

SECTION **BT**

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- ★ For seat belt, refer to MA and RS section.
- ★ For wiring diagrams of body electrical systems, refer to EL section.

PRECAUTIONS AND PREPARATION

Service Notice

- When removing or installing various parts, place a cloth or padding onto the vehicle body to prevent scratches.
- Handle trim, molding, instruments, grille, etc. carefully during removing or installing. Be careful not to soil or damage them.
- Apply sealing compound where necessary when installing parts.
- When applying sealing compound, be careful that the sealing compound does not protrude from parts.
- When replacing any metal parts (for example body outer panel, members, etc.), be sure to take rust prevention measures.

Supplemental Restraint System (SRS) “AIR BAG”

The Supplemental Restraint System “AIR BAG”, used along with a seat belt, helps to reduce the risk or severity of injury to the driver and front passenger in a frontal collision. The Supplemental Restraint System consists of air bag modules (located in the center of the steering wheel and in the instrument panel on the passenger side), a diagnosis sensor unit, a crash zone sensor (4WD models), warning lamp, wiring harness and spiral cable.

The vehicle is equipped with a passenger air bag deactivation switch. Because no rear seat exists where a rear-facing child restraint can be placed, the switch is designed to turn off the passenger air bag so that a rear-facing child restraint can be used in the front passenger seat. The switch is located in the center of the instrument panel, near the ashtray. When the switch is turned to the ON position, the passenger air bag is enabled and could inflate in a frontal collision. When the switch is turned to the OFF position, the passenger air bag is disabled and will not inflate in a frontal collision. A passenger air bag OFF indicator on the instrument panel lights up when the passenger air bag is switched OFF. The driver air bag always remains enabled and is not affected by the passenger air bag deactivation switch.

Information necessary to service the system safely is included in the **RS section** of this Service Manual.

WARNING:

- **To avoid rendering the SRS inoperative, which could increase the risk of personal injury or death in the event of a collision which would result in air bag inflation, all maintenance should be performed by an authorized NISSAN dealer.**
- **Improper maintenance, including incorrect removal and installation of the SRS, can lead to personal injury caused by unintentional activation of the system.**
- **Do not use electrical test equipment on any circuit related to the SRS unless instructed to in this Service Manual. SRS wiring harnesses are covered with yellow insulation either just before the harness connectors or on the complete harness, for easy identification.**
- **The vehicle is equipped with a passenger air bag deactivation switch which can be operated by the customer. When the passenger air bag is switched OFF, the passenger air bag is disabled and will not inflate in a frontal collision. When the passenger air bag is switched ON, the passenger air bag is enabled and could inflate in a frontal collision. After SRS maintenance or repair, make sure the passenger air bag deactivation switch is in the same position (ON or OFF) as when the vehicle arrived for service.**

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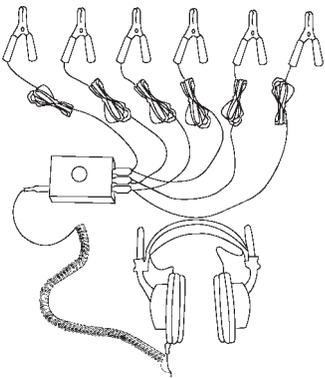
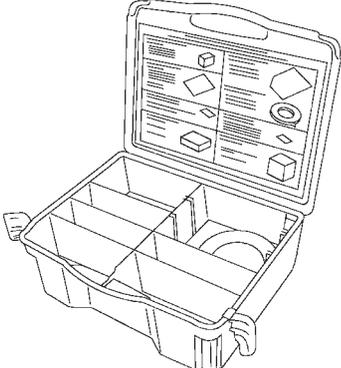
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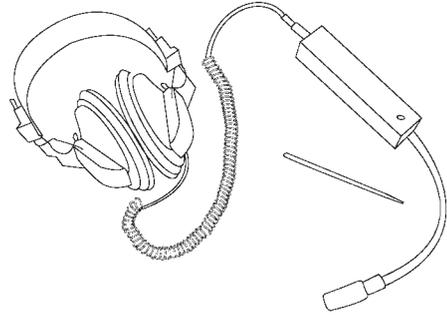
PREPARATION

Special Service Tools

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

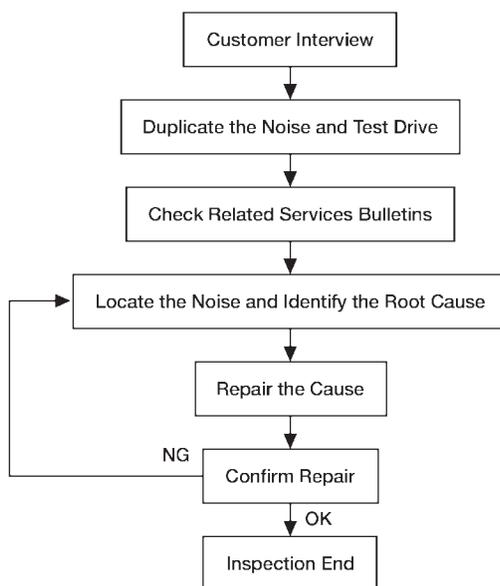
Tool number (Kent-Moore No.) Tool name	Description
(J39570) Chassis Ear	 <p>Locating the noise</p> <p>ABT465</p>
(J-43980) Nissan Squeak and Rattle Kit	 <p>ABT474</p>

Commercial Service Tools

Tool number (Kent-Moore No.) Tool name	Description
(J-39565) Engine Ear	 <p>Locating the Noise</p> <p>ABT466</p>

SQUEAK AND RATTLE TROUBLE DIAGNOSES

Work Flow



ABT473

CUSTOMER INTERVIEW

Interview the customer, if possible, to determine the conditions that exist when the noise occurs. Use the Diagnostic Worksheet during the interview to document the facts and conditions when the noise occurs and any customer's comments; refer to BT-10. This information is necessary to duplicate the conditions that exist when the noise occurs.

- The customer may not be able to provide a detail description or location of the noise. Attempt to obtain all the facts and conditions that exist when the noise occurs (or does not occur).
- If there is more than one noise in the vehicle, be sure to diagnose and repair the noise that the customer is concerned about. This can be accomplished by test driving the vehicle with the customer.
- After identifying the type of noise, isolate the noise in terms of its characteristics. The noise characteristics are provided so the customer, service adviser and technician are all speaking the same language when defining the noise.

- Squeak-(Like tennis shoes on a clean floor)

Squeak characteristics include the light contact / fast movement / brought on by road conditions / hard surfaces = higher pitch noise / softer surfaces = lower pitch noises / edge to surface = chirping.

- Creak-(Like walking on an old wooden floor)

Creak characteristics include firm contact / slow movement / twisting with a rotational movement / pitch dependent on materials / often brought on by activity.

- Rattle-(Like shaking a baby rattle)

Rattle characteristics include the fast repeated contact / vibration or similar movement / loose parts / missing clip or fastener / incorrect clearance.

- Knock-(Like a knock on a door)

Knock characteristics include hollow sound / something repeating / often brought on by driver action.

- Tick-(Like a clock second hand)

Tick characteristics include light contact of light material / loose components / can be caused by driver action on road conditions.

- Thump-(Heavy, muffled knock noise)

Thump characteristics include softer knock / dead sound often brought on by activity.

- Buzz-(Like a bumble bee)

Buzz characteristics include high frequency rattle / firm contact.

- Often the degree of acceptable noise level will vary depending upon the person. A noise that you may judge as acceptable may be very irritating to the customer.
- Weather conditions, especially humidity and temperature, may have a great effect on noise level.

SQUEAK AND RATTLE TROUBLE DIAGNOSES

Work Flow (Cont'd)

DUPLICATE THE NOISE AND TEST DRIVE

If possible, drive the vehicle with the customer until the noise is duplicated. Note any additional information on the Diagnostic Worksheet regarding the conditions or locations of the noise. This information can be used to duplicate the same conditions when you confirm the repair.

If the noise can be duplicated easily during the test drive, to help identify the source of the noise, try to duplicate the noise with the vehicle stopped by doing one or all of the following:

- 1) Close a door.
 - 2) Tap or push / pull around the area where the noise appears to be coming from.
 - 3) Rev the engine.
 - 4) Use a floor jack to recreate vehicle "twist".
 - 5) At idle, apply engine load (electric load, half-clutch on M/T model, drive position on A/T model).
 - 6) Raise the vehicle on a hoist and hit a tire with rubber hammer.
- Drive the vehicle and attempt to duplicate the conditions the customer states exist when the noise occurs.
 - If it is difficult to duplicate the noise, drive the vehicle slowly on an undulating or rough road to stress the vehicle body.

CHECK RELATED SERVICE BULLETINS

After verifying the customer concern or symptom, check ASSIST for Technical Service Bulletins (TSB's) related to that concern or symptom.

If a TSB relates to the symptom, follow the procedure to repair the noise.

LOCATE THE NOISE AND IDENTIFY THE ROOT CAUSE

1. Narrow down the noise to a general area. To help pinpoint the source of the noise, use a listening tool (Chassis Ear : J-39570, Engine Ear : J-39565 and mechanics stethoscope).

2. Narrow down the noise to a more specific area and identify the cause of the noise by:

- Removing the components in the area that you suspect the noise is coming from.

Do not use too much force when removing clips and fasteners, otherwise clips and fasteners can be broken or lost during the repair, resulting in the creation of new noise.

- Tapping or pushing/pulling the component that you suspect is causing the noise.

Do not tap or push/pull the component with excessive force, otherwise the noise will be eliminated only temporarily.

- Feeling for a vibration with your hand by touching the component(s) that you suspect is (are) causing the noise.
- Placing a piece of paper between components that you suspect are causing the noise.
- Looking for loose components and contact marks.

Refer to Generic Squeak and Rattle Troubleshooting.

