

SECTION **RSU**
 REAR SUSPENSION

A
 B
 C
 D
 E
 F
 G
 H
 I
 J
 K
 L
 M
 N
 O
 P

RSU

CONTENTS

SERVICE INFORMATION	2	SUSPENSION ARM	11
PRECAUTIONS	2	Removal and Installation	11
Cautions	2	RADIUS ROD	13
PREPARATION	3	Removal and Installation	13
Special Service Tool	3	FRONT LOWER LINK	14
Commercial Service Tool	3	Removal and Installation	14
NOISE, VIBRATION AND HARSHNESS		REAR LOWER LINK & COIL SPRING	15
(NVH) TROUBLESHOOTING	4	Removal and Installation	15
NVH Troubleshooting Chart	4	STABILIZER BAR	16
REAR SUSPENSION ASSEMBLY	5	Removal and Installation	16
On-Vehicle Inspection and Service	5	REAR SUSPENSION MEMBER	17
Wheel Alignment Inspection	5	Removal and Installation	17
Removal and Installation	6	SERVICE DATA AND SPECIFICATIONS	
SHOCK ABSORBER	9	(SDS)	18
Removal and Installation	9	Wheel Alignment (Unladen*)	18
Disassembly and Assembly	9	Ball Joint	18
		Wheelarch Height (Unladen*)	18

PRECAUTIONS

< SERVICE INFORMATION >

SERVICE INFORMATION

PRECAUTIONS

Cautions

INFOID:000000001327548

- When installing rubber bushings, final tightening must be carried out under unladen conditions with tires on level ground. Oil will shorten the life of rubber bushings. Be sure to wipe off any spilled oil.
- Unladen conditions means 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.
- Caulking nuts are not reusable. Always use new ones when installing. Since new caulking nuts are pre-oiled, tighten as they are.

PREPARATION

< SERVICE INFORMATION >

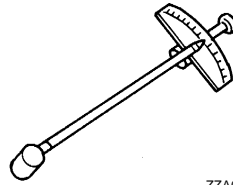
PREPARATION

Special Service Tool

INFOID:000000001327549

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

Tool number (Kent-Moore No.) Tool name	Description
ST3127S000 (See J-25765-A) Preload gauge	Measuring rotating torque of ball joint



ZZA0806D

A

B

C

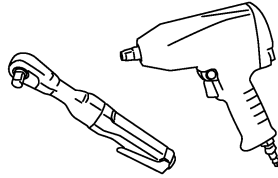
D

RSU

Commercial Service Tool

INFOID:000000001327550

Tool name	Description
Power tool	Loosening bolts and nuts



PBIC0190E

F

G

H

I

J

K

L

M

N

O

P

NOISE, VIBRATION AND HARSHNESS (NVH) TROUBLESHOOTING

< SERVICE INFORMATION >

NOISE, VIBRATION AND HARSHNESS (NVH) TROUBLESHOOTING

NVH Troubleshooting Chart

INFOID:000000001327551

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

Symptom		REAR SUSPENSION	Possible cause and SUSPECTED PARTS														Reference page		
			Improper installation, looseness	Shock absorber deformation, damage or deflection	Bushing or mounting deterioration	Parts interference	Spring fatigue	Suspension looseness	Incorrect wheel alignment	Stabilizer bar fatigue	PROPELLER SHAFT	DIFFERENTIAL	REAR AXLE AND REAR SUSPENSION	TIRE	ROAD WHEEL	DRIVE SHAFT		BRAKE	STEERING
Noise	REAR SUSPENSION	Noise	x	x	x	x	x	x			x	x	x	x	x	x	x	x	RSU-6
		Shake	x	x	x	x		x			x		x	x	x	x	x	x	RSU-9
		Vibration	x	x	x	x	x				x		x	x		x			—
		Shimmy	x	x	x	x			x				x	x	x		x	x	—
		Judder	x	x	x								x	x	x		x	x	—
		Poor quality ride or handling	x	x	x	x	x		x	x			x	x	x				
																		FSU-5	
																		RSU-16	
																		NVH in PR section	
																		NVH in RFD section	
																		NVH in RAX and RSU section	
																		NVH in WT section	
																		NVH in WT section	
																		NVH in RAX section	
																		NVH in BR section	
																		NVH in PS section	

