

SECTION **FSU**
FRONT SUSPENSION

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PRECAUTIONS

< PRECAUTION >

PRECAUTION

PRECAUTIONS

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

INFOID:000000005786177

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.**

General Precautions

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- 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.

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													
		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	TIRES	ROAD WHEEL	DRIVE SHAFT AND WHEEL HUB	BRAKES	STEERING	
Symptom	Noise	x	x	x	x	x	x			x	x	x	x	x	
	Shake	x	x	x	x		x			x	x	x	x	x	
	Vibration	x	x	x	x	x				x		x		x	
	Shimmy	x	x	x	x			x		x	x		x	x	
	Shudder	x	x	x						x	x		x	x	
	Poor quality ride or handling	x	x	x	x	x		x	x	x	x				

x: Applicable

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PREPARATION

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PREPARATION

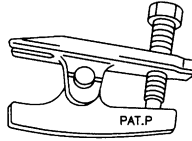
PREPARATION

Special Service Tool

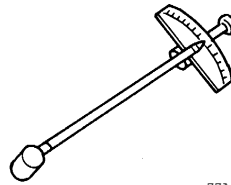
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The actual shapes of the Kent-Moore tools may differ from those of special service tools illustrated here.

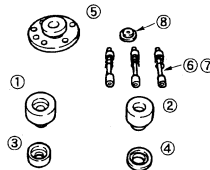
Tool number (Kent-Moore No.) Tool name	Description
HT7252000 (J-25730-A) Ball joint remover	Removing tie-rod outer and lower ball joint
ST3127S000 (J-25765-A) Preload gauge	Measuring ball joint rotating torque
KV991040S1 (—) CCK gauge attachment <ol style="list-style-type: none"> 1. KV99104020 Adapter A 2. KV99104030 Adapter B 3. KV99104040 Adapter C 4. KV99104050 Adapter D 5. KV99104060 Plate 6. KV99104070 Guide bolt 7. KV99104080 Spring 8. KV99104090 Center plate 	Measuring wheel alignment
ST35652000 (—) Strut attachment	Disassembling and assembling strut
KV101J0010 (J-47242) Engine support table	Front suspension member removal



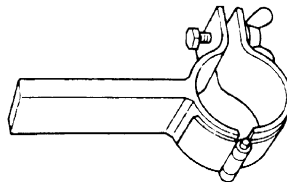
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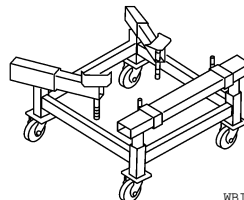
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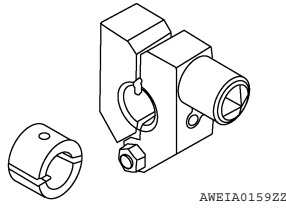
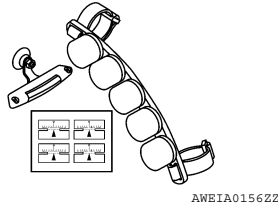


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PREPARATION

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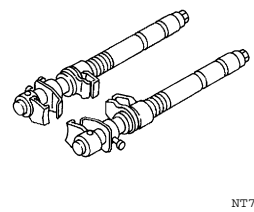
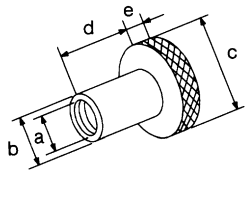
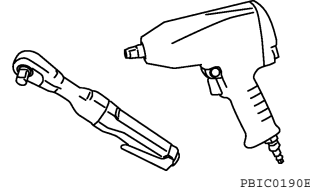
Tool number (Kent-Moore No.) Tool name	Description	A
— (J-49286) Drift and Pull gauge	Measuring drift and pull	B C
— (J-49029) Strut rod clamp	Securing strut rod	D <div style="background-color: black; color: white; padding: 2px; text-align: center;">FSU</div> F



Commercial Service Tool

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Tool name	Description	G
Power tool	Loosening bolts and nuts	H I J
Attachment wheel alignment a: screw M24 x 1.5 pitch b: 35 mm (1.38 in) dia. c: 65 mm (2.56 in) dia. d: 56 mm (2.20 in) dia. e: 12 mm (0.47 in) dia.	Measure wheel alignment	K L
Spring compressor	Removing and installing coil spring	M N
Engine slinger	Removing and installing suspension member with VQ35DE and CVT	O P



FRONT SUSPENSION ASSEMBLY

< ON-VEHICLE MAINTENANCE >

ON-VEHICLE MAINTENANCE

FRONT SUSPENSION ASSEMBLY

Inspection and Adjustment

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INSPECTION

Make sure the mounting conditions (looseness, back lash) of each component and component conditions (wear, damage) are normal.

LOWER BALL JOINT END PLAY

1. Set front wheels in a straight-ahead position. Do not depress brake pedal.
2. Place an iron bar or similar tool between upper link and steering knuckle.
3. Measure axial end play by prying it up and down. Refer to [FSU-18, "Ball Joint"](#).