REPAIR THE CAUSE

- If the cause is a loose component, tighten the component securely.
- If the cause is insufficient clearance between components:
 - Separate components by repositioning or loosening and retightening the component, if possible.
 - Insulate components with a suitable insulator such as urethane pads, foam blocks, felt cloth tape or urethane tape. A Nissan Squeak and Rattle Kit (J-43980) is available through your authorized Nissan Parts Department.

CAUTION:

Do not use excessive force as many components are constructed of plastic and may be damaged. Always check with the Parts Department for the latest parts information.

The following material are contained in the Nissan Squeak and Rattle Kit (J-43980) Each item can be ordered separately as needed.

URETHANE PADS (1.5mm thick)

insulates connectors, harness, etc.

76268-9E005 : 100 x 135mm / 76884-71L01 : 60 x 85mm / 76884-71L02 : 15 x 25mm

INSULATOR (foam blocks)

Insulates components from contact. Can be used to fill space behind a panel.

73982-9E000 : 45mm thick, 50 x 50mm / 73982-50Y00 : 10mm thick, 50 x 50mm

INSULATOR (Light foam block)

80845-71L00 : 30mm thick, 30 x 50 mm

FELT CLOTH TAPE

Used to insulate where movement does not occur. Ideal for instrument panel applications.

68370-4B000 : 15 x 25mm pad / 68239-13E00 : 5mm wide tape roll

SQUEAK AND RATTLE TROUBLE DIAGNOSES

Work Flow (Cont'd)

The following materials, not found in the kit, can also be used to repair squeaks and rattles.

UHMW (TEFLON) TAPE

Insulates where slight movement is present. Ideal for instrument panel applications.

SILICONE GREASE

Used in place of UHMW tape that will be visible or not fit.

Note : Will only last a few months.

SILICONE SPRAY

Use when grease cannot be applied.

DUCT TAPE

Use to eliminate movement.

CONFIRM THE REPAIR.

Confirm that the cause of a noise is repaired by test driving the vehicle. Operate the vehicle under the same conditions as when the noise originally occurred. Refer to the notes on the Diagnostic Worksheet.

Generic Squeak and Rattle Troubleshooting

INSTRUMENT PANEL

Most incidents are caused by contact and movement between :

1. The lid A and instrument panel
2. Acrylic lens and combination meter housing
3. Instrument panel to front pillar garnish
4. Instrument panel to windshield
5. Instrument panel mounting pins
6. Wiring harness behind the combination meter
7. A/C defroster duct and duct joint

These incidents can usually be located by tapping or moving the components to duplicate the noise or by pressing on the components while driving to stop the noise. Most of these incidents can be repaired by applying felt cloth tape or silicon spray (in hard to reach areas). Urethane pads can be used to insulate wiring harness.

CAUTION:

Do not use silicone spray to isolate a squeak or rattle. If you saturate the area with silicone, you will not be able to recheck the repair.

CENTER CONSOLE

Components to pay attention to include :

1. Shifter assembly cover to finisher.
2. A/C control unit and cluster lid C
3. Wiring harness behind audio and A/C control unit

The instrument panel repair and isolation procedures also apply to center console.

DOORS

Pay attention to the :

1. Finisher an inner panel making a slapping noise
2. Inside handle escutcheon to door finisher
3. Wiring harnesses tapping
4. Door striker out of alignment causing a popping noise on starts and stops

Tapping or moving the components or pressing on them while driving to duplicate the conditions can isolate many of these incidents. You can usually insulate the areas with felt cloth or insulator foam blocks from the Nissan Squeak and Rattle Kit (J-43980) to repair the noise.

TRUNK

Trunk noises are often caused by a loose jack or loose items put into the trunk by the owner.

1. Trunk lid bumpers out of adjustment
2. Trunk lid striker out of adjustment
3. The trunk lid torsion bars knocking together
4. A loose license plate or bracket

Most of these incidents can be repaired by adjusting, securing, or insulating the item(s) or component(s) causing the noise.

SUNROOF AND HEADLINER

Noises in the sunroof and headliner area can often be traced to one of the following:

1. Sunroof lid, rail, linkage or seals making a rattle or light knocking noise

SQUEAK AND RATTLE TROUBLE DIAGNOSES

Generic Squeak and Rattle Troubleshooting (Cont'd)

2. Sunvisor shaft shaking in the holder
3. Front or rear windshield touching headliner and squeaking

Again, pressing on the components to stop the noise while duplicating the conditions can isolate most of these incidents. Repairs usually consist of insulating with felt cloth tape.

SEATS

When isolating seat noises it's important to note the position the seat in and the load placed on the seat when the noise is present.

These conditions should be duplicated when verifying and isolating the cause of the noise.

Cause of seat noise include :

1. Headrest rods and holders
2. A squeak between the seat pad cushion and frame
3. The rear seat back lock and bracket

These noises can be isolated by moving or pressing on the suspected components while duplicating the conditions under which the noise occurs. Most of these incidents can be repaired by repositioning the component or applying urethane tape to the contact area.

UNDERHOOD

Some interior noises may be caused by components under the hood or on the engine wall. The noise is then transmitted into the passenger compartment.

Causes of transmitted underhood noises include:

1. Any components mounted to the engine wall
2. Components that pass through the engine wall
3. Engine wall mounts and connectors
4. Loose radiator mounting pins
5. Hood bumpers out of adjustment
6. Hood striker out of adjustment.

These noises can be difficult to isolate since they can not be reached from the interior of the vehicle. The best method is to secure, move or insulate one component at a time and test drive the vehicle. Also, engine RPM or load can be changed to isolate the noise.

Repair can usually be made by moving, adjusting, securing, or insulating the component causing the noise.

SQUEAK AND RATTLE TROUBLE DIAGNOSES

Diagnostic Worksheet



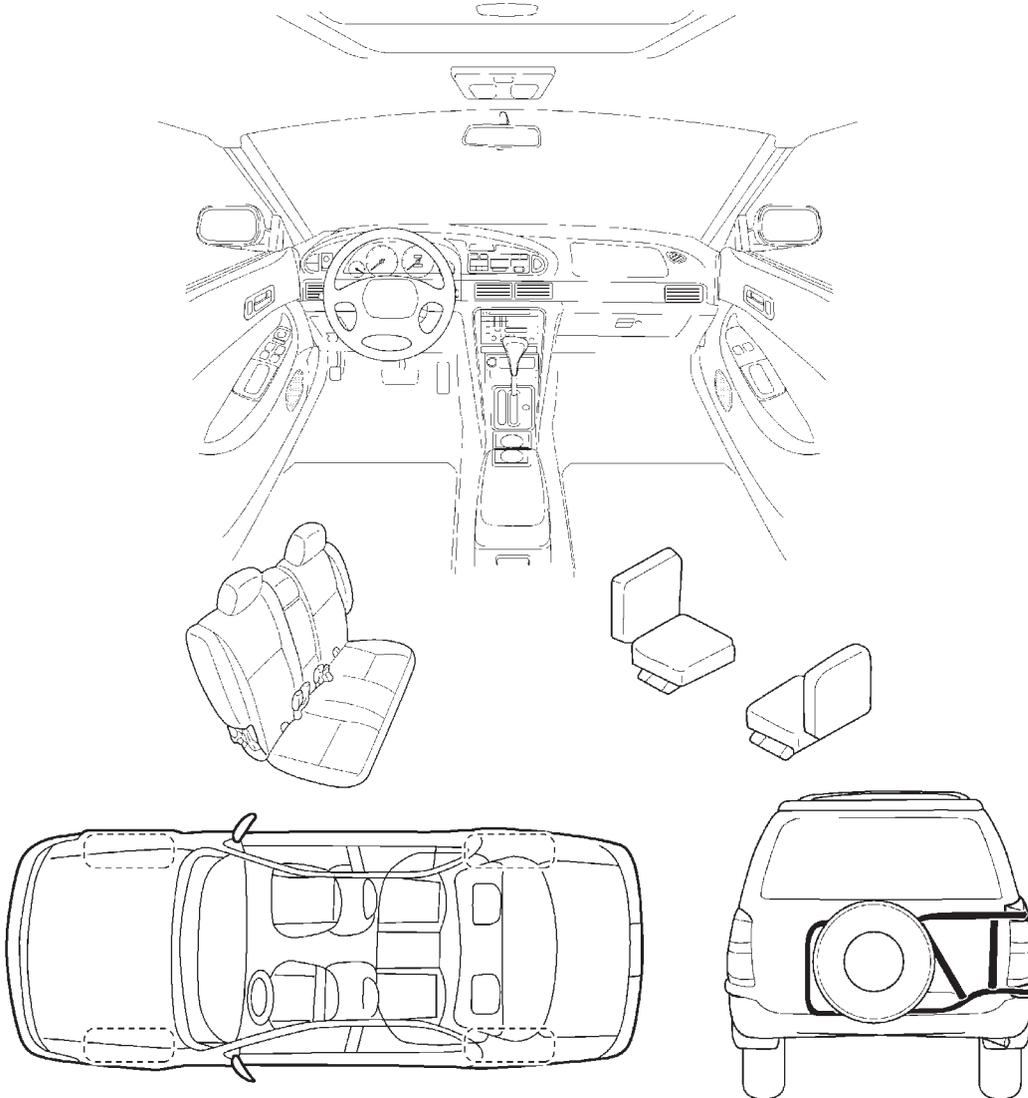
SQUEAK & RATTLE DIAGNOSTIC WORKSHEET

Dear Nissan Customer:

We are concerned about your satisfaction with your Nissan vehicle. Repairing a squeak or rattle sometimes can be very difficult. To help us fix your Nissan right the first time, please take a moment to note the area of the vehicle where the squeak or rattle occurs and under what conditions. You may be asked to take a test drive with a service advisor or technician to ensure we confirm the noise you are hearing.

I. WHERE DOES THE NOISE COME FROM? (circle the area of the vehicle)

The illustrations are for reference only, and may not reflect the actual configuration of your vehicle.



