

SECTION

RSU

REAR SUSPENSION

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NOISE, VIBRATION AND HARSHNESS (NVH) TROUBLESHOOTING

< SYMPTOM DIAGNOSIS >

SYMPTOM DIAGNOSIS

NOISE, VIBRATION AND HARSHNESS (NVH) TROUBLESHOOTING

NVH Troubleshooting Chart

INFOID:000000003811136

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

Reference page			Possible cause and SUSPECTED PARTS											
			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 RAX and RSU sections	NVH in WT section	NVH in WT section	NVH in BR section
			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	REAR AXLE AND REAR SUSPENSION	TIRE	ROAD WHEEL	BRAKE
Symptom	REAR SUSPENSION	Noise	x	x	x	x	x	x			x	x	x	x
		Shake	x	x	x	x		x			x	x	x	x
		Vibration	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:000000003811137

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.

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RSU

PREPARATION

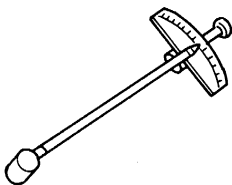
< PREPARATION >

PREPARATION

PREPARATION

Special Service Tool

INFOID:000000003815378

Tool number Tool name	Description
ST3127S000 Preload gauge  ZZA0806D	Measuring rotating torque of ball joint

REAR SUSPENSION ASSEMBLY

< ON-VEHICLE MAINTENANCE >

ON-VEHICLE MAINTENANCE

REAR SUSPENSION ASSEMBLY

Inspection

INFOID:0000000003811139

MOUNTING INSPECTION

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

SHOCK ABSORBER

Check for oil leakage and damage. Replace if necessary.

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WHEEL ALIGNMENT

< ON-VEHICLE MAINTENANCE >

WHEEL ALIGNMENT

Inspection

INFOID:000000003813442

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:

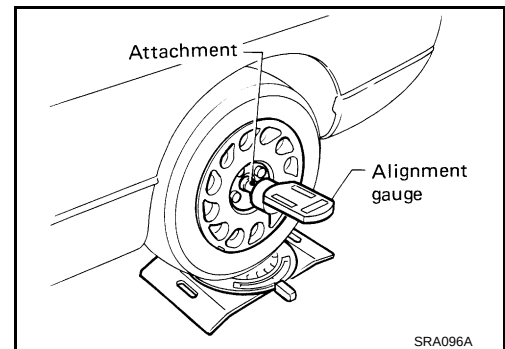
- Tires for improper air pressure and wear
- Road wheels for runout: refer to [WT-2, "Inspection"](#).
- Wheel bearing axial end play: refer to [RAX-3, "Inspection"](#).
- Shock absorber operation
- Each mounting point of axle and suspension for looseness and deformation
- Each of lower link, upper link, rear suspension member, suspension arm and shock absorber for cracks, deformation, and other damage
- Vehicle height (posture)

CAMBER

- Measure camber of both right and left wheels with a suitable alignment gauge.
- If camber is outside specified range, adjust with adjusting bolt in lower. Refer to [RSU-7, "Adjustment"](#).

Standard

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

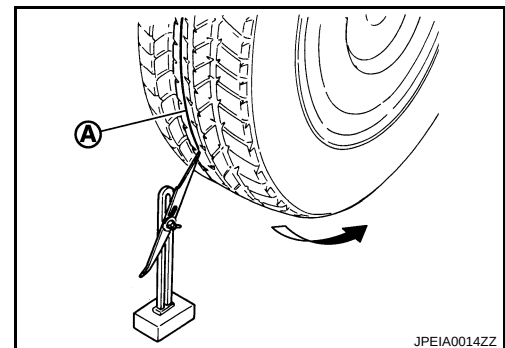


TOE-IN

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 the 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.



WHEEL ALIGNMENT

< ON-VEHICLE MAINTENANCE >

4. Measure distance (A) (rear side).
5. Push vehicle slowly ahead to rotate wheels 180 degrees (1/2 turn).
NOTE:
If the wheels rotate 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 [RSU-20, "Wheel Alignment"](#).

- If toe-in is outside specified range, adjust with adjusting bolt in suspension arm.

