

SECTION **RSU**
 REAR SUSPENSION

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RSU

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NOISE, VIBRATION AND HARSHNESS (NVH) TROUBLESHOOTING

< SYMPTOM DIAGNOSIS >

SYMPTOM DIAGNOSIS

NOISE, VIBRATION AND HARSHNESS (NVH) TROUBLESHOOTING

NVH Troubleshooting Chart

INFOID:000000003544442

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

Symptom		Possible cause and SUSPECTED PARTS		Reference page													
				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	RSU-15	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

PRECAUTIONS

< PRECAUTION >

PRECAUTION

PRECAUTIONS

Precautions for Suspension

INFOID:000000004582063

- 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.

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PREPARATION

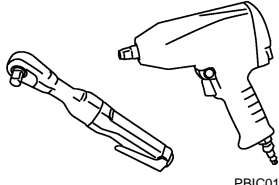
< PREPARATION >

PREPARATION

PREPARATION

Commercial Service Tool

INFOID:000000003544444

Tool name	Description
Power tool  PBIC0190E	Loosening bolts and nuts

REAR SUSPENSION ASSEMBLY

< ON-VEHICLE MAINTENANCE >

ON-VEHICLE MAINTENANCE

REAR SUSPENSION ASSEMBLY

Inspection

INFOID:000000004582138

MOUNTING INSPECTION

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

BALL JOINT AXIAL END PLAY

1. Set rear wheels in a straight-ahead position.
2. Measure axial end play by prying it up/down with iron bar or equivalent between transverse link and steering knuckle.

NOTE:

About TYPE A and TYPE B, refer to [RSU-20, "APPLICATION NOTICE : How to Check Vehicle Type"](#).

Standard

Axial end play : Refer to [RSU-21, "TYPE A : Ball Joint"](#), [RSU-22, "TYPE B : 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 ASSEMBLY

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

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WHEEL ALIGNMENT

< ON-VEHICLE MAINTENANCE >

WHEEL ALIGNMENT

Inspection

INFOID:000000003544446

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.
- Road wheels for runout. Refer to [WT-104, "Inspection"](#).
- Wheel bearing axial end play. Refer to [RAX-4, "Inspection"](#) (2WD), [RAX-11, "Inspection"](#) (AWD).
- 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.
- Some newer alignment machines are equipped with an optional "Rolling Compensation" method to "compensate" the sensors (alignment targets or head units). **Never 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.

Adjustment

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CAMBER

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

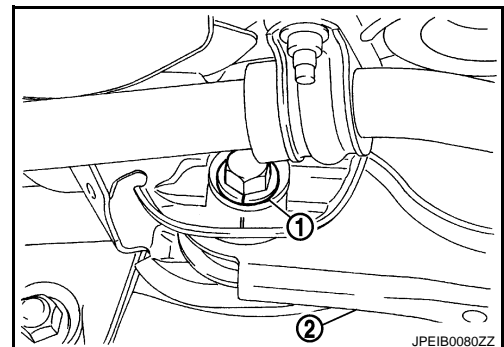
NOTE:

About TYPE A and TYPE B, refer to [RSU-20, "APPLICATION NOTICE : How to Check Vehicle Type"](#).

Standard

Camber: Refer to [RSU-20, "TYPE A : Wheel Alignment"](#), [RSU-22, "TYPE B : Wheel Alignment"](#).

CAUTION:



WHEEL ALIGNMENT

< ON-VEHICLE MAINTENANCE >

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

NOTE:

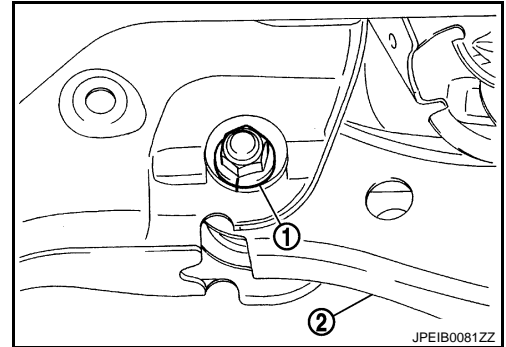
About TYPE A and TYPE B, refer to [RSU-20, "APPLICATION NOTICE : How to Check Vehicle Type"](#).

