

SECTION FSU

FRONT SUSPENSION

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PRECAUTIONS

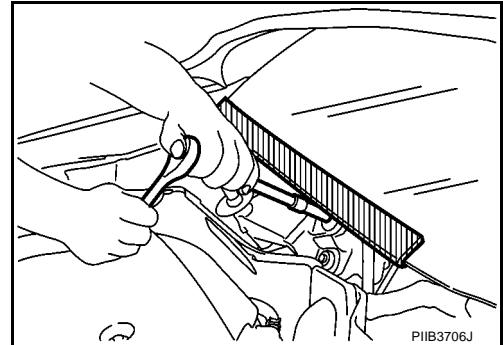
PRECAUTIONS

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Precautions for Procedures without Cowl Top Cover

BES0002E

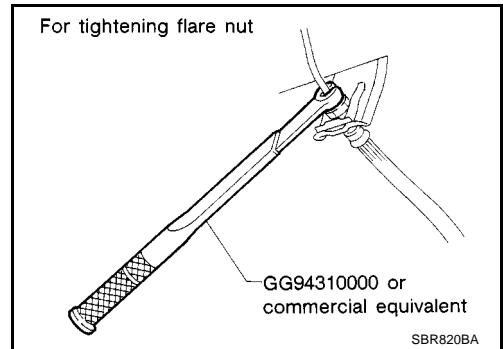
When performing the procedure after removing cowl top cover, cover the lower end of windshield with urethane, etc.



Precautions for Brake System

BES0002F

- Recommended fluid is brake fluid "Nissan Genuine Brake Fluid or DOT 3 or DOT4 (US FMVSS No.116)".
- Never reuse drained brake fluid.
- Be careful not to splash brake fluid on painted areas; it may cause paint damage. If brake fluid is splashed on painted areas, wash it away with water immediately.
- Use flare nut wrench when removing flare nuts, and use a flare nut torque wrench when tighten flare nuts.
- Always tighten brake lines to the specified torque when installing.



Cautions

BES0002G

- When installing rubber bushings, final tightening must be carried out under unladen conditions with tyres on flat, level ground. Oil will shorten the life of rubber bushings. Be sure to wipe off any spilled oil.
- "Unladen condition" means that fuel, coolant and lubricant are full and ready for drive. However, spare tyre, jack, and hand tools should be unloaded.
- After installing the removed suspension parts, always check wheel alignment and adjust if necessary.
- Replace the caulking nut with a new one. Install a new nut without wiping the oil off before tightening.

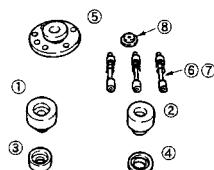
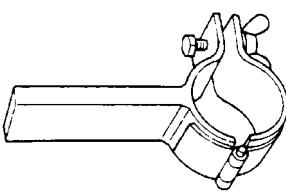
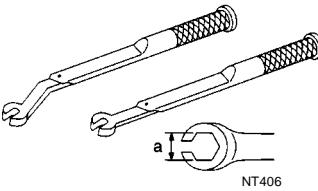
PREPARATION

PREPARATION

PFP:00002

Special Service Tools

BES0002H

Description	Application
CCK gauge attachment KV991040S1 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	 ZZA1167D Measuring wheel alignment
Strut attachment ST35652000	 ZZA0807D Disassembling and assembling strut
GG94310000 Flare nut torque wrench a: 10 mm (0.39 in)	 NT406 Removing and installing brake lines

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NOISE, VIBRATION AND HARSHNESS (NVH) TROUBLESHOOTING

NOISE, VIBRATION AND HARSHNESS (NVH) TROUBLESHOOTING

PFP:00003

N VH Troubleshooting Chart

BES0002I

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

Reference page

Possible cause and SUSPECTED PARTS

Symptom	FRONT SUSPENSION	Noise	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	x	x	x	x	x
Shimmy	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x
Judder	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x
Poor quality ride or handling	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x

