

SECTION **RSU**
 REAR SUSPENSION

A
B
C
D

RSU

CONTENTS

PRECAUTION	2	Disposal	11	F
PRECAUTIONS	2	RADIUS ROD	12	G
Precautions for Suspension	2	Exploded View	12	
PREPARATION	3	Removal and Installation	12	
PREPARATION	3	Inspection	12	
Commercial Service Tool	3	FRONT LOWER LINK	14	H
SYMPTOM DIAGNOSIS	4	Exploded View	14	
NOISE, VIBRATION AND HARSHNESS		Removal and Installation	14	
(NVH) TROUBLESHOOTING	4	Inspection	14	I
NVH Troubleshooting Chart	4	REAR STABILIZER	15	J
PERIODIC MAINTENANCE	5	Exploded View	15	
REAR SUSPENSION ASSEMBLY	5	Removal and Installation	15	
Inspection	5	Inspection	15	
WHEEL ALIGNMENT	6	REAR SUSPENSION ARM	16	K
Inspection	6	Exploded View	16	
Adjustment	6	Removal and Installation	16	
REMOVAL AND INSTALLATION	8	Inspection	16	L
REAR LOWER LINK & COIL SPRING	8	REAR SUSPENSION MEMBER	18	M
Exploded View	8	Exploded View	18	
Removal and Installation	8	Removal and Installation	18	
Inspection	9	Inspection	19	
REAR SHOCK ABSORBER	10	SERVICE DATA AND SPECIFICATIONS		N
Exploded View	10	(SDS)	20	
Removal and Installation	10	SERVICE DATA AND SPECIFICATIONS		O
Disassembly and Assembly	10	(SDS)	20	
Inspection	11	Wheel Alignment	20	
		Ball Joint	20	
		Wheelarch Height	20	P

PRECAUTIONS

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PRECAUTION

PRECAUTIONS

Precautions for Suspension

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- 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 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

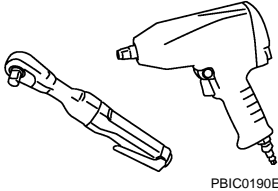
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PREPARATION

PREPARATION

Commercial Service Tool

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Tool name	Description
<p data-bbox="159 415 267 441">Power tool</p>  <p data-bbox="885 630 954 646">PBIC0190E</p>	<p data-bbox="1057 415 1307 441">Loosening bolts and nuts</p>

A

B

C

D

RSU

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G

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J

K

L

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N

O

P

NOISE, VIBRATION AND HARSHNESS (NVH) TROUBLESHOOTING

< SYMPTOM DIAGNOSIS >

SYMPTOM DIAGNOSIS

NOISE, VIBRATION AND HARSHNESS (NVH) TROUBLESHOOTING

NVH Troubleshooting Chart

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

Symptom		Possible cause and SUSPECTED PARTS		Reference													
				RSU-8, RSU-10, RSU-12, RSU-14, RSU-15, RSU-16, RSU-18	RSU-10	—	—	—	RSU-8, RSU-10, RSU-12, RSU-14, RSU-15, RSU-16, RSU-18	RSU-6	—	NVH in DLN section	NVH in DLN section	NVH in RAX and RSU sections	NVH in WT section	NVH in WT section	NVH in RAX section
REAR SUSPENSION	Noise	x	x	x	x	x	x			x	x	x	x	x	x	x	x
	Shake	x	x	x	x		x			x		x	x	x	x	x	x
	Vibration	x	x	x	x	x				x		x	x		x		
	Shimmy	x	x	x	x			x				x	x	x			x
	Judder	x	x	x								x	x	x			x
	Poor quality ride or handling	x	x	x	x	x		x	x			x	x	x			

x: Applicable

REAR SUSPENSION ASSEMBLY

< PERIODIC MAINTENANCE >

PERIODIC MAINTENANCE

REAR SUSPENSION ASSEMBLY

Inspection

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COMPONENT PART

Check the mounting conditions (looseness, backlash) of each component and component conditions (wear, damage) are normal.

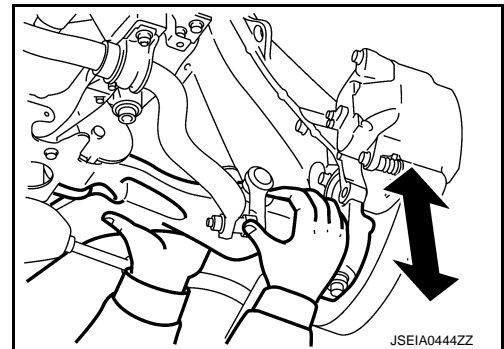
Ball Joint Axial End Play

Move axle side of suspension arm in the axial direction by hand.
Check there is no end play.

Axial end play : Refer to [RSU-20, "Ball Joint"](#).

CAUTION:

- Never depress brake pedal when measuring.
- Never perform with tires on level ground.
- Be careful not to damage ball joint boot. Never damage the installation position by applying excessive force.



SHOCK ABSORBER

Check for oil leakage and damage. Replace it if necessary.

A
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RSU
F
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WHEEL ALIGNMENT

< PERIODIC MAINTENANCE >

WHEEL ALIGNMENT

Inspection

INFOID:000000006938896

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.