Standard

Toe-In: Refer to [RSU-20, "TYPE A : Wheel Alignment"](#),
[RSU-22, "TYPE B : 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

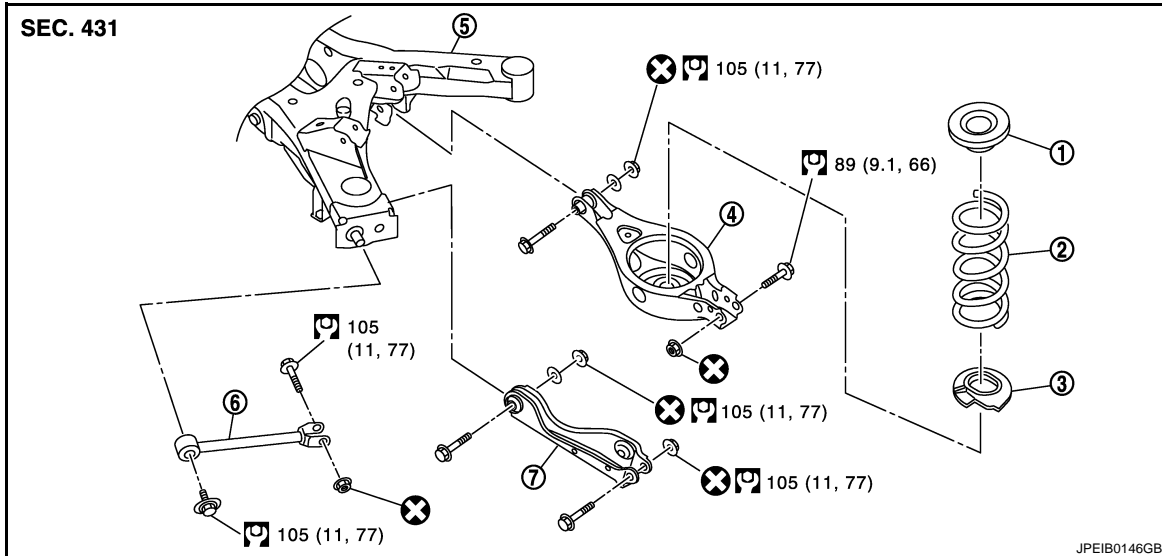
< ON-VEHICLE REPAIR >

ON-VEHICLE REPAIR

REAR LOWER LINK & COIL SPRING

Exploded View

INFOID:000000003544448



- | | | |
|---------------------|---------------------------|----------------|
| 1. Upper seat | 2. Coil spring | 3. Rubber seat |
| 4. Rear lower link | 5. Rear suspension member | 6. Radius rod |
| 7. Front lower link | | |

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

Removal and Installation

INFOID:000000003544449

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 mounting 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 mounting bolt and nut (rear suspension member side), and remove rear lower link.

INSTALLATION

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

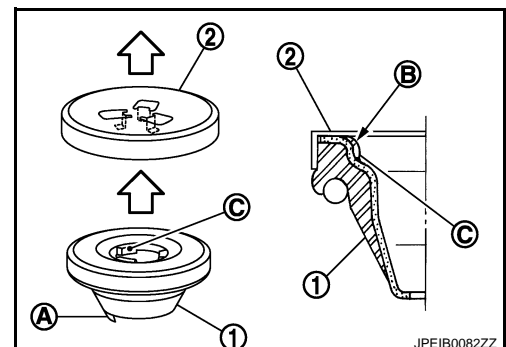
- Make sure that upper seat is attached as shown in the figure.

CAUTION:

- Make sure keep the upper seat (1) to place protrusion for projection (A) on outside of vehicle (lateral direction of vehicle).
- Make sure that the projection (C) on upper seat inside is securely fitted on the bracket (2) tabs (B).

← : Body

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



REAR LOWER LINK & COIL SPRING

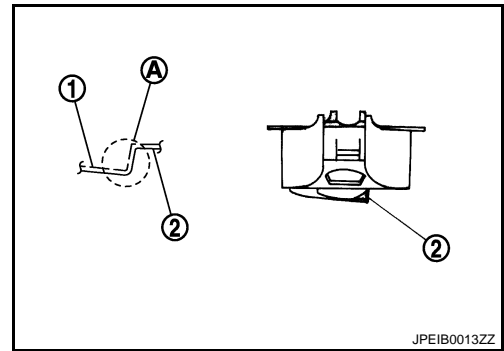
< ON-VEHICLE REPAIR >

- 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-9, "ADJUSTMENT OF STEERING ANGLE SENSOR NEUTRAL POSITION : Special Repair Requirement"](#).