x: Applicable

FRONT SUSPENSION ASSEMBLY

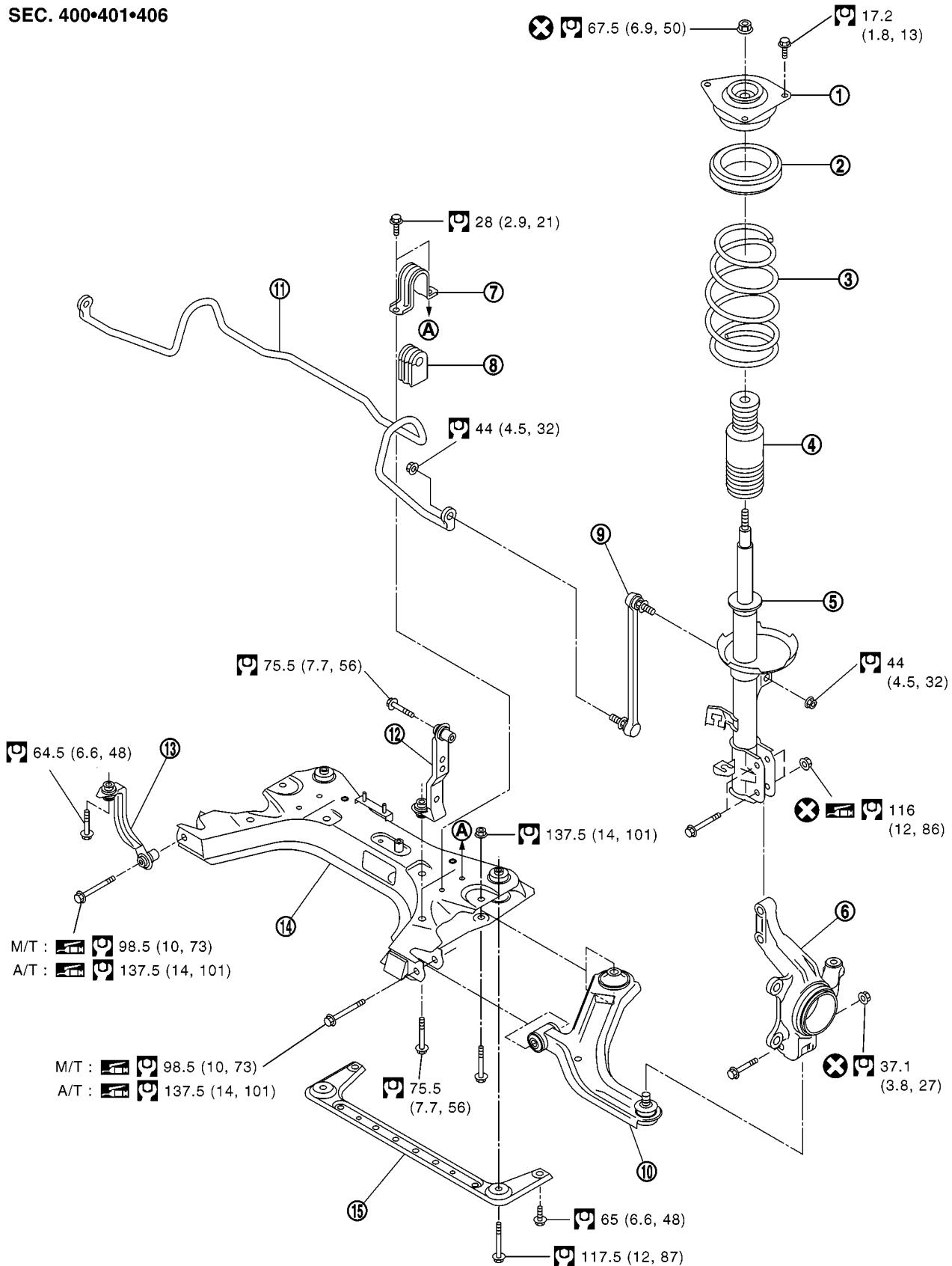
FRONT SUSPENSION ASSEMBLY

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Components

BES0002J

SEC. 400•401•406



 : N•m (kg-m, ft-lb)

MEIR9026F

FRONT SUSPENSION ASSEMBLY

1. Strut mounting insulator	2. Strut mounting bearing	3. Coil spring
4. Bound bumper	5. Strut	6. Knuckle
7. Clamp	8. Bushing	9. Connecting rod
10. Transverse link	11. Stabilizer	12. Rear upper link (A/T models only)
13. Upper link	14. Suspension member	15. Suspension member stay

On-Vehicle Inspection and Service

BES0002K

LOOSENESS, BACKLASH, AND DAMAGE OF MOUNTING PARTS AND CONNECTIONS

Lift the vehicle, and inspect as follows:

- Check mounting point of each component for looseness, backlash, and damage.
- Check end play of the lower ball joint.

- Attach a dial gauge so that the contact rests on the brake caliper.
- Set front wheels in a straight-ahead position. Do not depress brake pedal.
- Measure axial end play by placing an iron pry bar or something similar between transverse link and steering knuckle.