Continue to the back of the worksheet and briefly describe the location of the noise or rattle. In addition, please indicate the conditions which are present when the noise occurs.

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SQUEAK AND RATTLE TROUBLE DIAGNOSES

Diagnostic Worksheet (Cont'd)

SQUEAK & RATTLE DIAGNOSTIC WORKSHEET- page 2

Briefly describe the location where the noise occurs:

II. WHEN DOES IT OCCUR? (check the boxes that apply)

- | | |
|--|---|
| <input type="checkbox"/> anytime | <input type="checkbox"/> after sitting out in the sun |
| <input type="checkbox"/> 1 st time in the morning | <input type="checkbox"/> when it is raining or wet |
| <input type="checkbox"/> only when it is cold outside | <input type="checkbox"/> dry or dusty conditions |
| <input type="checkbox"/> only when it is hot outside | <input type="checkbox"/> other: _____ |

III. WHEN DRIVING:

- through driveways
- over rough roads
- over speed bumps
- only at about ____ mph
- on acceleration
- coming to a stop
- on turns : left, right or either (circle)
- with passengers or cargo
- other: _____
- after driving ____ miles or ____ minutes

IV. WHAT TYPE OF NOISE?

- squeak (like tennis shoes on a clean floor)
- creak (like walking on an old wooden floor)
- rattle (like shaking a baby rattle)
- knock (like a knock on a door)
- tick (like a clock second hand)
- thump (heavy, muffled knock noise)
- buzz (like a bumble bee)

TO BE COMPLETED BY DEALERSHIP PERSONNEL

Test Drive Notes:

	YES	NO	Initials of person performing
Vehicle test driven with customer	<input type="checkbox"/>	<input type="checkbox"/>	_____
- Noise verified on test drive	<input type="checkbox"/>	<input type="checkbox"/>	_____
- Noise source located and repaired	<input type="checkbox"/>	<input type="checkbox"/>	_____
- Follow up test drive performed to confirm repair	<input type="checkbox"/>	<input type="checkbox"/>	_____

VIN: _____ Customer Name: _____

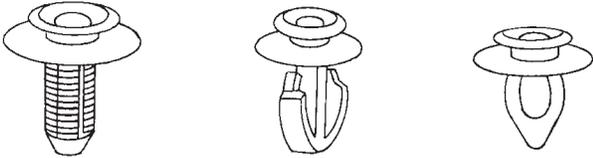
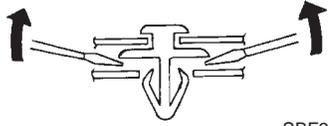
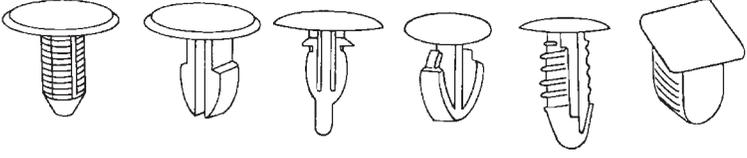
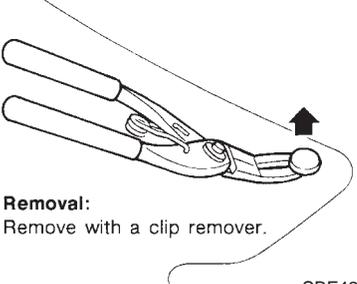
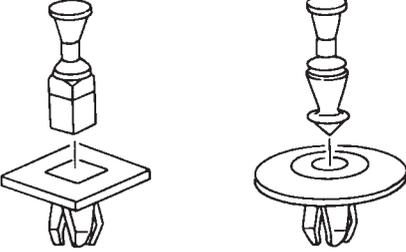
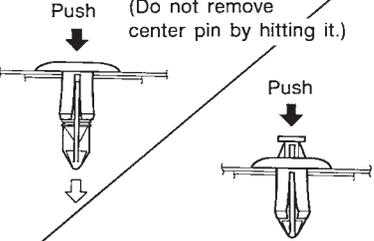
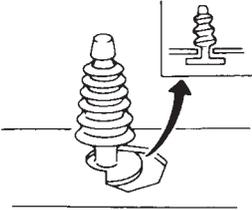
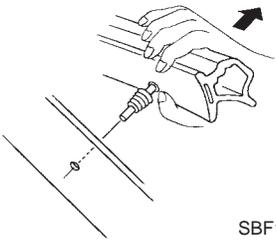
W.O. #: _____ Date: _____

This form must be attached to Work Order

GENERAL SERVICING

Clip and Fastener

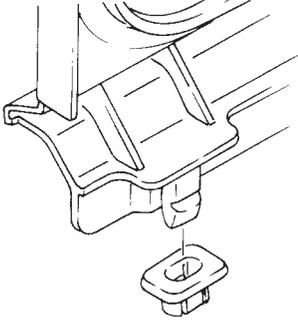
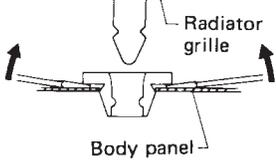
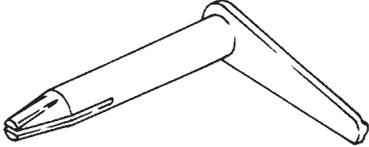
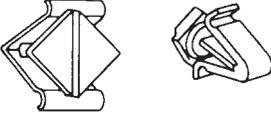
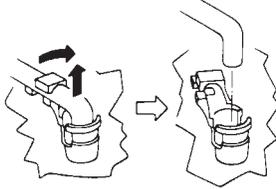
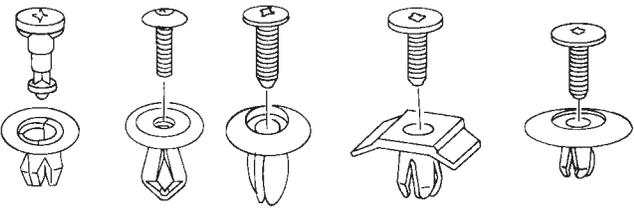
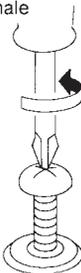
- Clips and fasteners in BT section correspond to the following numbers and symbols.
- Replace any clips and/or fasteners which are damaged during removal or installation.

Symbol No.	Shapes	Removal & Installation
 C101	 SBF302H	<p>Removal: Remove by bending up with flat-bladed screwdrivers or clip remover.</p>  SBF367BA
 C103	 SBT095	 <p>Removal: Remove with a clip remover.</p> SBF423H
 C203	 SBF258G	<p>Push center pin to catching position. (Do not remove center pin by hitting it.)</p>  <p>Installation:</p> SBF708E
 CE103	 SBF104B	<p>Removal:</p>  SBF147B

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GENERAL SERVICING

Clip and Fastener (Cont'd)

Symbol No.	Shapes	Removal & Installation				
	 <p style="text-align: right;">SBF351C</p>	<p>Removal: Remove by bending up with flat-bladed screwdrivers.</p>  <p style="text-align: right;">SBF352C</p>				
	 <p style="text-align: right;">SBF353C</p>	<p style="text-align: center;">—</p>				
	 <p style="text-align: right;">SBF145B</p>	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 50%; vertical-align: top;"> <p>Removal:</p>  <p>Rotate 45° to remove.</p> </td> <td style="width: 50%; vertical-align: top;"> <p>Installation:</p>  </td> </tr> <tr> <td colspan="2" style="text-align: center;"> <p>Removal:</p>  </td> </tr> </table> <p style="text-align: right;">SBF085B</p>	<p>Removal:</p>  <p>Rotate 45° to remove.</p>	<p>Installation:</p> 	<p>Removal:</p> 	
<p>Removal:</p>  <p>Rotate 45° to remove.</p>	<p>Installation:</p> 					
<p>Removal:</p> 						
	 <p style="text-align: right;">SBF768B</p>	<p>Removal: Holder portion of clip must be spread out to remove rod.</p>  <p style="text-align: right;">SBF770B</p>				
	 <p style="text-align: right;">SBF078B</p>	<p>Removal:</p> <ol style="list-style-type: none"> 1. Screw out with a Phillips screwdriver. 2. Remove female portion with flat-bladed screwdriver.  <p style="text-align: right;">SBF992G</p>				

Body Front End

GI

- When removing or installing hood, place a cloth or other padding on hood. This prevents vehicle body from being scratched.
- Bumper fascia is made of plastic. Do not use excessive force and be sure to keep oil away from it.
- Hood adjustment: Adjust at hinge portion.
- Hood lock adjustment: After adjusting, check hood lock control operation. Apply a coat of grease to hood locks engaging mechanism.
- Hood opener: Do not attempt to bend cable forcibly. Doing so increases effort required to unlock hood.

MA

EM

REMOVAL — Front bumper assembly

- ① Remove screws securing left and right combination lamps and remove the lamps. **A**
- ② Remove clips securing front grille and remove the front grille. **B**
- ③ Remove bolts securing left and right bumper stays. **C**
- ④ Remove bolts securing left and right bumper side brackets. **D**
- ⑤ Remove bolts securing left and right bumper side stays. **E**
- ⑥ Remove bumper assembly.
Separate bumper assembly.

