

SECTION **RSU**
 REAR SUSPENSION

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RSU

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PRECAUTIONS

PRECAUTIONS

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Precautions

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- When installing rubber bushings, final tightening must be carried out under unladen conditions with tires on ground. Oil will 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

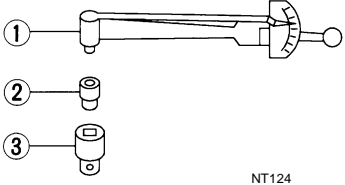
PREPARATION

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Special Service Tools [SST]

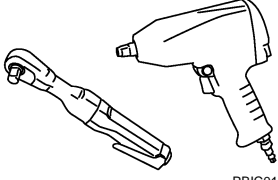
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The actual shapes of Kent-Moore tools may differ from those of special service tools illustrated here.

Tool number (Kent-Moore No.) Tool name	Description
ST3127S000 (See J25742-1) Preload Gauge 1. GG91030000 (J25765) Torque wrench 2. HT62940000 (—) Socket adapter 3. HT62900000 (—) Socket adapter	 <p style="text-align: center;">NT124</p> Measuring rotating torque of ball joint

Commercial Service Tools

NES000J4

Tool name	Description
Power tool	 <p style="text-align: center;">PBIC0190E</p> <ul style="list-style-type: none"> ● Removing wheel nuts ● Removing brake caliper assembly ● Removing rear suspension component parts

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NOISE, VIBRATION AND HARSHNESS (NVH) TROUBLESHOOTING

NOISE, VIBRATION AND HARSHNESS (NVH) TROUBLESHOOTING

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NVH Troubleshooting Chart

NES000J5

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

Symptom		Possible cause and SUSPECTED PARTS														Reference page		
		Improper installation, looseness	Shock absorber deformation, damage or deflection	Bushing or mounting deterioration	Parts interference	Spring fatigue	Suspension looseness	Incorrect wheel alignment	Stabilizer bar fatigue	PROPELLER SHAFT	DIFFERENTIAL	REAR AXLE AND REAR SUSPENSION	TIRES	ROAD WHEELS	DRIVE SHAFT		BRAKES	STEERING
REAR SUSPENSION	Noise	x	x	x	x	x	x			x	x	x	x	x	x	x	x	RSU-7 RSU-10 — — — RSU-7 RSU-5 RSU-17 NVH in PR section. NVH in RFD 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 PS section.
	Shake	x	x	x	x		x			x		x	x	x	x	x	x	
	Vibration	x	x	x	x	x				x		x	x		x		x	
	Shimmy	x	x	x	x			x				x	x	x		x	x	
	Judder	x	x	x								x	x	x		x	x	
	Poor quality ride or handling	x	x	x	x	x		x	x			x	x	x				

x: Applicable

REAR SUSPENSION ASSEMBLY

REAR SUSPENSION ASSEMBLY

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On-Vehicle Inspection and Service

NES000J6

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

SUSPENSION ARM BALL JOINT AXIAL END PLAY INSPECTION

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

Standard value

Axial end play : 0 mm (0 in)

CAUTION:

Be careful not to damage ball joint boot.

SHOCK ABSORBER INSPECTION

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

Wheel Alignment Inspection DESCRIPTION

NES000J7

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 in designated positions.

PRELIMINARY INSPECTION

Check the following:

1. Tires for improper air pressure and wear.
2. Road wheels for runout. Refer to [WT-6, "ROAD WHEEL"](#) .
3. Wheel bearing axial end play. Refer to [RAX-5, "WHEEL BEARING INSPECTION"](#) .
4. Ball joint axial end play of suspension arm. Refer to [RSU-5, "SUSPENSION ARM BALL JOINT AXIAL END PLAY INSPECTION"](#) .
5. Shock absorber operation.
6. Each mounting point of axle and suspension for looseness and deformation.
7. Each of front lower link, rear lower link, radius rod, rear suspension member, suspension arm and shock absorber for cracks, deformation, and other damage.
8. 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.