Standard

Axial end play : 0 mm (0 in)

CAUTION:

Be careful not to damage ball joint boot.

- If axial end play is outside the standard, remove transverse link and check lower ball joint.

Wheel Alignment

BES0002L

DESCRIPTION

- Measure wheel alignment under unladen conditions. "Unladen conditions" means that fuel, coolant, and lubricant are full. However, spare tyre, jack, and hand tools should be unloaded.

PRELIMINARY INSPECTION

- Check the tyres for improper air pressure and wear.
- Check road wheels for runout.
- Check wheel bearing axial end play.
- Check lower ball joint axial end play.
- Check strut operation.
- Check each mounting point of axle and suspension for looseness and deformation.
- Check each link and arm for cracks, deformation, and other damage.
- Check the vehicle posture.

INSPECTION OF CAMBER, CASTER, AND KINGPIN INCLINATION ANGLES

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

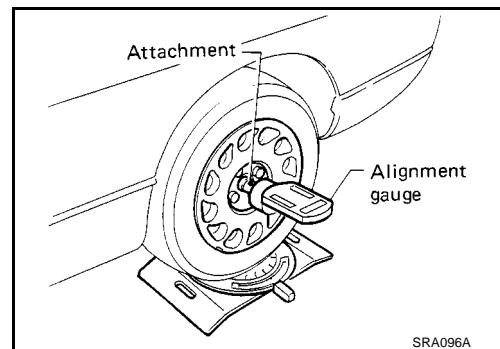
- Measure camber, caster and kingpin inclination of both right and left wheels with a suitable alignment gauge.

Camber: $-0^{\circ}48' - 0^{\circ}42' (-0.80^{\circ} - 0.70^{\circ})$

Caster: $3^{\circ}45' - 5^{\circ}15' (3.75^{\circ} - 5.25^{\circ})$

Kingpin offset: $9^{\circ}00' - 10^{\circ}30' (9.00^{\circ} - 10.50^{\circ})$

- If camber, caster or kingpin inclination is not within specification, inspect front suspension parts. Replace damaged or worn out parts.



SRA096A

FRONT SUSPENSION ASSEMBLY

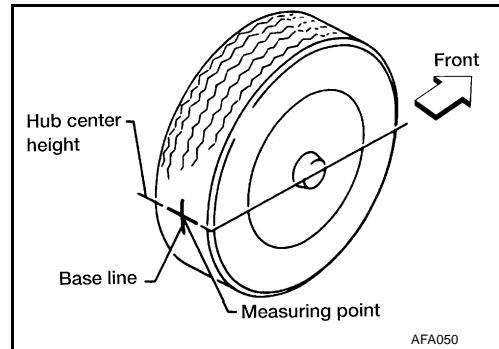
Toe-in

Measure toe-in using the following procedure.

WARNING:

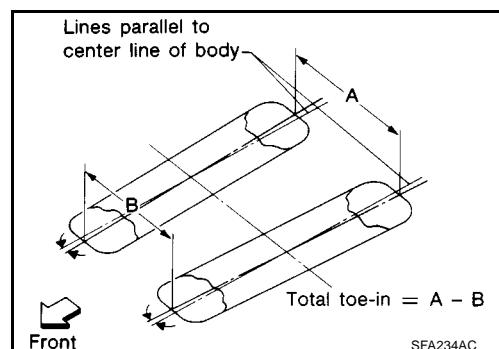
- Always perform the following procedure on a flat surface.
- Make sure that no person is in front of the vehicle before pushing it.

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



4. Measure distance "A" (rear side).
5. Push the vehicle slowly ahead to rotate the wheels 180 degrees (1/2 turn). If the wheels have rotated more than 180 degrees (1/2 turn), try the above procedure again from the beginning. Never push vehicle backward.
6. Measure distance "B" (front side).

Total toe-in: In 2 - 0 mm (0.08 - 0 in)



STEERING ANGLE INSPECTION

1. Set wheels in straight-ahead position. Move vehicle to set front wheels on turning radius gauge.
2. Turn steering wheel fully to right and left, and measure steering angle. Refer to [PS-13, "SERVICE DATA AND SPECIFICATIONS \(SDS\)"](#).