x: Applicable

REAR SUSPENSION ASSEMBLY

< SERVICE INFORMATION >

REAR SUSPENSION ASSEMBLY

On-Vehicle Inspection and Service

INFOID:000000001327552

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

INSPECTION OF BALL JOINT END PLAY

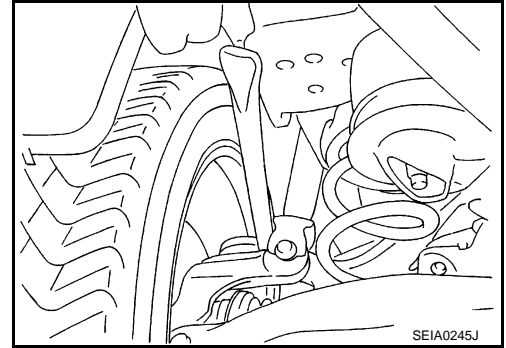
Measure axial end play by installing and moving up/down with an iron pry bar or something similar between suspension arm and axle.

Standard value

Axial end play : 0 mm (0 in)

CAUTION:

Be careful not to damage ball joint boot.



SHOCK ABSORBER INSPECTION

Check shock absorber for oil leakage, damage and replace if necessary.

Wheel Alignment Inspection

INFOID:000000001327553

DESCRIPTION

- Measure wheel alignment under unladen conditions. "Unladen conditions" means that fuel, engine coolant, and lubricant are full. Spare tire, jack, hand tools and mats in designated positions.

PRELIMINARY INSPECTION

- Check tires for improper air pressure and wear.
- Check road wheels for runout.
- Check wheel bearing axial end play.
- Check ball joint axial end play of suspension arm.
- Check shock absorber operation.
- Check each mounting point of axle and suspension for looseness and deformation.
- Check each link, arm and member for cracks, deformation, and other damage.
- Check vehicle posture.

GENERAL INFORMATION AND RECOMMENDATIONS

- 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 rack itself should be capable of accepting any NISSAN/INFINITI 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.

THE ALIGNMENT PROCESS

IMPORTANT:

Use only the alignment specifications listed in this Service Manual.

- 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 machine that operate these indicators may not be correct.
- 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.**

REAR SUSPENSION ASSEMBLY

< SERVICE INFORMATION >

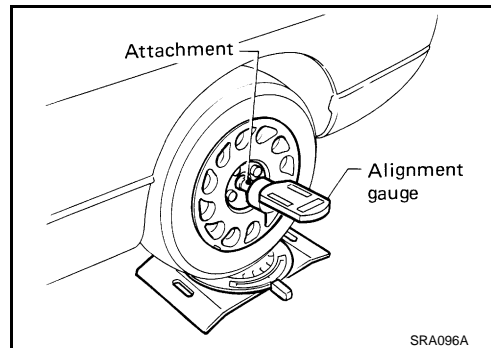
- Use the "Jacking Compensation Method". After installing the alignment targets or head units, raise the vehicle and rotate the wheels 1/2 turn both ways.
- See Instructions in the alignment machine you're using for more information on this.

CAMBER INSPECTION

- Measure camber of both right and left wheels with a suitable alignment gauge and adjust in accordance with the following procedures.

Standard value

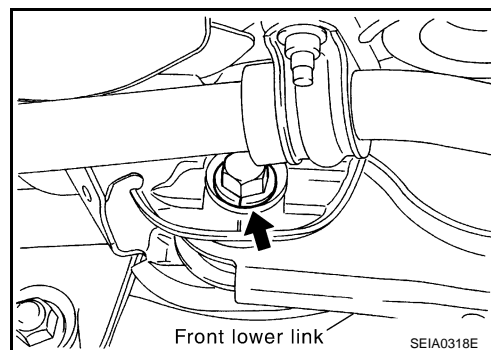
Camber : Refer to [RSU-18](#).



If outside the standard value, adjust with adjusting bolt in front lower link.

NOTE:

After adjusting camber, be sure to check toe-in.



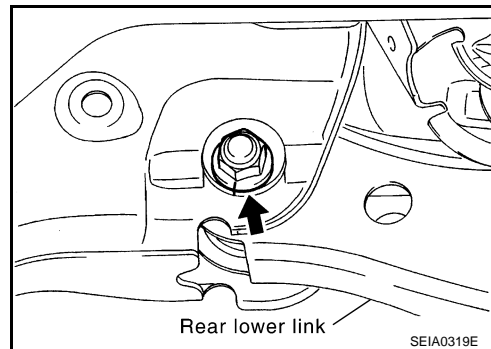
TOE-IN

If toe-in is not within the specification, adjust with adjusting bolt in rear lower link.