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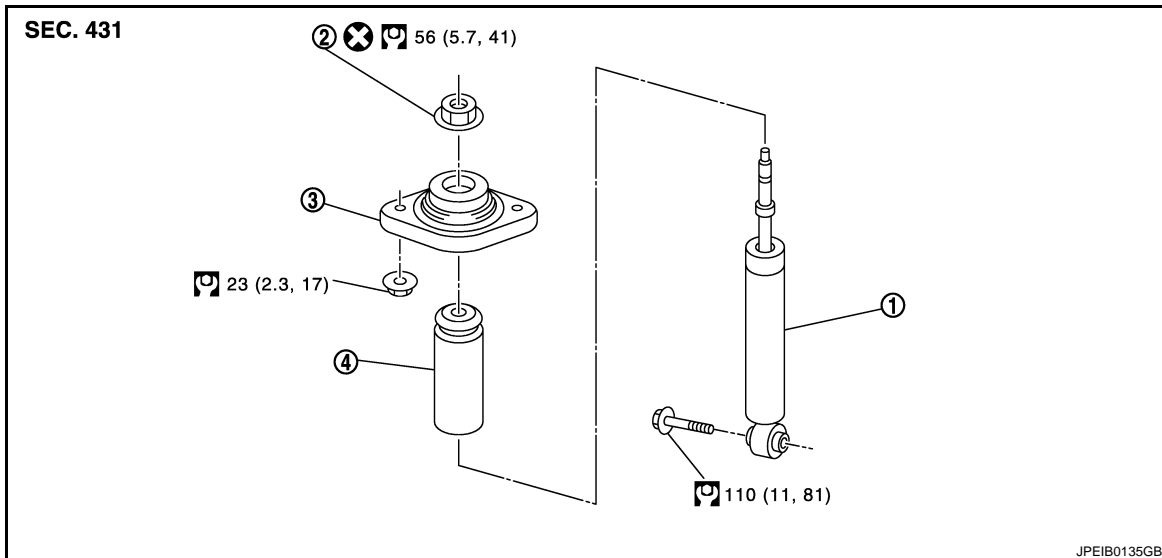
REAR SHOCK ABSORBER

< ON-VEHICLE REPAIR >

REAR SHOCK ABSORBER

Exploded View

INFOID:000000003544499



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

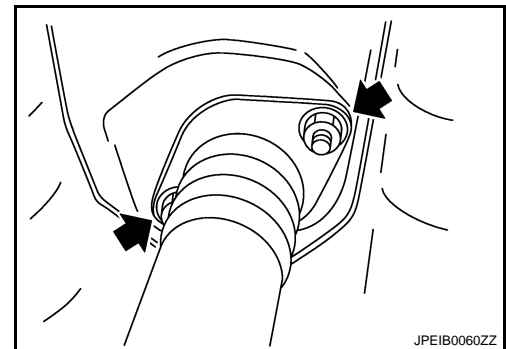
Refer to [GI-4, "Components"](#) for symbols in the figure.

Removal and Installation

INFOID:000000003544452

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

INFOID:000000004303869

DISASSEMBLY

CAUTION:

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

REAR SHOCK ABSORBER

< ON-VEHICLE REPAIR >

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:000000004582169

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-9, "ADJUSTMENT OF STEERING ANGLE SENSOR NEUTRAL POSITION : Special Repair Requirement"](#).

Disposal

INFOID:000000004685228

1. Set shock absorber horizontally to the ground with the piston rod fully extracted.
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.

NOTE:

- Drill vertically in this direction (←).
- Directly to the outer tube avoiding brackets.

A: 20 – 30 mm (0.79 – 1.18 in)

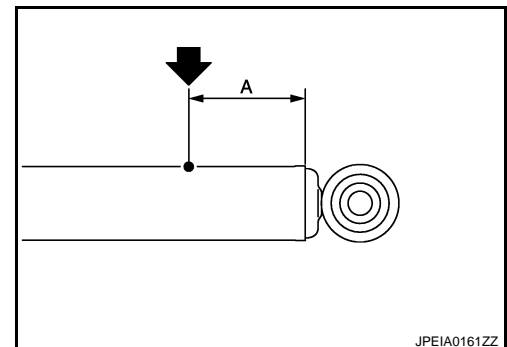
3. Position the drilled hole downward and drain oil by moving the piston rod several times.

CAUTION:

- **Wear eye protection (safety glasse).**
- **Wear gloves.**
- **Be careful with metal chips or oil blown out by the compressed gas.**
- **Handle drained oil appropriately to the law and other local regulations.**

NOTE:

The gas is clear, colorless, odorless, and harmless.



