

SECTION

FSU

FRONT SUSPENSION

A

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FSU

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NOISE, VIBRATION AND HARSHNESS (NVH) TROUBLESHOOTING

< SYMPTOM DIAGNOSIS >

SYMPTOM DIAGNOSIS

NOISE, VIBRATION AND HARSHNESS (NVH) TROUBLESHOOTING

NVH Troubleshooting Chart

INFOID:000000003811107

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

Reference page			FSU-9, FSU-12, FSU-14, FSU-16	FSU-11	—	—	—	FSU-9, FSU-12, FSU-14, FSU-16	FSU-18	FSU-15	NVH in FAX and FSU sections	NVH in WT section	NVH in WT section	NVH in FAX 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	FRONT AXLE AND FRONT SUSPENSION	TIRE	ROAD WHEEL	DRIVE SHAFT	BRAKE	STEERING
Symptom	FRONT SUSPENSION	Noise	x	x	x	x	x	x			x	x	x	x	x	x
		Shake	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	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

PRECAUTIONS

< PRECAUTION >

PRECAUTION

PRECAUTIONS

Precaution for Supplemental Restraint System (SRS) "AIR BAG" and "SEAT BELT PRE-TENSIONER"

INFOID:000000003890155

The Supplemental Restraint System such as "AIR BAG" and "SEAT BELT PRE-TENSIONER", used along with a front seat belt, helps to reduce the risk or severity of injury to the driver and front passenger for certain types of collision. Information necessary to service the system safely is included in the "SRS AIRBAG" and "SEAT BELT" of this Service Manual.

WARNING:

- To avoid rendering the SRS inoperative, which could increase the risk of personal injury or death in the event of a collision which would result in air bag inflation, all maintenance must be performed by an authorized NISSAN/INFINITI dealer.
- Improper maintenance, including incorrect removal and installation of the SRS, can lead to personal injury caused by unintentional activation of the system. For removal of Spiral Cable and Air Bag Module, see the "SRS AIRBAG".
- Never use electrical test equipment on any circuit related to the SRS unless instructed to in this Service Manual. SRS wiring harnesses can be identified by yellow and/or orange harnesses or harness connectors.

Precaution Necessary for Steering Wheel Rotation after Battery Disconnect

INFOID:000000003890156

NOTE:

- Before removing and installing any control units, first turn the push-button ignition switch to the LOCK position, then disconnect both battery cables.
- After finishing work, confirm that all control unit connectors are connected properly, then re-connect both battery cables.
- Always use CONSULT-III to perform self-diagnosis as a part of each function inspection after finishing work. If a DTC is detected, perform trouble diagnosis according to self-diagnosis results.

This vehicle is equipped with a push-button ignition switch and a steering lock unit.

If the battery is disconnected or discharged, the steering wheel will lock and cannot be turned.

If turning the steering wheel is required with the battery disconnected or discharged, follow the procedure below before starting the repair operation.

OPERATION PROCEDURE

1. Connect both battery cables.

NOTE:

Supply power using jumper cables if battery is discharged.

2. Turn the push-button ignition switch to ACC position.
(At this time, the steering lock will be released.)
3. Disconnect both battery cables. The steering lock will remain released with both battery cables disconnected and the steering wheel can be turned.
4. Perform the necessary repair operation.
5. When the repair work is completed, re-connect both battery cables. With the brake pedal released, turn the push-button ignition switch from ACC position to ON position, then to LOCK position. (The steering wheel will lock when the push-button ignition switch is turned to LOCK position.)
6. Perform self-diagnosis check of all control units using CONSULT-III.

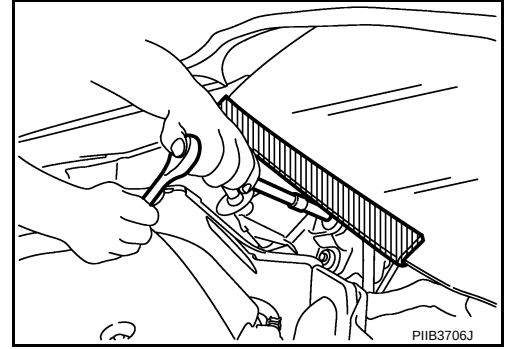
PRECAUTIONS

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Precaution for Procedure without Cowl Top Cover

INFOID:000000003890157

When performing the procedure after removing cowl top cover, cover the lower end of windshield with urethane, etc.



Precautions for Suspension

INFOID:000000003811111

CAUTION:

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

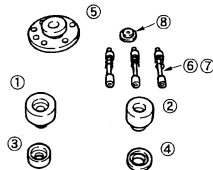
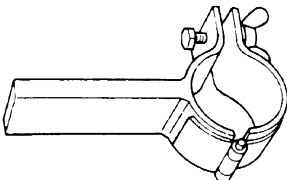
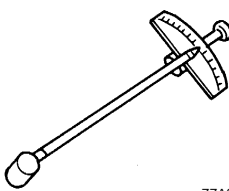
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PREPARATION