PRELIMINARY CHECK

Check the following:

- Tires for improper air pressure and wear. Refer to [WT-51, "Tire Air Pressure"](#).
- Road wheels for runout.
- Wheel bearing axial end play. Refer to [RAX-5, "Inspection"](#).
- Ball joint axial end play of suspension arm. Refer to [RSU-5, "Inspection"](#).
- Shock absorber operation.
- Each mounting point of axle and suspension for looseness and deformation.
- Each of front lower link, rear lower link, radius rod, rear suspension member, suspension arm and shock absorber for cracks, deformation, and other damage.
- Vehicle height (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.

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). **Never use these indicators.**
- The alignment specifications programmed into your machine that operate these indicators may not be correct.
- This may result in an ERROR.
- 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're using for more information.

Adjustment

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CAMBER

WHEEL ALIGNMENT

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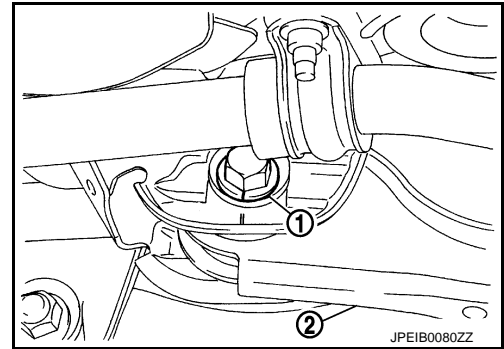
- If camber is exceeds the standard value, adjust with adjusting bolt (1) in front lower link (2).

Camber: Refer to [RSU-20, "Wheel Alignment"](#).

CAUTION:

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

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



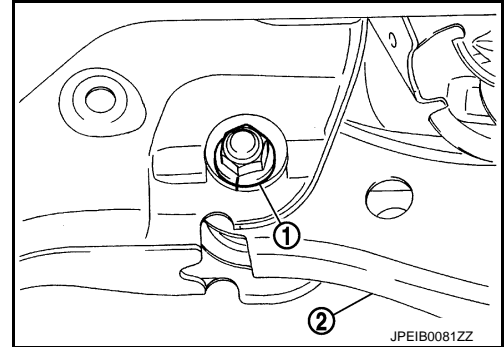
TOE-IN

- If toe-in is exceeds the standard value, adjust with adjusting bolt (1) in rear lower link (2).

Toe-In: Refer to [RSU-20, "Wheel Alignment"](#).

CAUTION:

- **Be sure to adjust equally on right and left side with adjusting bolt.**
- **When tightening the nut firmly and checking the torque, use a wrench to prevent the turning of the bolt.**
- If toe-in is not still within the specification, inspect and replace any damaged or worn suspension parts.



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REAR LOWER LINK & COIL SPRING

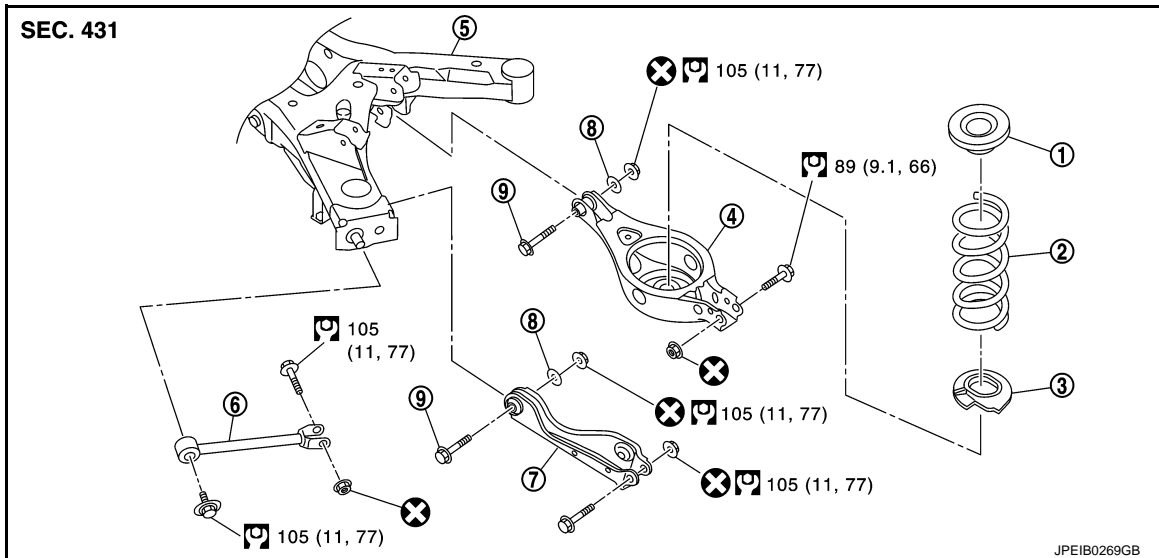
< REMOVAL AND INSTALLATION >

REMOVAL AND INSTALLATION

REAR LOWER LINK & COIL SPRING

Exploded View

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- | | | |
|---------------------|---------------------------|-------------------|
| 1. Upper seat | 2. Coil spring | 3. Rubber seat |
| 4. Rear lower link | 5. Rear suspension member | 6. Radius rod |
| 7. Front lower link | 8. Eccentric disk | 9. Adjusting bolt |

Refer to [GI-4, "Components"](#) for symbols in the figure.