COIL SPRING AND SHOCK ABSORBER

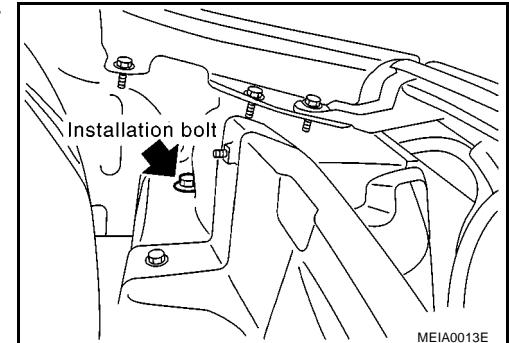
COIL SPRING AND SHOCK ABSORBER

PFP:54302

Removal and Installation

REMOVAL

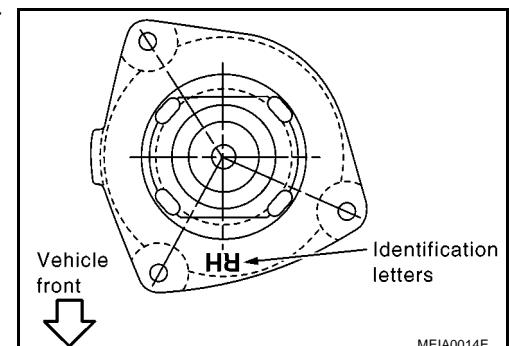
1. Raise vehicle and remove tyre.
2. Remove cowl top cover. Refer to [EI-12, "COWL TOP"](#).
3. Remove electrical wires of ABS wheel sensor from strut. Refer to [BRC-36, "WHEEL SENSORS"](#).
4. Remove brake hose lock plate. Refer to [BR-11, "BRAKE PIPING AND HOSE"](#).
5. Remove stabilizer connecting rod.
6. Remove nuts and bolts securing steering knuckle to strut.
7. Remove upper bolts of the strut and remove strut from the vehicle.



MEIA0013E

INSTALLATION

- Refer to [FSU-5, "FRONT SUSPENSION ASSEMBLY"](#) for tightening torque. Tighten in the reverse order of removal.
- Make sure the identification letters on strut mounting insulator face toward vehicle front. Then install strut.



MEIA0014E

Disassembly and Assembly

DISASSEMBLY

1. Install strut attachment (SST) to strut and fix it in a vise.

CAUTION:

When installing strut attachment (SST), wrap a shop cloth around strut to protect it from damage.

2. Slightly loosen piston rod lock nut.

CAUTION:

Do not remove piston rod lock nut completely. If it is removed completely, coil spring jumps out and may cause serious damage or injury.

3. Compress coil spring using a spring compressor (commercial service tool).

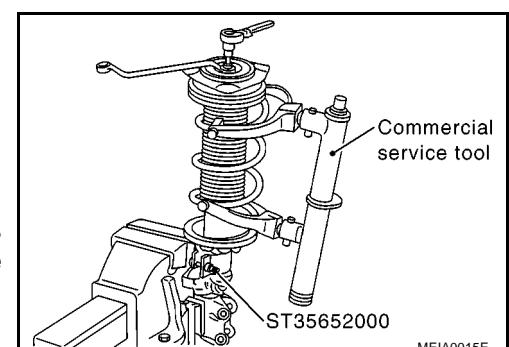
CAUTION:

Start compressing the coil spring after making sure that the spring compressor is completely attached to the coil spring.

4. After making sure coil spring is free between strut mounting bearing and lower seats at the end of Step 3, remove piston rod lock nut.

5. Remove small parts on strut.

- Remove strut mounting insulator and strut mounting bearing. Remove coil spring from strut.



MEIA0015E

COIL SPRING AND SHOCK ABSORBER

6. Remove bound bumper.
7. Gradually release spring compressor (commercial service tool), and remove coil spring.

INSPECTION AFTER DISASSEMBLY

Strut Inspection

- Check the strut for deformation, cracks, and damage, and replace if necessary.
- Check piston rod for damage, uneven wear, and distortion, and replace if necessary.
- Check connections and packing for oil leakage, and replace if necessary.

Insulator and Rubber Parts Inspection

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

Coil Spring Inspection

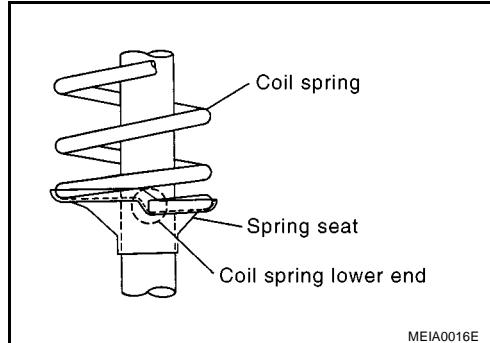
Check coil spring for cracks, wear, and damage. Replace if necessary.