CAUTION:

Be sure to adjust equally on RH and LH side with adjusting bolt.

If toe-in is not still within the specification, inspect and replace any damaged or worn rear suspension parts.



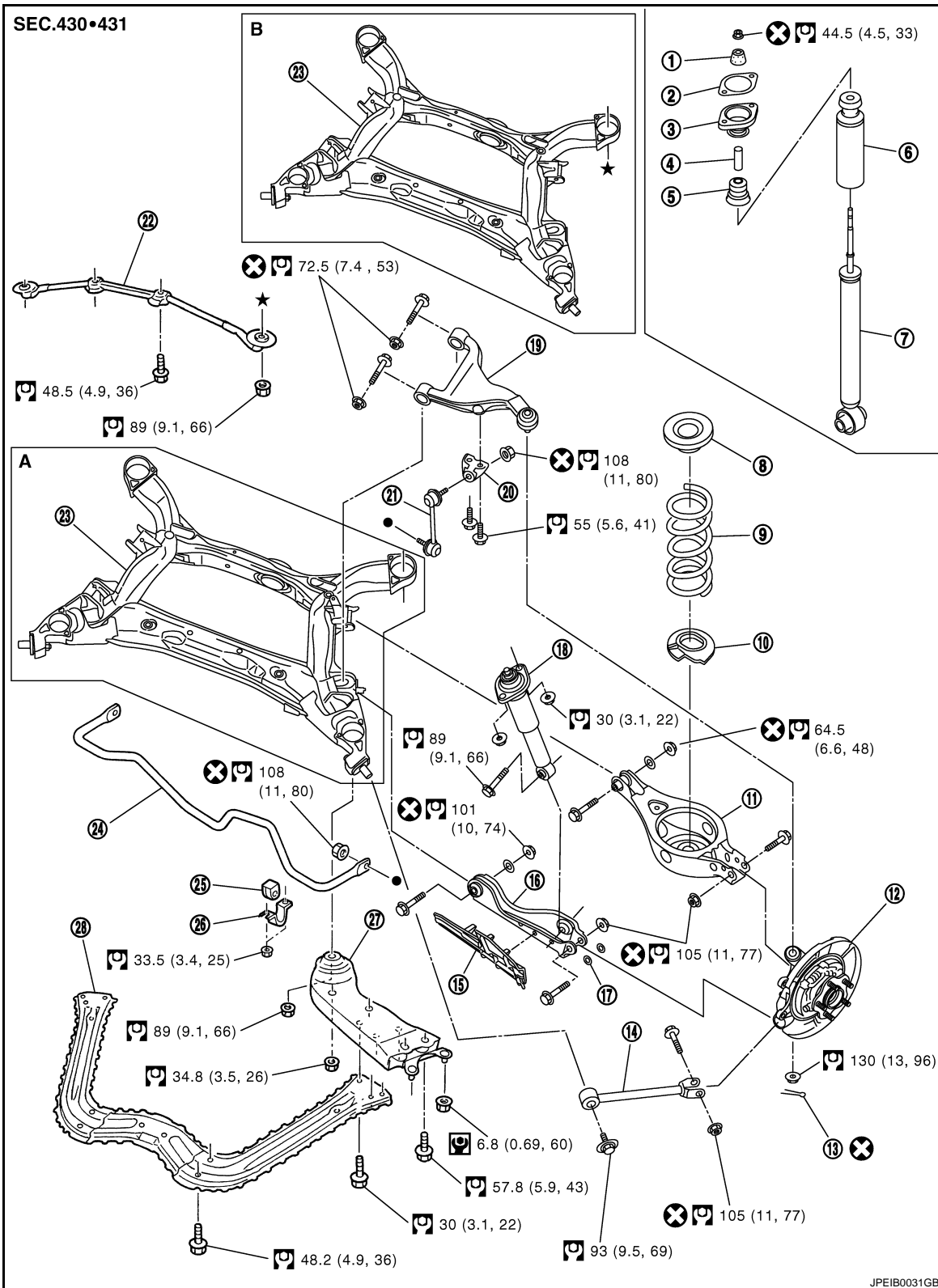
Removal and Installation

COMPONENTS

INFOID:000000001327554

REAR SUSPENSION ASSEMBLY

< SERVICE INFORMATION >



A
B
C
D
RSU
F
G
H
I
J
K
L
M
N
O
P

- | | | |
|----------------------|-----------------------|--------------------------------|
| 1. Bushing | 2. Mounting seal | 3. Mounting seal bracket |
| 4. Distance tube | 5. Bound bumper cover | 6. Bound bumper |
| 7. Shock absorber | 8. Upper seat | 9. Coil spring |
| 10. Rubber seat | 11. Rear lower link | 12. Axle assembly |
| 13. Cotter pin | 14. Radius rod | 15. Front lower link protector |
| 16. Front lower link | 17. Stopper rubber | 18. Shock absorber assembly |

