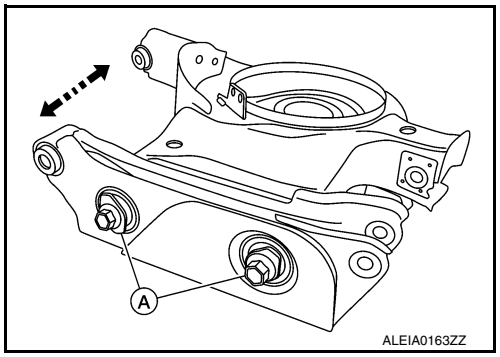
⇦ Front

Removal and Installation

INFOID:0000000011932731

Removal

1. Remove rear suspension assembly. Refer to RSU-16, "Removal and Installation".
2. Remove front and rear lower link bolts from knuckles.
   CAUTION:
   - **Do not reuse the rear lower link nuts.**
   - **Do not reuse the front lower link nuts.**
3. Remove coil spring lower rubber seat.
4. Remove front and rear lower link nuts and bolts from rear suspension member.
   CAUTION:
   - **Do not reuse the rear lower link nuts.**
   - **Do not reuse the front lower link nuts.**
5. Remove front lower link to rear lower link bolts (A) and separate.



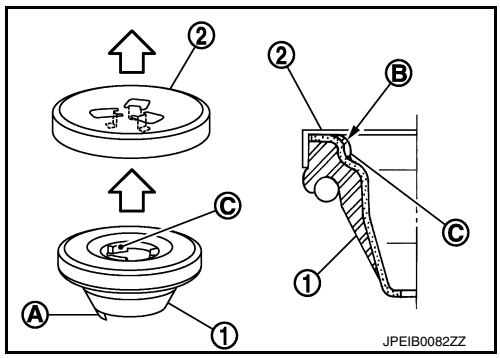
Installation

Installation is in the reverse order of removal.

- Make sure that upper rubber seat is attached as shown.

CAUTION:

- **Keep the upper rubber seat (1) in place during coil spring installation. The protrusion (A) on the upper rubber seat faces outside of vehicle.**
- **Align the tabs (C) to the upper rubber seat openings and securely fit on the bracket (2) to the tabs (B).**



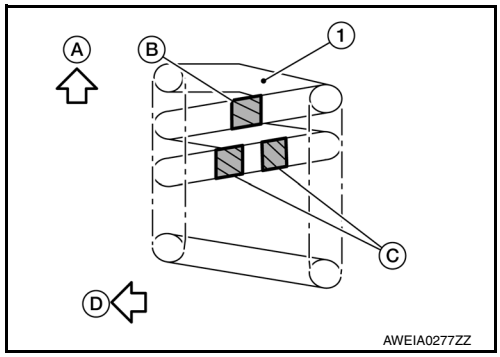
⇦ : Body

- Match up lower rubber seat indentions and rear lower link grooves and attach.

- When installing coil spring (1), check coil spring is attached as shown.
(A): Vehicle upper side
(B): 1 paint mark
(C): 2 paint marks
(D): Vehicle inside

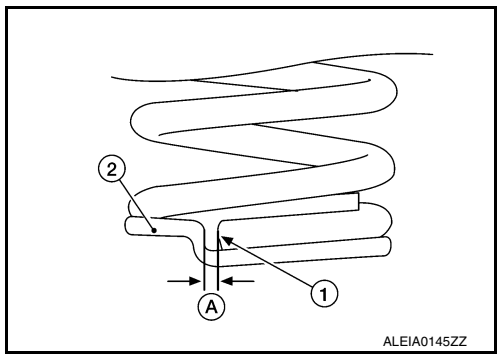
CAUTION:

Position the coil spring with the two paint marks 3.5 turns from the bottom.



- Install coil spring by aligning lower end of coil spring (1) to bump of lower spring seat (2).

(A) : Maximum gap 5 mm (0.20 in)

