

SECTION **RSU**
 REAR SUSPENSION

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RSU

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NOISE, VIBRATION AND HARSHNESS (NVH) TROUBLESHOOTING

< SYMPTOM DIAGNOSIS >

SYMPTOM DIAGNOSIS

NOISE, VIBRATION AND HARSHNESS (NVH) TROUBLESHOOTING

NVH Troubleshooting Chart

INFOID:000000003130372

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															
				RSU-8, RSU-10, RSU-12, RSU-14, RSU-15, RSU-16, RSU-17	RSU-11	—	—	—	—	—	RSU-8, RSU-10, RSU-12, RSU-14, RSU-15, RSU-16, RSU-17	RSU-16	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.
REAR SUSPENSION	Noise	x	x	x	x	x	x	x			x	x	x	x	x	x	x	x	x
	Shake	x	x	x	x		x				x		x	x	x	x	x	x	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

PRECAUTIONS

< PRECAUTION >

PRECAUTION

PRECAUTIONS

Precautions for Suspension

INFOID:000000003130373

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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PREPARATION

< PREPARATION >

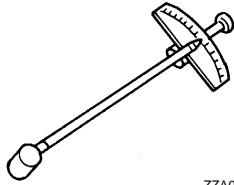
PREPARATION

PREPARATION

Special Service Tool

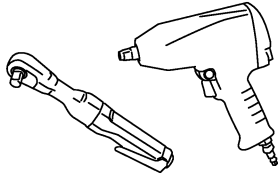
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The actual shapes of Kent-Moore tools may differ from those of special service tools illustrated here.

Tool number (Kent-Moore No.) Tool name	Description
ST3127S000 (J-25765-A) Preload gauge  ZZA0806D	Measuring rotating torque of ball joint

Commercial Service Tool

INFOID:000000003130375

Tool name	Description
Power tool  PBIC0190E	Loosening bolts and nuts

REAR SUSPENSION ASSEMBLY

< ON-VEHICLE MAINTENANCE >

ON-VEHICLE MAINTENANCE

REAR SUSPENSION ASSEMBLY

Inspection

INFOID:000000003130376

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. Place an iron bar or equivalent between transverse link or upper link and steering knuckle.
2. Measure axial end play by playing it up and down.

Standard

Axial end play : Refer to [RSU-19, "Ball Joint"](#).

CAUTION:

Be careful not to damage ball joint boot.

SHOCK ABSORBER

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

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WHEEL ALIGNMENT

< ON-VEHICLE MAINTENANCE >

WHEEL ALIGNMENT

Inspection

INFOID:000000003130377

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-97, "Inspection"](#).
- Wheel bearing axial end play. Refer to [RAX-5, "Inspection"](#).
- Ball joint axial end play of suspension arm. Refer to [RSU-19, "Ball Joint"](#).
- Shock absorber operation.
- Each mounting point of axle and suspension for looseness and deformation.
- Each of front lower link, rear lower link, radius rod, rear suspension member, suspension arm and shock absorber for cracks, deformation, and other damage.
- Vehicle height (posture).

GENERAL INFORMATION AND RECOMMENDATIONS

- A four-wheel thrust alignment should be performed.
- This type of alignment is recommended for any NISSAN/INFINITI vehicle.
- The four-wheel "thrust" process helps ensure that the vehicle is properly aligned and the steering wheel is centered.
- The alignment rack itself should be capable of accepting any NISSAN/INFINITI vehicle.
- The rack should be checked to ensure that it is level.
- Make sure the machine is properly calibrated.
- Your alignment equipment should be regularly calibrated in order to give correct information.
- Check with the manufacturer of your specific equipment for their recommended Service/Calibration Schedule.

ALIGNMENT PROCESS

IMPORTANT:

Use only the alignment specifications listed in this Service Manual.

- When displaying the alignment settings, many alignment machines use "indicators": (Green/red, plus or minus, Go/No Go). **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). **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:000000003757147

CAMBER

WHEEL ALIGNMENT

< ON-VEHICLE MAINTENANCE >

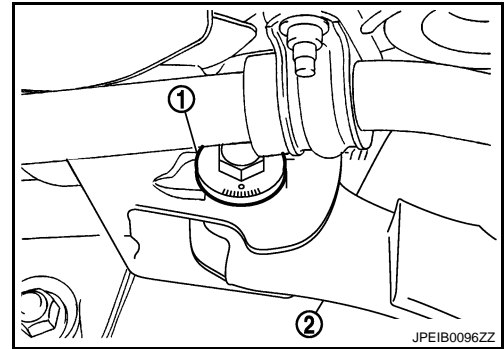
If camber exceeds the standard value, adjust with adjusting bolt (1) in front lower link (2).