REAR SUSPENSION ASSEMBLY

< SERVICE INFORMATION >

- | | | |
|------------------------|--|-------------------------------|
| 19. Suspension arm | 20. Stabilizer connecting rod mounting bracket | 21. Stabilizer connecting rod |
| 22. Rear pin stay | 23. Rear suspension member | 24. Stabilizer bar |
| 25. Stabilizer bushing | 26. Stabilizer clamp | 27. Member stay |
| 28. Tunnel stay | A: With height sensor | B: Without height sensor |

Refer to [GI-8, "Component"](#), for the symbols in the figure.

REMOVAL

1. Remove tires from vehicle with power tool.
 2. Remove brake caliper with power tool. Hang it in a place where it will not interfere with work. Refer to [BR-24](#).
- NOTE:**
Avoid depressing brake pedal while brake caliper is removed.
3. Remove wheel sensor from rear final drive, then remove wheel sensor harness from rear suspension member.
 4. Remove height sensor harness from rear suspension member (if equipped).
 5. Remove center muffler and main muffler. Refer to [EX-3, "Component"](#).
 6. Remove stabilizer bar. Refer to [RSU-16, "Removal and Installation"](#).
 7. Remove rear propeller shaft. Refer to [PR-9, "Removal and Installation"](#).
 8. Separate attachments between parking brake cable and vehicle and rear suspension member.
 9. Remove rear lower link and coil spring. Refer to [RSU-14, "Removal and Installation"](#).
 10. Remove fixing bolt in lower side of shock absorber with power tool.
 11. Set jack under rear final drive.
 12. Remove fixing bolts and nuts of tunnel stay and member stay with power tool, then remove those parts from vehicle.
 13. Remove fixing bolts and nuts of rear pin stay with power tool and then remove rear pin stay from vehicle.
 14. Gradually lowering jack, remove rear suspension assembly.

INSTALLATION

- Refer to "Removal and installation" for tightening torque. Install in the reverse order of removal.

NOTE:

- Refer to component parts location and do not reuse non-reusable parts.
- Perform final tightening of installation position of links (rubber bushing) under unladen conditions with tires on level ground. Check wheel alignment. Refer to [RSU-5, "Wheel Alignment Inspection"](#).
- After adjusting wheel alignment, adjust neutral position of steering angle sensor. Refer to [BRC-8, "Adjustment of Steering Angle Sensor Neutral Position"](#).

SHOCK ABSORBER

< SERVICE INFORMATION >

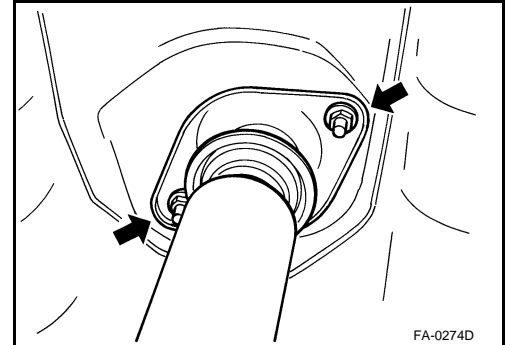
SHOCK ABSORBER

Removal and Installation

INFOID:000000001327555

REMOVAL

1. Remove tires from vehicle with power tool.
2. Set jack under rear lower link.
3. Remove fixing bolt in lower side of shock absorber assembly with power tool.
4. Remove fixing nuts in upper side of shock absorber assembly with power tool and remove shock absorber assembly from vehicle.



INSPECTION AFTER REMOVAL

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

INSTALLATION

- Refer to [RSU-6, "Removal and Installation"](#) for tightening torque. Install in the reverse order of removal.

NOTE:

- Refer to component parts location and do not reuse non-reusable parts.
- Perform final tightening of shock absorber assembly lower side (rubber bushing) under unladen conditions with tires on level ground. Check wheel alignment. Refer to [RSU-18, "Wheel Alignment \(Unladen*\)"](#).
- After adjusting wheel alignment, adjust neutral position of steering angle sensor. Refer to [BRC-8, "Adjustment of Steering Angle Sensor Neutral Position"](#).