CAUTION:

Be careful not to damage ball joint boot. Do not damage the installation position by applying excessive force.

SHOCK ABSORBER

Check for oil leakage, damage and replace if malfunction is detected.

WHEEL ALIGNMENT

Description

Measure wheel alignment under unladen conditions.

NOTE:

"Unladen conditions" means that fuel, engine coolant, and lubricant are full. Spare tire, jack, hand tools and mats are in designated positions.

General Information and Recommendations

- 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 rack itself should be capable of accepting any NISSAN vehicle.
- The rack should be checked to ensure that it is level.
- Make sure the machine is properly calibrated.
- Your alignment equipment should be regularly calibrated in order to give correct information.
- Check with the manufacturer of your specific equipment for their recommended Service/Calibration Schedule.

Preliminary Check

Check the following:

1. Tires for improper air pressure and wear.
2. Road wheels for runout. Refer to [WT-69, "Road Wheel"](#).
3. Wheel bearing axial end play. Refer to [FAX-25, "Wheel Bearing"](#).
4. Transverse link ball joint axial end play. Refer to [FSU-10, "Removal and Installation"](#).
5. Shock absorber operation.
6. Each mounting part of axle and suspension for looseness and deformation.
7. Each of suspension member, shock absorber, upper link and transverse link for cracks, deformation and other damage.
8. Vehicle height (posture).

Alignment Process

IMPORTANT:

Use only the alignment specifications listed in this Service Manual.

- When displaying the alignment settings, many alignment machines use "indicators" **Do not use these indicators.**: (Green/red, plus or minus, Go/No Go).
- The alignment specifications programmed into your machine that operate these indicators may not be correct.

FRONT SUSPENSION ASSEMBLY

< ON-VEHICLE MAINTENANCE >

- This may result in an ERROR.
- Some newer alignment machines are equipped with an optional "Rolling Compensation" method to "compensate" the sensors (alignment targets or head units). Do not use this "Rolling Compensation" method.
- Use the "Jacking Compensation Method". After installing the alignment targets or head units, raise the vehicle and rotate the wheels 1/2 turn both ways.
- See Instructions in the alignment machine you're using for more information on this.

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ADJUSTMENT

Camber, Caster and Kingpin Inclination Angles

CAUTION:

Camber, caster, kingpin inclination angles cannot be adjusted.

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FRONT COIL SPRING AND STRUT

< ON-VEHICLE REPAIR >

ON-VEHICLE REPAIR

FRONT COIL SPRING AND STRUT

Removal and Installation

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REMOVAL

1. Remove wheel and tire. Refer to [WT-65, "Adjustment"](#).
2. Remove brake caliper and reposition aside using wire. Refer to [BR-30, "BRAKE CALIPER ASSEMBLY : Exploded View"](#).
CAUTION:
Avoid depressing brake pedal with brake caliper removed.
3. Remove wheel sensor electrical harness from strut. Refer to [BRC-57, "Removal and Installation"](#) (ABS), [BRC-163, "Removal and Installation"](#) (VDC/TCS/ABS).
4. Remove brake hose lock plate.
5. Remove stabilizer bar connecting rod end from strut. Refer to [FSU-12, "Exploded View"](#).
6. Remove steering knuckle to strut bolts and nuts. Refer to [FSU-12, "Exploded View"](#).
7. Remove bolt on strut tower bar then bolts on strut tower and remove strut from vehicle.

INSPECTION AFTER REMOVAL

Check the strut for any oil leakage or other damage and replace as necessary.

INSTALLATION

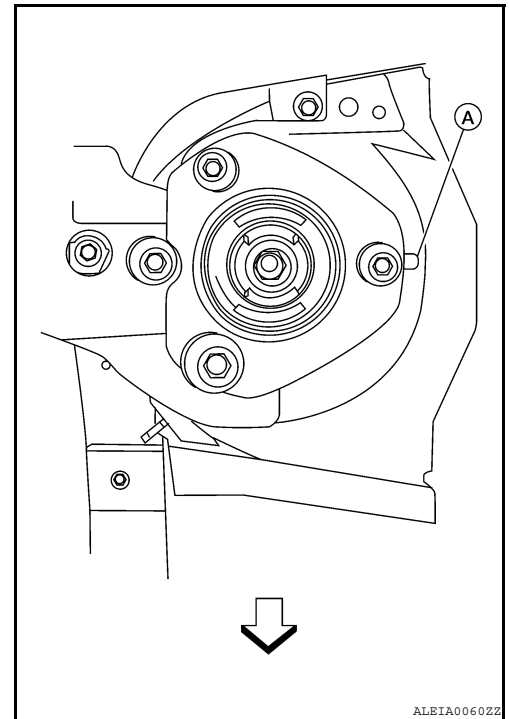
Installation is in the reverse order of removal.

- Refer to [FSU-12, "Exploded View"](#) for tightening torque.
- Be sure tab (A) on strut mount insulator is positioned as shown.