PREPARATION

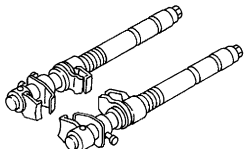
Special Service Tool

INFOID:000000003812472

Tool number Tool name	Description
KV991040S0 CCK gauge attachment 1. KV99104020 Adapter A 2. KV99104030 Adapter B 3. KV99104040 Adapter C 4. KV99104050 Adapter D 5. KV99104060 Plate 6. KV99104070 Guide bolt 7. KV99104080 Spring 8. KV99104090 Center plate	Measuring wheel alignment  ZZA1167D
ST35652000 Strut attachment	Disassembling and assembling strut  ZZA0807D
ST3127S000 Preload gauge	Measuring rotating torque of ball joint  ZZA0806D

Commercial Service Tool

INFOID:000000003811113

Tool name	Description
Spring compressor	Removing and installing coil spring  S-NT717

FRONT SUSPENSION ASSEMBLY

< ON-VEHICLE MAINTENANCE >

ON-VEHICLE MAINTENANCE

FRONT SUSPENSION ASSEMBLY

Inspection

INFOID:000000003811114

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 front wheels in a straight-ahead position.
CAUTION:
Never depress brake pedal when measuring.
2. Place an iron bar or equivalent between transverse link and steering knuckle.
3. Measure axial end play by prying it up and down.

Standard

Axial end play : Refer to [FSU-18, "Ball Joint"](#).

CAUTION:

Be careful not to damage ball joint boot. Never damage the installation position by applying excessive force.

STRUT ASSEMBLY

Check for oil leakage and damage. Replace if necessary.

WHEEL ALIGNMENT

< ON-VEHICLE MAINTENANCE >

WHEEL ALIGNMENT

Wheel Alignment Inspection

INFOID:000000003812473

INSPECTION

Description

CAUTION:

- **Camber, caster, kingpin inclination angles cannot be adjusted.**
- **If camber, caster, or kingpin inclination angle exceeds the standard value, check front suspension parts for wear and damage. Replace suspect parts if a malfunction is detected.**
- **Kingpin inclination angle is reference value, no inspection is required.**

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-2, "Inspection"](#).
- Wheel bearing axial end play: Refer to [FAX-6, "Inspection"](#).
- Transverse link ball joint axial end play: Refer to [FSU-11, "Inspection"](#).
- Strut operation.
- Each mounting part of axle and suspension for looseness and deformation
- Each of suspension member and transverse link for cracks, deformation and other damage
- Vehicle height (posture)

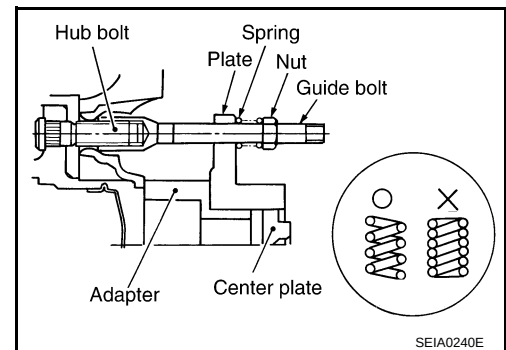
CAMBER, CASTER, AND KINGPIN INCLINATION ANGLES

- Camber, caster, kingpin inclination angles cannot be adjusted.
- Before inspection, mount front wheels onto turning radius gauge. Mount rear wheels onto a stand at the same height so that vehicle remains horizontal.

Using a CCK Gauge

Install the CCK gauge attachment (SST: KV991040S0) with the following procedure on wheel, then measure wheel alignment.

1. Remove three wheel to nuts, and install the guide bolts to hub bolt.
2. Screw the adapter into the plate until it contacts the plate tightly.
3. Screw the center plate into the plate.
4. Insert the plate assembly on the guide bolt. Put the spring in, and then evenly screw the three guide bolt nuts. When fastening the guide nuts, do not completely compress the spring.



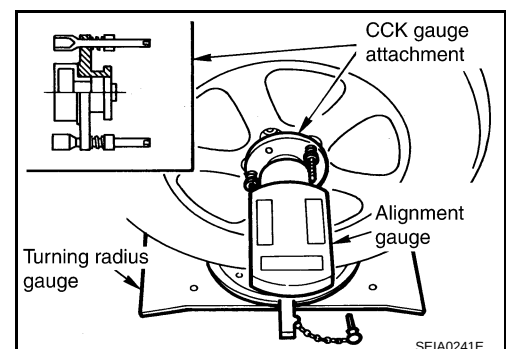
5. Place the dent of alignment gauge onto the projection of the center plate and tightly contact them to measure.

Standard

Camber, caster, kingpin inclination angles : Refer to [FSU-18, "Wheel Alignment"](#).

CAUTION:

- **If camber, caster, or kingpin inclination angle exceeds the standard value, check front suspension parts for wear and damage. Replace suspect parts if a malfunction is detected.**



WHEEL ALIGNMENT

< ON-VEHICLE MAINTENANCE >

- Kingpin inclination angle is reference value, no inspection is required.