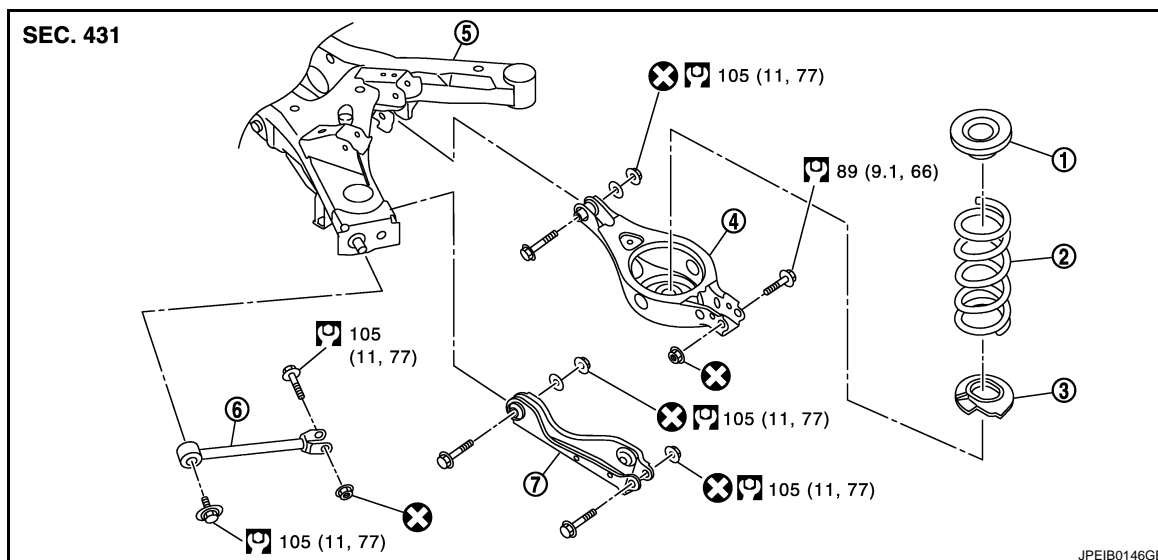
RADIUS ROD

< ON-VEHICLE REPAIR >

RADIUS ROD

Exploded View

INFOID:000000003591797



- | | | |
|---------------------|---------------------------|----------------|
| 1. Upper seat | 2. Coil spring | 3. Rubber seat |
| 4. Rear lower link | 5. Rear suspension member | 6. Radius rod |
| 7. Front lower link | | |

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

Removal and Installation

INFOID:000000003591750

REMOVAL

1. Remove tire with power tool.
2. Remove wheel sensor and sensor harness. Refer to [BRC-115, "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:000000003591751

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-115, "REAR WHEEL SENSOR : Exploded View"](#).

RADIUS ROD

< ON-VEHICLE REPAIR >

2. Check wheel alignment. Refer to [RSU-6, "Inspection"](#).
3. Adjust neutral position of steering angle sensor. Refer to [BRC-9, "ADJUSTMENT OF STEERING ANGLE SENSOR NEUTRAL POSITION : Special Repair Requirement"](#).

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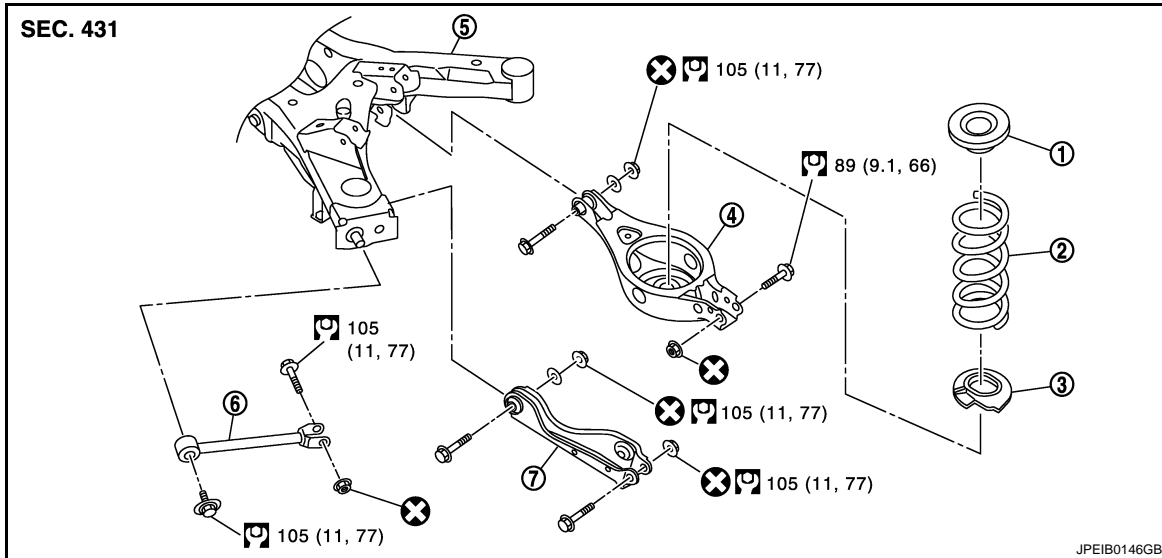
FRONT LOWER LINK

< ON-VEHICLE REPAIR >

FRONT LOWER LINK

Exploded View

INFOID:000000003591811



- | | | |
|---------------------|---------------------------|----------------|
| 1. Upper seat | 2. Coil spring | 3. Rubber seat |
| 4. Rear lower link | 5. Rear suspension member | 6. Radius rod |
| 7. Front lower link | | |

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

Removal and Installation

INFOID:000000003591754

REMOVAL

1. Remove tire with power tool.
2. Remove wheel sensor and sensor harness. Refer to [BRC-115, "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 mounting bolts and nuts (rear suspension member side) with power tool.
7. Remove front lower link mounting bolts and nuts (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:000000003591755

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-115, "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-9, "ADJUSTMENT OF STEERING ANGLE SENSOR NEUTRAL POSITION : Special Repair Requirement"](#).

