SECTION RSU
REAR SUSPENSION

CONTENTS

PRECAUTION

PRECAUTIONS

Precautions for Suspension

INFOID:0000000006225656

- 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

PREPARATION

Special Service Tools

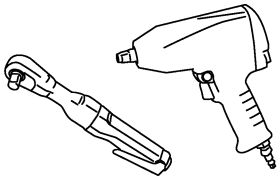
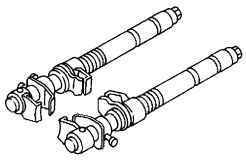
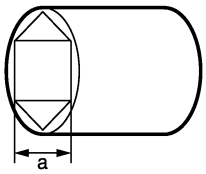
INFOID:0000000006225657

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
KV10109300 (–) Holder  ZZA1010D	Removing and installing bracket

Commercial Service Tools

INFOID:0000000006225658

Tool name	Description
Power tool  PBIC0190E	Loosening bolts and nuts
Spring compressor  S-NT717	Removing and installing coil spring
Socket a: 80 mm (3.15 in)  JPEIB0233ZZ	Removing and installing bumper rubber

SYMPTOM DIAGNOSIS

NOISE, VIBRATION AND HARSHNESS (NVH) TROUBLESHOOTING

NVH Troubleshooting Chart

INFOID:0000000006225659

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

Reference page			RSU-8, RSU-10, RSU-13, RSU-15, RSU-18	RSU-11	—	—	—	RSU-8, RSU-10, RSU-13, RSU-15, RSU-18	RSU-6	RSU-17	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.	NVH in BR section.	NVH in ST section.
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	PROPELLER SHAFT	DIFFERENTIAL	REAR AXLE AND REAR SUSPENSION	TIRE	ROAD WHEEL	DRIVE SHAFT	BRAKE	STEERING
Symptom	REAR SUSPENSION	Noise	×	×	×	×	×	×			×	×	×	×	×	×	×	×
		Shake	×	×	×	×		×			×		×	×	×	×	×	×
		Vibration	×	×	×	×	×				×		×	×		×		×
		Shimmy	×	×	×	×			×				×	×	×		×	×
		Judder	×	×	×								×	×	×		×	×
		Poor quality ride or handling	×	×	×	×	×		×	×			×	×	×			

×: Applicable

PERIODIC MAINTENANCE

REAR SUSPENSION ASSEMBLY

Inspection

INFOID:0000000006225660

MOUNTING INSPECTION

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

BALL JOINT AXIAL END PLAY

Measure axial end play by placing and moving up/down with an iron bar or equivalent between suspension arm or front lower link and axle assembly.

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.**

SHOCK ABSORBER

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

WHEEL ALIGNMENT

Inspection

INFOID:0000000006225661

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-64, "Inspection".
- Wheel bearing axial end play. Refer to RAX-5, "Inspection".
- Ball joint axial end play of suspension arm and front lower link. Refer to RSU-20, "Ball Joint".
- Shock absorber operation
- Each mounting point of axle and suspension for looseness and deformation
- Each of front lower link, rear lower link, 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.

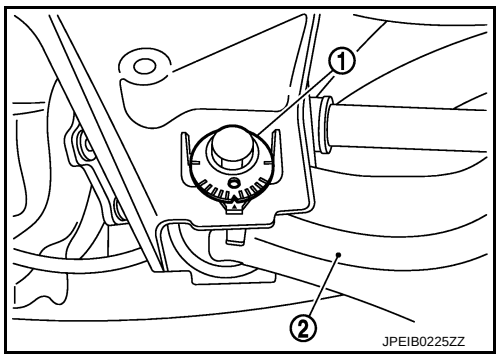
- When displaying the alignment settings, many alignment machines use “indicators”: (Green/red, plus or minus, Go/No Go). **Never use these indicators.**
  - The alignment specifications programmed into your machine that operate these indicators may not be correct.
  - This may result in an ERROR.
- 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

INFOID:0000000006225662

CAMBER

Adjust with adjusting bolt (1) in front lower link (2).



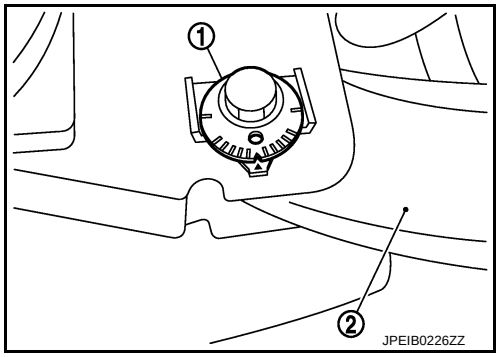
Camber : Refer to RSU-20, "Wheel Alignment".

CAUTION:

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

Adjust with adjusting bolt (1) in rear lower link (2).



Toe-In : Refer to RSU-20, "Wheel Alignment".