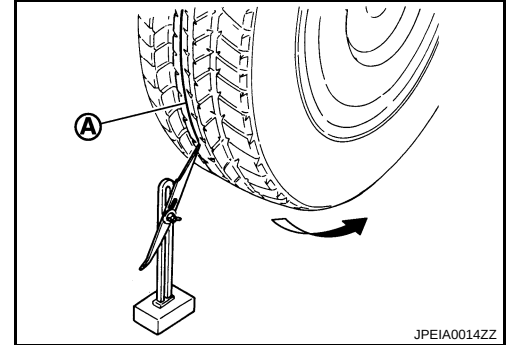
Toe-In

Measure toe-in by the following procedure.

WARNING:

- Always perform the following procedure on a flat surface.
- Make sure that no person is in front of vehicle before pushing it.

1. Bounce front of vehicle up and down to stabilize the vehicle height (posture).
2. Push vehicle straight ahead about 5 m (16 ft).
3. Put matching mark (A) on base line of the tread (rear side) of both tires at the same height of hub center. These are measuring points.

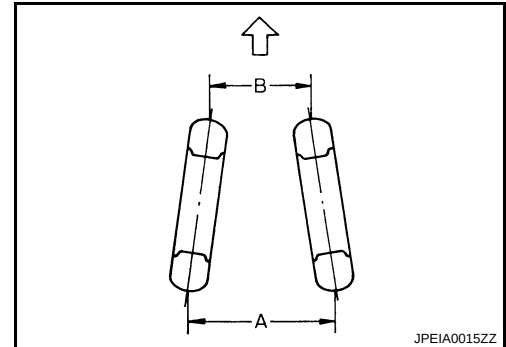


4. Measure distance (A) (rear side).
5. Push vehicle slowly ahead to rotate wheels 180 degrees (1/2 turn).

NOTE:

If the wheels rotates more than 180 degrees (1/2 turn), start this procedure again from the beginning. Do not push the vehicle backward.

6. Measure distance (B) (front side).



Standard

Total toe-in = A – B

Total toe-in : Refer to [FSU-18, "Wheel Alignment"](#).

- If toe-in exceeds the standard value, adjust toe-in by varying the length of between steering outer socket and inner socket.

FRONT COIL SPRING AND STRUT

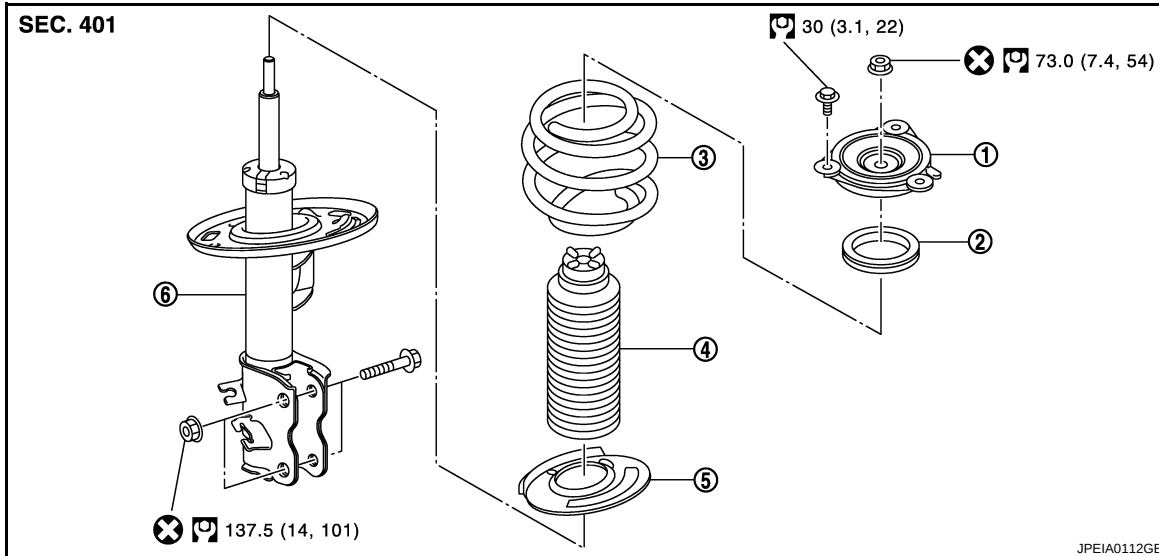
< ON-VEHICLE REPAIR >

ON-VEHICLE REPAIR

FRONT COIL SPRING AND STRUT

Exploded View

INFOID:000000003811116



- | | | |
|-----------------------------|---------------------------|----------------|
| 1. Strut mounting insulator | 2. Strut mounting bearing | 3. Coil spring |
| 4. Bound bumper | 5. Lower rubber seat | 6. Strut |

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

Removal and Installation

INFOID:000000003811117

REMOVAL

1. Remove tires.
2. Remove lock plate of brake hose. Refer to [BR-19, "FRONT : Exploded View"](#).
3. Remove wheel sensor. Refer to [BRC-57, "FRONT WHEEL SENSOR : Exploded View"](#) (without VDC), [BRC-151, "FRONT WHEEL SENSOR : Exploded View"](#) (with VDC).
4. Remove stabilizer connecting rod from strut assembly. Refer to [FSU-14, "Exploded View"](#).
5. Remove strut assembly from steering knuckle.
6. Remove cowl top cover. Refer to [EXT-20, "Exploded View"](#).
7. Remove mounting bolts of strut mounting insulator, and then remove strut assembly.