Adjustment

INFOID:000000003813443

CAMBER

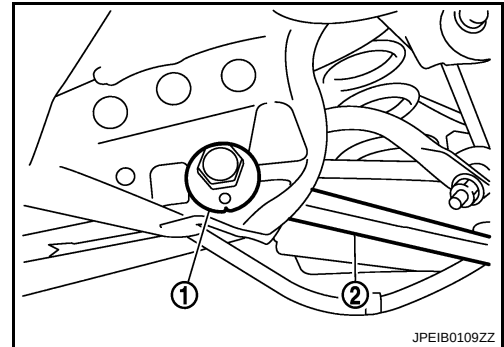
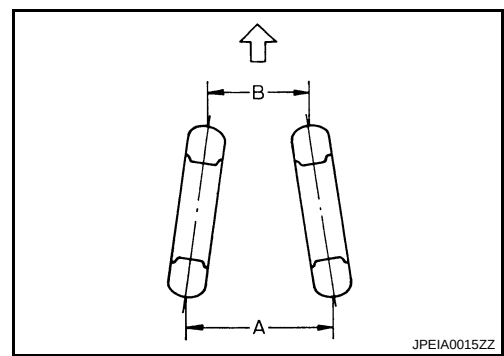
If camber is outside of specified range, adjust with adjusting bolt (1) in front lower link (2).

Standard

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 exceeds the standard value, inspect and replace any damaged or worn suspension parts.



TOE-IN

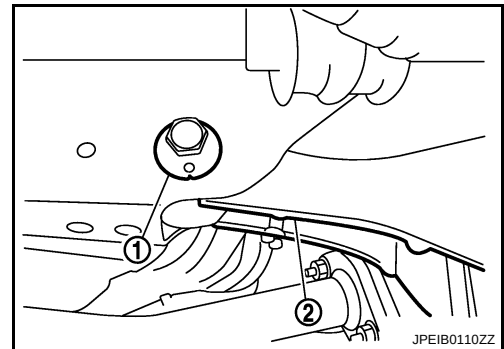
If toe-in is outside of specified range, adjust with adjusting bolt (1) in rear lower link (2).

Standard

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

CAUTION:

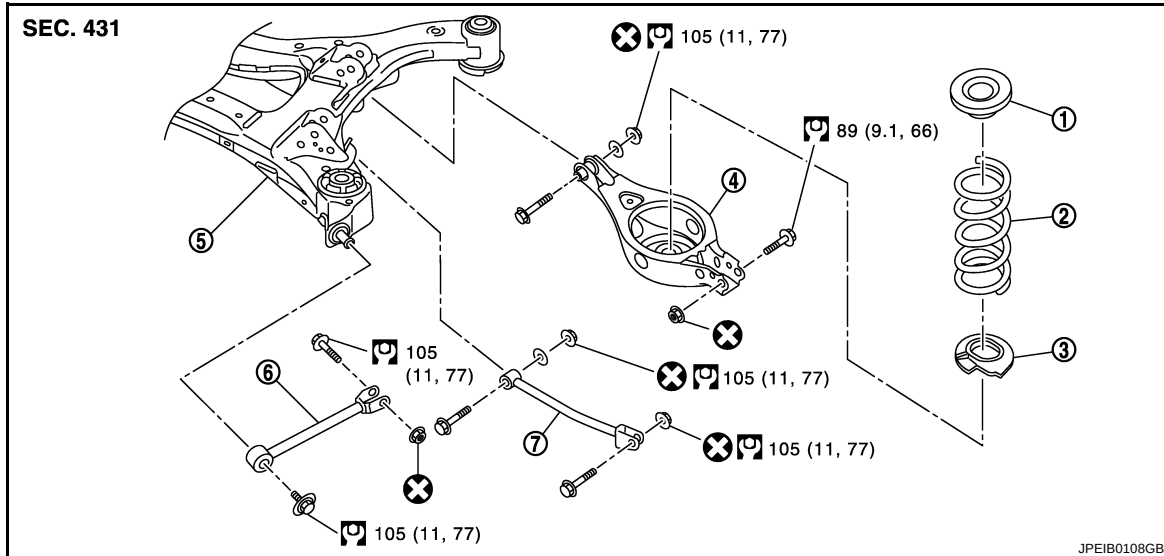
- Be sure to adjust equally on right and left side with adjusting bolt.
- When tightening the nut firmly and checking the torque, use a wrench to prevent the turning of bolt.
- If toe-in is outside of specified range, inspect and replace any damaged or worn suspension parts.



< ON-VEHICLE REPAIR >

Exploded View

INFOID:000000003811142



- | | | |
|---------------------|---------------------------|----------------|
| 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.

INFOID:000000003811143

1. Remove tires.
2. Set jack under rear lower link.
3. 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).
4. Slowly lower jack, then remove upper seat, coil spring and rubber seat from rear lower link.
5. Remove rear lower link mounting bolt and nut (rear suspension member side), and remove rear lower link.