Standard

Camber: Refer to [RSU-19, "Wheel Alignment"](#).

CAUTION:

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



TOE-IN

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

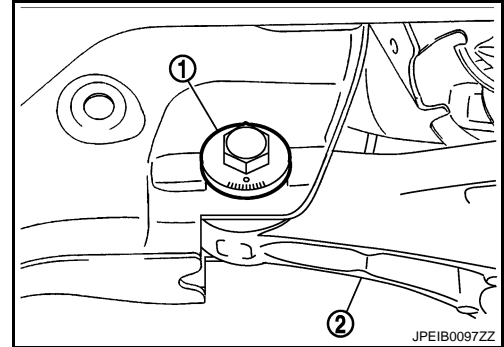
Standard

Toe-In: Refer to [RSU-19, "Wheel Alignment"](#).

CAUTION:

Be sure to adjust equally on right and left side with adjusting bolt.

- If toe-in is not still within the specification, inspect and replace any damaged or worn suspension parts.



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REAR LOWER LINK & COIL SPRING

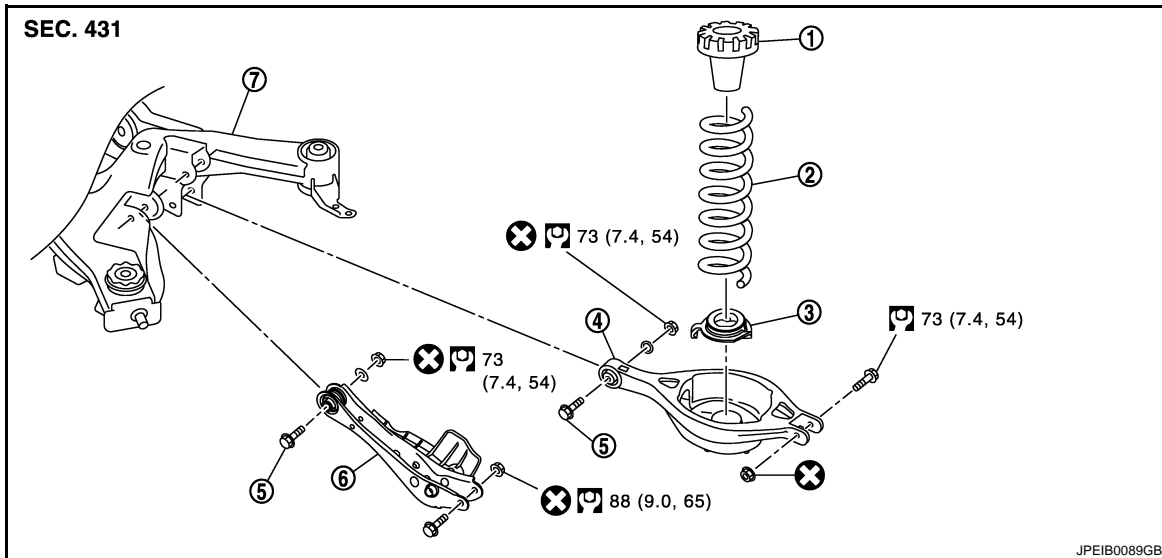
< ON-VEHICLE REPAIR >

ON-VEHICLE REPAIR

REAR LOWER LINK & COIL SPRING

Exploded View

INFOID:000000003130378



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

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

Removal and Installation

INFOID:000000003130379

REMOVAL

1. Remove tires with power tool.
2. Set suitable jack under rear lower link to relieve the coil spring tension.
3. Loosen rear lower link mounting nuts (rear suspension member side), and remove rear lower link mounting bolts and nuts (axle housing side) with power tool.
4. Slowly lower jack, then remove upper seat, coil spring and rubber sheet from rear lower link.
5. Remove rear lower link mounting nuts and adjusting bolts (rear suspension member side), and remove rear lower link.

INSTALLATION

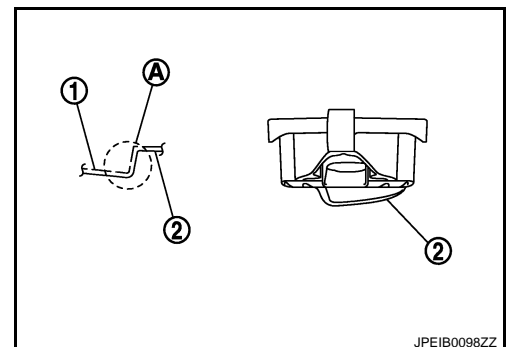
Note the following, and install in the reverse order of removal.