Disassembly and Assembly

INFOID:000000001327556

DISASSEMBLY

CAUTION:

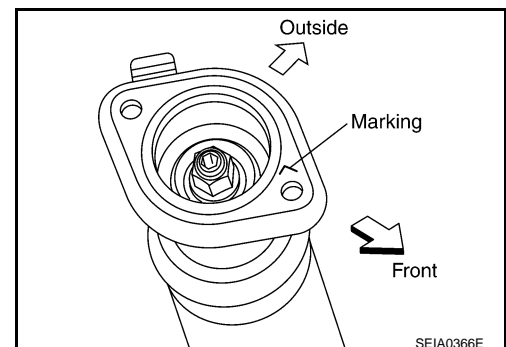
Make sure piston rod on shock absorber is not damaged when removing components from shock absorber.

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

CAUTION:

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

3. Fix piston rod with hexagon wrench, and remove piston rod lock nut.
4. Remove mounting seal bracket, bushing, distance tube, bound bumper cover and bound bumper from shock absorber.



INSPECTION AFTER DISASSEMBLY

Bound Bumper and Bushing

SHOCK ABSORBER

< SERVICE INFORMATION >

Check bound bumper and bushing for cracks, deformation or other damage. Replace if necessary.

ASSEMBLY

- Refer to [RSU-6, "Removal and Installation"](#) for tightening torque. Assembly in the reverse order of disassembly.

NOTE:

- Refer to component parts location and do not reuse non-reusable parts.
- Make sure piston rod on shock absorber is not damaged when attaching components to shock absorber.

SUSPENSION ARM

< SERVICE INFORMATION >

SUSPENSION ARM

Removal and Installation

INFOID:000000001327557

REMOVAL

1. Remove tires from vehicle with power tool.
2. Remove stabilizer connecting rod mounting bracket from suspension arm with power tool.
3. Remove drive shaft from vehicle. (VK45DE models) Refer to [RAX-10. "Removal and Installation"](#).
4. Remove cotter pin of suspension arm ball joint, and loosen nut.
5. Use a ball joint remover (suitable tool) to remove suspension arm from axle assembly. Be careful not to damage ball joint boot.

CAUTION:

Tighten temporarily mounting nut to prevent damage to threads and to prevent ball joint remover (suitable tool) from coming off.

6. Remove fixing nuts and bolts between suspension arm and rear suspension member with power tool.
7. Remove suspension arm from vehicle.

INSPECTION AFTER REMOVAL

Visual Inspection

- Check suspension arm and bushing for deformation, cracks, or damage. If any non-standard condition is found, replace it.
- Check boot of ball joint for cracks, or damage, and also for grease leakage.

Ball Joint Inspection

Manually move ball stud to confirm it moves smoothly with no binding.

Swing Torque Inspection

NOTE:

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

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

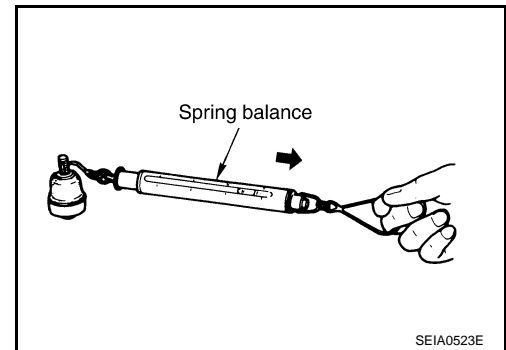
Swing torque:

0.5 – 3.4 N·m (0.06 – 0.34 kg·m, 5 – 30 in·lb)

Measured value of spring scale:

9.7 – 66.0 N (0.98 – 6.7 kg, 2.18 – 14.8 lb)

- If it is outside the specified range, replace suspension arm assembly.



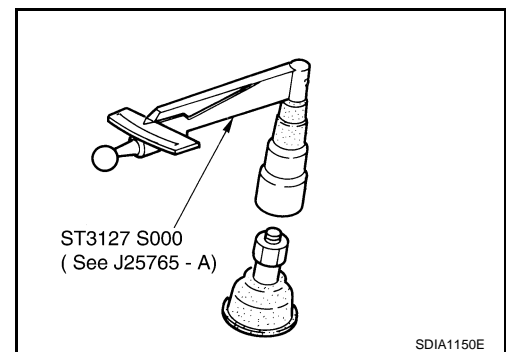
Rotating Torque Inspection

- Attach mounting nut to ball stud. Make sure rotating torque is within the specifications with a preload gauge (SST).