ASSEMBLY

1. Compress coil spring using a spring compressor (commercial service tool), and install it onto the strut.

CAUTION:

- Face the small diameter side (there is identification mark in 1.25 rotations) of coil spring downward. Align lower end to spring seat as shown in the figure.
- Start compressing the coil spring after making sure that the spring compressor is completely attached to the coil spring.



2. Connect bound bumper to strut piston rod.

3. Install small parts to the strut.

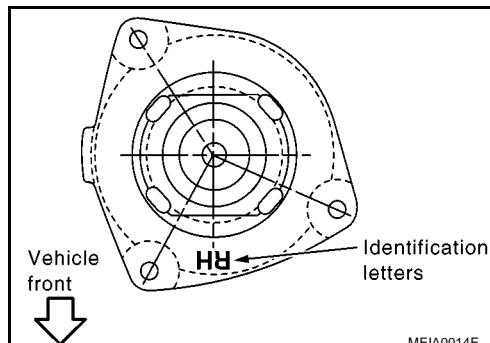
- Attach strut mounting insulator, strut mounting bearing. Position piston rod lock nut.

CAUTION:

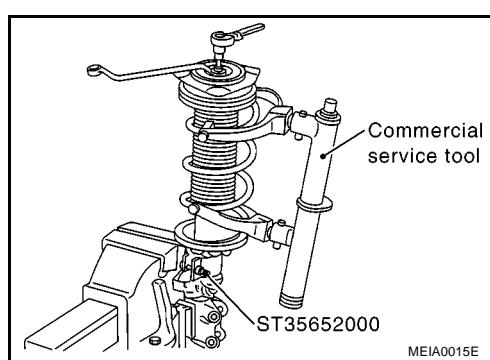
Do not reuse piston rod lock nut.

4. Be sure the identification letters on strut mounting insulator are positioned as shown.
5. Be sure coil spring is properly set in strut mounting bearing. Gradually release spring compressor (commercial service tool).
6. Tighten piston rod lock nut to the specified torque.

Tightening torque : 67.5 N·m (6.9 kg·m, 50 ft-lb)



7. Remove strut attachment (SST).



TRANSVERSE LINK

PFP:54500

Removal and Installation

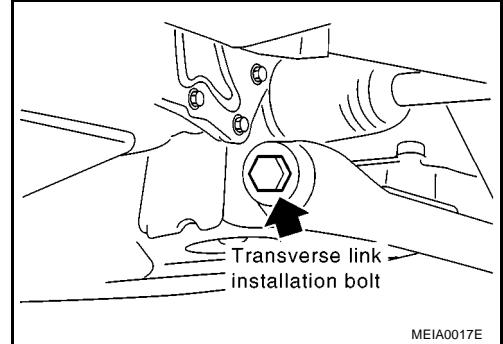
REMOVAL

1. Raise vehicle and remove tyre.
2. Remove nuts and bolts of transverse link ball joint, and remove transverse link from steering knuckle.
3. Remove transverse link nuts and bolts, and remove transverse link from suspension member.

NOTE:

When removing LH transverse link (A/T models), lower the suspension member in order to remove bolts to avoid contacting and releasing the mounting bolts on vehicle front. Remove suspension member. Refer to [FSU-13, "FRONT SUSPENSION MEMBER"](#).

- a. Set jack under suspension member.
- b. Loosen RH upper link mounting bolt, LH upper link mounting bolt (suspension member side), suspension member mounting bolts (left/right). Lower the suspension member in order to remove transverse link mounting bolts.



INSPECTION AFTER REMOVAL

Visual Inspection

Check transverse link and bushing for deformation, cracks, and other damage, and replace entire transverse link assembly if necessary.

Ball Joint Inspection

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

Oscillating Torque Inspection

CAUTION:

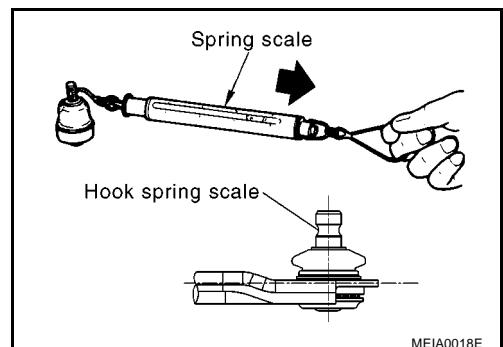
Before measuring, move the ball joint at least ten times by hand to check for smooth movement.