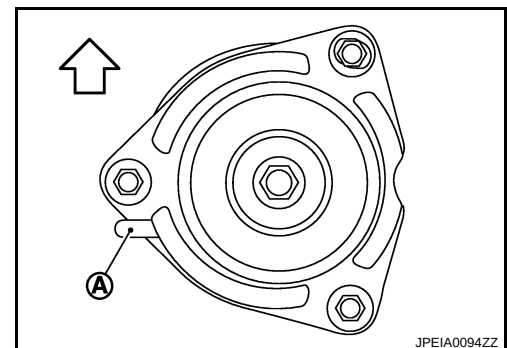
INSTALLATION

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

- Become it in projection (A) an illustration to the vehicle outside.

↩ : Vehicle front

- Perform final tightening of bolts and nuts, under unladen conditions with tires on level ground.



FRONT COIL SPRING AND STRUT

< ON-VEHICLE REPAIR >

Disassembly and Assembly

INFOID:000000003811118

DISASSEMBLY

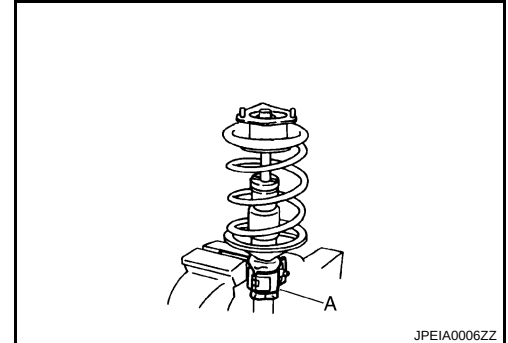
CAUTION:

Never damage strut assembly piston rod when removing components from strut assembly.

1. Install strut attachment (A) (SST: ST35652000) to strut assembly and secure it in a vise.

CAUTION:

When installing the strut attachment to strut assembly, wrap a shop cloth around strut to protect from damage.

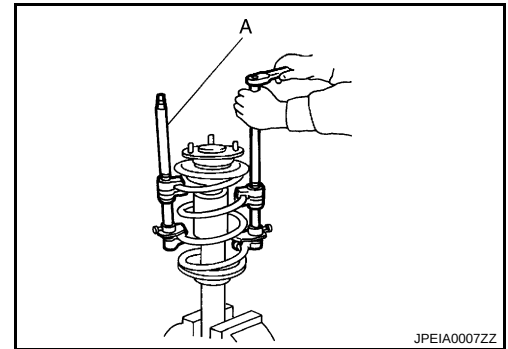


2. Using a spring compressor (A) (commercial service tool), compress coil spring between strut mounting bearing and lower rubber seat (on strut assembly) until coil spring with a spring compressor is free.

CAUTION:

Be sure a spring compressor is securely attached to coil spring. Compress coil spring.

3. Make sure coil spring with a spring compressor between strut mounting bearing and lower rubber seat (strut assembly) is free. And then remove piston rod lock nut while securing the piston rod tip so that piston rod does not turn.
4. Remove strut mounting insulator and strut mounting bearing, and bound bumper from strut.
5. After remove coil spring with a spring compressor, and then gradually release a spring compressor.



CAUTION:

Loosen while making sure coil spring attachment position does not move.

6. Remove lower rubber seat from strut.
7. Remove the strut attachment (SST: ST35652000) from strut.

ASSEMBLY

1. Install strut attachment (SST: ST35652000) to strut and secure it in a vise.

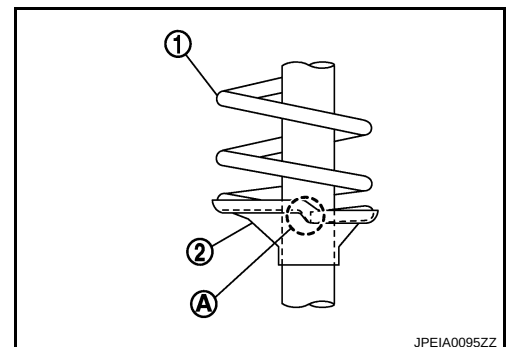
CAUTION:

When installing the strut attachment to strut assembly, wrap a shop cloth around strut to protect from damage.

2. Install lower rubber seat.
3. Install bound bumper onto strut mounting insulator.
4. Compress coil spring using a spring compressor (commercial service tool), and install it onto strut assembly.

CAUTION:

- Face tube side of coil spring (1) downward. Align the lower end (A) to lower rubber seat (2).
- Be sure a compressor is securely attached to coil spring. Compress coil spring.
- Set coil spring so that its paint marks are aligned with the positions of 1.25 turns and 2.25 turns from the bottom end of the coil spring.



FRONT COIL SPRING AND STRUT

< ON-VEHICLE REPAIR >

5. Install strut mounting bearing and strut mounting insulator with bound bumper to strut.
 - Installation position of strut mounting insulator is shown in the figure.

CAUTION:

Become it in projection (A) to the vehicle outside.