(A) : Tab

⇨ : Vehicle front

- Check wheel alignment. Refer to [FSU-6, "Inspection and Adjustment"](#).



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Disposal

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1. Set strut assembly horizontally with the piston rod fully extended.

FRONT COIL SPRING AND STRUT

< ON-VEHICLE REPAIR >

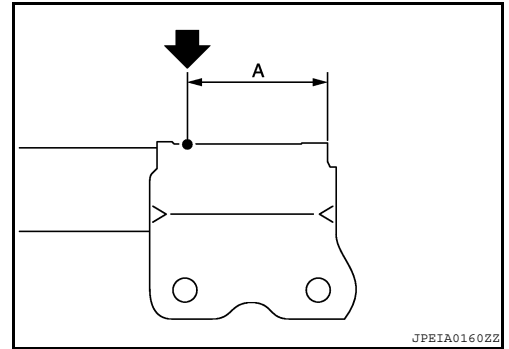
2. Drill 2 – 3 mm (0.08 – 0.12 in) hole at the position (●) from top as shown in the figure to release gas gradually.

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.

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TRANSVERSE LINK

< ON-VEHICLE REPAIR >

TRANSVERSE LINK

Removal and Installation

INFOID:000000005433394

REMOVAL

1. Remove wheel and tire. Refer to [WT-65, "Adjustment"](#).
2. Remove steering knuckle and hub assembly. Refer to [FAX-7, "Removal and Installation"](#).
3. Remove transverse link bolts and nuts, and remove transverse link from suspension member.

INSPECTION AFTER REMOVAL

Visual Inspection

Check transverse link and bushing for deformation, cracks, and other damage. Replace the entire transverse link assembly if cracks, deformation or any other damage is found.

Ball Joint Inspection

CAUTION:

Before measurement, move the ball joint at least ten times by hand to check for smooth movement.

Swing Torque Inspection

- Hook spring scale at cotter pin mounting hole. Confirm spring scale measurement value is within specifications when ball stud begins moving.

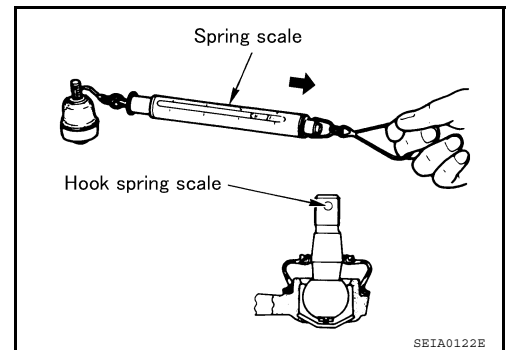
Swing force:

0.50 - 3.4 N·m (0.06 - 0.34 kg·m, 5 - 30 in·lb)

Measurement on spring balance:

7.94 - 53.97 N (0.81 - 5.50 kg, 1.79 - 12.2 lb)

- If the value is outside the standard, replace transverse link.



Rotating Torque Inspection

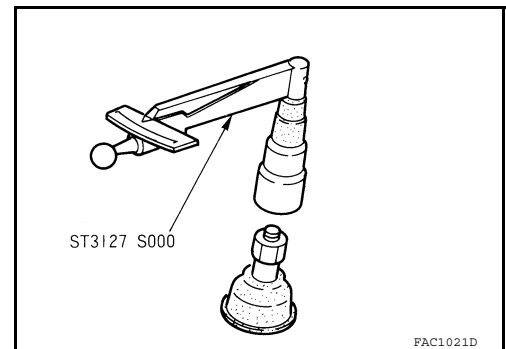
- Attach nut to ball stud. Check that rotating torque is within specifications using Tool.

Tool number : ST3127S000 (J-25765-A)

Rotating torque:

0.50 - 3.4 N·m (0.06 - 0.34 kg·m, 5 - 30 in·lb)

- If the value is outside the standard, replace transverse link.



Axial Endplay Inspection

- Move tip of ball joint in axial direction to check for looseness.

Axial endplay : 0.1 mm (0.004 in) or less

- If any looseness is noted, replace transverse link.

INSTALLATION

Installation is in the reverse order of removal.

- Refer to [FSU-12, "Exploded View"](#) for tightening torque.
- Tighten transverse link bolts with vehicle unladen and all four tires on flat, level ground.
- After installation, check wheel alignment. Refer to [FSU-6, "Inspection and Adjustment"](#).

FRONT STABILIZER

< ON-VEHICLE REPAIR >

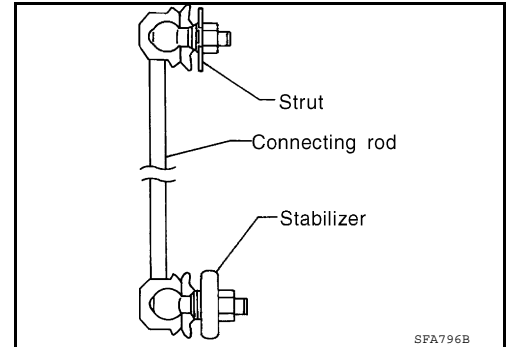
FRONT STABILIZER

Removal and Installation

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REMOVAL

1. Remove steering gear. Refer to [ST-16, "Removal and Installation"](#).
2. Remove mounting nuts on upper portion of stabilizer connecting rod.