- Hook the spring scale at the cutout on ball stud, and make sure the spring scale measurement value is within the standard when ball stud begins moving.

Tensile force : 0.5 - 4.9 N·m (0.05 - 0.5 kg·m, 5 - 43 in-lb)

Spring balance : 15.4 - 150.8 N (1.6 - 15.4 kg, 3.5 - 33.9 lb)

- If value is outside the standard, replace transverse link.



Axial End Play Inspection

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

Axial end play : 0 mm (0 in)

- If any looseness is noted, replace transverse link assembly as a single unit.

INSTALLATION

- Refer to [FSU-5, "FRONT SUSPENSION ASSEMBLY"](#) for tightening torque. Tighten in the reverse order of removal.
- Fully tighten transverse link mounting nuts and bolts under unladen condition with tyres on level ground.
- After installation, check wheel alignment. Refer to [FSU-6, "Wheel Alignment"](#).

STABILIZER BAR

PFP:54611

Removal and Installation
REMOVAL

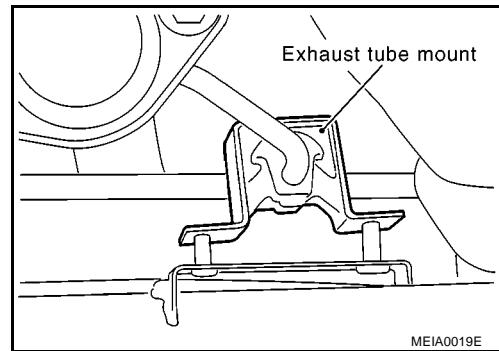
BES0002P

1. Raise vehicle and remove tyre.
2. Remove the attachment nut on the stabilizer connecting rod and remove the stabilizer connecting rod.
3. Remove tie-rod from steering knuckle. If it is difficult to remove tie-rod, remove it with a ball joint remover (commercial service tool).

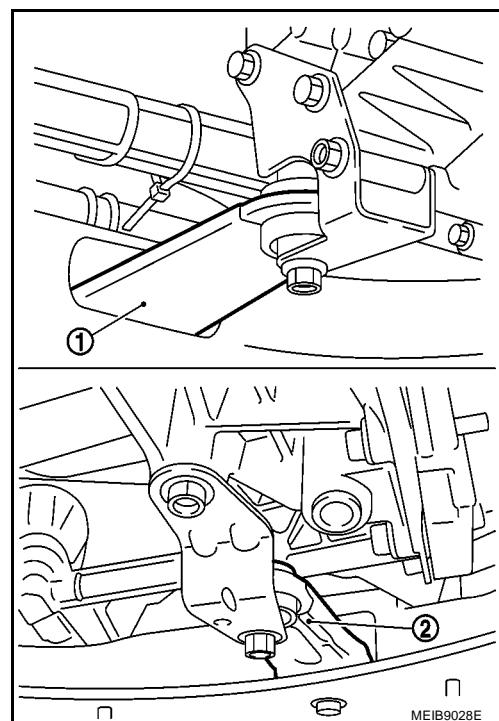
CAUTION:

To prevent damage to threads and to prevent ball joint remover (commercial service tool) from coming off, temporarily tighten lock nuts.

4. Remove exhaust tube mount (models with CR engine). Refer to [EX-3, "Removal and Installation"](#).



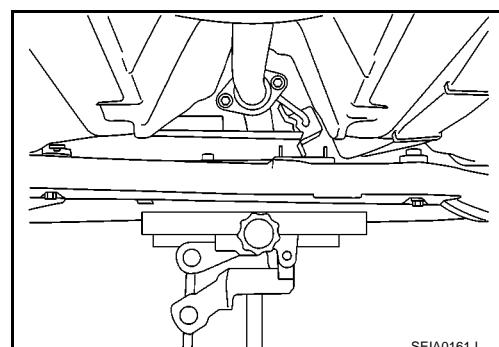
5. Remove transaxle rear torque rod (1) (A/T models) or (2) (M/T models). Refer to [MT-7, "REMOVAL AND INSTALLATION"](#) (with JH3 transaxle) or [MT-37, "REMOVAL AND INSTALLATION"](#) (with JR5 transaxle) for M/T models, [AT-356, "Removal and Installation"](#) for A/T models.
6. Remove rear side bolt of suspension member stay.
7. Set jack under suspension member.
8. Remove bolts of suspension member and suspension member stay.



9. Lower suspension member in order to remove stabilizer mounting bolts. Refer to [FSU-13, "FRONT SUSPENSION MEMBER"](#).