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BODY END

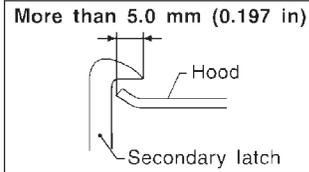
Body Front End (Cont'd)

SEC. 261 • 620 • 650

Hood lock adjustment

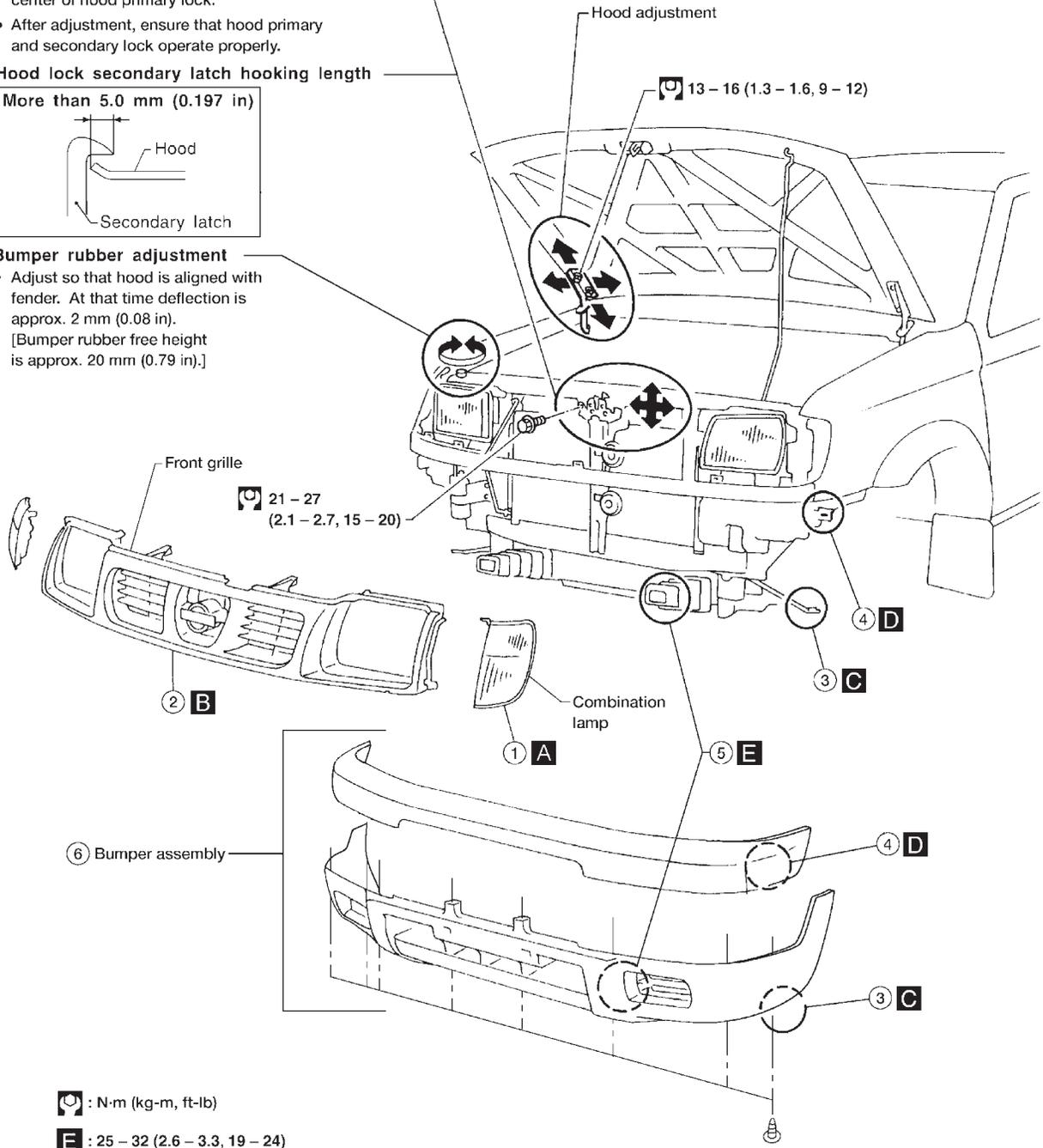
- Adjust hood so that hood primary lock meshes at a position 1 to 1.5 mm (0.039 to 0.059 in) lower than fender.
- After hood lock adjustment, adjust bumper rubber.
- When securing hood lock, ensure it does not tilt. Striker must be positioned at the center of hood primary lock.
- After adjustment, ensure that hood primary and secondary lock operate properly.

Hood lock secondary latch hooking length



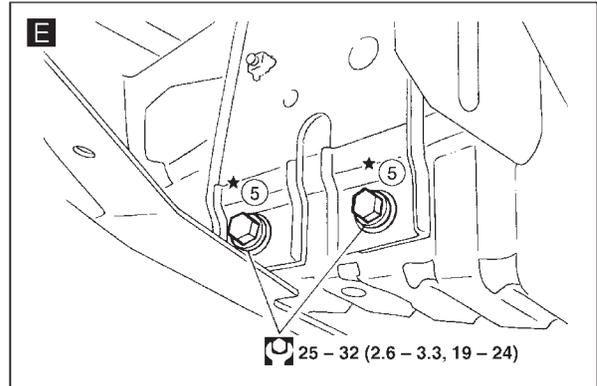
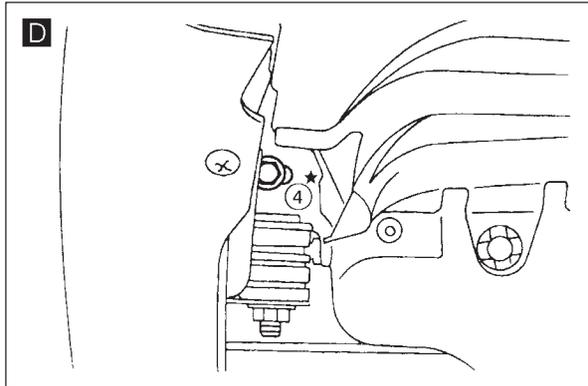
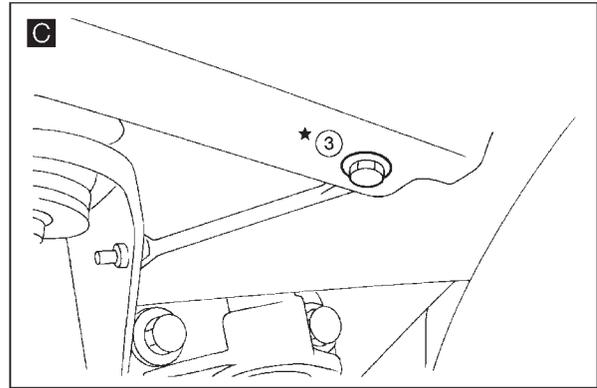
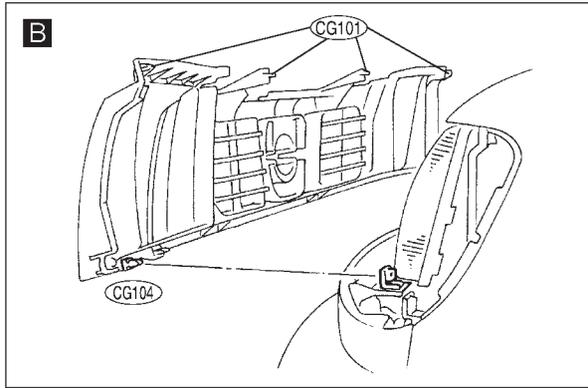
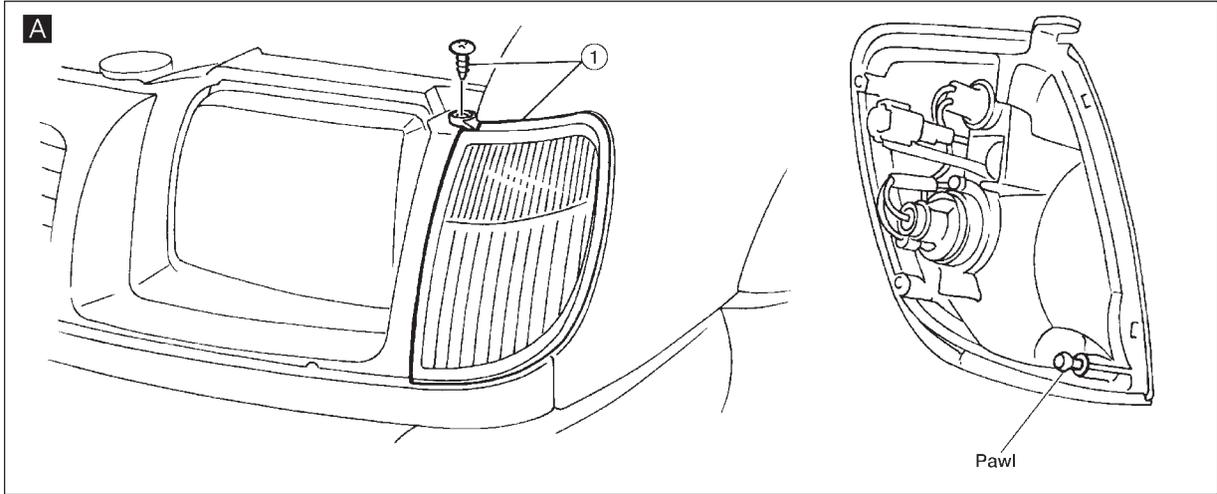
Bumper rubber adjustment

- Adjust so that hood is aligned with fender. At that time deflection is approx. 2 mm (0.08 in). [Bumper rubber free height is approx. 20 mm (0.79 in).]