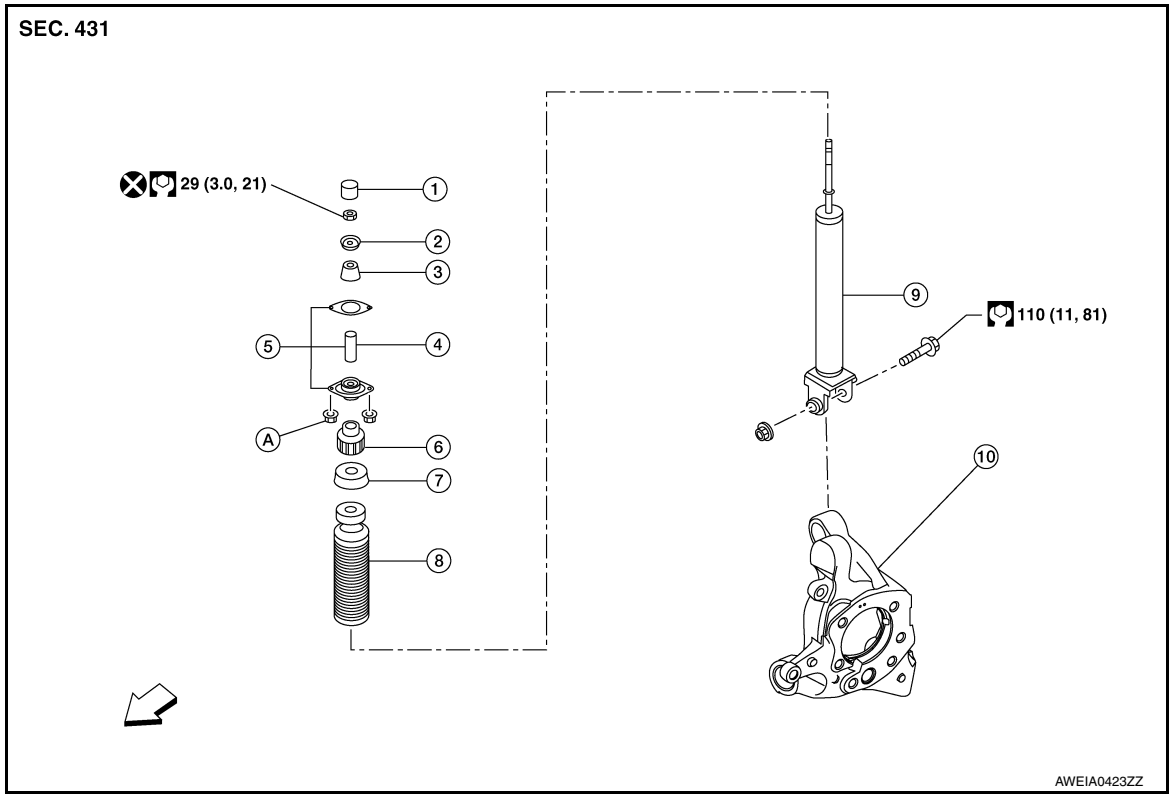


- Perform final tightening of parts under unladen condition with tires on level ground.
- Check wheel alignment. Refer to RSU-6, "Inspection".
- Adjust neutral position of steering angle sensor. Refer to BRC-64, "Description".

REAR SHOCK ABSORBER

Exploded View

INFOID:0000000012260897



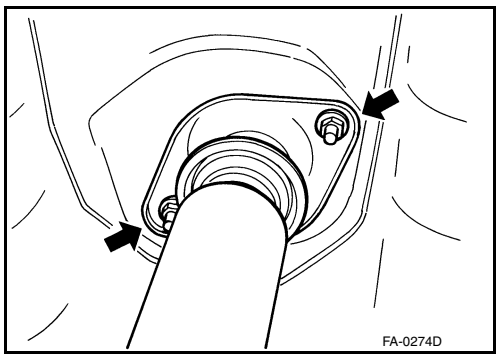
1. Cap	2. Washer	3. Upper shock bushing
4. Distance tube	5. Shock absorber mount bracket	6. Lower shock bushing
7. Bound bumper cover	8. Bound bumper	9. Shock absorber
10. Rear knuckle	A Refer to INSTALLATION	⇦ Front

Removal and Installation

INFOID:0000000011932732

REMOVAL

1. Remove the rear wheel and tire using power tool. Refer to WT-64, "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 knuckle.
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 leaks. Replace if necessary.

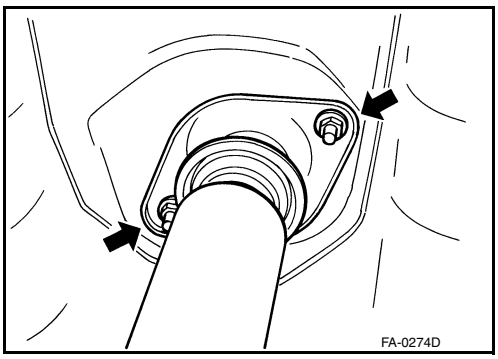
INSTALLATION

Installation is in the reverse order of removal.

CAUTION:

The upper nuts of the shock absorber may differ in size. Tighten the upper nuts to the following specification:

M8 nuts:	**25 N·m (2.6 kg-m, 18 ft-lb)**
M10 nuts:	**56 N·m (5.7 kg-m, 41 ft-lb)**



- Perform the final tightening of the rear shock absorber lower nut and bolt under unladen conditions with tires on level ground. Refer to RSU-16, "Exploded View".

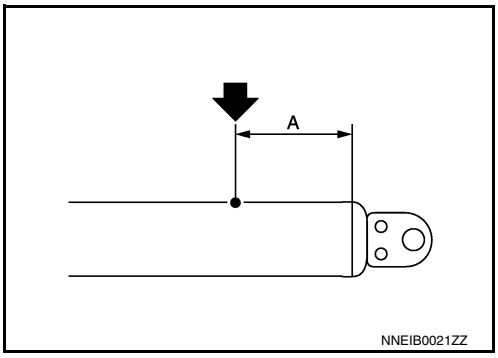
Disposal

INFOID:0000000011932734

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 into 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.