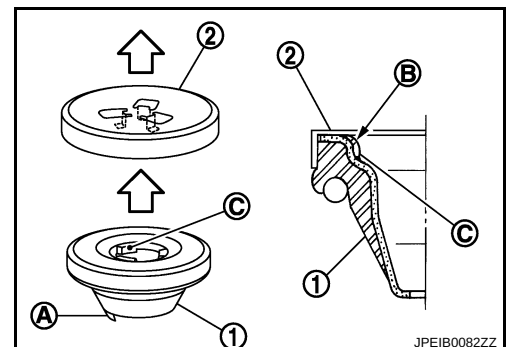
Note the following, and install in the reverse order of removal.

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

- 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.



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REAR LOWER LINK & COIL SPRING

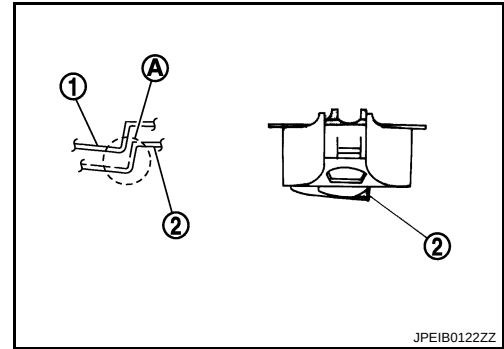
< ON-VEHICLE REPAIR >

- 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 3.0 turns (2 places) and 4.0 turns (1 place) or 4.0 turns (2 places) and 5.0 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

INFOID:000000003811144

INSPECTION AFTER REMOVAL

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

INSPECTION AFTER INSTALLATION

1. Check wheel alignment. Refer to [RSU-6, "Inspection"](#).
2. 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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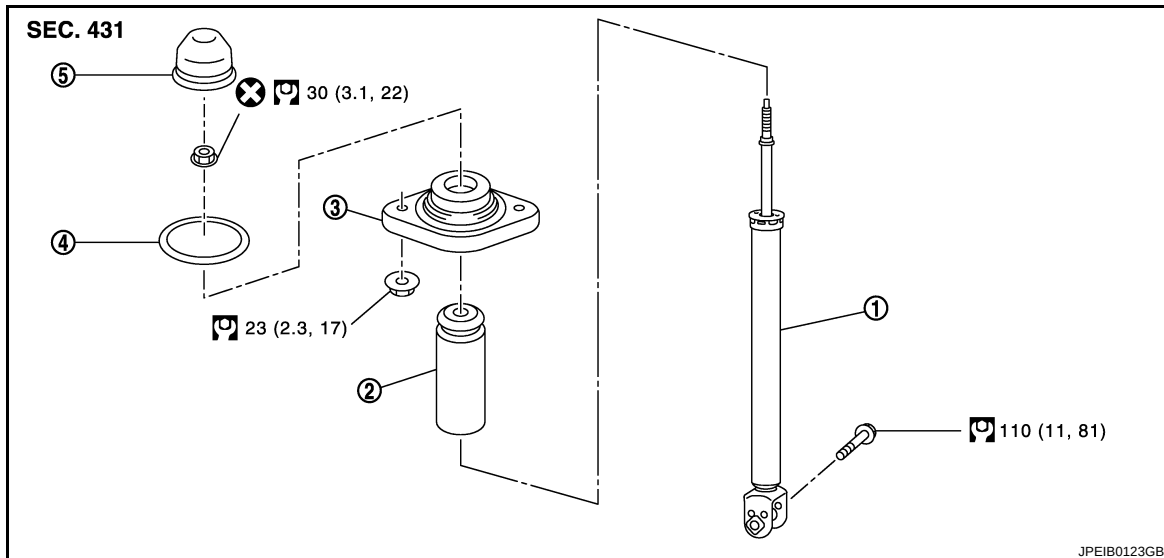
REAR SHOCK ABSORBER

< ON-VEHICLE REPAIR >

REAR SHOCK ABSORBER

Exploded View

INFOID:000000003811145



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|-------------------|-----------------|------------------------------------|
| 1. Shock absorber | 2. Bound bumper | 3. Shock absorber mounting bracket |
| 4. Mounting seal | 5. Cap | |

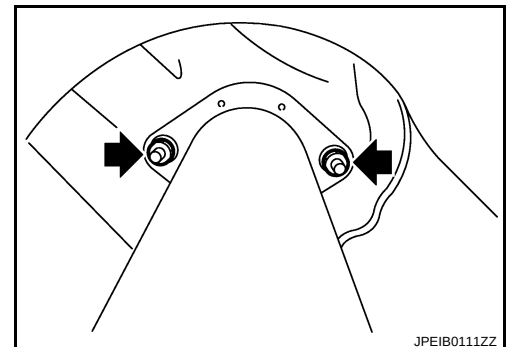
Refer to [GI-4, "Components"](#) for symbols in the figure.