BODY END

Body Front End (Cont'd)



 : N · m (kg-m, ft-lb)

★ : Bumper assembly mounting bolts

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BODY END

Body Rear End

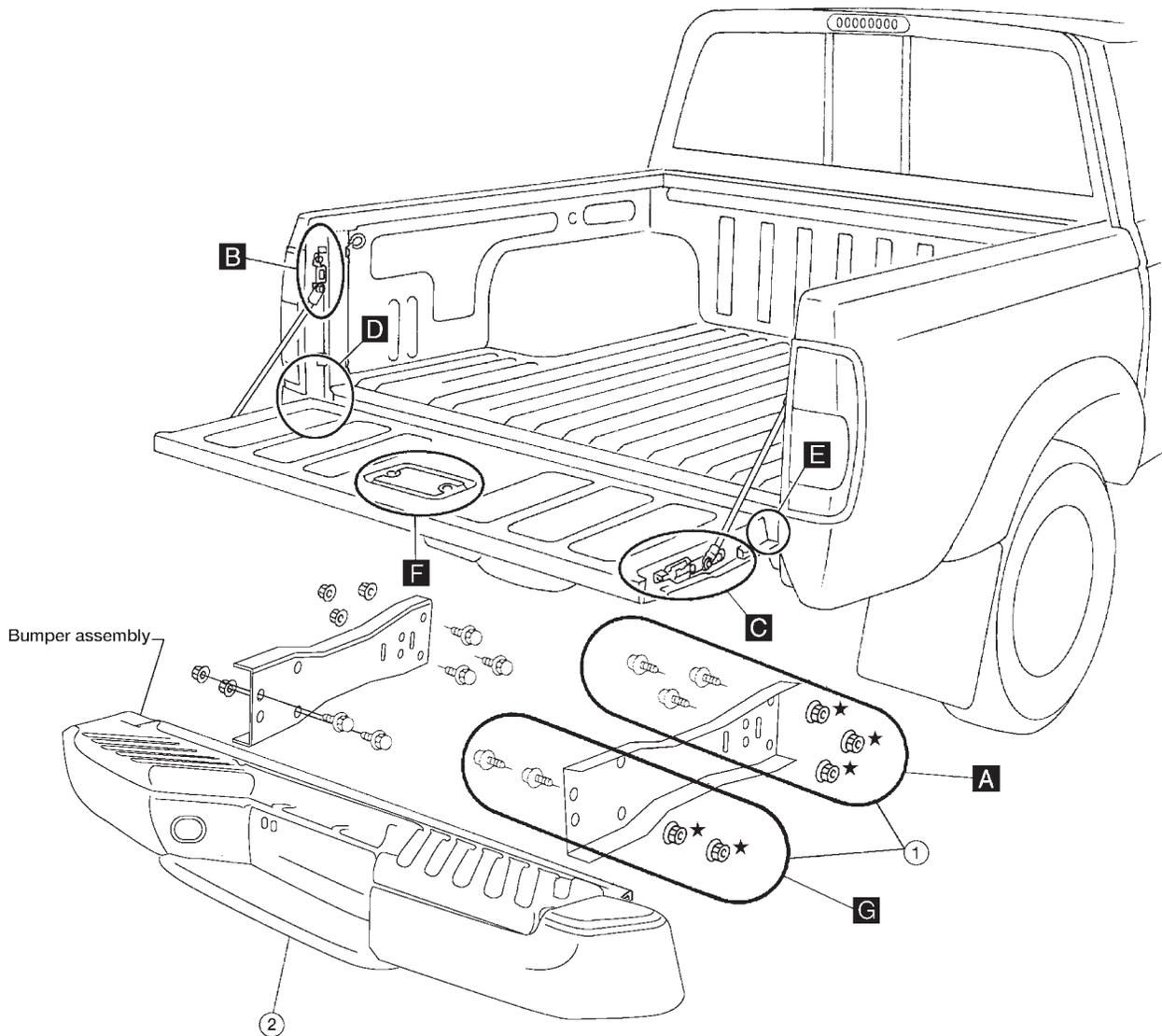
- Adjustment: Adjust at hinge portion for proper fit.
- Lock system adjustment: Adjust striker so that it is in the center of the lock. After adjustment, check trunk lid lock operation.
- After installation, make sure that rear gate opens smoothly.

REMOVAL — Rear bumper assembly

Remove connectors securing license plate lamps.

- ① Remove nuts securing bumper side stay. **A** or **G**
- ② Remove bumper assembly.

SEC. 930A • 940A



⊙ : N·m (kg·m, ft·lb)

A : 68 – 78 (6.9 – 8.0, 50 – 58)

B : 13 – 16 (1.3 – 1.6, 9 – 12)
21 – 26 (2.1 – 2.7, 15 – 20)

C : 13 – 16 (1.3 – 1.6, 9 – 12)

D : 21 – 26 (2.1 – 2.7, 15 – 20)

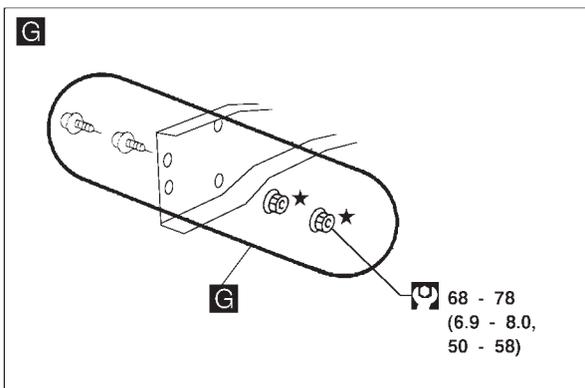
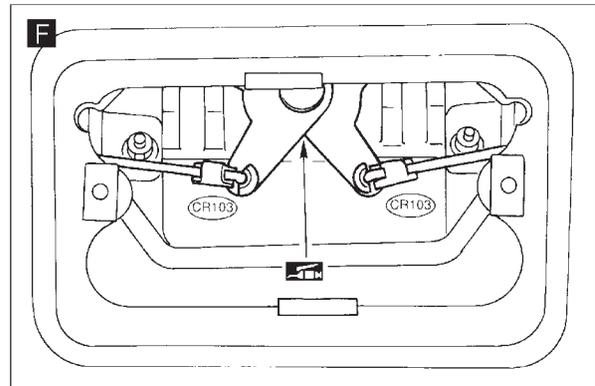
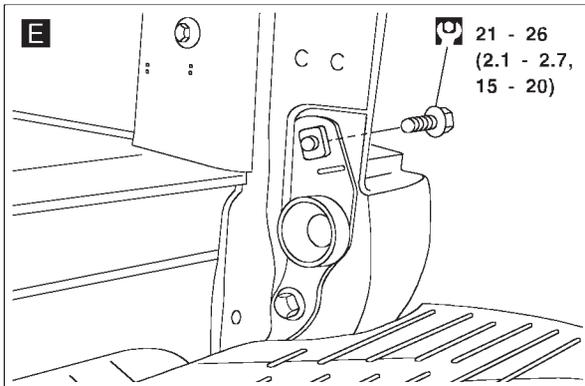
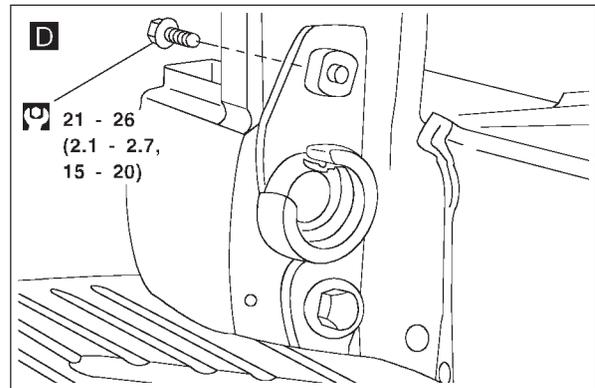
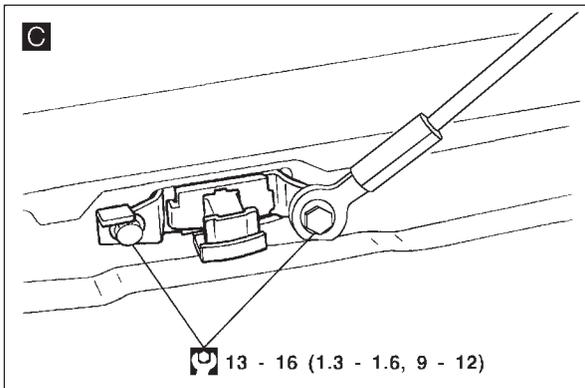
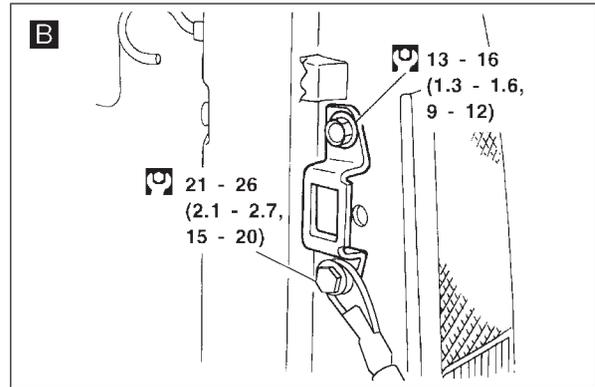
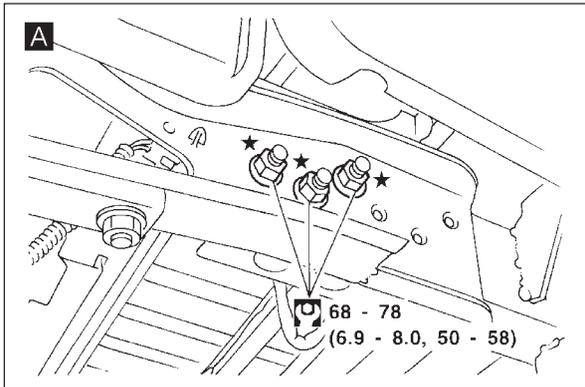
E : 21 – 26 (2.1 – 2.7, 15 – 20)

G : 68 – 78 (6.9, 8.0, 50 – 58)

★ : Bumper assembly mounting nuts

BODY END

Body Rear End (Cont'd)



: N·m (kg-m, ft-lb)

