

Service Bulletin

AUTOMOBILE	
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SUBJECT	: Steering vibration
APPLICABLE MODEL	: SN413(JS3JB43V834161319~ JSAFJB43V00170547~) SN415(SOP~)
EFFECTIVE ENGINE OR FRAME NO.	: 2009/3/2~ JSAFJB43V00422454~ (E02,E06,E11,E21,E22,E24,E37) JSAFJB53V00420452~ (E22) JS3JB43V3A4100053~ (E10) JS3JB43V694103542~ (E43) JS3JB43V294103554~ (E50) JS3JB43V694103556~ (E85)
REFERENCE	:

1. CONDITION

Steering wheel starts vibrating when cruising at around 80km/h or applying brakes and vibration would not stop until speed was accelerated to over 90km/h or decelerated to under 60km/h.

2. CAUSE

Suspension and steering system were so sensitive to vibration caused by wheel imbalance and such.

Because of this, the steering vibration became apparent especially when wheel imbalance between right and left became "opposite phase".

3. CORRECTION

- By improving spring characteristic of front leading arm bushing, vibration transmission characteristic on front suspension has been changed.
- Shim has been set up as an optional part in order to adjust friction of steering system.

SUZUKI MOTOR CORPORATION

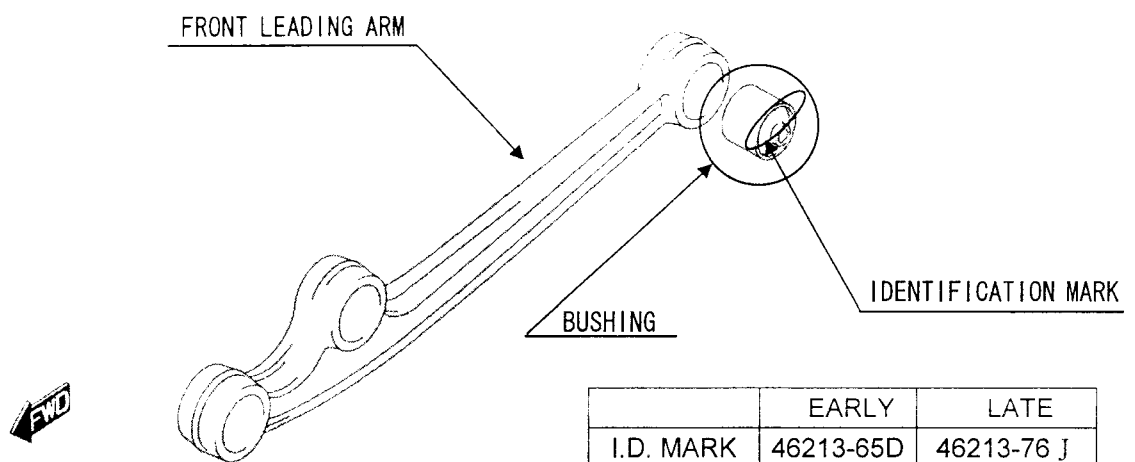


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4. PART INFORMATION

(1) Production (after effective VIN)

PART NAME	PART No.		INTERCHANGE ABILITY (O: YES, X: NO)	UNIT/PER
	EARLY	LATE		
BUSHING, BODY SIDE	46213-65D01	46213-76J00	EARLY → ← LATE	2



NOTE:

- Along with this change, rear trailing arm bushing has also been changed as unification, but the change has no relation to this countermeasure.

(2) Replacement and additional parts for field correction (before effective VIN.)