Removal and Installation

INFOID:000000003811146

REMOVAL

1. Remove tires.
2. Remove wheel sensor and sensor harness. Refer to [BRC-58, "REAR WHEEL SENSOR : Exploded View"](#) (without VDC), [BRC-152, "REAR WHEEL SENSOR : Exploded View"](#) (with VDC).
3. Separate stabilizer connecting rod (lower side). Refer to [RSU-15, "Exploded View"](#).
4. Set suitable jack under axle housing to relieve the coil spring tension.
5. Remove shock absorber mounting bolt (lower side).
6. Gradually lower the jack to remove it from rear axle.
7. Remove shock absorber 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.

Inspection

INFOID:000000003811147

INSPECTION AFTER REMOVAL

REAR SHOCK ABSORBER

< ON-VEHICLE REPAIR >

Check the following items, and replace the if necessary.

- Shock absorber 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 INSTALLATION

Check wheel sensor harness for proper connection. Refer to [BRC-58, "REAR WHEEL SENSOR : Exploded View"](#) (without VDC), [BRC-152, "REAR WHEEL SENSOR : Exploded View"](#) (with VDC).

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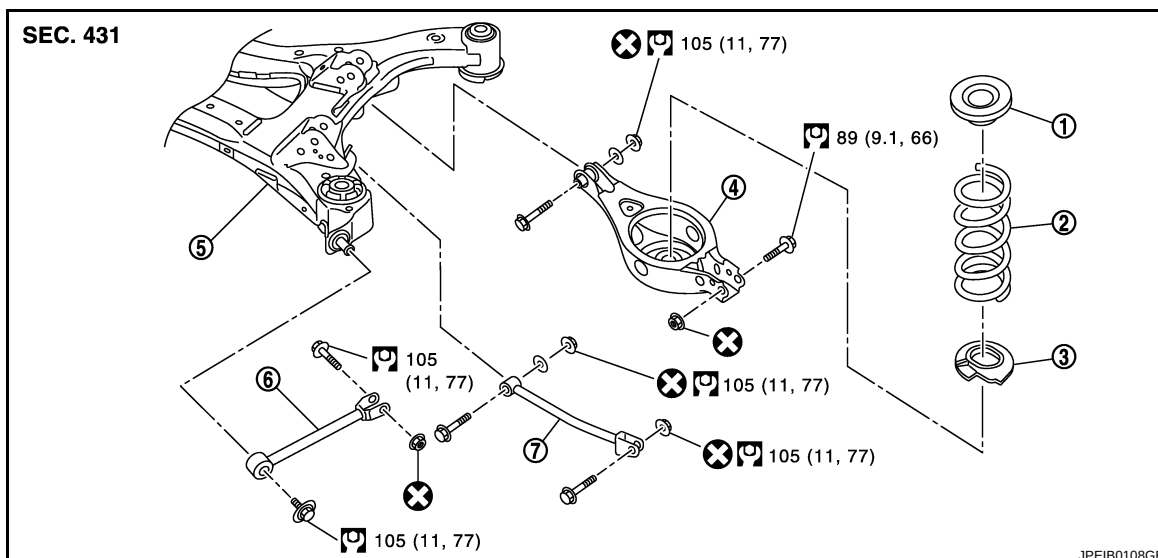
RADIUS ROD

< ON-VEHICLE REPAIR >

RADIUS ROD

Exploded View

INFOID:000000003811148



- | | | |
|---------------------|---------------------------|----------------|
| 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:000000003811149

REMOVAL

1. Remove tire.
2. Remove wheel sensor and sensor harness. Refer to [BRC-58, "REAR WHEEL SENSOR : Exploded View"](#) (without VDC), [BRC-152, "REAR WHEEL SENSOR : Exploded View"](#) (with VDC).
3. Remove rear lower link and coil spring. Refer to [RSU-8, "Exploded View"](#).
4. Remove shock absorber mounting bolt (lower side). Refer to [RSU-10, "Exploded View"](#).
5. Remove front lower link mounting bolt and nut (axle housing side). 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).
8. Remove radius rod mounting bolt (rear suspension member side), and 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:000000003811150

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-58, "REAR WHEEL SENSOR : Exploded View"](#) (without VDC), [BRC-152, "REAR WHEEL SENSOR : Exploded View"](#) (with VDC).
2. Check wheel alignment. Refer to [RSU-6, "Inspection"](#).