CAUTION:

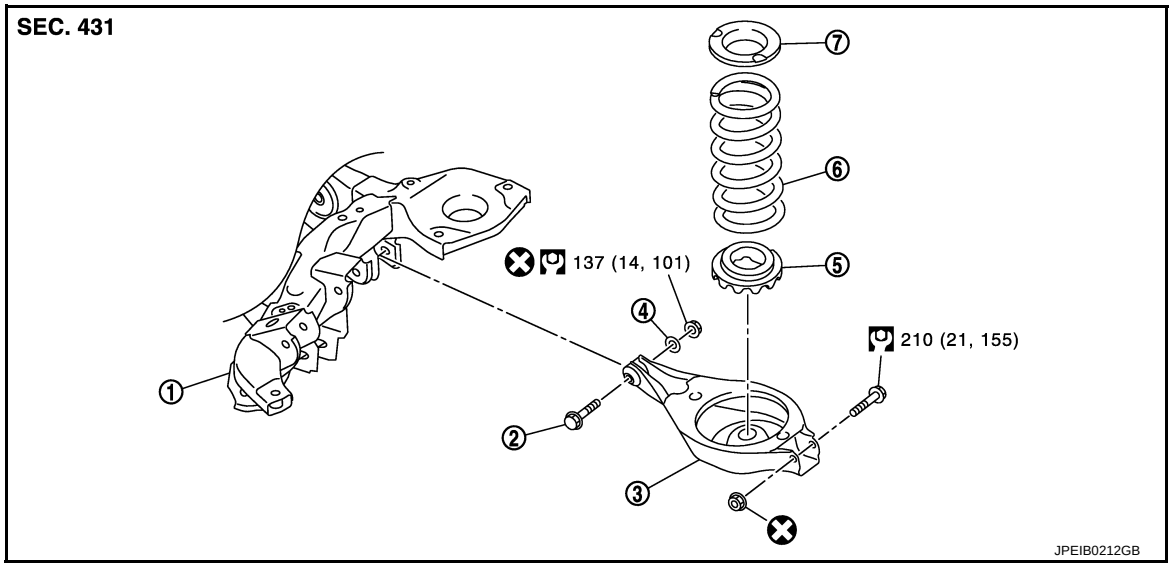
- **Be sure to adjust equally on right and left side with adjusting bolt.**
- **When tightening the nut firmly and checking the torque, use a wrench to prevent the turning of bolt.**
- If toe-in is not still within the specification, inspect and replace any damaged or worn suspension parts.

REMOVAL AND INSTALLATION

REAR LOWER LINK & COIL SPRING

Exploded View

INFOID:0000000006225663



1. Rear suspension member
2. Adjusting bolt
3. Rear lower link
4. Eccentric disc
5. Rubber seat
6. Coil spring
7. Upper seat

Refer to GI-4, "Components" for symbols in the figure.

Removal and Installation

INFOID:0000000006225664

REMOVAL

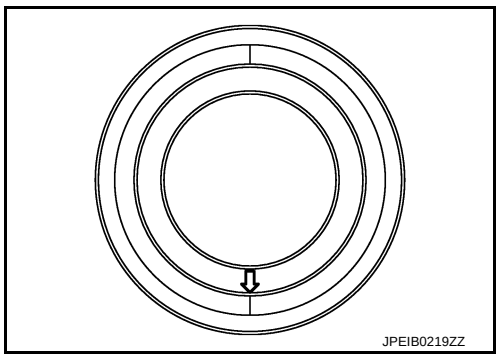
1. Remove tires with power tool. Refer to WT-64, "Removal and Installation".
2. Remove wheel sensor harness. Refer to BRC-135, "REAR WHEEL SENSOR : Removal and Installation".
3. Remove height sensor from rear lower link (right side). Refer to EXL-136, "Removal and Installation".
4. Remove vehicle height sensor from rear lower link (left side). Refer to SCS-98, "Removal and Installation".
5. Set suitable jack under rear lower link.
6. Using a spring compressor (commercial service tool), compress coil spring between rubber seat and upper seat until coil spring with a spring compressor is free.
   CAUTION:
   Be sure a spring compressor is securely attached coil spring. Compress coil spring.
7. Remove rear lower link mounting bolt (axle housing side).
8. Slowly lower jack, then remove upper seat, coil spring and rubber seat from rear lower link.
9. Remove rear lower link mounting nut, eccentric disc, and adjusting bolt and then remove rear lower link.
10. Perform inspection after removal. Refer to RSU-9, "Inspection".

INSTALLATION

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

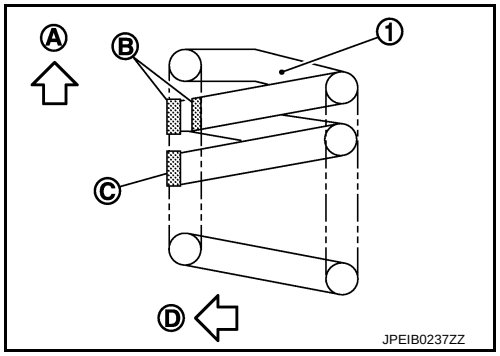
- Make sure that upper seat and rubber seat are attached as shown in the figure.

⇦ : Vehicle outside



- When installing the coil spring (1), check that coil spring is attached as shown in the figure.

A : Vehicle upper side
B : Two paint marks
C : One paint mark
D : Vehicle inside



- Perform the final tightening of rear suspension member and axle housing rubber bushing position under unladen condition with tires on level ground.
- Perform inspection after installation. Refer to RSU-9, "Inspection".