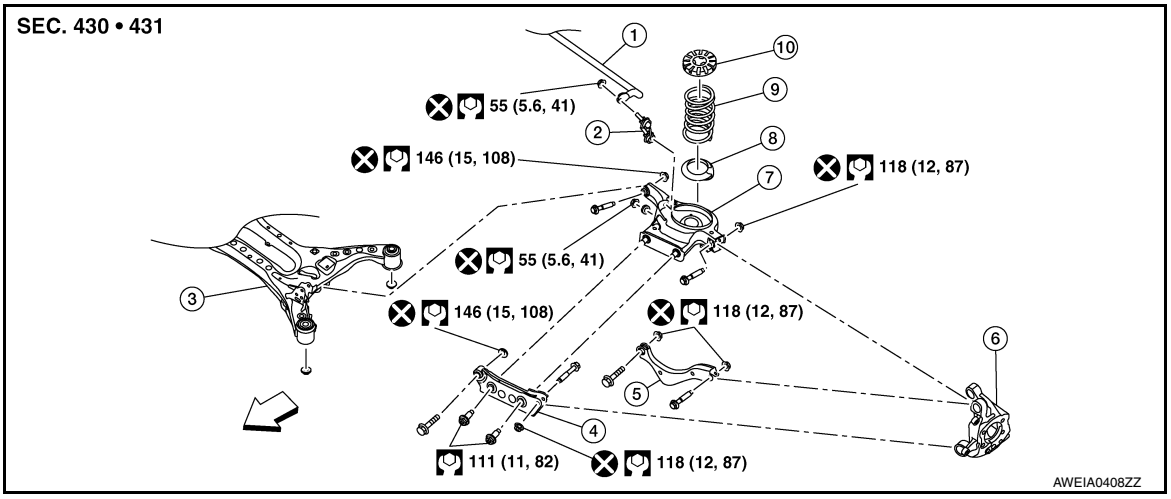
   CAUTION:

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

FRONT LOWER LINK

Exploded View

INFOID:0000000012260899



1. Rear stabilizer
2. Stabilizer connecting rod
3. Rear suspension member
4. Front lower link
5. Rear suspension arm
6. Rear knuckle
7. Rear lower link
8. Spring lower seat
9. Coil spring
10. Spring upper seat

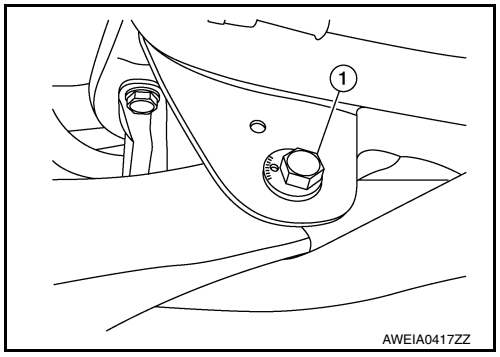
⇦ Front

Removal and Installation

INFOID:0000000011932735

Removal

1. Remove rear suspension assembly. Refer to RSU-16, "Removal and Installation".
2. Remove the front lower link nut and bolt from the knuckle using power tools.
3. Remove the rear lower link bolt and nut (1) at the rear suspension member using power tools.
4. Remove bolts that attach the front lower link to the rear lower link.
5. Remove the front lower link.



Installation

Installation is in the reverse order of removal.

CAUTION:

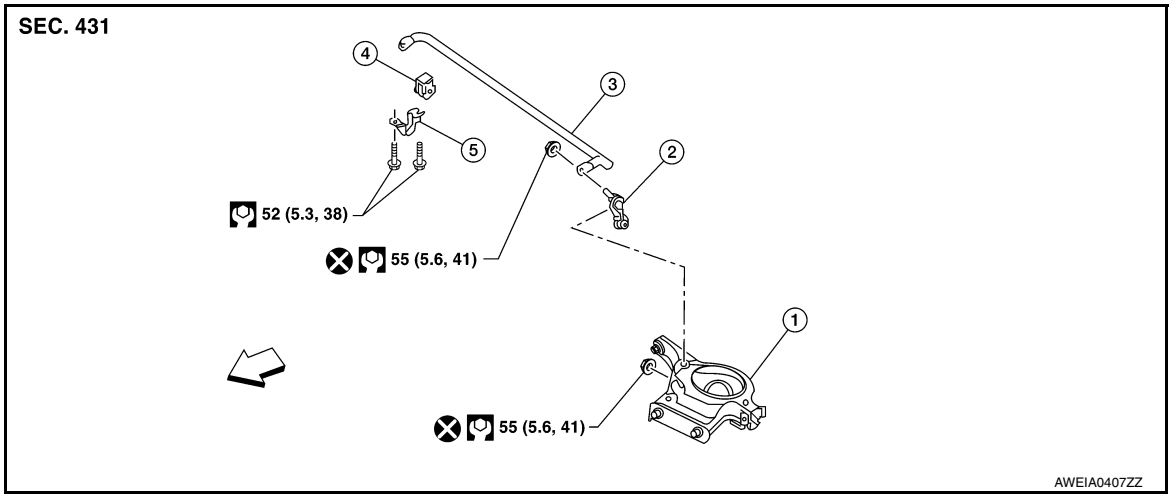
Do not reuse the rear lower link nut.