RADIUS ROD

< ON-VEHICLE REPAIR >

- 3. Adjust neutral position of steering angle sensor. Refer to [BRC-66. "ADJUSTMENT OF STEERING ANGLE SENSOR NEUTRAL POSITION : Special Repair Requirement"](#).

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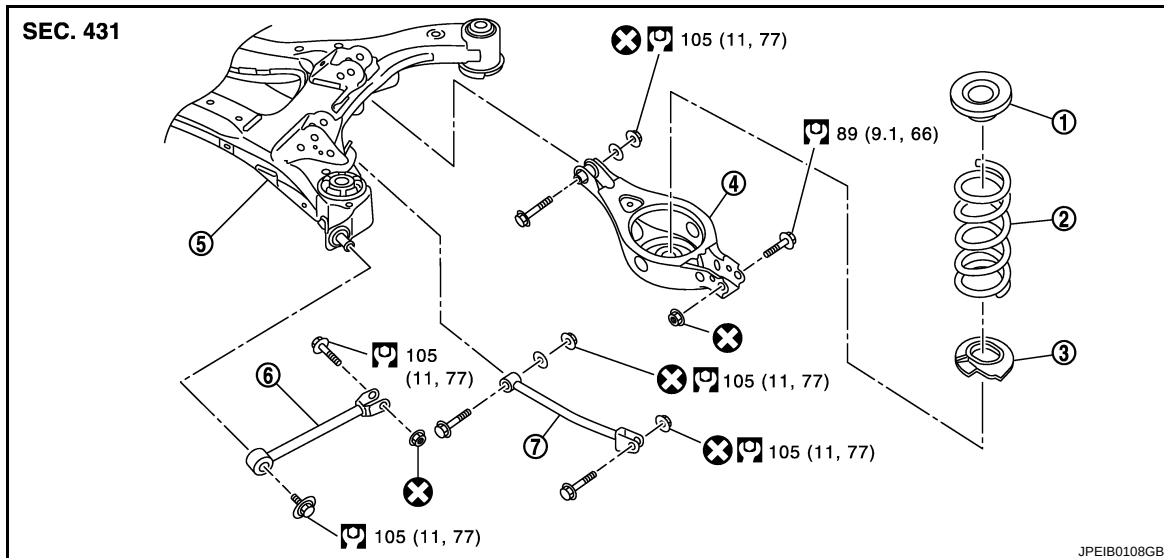
FRONT LOWER LINK

< ON-VEHICLE REPAIR >

FRONT LOWER LINK

Exploded View

INFOID:000000003811151



- | | | |
|---------------------|---------------------------|----------------|
| 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:000000003811152

REMOVAL

1. Remove tire.
2. Remove wheel sensor and sensor harness. Refer to [BRC-58, "REAR WHEEL SENSOR : Exploded View"](#) (without VDC), [BRC-58, "REAR WHEEL SENSOR : Exploded View"](#) (with VDC).
3. Remove rear lower link and coil spring. Refer to [RSU-8, "Exploded View"](#).
4. Remove shock absorber mounting bolt (lower side). Refer to [RSU-10, "Exploded View"](#).
5. Remove front lower link mounting bolts and nuts (axle housing side).
6. Remove front lower link mounting bolts and nuts (rear suspension member side), and then 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:000000003811153

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-58, "REAR WHEEL SENSOR : Exploded View"](#) (without VDC), [BRC-152, "REAR WHEEL SENSOR : Exploded View"](#) (with VDC).
2. Check wheel alignment. Refer to [RSU-6, "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"](#).