Inspection

INFOID:0000000006225665

INSPECTION AFTER REMOVAL

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

INSPECTION AFTER INSTALLATION

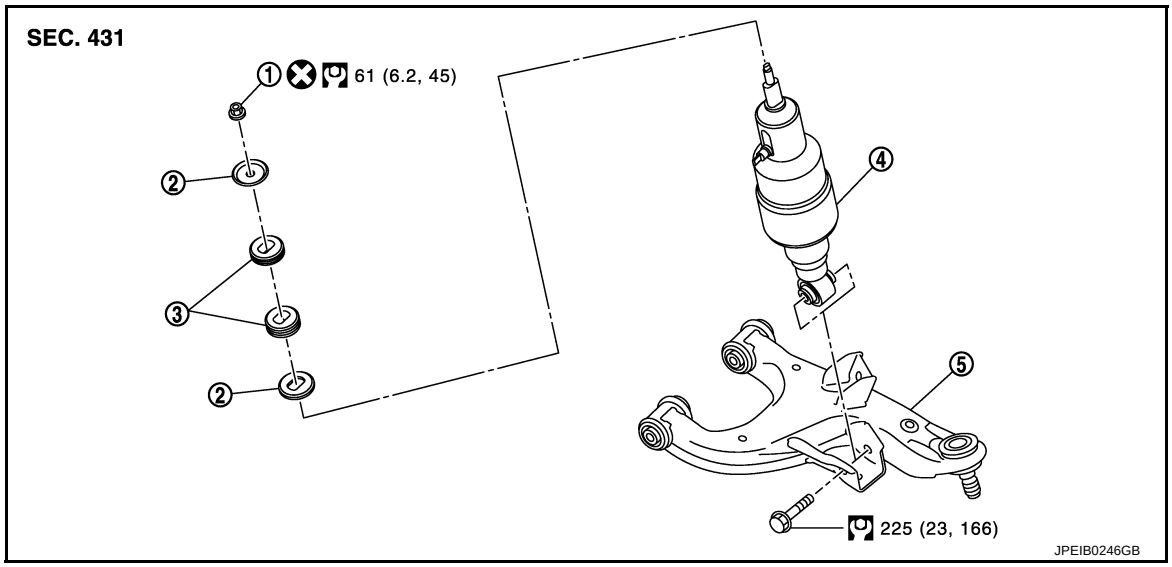
1. Check wheel alignment. Refer to RSU-6, "Inspection".
2. Adjust neutral position of steering angle sensor. Refer to BRC-64, "Work Procedure".
3. Adjust levelizer adjustment of height sensor. Refer to EXL-61, "LEVELIZER ADJUSTMENT : Special Repair Requirement".
4. Check standard vehicle height setting of vehicle height sensor. Refer to SCS-67, "Work Procedure".

REAR SHOCK ABSORBER

Exploded View

INFOID:0000000006225666

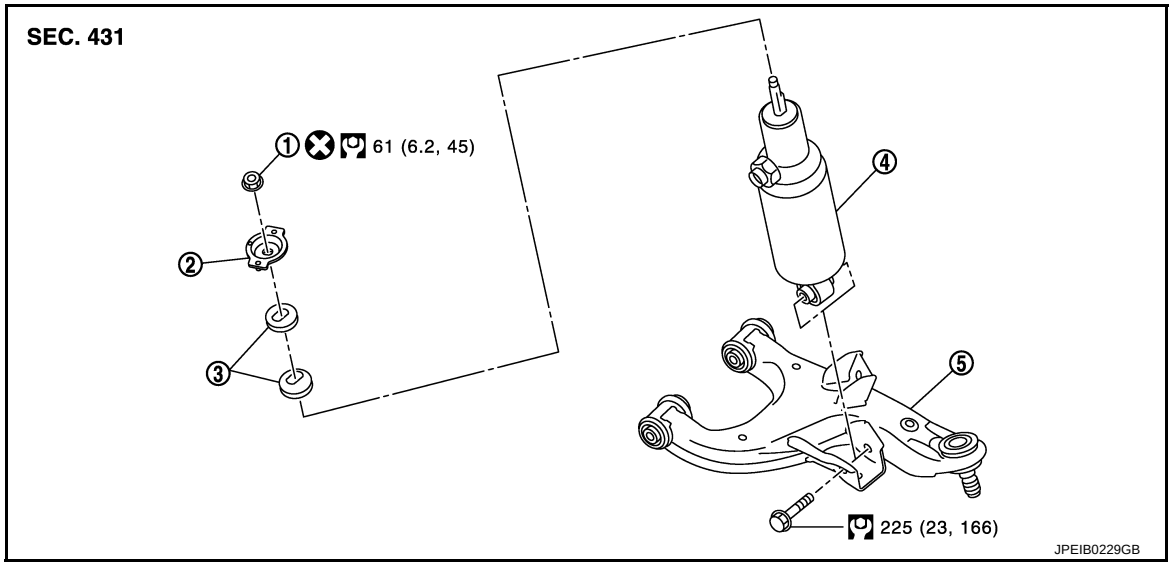
WITHOUT HBMC



1. Piston rod lock nut
2. Washer
3. Bushing
4. Shock absorber
5. Front lower link

Refer to GI-4, "Components" for symbols in the figure.

