

## 1 General Information

The rear suspension fitted to MY 2006 VZ Update Models with a live axle, incorporates two multiple leaf spring assemblies in conjunction with shock absorbers as standard equipment. The rear suspension system provides support and control of the movement of the rear axle assembly during vehicle motion and when stationary.

Compared to earlier models, there have been some revisions made to the rear suspension fitted to Crew Cab vehicles to improve noise and vibration characteristics.

These changes are:

- Deletion of the rear stabiliser bar on all Crew Cab variants.
- V6 Crew Cab vehicles have had the mass dampers moved from the leaf springs to the final drive rear cover. This has involved the fitment of a modified IRS design, final drive cover to provide the mounting point for the dampers, in conjunction with a 'C' bracket.
- Modifications have also been made to the front suspension (refer to [Section 3A Front Suspension](#)).

The final drive ratio on V6 Crew Cab with manual transmission has reverted to a ratio of 3.08:1 (refer to [Section 4B2 Rear Final Drive and Live Axle](#)). This commonises the ratio between the automatic and manual transmission variants of V6 Crew Cab vehicles.

Apart from the changes enumerated above, the remainder of the rear suspension carries over from earlier models. Therefore for service operations not detailed here, refer to MY2005 VZ, [Section 4A2 Leaf Spring Rear Suspension](#) or with Independent Rear Suspension models, refer to [Section 4A1 Rear Suspension](#).

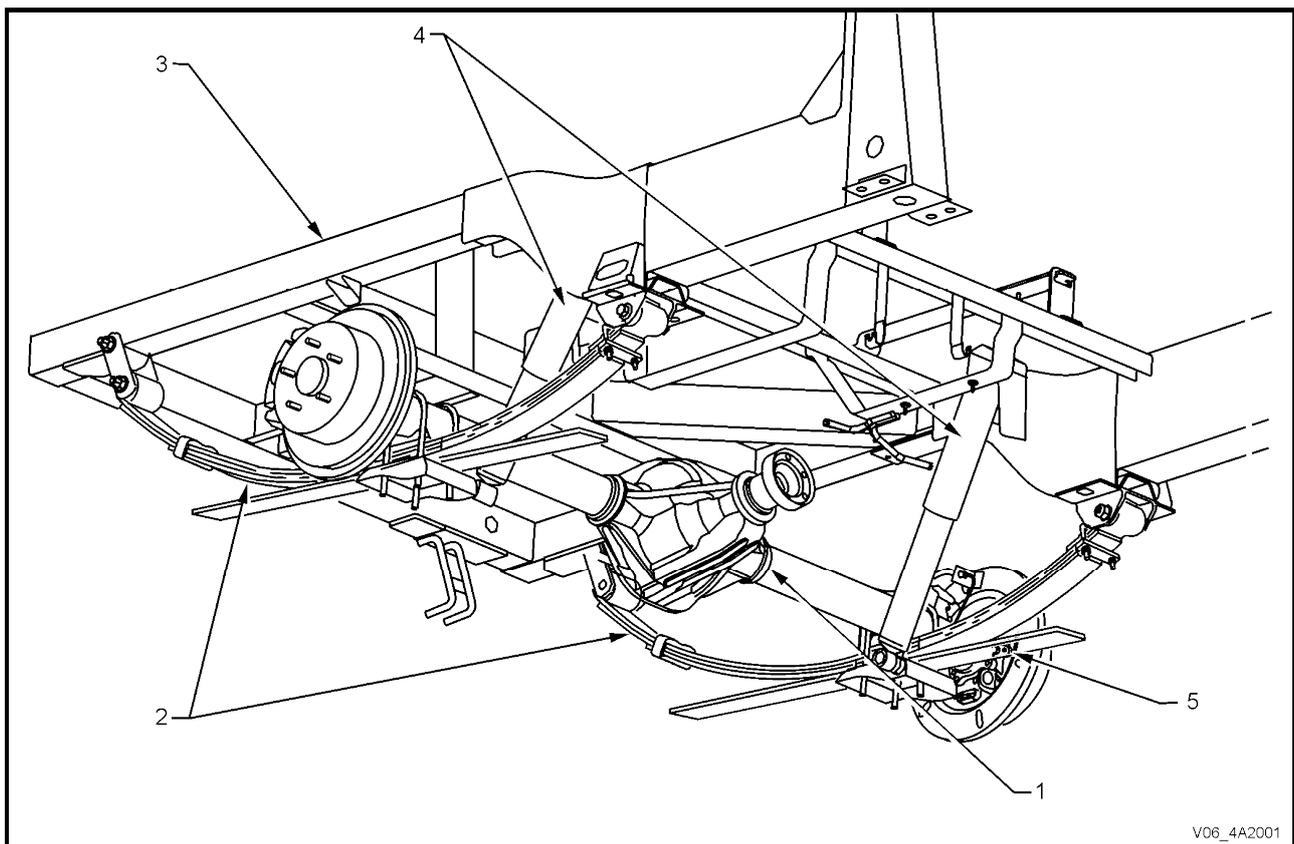


Figure 4A2 – 1

### Legend

- |   |                           |   |                     |
|---|---------------------------|---|---------------------|
| 1 | Rear Axle Assembly        | 4 | Rear Shock Absorber |
| 2 | Rear Leaf Spring Assembly | 5 | Rear ABS Sensor     |
| 3 | Rear Chassis              |   |                     |

## 1.1 Mass Dampers

As stated, V6 Crew Cab V6 engined vehicles have had the mass dampers (1) moved from the leaf springs to the rear axle rear cover (2). This has involved the fitment of a modified IRS design, final drive cover (2) to provide the mounting point for the dampers, in conjunction with a 'C' bracket (3).

This 'C' bracket is secured to the rear axle rear cover by two bolts (4), that are the same as those used in this location on IRS rear suspension vehicles.

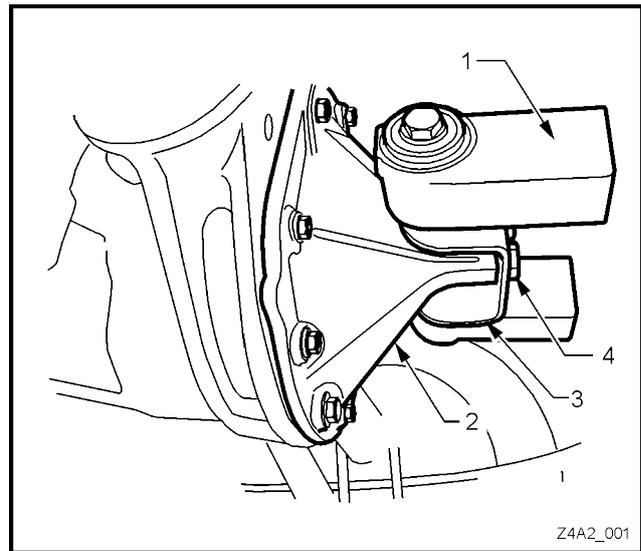


Figure 6A4 – 1