PART NAME	PART No.		INTERCHANGE ABILITY (O: YES, X: NO)	UNIT/PER	REMARKS
	EARLY	LATE			
BUSHING, BODY SIDE	46213-65D01	46213-76J00	EARLY → ← LATE	2	
SHIM, 15×24×0.5	09181-15158		EARLY → ← LATE	0~4	One side: Max 2 pieces

5. COUNTERMEASURE FOR PRODUCTION

2009/3/2~

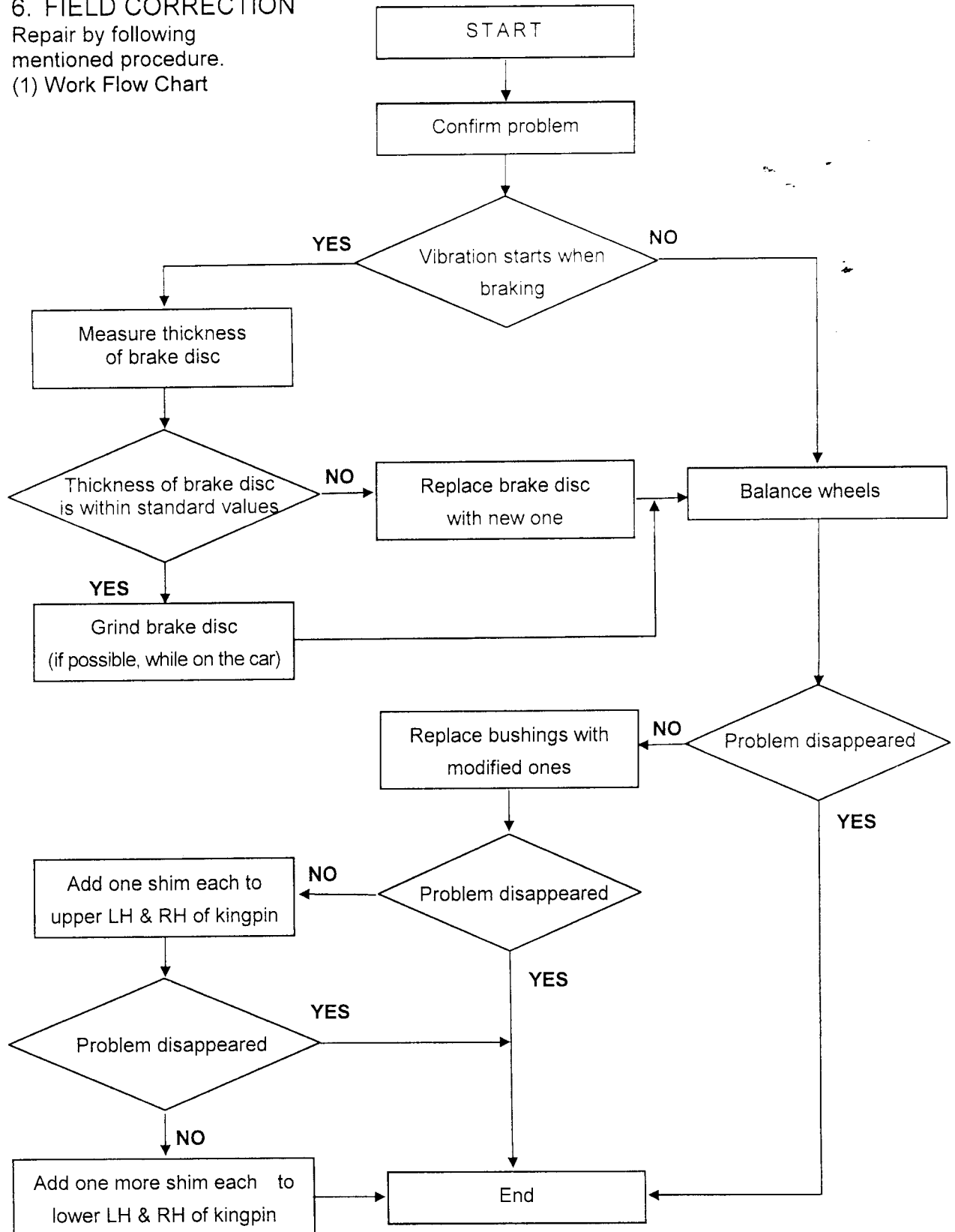
JSAFJB43V00422454~ (E02,E06,E11,E21,E22,E24,E37)
 JSAFJB53V00420452~ (E22)
 JS3JB43V3A4100053~ (E10)
 JS3JB43V694103542~ (E43)
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6. FIELD CORRECTION

Repair by following mentioned procedure.