WITH HBMC



1. Piston rod lock nut
2. Bracket
3. Bushing
4. Shock absorber
5. Front lower link

Refer to GI-4, "Components" for symbols in the figure.

Removal and Installation

INFOID:0000000006225667

REMOVAL

1. Reduce system pressure. (With HBMC) Refer to SCS-18, "Work Procedure".
   CAUTION:

Inadvertent piping removal causes fluid to splatter.

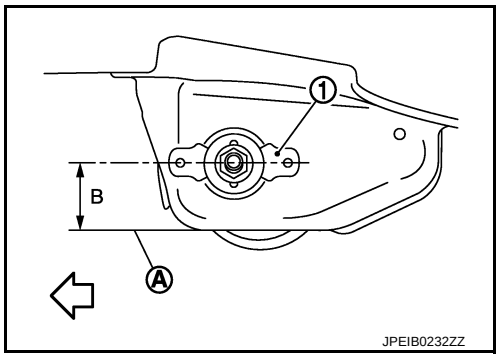
2. Remove tires with power tool. Refer to WT-64, "Removal and Installation".
3. Remove height sensor from rear lower link (right side). Refer to EXL-136, "Removal and Installation".
4. Remove vehicle height sensor from rear lower link (left side). Refer to SCS-98, "Removal and Installation".
5. Remove air tube from shock absorber assembly. Refer to SCS-95, "Removal and Installation".
6. Remove middle tube assembly from shock absorber assembly. (With HBMC) Refer to SCS-44, "REAR TUBE ASSEMBLY : Removal and Installation".
7. Remove shock absorber mounting bolt (lower side).
8. Remove piston rod lock nut.
9. Remove bracket, bushings, and shock absorber. (With HBMC)
10. Remove washers, bushings, and shock absorber. (Without HBMC)
11. Perform inspection after removal. Refer to RSU-11, "Inspection and Adjustment".

INSTALLATION

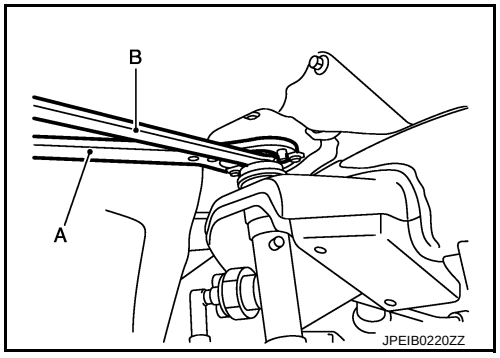
Note the following, and install in the reverse order of removal.

- When installing the bracket (1), check that bracket is attached as shown in the figure. (With HBMC)

⇦ : Vehicle front
A : Frame edge line
B : Almost parallel



- Use the holder (A) [SST: KV10109300 (–)] and a suitable tool (B) to tighten piston rod lock nut so that the bracket does not become misaligned. (With HBMC)
- Install air tube to shock absorber assembly. Refer to SCS-95, "Removal and Installation".
- Perform final tightening of bolts and nuts at the shock absorber lower side (rubber bushing), under unladen conditions with tires on level ground.
- Perform inspection after installation. Refer to RSU-11, "Inspection and Adjustment".
- After replacing the shock absorber, always follow the disposal procedure to discard the shock absorber. Refer to RSU-12, "Disposal".



Inspection and Adjustment

INFOID:0000000006225668

INSPECTION AFTER REMOVAL

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

- Shock absorber assembly for deformation, cracks, damage.
- Piston rod on shock absorber assembly for damage, uneven wear, and distortion.
- Welded and sealed areas for oil leakage.

INSPECTION AFTER INSTALLATION

1. Check wheel alignment. Refer to RSU-6, "Inspection".
2. Adjust neutral position of steering angle sensor. Refer to BRC-64, "Work Procedure".
3. Adjust levelizer adjustment of height sensor. Refer to EXL-61, "LEVELIZER ADJUSTMENT : Special Repair Requirement".
4. Check standard vehicle height setting of vehicle height sensor. Refer to SCS-67, "Work Procedure".

ADJUSTMENT AFTER INSTALLATION (WITH HBMC)

Bleed air from the HBMC. Refer to SCS-18, "Work Procedure".

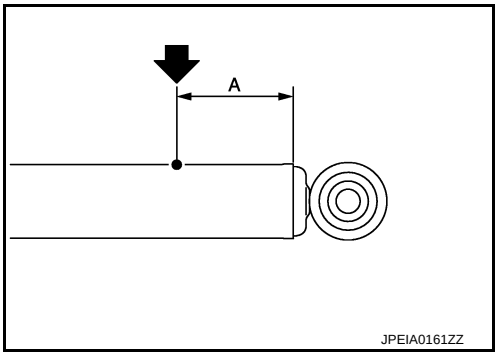
Disposal

INFOID:0000000006225669

WITHOUT HBMC

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.