★ : Bumper assembly mounting bolts and nuts

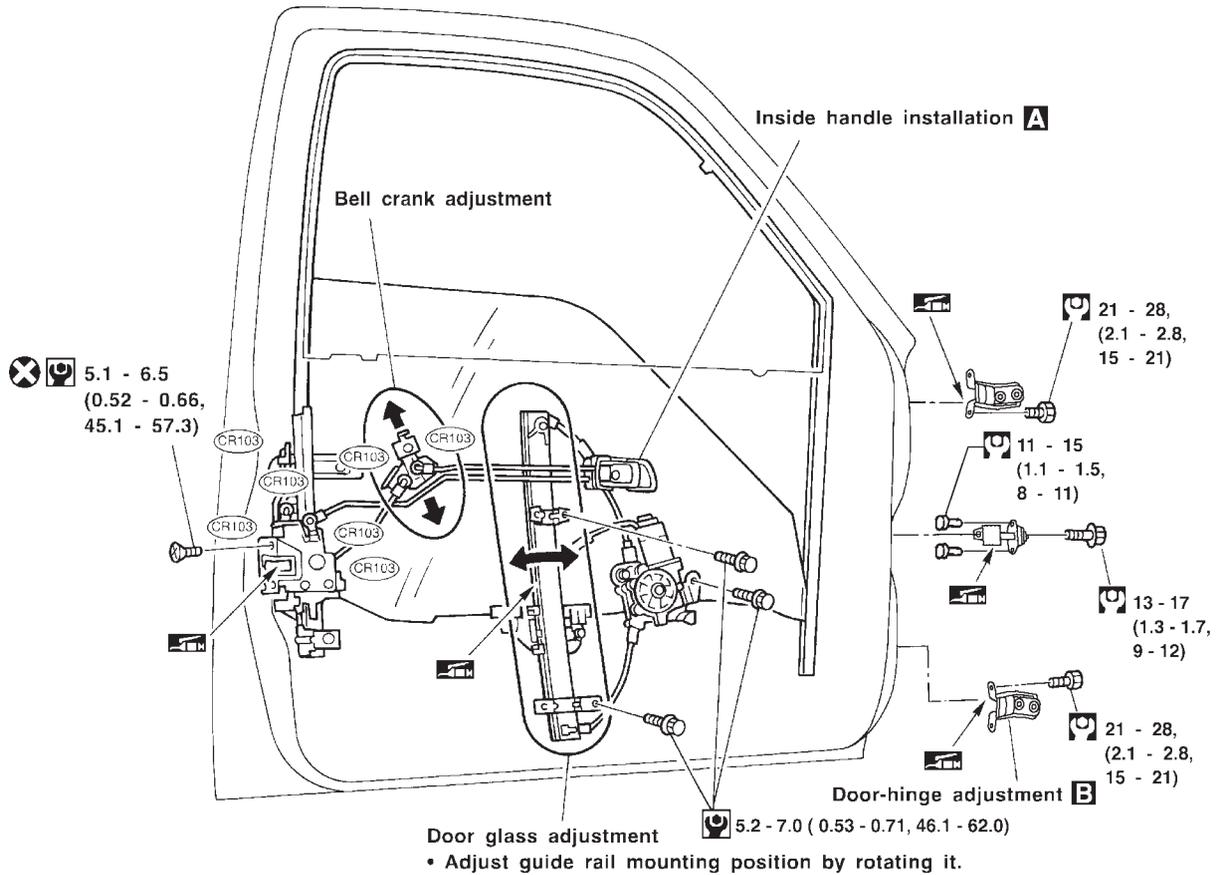
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DOOR

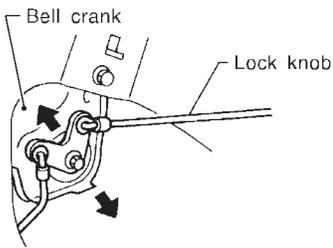
Front Door

- For removal of door trim, refer to "Door Trim" in "INTERIOR TRIM" for details, BT-25.
- After adjusting door or door lock, check door lock operation.

SEC. 800•803•805

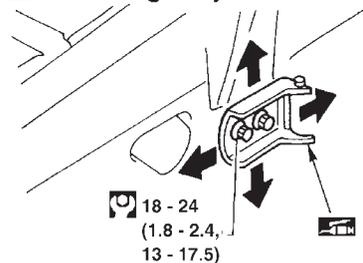


A Bell crank adjustment

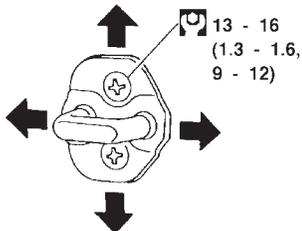


Lock door after setting door lock assembly and inside handle in position. Move bell crank in direction of arrow (shown in figure at left) to take up knob free play, and secure with bolts.

B Door-hinge adjustment



Striker adjustment



: N•m (kg-m, in-lb)

: N•m (kg-m, ft-lb)

INSTRUMENT PANEL

CAUTION:

- Disconnect both terminals from battery in advance.
- Disconnect air bag module connectors in advance.
- Be careful not to scratch finishers and other parts.
- Never tamper with or force air bag lid open, as this may adversely affect air bag performance.

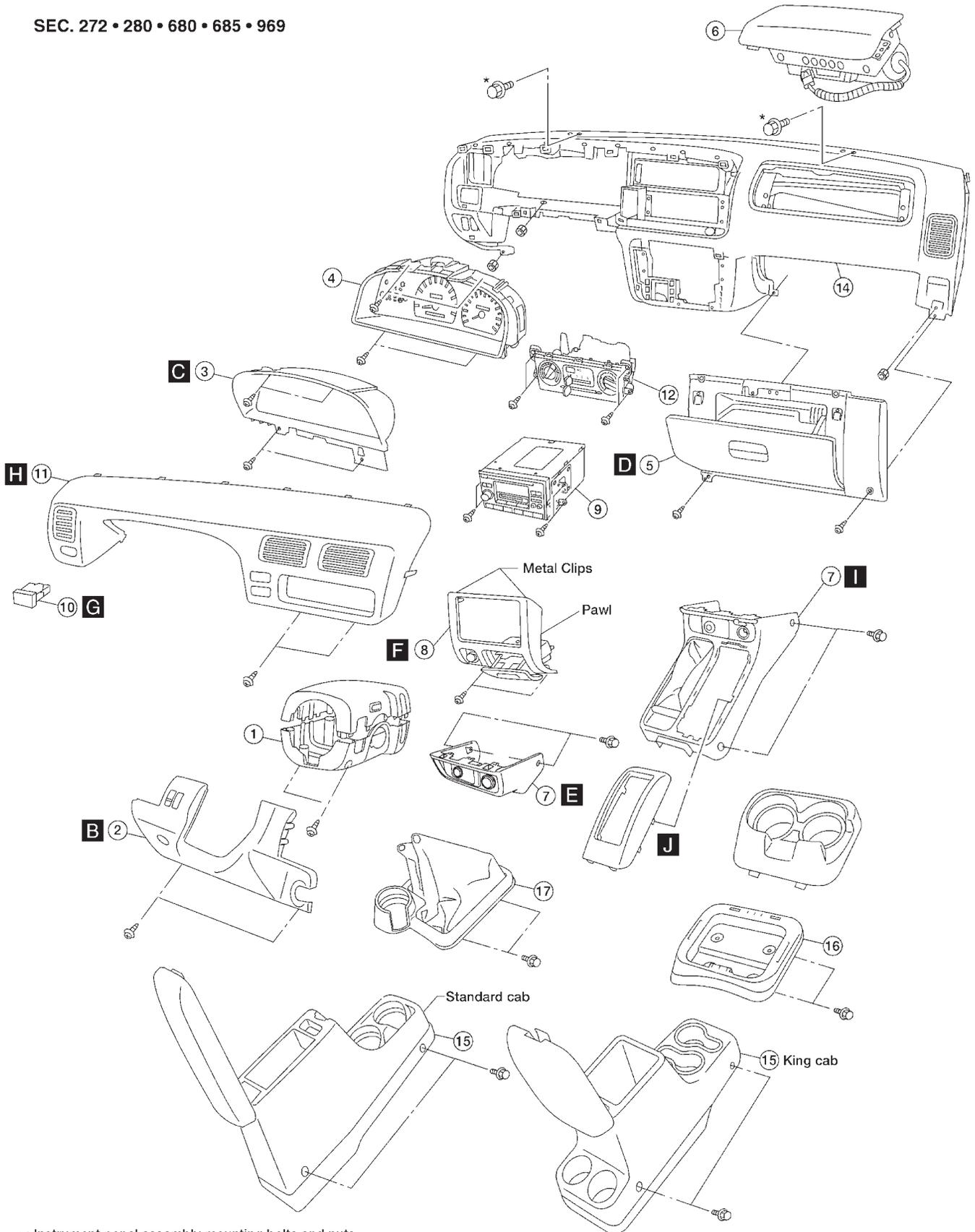
REMOVAL — Instrument panel assembly

Instrument panel assembly	Combination meter	Audio	A/C & heater control	Console box
Remove steering wheel. Refer to ST section.				
① Steering column cover ● Remove four screws. ● Disconnect harness connector.				
② Instrument lower panel driver side ● Remove two screws. B				
③ Cluster lid A ● Remove four screws. C				
④ Combination meter ● Remove six screws, then disconnect harness connectors.				
⑤ Glove box assembly D ● Remove two screws.				
⑥ Remove passenger side air bag module. Refer to RS section.				
⑦ Instrument stay cover E ● Remove two screws and disconnect harness connectors.				
⑧ Cluster lid C F ● Remove two screws and disconnect harness connectors.				
⑨ Audio and deck pocket ● Remove four screws and disconnect harness connectors.				
⑩ ASCD main switch. G				
⑪ Meter cover H ● Remove two screws and disconnect harness connectors.				
⑫ A/C & heater control ● Remove four screws and disconnect control cables.				
⑬ Front pillar garnish ● Refer to BT-14.				
⑭ Instrument panel assembly ● Remove three nuts and two bolts.				
⑮ Center console assembly ● Remove five screws.				
⑯ Cup holder assembly ● Remove four screws.				
⑰ M/T boot assembly ● Remove four screws.				