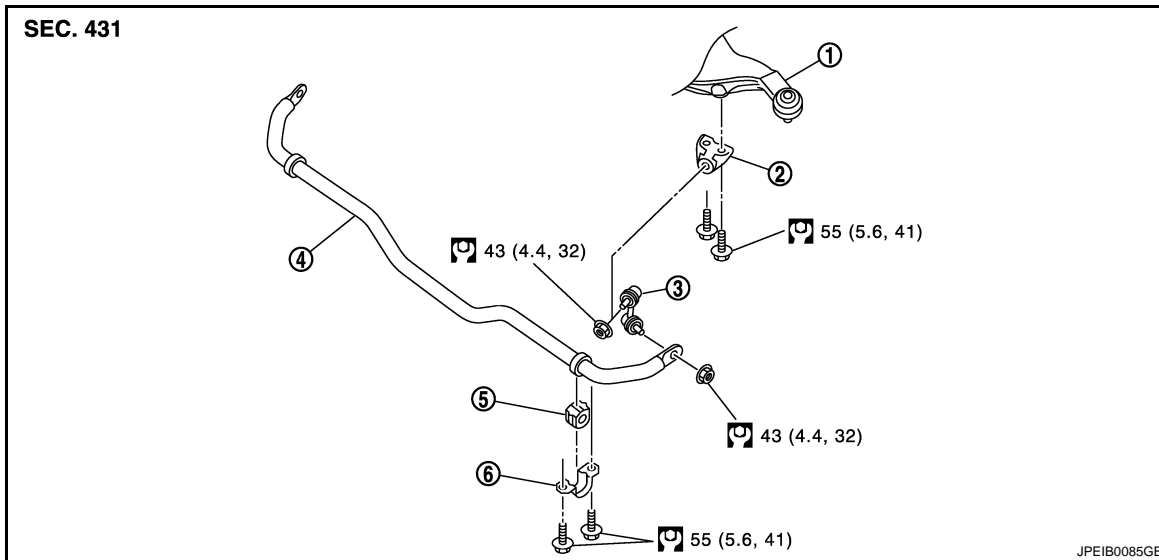
REAR STABILIZER

< ON-VEHICLE REPAIR >

REAR STABILIZER

Exploded View

INFOID:000000003544500



- | | | |
|-------------------|--|------------------------------|
| 1. Suspension arm | 2. Stabilizer connecting rod mount bracket | 3. Stabilizer connecting rod |
| 4. Stabilizer bar | 5. Stabilizer bushing | 6. Stabilizer clamp |

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

Removal and Installation

INFOID:000000003544464

REMOVAL

1. Remove tires with power tool.
2. Remove stabilizer connecting rod mount bracket.
3. Remove stabilizer connecting rod.
CAUTION:
Apply a matching mark to identify the installation position.
4. 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:000000003544465

INSPECTION AFTER REMOVAL

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

REAR SUSPENSION ARM

< ON-VEHICLE REPAIR >

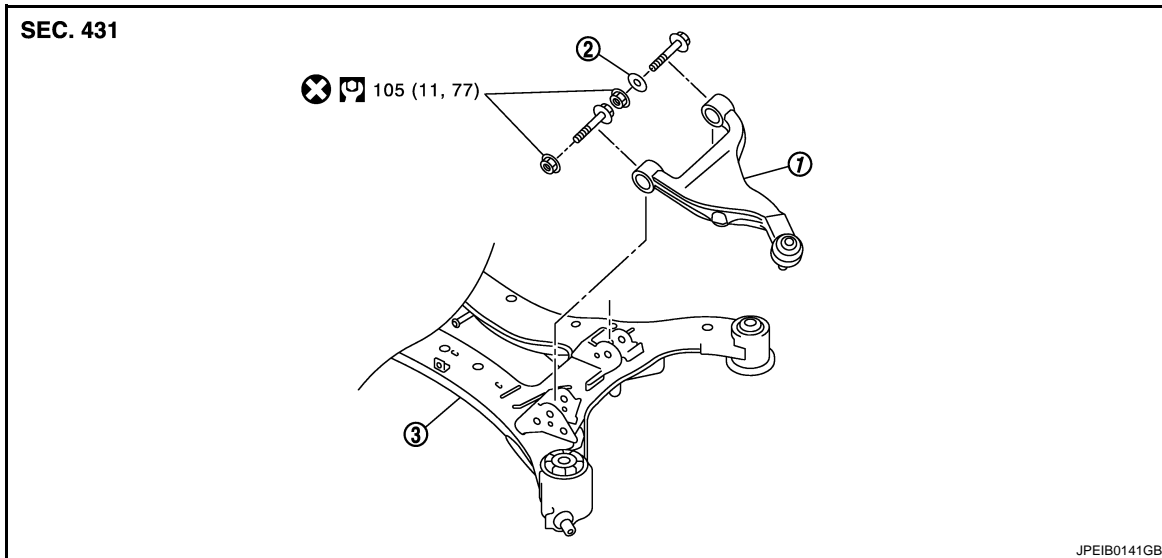
REAR SUSPENSION ARM

Exploded View

INFOID:000000003544510

NOTE:

Remove suspension arm with rear suspension member for AWD models. 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:000000003544481

NOTE:

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

REMOVAL

1. Remove tire with power tool.
2. Remove wheel sensor and sensor harness. Refer to [BRC-115, "REAR WHEEL SENSOR : Exploded View"](#).
3. Remove stabilizer connecting rod. Refer to [RSU-15, "Exploded View"](#).
4. Remove cotter pin of suspension arm ball joint, and loosen nut.
5. Use the ball joint remover to remove suspension arm from axle housing. Be careful not to damage ball joint boot.

CAUTION:

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

6. Remove suspension arm.

INSTALLATION

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

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

Inspection

INFOID:000000003544482

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.

REAR SUSPENSION ARM

< ON-VEHICLE REPAIR >

Ball Joint Inspection

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

Swing Torque Inspection

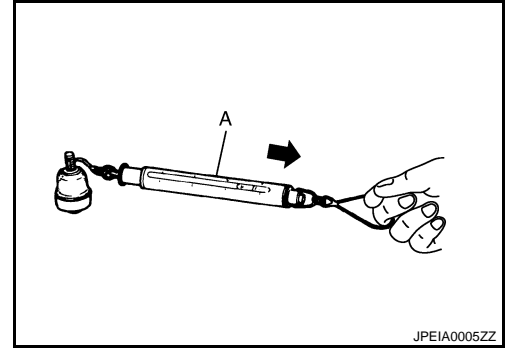
1. Before measurement, move ball stud at least ten times by hand to check for smooth movement.
2. Hook spring balance (A) at cotter pin mounting hole. Confirm spring balance measurement value is within specifications when ball stud begins moving.

NOTE:

About TYPE A and TYPE B, refer to [RSU-20, "APPLICATION NOTICE : How to Check Vehicle Type"](#).

Standard

Swing torque : Refer to [RSU-21, "TYPE A : Ball Joint"](#), [RSU-22, "TYPE B : Ball Joint"](#).



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

Axial End Play Inspection

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

NOTE:

About TYPE A and TYPE B, refer to [RSU-20, "APPLICATION NOTICE : How to Check Vehicle Type"](#).

Standard

Axial end play : Refer to [RSU-21, "TYPE A : Ball Joint"](#), [RSU-22, "TYPE B : Ball Joint"](#).

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

INSPECTION AFTER INSTALLATION

1. Check wheel sensor harness for proper connection. Refer to [BRC-115, "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-9, "ADJUSTMENT OF STEERING ANGLE SENSOR NEUTRAL POSITION : Special Repair Requirement"](#).