REAR SUSPENSION ASSEMBLY

THE ALIGNMENT PROCESS

IMPORTANT:

Use only the alignment specifications listed in this Service Manual.

- When displaying the alignment settings, many alignment machines use “indicators”: (Green/red, plus or minus, Go/No Go). **Do NOT use these indicators.**
- The alignment specifications programmed into your machine that operate these indicators may not be correct.
- This may result in an ERROR.
- Some newer alignment machines are equipped with an optional “Rolling Compensation” method to “compensate” the sensors (alignment targets or head units). **DO NOT use this “Rolling Compensation” method.**
- Use the “Jacking Compensation Method”. After installing the alignment targets or head units, raise the vehicle and rotate the wheels 1/2 turn both ways.
- See Instructions in the alignment machine you're using for more information on this.

CAMBER INSPECTION

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

Standard value

Camber : Refer to [RSU-18, "SERVICE DATA"](#) .

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

NOTE:

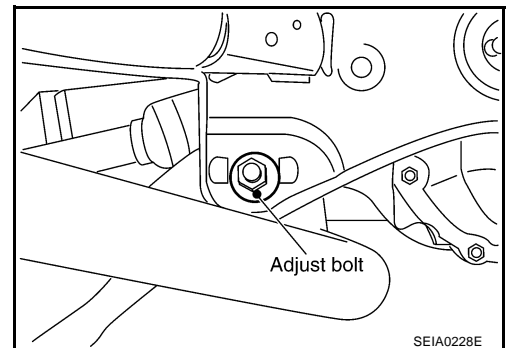
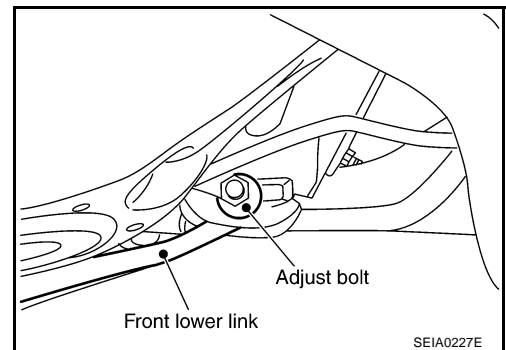
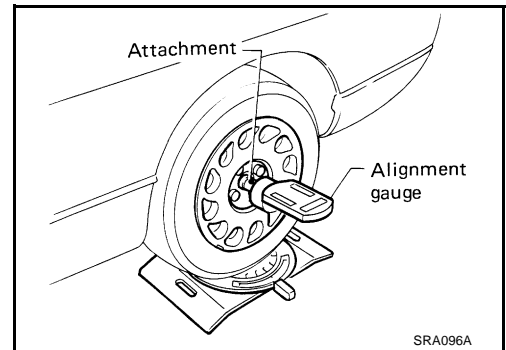
After adjusting camber, be sure to check toe-in.

TOE-IN

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

CAUTION:

Be sure to adjust equally on RH and LH side with adjusting bolt. If toe-in is not still within the specification, inspect and replace any damaged or worn rear suspension parts.