Check the wheel alignment. Adjust as necessary. Refer to RSU-20, "Wheel Alignment (Unladen*1)".

REAR STABILIZER

Exploded View

INFOID:0000000012251085



1. Rear lower link
2. Connecting rod
3. Rear stabilizer
4. Rear stabilizer bushing
5. Rear stabilizer clamp
⇦ Front

Removal and Installation

INFOID:0000000011932737

REMOVAL

1. Remove nuts and remove stabilizer connecting rod (LH/RH).
2. Remove bolts and remove stabilizer clamp (LH/RH).
3. Remove the rear stabilizer.
4. If necessary, remove rear stabilizer bushing (LH/RH).

INSTALLATION

Installation is in the reverse order of removal.

CAUTION:

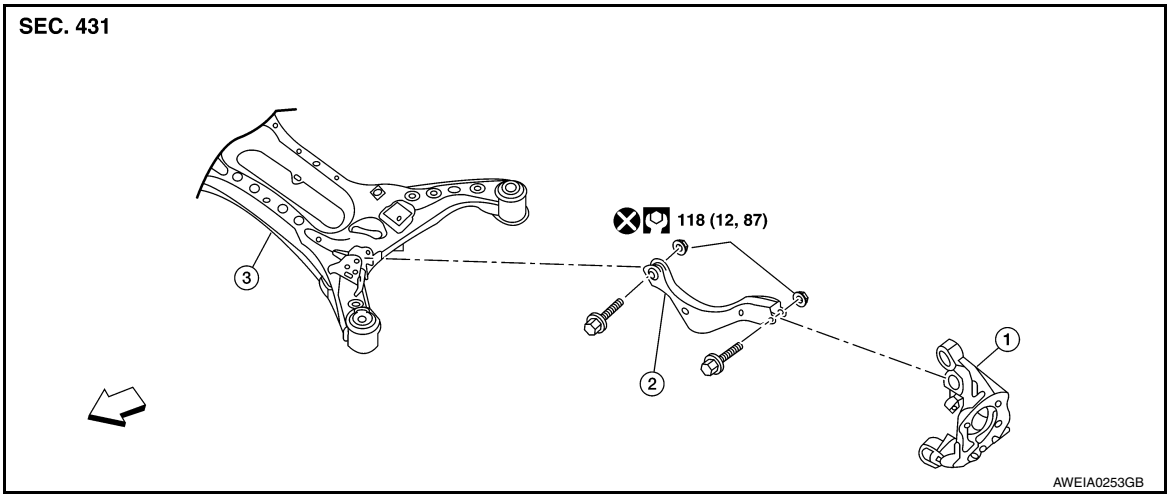
Do not reuse stabilizer connecting rod nuts.

- Position the stabilizer bushings with the slit facing the front of the vehicle.
- Align the matching marks when installing.
- Tighten the stabilizer connecting rod nut to the specified torque while holding the hexagonal part of the stabilizer connecting rod stud.
- Perform the final tightening of the parts under unladen conditions with the tires on level ground.

REAR SUSPENSION ARM

Exploded View

INFOID:0000000012260898



1. Rear knuckle
2. Rear suspension arm
3. Rear suspension member

⇦ Front

Removal and Installation

INFOID:0000000011932738

Removal

1. Support rear lower link with a suitable jack.

   WARNING:
   Place a suitable jack under outer end of rear lower link.
   CAUTION:
   Do not damage rear lower link with suitable jack.
2. Remove rear suspension arm nut and bolt at rear suspension member.
   CAUTION:
   Do not reuse rear suspension arm nut.
3. Remove rear suspension arm nut and bolt at rear knuckle.
   CAUTION:
   Do not reuse rear suspension arm nut.
4. Remove rear suspension arm from vehicle.

Installation

Installation is in the reverse order of removal.

CAUTION:
Do not reuse the rear suspension arm nuts at the rear suspension member.