↔ : Vehicle front

6. Secure piston rod tip so that piston rod does not turn, then tighten piston rod lock nut with specified torque.

CAUTION:

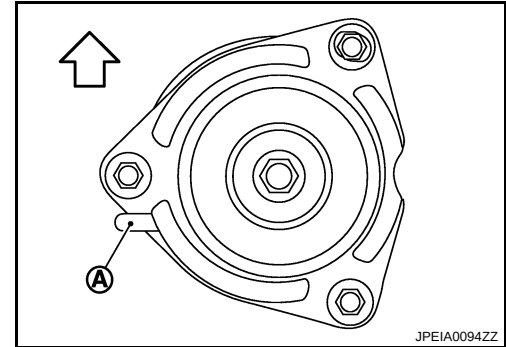
Never reuse piston rod lock nut.

7. Gradually release a spring compressor, and remove coil spring.

CAUTION:

Loosen while making sure coil spring attachment position does not move.

8. Remove the strut attachment from strut assembly.



Inspection

INFOID:000000003811119

INSPECTION AFTER INSTALLATION

1. Check wheel sensor harness for proper connection. Refer to [BRC-57, "FRONT WHEEL SENSOR : Exploded View"](#) (without VDC), [BRC-151, "FRONT WHEEL SENSOR : Exploded View"](#) (with VDC).
2. Check wheel alignment. Refer to [FSU-7, "Wheel Alignment Inspection"](#).
3. Adjust neutral position of steering angle sensor (with VDC). Refer to [BRC-66, "ADJUSTMENT OF STEERING ANGLE SENSOR NEUTRAL POSITION : Special Repair Requirement"](#).

INSPECTION AFTER DISASSEMBLY

Strut

Check the following items, and replace if necessary.

- Strut for deformation, cracks or damage
- Piston rod for damage, uneven wear or distortion
- Oil leakage

Strut Mounting Insulator and Rubber Parts Inspection

Check strut mounting insulator for cracks and rubber parts for wear. Replace if necessary.

Coil Spring

Check coil spring for cracks, wear or damage. Replace if necessary.

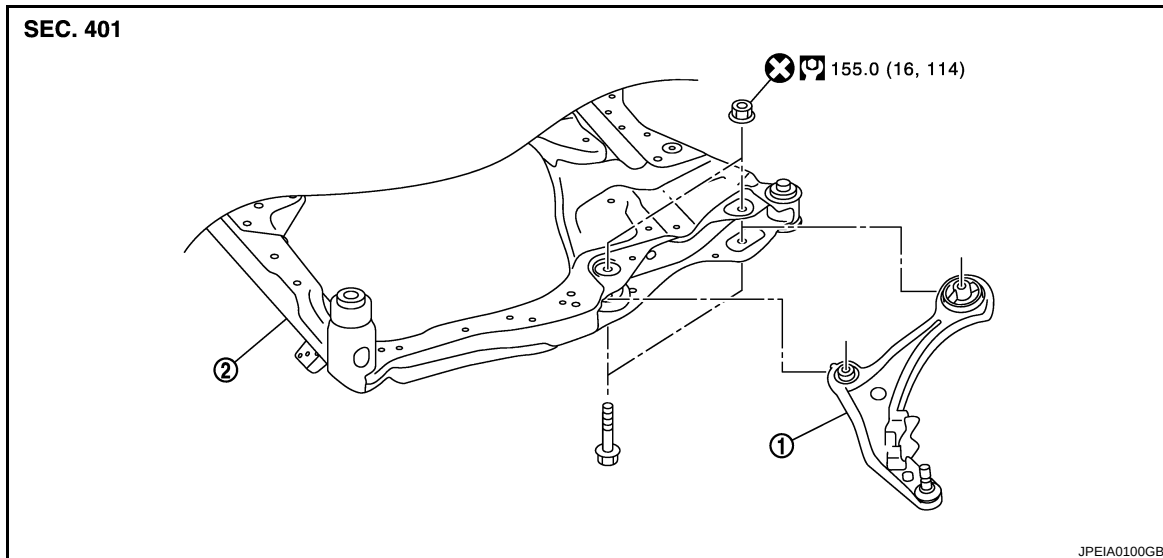
TRANSVERSE LINK

< ON-VEHICLE REPAIR >

TRANSVERSE LINK

Exploded View

INFOID:000000003811120



1. Transverse link
2. Front suspension member

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

Removal and Installation

INFOID:000000003811121

REMOVAL

1. Remove tires.
2. Remove drive shaft of wheel side from wheel hub and bearing assembly. Refer to [FAX-16, "Exploded View"](#).
3. Remove transverse link from steering knuckle.
4. Remove transverse link from suspension member.

INSTALLATION

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

- Perform final tightening of bolts and nuts at the front suspension member, under unladen conditions with tires on level ground.

Inspection

INFOID:000000003811122

INSPECTION AFTER REMOVAL

Appearance

Check the following:

- Transverse link and bushing for deformation, cracks or damage. Replace if necessary.
- Ball joint boot for cracks or other damage, and also for grease leakage. Replace if necessary.

Ball Joint Inspection

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

Swing Torque Inspection

NOTE:

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

TRANSVERSE LINK

< ON-VEHICLE REPAIR >

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

Standard

Swing torque :Refer to [FSU-18, "Ball Joint"](#).

Spring balance measurement :Refer to [FSU-18, "Ball Joint"](#).