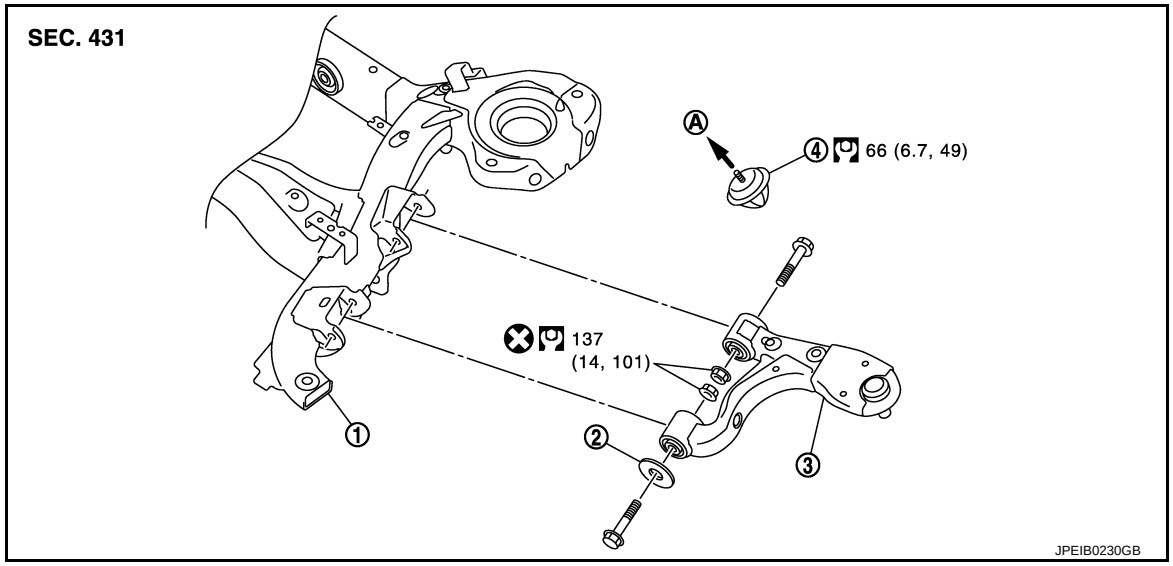
WITH HBMC

NOTE:
Releasing gas is not required.

SUSPENSION ARM

Exploded View

INFOID:0000000006225670



1. Rear suspension member
2. Stopper rubber
3. Suspension arm
4. Bumper rubber
A. To frame

Refer to GI-4, "Components" for symbols in the figure.

Removal and Installation

INFOID:0000000006225671

REMOVAL

1. Remove tires with power tool. Refer to WT-64, "Removal and Installation".
2. Remove rear suspension member assembly. Refer to RSU-18, "Removal and Installation".
3. Remove bumper rubber from frame, using a socket (commercial service tool).
4. Remove suspension arm from axle housing. Refer to RAX-7, "Removal and Installation".
5. Remove suspension arm mounting bolts, nuts, and stopper rubber from rear suspension member.
6. Remove suspension arm.
7. Perform inspection after removal. Refer to RSU-13, "Inspection and Adjustment".

INSTALLATION

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

- Perform final tightening of rear suspension member installation position (rubber bussing), under unladen conditions with tires on level ground.
- Perform inspection after installation. Refer to RSU-13, "Inspection and Adjustment".
- Perform adjustment after installation. (With HBMC) Refer to RSU-13, "Inspection and Adjustment".

Inspection and Adjustment

INFOID:0000000006225672

INSPECTION AFTER REMOVAL

Appearance

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

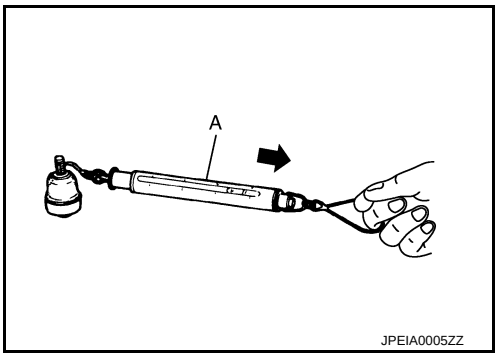
- Suspension arm and bushing for deformation, cracks or damage.
- Boot of ball joint for cracks or damage, and also for grease leakage.

Ball Joint Inspection

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

Swing Torque Inspection

1. Move the ball joint at least ten times by hand to check for smooth movement.
2. Hook spring balance (A) at groove. 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.

Rotating Torque Inspection

1. Move the ball joint at least ten times by hand to check for smooth movement.
2. Check that rotating torque is within the specifications.

Rotating torque : Refer to RSU-20, "Ball Joint".

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

Axial End Play Inspection

1. Move the ball joint at least ten times by hand to check for smooth movement.
2. 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

1. Check wheel alignment. Refer to RSU-6, "Inspection".
2. Adjust neutral position of steering angle sensor. Refer to BRC-64, "Work Procedure".
3. Adjust levelizer adjustment of height sensor. Refer to EXL-61, "LEVELIZER ADJUSTMENT : Special Repair Requirement".
4. Check standard vehicle height setting of vehicle height sensor. Refer to SCS-67, "Work Procedure".