Removal and Installation

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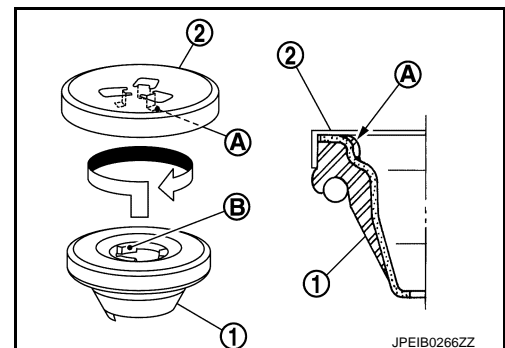
REMOVAL

1. Remove tires with power tool.
2. Remove stabilizer connecting rod (lower side). Refer to [RSU-15, "Exploded View"](#).
3. Set jack under rear lower link.
4. Loosen rear lower link adjusting bolt and nut (rear suspension member side), and then remove rear lower link mounting bolt and nut (axle housing side) with power tool.
5. Slowly lower jack, then remove upper seat, coil spring and rubber seat from rear lower link.
6. Remove rear lower link adjusting bolt, eccentric disk, and nut (rear suspension member side), and remove rear lower link.

INSTALLATION

Note the following, and install in the reverse order of removal.

- When installing upper seat (1), align protrusion (B) on upper seat inside to tabs (A) of vehicle side bracket (2).
- Match up rubber seat indentions and rear lower link grooves and attach.



REAR LOWER LINK & COIL SPRING

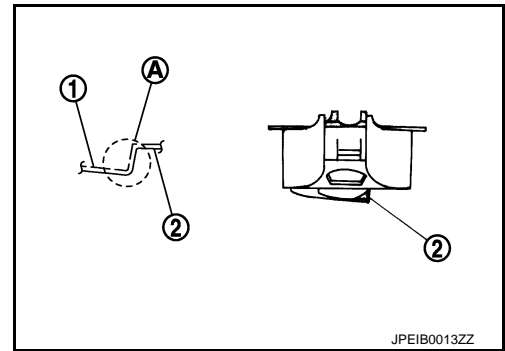
< REMOVAL AND INSTALLATION >

- Install coil spring by aligning lower end of the coil spring to step (A) between rubber seat (1) and rear lower link (2).

CAUTION:

Set coil spring so that its paint marks are aligned with the positions of 3.5 turns (2 places) and 4.5 turns (1 place) from the bottom end of the coil spring.

- Perform the final tightening of rear suspension member and axle installation position (rubber bushing) under unladen condition with tires on level ground.



Inspection

INSPECTION AFTER REMOVAL

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

INSPECTION AFTER INSTALLATION

1. Check wheel alignment. Refer to [RSU-6, "Inspection"](#).
2. Adjust neutral position of steering angle sensor. Refer to [BRC-35, "Work Procedure"](#).

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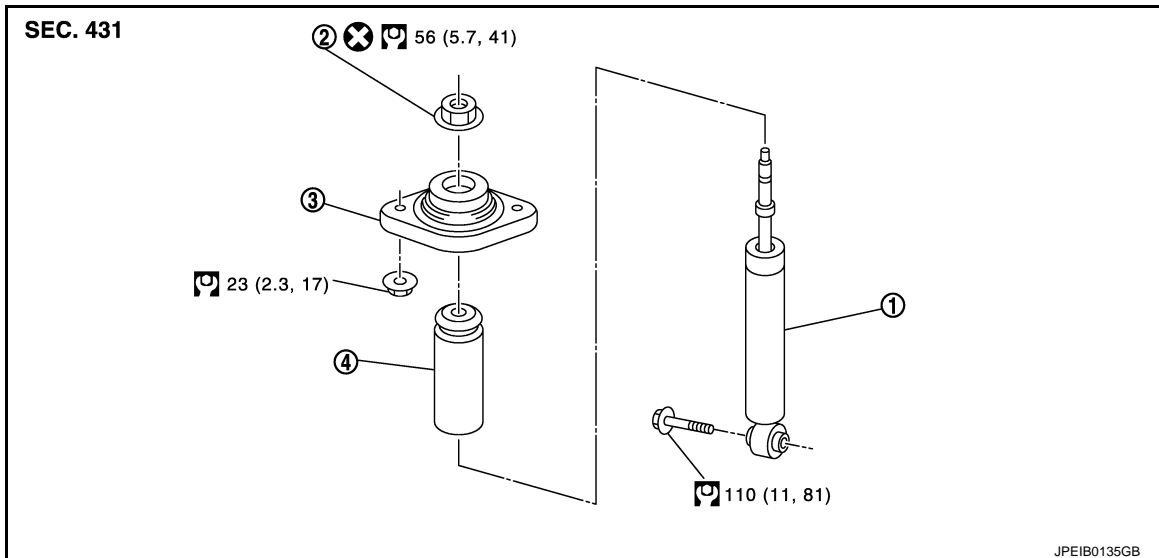
REAR SHOCK ABSORBER

< REMOVAL AND INSTALLATION >

REAR SHOCK ABSORBER

Exploded View

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1. Shock absorber
2. Piston rod lock nut
3. Shock absorber mounting bracket
4. Bound bumper

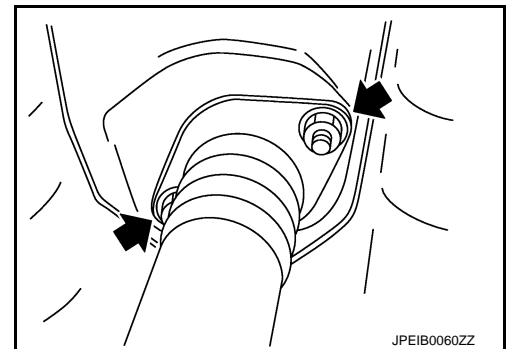
Refer to [GI-4, "Components"](#) for symbols in the figure.