- Match up rubber seat indentions and rear lower link grooves and attach.
- Install coil spring by aligning the lower end of the large diameter side to the step (A) between the rubber seat (1) and the rear lower link (2).

CAUTION:

Make sure spring is not up side down.

- Perform the final tightening of rear suspension member and axle installation position (rubber bushing) under unladen condition with tires on level ground.



REAR LOWER LINK & COIL SPRING

< ON-VEHICLE REPAIR >

Inspection

INFOID:000000003130380

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-8, "ADJUSTMENT OF STEERING ANGLE SENSOR NEUTRAL POSITION : Special Repair Requirement"](#).

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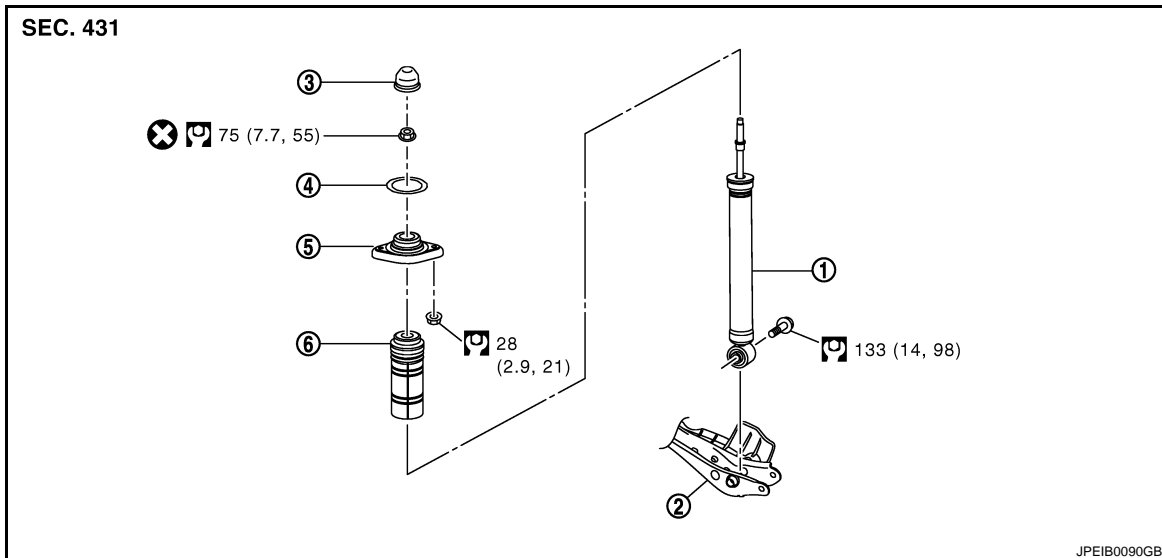
REAR SHOCK ABSORBER

< ON-VEHICLE REPAIR >

REAR SHOCK ABSORBER

Exploded View

INFOID:000000003130381



- | | | |
|-------------------|------------------------------------|-----------------------|
| 1. Shock absorber | 2. Front lower link | 3. Cap |
| 4. Mounting seal | 5. Shock absorber mounting bracket | 6. Bound bumper cover |

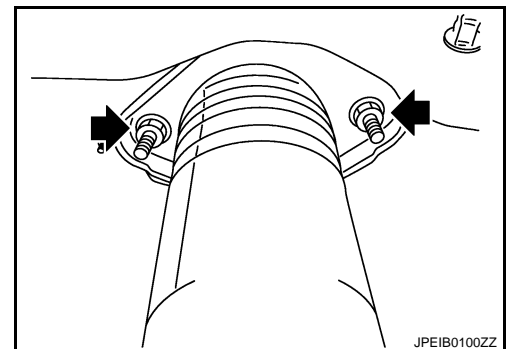
Refer to [GI-4, "Components"](#) for symbols in the figure.

Removal and Installation

INFOID:000000003130382

REMOVAL

1. Remove tires with power tool.
2. Set suitable jack under axle assembly to relieve the coil spring tension.
3. Remove shock absorber (lower side) with power tool.
4. Gradually lower the jack to remove it from rear lower link.
5. Remove shock absorber assembly mounting nuts (upper side) (←), and then remove shock absorber assembly.