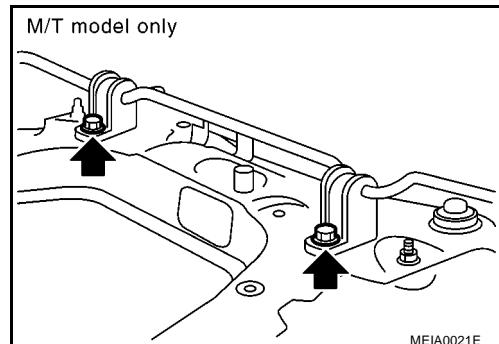
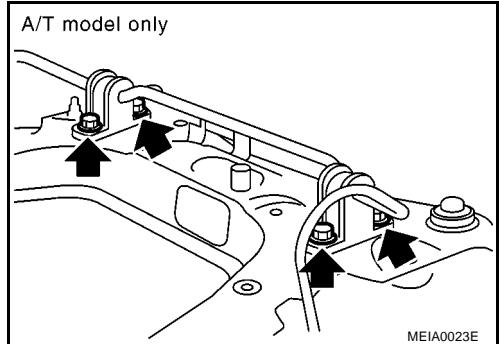
CAUTION:

Be careful not to lower it too far. (Do not overload the links.)



STABILIZER BAR

10. Remove stabilizer bolt and remove clamp and bushing.
11. Remove stabilizer from the vehicle.



INSPECTION AFTER REMOVAL

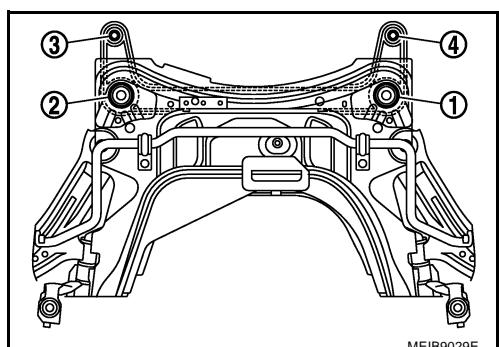
Check stabilizer, connecting rod, bushing and clamp for deformation, cracks and damage. Replace if necessary.

INSTALLATION

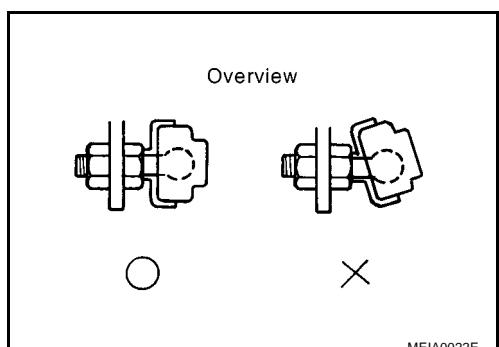
- Refer to [FSU-5, "FRONT SUSPENSION ASSEMBLY"](#) for tightening torque. Tighten in the reverse order of removal.

CAUTION:

When installing suspension member stay, tighten bolts in numerical order as shown in the figure.



- Because the stabilizer uses the pillow ball type connecting rod, position the ball joint with the case on the pillow ball head parallel to the stabilizer.



FRONT SUSPENSION MEMBER

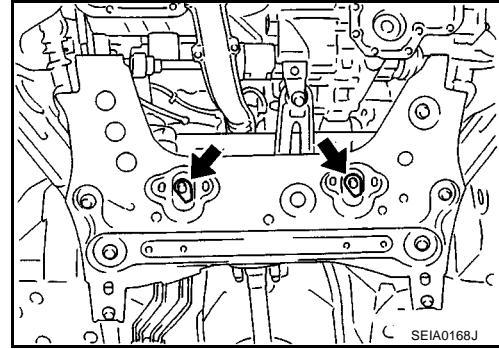
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Removal and Installation