Removal and Installation

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REMOVAL

1. Remove tires with power tool.
2. Separate stabilizer connecting rod (lower side). Refer to [RSU-15, "Exploded View"](#).
3. Set suitable jack under axle housing to relieve the coil spring tension.
4. Remove shock absorber mounting bolt (lower side) with power tool.
5. Gradually lower the jack to remove it from front lower link.
6. Remove shock absorber assembly mounting nuts (upper side) () , and remove shock absorber assembly.



INSTALLATION

Note the following, and install in the reverse order of removal.

- Perform final tightening of bolts and nuts at the shock absorber lower side (rubber bushing), under unladen conditions with tires on level ground.

Disassembly and Assembly

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DISASSEMBLY

CAUTION:

Never damage shock absorber piston rod when removing components from shock absorber.

REAR SHOCK ABSORBER

< REMOVAL AND INSTALLATION >

1. Wrap a shop cloth around lower side of shock absorber and fix it with a vise.
CAUTION:
Never set the cylindrical part of shock absorber with a vise.
2. Secure the piston rod tip so that piston rod does not turn, and remove piston rod lock nut.
3. Remove mounting bracket and bound bumper from shock absorber.

ASSEMBLY

Install in the reverse order of disassembly.

Inspection

INFOID:000000006938904

INSPECTION AFTER REMOVAL

Check the following items, and replace the parts if necessary.

- Shock absorber assembly for deformation, cracks, damage.
- Welded and sealed areas for oil leakage.
- Piston rod for damage, uneven wear or distortion.
- Seal of shock absorber mounting bracket for cracks, damage and come off.

INSPECTION AFTER DISASSEMBLY

Bound Bumper

Check bound bumper for cracks and damage. Replace it if necessary.

Shock Absorber

Check the following items, and replace the part if necessary.

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

INSPECTION AFTER ASSEMBLY

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

INSPECTION AFTER INSTALLATION

1. Check wheel alignment. Refer to [RSU-6. "Inspection"](#).
2. Adjust neutral position of steering angle sensor. Refer to [BRC-35. "Work Procedure"](#).

Disposal

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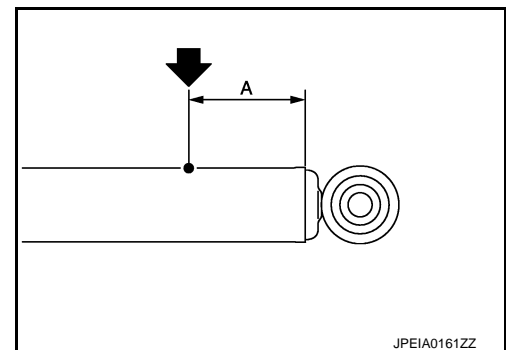
1. Set shock absorber horizontally with the piston rod fully extended.
2. Drill 2 – 3 mm (0.08 – 0.12 in) hole at the position (●) from top as shown in the figure to release gas gradually.

CAUTION:

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

NOTE:

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



A : 20 – 30 mm (0.79 – 1.18 in)

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

CAUTION:

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

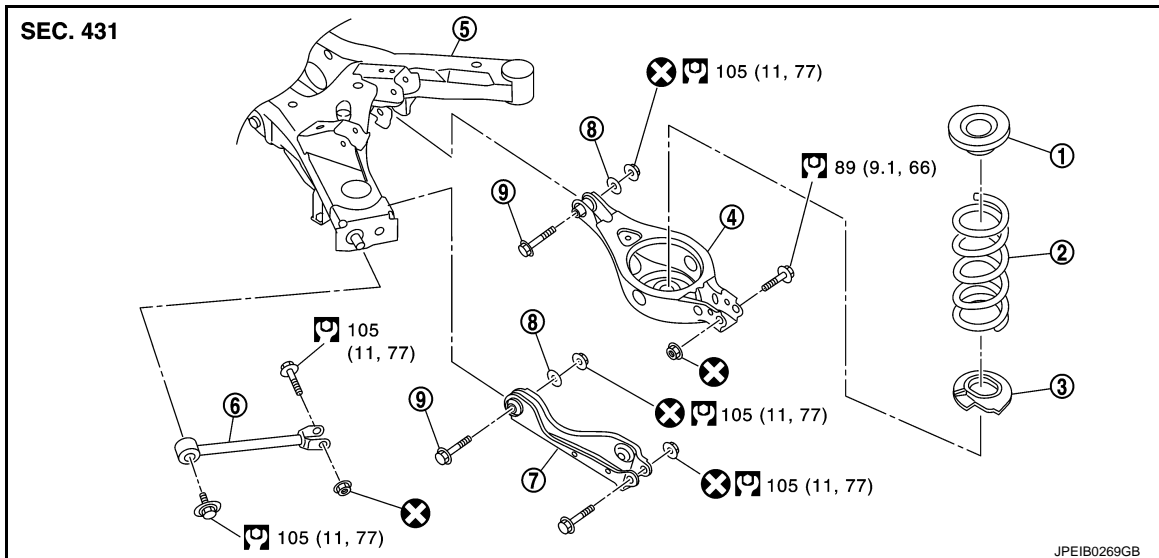
RADIUS ROD

< REMOVAL AND INSTALLATION >

RADIUS ROD

Exploded View

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- | | | |
|---------------------|---------------------------|-------------------|
| 1. Upper seat | 2. Coil spring | 3. Rubber seat |
| 4. Rear lower link | 5. Rear suspension member | 6. Radius rod |
| 7. Front lower link | 8. Eccentric disk | 9. Adjusting bolt |

Refer to [GI-4, "Components"](#) for symbols in the figure.