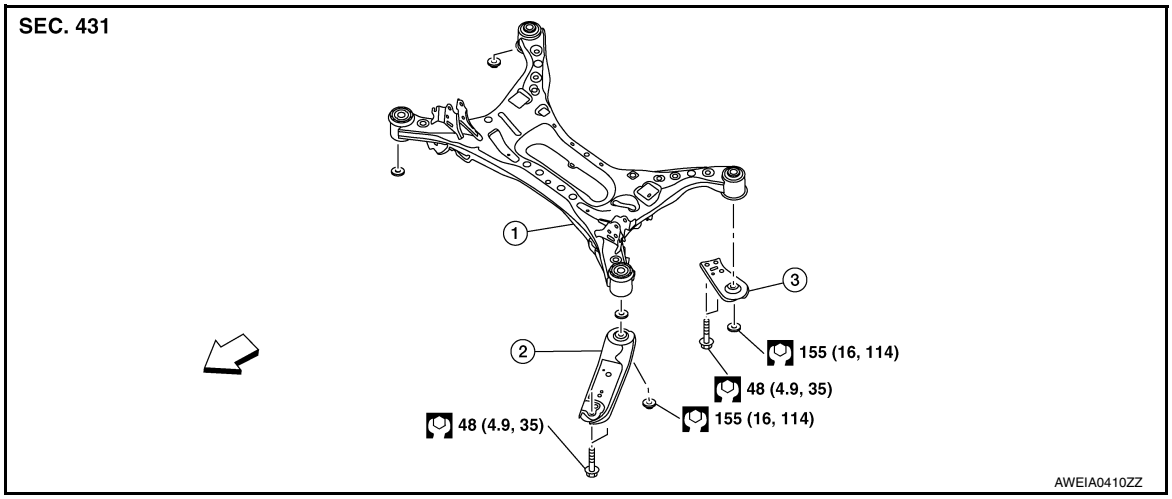
- Perform the final tightening of the parts under unladen conditions with tires on level ground.
- Check wheel alignment. Refer to RSU-6, "Inspection".
- Adjust the neutral position of the steering angle sensor. Refer to BRC-64, "Description".

UNIT REMOVAL AND INSTALLATION

REAR SUSPENSION MEMBER

Exploded View

INFOID:0000000011932739



1. Rear suspension member
2. Rear suspension member stay (front)
3. Rear suspension member stay (rear)

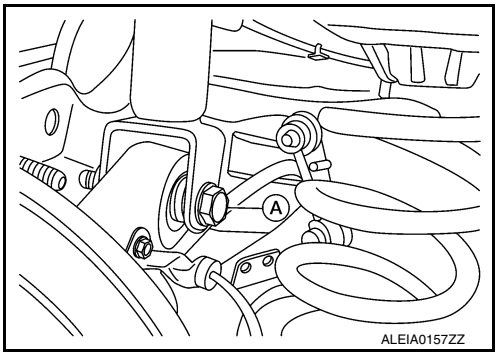
⇦ Front

Removal and Installation

INFOID:0000000011932740

Removal

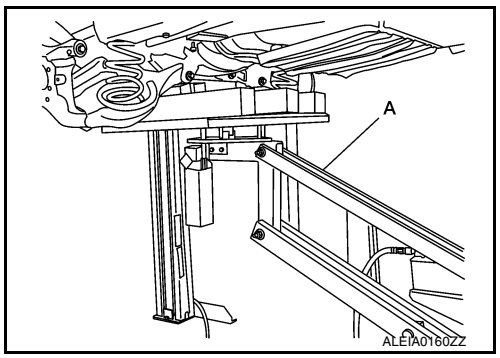
1. Remove the rear disc brake rotor. Refer to BR-46, "DISC BRAKE ROTOR : Removal and Installation".
2. Remove the rear wheel sensor (1) from the rear knuckle and position it aside.
   CAUTION:
   - **Pull out rear wheel sensor being careful to turn it as little as possible. Do not pull on wheel sensor harness.**
   - **Failure to remove rear wheel sensor from rear knuckle may result in damage to rear wheel sensor.**
3. Disconnect the harness connector from the rear wheel sensor. Refer to BRC-165, "REAR WHEEL SENSOR : Exploded View".
4. Disconnect parking brake cables from rear knuckle (LH/RH). Refer to PB-10, "Removal and Installation".
5. Remove lower shock absorber bolt (A).



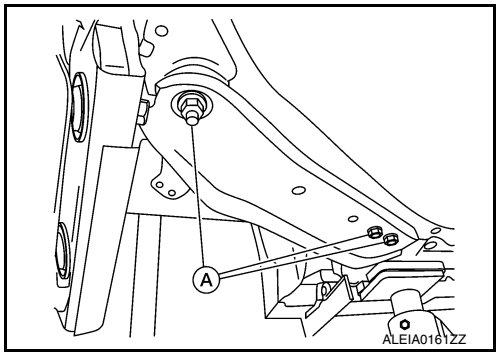
6. Remove rear stabilizer. Refer to RSU-14, "Removal and Installation".
7. Remove center exhaust tube and rear muffler. Refer to EX-5, "Exploded View".
8. Separate the parking brake cables from the rear suspension member.
9. Remove front under cover. Refer to EXT-26, "Removal and Installation".
10. Set a suitable jack under the front suspension member.