- If swing torque exceeds standard value, replace transverse link assembly.

Rotating Torque Inspection

- Attach mounting nut to boll stud. Check that rotating torque is within specifications with a preload gauge (A) (SST: ST3127S000).

Standard

Rotating torque : Refer to [FSU-18, "Ball Joint"](#).

- If rotating torque exceeds standard range, replace transverse link assembly.

Axial End Play Inspection

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

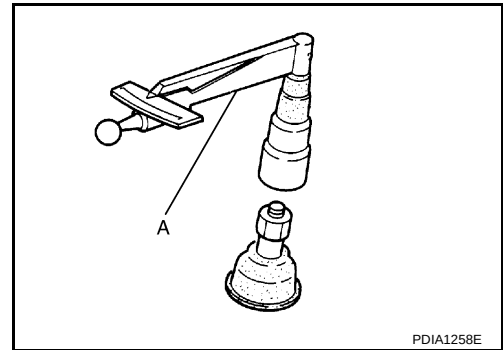
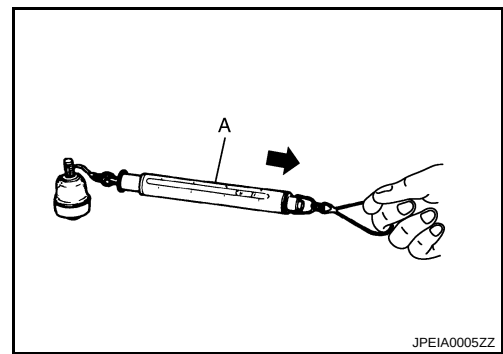
Standard

Axial end play :Refer to [FSU-18, "Ball Joint"](#).

- If axial end play exceeds the standard value, replace transverse link assembly.

INSPECTION AFTER INSTALLATION

1. Check wheel sensor harness for proper connection. Refer to [BRC-57, "FRONT WHEEL SENSOR : Exploded View"](#) (without VDC), [BRC-151, "FRONT WHEEL SENSOR : Exploded View"](#) (with VDC).
2. Check wheel alignment. Refer to [FSU-7, "Wheel Alignment Inspection"](#).
3. Adjust neutral position of steering angle sensor (with VDC). Refer to [BRC-66, "ADJUSTMENT OF STEERING ANGLE SENSOR NEUTRAL POSITION : Special Repair Requirement"](#).



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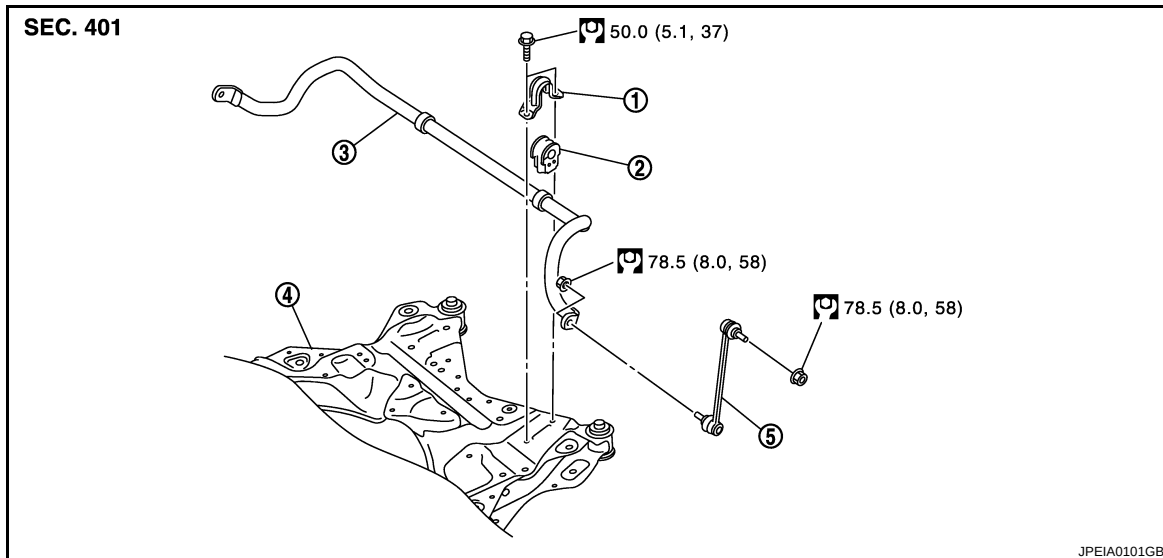
FRONT STABILIZER

< ON-VEHICLE REPAIR >

FRONT STABILIZER

Exploded View

INFOID:000000003811123



- | | | |
|----------------------------|------------------------------|-------------------|
| 1. Stabilizer clamp | 2. Stabilizer bushing | 3. Stabilizer bar |
| 4. Front suspension member | 5. Stabilizer connecting rod | |

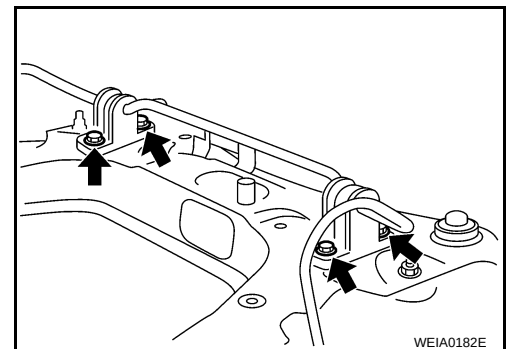
Refer to [GI-4, "Components"](#) for symbols in the figure.