Rotating torque:

0.5 – 3.4 N·m (0.06 – 0.34 kg·m, 5 - 30 in·lb)

- If it is outside the specified range, replace suspension arm assembly.



Axial End Play Inspection

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

Axial end play : 0 mm (0 in)

SUSPENSION ARM

< SERVICE INFORMATION >

- If it is outside the specified range, replace suspension arm assembly.

INSTALLATION

- Refer to [RSU-6. "Removal and Installation"](#) for tightening torque. Install in the reverse order of removal.

NOTE:

Refer to component parts location and do not reuse non-reusable parts.

- Perform final tightening of rear suspension member installation position (rubber bushing) under unladen conditions with tires on level ground. Check wheel alignment. Refer to [RSU-5. "Wheel Alignment Inspection"](#).
- After adjusting wheel alignment, adjust neutral position of steering angle sensor. Refer to [BRC-8. "Adjustment of Steering Angle Sensor Neutral Position"](#).

RADIUS ROD

< SERVICE INFORMATION >

RADIUS ROD

Removal and Installation

INFOID:000000001327558

REMOVAL

1. Remove tires from vehicle with power tool.
2. Set jack under rear lower link.
3. Remove fixing bolt and nut in axle side of radius rod.
4. Remove fixing bolt in rear suspension member side of radius rod with power tool, then remove radius rod from vehicle.

INSPECTION AFTER REMOVAL

Check radius rod and bushing for any deformation, cracks, or damage. Replace if necessary.

INSTALLATION

- Refer to [RSU-6, "Removal and Installation"](#) for tightening torque. Install in the reverse order of removal.

NOTE:

- Refer to component parts location and do not reuse non-reusable parts.
- Perform final tightening of rear suspension member and axle installation position (rubber bushing) under unladen conditions with tires on level ground. Check wheel alignment. Refer to [RSU-5, "Wheel AlignmentInspection"](#).
- After adjusting wheel alignment, adjust neutral position of steering angle sensor. Refer to [BRC-8, "Adjustment of Steering Angle Sensor Neutral Position"](#).

A
B
C
D
E
F
G
H
I
J
K
L
M
N
O
P

RSU

FRONT LOWER LINK

< SERVICE INFORMATION >

FRONT LOWER LINK

Removal and Installation

INFOID:000000001327559

REMOVAL

1. Remove tires from vehicle with power tool.
2. Set jack under rear lower link.
3. Remove front lower link protector.
4. Remove shock absorber assembly from vehicle. Refer to [RSU-9. "Removal and Installation"](#).
5. Remove fixing nut and bolt between front lower link and axle with power tool.
6. Remove fixing nut and bolt between front lower link and rear suspension member with power tool.
7. Remove front lower link from vehicle.

INSPECTION AFTER REMOVAL

Check front lower link and bushing for any deformation, crack, or damage. Replace if necessary.

INSTALLATION

- Refer to [RSU-6. "Removal and Installation"](#) for tightening torque. Install in the reverse order of removal.

NOTE:

- Refer to component parts location and do not reuse non-reusable parts.
- Perform final tightening of rear suspension member and axle installation position (rubber bushing) under unladen conditions with tires on level ground. Check wheel alignment. Refer to [RSU-5. "Wheel AlignmentInspection"](#).
- After adjusting wheel alignment, adjust neutral position of steering angle sensor. Refer to [BRC-8. "Adjustment of Steering Angle Sensor Neutral Position"](#).

REAR LOWER LINK & COIL SPRING

< SERVICE INFORMATION >

REAR LOWER LINK & COIL SPRING

Removal and Installation

INFOID:000000001327560

REMOVAL

1. Remove tire with power tool.
2. Set jack under rear lower link.
3. Loosen fixing bolt and nut between rear lower link and suspension member, and then remove fixing bolt and nut between rear axle and rear lower link with power tool.
4. Slowly lower jack, then remove upper seat, coil spring and rubber seat from rear lower link.
5. Remove fixing bolt and nut between rear suspension member and rear lower link with power tool.

INSPECTION AFTER REMOVAL

- Check rear lower link, bushing and coil spring for deformation, cracks, and damage. Replace rear lower link and coil spring if necessary.