3. Remove stabilizer clamp bolts.
4. Remove stabilizer from the vehicle.

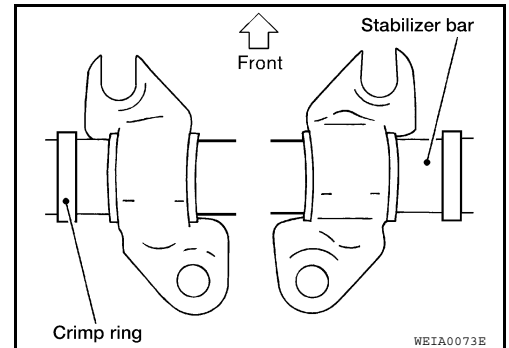
INSPECTION AFTER REMOVAL

Check stabilizer, connecting rod, bushing and clamp for deformation, cracks and damage, and replace if necessary.

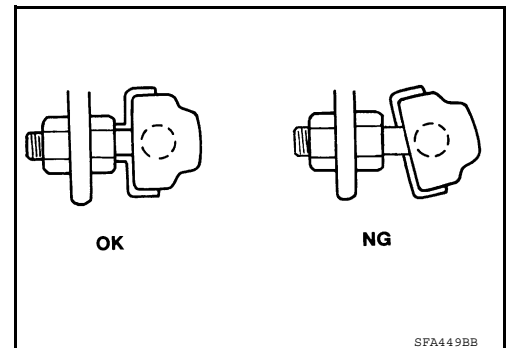
INSTALLATION

Installation is in the reverse order of removal.

- Refer to [FSU-12, "Exploded View"](#) for tightening torque.
- When installing stabilizer, make sure that the clamps are facing in the direction shown.
- Make sure the cut surface of the bushing faces the rear.



- Stabilizer uses pillow ball type connecting rod. Position ball joint with case on pillow ball head parallel to stabilizer.