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REAR SUSPENSION MEMBER

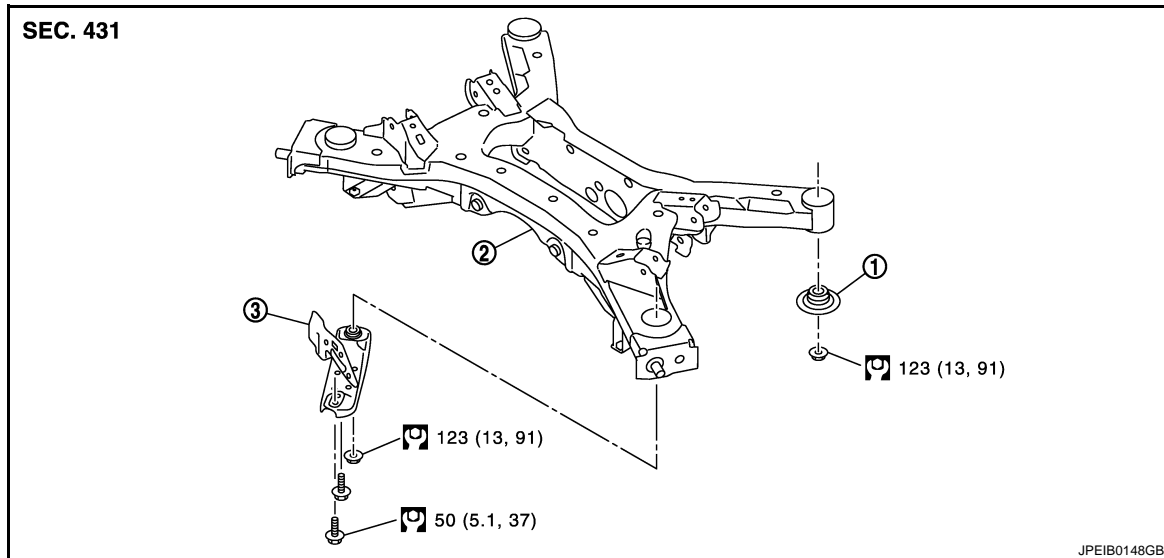
< REMOVAL AND INSTALLATION >

REMOVAL AND INSTALLATION

REAR SUSPENSION MEMBER

Exploded View

INFOID:000000003544513



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

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

Removal and Installation

INFOID:000000003544487

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-42. "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-115. "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 (AWD models). Refer to [RAX-15. "Exploded View"](#).
 7. Remove propeller shaft (AWD models). Refer to [DLN-80. "Exploded View"](#).
 8. Remove harness from rear final drive and rear suspension member (AWD models).
 9. Remove rear final drive (AWD models). Refer to [DLN-98. "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"](#).

REAR SUSPENSION MEMBER

< REMOVAL AND INSTALLATION >

19. Remove front lower link. Refer to [RSU-14. "Exploded View"](#).

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-115. "REAR WHEEL SENSOR : Exploded View"](#).
- Never reuse cotter pin.

Inspection

INFOID:000000003544488

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-115. "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-9. "ADJUSTMENT OF STEERING ANGLE SENSOR NEUTRAL POSITION : Special Repair Requirement"](#).

A

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RSU

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SERVICE DATA AND SPECIFICATIONS (SDS)

< SERVICE DATA AND SPECIFICATIONS (SDS)

SERVICE DATA AND SPECIFICATIONS (SDS)

SERVICE DATA AND SPECIFICATIONS (SDS)

APPLICATION NOTICE

APPLICATION NOTICE : How to Check Vehicle Type

INFOID:000000004679455

Check the vehicle type to confirm the service information in RSU section.

Service information	Vehicle identification number
TYPE A	JN8AZ18U*9W 000001 – 100000 & 700001 – 710000
	JN8AZ18W*9W 100001 – 200000 & 800001 – 810000
TYPE B	JN8AZ18U*9W 100001 – 200000 & 710001 – 800000
	JN8AZ18W*9W 200001 – 300000 & 810001 – 900000

*: Check digit (0 to 9 or X); The code for the check digit is determined by mathematical computation.

TYPE A

TYPE A : Wheel Alignment

INFOID:000000003544472

FOR USA, MEXICO MODELS

Item		Standard	
Camber	Degree minute (Decimal degree)	Minimum	-1° 13' (-1.21°)
		Nominal	-0° 43' (-0.72°)
		Maximum	-0° 13' (-0.21°)
Total toe-in	Distance	Minimum	In 0.9 mm (0.035 in)
		Nominal	In 2.7 mm (0.106 in)
		Maximum	In 4.5 mm (0.177 in)
	Angle (left wheel or right wheel) Degree minute (Decimal degree)	Minimum	In 0° 02' (0.04°)
		Nominal	In 0° 06' (0.10°)
		Maximum	In 0° 10' (0.16°)

Measure value under unladen* conditions.

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

FOR CANADA MODELS

Item		Standard	
Camber	Degree minute (Decimal degree)	Minimum	-1° 11' (-1.18°)
		Nominal	-0° 41' (-0.68°)
		Maximum	-0° 11' (-0.18°)
Total toe-in	Distance	Minimum	In 0.9 mm (0.035 in)
		Nominal	In 2.7 mm (0.106 in)
		Maximum	In 4.5 mm (0.177 in)
	Angle (left wheel or right wheel) Degree minute (Decimal degree)	Minimum	In 0° 02' (0.04°)
		Nominal	In 0° 06' (0.10°)
		Maximum	In 0° 10' (0.16°)

Measure value under unladen* conditions.

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

SERVICE DATA AND SPECIFICATIONS (SDS)

< SERVICE DATA AND SPECIFICATIONS (SDS)

TYPE A : Ball Joint

INFOID:000000003591930

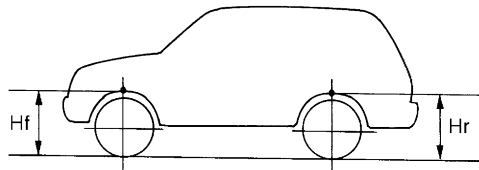
Item	Standard
Swing torque	0.5 – 3.4 N·m (0.06 – 0.34 kg·m, 5 – 30 in·lb)
Measurement on spring balance (cotter pinhole position)	8.1 – 54.8 N (0.83 – 5.6 kg, 1.82 – 12.32 lb)
Axial end play	0 mm (0 in)

TYPE A : Wheelarch Height

INFOID:000000004581622

FOR USA, MEXICO MODELS

Item	Standard				
	2WD		AWD		
Axle					
Tire size	235/65R18			235/55R20	
Grade	S	SL	S	SL	LE
Front (Hr)	845 mm (33.27 in)			844 mm (33.23 in)	
Rear (Hr)	859 mm (33.82 in)	858 mm (33.78 in)		857 mm (33.74 in)	856 mm (33.70 in)



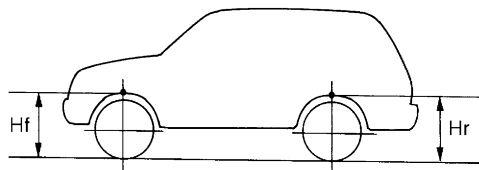
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Measure value under unladen* conditions.