INSTALLATION

- Refer to [RSU-6. "Removal and Installation"](#) for tightening torque. Install in the reverse order of removal.

CAUTION:

Refer to component parts location and do not reuse non-reusable parts.

- Make sure upper seat is attached as shown in the figure.

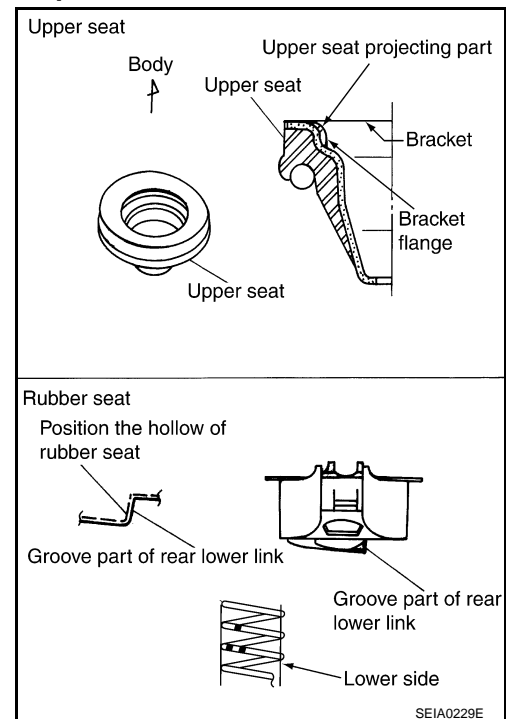
NOTE:

Insert bracket tabs (3) and the inside protrusion on upper seat into each other beforehand as shown in the figure.

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

NOTE:

Make sure spring is not upside down. The top and bottom are indicated by paint color.



- Perform final tightening of rear suspension member and axle installation position (rubber bushing) under unladen conditions with tires on level ground. Check wheel alignment. Refer to [RSU-18. "Wheel Alignment \(Unladen*\)"](#).

A
B
C
D
RSU
F
G
H
I
J
K
L
M
N
O
P

STABILIZER BAR

< SERVICE INFORMATION >

STABILIZER BAR

Removal and Installation

INFOID:000000001327561

REMOVAL

1. Remove tires from vehicle with power tool.
2. Remove center muffler from vehicle. Refer to [EX-3, "Component"](#).
3. Remove fixing bolts and remove stabilizer connecting rod mount bracket from suspension arm with power tool.
4. Remove lower side fixing nut on stabilizer connecting rod and remove stabilizer connecting rod from stabilizer bar with power tool.
5. Remove fixing nuts on stabilizer clamps and remove stabilizer from vehicle with power tool.

INSPECTION AFTER REMOVAL

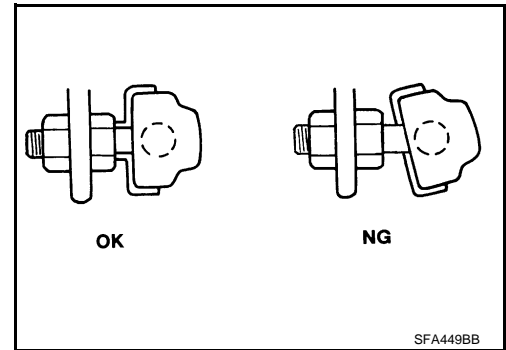
Check stabilizer bar, stabilizer bushings, stabilizer clamps, stabilizer connecting rod, stabilizer connecting rod mounting bracket for any deformation, cracks or damage. Replace if necessary.

INSTALLATION

- Refer to [RSU-6, "Removal and Installation"](#) for tightening torque. Install in the reverse order of removal.

NOTE:

- Refer to component parts location and do not reuse non-reusable parts.
- Stabilizer bar uses pillow ball type connecting rod, position ball joint with case on pillow ball head parallel to stabilizer bar.
- When the bushing and clamp are installed to stabilizer bar, position the bushing and clamp inside of the side slip prevention clamp.