Removal and Installation

INFOID:000000003811124

REMOVAL

1. Remove tires.
2. Remove front exhaust tube. Refer to [EX-5, "Exploded View"](#).
3. Remove stabilizer connecting rod.
4. Remove steering gear assembly. Refer to [ST-18, "Exploded View"](#).
5. Remove mounting bolts (↔) of stabilizer clamp, and then remove stabilizer clamp and stabilizer bushing from front suspension member.
6. Remove stabilizer bar.



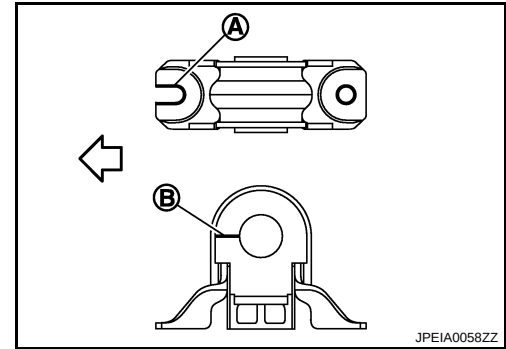
INSTALLATION

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

FRONT STABILIZER

< ON-VEHICLE REPAIR >

- Install stabilizer clamp that notch (A) becomes vehicle front side (⇐).
- Install stabilizer bushing that slit (B) becomes vehicle front side (⇐).



Inspection

INFOID:000000003811125

INSPECTION AFTER REMOVAL

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

FSU

FRONT SUSPENSION MEMBER

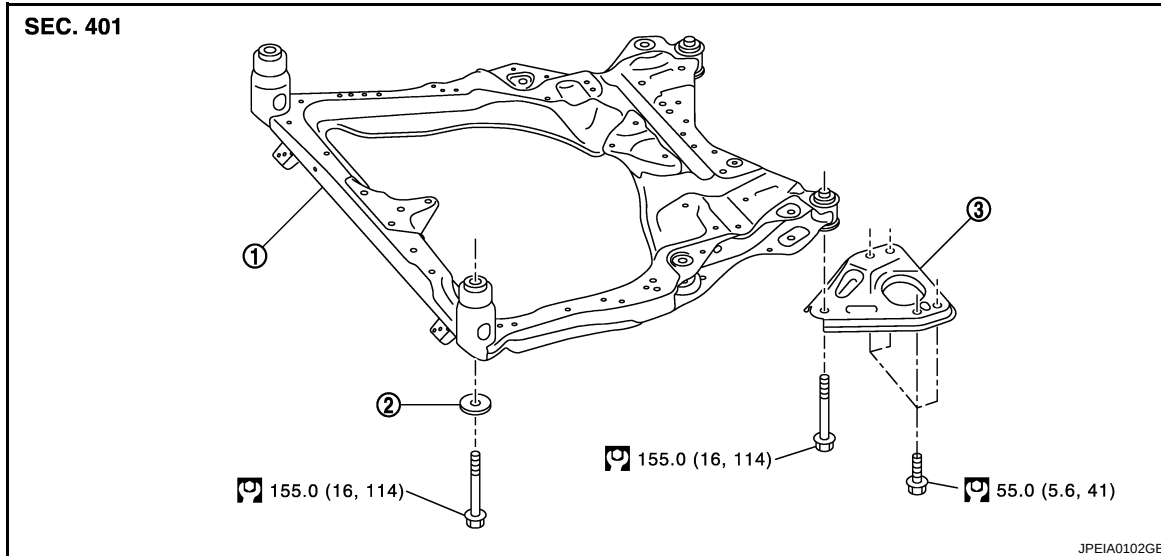
< REMOVAL AND INSTALLATION >

REMOVAL AND INSTALLATION

FRONT SUSPENSION MEMBER

Exploded View

INFOID:000000003811126



1. Front suspension member 2. Rebound stopper 3. Front suspension member stay

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

Removal and Installation

INFOID:000000003811127

REMOVAL

1. Remove tires.
2. Remove under cover.
3. Remove wheel sensor. Refer to [BRC-57, "FRONT WHEEL SENSOR : Exploded View"](#) (without VDC), [BRC-151, "FRONT WHEEL SENSOR : Exploded View"](#) (with VDC).
4. Remove lock plate of brake hose. Refer to [BR-19, "FRONT : Exploded View"](#).
5. Remove caliper assembly. Hang caliper assembly not to interfere with work. Refer to [BR-34, "BRAKE CALIPER ASSEMBLY : Exploded View"](#).
6. Remove stabilizer connecting rod (upper side). Refer to [FSU-14, "Exploded View"](#).
7. Remove exhaust front tube. Refer to [EX-5, "Exploded View"](#).
8. Remove power steering solenoid valve harness connector and harness clip. Refer to [ST-18, "Exploded View"](#).
9. Remove heat insulator from suspension member.
10. Remove drive shaft. Refer to [FAX-18, "LEFT SIDE : Removal and Installation"](#) (left side), [FAX-19, "RIGHT SIDE : Removal and Installation"](#) (right side).
11. Separate lower shaft and steering gear assembly. Refer to [ST-16, "Exploded View"](#).
12. Remove power steering oil pump and then separate suction hose and high pressure piping. Refer to [ST-28, "Exploded View"](#), [ST-34, "Exploded View"](#).
13. Separate engine mount insulator from engine assembly. Refer to [EM-67, "Exploded View"](#).
14. Set suitable jack to front suspension member.
15. Remove front suspension member stay.
16. Remove front suspension member mounting bolts.
17. Gradually lower the jack placed at the front suspension member.