Removal and Installation

INFOID:000000006938907

REMOVAL

1. Remove tire with power tool.
2. Remove wheel sensor and sensor harness. Refer to [BRC-99, "REAR WHEEL SENSOR : Exploded View"](#).
3. Remove rear lower link and coil spring. Refer to [RSU-8, "Exploded View"](#).
4. Remove shock absorber mounting bolt (lower side) with power tool. Refer to [RSU-10, "Exploded View"](#).
5. Remove front lower link mounting bolt and nut (axle housing side) with power tool. Refer to [RSU-14, "Exploded View"](#).
6. Loosen front lower link mounting bolt and nut (suspension member side). Refer to [RSU-14, "Exploded View"](#).
7. Remove radius rod mounting bolts and nuts (axle housing side) with power tool.
8. Remove radius rod mounting bolt (rear suspension member side) with power tool, then remove radius rod.

INSTALLATION

Note the following, and install in the reverse order of removal.

- Perform final tightening of rear suspension member and axle installation position (rubber bushing), under unladen conditions with tires on level ground.

Inspection

INFOID:000000006938908

INSPECTION AFTER REMOVAL

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

INSPECTION AFTER INSTALLATION

1. Check wheel sensor harness for proper connection. Refer to [BRC-99, "REAR WHEEL SENSOR : Exploded View"](#).

RADIUS ROD

< REMOVAL AND INSTALLATION >

2. Check wheel alignment. Refer to [RSU-6, "Inspection"](#).
3. Adjust neutral position of steering angle sensor. Refer to [BRC-35, "Work Procedure"](#).

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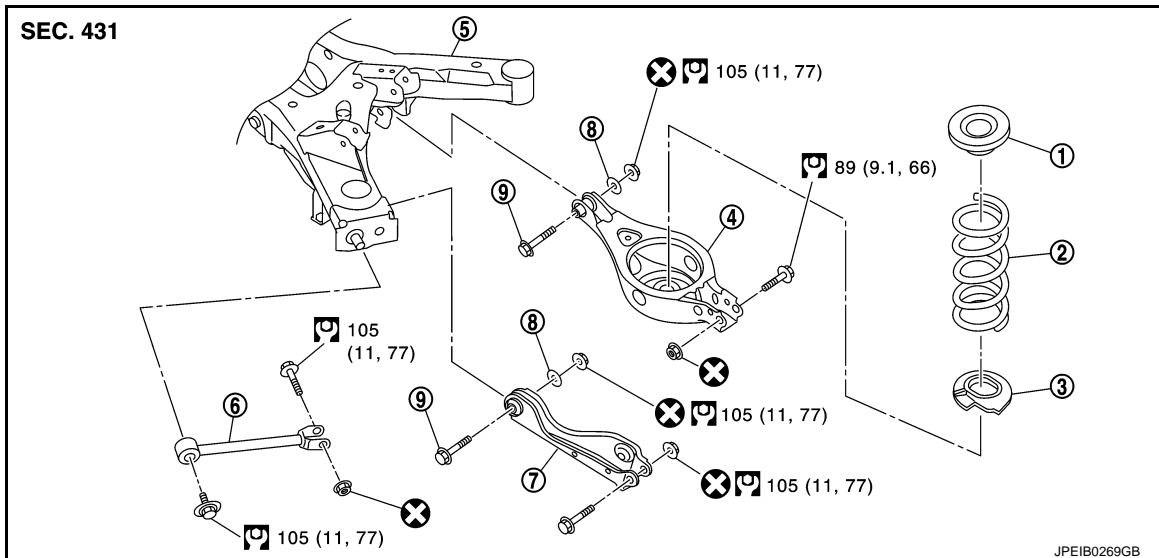
FRONT LOWER LINK

< REMOVAL AND INSTALLATION >

FRONT LOWER LINK

Exploded View

INFOID:000000006938909



- | | | |
|---------------------|---------------------------|-------------------|
| 1. Upper seat | 2. Coil spring | 3. Rubber seat |
| 4. Rear lower link | 5. Rear suspension member | 6. Radius rod |
| 7. Front lower link | 8. Eccentric disk | 9. Adjusting bolt |

Refer to [GI-4, "Components"](#) for symbols in the figure.

Removal and Installation

INFOID:000000006938910

REMOVAL

1. Remove tire with power tool.
2. Remove wheel sensor and sensor harness. Refer to [BRC-99, "REAR WHEEL SENSOR : Exploded View"](#).
3. Remove rear lower link and coil spring. Refer to [RSU-8, "Exploded View"](#).
4. Remove shock absorber mounting bolt (lower side) with power tool. Refer to [RSU-10, "Exploded View"](#).
5. Remove stabilizer bushing and stabilizer clamp. Refer to [RSU-15, "Exploded View"](#).
6. Remove front lower link adjusting bolt, eccentric disk, and nut (rear suspension member side) with power tool.
7. Remove front lower link mounting bolt and nut (axle housing side) with power tool.
8. Remove front lower link.