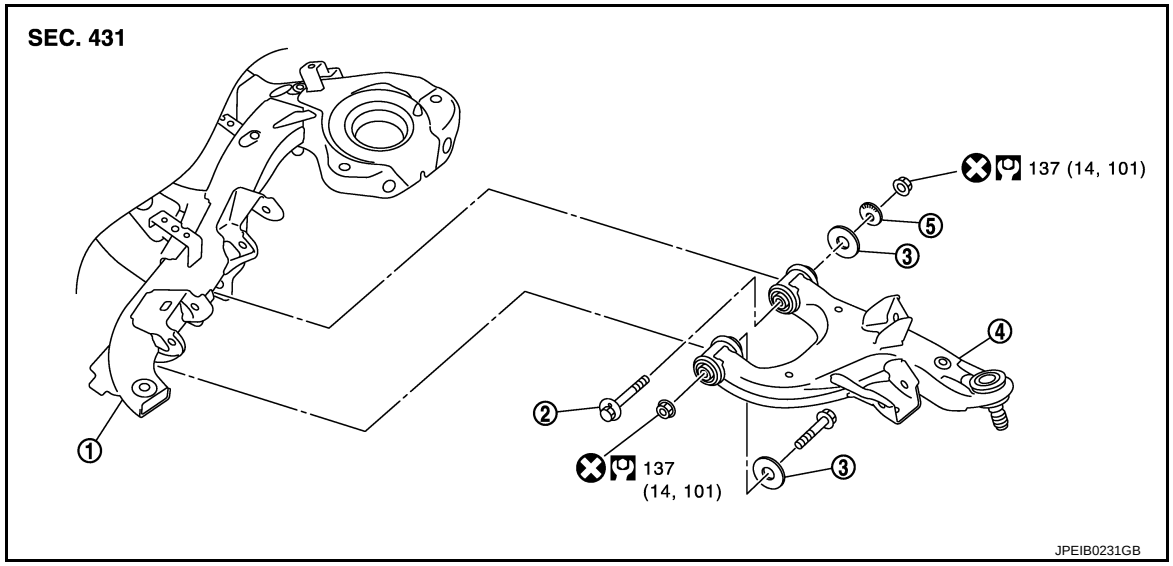
ADJUSTMENT AFTER INSTALLATION (WITH HBMC)

Bleed air from the HBMC. Refer to SCS-18, "Work Procedure".

FRONT LOWER LINK

Exploded View

INFOID:0000000006225673



1. Rear suspension member
2. Adjusting bolt
3. Stopper rubber
4. Front lower link
5. Eccentric disc

Refer to GI-4, "Components" for symbols in the figure.

Removal and Installation

INFOID:0000000006225674

REMOVAL

1. Remove tires with power tool. Refer to WT-64, "Removal and Installation".
2. Set suitable jack under rear lower link.
3. Remove shock absorber mounting bolts from front lower link. Refer to RSU-10, "Exploded View".
4. Remove stabilizer connecting rod. (Without HBMC) Refer to RSU-17, "Removal and Installation".
5. Remove front lower link mounting bolts and nuts from axle housing.
6. Remove front lower link mounting bolt, nuts, stopper rubbers, eccentric disc, and adjusting bolt from rear suspension member, and remove front lower link.
7. Perform inspection after removal. Refer to RSU-15, "Inspection".

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.
- Perform inspection after installation. Refer to RSU-15, "Inspection".

Inspection

INFOID:0000000006225675

INSPECTION AFTER REMOVAL

Appearance

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

- Front lower link and bushing for deformation, cracks or damage.
- Boot of ball joint for cracks or damage, and also for grease leakage.

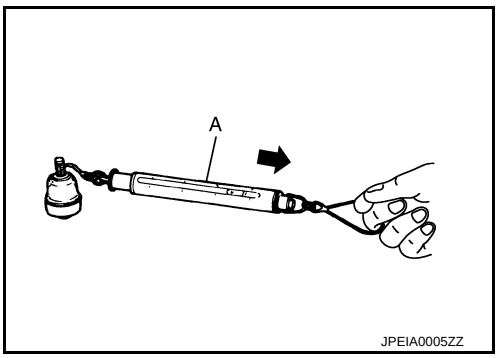
Ball Joint Inspection

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

Swing Torque Inspection

1. Move the ball joint at least ten times by hand to check for smooth movement.

2. Hook spring balance (A) at groove. 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 front lower link.

Rotating Torque Inspection

1. Move the ball joint at least ten times by hand to check for smooth movement.
2. Check that rotating torque is within the specifications.

Rotating torque : Refer to RSU-20, "Ball Joint".

- If rotating torque exceeds the standard range, replace front lower link.

Axial End Play Inspection

1. Move the ball joint at least ten times by hand to check for smooth movement.
2. 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 front lower link.