INSTALLATION

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

- Perform final tightening of bolts and nuts at the shock absorber lower side (rubber bushing), under unladen conditions with tires on level ground.

Disassembly and Assembly

INFOID:000000003130383

DISASSEMBLY

CAUTION:

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

1. Remove cap from mounting bracket

REAR SHOCK ABSORBER

< ON-VEHICLE REPAIR >

2. Wrap a shop cloth around lower side of shock absorber and fix it with a vise.

CAUTION:

Never set the cylindrical part of shock absorber with a vise.

3. Secure the piston rod tip so that piston rod does not turn, and remove piston rod lock nut.
4. Remove mounting seal, mounting bracket and bound bumper cover from shock absorber.

ASSEMBLY

Install in the reverse order of disassembly.

Inspection

INFOID:000000003130384

INSPECTION AFTER REMOVAL

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

- Shock absorber assembly for deformation, cracks, damage.
- Welded and sealed areas for oil leakage.

INSPECTION AFTER INSTALLATION

1. Check wheel alignment. Refer to [RSU-6, "Inspection"](#).
2. Adjust neutral position of steering angle sensor. Refer to [BRC-8, "ADJUSTMENT OF STEERING ANGLE SENSOR NEUTRAL POSITION : Special Repair Requirement"](#).

INSPECTION AFTER DISASSEMBLY

Bound Bumper and Bushing

Check bound bumper cover and bushing for cracks and damage. Replace it if necessary.

Shock Absorber

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

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

INSPECTION AFTER ASSEMBLY

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

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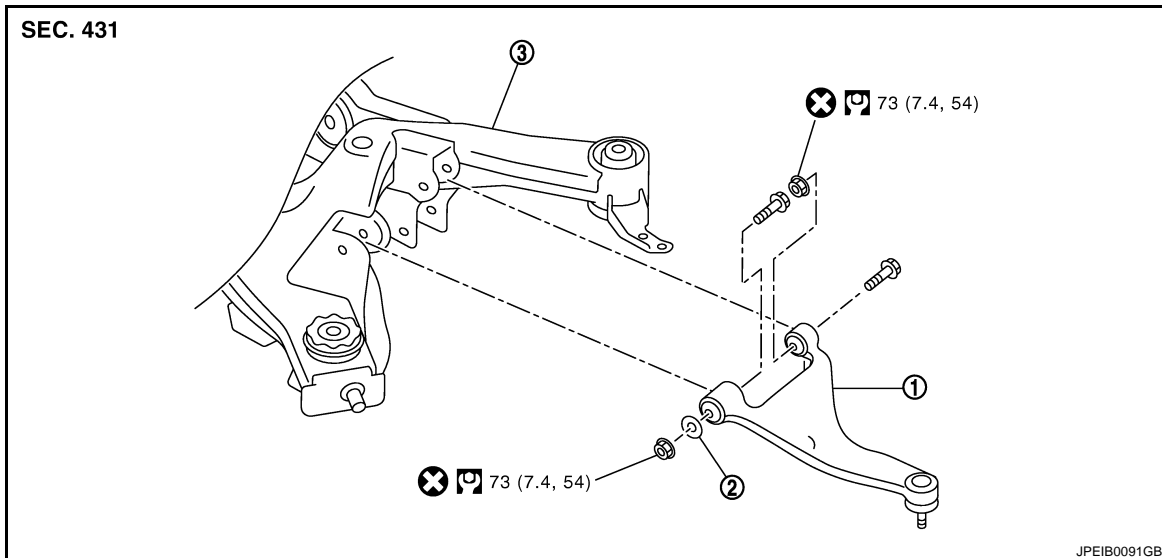
SUSPENSION ARM