REAR SUSPENSION ASSEMBLY

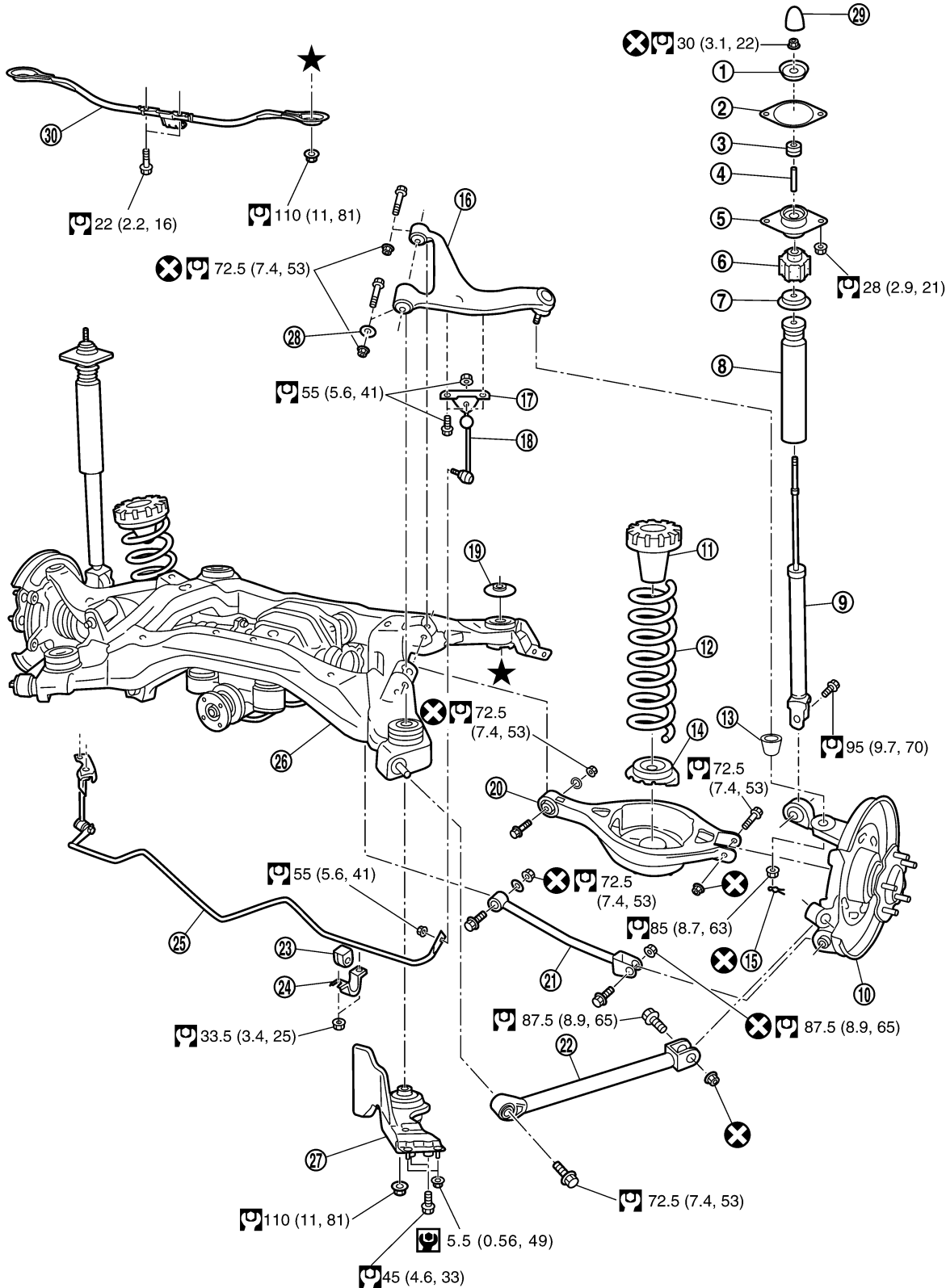
Components

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REAR SUSPENSION ASSEMBLY

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|-----------------------|-------------------------------------|-------------------------|
| 1. Washer | 2. Mounting seal | 3. Bushing (upper side) |
| 4. Distance tube | 5. Mounting bracket | 6. Bushing (lower side) |
| 7. Bound bumper cover | 8. Bound bumper | 9. Shock absorber |
| 10. Axle assembly | 11. Upper seat | 12. Coil spring |
| 13. Ball seat | 14. Rubber seat | 15. Cotter pin |
| 16. Suspension arm | 17. Connecting rod mounting bracket | 18. Connecting rod |
| 19. Mount stopper | 20. Rear lower link | 21. Front lower link |
| 22. Radius rod | 23. Stabilizer Bushing | 24. Stabilizer Clamp |
| 25. Stabilizer bar | 26. Rear suspension member | 27. Member stay |
| 28. Stopper rubber | 29. Cap | 30. Rear pin stay |

Refer to GI section for symbol marks in the figure. Refer to [GI-9. "HOW TO USE THIS MANUAL"](#) .