REAR SUSPENSION MEMBER

< SERVICE INFORMATION >

REAR SUSPENSION MEMBER

Removal and Installation

INFOID:000000001327562

REMOVAL

1. Remove tires from vehicle with power tool.
2. Remove brake caliper with power tool. Hang it in a place where it will not interfere with work. Refer to [BR-24](#).
NOTE:
Avoid depressing brake pedal while brake caliper is removed.
3. Remove wheel sensor from rear final drive, then remove wheel sensor harness from rear suspension member. Refer to [BRC-52](#).
4. Remove height sensor harness from rear suspension member (if equipped).
5. Remove center muffler and main muffler. Refer to [EX-3](#).
6. Remove stabilizer bar. Refer to [RSU-16, "Removal and Installation"](#).
7. Remove rear drive shaft. Refer to [RAX-10](#).
8. Remove propeller shaft. Refer to [PR-7](#).
9. Remove rear final drive. Refer to [RFD-16, "Removal and Installation"](#).
10. Separate attachments between parking brake cable and vehicle and rear suspension member. Refer to [PB-4](#).
11. Remove rear lower link and coil spring. Refer to [RSU-14, "Removal and Installation"](#).
12. Remove fixing bolt in lower side of shock absorber with power tool.
13. Set jack under rear suspension member.
14. Remove fixing bolts and nuts of tunnel stay and member stay with power tool, then remove those parts from vehicle and rear suspension member.
15. Remove fixing bolts and nuts of rear pin stay with power tool and then remove rear pin stay from vehicle and rear suspension member.
16. Slowly lowering jack, then remove rear suspension member, suspension arm, radius rod, front lower link and axle from vehicle as a unit.
17. Remove fixing bolts and nuts with power tool, then remove suspension arm, front lower link, and radius rod from rear suspension member.

INSPECTION AFTER REMOVAL

Check rear suspension member for deformation, cracks, and other damage and replace if necessary.

INSTALLATION

- Refer to [RSU-6, "Removal and Installation"](#), for tightening torque. Install in the reverse order of removal.
NOTE:
Refer to component parts location and do not reuse non-reusable parts.
- Perform final tightening of installation position of links (rubber bushing) under unladen conditions with tires on level ground. Check wheel alignment. Refer to [RSU-5, "Wheel Alignment Inspection"](#).
- After adjusting wheel alignment, adjust neutral position of steering angle sensor. Refer to [BRC-8, "Adjustment of Steering Angle Sensor Neutral Position"](#).

A
B
C
D
RSU
F
G
H
I
J
K
L
M
N
O
P

SERVICE DATA AND SPECIFICATIONS (SDS)

< SERVICE INFORMATION >

SERVICE DATA AND SPECIFICATIONS (SDS)

Wheel Alignment (Unladen*)

INFOID:000000001327563

Camber Degree minute (Decimal degree)		Minimum	-1°18' (-1.30°)
		Nominal	-0°48' (-0.80°)
		Maximum	-0°18' (-0.30°)
Total toe-in	Distance	Minimum	2.4 mm (0.09 in)
		Nominal	4.7 mm (0.19 in)
		Maximum	7.0 mm (0.28 in)
	Angle (left wheel or right wheel) Degree minute (Decimal degree)	Minimum	0°05' (0.08°)
		Nominal	0°10' (0.17°)
		Maximum	0°15' (0.25°)

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

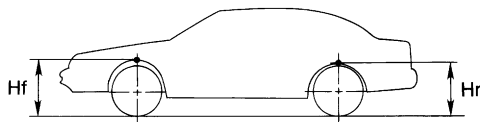
Ball Joint

INFOID:000000001327564

Axial end play	0 mm (0 in)
Swing torque	0.5 – 3.4 N·m (0.06 – 0.34 kg·m, 5 – 30 in·lb)
Measurement on spring balance (cotter pinhole position)	9.7 – 66.0 N (0.98 – 6.7 kg, 2.18 – 14.8 lb)
Rotating torque	0.5 – 3.4 N·m (0.06 – 0.34 kg·m, 5 – 30 in·lb)

Wheelarch Height (Unladen*)

INFOID:000000001327565



SFA818A

Destination	USA					Canada		
Engine	VQ35DE				VK45DE	VQ35DE		VK45DE
Axle	2WD		AWD			AWD		
Tire size	265/60R18	265/50R20	265/60R18	265/50R20		265/60R18	265/50R20	
Front (Hf)	835 mm (32.87 in)	834 mm (32.83 in)	834 mm (32.83 in)	833 mm (32.80 in)	832 mm (32.76 in)	834 mm (32.83 in)	833 mm (32.80 in)	832 mm (32.76 in)
Rear (Hr)	822 mm (32.36 in)	821 mm (32.32 in)	829 mm (32.64 in)	827 mm (32.56 in)	825 mm (32.48 in)	827 mm (32.56 in)	826 mm (32.52 in)	823 mm (32.40 in)

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