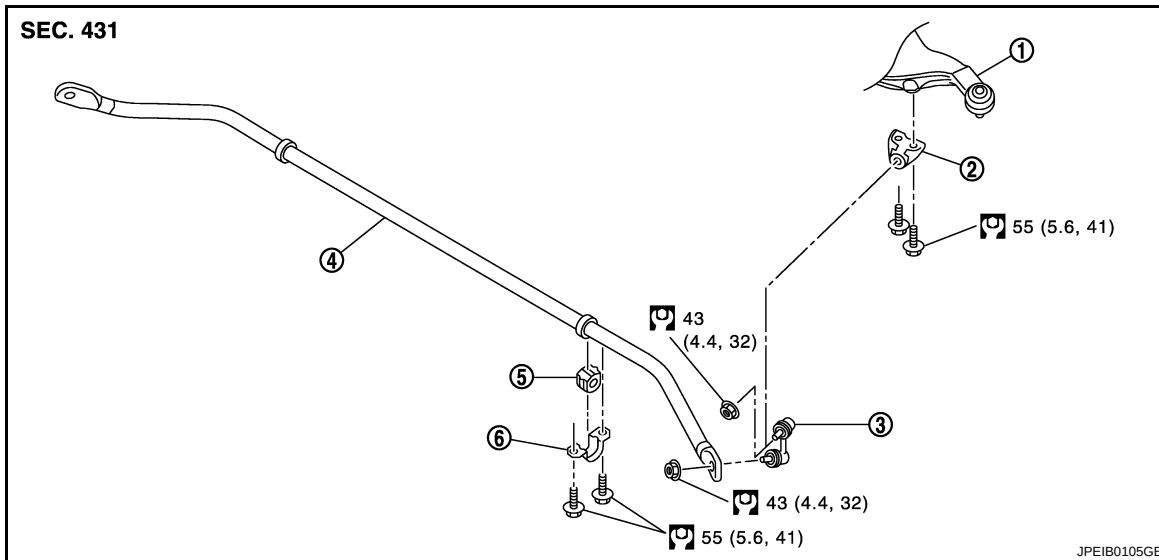
REAR STABILIZER

< ON-VEHICLE REPAIR >

REAR STABILIZER

Exploded View

INFOID:000000003811154



- | | | |
|-------------------|--|------------------------------|
| 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:000000003811155

REMOVAL

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

INSTALLATION

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

- Check the matching mark when installing.

Inspection

INFOID:000000003811156

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

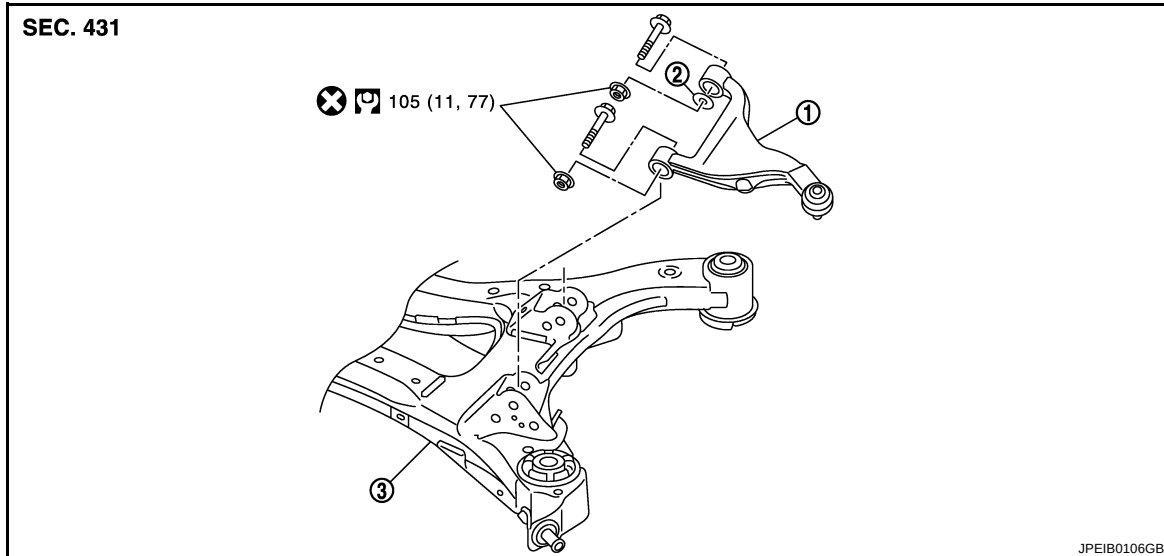
< REMOVAL AND INSTALLATION >

REMOVAL AND INSTALLATION

REAR SUSPENSION ARM

Exploded View

INFOID:000000003811157



1. Suspension arm

2. Stopper rubber

3. Rear suspension member

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

Removal and Installation

INFOID:000000003811158

REMOVAL

1. Remove suspension arm with rear suspension member. Refer to [RSU-18, "Exploded View"](#).
2. Remove auto levelizer control unit (with xenon combination lamp type). Refer to [EXL-190, "Exploded View"](#).
3. 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 bussing), under unladen conditions with tires on level ground.
- Install stopper rubber (suspension arm rear side) and suspension arm as a set to rear suspension member.
- After final tightening, and install auto levelizer control unit (with xenon combination lamp type). Refer to [EXL-190, "Exploded View"](#).