CAUTION:

Perform the work while checking that the jack is stable.

FRONT SUSPENSION MEMBER

< REMOVAL AND INSTALLATION >

NOTE:

Remove the steering knuckle and wheel bearing assembly, steering gear assembly and hydraulic line, stabilizer bar, transverse link and engine mounting insulator as a unit from the vehicle.

18. Remove the following parts.

- Steering knuckle and wheel hub and bearing assembly: refer to [FAX-8, "Exploded View"](#).
- Steering gear assembly and hydraulic line: refer to [ST-18, "Exploded View"](#) and [ST-34, "Exploded View"](#).
- Stabilizer bar: refer to [FSU-14, "Exploded View"](#).
- Transverse link: refer to [FSU-12, "Exploded View"](#).
- Engine mounting insulator: refer to [EM-67, "Exploded View"](#).

INSTALLATION

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

- Perform final tightening of installation position between front suspension member and transverse links (rubber bushing) under unladen condition with tires on level ground.

Inspection

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INSPECTION AFTER REMOVAL

Check the front suspension member for significant deformation, cracks, or damages. Replace if necessary.

INSPECTION AFTER INSTALLATION

1. Check wheel sensor harness for proper connection. Refer to [BRC-57, "FRONT WHEEL SENSOR : Exploded View"](#) (without VDC), [BRC-151, "FRONT WHEEL SENSOR : Exploded View"](#) (with VDC).
2. Check wheel alignment. Refer to [FSU-7, "Wheel Alignment Inspection"](#).
3. Adjust the neutral position of the steering angle sensor. Refer to [BRC-66, "ADJUSTMENT OF STEERING ANGLE SENSOR NEUTRAL POSITION : Special Repair Requirement"](#).

SERVICE DATA AND SPECIFICATIONS (SDS)

< SERVICE DATA AND SPECIFICATIONS (SDS)

SERVICE DATA AND SPECIFICATIONS (SDS)

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Wheel Alignment

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Item		Standard
Camber Degree minute (Decimal degree)	Minimum	−1° 10' (−1.16°)
	Nominal	−0° 25' (−0.42°)
	Maximum	0° 20' (0.33°)
	Left and right difference	0° 45' (0.75°) or less
Caster Degree minute (Decimal degree)	Minimum	4° 10' (4.17°)
	Nominal	4° 55' (4.92°)
	Maximum	5° 40' (5.66°)
	Left and right difference	0° 45' (0.75°) or less
Kingpin inclination Degree minute (Decimal degree)	Minimum	11° 55' (11.92°)
	Nominal	12° 40' (12.67°)
	Maximum	13° 25' (13.41°)
Total toe-in	Distance	Minimum In 0.5 mm (0.020 in)
		Nominal In 1.5 mm (0.059 in)
		Maximum In 2.5 mm (0.098 in)
	Angle (left wheel or right wheel) Degree minute (Decimal degree)	Minimum In 0° 02' (0.04°)
		Nominal In 0° 04' (0.07°)
		Maximum In 0° 06' (0.10°)

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	Transverse link	0.5 – 4.9 N·m (0.06 – 0.49 kg-m, 5 – 43 in-lb)
Measurement on spring balance	Transverse link	11.1 – 108.9 N (1.2 – 11.1 kg, 3 – 24 lb)
Rotating torque	Transverse link	0.5 – 3.4 N·m (0.06 – 0.34 kg-m, 5 – 30 in-lb)
Axial end play		0.1 mm (0.004 in)

Wheel Height

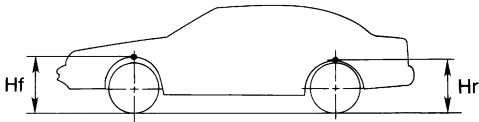
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Tire size	205/65R16		215/55R17	
Engine	VQ25DE			VQ35DE
Grade	250XE	250XL-V6	250XV-V6	350XV-V6
Front (Hf)	712 mm (28.03 in)	711 mm (27.99 in)	710 mm (27.95 in)	

SERVICE DATA AND SPECIFICATIONS (SDS)

< SERVICE DATA AND SPECIFICATIONS (SDS)

Tire size	205/65R16		215/55R17	
Engine	VQ25DE			VQ35DE
Grade	250XE	250XL-V6	250XV-V6	350XV-V6
Rear (Hr)	703 mm (27.68 in)		702 mm (27.64 in)	701 mm (27.60 in)



SFA818A

Measure value under unladen* conditions.

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