Removal and Installation

REMOVAL

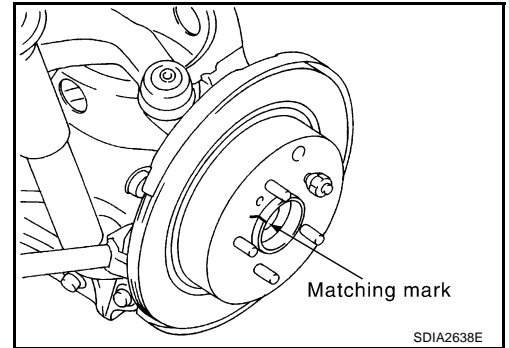
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1. Remove tire with a power tool.
2. Remove brake caliper with a power tool. Hang it in a place where it will not interfere with work. Refer to [BR-29. "REAR DISC BRAKE"](#) .

CAUTION:

Do not depressing brake pedal while brake caliper is removed.

3. Put matching marks on both disc rotor and the wheel hub and bearing assembly, then remove disc rotor.
4. Remove rear under cover.
5. Remove wheel sensor from rear final drive.
6. Remove harness from rear final drive and rear suspension member.
7. Remove center muffler. Refer to [EX-3. "EXHAUST SYSTEM"](#) .
8. Remove rear propeller shaft. Refer to [PR-6. "REAR PROPELLER SHAFT"](#) .
9. Remove stabilizer bar. Refer to [RSU-17. "STABILIZER BAR"](#) .
10. Remove parking brake cable mounting bolt and separate parking brake cable from vehicle and rear suspension member. Refer to [PB-3. "PARKING BRAKE CONTROL"](#) .
11. Remove rear lower link and coil spring. Refer to [RSU-16. "REAR LOWER LINK & COIL SPRING"](#) .
12. Remove mounting bolt on lower side of shock absorber. Refer to [RSU-10. "SHOCK ABSORBER"](#) .
13. Set jack under rear final drive.
14. Remove member stay from vehicle.
15. Remove rear pin stay mounting bolts and nuts.
16. Gradually lowering jack, remove rear pin stay and rear suspension assembly.



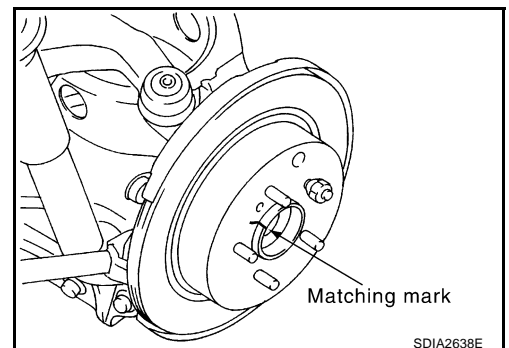
INSTALLATION

- Installation is the reverse order of the removal. For tightening torque, refer to [RSU-7. "Components"](#) .

CAUTION:

Do not reuse non-reusable parts.

- Assemble disc rotor and wheel hub and bearing assembly by aligning each matching mark as shown in the figure when installing disc rotor.
- Perform the final tightening of each of parts under unladen conditions, which were removed when removing rear suspension assembly. Check the wheel alignment. Refer to [RSU-5. "Wheel Alignment Inspection"](#) .
- Adjust neutral position of steering angle sensor after checking the wheel alignment. Refer to [BRC-6. "Adjustment of Steering Angle Sensor Neutral Position"](#) .
- Check for the following after finishing work.



REAR SUSPENSION ASSEMBLY

- Parking brake operation (stroke): Refer to [PB-2, "PEDAL STROKE"](#) .
- Wheel sensor harness for proper connection: Refer to [BRC-57, "WHEEL SENSOR"](#) .