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FRONT SUSPENSION ASSEMBLY

< REMOVAL AND INSTALLATION >

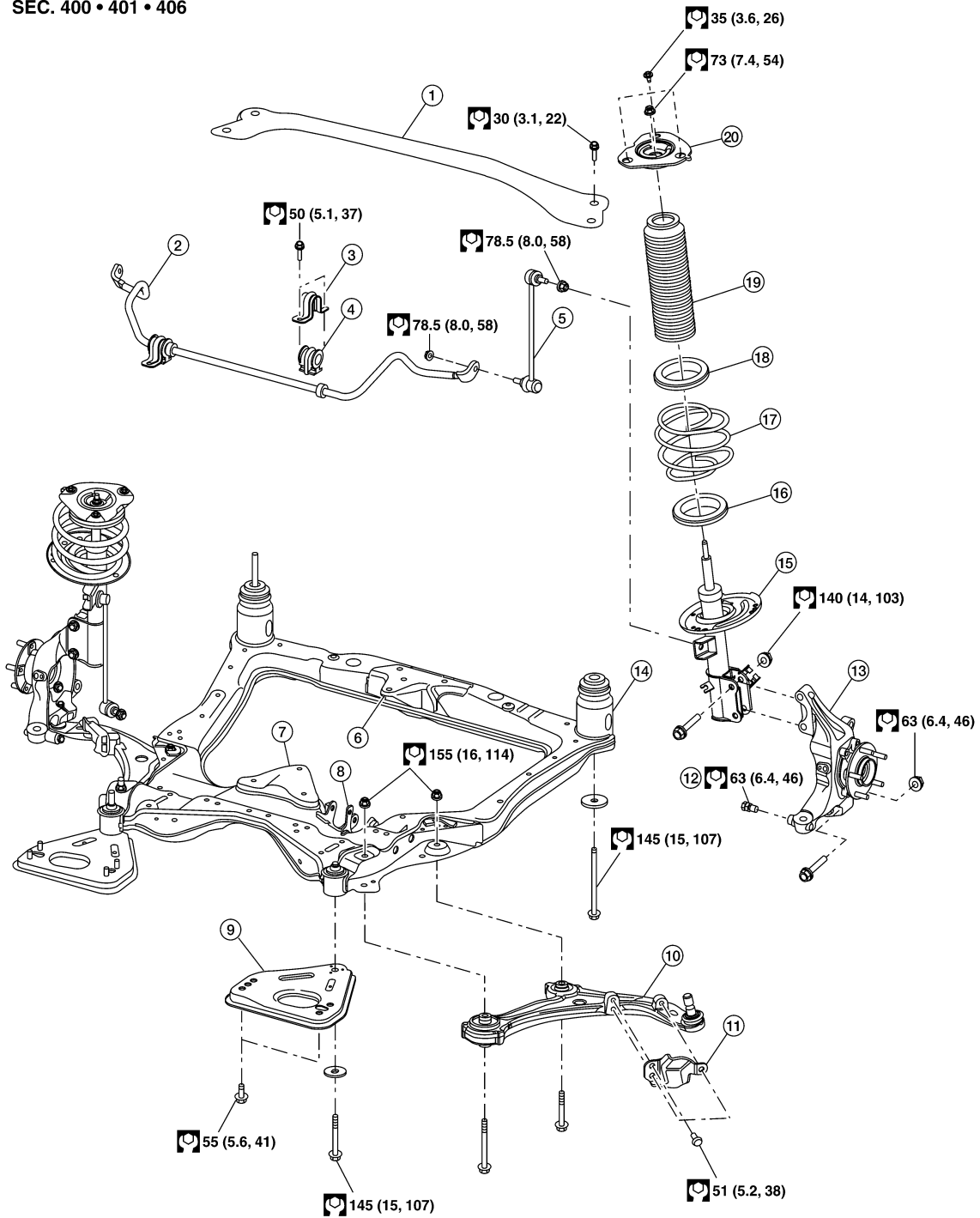
REMOVAL AND INSTALLATION

FRONT SUSPENSION ASSEMBLY

Exploded View

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FRONT SUSPENSION ASSEMBLY

< REMOVAL AND INSTALLATION >

- | | | | |
|------------------------------|-----------------------------|-------------------------------|---|
| 1. Strut tower bar | 2. Stabilizer bar | 3. Stabilizer clamp | A |
| 4. Stabilizer bushing | 5. Connecting rod | 6. VQ35DE front mount bracket | |
| 7. VQ35DE rear mount bracket | 8. QR25DE mount bracket | 9. Member pin stay | B |
| 10. Transverse link | 11. Steering stop plate | 12. Steering stop | |
| 13. Steering knuckle | 14. Front suspension member | 15. Strut | C |
| 16. Lower rubber seat | 17. Coil spring | 18. Upper rubber seat | |
| 19. Dust cover | 20. Strut mount insulator | | |

Removal and Installation

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REMOVAL

QR25DE Engine and VQ35DE Engine with M/T

1. Remove front wheels and tires. Refer to [WT-65, "Adjustment"](#).
2. On VQ35DE models, remove the air duct and air cleaner assembly. Refer to [EM-129, "Removal and Installation"](#).
3. Remove engine under cover. Refer to [EXT-14, "Removal and Installation"](#) (Coupe), [EXT-36, "Removal and Installation"](#) (Sedan).
4. Remove nuts of stabilizer connecting rods from struts.
5. Remove pinch bolts then remove transverse links from steering knuckles using Tool.

Tool number : HT7252000 (J-25730-A)

6. Remove front exhaust tube. Refer to [EX-6, "Removal and Installation"](#) (QR25DE), [EX-12, "Removal and Installation"](#) (VQ35DE).
7. Support engine or transmission with a jack.
8. Disconnect SSPS valve harness connector. Refer to [ST-16, "Removal and Installation"](#).
9. Remove steering gear bolts. Remove steering gear and power steering tube bracket from suspension member.
10. Hang steering gear.
11. Remove front and rear engine mount insulator bolts from suspension member.
12. On VQ35DE models, remove front and rear mount vacuum hoses.
13. Remove body-side bolts from member pin stay.
14. Set a jack under suspension member, and remove suspension member nuts.
15. Slowly lower jack to remove suspension member from vehicle.
16. If replacing suspension member, remove the following components from the suspension member.
 - transverse links.
 - stabilizer bar.
 - member pin stays.

VQ35DE Engine with CVT

Engine, transmission and suspension member must be removed as an assembly. Refer to [EM-207, "Removal and Installation"](#).

Once removed as an assembly, lift engine and transmission off of suspension member.

INSTALLATION

Installation is in the reverse order of removal.

- Refer to [FSU-12, "Exploded View"](#) for tightening torque.
- After installation, perform final tightening of each part under unladen conditions with tires on ground. Check wheel alignment. Refer to [FSU-6, "Inspection and Adjustment"](#).

FRONT COIL SPRING AND STRUT

< DISASSEMBLY AND ASSEMBLY >

DISASSEMBLY AND ASSEMBLY

FRONT COIL SPRING AND STRUT

Disassembly and Assembly

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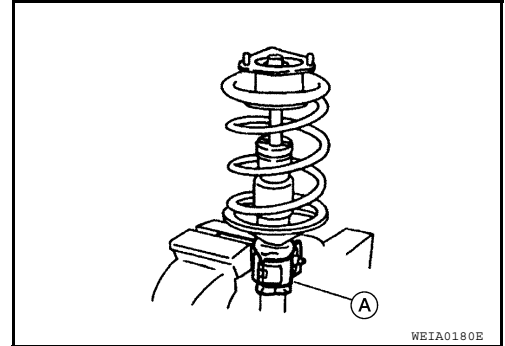
DISASSEMBLY

1. Install Tool (A) to strut and secure it in a vise.

Tool number (A) : ST35652000 (—)

CAUTION:

When installing Tool, wrap a shop cloth around strut to protect it from damage.