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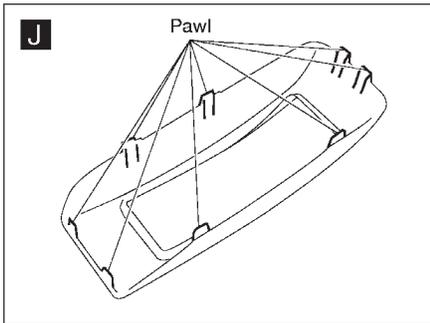
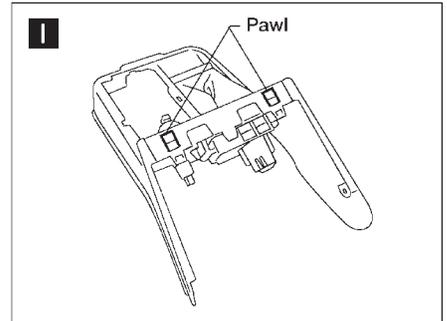
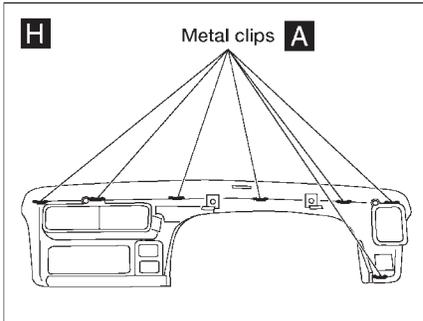
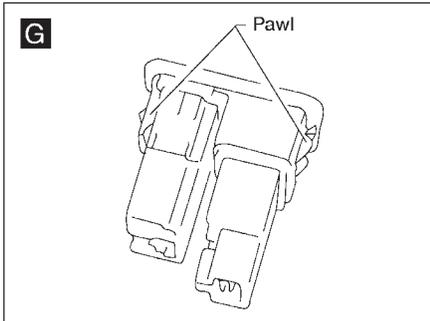
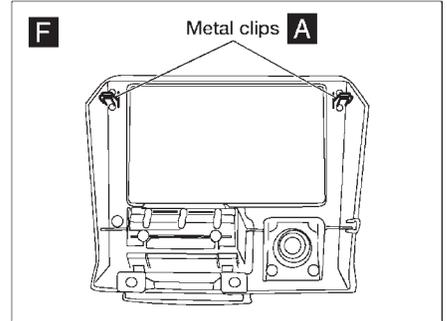
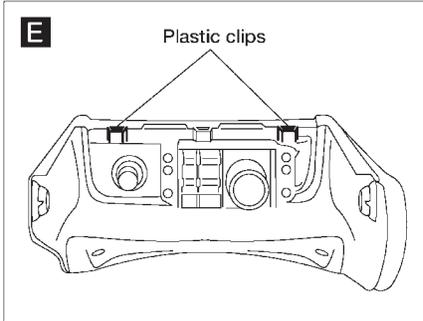
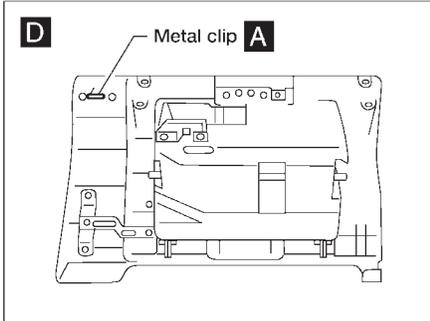
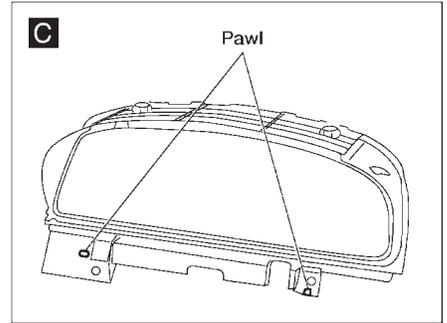
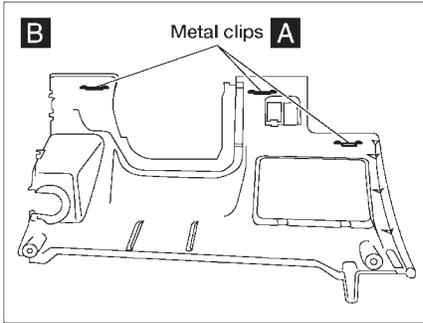
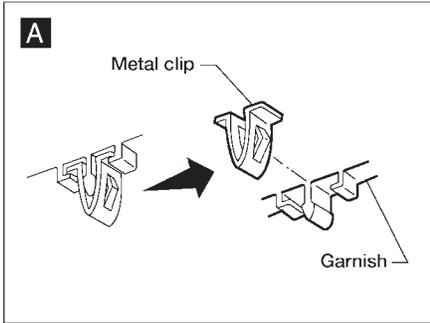
INSTRUMENT PANEL

SEC. 272 • 280 • 680 • 685 • 969



* : Instrument panel assembly mounting bolts and nuts.

INSTRUMENT PANEL



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INTERIOR TRIM

Side and Floor Trim

CAUTION:

Wrap the tip of flat-bladed screwdriver with a cloth when removing metal clips from garnishes.

REMOVAL — Body side trim

King cab model

- ① Remove front and jump seats. Refer to “SEAT” for details, BT-34, 35.
- ② Remove kicking plates.
- ③ Remove dash side lower finishers. **D**
- ④ Remove body side welts.
- ⑤ Remove front pillar garnishes. **C**
- ⑥ Remove jack cover. **F**
- ⑦ Remove lower rear pillar garnishes. **E**
- ⑧ Remove seat belt upper guide loop. Refer to “SEAT BELTS” in RS section.
- ⑨ Remove upper rear pillar garnishes. **B**

Standard cab model

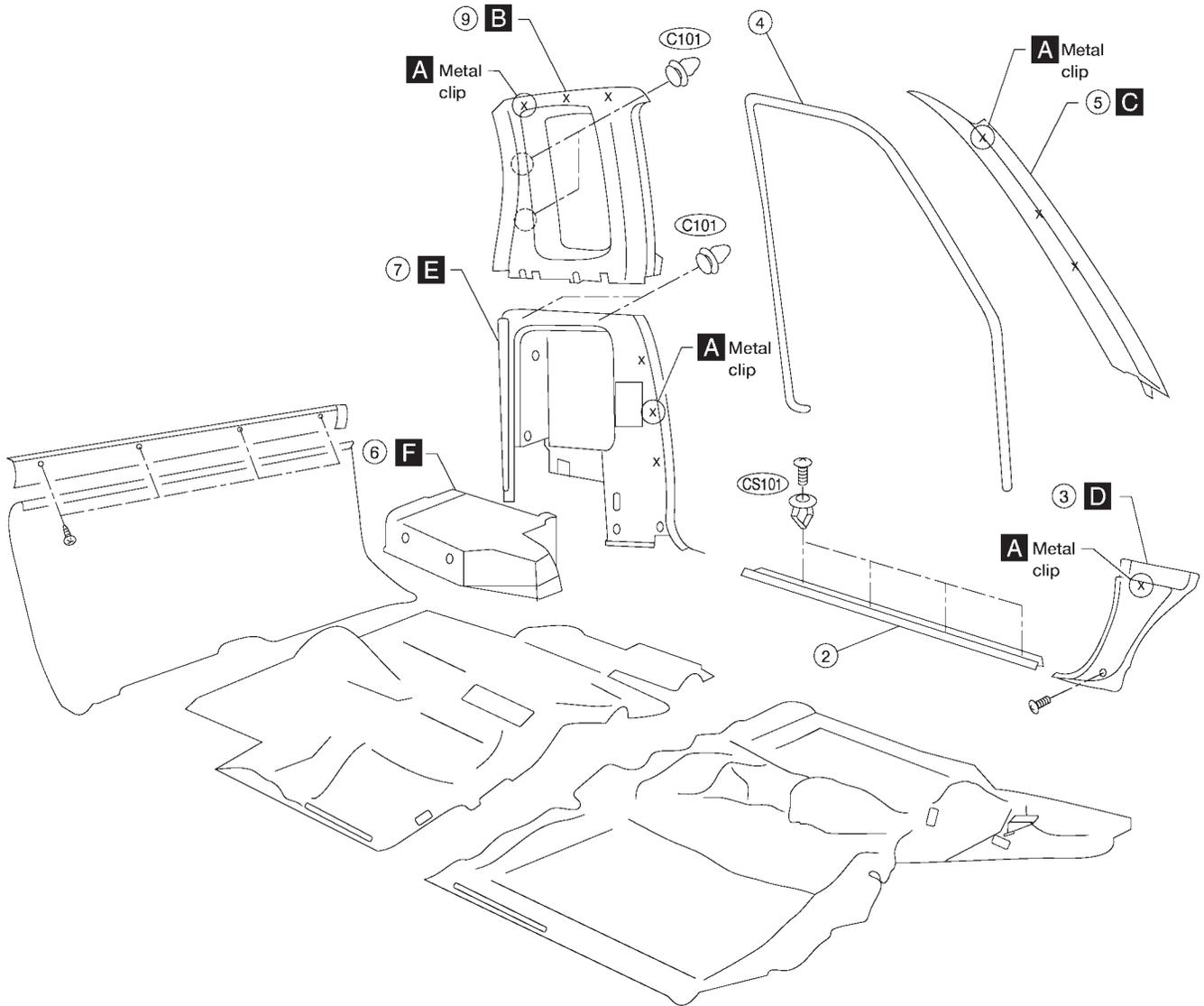
- ① Remove front seats. Refer to “SEAT” for details, BT-34.
- ② Remove kicking plates.
- ③ Remove dash side lower finishers. **D**
- ④ Remove body side welts.
- ⑤ Remove front pillar garnishes. **C**
- ⑥ Remove seat belt upper guide loop. Refer to “SEAT BELT” in RS section.
- ⑦ Remove upper rear garnishes.