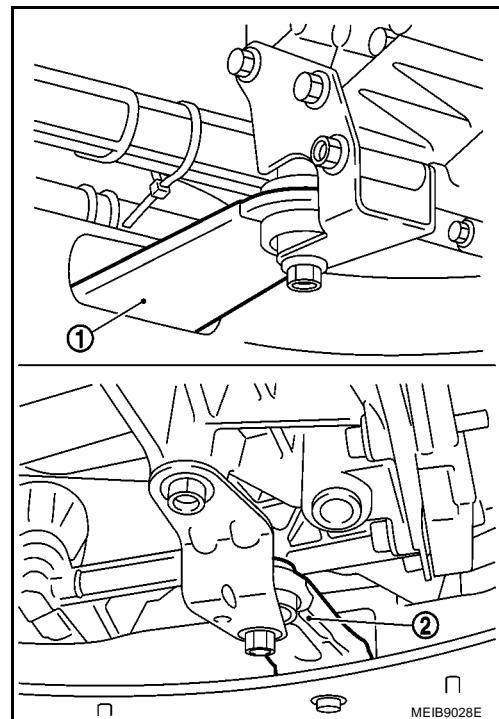
REMOVAL

BES0002Q

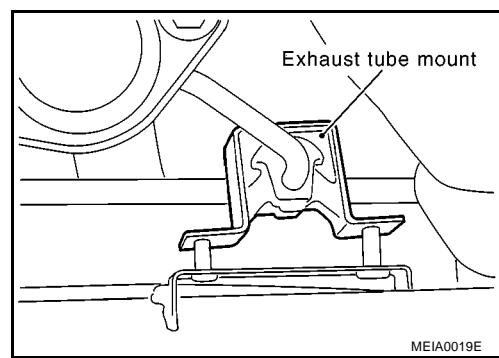
1. Raise vehicle and remove tyre.
2. Remove stabilizer connecting rod.
3. Remove nuts and bolts of transverse link ball joint, and remove transverse link from steering knuckle.
4. Remove steering gear mounting nuts and bolts. Separate steering gear from suspension member.



5. Remove transaxle rear torque rod (1) (A/T models) or (2) (M/T models). Refer to [MT-7, "REMOVAL AND INSTALLATION"](#) (with JH3 transaxle) or [MT-37, "REMOVAL AND INSTALLATION"](#) (with JR5 transaxle) for M/T models, [AT-356, "Removal and Installation"](#) for A/T models.



6. Remove exhaust tube mount (models with CR engine). Refer to [EX-3, "Removal and Installation"](#).
7. Remove body side bolt of upper link.
8. Set a jack under suspension member, and remove suspension member mounting bolts. Remove upper link, transverse link and stabilizer as a set.
9. Remove upper link, transverse link and stabilizer from the suspension member.



INSPECTION AFTER REMOVAL

Check suspension member for deformed parts, cracks, or any other damage. Replace if necessary.

FRONT SUSPENSION MEMBER

INSTALLATION

- Refer to [FSU-5, "FRONT SUSPENSION ASSEMBLY"](#) for tightening torque. Tighten in the reverse order of removal.
- After finishing work, perform final tightening of each part under unladen condition with tyres on level ground. Check wheel alignment. Refer to [FSU-6, "Wheel Alignment"](#) .

SERVICE DATA AND SPECIFICATIONS (SDS)

SERVICE DATA AND SPECIFICATIONS (SDS)

PFP:00030

Wheel Alignment

BES0002R

Drive type	2WD
Camber	-0°48' - 0°42' (-0.80° - 0.70°)
Caster	3°45' - 5°15' (3.75° - 5.25°)
Kingpin offset	9°00' - 10°30' (9.00° - 10.50°)
Toe-in	In 2 - 0 mm (0.08 - 0 in)

Ball Joint

BES0002S

Axial end play	0mm (0 in)
Sliding torque	0.5 - 4.9 N·m (0.05 - 0.5 kg·m, 5 - 43 in-lb)
Spring scale measurement (ball stud cutout)	15.4 - 150.8 N (1.6 - 15.4 kg, 3.5 - 33.9 lb)

Tightening Torque

BES0002T

Unit: N·m (kg·m, ft-lb)

Part	Front	M/T	98.5 (10, 73)
		A/T	137.5 (14, 101)
	Rear		137.5 (14, 101)
Steering knuckle to Transverse link		37.1 (3.8, 27)	
Stabilizer connecting rod to Strut		44 (4.5, 32)	
Strut mounting insulator to Body		17.2 (1.8, 13)	
Strut piston rod lock nut		67.5 (6.9, 50)	
Strut to Steering knuckle		116 (12, 86)	
Upper link to Body		64.5 (6.6, 48)	
Upper link to Suspension member	M/T	98.5 (10, 73)	J
	A/T	137.5 (14, 101)	
Rear Upper link to Suspension member (A/T models)		75.5 (7.7, 56)	K
Suspension member to Body		117.5 (12, 87)	L
Suspension member stay to Body (rear)		65 (6.6, 48)	
Suspension member to Stabilizer clamp		31.5 (3.2, 23)	

SERVICE DATA AND SPECIFICATIONS (SDS)