2. Install Tool to strut rod.

Tool number : — (J-49029)

3. Slightly loosen piston rod lock nut.

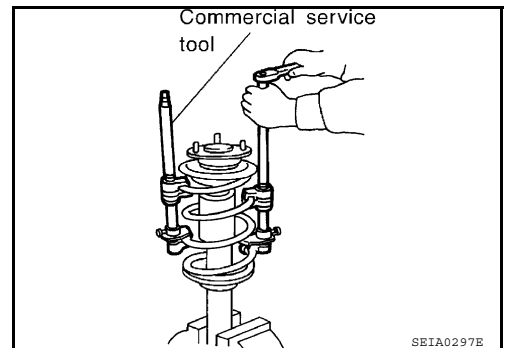
WARNING:

Do not remove piston rod lock nut completely. If it is removed completely, the coil spring can jump out and may cause serious damage or injury.

4. Compress coil spring using a commercially available spring compressor.

WARNING:

Make sure that the pawls of the two spring compressors are firmly hooked on the spring. The spring compressors must be tightened alternately so as not to tilt the spring.



5. Making sure coil spring is free between upper and lower seats, then remove piston rod lock nut.
6. Remove small parts on strut.
 - Remove strut spacer, strut mount insulator, strut mounting insulator bracket thrust bearing, spring upper seat, and upper rubber seat. Then remove coil spring.
7. Remove bound bumper from spring upper seat.
8. Gradually release spring compressor (commercial service tool), and remove coil spring.

ASSEMBLY

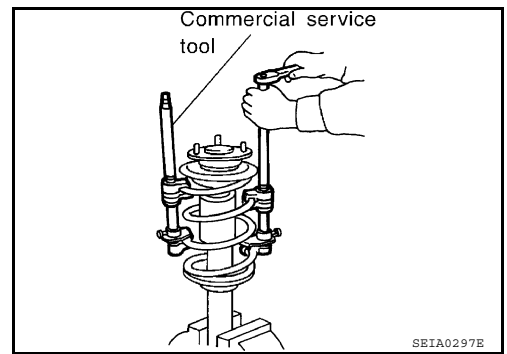
FRONT COIL SPRING AND STRUT

< DISASSEMBLY AND ASSEMBLY >

1. Compress coil spring using a spring compressor (commercial service tool), and install it onto the strut.

WARNING:

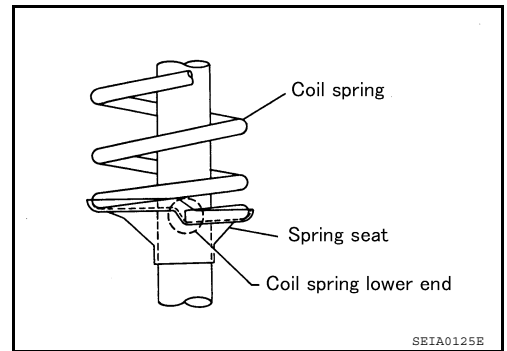
Be sure spring compressor is securely attached to coil spring. Compress coil spring.



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CAUTION:

Face tube side of coil spring downward. Align lower end to spring seat as shown.



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2. Connect bound bumper to spring upper seat.

CAUTION:

- Be sure to install bound bumper to spring upper seat securely.
- When installing bound bumper, use soapy water. Do not use machine oil or other lubricants.

3. Install small parts to the strut.

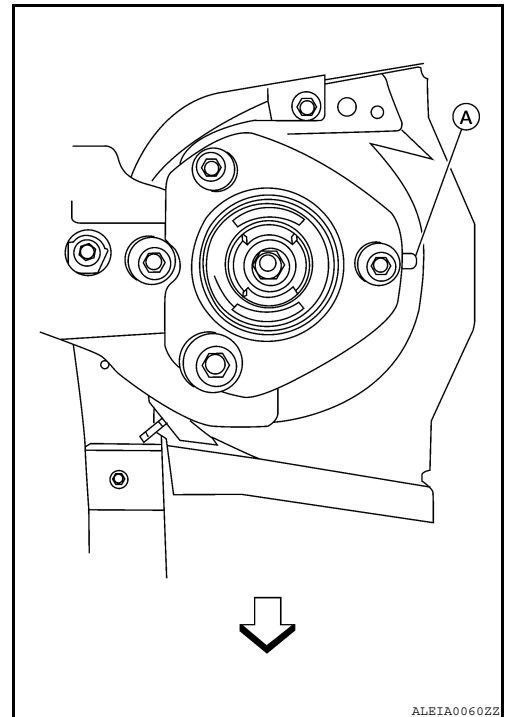
- Connect upper rubber seat, spring upper seats, thrust bearing, strut mount insulator, and strut spacer. Temporarily install piston rod lock nut.