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SHOCK ABSORBER

SHOCK ABSORBER

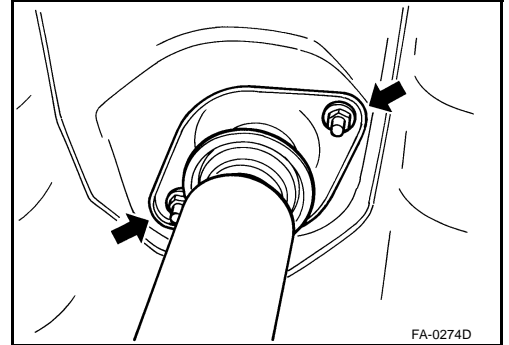
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Removal and Installation

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REMOVAL

1. Remove tires from vehicle with a power tool.
2. Set a jack under rear lower link to relieve the coil spring tension.
3. Remove shock absorber lower end bolt with a power tool.
4. Gradually lower the jack to remove it from rear lower link.
5. Remove shock absorber assembly upper end nuts with a power tool, and then remove shock absorber assembly from vehicle.



INSPECTION AFTER REMOVAL

- Check shock absorber assembly for deformation, cracks, damage, and replace if there are.
- Check welded and sealed areas for oil leakage, and replace if there are.

INSTALLATION

- Installation is the reverse order of removal. For tightening torque. Refer to [RSU-7, "Components"](#) .

CAUTION:

Do not reuse non-reusable parts.

- Perform final tightening of shock absorber assembly lower side (rubber bushing) under unladen condition with tires on level ground. Check wheel alignment. Refer to [RSU-5, "Wheel Alignment Inspection"](#) .
- Adjust neutral position of steering angle sensor after checking the wheel alignment. Refer to [BRC-6, "Adjustment of Steering Angle Sensor Neutral Position"](#) .

Disassembly and Assembly

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DISASSEMBLY

CAUTION:

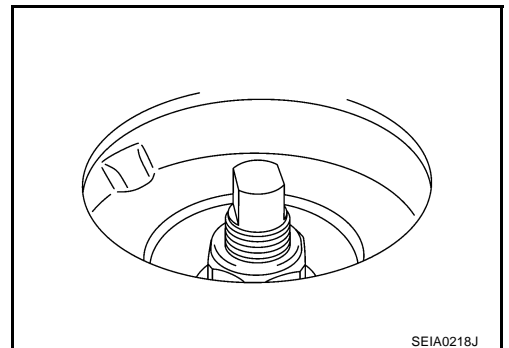
Make sure piston rod on shock absorber is not damaged when removing components from shock absorber.

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

CAUTION:

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

3. Secure the piston rod tip so that piston rod does not turn, and remove piston rod lock nut.
4. Remove washer, distance tube, bushing, bound bumper cover and bound bumper from shock absorber.



INSPECTION AFTER DISASSEMBLY

Bound Bumper and Bushing

Check bound bumper cover and bushing for cracks and damage. Replace if there are.

SHOCK ABSORBER

Shock Absorber

Check the following:

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

ASSEMBLY

- Installation is the reverse order of removal. For tightening torque. Refer to [RSU-7, "Components"](#).

CAUTION:

Do not reuse non-reusable parts.

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

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SUSPENSION ARM

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SUSPENSION ARM

Removal and Installation

REMOVAL

1. Remove tire with a power tool.
2. Set a jack under rear lower link to relieve the coil spring tension.
3. Remove connecting rod mounting bracket from suspension arm with a power tool.
4. Remove mounting nuts and bolts between suspension arm and rear suspension member.
5. Remove cotter pin of suspension arm ball joint, and loosen nut.
6. Use a ball joint remover (suitable tool) to remove suspension arm from axle. Be careful not to damage ball joint boot.