Inspection

INFOID:000000003811159

INSPECTION AFTER REMOVAL

Appearance

Check the following items, and replace if necessary.

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

Ball Joint Inspection

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

Swing Torque Inspection

NOTE:

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

REAR SUSPENSION ARM

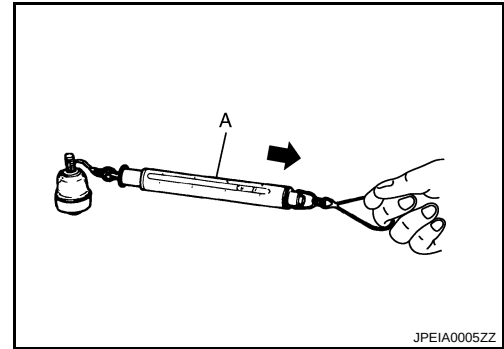
< REMOVAL AND INSTALLATION >

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

Standard

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

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



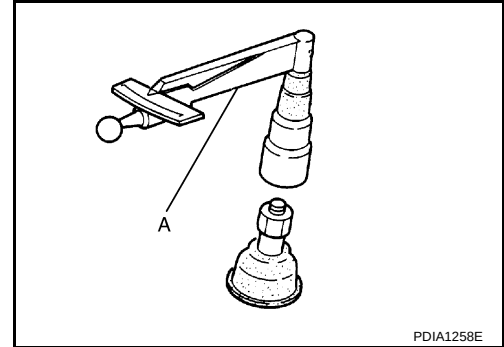
Rotating Torque Inspection

- Attach the mounting nut to ball stud. Make sure that rotating torque is within the specifications with a preload gauge (A) (SST: ST3127S000).

Standard

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

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



Axial End Play Inspection

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

Standard

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

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

INSPECTION AFTER INSTALLATION

1. Check wheel sensor harness for proper connection. Refer to [BRC-58, "REAR WHEEL SENSOR : Exploded View"](#) (without VDC), [BRC-152, "REAR WHEEL SENSOR : Exploded View"](#) (with VDC).
2. Check wheel alignment. Refer to [RSU-6, "Inspection"](#).
3. Adjust neutral position of steering angle sensor. Refer to [BRC-66, "ADJUSTMENT OF STEERING ANGLE SENSOR NEUTRAL POSITION : Special Repair Requirement"](#).