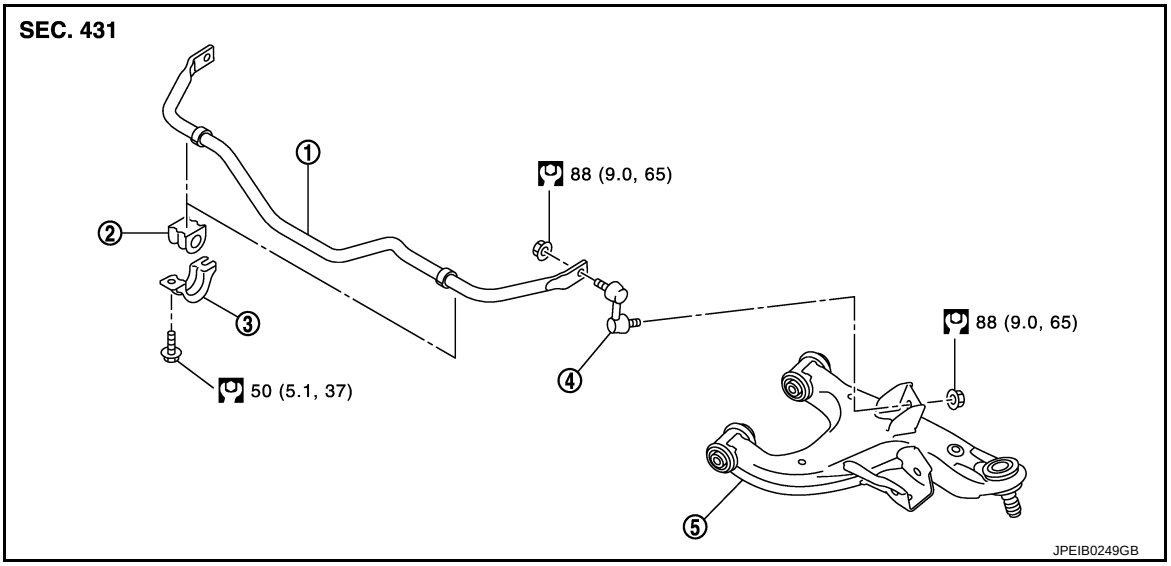
INSPECTION AFTER INSTALLATION

1. Check wheel alignment. Refer to RSU-6, "Inspection".
2. Adjust neutral position of steering angle sensor. Refer to BRC-64, "Work Procedure".

REAR STABILIZER

Exploded View

INFOID:0000000006270956



1. Stabilizer bar
2. Stabilizer bushing
3. Stabilizer clamp
4. Stabilizer connecting rod
5. Front lower link

Refer to GI-4, "Components" for symbols in the figure.

Removal and Installation

INFOID:0000000006270957

REMOVAL

1. Remove stabilizer connecting rods.
2. Remove stabilizer clamps and stabilizer bushings.
3. Remove stabilizer bar.
4. Perform inspection after removal. Refer to RSU-17, "Inspection".

INSTALLATION

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

- Tighten the mounting nut to the specified torque while holding a hexagonal part of stabilizer connecting rod side.

Inspection

INFOID:0000000006270958

INSPECTION AFTER REMOVAL

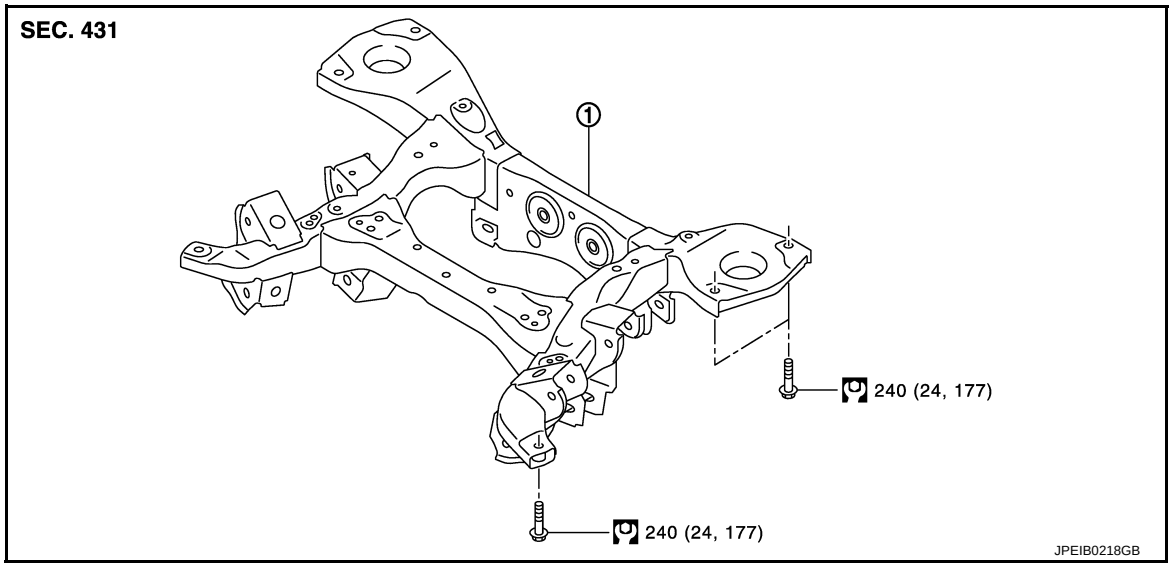
Check stabilizer bar, stabilizer connecting rod, stabilizer bushing and stabilizer clamp for deformation, cracks or damage. Replace it if necessary.

UNIT REMOVAL AND INSTALLATION

REAR SUSPENSION MEMBER

Exploded View

INFOID:0000000006225676



1. Rear suspension member

Refer to GI-4, "Components" for symbols in the figure.