CAUTION:

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

7. Remove suspension arm and stopper rubber from vehicle.

INSPECTION AFTER REMOVAL

Visual Inspection

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

Ball Joint Inspection

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

Swing Torque Inspection

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

Standard value

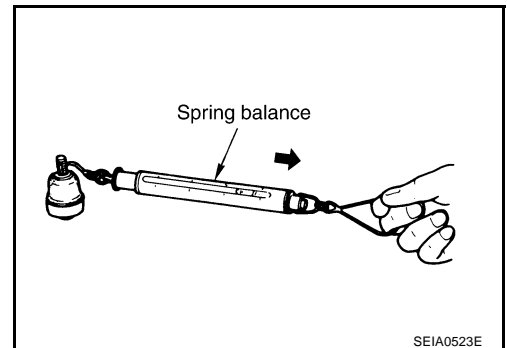
Swing torque:

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

Measured value of spring balance:

8.1 - 54.8 N (0.83 - 5.5 kg, 1.82 - 12.32 lb)

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



Rotating Torque Inspection

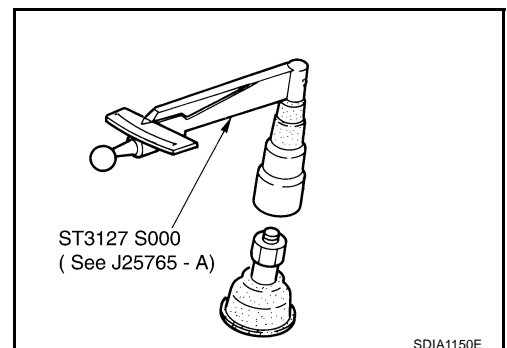
- Install the mounting nut to ball stud. Make sure that rotating torque is within the specifications with a preload gauge (SST)

Standard value

Rotating torque:

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

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



Axial End Play Inspection

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

Standard value

Axial end play : 0 mm (0 in)

SUSPENSION ARM

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

INSTALLATION

- Installation is the reverse order of removal. For tightening torque. Refer to [RSU-7, "Components"](#) .

CAUTION:

Do not reuse non-reusable parts.

- Perform the final tightening of rear suspension member installation position (rubber bushing) under unladen condition with tires on level ground. Refer to [RSU-5, "Wheel Alignment Inspection"](#) .
- Adjust neutral position of steering angle sensor after checking the wheel alignment. Refer to [BRC-6, "Adjustment of Steering Angle Sensor Neutral Position"](#) .

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RADIUS ROD

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RADIUS ROD

Removal and Installation

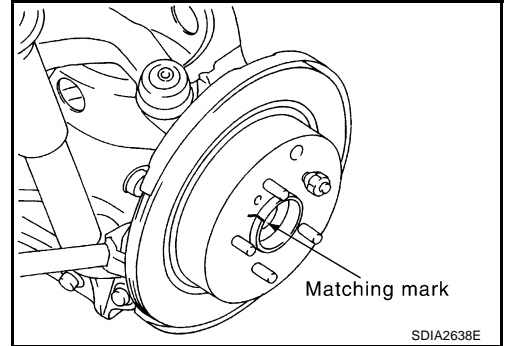
REMOVAL

1. Remove tire with a power tool.
2. Remove brake caliper with a power tool. Hang it in a place where it will not interfere with work. Refer to [BR-29, "REAR DISC BRAKE"](#).

CAUTION:

Do not depress brake pedal while brake caliper is removed.

3. Put matching marks on both disc rotor and the wheel hub and bearing assembly. then remove disc rotor.
4. Remove rear lower link and coil spring. Refer to [RSU-16, "REAR LOWER LINK & COIL SPRING"](#).
5. Remove mounting bolt in lower side of shock absorber with a power tool.
6. Remove mounting bolt and nut in axle side of front lower link with a power tool.
7. Remove mounting bolt and nut in axle side of radius rod with a power tool.
8. Remove mounting bolt in rear suspension member side of radius rod with a power tool, then remove radius rod from vehicle.