CAUTION:

Do not reuse piston rod lock nut.

4. Be sure tab (A) on strut mount insulator is positioned as shown.

- (A) : Tab
← : Vehicle front



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FRONT COIL SPRING AND STRUT

< DISASSEMBLY AND ASSEMBLY >

5. Be sure coil spring is properly set in spring rubber seat. Gradually release spring compressor.

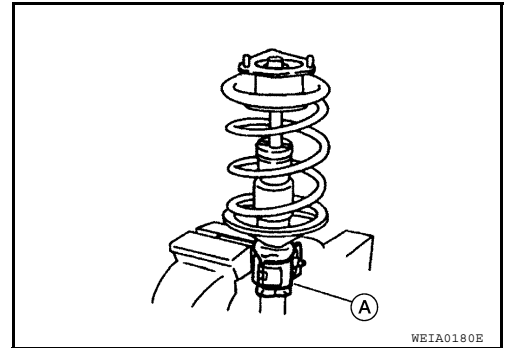
CAUTION:

Be sure upper rubber seat is properly aligned to spring upper seat and coil spring.

6. Tighten piston rod lock nut to the specified torque. Refer to [FSU-12. "Exploded View"](#).

7. Remove Tool from strut.

Tool number (A) : ST35652000 (—)



8. Remove Tool from strut rod.

Tool number : — (J-49029)

Inspection

INFOID:000000005433399

INSPECTION AFTER DISASSEMBLY

Strut

- Check strut for deformation, cracks, and damage, and replace if necessary.
- Check piston rod for damage, uneven wear, and distortion, and replace if necessary.
- Check welded and sealed areas for oil leakage, and replace if necessary.

Insulator and Rubber Parts

Check strut mount insulator for cracks and rubber parts for wear. Replace them if necessary.

Coil Spring

Check for cracks, wear, and damage, and replace if necessary.

SERVICE DATA AND SPECIFICATIONS (SDS)

< SERVICE DATA AND SPECIFICATIONS (SDS)

SERVICE DATA AND SPECIFICATIONS (SDS)

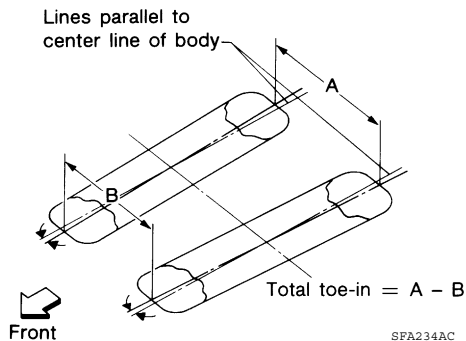
SERVICE DATA AND SPECIFICATIONS (SDS)

Wheel Alignment (Unladen*)

INFOID:000000005433400

SEDAN

Market		USA/Canada		Mexico	
Engine type		QR25DE and VQ35DE		QR25DE and VQ35DE	
Tire size		P215/ 60R16	P215/ 55R17	P215/ 60R16	P215/ 55R17
Camber Degree minute (Decimal degree)	LH	Minimum	-1°15' (-1.25°)	-1°09' (-1.15°)	
		Nominal	-0°30' (-0.50°)	-0°24' (-0.40°)	
		Maximum	0°15' (0.25°)	0°21' (0.35°)	
	RH	Minimum	-1°30' (-1.50°)	-1°24' (-1.40°)	
		Nominal	-0°45' (-0.75°)	-0°39' (-0.65°)	
		Maximum	0°00' (0.00°)	-0°06' (-0.10°)	
Left and right difference		-0°15'± 0° 33' (-0.25± 0.55°)			
Caster Degree minute (Decimal degree)	Minimum	4°09' (4.15°)		3°54' (3.90°)	
	Nominal	4°54' (4.90°)		4°39' (4.65°)	
	Maximum	5°39' (5.65°)		5°24' (5.40°)	
	Left and right difference	± 0° 33' (± 0.55°)			
Kingpin offset Degree minute (Decimal degree)	Minimum	12°00' (12.00°)		11°45' (11.75°)	
	Nominal	12°45' (12.75°)		12°30' (12.50°)	
	Maximum	13°30' (13.50°)		13°15' (13.25°)	



Total toe-in	Distance (A - B)	Minimum	0 mm
		Nominal	1 mm
		Maximum	2 mm
	Angle (left or right, each side) Degree minute (Degree)	Minimum	0°00' (0.00°)
		Nominal	0°02' (0.03°)
		Maximum	0°04' (0.07°)
Wheel turning angle	Refer to ST-31, "Steering Angle"		

