



U.S. Department of Transportation

National Highway Traffic Safety Administration

DOT Auto Safety Hotline
Vehicle Owner's Questionnaire
To Report Vehicle Safety Defects
1-888-DASH-2-DOT
(1-888-327-4236)
INTERNET: www.nhtsa.dot.gov/hotline

FOR AGENCY USE ONLY 100148

Date Received 07-SEP-2007

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2007 OCT 22 AM 10:48

OWNER INFORMATION (Type or Print)

Name
Address
City BUENA PARK State CA Zip Code

Daytime Telephone Number
Evening Telephone Number
E-mail Address

Do you authorize NHTSA to provide a copy of this report to the manufacturer of your vehicle? YES NO
Signature of Owner Date 10/21/07

VEHICLE INFORMATION

17 digit Vehicle Identification Number Located at bottom of windshield on driver's side
JN8AR05S8W
Make NISSAN Model PATHFINDER Model Year 1998
Date Purchased Dealer's Name and Telephone Number Engine: No: Cylinders 6 Fuel Type: Gas
Original Owner Dealer's City State Zip Code
Transmission Type Antilock Brakes Powertrain Vehicle Component Code 022000 SUSPENSION:REAR
MANUAL Cruise Control REAR WHEEL DRIVE Multiple Failure: 50

FAILED COMPONENT(S)/PART(S) INFORMATION

Incident Date(s) 03-JUN-2007 Failure Mileage 139000 Failure Speed 40

ADDITIONAL ITEMS TO BE COMPLETED WHEN REPORTING A TIRE FAILURE

Tire Make Tire Model (Name or Number) Tire Size (Example P215/65R15)
DOT No. (Example: DOTM9ABC036) Original Equipment Prior Repair Failure Location:
Tire Component Code Tire Failure Type

ADDITIONAL ITEMS TO BE COMPLETED WHEN REPORTING A CHILD SEAT FAILURE

Make: Date Manufactured: Model No./Name:
Seat Type: Installation System:
Child Seat Component Code: Failed Part:

APPLICABLE INCIDENT INFORMATION

(Please describe in detail the incident(s), Failure(s), Crash(es), and injury(ies).)

Crash Fire Number of Persons Injured Number of Deaths Reported to Police
Yes No Yes No 0 0 N

Narrative Description of Incident(S), Crash(es), and Injury(ies).
Please describe (1) events leading up to the failure, (2) failure and its consequences, and (3) what was done to correct the failure; i.e. parts repaired or replaced (and if old part is available).

MY 98 NISSAN PATHFINDER SWAYS UNCONTROLLABLY FROM SIDE TO SIDE WHEN DRIVING ON UNEVEN ROADS AND FREEWAY WHICH COULD CAUSE TO LOOSE CONTROL OF THE VEHICLE AND CRASH.
NUMEROUS OWNERS HAVE REPORTED THE SAME PROBLEM ON THE INTERNET AND HAVE BEEN IDENTIFIED AS A PROBLEM WITH THE REAR SUSPENSION CONTROL ARM BUSHINGS AND MAY INCLUDE THE CONTROL ARM ITSELF ALSO KNOWN AS UPPER AND LOWER LINK ARMS.
\*JB

Include, if available: Police/Fire Department Report, Photos, and Repair Invoice. ATTACH ADDITIONAL SHEETS IF NECESSARY

The Privacy Act of 1974-Public Law 93-579 This information is requested pursuant to authority vested in the National Highway Traffic Safety Act and subsequent amendments. You are under no obligation to respond this questionnaire. Your response may be used to assist the NHTSA in determining whether a Manufacturer should take appropriate action to correct a safety defect. If the NHTSA proceeds with administrative enforcement or litigation against a manufacturer, your response, or a statistical summary thereof, may be used in support of the agency's action.

*Bushings Receipt*

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normpascual@hotmail.com

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 Reply-To : "Customer Service" <customerservice@4x4parts.com>  
 Sent : Wednesday, October 3, 2007 9:25 AM  
 To : [REDACTED]  
 Subject : Invoice

MIME-Version: 1.0  
 Received: from www60.cws.net ([63.164.138.60]) by bay0-mc3-f10.bay0.hotmail.com with Microsoft SMTPSVC(6.0.3790.2668); Wed, 3 Oct 2007 09:25:12 -0700  
 Received: from nissan2 (adsl-153-230-183.mia.bellsouth.net [72.153.230.183]) (authenticated hits=0) by www60.cws.net (8.12.8/8.12.8) with ESMTP id I93GPAj0025810for [REDACTED] Wed, 3 Oct 2007 11:25:11 -0500  
 X-Message-Delivery: Vj0zLjQuMDt1cz0wO2k9MDtsPTA7YT0w  
 X-Message-Info: 6sSXyD95QpWpwMuxd7dW17AkW4h8FHGrHQEu8PiE6a+BgNhmZiV9qS25hiRYgoOnObZcxr4oGQnPH3hTelf7Tw==  
 X-MSMail-Priority: Normal  
 X-Mailer: Microsoft Outlook Express 6.00.2900.2180  
 X-MimeOLE: Produced By Microsoft MimeOLE V6.00.2900.2180  
 Return-Path: customerservice@4x4parts.com  
 X-OriginalArrivalTime: 03 Oct 2007 16:25:13.0234 (UTC) FILETIME=[F984EF20:01C805D9]