WARNING:
Place a suitable jack under the center of the front suspension member.
CAUTION:
Do not damage the front suspension member with the suitable jack.

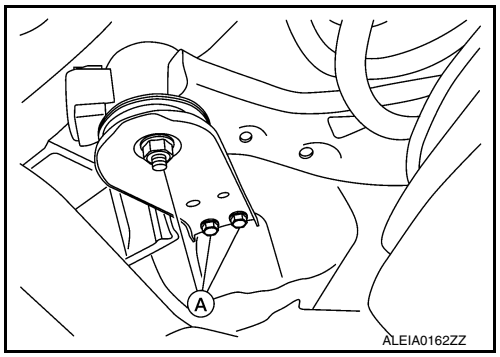
11. Position a suitable lift table (A) to the rear suspension member and securely strap rear suspension member to lift table.



12. Remove rear suspension member stay (front) covers (LH/RH).
13. Remove rear suspension member stay (front) nuts and bolts (A) and remove rear suspension member stay (front).

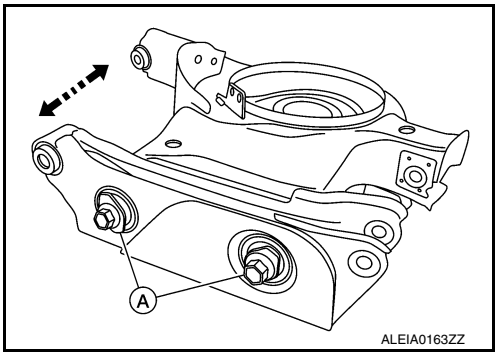


14. Remove rear suspension member stay (rear) bolts (A) and remove rear suspension member stay (rear).



15. Lower the rear suspension member, then remove the upper coil spring seats and the coil springs.
16. If necessary, remove the suspension arm bolts (LH/RH) from the rear knuckles.
17. If necessary, remove the front and rear lower link bolts (LH/RH) from the rear knuckles.
18. If necessary, remove rear knuckle (LH/RH) with the rear wheel hub and bearing and parking brake components as an assembly.
19. If necessary, remove the coil spring lower rubber seat (LH/RH).
20. If necessary, remove the front and rear lower link bolts (LH/RH) from the rear suspension member.

21. If necessary, remove the front lower link to rear lower link bolts (A) and separate the front lower link from the rear lower link (LH/RH).



Installation

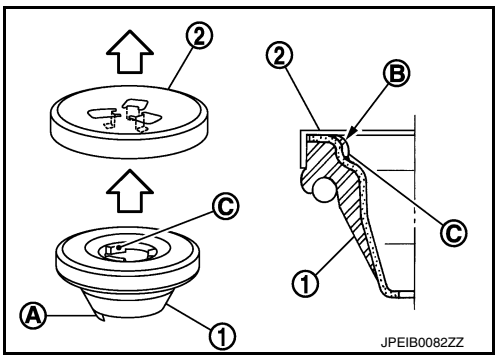
Installation is in the reverse order of removal.

- Make sure that upper rubber seat is attached as shown.

CAUTION:

- **Keep the upper rubber seat (1) in place during coil spring installation. The protrusion (A) on the upper rubber seat faces outside of vehicle.**
- **Align the tabs (C) to the upper rubber seat openings and securely fit on the bracket (2) to the tabs (B).**

⇦ : Body

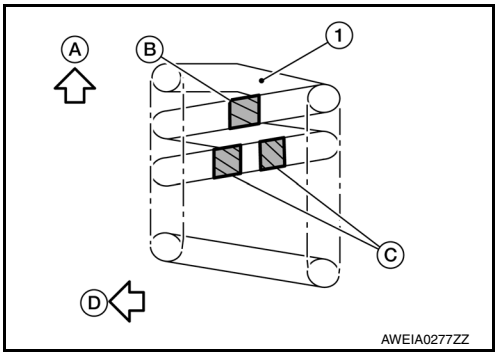


- Match up the lower rubber seat indentions and the rear lower link grooves and attach.

- When installing the coil spring (1), check coil spring is attached as shown.
(A): Vehicle upper side
(B): 1 paint mark
(C): 2 paint marks
(D): Vehicle inside

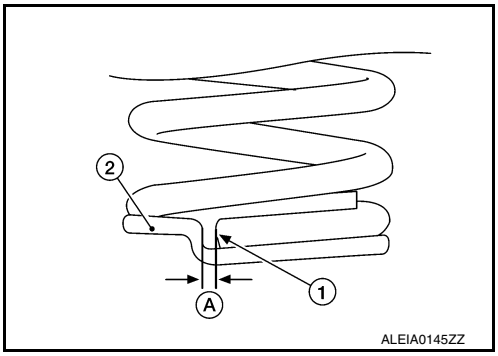
CAUTION:

Position the coil spring with the two paint marks 3.5 turns from the bottom.