INSTALLATION

Note the following, and install in the reverse order of removal.

- Perform final tightening of rear suspension member and axle installation position (rubber bushing), under unladen conditions with tires on level ground.

Inspection

INFOID:000000006938911

INSPECTION AFTER REMOVAL

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

INSPECTION AFTER INSTALLATION

1. Check wheel sensor harness for proper connection. Refer to [BRC-99, "REAR WHEEL SENSOR : Exploded View"](#).
2. Check wheel alignment. Refer to [RSU-6, "Inspection"](#).
3. Adjust neutral position of steering angle sensor. Refer to [BRC-35, "Work Procedure"](#).

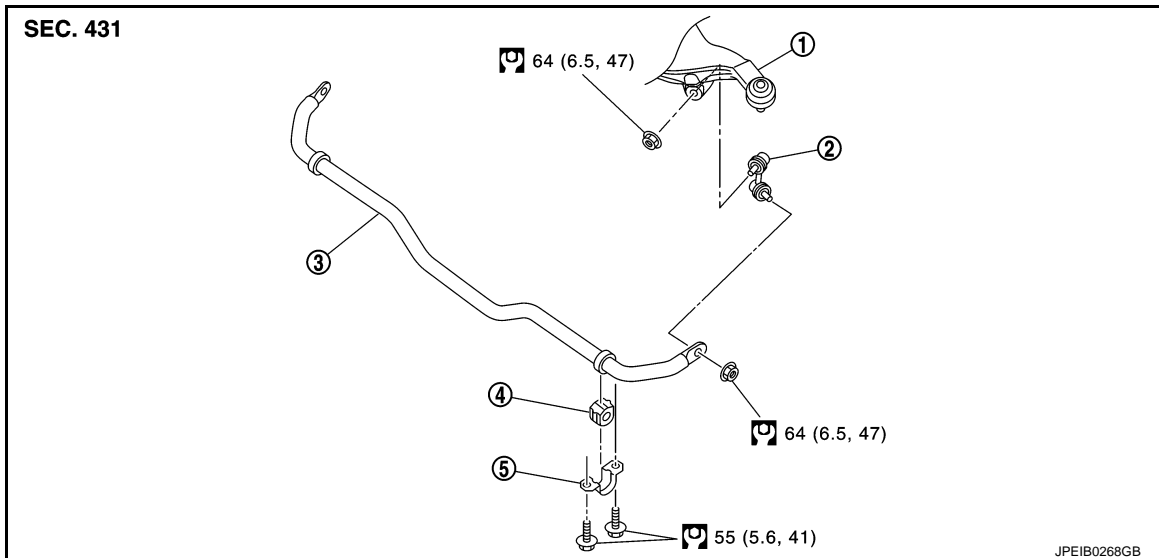
REAR STABILIZER

< REMOVAL AND INSTALLATION >

REAR STABILIZER

Exploded View

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1. Suspension arm
2. Stabilizer connecting rod
3. Stabilizer bar
4. Stabilizer bushing
5. Stabilizer clamp

Refer to [GI-4, "Components"](#) for symbols in the figure.

Removal and Installation

INFOID:000000006938913

REMOVAL

1. Remove tires with power tool.
2. Remove stabilizer connecting rod.
CAUTION:
Apply a matching mark to identify the installation position.
3. Remove mounting bolts on stabilizer clamp and remove stabilizer bar with power tool.

INSTALLATION

Note the following, and install in the reverse order of removal.

- Check the matching mark when installing.
- Tighten the mounting nut to the specified torque while holding a hexagonal part of stabilizer connecting rod side.

Inspection

INFOID:000000006938914

INSPECTION AFTER REMOVAL

Check stabilizer bar, stabilizer bushing, stabilizer clamp, stabilizer connecting rod for any deformation, crack or damage. Replace if necessary.

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RSU
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REAR SUSPENSION ARM