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AUTOMOTIVE CUSTOMIZERS  
 1700 NW 22 COURT #2  
 POMPANO BEACH FL 33069  
 954-971-3510  
 954-971-3770  
 INFO@4X4PARTS.COM

Date: 9/7/2007

Invoice Number [REDACTED]  
Payment Terms: Due on Receipt

Due Date: 9/7/2007

Shipping Method: UPS



**Switch Now to Verizon High-Speed Internet.**

Billing Address  
[Redacted]  
BUENA PARK CA [Redacted]

Shipping Address  
[Redacted]  
BUENA PARK CA [Redacted]

Item	Description	Qty/Hours	Price/Rate	Total
PATHFINDER TRAILING ARM BUSHINGS	PATHFINDER TRAILING 4 ARM BUSHINGS	4	36.5	[Redacted]
SHIPPING AND HANDLING	SHIPPING AND HANDLING	1	15.09	\$ [Redacted]

Subtotal: [Redacted]  
Tax: \$0.00  
Total: [Redacted]  
Amount Paid: [Redacted]  
Amount Due: [Redacted]  
Note: 98 PF



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# pathfinder problems

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**[REDACTED]** Jan 3, 2006 #1 | [Flag](#) | [Reply](#) »

JOINED: Jan 3, 2006  
COMMENTS: 1  
Berkeley, CA

vehicle is a 1996 Nissan Pathfinder 4WD, 3-liter V6 engine, with 111,065 miles on the clock. i am 3d owner. car has developed a side-to-side wobble, mostly in the rear, at speeds from about 50 to 65 MPH. wobble is not induced by steering wheel; it just happens. when i asked around, somebody said there was a TSB on this problem and it extended throughout that generation of Pathfinders (1996 through 2004). It might be sway bars? their bushings? panhard rod? i'm trying to find others who have had the problem and managed to fix it. thanks.

**Eric** Jan 12, 2006 #2 | [Flag](#) | [Reply](#) »  
Spokane, WA

It's the rear link arm bushings - I just had them replaced (not the cheapest thing - around \$700 as there are 8 of them. But it's back to handling great - no more high speed wobble - just feels more connected to the ground. Sadly enough it's a must fix as Nissan had a poor design that was doomed for this problem.

**Scott** Feb 26, 2006 #4 | [Flag](#) | [Reply](#) »  
Portland, OR

*It's the rear link arm bushings - I just had them replaced (not the cheapest thing - around \$700 as there are 8 of them. But it's back to handling great - no more high speed wobble - just feels more connected to the ground. Sadly enough it's a must fix as Nissan had a poor design that was doomed for this problem.*

I have a 97 Pathfinder with 101K miles. It also has a wobble, feels like it's coming from the back and is initiated by a dip in the road, real scary!

I looked in the Haynes manual and it doesn't list the "rear link arms". It does list the Panhard rod, Lower and upper control arms and the Stabilizer bar. Are the link arms also called the control arm? Has anyone ever removed these arms themselves and had the old bushings removed and new ones pressed in by a machine shop. If I can break the bolts free I'd like to remove the defective bars (still not sure which ones) and take them to a machine shop. I've located several bushing on the web for around \$10 each. Anyone do this before?

Thanks,

**Gil** Mar 29, 2006 #5 | [Flag](#) | [Reply](#) »  
Everett, WA

*<quoted text>*

*I have a 97 Pathfinder with 101K miles. It also has a wobble, feels like it's coming from the back and is initiated by a dip in the road, real scary!*

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Thanks,

The correct terms used by Nissan reps are: upper and lower link bars (located rear of the vehicle).

**jesse** Mar 30, 2006 #6 | [Flag](#) | [Reply](#) »  
Mendota, CA

Just got mine done today. just like new. \$200 for the bushing and \$400 to install.

it should have been a recall

**Mark** Apr 12, 2006 #7 | [Flag](#) | [Reply](#) »  
Santa Clara, CA

I have '97 Pathfinder 4-door 3.3L engine. 135K miles. It does seem to have a bit of a side to side wobble. I also noticed that it seems to rock back and forth somewhat when starting/stopping. Related? I don't know. I was told by Nissan that I need the upper and lower link bushings replaced for a total of \$570 parts and labor for upper and \$470 for lower.

Is it really necessary to fix it?

Thanks,

**Scott wrote:**  
*<quoted text>*

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If a 1996-98 Pathfinder exhibits the following conditions, the cause may be from worn bushing(s) in the rear suspension upper and/or lower links. · Excessive play in the rear axle especially during moderate acceleration or deceleration. · Vehicle pulling at a constant speed. · Excessive sway and rocking motion in the front suspension when coming to a stop. To correct these conditions, use the service procedure on page 2.

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