INSPECTION AFTER REMOVAL

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

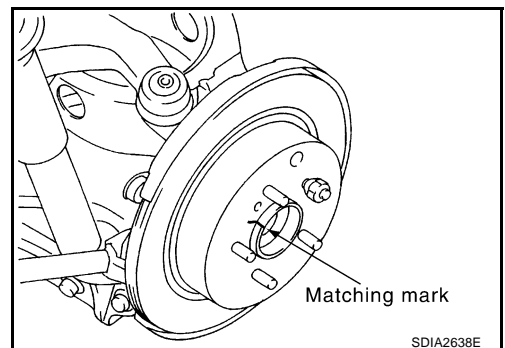
INSTALLATION

- Installation is the reverse order of removal. For tightening torque. Refer to [RSU-7, "Components"](#).

CAUTION:

Do not reuse non-reusable parts.

- Assemble disc rotor and wheel hub and bearing assembly by aligning each matching mark as shown in the figure when installing disc rotor.
- Perform final tightening of rear suspension member and axle installation position (rubber bushing) under unladen condition with tires on level ground. Check wheel alignment. Refer to [RSU-5, "Wheel Alignment Inspection"](#).
- Adjust neutral position of steering angle sensor after checking the wheel alignment. Refer to [BRC-6, "Adjustment of Steering Angle Sensor Neutral Position"](#).



FRONT LOWER LINK

FRONT LOWER LINK

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Removal and Installation

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REMOVAL

1. Remove tire with a power tool.
2. Set a jack under rear lower link to relieve the coil spring tension.
3. Remove mounting nut and bolt between front lower link and rear suspension member with a power tool.
4. Remove mounting nut and bolt between front lower link and axle with a power tool.
5. Remove front lower link from vehicle.

INSPECTION AFTER REMOVAL

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

INSTALLATION

- Installation is the reverse order of removal. For tightening torque. Refer to [RSU-7, "Components"](#).
- **CAUTION:**
Do not reuse non-reusable parts.
- Perform the final tightening of rear suspension member and axle installation position (rubber bushing) under unladen condition with tires on level ground. Check wheel alignment. Refer to [RSU-5, "Wheel Alignment Inspection"](#).
- Adjust neutral position of steering angle sensor after checking the wheel alignment. Refer to [BRC-6, "Adjustment of Steering Angle Sensor Neutral Position"](#).

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REAR LOWER LINK & COIL SPRING

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REAR LOWER LINK & COIL SPRING

Removal and Installation

REMOVAL

1. Remove tire with a power tool.
2. Set a jack under rear lower link to relieve the coil spring tension.
3. Loosen mounting bolt and nut of rear lower link inside of suspension member, and then remove mounting bolt and nut inside of axle with a power tool.
4. Slowly lower jack, then remove upper seat, coil spring and rubber sheet from rear lower link.
5. Remove mounting bolt and nut inside of suspension member to remove rear lower link with a power tool.

INSPECTION AFTER REMOVAL

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

INSTALLATION

- Installation is the reverse order of removal. For tightening torque. Refer to [RSU-7, "Components"](#).

CAUTION:

Do not reuse non-reusable parts.

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

CAUTION:

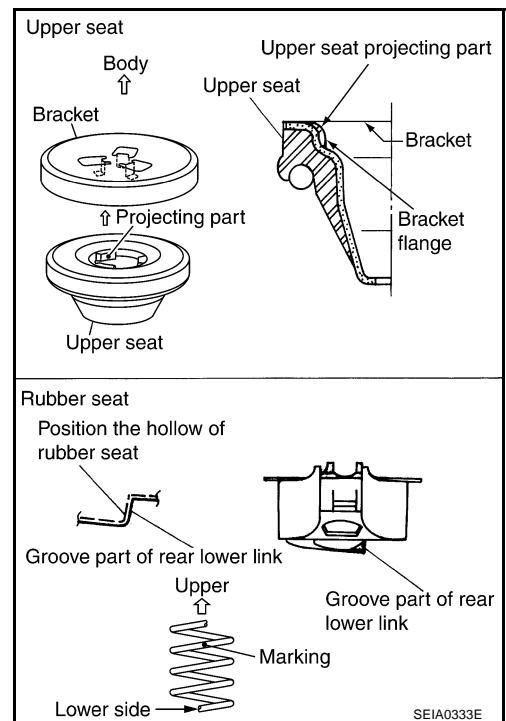
Make sure that the projecting parts (3) on upper seat inside is securely fitted on the bracket tabs(3).