< REMOVAL AND INSTALLATION >

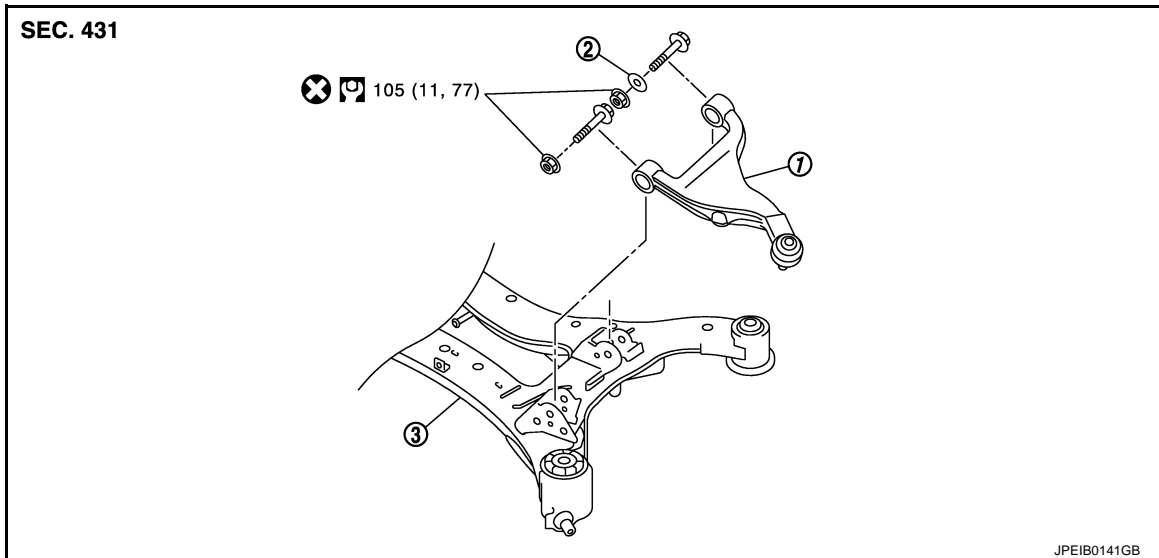
REAR SUSPENSION ARM

Exploded View

INFOID:000000006938915

NOTE:

Remove suspension arm with rear suspension member. Refer to [RSU-18, "Exploded View"](#).



1. Suspension arm

2. Stopper rubber

3. Rear suspension member

Refer to [GI-4, "Components"](#) for symbols in the figure.

Removal and Installation

INFOID:000000006938916

NOTE:

Remove suspension arm with rear suspension member. Refer to [RSU-18, "Exploded View"](#).

REMOVAL

1. Remove rear suspension member. Refer to [RSU-18, "Exploded View"](#).
2. Remove stabilizer connecting rod from suspension arm. Refer to [RSU-15, "Exploded View"](#).
3. Remove suspension arm from axle housing. Refer to [RAX-7, "Removal and Installation"](#).
4. Remove suspension arm from vehicle.

INSTALLATION

Note the following, and install in the reverse order of removal.

- Install stopper rubber to rear suspension member together with suspension arm.
- Perform final tightening of fixing parts at the vehicle installation position (rubber bushing), under unladen conditions with tires on level ground.
- Never reuse suspension arm mounting nut.

Inspection

INFOID:000000006938917

INSPECTION AFTER REMOVAL

Appearance

Check the following items, and replace the part if necessary.

- Suspension arm and bushing for deformation, cracks or damage.
- Boot of ball joint for cracks or damage, and also for grease leakage.

Ball Joint Inspection

Manually move ball stud at least ten times by hand to check for smooth movement.

Swing Torque Inspection

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

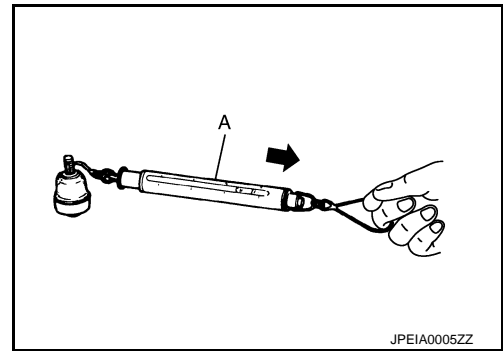
REAR SUSPENSION ARM

< REMOVAL AND INSTALLATION >

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

Swing torque : Refer to [RSU-20, "Ball Joint"](#).

- If swing torque exceeds the standard range, replace suspension arm assembly.



Axial End Play Inspection

- Before measurement, move ball stud at least ten times by hand to check for smooth movement.
- Move tip of ball stud in axial direction to check for looseness.

Axial end play : Refer to [RSU-20, "Ball Joint"](#).

- If axial end play exceeds the standard range, replace suspension arm assembly.

INSPECTION AFTER INSTALLATION

- Check wheel sensor harness for proper connection. Refer to [BRC-99, "REAR WHEEL SENSOR : Exploded View"](#).
- Check wheel alignment. Refer to [RSU-6, "Inspection"](#).
- Adjust neutral position of steering angle sensor. Refer to [BRC-35, "Work Procedure"](#).

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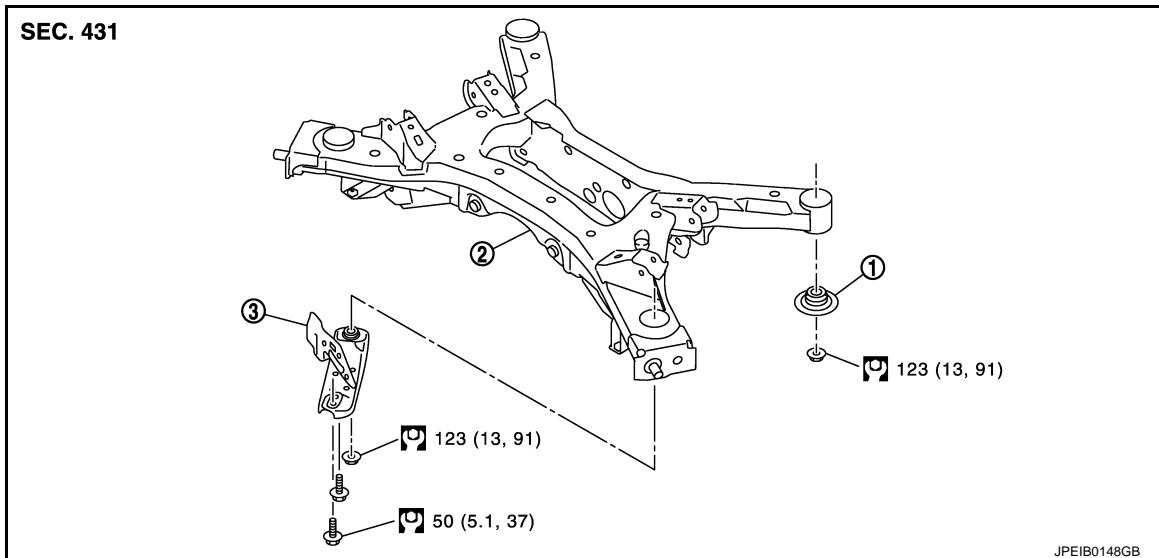
REAR SUSPENSION MEMBER