- Install coil spring by aligning lower end of the coil spring (1) to bump of lower spring seat (2).

(A) : Maximum gap 5 mm (0.20 in)



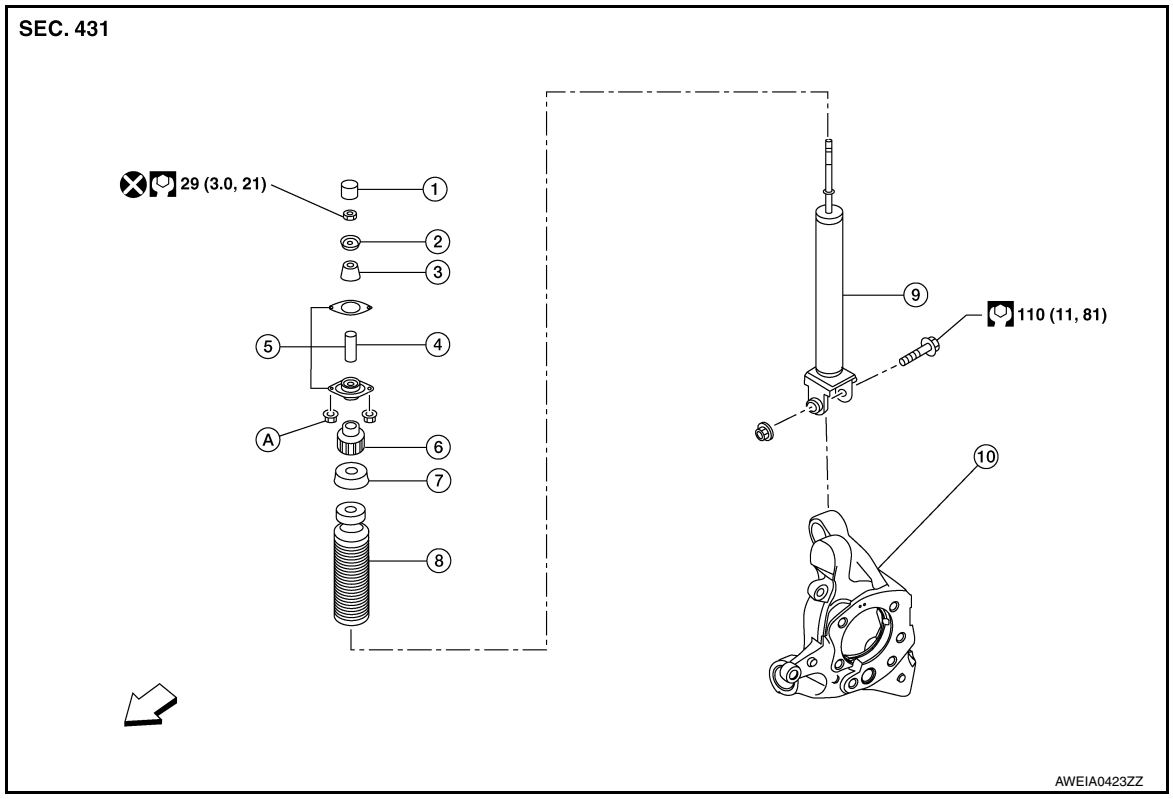
- Perform the final tightening of parts under unladen condition with tires on level ground.
- Check the rear wheel sensor harness for proper connection. Refer to BRC-165, "REAR WHEEL SENSOR : Exploded View".
- Adjust the parking brake operation (stroke). Refer to PB-4, "Inspection".
- Check wheel alignment. Refer to RSU-20, "Wheel Alignment (Unladen*1)".
- Adjust neutral position of steering angle sensor. Refer to BRC-64, "Description".

UNIT DISASSEMBLY AND ASSEMBLY

REAR SHOCK ABSORBER

Exploded View

INFOID:0000000012260998



1. Cap	2. Washer	3. Upper shock bushing
4. Distance tube	5. Shock absorber mount bracket	6. Lower shock bushing
7. Bound bumper cover	8. Bound bumper	9. Shock absorber
10. Rear knuckle	A Refer to INSTALLATION	⇦ Front

Disassembly and Assembly

INFOID:0000000012260997

DISASSEMBLY

CAUTION:

Do not damage the shock absorber piston rod when removing components from the shock absorber.

1. Remove the cap from the shock absorber insulator.
2. Wrap a shop cloth around the lower shock absorber bolt flange. Secure the lower shock absorber bolt flange in a vise.
   CAUTION:
   Do not set the cylindrical part of the rear shock absorber in a vise.
3. Secure the piston rod tip so that the piston rod does not turn. Remove the piston rod lock nut.
4. Remove the shock absorber insulator and the bound bumper from the rear shock absorber.

ASSEMBLY

Assembly is in the reverse order of disassembly.

CAUTION:

Do not reuse the piston rod lock nut.