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

CAUTION:

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

- Perform the final tightening of rear suspension member and axle installation position (rubber bushing) under unladen condition with tires on level ground. Check wheel alignment. Refer to [RSU-5, "Wheel Alignment Inspection"](#).
- Adjust neutral position of steering angle sensor after checking the wheel alignment. Refer to [BRC-6, "Adjustment of Steering Angle Sensor Neutral Position"](#).



STABILIZER BAR

STABILIZER BAR

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Removal and Installation

NES000JG

REMOVAL

1. Remove mounting bracket of center muffler and remove mounting rubber of main muffler. Refer to [EX-3, "EXHAUST SYSTEM"](#).
2. Remove lower side mounting nut on stabilizer connecting rod and remove stabilizer connecting rod from stabilizer bar with power tool.
3. Remove mounting nut on stabilizer clamp and remove stabilizer from vehicle with power tool.

INSPECTION AFTER REMOVAL

Check stabilizer bar, stabilizer bushings, stabilizer clamp, stabilizer connecting rod and stabilizer connecting rod mounting bracket for any deformation, crack or damage. Replace if there are.

INSTALLATION

Installation is the reverse order of removal. For tightening torque. Refer to [RSU-7, "Components"](#).

CAUTION:

Do not reuse non-reusable parts.

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SERVICE DATA

SERVICE DATA

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Wheel Alignment (Unladen)*

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Axle		2WD		AWD
Tire		245/45R18	245/40R19	245/45R18
Camber Degree minute (Decimal degree)	Minimum	- 1° 10' (- 1.17°)	- 1° 20' (- 1.33°)	- 0° 40' (- 0.67°)
	Nominal	- 0° 40' (- 0.67°)	- 0° 50' (- 0.83°)	- 0° 10' (- 0.17°)
	Maximum	- 0° 10' (- 0.17°)	- 0° 20' (- 0.33°)	0° 20' (0.33°)
Total toe-in	Distance	Minimum	0.1 mm (0.004 in)	
		Nominal	2.8 mm (0.110 in)	
		Maximum	5.5 mm (0.217 in)	
	Angle (left plus right) Degree minute (Decimal degree)	Minimum	0' (0°)	
		Nominal	7' (0.12°)	
		Maximum	14' (0.23°)	

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

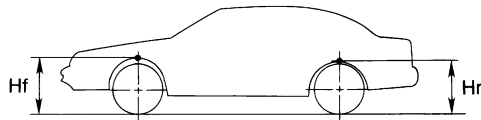
Ball Joint

NES000JI

Axial end play	0 mm (0 in)
Swing torque	0.5 - 3.4 N·m (0.06 - 0.34 kg-m, 5 - 30 in-lb)
Measurement on spring balance (cotter pinhole position)	8.1 - 54.8 N (0.83 - 5.5 kg, 1.82 - 12.32 lb)
Rotating torque	0.5 - 3.4 N·m (0.06 - 0.34 kg-m, 5 - 30 in-lb)

Wheelarch Height (Unladen*)

NES000JJ



SFA818A

Applied model		2WD		AWD
		245/45R18	245/40R19	245/45R18
Front (Hf)	USA	717 mm (28.23 in)	721 mm (28.39 in)	731 mm (28.78 in)
	CANADA	718 mm (28.27 in)		732 mm (28.82 in)
Rear (Hr)	USA	710 mm (27.95 in)	711 mm (27.99 in)	725 mm (28.54 in)
	CANADA	711 mm (27.99 in)		726 mm (28.58 in)

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