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

FOR CANADA MODELS

Item	Standard		
Tire size	235/65R18		235/55R20
Grade	S	SL	LE
Front (Hr)	845 mm (33.27 in)		844 mm (33.23 in)
Rear (Hr)	859 mm (33.82 in)	858 mm (33.78 in)	857 mm (33.74 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.

SERVICE DATA AND SPECIFICATIONS (SDS)

< SERVICE DATA AND SPECIFICATIONS (SDS)

TYPE B

TYPE B : Wheel Alignment

INFOID:000000004639393

FOR USA, MEXICO MODELS

Item		Standard	
Camber Degree minute (Decimal degree)	Minimum	-1° 13' (-1.21°)	
	Nominal	-0° 43' (-0.72°)	
	Maximum	-0° 13' (-0.21°)	
Total toe-in	Distance	Minimum	In 0.9 mm (0.035 in)
		Nominal	In 2.7 mm (0.106 in)
		Maximum	In 4.5 mm (0.177 in)
	Angle (left wheel or right wheel) Degree minute (Decimal degree)	Minimum	In 0° 02' (0.04°)
		Nominal	In 0° 06' (0.10°)
		Maximum	In 0° 10' (0.16°)

Measure value under unladen* conditions.

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

FOR CANADA MODELS

Item		Standard	
Camber Degree minute (Decimal degree)	Minimum	-1° 11' (-1.18°)	
	Nominal	-0° 41' (-0.68°)	
	Maximum	-0° 11' (-0.18°)	
Total toe-in	Distance	Minimum	In 0.9 mm (0.035 in)
		Nominal	In 2.7 mm (0.106 in)
		Maximum	In 4.5 mm (0.177 in)
	Angle (left wheel or right wheel) Degree minute (Decimal degree)	Minimum	In 0° 02' (0.04°)
		Nominal	In 0° 06' (0.10°)
		Maximum	In 0° 10' (0.16°)

Measure value under unladen* conditions.

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

TYPE B : Ball Joint

INFOID:000000004639394

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)

TYPE B : Wheelarch Height

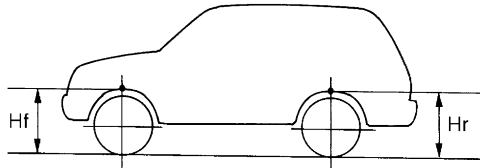
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FOR USA MODELS

SERVICE DATA AND SPECIFICATIONS (SDS)

< SERVICE DATA AND SPECIFICATIONS (SDS)

Item	Standard				
	2WD		AWD		
Tire size	235/65R18		235/65R18		235/55R20
Grade	S	SL	S	SL	LE
Front (Hr)	845 mm (33.27 in)		845 mm (33.27 in)	844 mm (33.23 in)	
Rear (Hr)	859 mm (33.82 in)	858 mm (33.78 in)	858 mm (33.78 in)	857 mm (33.74 in)	856 mm (33.70 in)



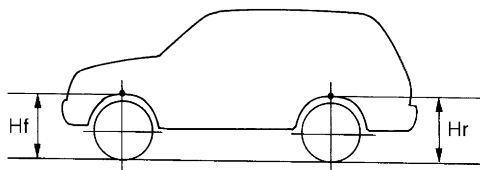
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Measure value under unladen* conditions.

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

FOR CANADA MODELS

Item	Standard		
	S	SL	LE
Tire size	235/65R18		235/55R20
Front (Hr)	845 mm (33.27 in)		844 mm (33.23 in)
Rear (Hr)	859 mm (33.82 in)	858 mm (33.78 in)	857 mm (33.74 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.

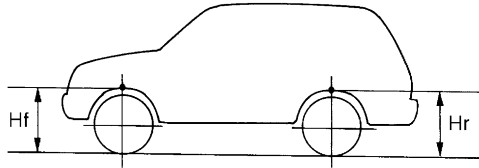
FOR MEXICO MODELS

Item	Standard		
	2WD	4WD	
Tire size	235/65R18		
Grade	S	SL	LE
Front (Hr)	846 mm (33.31 in)		845 mm (33.27 in)

SERVICE DATA AND SPECIFICATIONS (SDS)

< SERVICE DATA AND SPECIFICATIONS (SDS)

Item	Standard		
Axle	2WD		4WD
Tire size	235/65R18		
Grade	S	SL	LE
Rear (Hr)	858 mm (33.78 in)		857 mm (33.74 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.