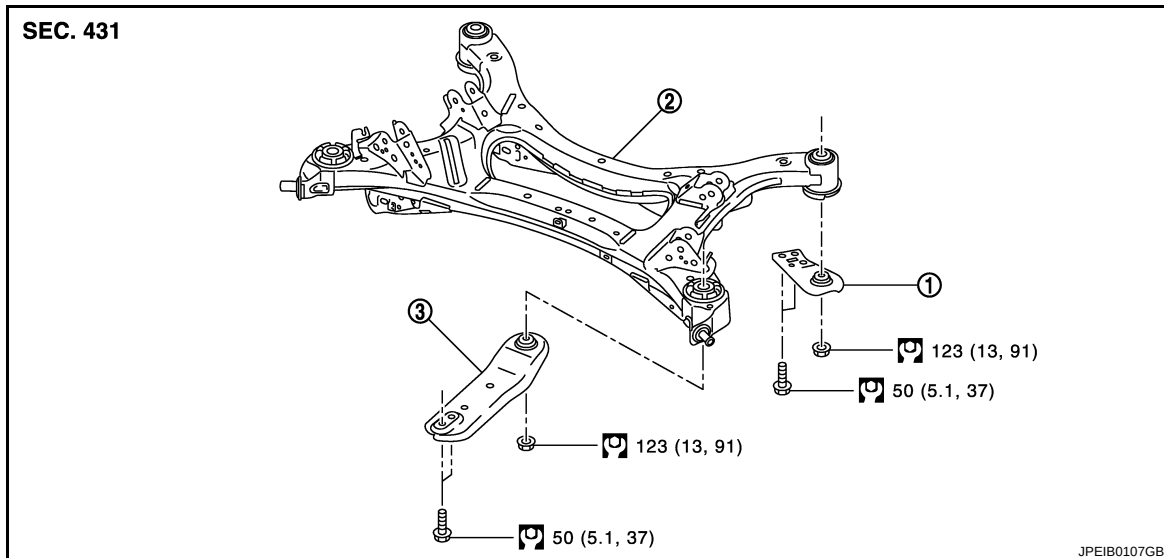
REAR SUSPENSION MEMBER

< REMOVAL AND INSTALLATION >

REAR SUSPENSION MEMBER

Exploded View

INFOID:000000003811160



1. Member stay (rear side) 2. Rear suspension member 3. Member stay (front side)

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

Removal and Installation

INFOID:000000003811161

REMOVAL

1. Remove tires.
2. Remove caliper assembly. Hang caliper assembly in a place where it will not interfere with work. Refer to [BR-40, "BRAKE CALIPER ASSEMBLY : Exploded View"](#).
3. Remove wheel sensor and sensor harness. Refer to [BRC-58, "REAR WHEEL SENSOR : Exploded View"](#) (without VDC), [BRC-152, "REAR WHEEL SENSOR : Exploded View"](#) (with VDC).
4. Remove center muffler and main muffler. Refer to [EX-5, "Exploded View"](#).
5. Remove stabilizer bar. Refer to [RSU-15, "Exploded View"](#).
6. Separate the attachment between parking brake cable and vehicle and rear suspension member. Refer to [PB-5, "Exploded View"](#).
7. Separate auto levelizer control unit harness connector (with xenon combination lamp type). Refer to [EXL-190, "Exploded View"](#).
8. Remove rear lower link and coil spring. Refer to [RSU-8, "Exploded View"](#).
9. Remove shock absorber (lower side). Refer to [RSU-10, "Exploded View"](#).
10. Set suitable jack under rear suspension member.
11. Remove member stay (front and rear side).
12. Slowly lower jack, then remove rear suspension member, suspension arm, radius rod, front lower link and axle housing from vehicle as a unit.
13. Remove the following parts.
 - Axle housing: refer to [RAX-4, "Exploded View"](#).
 - Auto levelizer control unit (with xenon combination lamp type): refer to [EXL-190, "Exploded View"](#).
 - Suspension arm: refer to [RSU-16, "Exploded View"](#).
 - Radius rod: refer to [RSU-12, "Exploded View"](#).
 - Front lower link: refer to [RSU-14, "Exploded View"](#).

INSTALLATION

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

REAR SUSPENSION MEMBER

< REMOVAL AND INSTALLATION >

- Perform the final tightening of each of parts under unladen conditions, which were removed when removing rear suspension assembly.
- After final tightening, install auto levelizer control unit (with xenon combination lamp type). Refer to [EXL-190, "Exploded View"](#).
- Never reuse cotter pin.

Inspection

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INSPECTION AFTER REMOVAL

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

INSPECTION AFTER INSTALLATION

1. Check wheel sensor harness for proper connection. Refer to [BRC-58, "REAR WHEEL SENSOR : Exploded View"](#) (without VDC), [BRC-152, "REAR WHEEL SENSOR : Exploded View"](#) (with VDC).
2. Adjust parking brake operation (stroke). [PB-2, "Inspection and Adjustment"](#).
3. Check wheel alignment. Refer to [RSU-6, "Inspection"](#).
4. Adjust neutral position of steering angle sensor. Refer to [BRC-66, "ADJUSTMENT OF STEERING ANGLE SENSOR NEUTRAL POSITION : Special Repair Requirement"](#).

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RSU

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SERVICE DATA AND SPECIFICATIONS (SDS)

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Wheel Alignment

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Item		Standard
Camber Degree minute (Decimal degree)	Minimum	−0° 57' (−0.95°)
	Nominal	−0° 27' (−0.45°)
	Maximum	0° 03' (0.05°)
Total toe-in	Distance	Minimum 0 mm (0 in)
		Nominal In 1.6 mm (0.063 in)
		Maximum In 3.2 mm (0.126 in)
	Angle (left wheel or right wheel) Degree minute (Decimal degree)	Minimum 0° 00' (0.00°)
		Nominal In 0° 04' (0.07°)
		Maximum In 0° 08' (0.13°)

Measure value under unladen* conditions.

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

Ball Joint

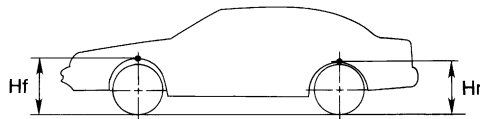
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Item	Standard
Swing torque	0.5 – 3.4 N·m (0.06 – 0.34 kg-m, 5 – 30 in-lb)
Measurement on spring balance (cotter pinhole position)	8.1 – 54.8 N (0.83 – 5.6 kg, 1.82 – 12.32 lb)
Rotating torque	0.5 – 3.4 N·m (0.06 – 0.34 kg-m, 5 – 30 in-lb)
Axial end play	0 mm (0 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)	
Rear (Hr)	703 mm (27.68 in)		702 mm (27.64 in)	701 mm (27.60 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.