SERVICE DATA AND SPECIFICATIONS (SDS)

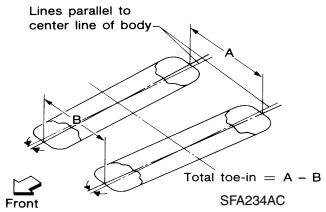
SERVICE DATA AND SPECIFICATIONS (SDS)

Wheel Alignment (Unladen*1)

INFOID:0000000011932742

UNITED STATES & CANADA

Tire size			P245/45R18	P245/40R19
Camber Degree minute (Decimal degree)		Minimum	–1° 08′ (–1.13°)	–1° 16′ (–1.27°)
		Nominal	–0° 23′ (–0.38°)	–0° 31′ (–0.52°)
		Maximum	0° 22′ (0.37°)	0° 14′ (0.23°)

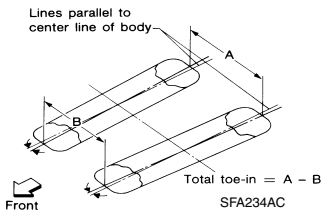


Total toe-in	Distance (A - B)	Minimum	In 0.1 mm (In 0.01 in)	In 0.6 mm (In 0.02 in)
		Nominal	In 2.6 mm (In 0.10 in)	In 3.1 mm (In 0.12 in)
		Maximum	In 5.1 mm (In 0.20 in)	In 5.6 mm (In 0.22 in)
	Angle (LH and RH) Degree minute (Decimal degree)	Minimum	In 0° 01′ (In 0.02°)	In 0° 04′ (In 0.06°)
		Nominal	In 0° 13′ (In 0.22°)	In 0° 16′ (In 0.26°)
		Maximum	In 0° 25′ (In 0.42°)	In 0° 28′ (In 0.46°)

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

MEXICO

Tire size		P245/45R18	P245/40R19
Camber Degree minute (Decimal degree)	Minimum	–0° 17′ (–0.29°)	
	Nominal	0° 27′ (0.46°)	
	Maximum	1° 12′ (1.21°)	



Total toe-in	Distance (A - B)	Minimum	Out 2.0 mm (Out 0.08 in)
		Nominal	In 0.5 mm (In 0.02 in)
		Maximum	In 3.0 mm (In 0.12 in)
	Angle (LH and RH) Degree minute (Decimal degree)	Minimum	Out 0° 09′ (Out 0.15°)
		Nominal	In 0° 03′ (In 0.05°)
		Maximum	In 0° 15′ (In 0.25°)

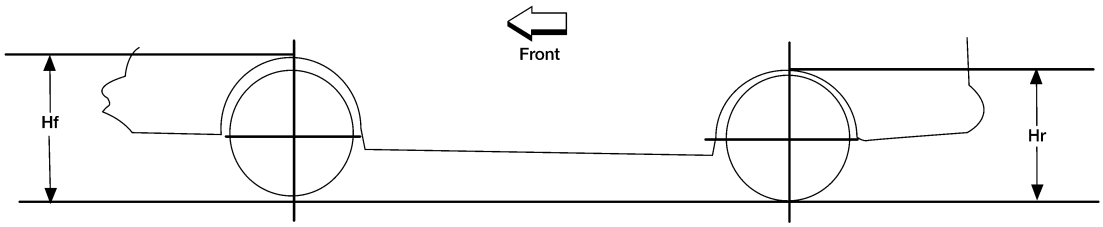
*: Fuel, engine coolant, and lubricants are full. Spare tire, jack, hand tools, and mats are in designated positions.

Wheelarch Height (Unladen*1)

INFOID:0000000011932744

UNITED STATES & CANADA

Unit: mm (in)



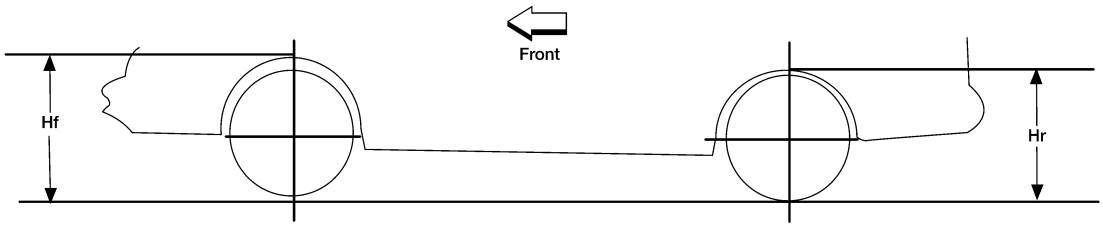
LEIA0085E

Tire size	P245/45R18	P245/40R19
Front (Hf)	708 (27.87)	704 (27.72)
Rear (Hr)	719 (28.31)	712 (28.03)

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

MEXICO

Unit: mm (in)



LEIA0085E

Tire size	P245/45R18	P245/40R19
Front (Hf)	717 (28.23)	715 (28.15)
Rear (Hr)	739 (29.09)	736 (28.98)

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