< ON-VEHICLE REPAIR >

SUSPENSION ARM

Exploded View

INFOID:000000003130385



1. Suspension arm 2. Stopper rubber 3. Rear suspension member

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

Removal and Installation

INFOID:000000003130386

REMOVAL

1. Remove tire with power tool.
2. Remove radius rod. Refer to [RSU-14. "Exploded View"](#).
3. Remove caliper assembly mounting bolts with power tool. Hang torque member in a place where it will not interfere with work. Refer to [BR-40. "BRAKE CALIPER ASSEMBLY : Exploded View"](#).
4. Set suitable jack under axle assembly to relieve the coil spring tension.
5. Remove stabilizer connecting rod. Refer to [RSU-16. "Exploded View"](#).
6. Remove drive shaft. Refer to [RAX-9. "Exploded View"](#).
7. Remove height sensor (with xenon head lamp). Refer to [EXL-203. "Exploded View"](#).
8. Remove cotter pin of suspension arm ball joint, and loosen nut. Refer to [RAX-7. "Exploded View"](#).
9. Remove suspension arm mounting bolts and nuts (rear suspension member side).
10. Use the ball joint remover to remove suspension arm from axle housing. Be careful not to damage ball joint boot.
CAUTION:
Tighten temporarily mounting nut to prevent damage to threads and to prevent ball joint remover from coming off.
11. Remove suspension arm.
12. Remove stabilizer connecting rod mounting bracket. Refer to [RSU-16. "Exploded View"](#).

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.

Inspection

INFOID:000000003130387

INSPECTION AFTER REMOVAL

Appearance

SUSPENSION ARM

< ON-VEHICLE REPAIR >

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 at least ten times by hand to check for smooth movement.

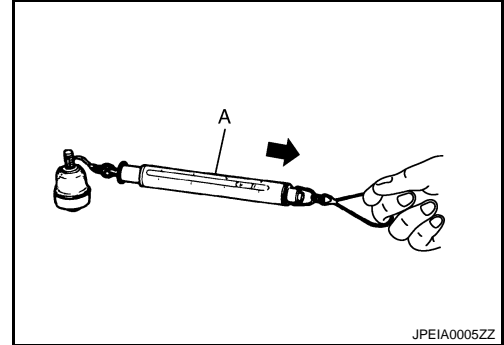
Swing Torque Inspection

- 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-19, "Ball Joint"](#).

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



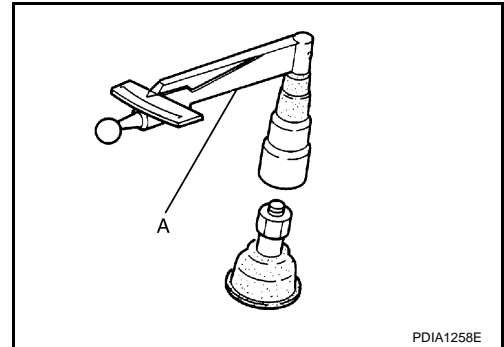
Rotating Torque Inspection

- Attach the mounting nut to ball stud. Make sure that rotating torque is within the specifications with a preload gauge (A) [SST: ST3127S000 (J-25765-A)].

Standard

Rotating torque : Refer to [RSU-19, "Ball Joint"](#).

- If rotating torque exceeds the standard range, 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-19, "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-8, "ADJUSTMENT OF STEERING ANGLE SENSOR NEUTRAL POSITION : Special Repair Requirement"](#).