Removal and Installation

INFOID:0000000006225677

REMOVAL

1. Reduce system pressure. (With HBMC) Refer to SCS-18, "Work Procedure".
   CAUTION:
   Inadvertent piping removal causes fluid to splatter.
2. Remove tires with power tool. Refer to WT-64, "Removal and Installation".
3. Remove emergency tires.
4. Remove front tube and main muffler. Refer to EX-5, "Removal and Installation".
5. Remove caliper assembly. Hang caliper assembly in a place where it will not interfere with work. Refer to BR-43, "BRAKE CALIPER ASSEMBLY : Removal and Installation".
   CAUTION:
   Avoid depressing brake pedal while brake caliper is removed.
6. Remove disc rotor. Refer to RAX-7, "Removal and Installation".
7. Remove wheel sensor harness from rear suspension member. Refer to BRC-135, "REAR WHEEL SENSOR : Removal and Installation".
8. Remove height sensor from rear lower link (right side). Refer to EXL-136, "Removal and Installation".
9. Remove vehicle height sensor from rear lower link (left side). Refer to SCS-98, "Removal and Installation".
10. Remove parking brake cable mounting bolt and separate parking brake cable from vehicle and rear suspension member. Refer to PB-5, "Removal and Installation".
11. Remove shock absorber mounting bolt (lower side).
12. Remove stabilizer bar. (Without HBMC). Refer to RSU-17, "Removal and Installation".
13. Remove rear lower link and coil spring. Refer to RSU-8, "Removal and Installation".
14. Remove drive shaft. Refer to RAX-11, "Removal and Installation".
15. Remove propeller shaft. Refer to DLN-137, "Removal and Installation" (2WD), DLN-144, "Removal and Installation" (4WD).

16. Remove final drive. Refer to DLN-201, "Removal and Installation".
17. Remove rear tube assembly A and rear tube assembly B. (With HBMC) Refer to SCS-44, "REAR TUBE ASSEMBLY : Removal and Installation".
18. Set suitable jack under rear suspension member.
19. Slowly lower jack, then remove rear suspension member, suspension arm, front lower link, wheel hub and housing from vehicle as a unit.
20. Remove mounting bolts and nuts, then remove suspension arm, front lower link, wheel hub and housing from rear suspension member.
21. Perform inspection after removal. Refer to RSU-19, "Inspection and Adjustment".

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.
- Perform inspection after installation. Refer to RSU-19, "Inspection and Adjustment".
- Perform adjustment after installation. (With HBMC) Refer to RSU-19, "Inspection and Adjustment".

Inspection and Adjustment

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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. Adjust parking brake operation (stroke). Refer to PB-3, "Inspection and Adjustment".
2. Check wheel alignment. Refer to RSU-6, "Inspection".
3. Adjust neutral position of steering angle sensor. Refer to BRC-64, "Work Procedure".
4. Adjust levelizer adjustment of height sensor. Refer to EXL-61, "LEVELIZER ADJUSTMENT : Special Repair Requirement".
5. Check standard vehicle height setting of vehicle height sensor. Refer to SCS-67, "Work Procedure".
6. Check wheel sensor harness for proper connection. Refer to BRC-135, "REAR WHEEL SENSOR : Exploded View"

ADJUSTMENT AFTER INSTALLATION (WITH HBMC)

Bleed air from the HBMC. Refer to SCS-18, "Work Procedure".

SERVICE DATA AND SPECIFICATIONS (SDS)

SERVICE DATA AND SPECIFICATIONS (SDS)

Wheel Alignment

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Item			Standard
Camber Degree minute (Decimal degree)		Minimum	–1° 00′ (–1.00°)
		Nominal	–0° 30′ (–0.50°)
		Maximum	0° 00′ (0.00°)
		Left and right difference	0° 45′ (0.75°) or less
Toe-in	Total toe-in Distance	Minimum	0 mm (0 in)
		Nominal	In 3.4 mm (0.134 in)
		Maximum	In 6.8 mm (0.268 in)
	Toe angle (left wheel or right wheel) Degree minute (Decimal degree)	Minimum	0° 00′ (0.00°)
		Nominal	In 0° 07′ (0.12°)
		Maximum	In 0° 14′ (0.23°)

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 – 6.4 N·m (0.06 – 0.65 kg-m, 5 – 56 in-lb)
Measurement on spring balance (groove position)	Suspension arm	11.4 – 145.4 N (1.17 – 14.83 kg, 2.57 – 32.68 lb)
	Front lower link	11.0 – 140.6 N (1.13 – 14.34 kg, 2.48 – 31.60 lb)
Rotating torque		0.5 – 6.4 N·m (0.06 – 0.65 kg-m, 5 – 56 in-lb)
Axial end play		0 mm (0 in)

Wheel Height

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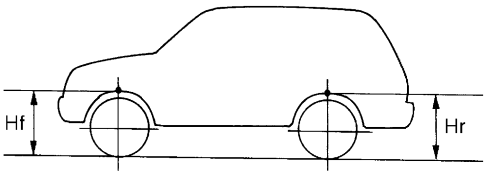
Item	Standard
Front (Hf)	903 mm (35.55 in)
Rear (Hr)	890 mm (35.04 in)



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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.