< REMOVAL AND INSTALLATION >

REAR SUSPENSION MEMBER

Exploded View

INFOID:000000006938918



1. Rebound stopper 2. Rear suspension member 3. Member stay

Refer to [GI-4. "Components"](#) for symbols in the figure.

Removal and Installation

INFOID:000000006938919

REMOVAL

1. Remove tires with power tool.
2. Remove caliper assembly. Hang caliper assembly in a place where it will not interfere with work. Refer to [BR-40. "BRAKE CALIPER ASSEMBLY : Exploded View"](#).
CAUTION:
Avoid depressing brake pedal while caliper assembly is removed.
3. Remove wheel sensor and sensor harness. Refer to [BRC-99. "REAR WHEEL SENSOR : Exploded View"](#).
4. Remove center muffler. Refer to [EX-5. "Exploded View"](#).
5. Remove stabilizer bar. Refer to [RSU-15. "Exploded View"](#).
6. Remove drive shaft. Refer to [RAX-9. "Exploded View"](#).
7. Remove propeller shaft. Refer to [DLN-83. "Exploded View"](#).
8. Remove harness from rear final drive and rear suspension member.
9. Remove rear final drive. Refer to [DLN-102. "Exploded View"](#).
10. Separate the attachment between parking brake cable and vehicle and rear suspension member. Refer to [PB-6. "Exploded View"](#).
11. Remove rear lower link and coil spring. Refer to [RSU-8. "Exploded View"](#).
12. Remove shock absorber (lower side). Refer to [RSU-10. "Exploded View"](#).
13. Set suitable jack under rear suspension member.
14. Remove member stay.
15. Remove rear suspension member and rebound stopper.
16. Slowly lower jack, then remove rear suspension member, suspension arm, radius rod, front lower link and axle from vehicle as a unit.
17. Remove suspension arm. Refer to [RSU-16. "Exploded View"](#).
18. Remove radius rod. Refer to [RSU-12. "Exploded View"](#).
19. Remove front lower link. Refer to [RSU-14. "Exploded View"](#).

REAR SUSPENSION MEMBER

< REMOVAL AND INSTALLATION >

INSTALLATION

Note the following, and install in the reverse order of the removal.

- Perform the final tightening of each of parts under unladen conditions, which were removed when removing rear suspension assembly.
- Check wheel sensor harness for proper connection. Refer to [BRC-99, "REAR WHEEL SENSOR : Exploded View"](#).
- Never reuse cotter pin.

Inspection

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INSPECTION AFTER REMOVAL

Check rear suspension member for deformation, cracks, or any other damage. Replace if necessary.

INSPECTION AFTER INSTALLATION

1. Check wheel sensor harness for proper connection. Refer to [BRC-99, "REAR WHEEL SENSOR : Exploded View"](#).
2. Adjust parking brake operation (stroke). [PB-3, "Inspection and Adjustment"](#).
3. Check wheel alignment. Refer to [RSU-6, "Inspection"](#).
4. Adjust neutral position of steering angle sensor. Refer to [BRC-35, "Work Procedure"](#).

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SERVICE DATA AND SPECIFICATIONS (SDS)

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SERVICE DATA AND SPECIFICATIONS (SDS)

Wheel Alignment

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Item		Standard
Camber Degree minute (Decimal degree)	Minimum	-1° 18' (-1.30°)
	Nominal	-0° 48' (-0.80°)
	Maximum	-0° 18' (-0.30°)
Toe-in Total toe-in Distance	Minimum	In 1.3 mm (In 0.051 in)
	Nominal	In 3.1 mm (In 0.122 in)
	Maximum	In 4.9 mm (In 0.193 in)

Measure value under unladen* conditions.

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

Ball Joint

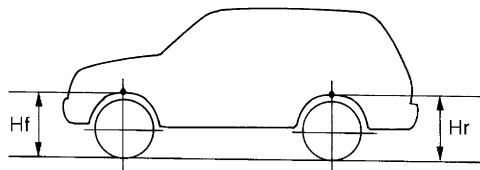
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Item	Standard
Swing torque	0.5 – 3.4 N·m (0.06 – 0.34 kg-m, 5 – 30 in-lb)
Measurement on spring balance (cotter pinhole position)	8.1 – 54.8 N (0.83 – 5.6 kg, 1.82 – 12.32 lb)
Axial end play	0 mm (0 in)

Wheelarch Height

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Item	Standard
Front (Hr)	843 mm (33.19 in)
Rear (Hr)	854 mm (33.62 in)



SFA746B

Measure value under unladen* conditions.

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