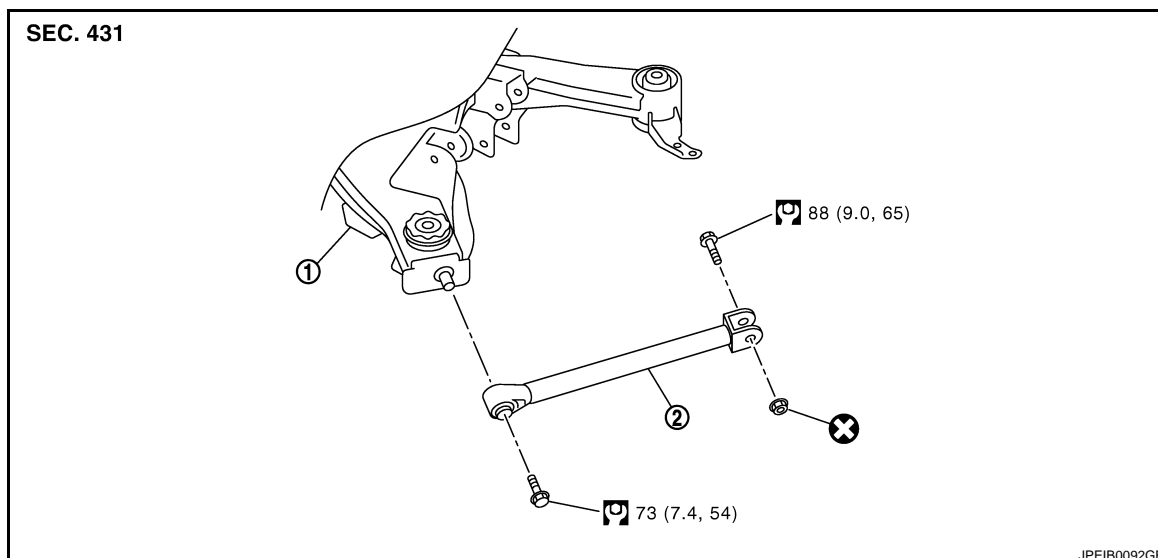
RADIUS ROD

< ON-VEHICLE REPAIR >

RADIUS ROD

Exploded View

INFOID:000000003130388



1. Rear suspension member
2. Radius rod

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

Removal and Installation

INFOID:000000003130389

REMOVAL

1. Remove tire with power tool.
2. Remove radius rod mounting bolt and nut (axle housing side) with power tool.
3. Remove radius rod mounting bolt (rear suspension member side) with power tool, and 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:000000003130390

INSPECTION AFTER REMOVAL

Check radius rod and bushing for any deformation, cracks, or 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-8. "ADJUSTMENT OF STEERING ANGLE SENSOR NEUTRAL POSITION : Special Repair Requirement"](#).

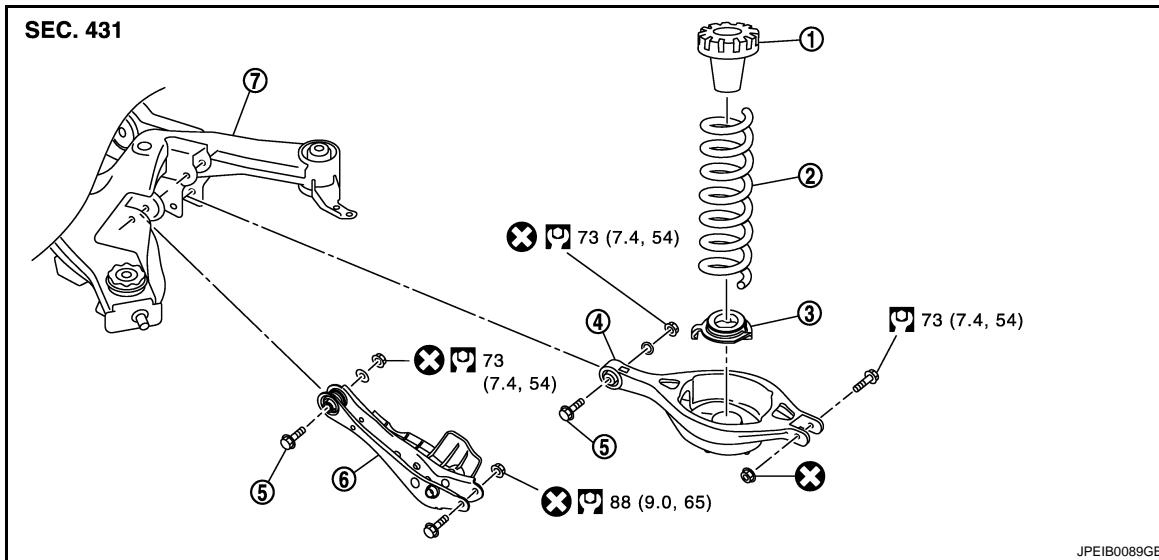
FRONT LOWER LINK

< ON-VEHICLE REPAIR >

FRONT LOWER LINK

Exploded View

INFOID:000000003579573



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

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

Removal and Installation

INFOID:000000003130392

REMOVAL

1. Remove tire with power tool.
2. Set suitable jack under axle assembly to relieve the coil spring tension.
3. Remove shock absorber mounting bolts (lower side). Refer to [RSU-10, "Exploded View"](#).
4. Remove front lower link mounting bolts and nuts (rear suspension member side) with power tool.
5. Remove front lower link mounting bolts and nuts (axle housing side) with power tool, and 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:000000003130393

INSPECTION AFTER REMOVAL

Check front lower link and bushing for any deformation, cracks, or 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-8, "ADJUSTMENT OF STEERING ANGLE SENSOR NEUTRAL POSITION : Special Repair Requirement"](#).