(1) Work Flow Chart



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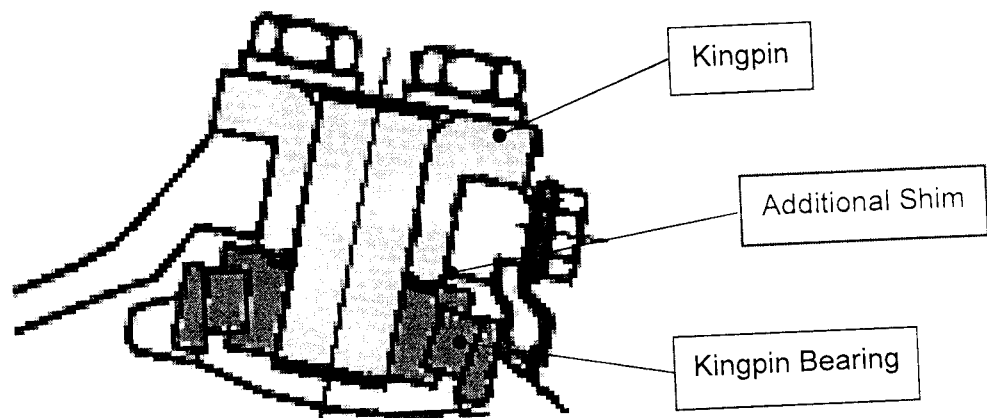
(2) Notes

Install shim as following procedures.

1. Remove kingpin, install the shim (FIG-1), and reinstall kingpin.
(Follow service manual for removal and assembly of the kingpin)

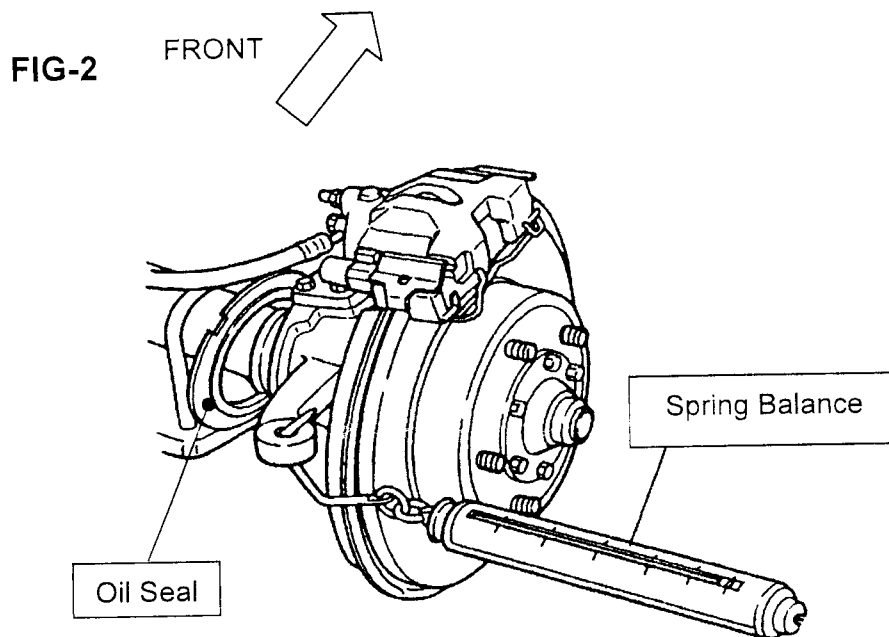
FIG-1 : Location of additional shim

Put one shim in between kingpin and kingpin bearing.



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2. After adding shim, remove oil seal, tie-rod, and drag rod which are assembled on steering knuckle. And then, after shaking knuckle right and left around 20 to 30 times, measure start-up load by hooking a spring balance to tie-rod fixing hole of knuckle arm (which extends toward the rear of vehicle). Make sure start-up load is 4.6kg(45N) or less (Ref. : FIG-2).



CAUTION:

Please make sure start-up load should stay 4.6kg(45N) or less. If start-up load exceeds 4.6kg(45N), it might cause loss of steering returning performance or/and damage of kingpin bearing.