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

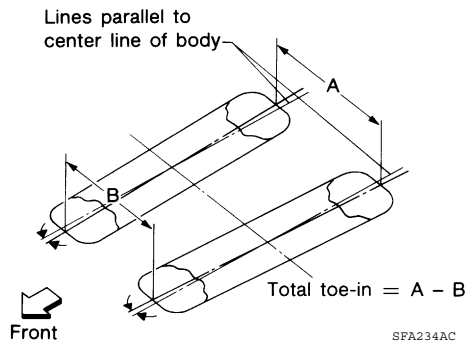
COUPE

Market		USA/Canada		Mexico	
Engine type		QR25DE and VQ35DE		VQ35DE	
Tire size		P215/60R16	P215/55R17	P235/45R18	P235/45R18

SERVICE DATA AND SPECIFICATIONS (SDS)

< SERVICE DATA AND SPECIFICATIONS (SDS)

Camber Degree minute (Decimal degree)	LH	Minimum	-1°15' (-1.25°)	-1°09' (-1.15°)
		Nominal	-0°30' (-0.50°)	-0°24' (-0.40°)
		Maximum	0°15' (0.25°)	0°21' (0.35°)
	RH	Minimum	-1°30' (-1.50°)	-1°24' (-1.40°)
		Nominal	-0°45' (-0.75°)	-0°39' (-0.65°)
		Maximum	0°00' (0.00°)	-0°06' (-0.10°)
Left and right difference		-0°15' ± 0° 33' (-0.25° ± 0.55°)		
Caster Degree minute (Decimal degree)	Minimum	3°51' (3.85°)	3°57' (3.95°)	
	Nominal	4°36' (4.60°)	4°42' (4.70°)	
	Maximum	5°21' (5.35°)	5°27' (5.45°)	
	Left and right difference	± 0° 33' (± 0.55°)		
Kingpin offset Degree minute (Decimal degree)	Minimum	12°00' (12.00°)	11°50' (11.83°)	
	Nominal	12°45' (12.75°)	12°35' (12.58°)	
	Maximum	13°30' (13.50°)	13°20' (13.33°)	



Total toe-in	Distance (A - B)	Minimum	0 mm
		Nominal	1 mm
		Maximum	2 mm
	Angle (left or right, each side) Degree minute (Degree)	Minimum	0°00' (0.00°)
		Nominal	0°02' (0.03°)
		Maximum	0°04' (0.07°)
Wheel turning angle	Refer to ST-31, "Steering Angle"		

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

Ball Joint

INFOID:000000005433401

Swing torque	0.50 - 3.4 N-m (0.06 - 0.34 kg-m, 5 - 30 in-lb)
Measurement on spring balance (cotter pinhole position)	7.94 - 53.97 N (0.81 - 5.50 kg, 1.79 - 12.2 lb)
Rotating torque	0.50 - 3.4 N-m (0.06 - 0.34 kg-m, 5 - 30 in-lb)
Axial endplay	0.1 mm (0.004 in) or less

Wheelarch Height (Unladen*1)

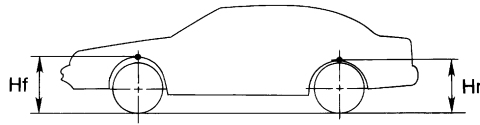
INFOID:000000005433402

SEDAN (QR25DE)

SERVICE DATA AND SPECIFICATIONS (SDS)

< SERVICE DATA AND SPECIFICATIONS (SDS)

Unit: mm (in)



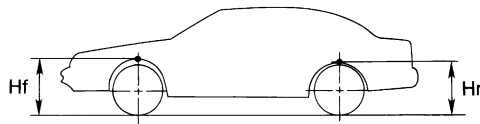
SFA818A

Market	USA		Canada		Mexico
Tire size	P215/60R16		P215/60R16		P215/60R16
Front (Hf)	717 (28.23)		715 (28.15)		727 (28.62)
Rear (Hr)	711 (27.99)		715 (28.15)		731 (28.78)

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

SEDAN (VQ35DE)

Unit: mm (in)



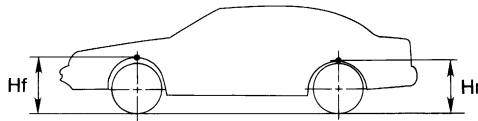
SFA818A

Market	USA		Canada		Mexico
Tire size	P215/60R16	P215/55R17	P215/60R16	P215/55R17	P215/55R17
Front (Hf)	716 (28.19)	715 (28.15)	714 (28.11)	716 (28.19)	725 (28.54)
Rear (Hr)	711 (27.99)	711 (27.99)	715 (28.15)	711 (27.99)	731 (28.78)

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

COUPE

Unit: mm (in)



SFA818A

Market	USA		Canada		Mexico
Engine	QR25DE	VQ35DE	QR25DE	VQ35DE	VQ35DE
Tire size	P215/55R17	P235/45R18	P215/55R17	P235/45R18	P235/45R18

SERVICE DATA AND SPECIFICATIONS (SDS)

< SERVICE DATA AND SPECIFICATIONS (SDS)

Front (Hf)	—	713 (28.07)	—	711(27.99)	723 (28.46)
Rear (Hr)	—	722 (28.43)	—	726 (28.58)	722 (28.43)

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