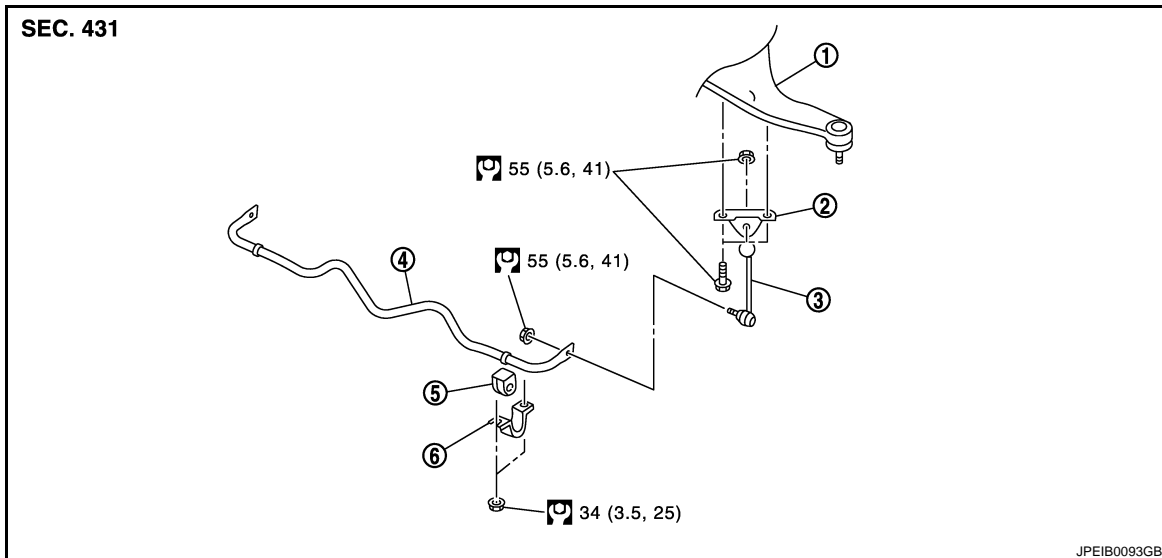
REAR STABILIZER

< ON-VEHICLE REPAIR >

REAR STABILIZER

Exploded View

INFOID:000000003130394



- | | | |
|-------------------|---|------------------------------|
| 1. Suspension arm | 2. Stabilizer connecting rod mounting 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:000000003130395

REMOVAL

1. Remove center muffler. Refer to [EX-5, "Exploded View"](#).
2. Remove under cover.
3. Remove stabilizer connecting rod mounting nuts (lower side), and remove stabilizer connecting rod from stabilizer bar with power tool.
4. Remove stabilizer connecting rod mounting nuts (upper side), and remove stabilizer connecting rod from stabilizer connecting rod mounting bracket with power tool.
5. Remove mounting nuts on stabilizer clamp and remove stabilizer bar with power tool.
6. Remove stabilizer connecting rod mounting bracket.

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:000000003130396

INSPECTION AFTER REMOVAL

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

REAR SUSPENSION MEMBER

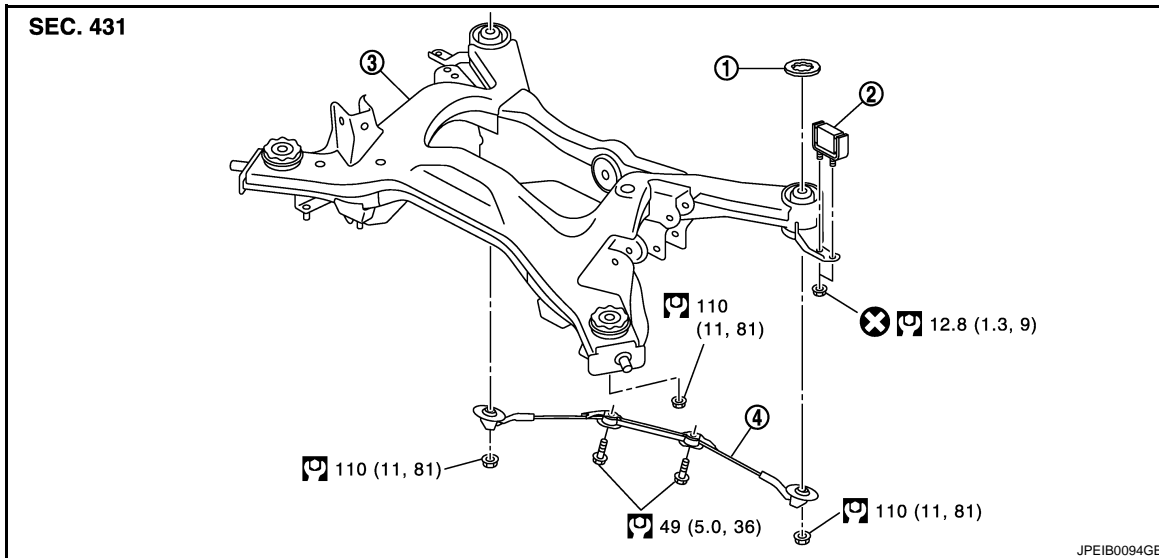
< REMOVAL AND INSTALLATION >

REMOVAL AND INSTALLATION

REAR SUSPENSION MEMBER

Exploded View

INFOID:000000003130397



1. Mount stopper
2. Dynamic damper
3. Rear suspension member
4. Pin stay

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

Removal and Installation

INFOID:000000003130398

REMOVAL

1. Remove tires with power tool.
2. Remove radius rod. Refer to [RSU-14, "Exploded View"](#).
3. Remove caliper assembly with power tool. Hang it in a place where it will not interfere with work. Refer to [BR-40, "BRAKE CALIPER ASSEMBLY : Exploded View"](#).
CAUTION:
Avoid depressing brake pedal while brake caliper is removed.
4. Remove disc rotor. Refer to [BR-41, "BRAKE CALIPER ASSEMBLY : Removal and Installation"](#).
5. Remove wheel sensor and sensor harness from rear suspension member and suspension arm. Refer to [BRC-108, "REAR WHEEL SENSOR : Exploded View"](#).
6. Remove height sensor harness from rear suspension member (with xenon head lamp). Refer to [EXL-203, "Exploded View"](#).
7. Remove center muffler. Refer to [EX-5, "Exploded View"](#).
8. Remove stabilizer bar. Refer to [RSU-16, "Exploded View"](#).
9. Remove drive shaft. Refer to [RAX-9, "Exploded View"](#).
10. Remove propeller shaft. Refer to [DLN-81, "Exploded View"](#) (2WD), [DLN-89, "Exploded View"](#) (AWD).
11. Remove final drive. Refer to [DLN-160, "2WD : Exploded View"](#) (2WD), [DLN-161, "AWD : Exploded View"](#) (AWD).
12. Remove parking brake cable mounting bolt and separate parking brake cable from vehicle and rear suspension member. Refer to [PB-7, "Exploded View"](#).
13. Remove shock absorber mounting bolts (lower side). Refer to [RSU-10, "Exploded View"](#).
14. Remove rear lower link and coil spring. Refer to [RSU-8, "Exploded View"](#).
15. Remove under cover.
16. Set suitable jack under rear suspension member.

REAR SUSPENSION MEMBER

< REMOVAL AND INSTALLATION >

17. Remove pin stay.
18. Remove rear suspension member mounting nuts.
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. Refer to [RSU-12, "Exploded View"](#), [RSU-15, "Exploded View"](#), [RAX-7, "Exploded View"](#)

INSTALLATION

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

- Perform the final tightening of each of parts under unladen conditions, which were removed when removing rear suspension assembly.
- Check wheel sensor harness for proper connection. Refer to [BRC-108, "REAR WHEEL SENSOR : Exploded View"](#).
- Never reuse cotter pin.

Inspection

INFOID:000000003130399

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). [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-8, "ADJUSTMENT OF STEERING ANGLE SENSOR NEUTRAL POSITION : Special Repair Requirement"](#).

SERVICE DATA AND SPECIFICATIONS (SDS)

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Wheel Alignment

INFOID:000000003130403

Item		Standard	
Camber Degree minute (Decimal degree)	Minimum	-1° 05' (-1.08°)	
	Nominal	-0° 35' (-0.58°)	
	Maximum	-0° 05' (-0.09°)	
Total toe-in	Distance	Minimum	0 mm (0 in)
		Nominal	In 2.9 mm (0.114 in)
		Maximum	In 5.8 mm (0.228 in)
	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

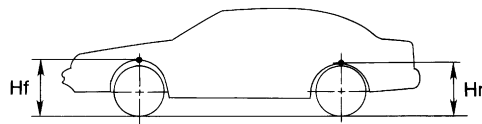
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Item	Standard
Swing torque	0.5 – 3.4 N·m (0.06 – 0.34 kg-m, 5 – 30 in-lb)
Measurement on spring balance (cotter pinhole position)	8.1 – 54.8 N (0.83 – 5.59 kg, 1.83 – 12.31 lb)
Rotating torque	0.5 – 3.4 N·m (0.06 – 0.34 kg-m, 5 – 30 in-lb)
Axial end play	0 mm (0 in)

Wheel Height

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Tire	225/60R17	225/55R18
Rear (Hr)	757 mm (29.80 in)	762 mm (30.00 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.