INTERIOR TRIM

Side and Floor Trim (Cont'd)

SEC. 745 • 769 • 799

King Cab shown Standard Cab similar

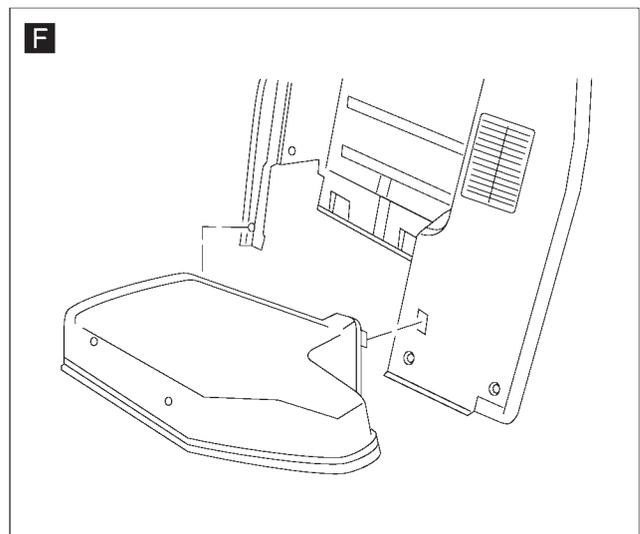
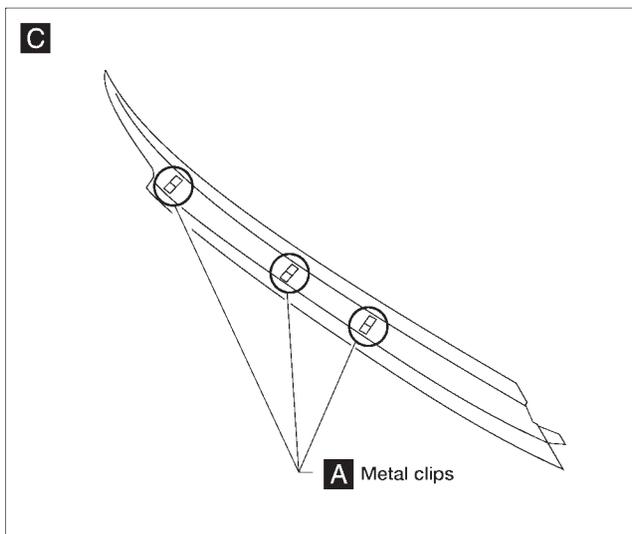
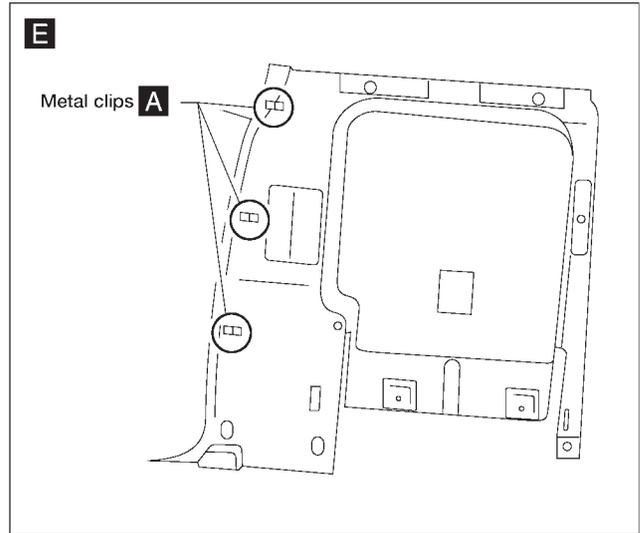
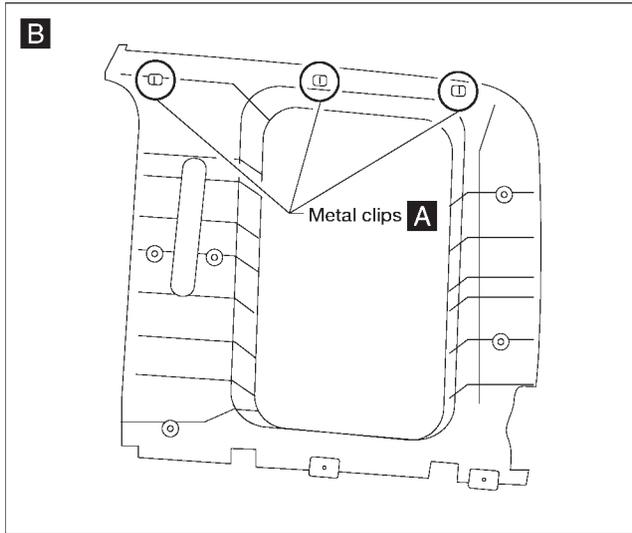
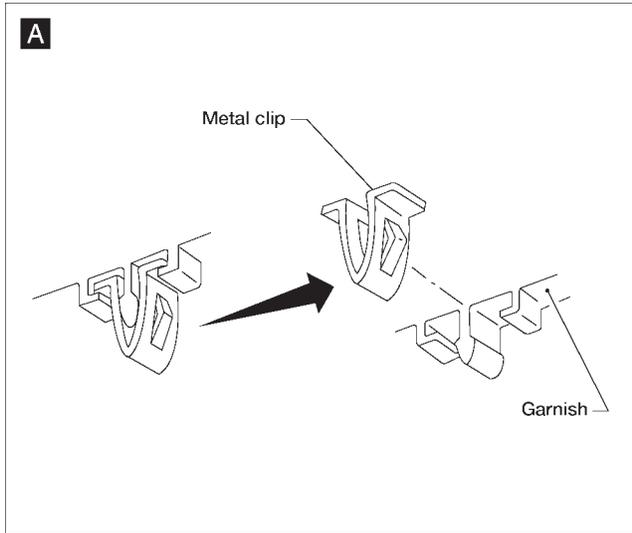


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INTERIOR TRIM

Side and Floor Trim (Cont'd)

King Cab shown Standard Cab similar



INTERIOR TRIM

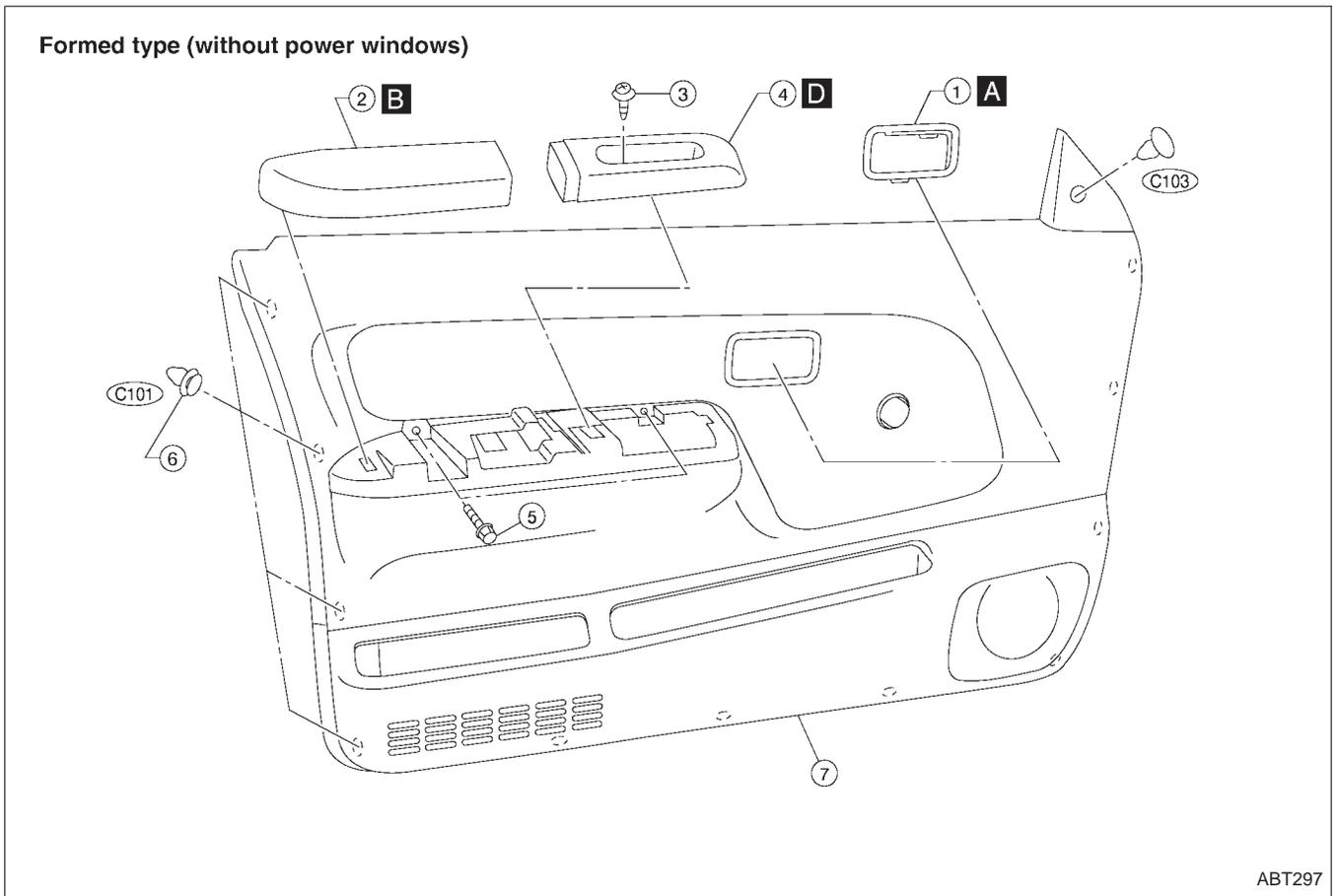
Door Trim

REMOVAL

Door trim (Formed type)

Remove manual window regulator handle, if equipped.

- ① Remove inside handle escutcheon. **A**
- ② Remove door armrest. **B**
- ③ Remove screw securing door pull handle.
- ④ Remove power window switch, then disconnect the connector. **C D**
- ⑤ Remove two screws.
- ⑥ Remove clips securing door finisher.
- ⑦ Lift out door finisher.



ABT297

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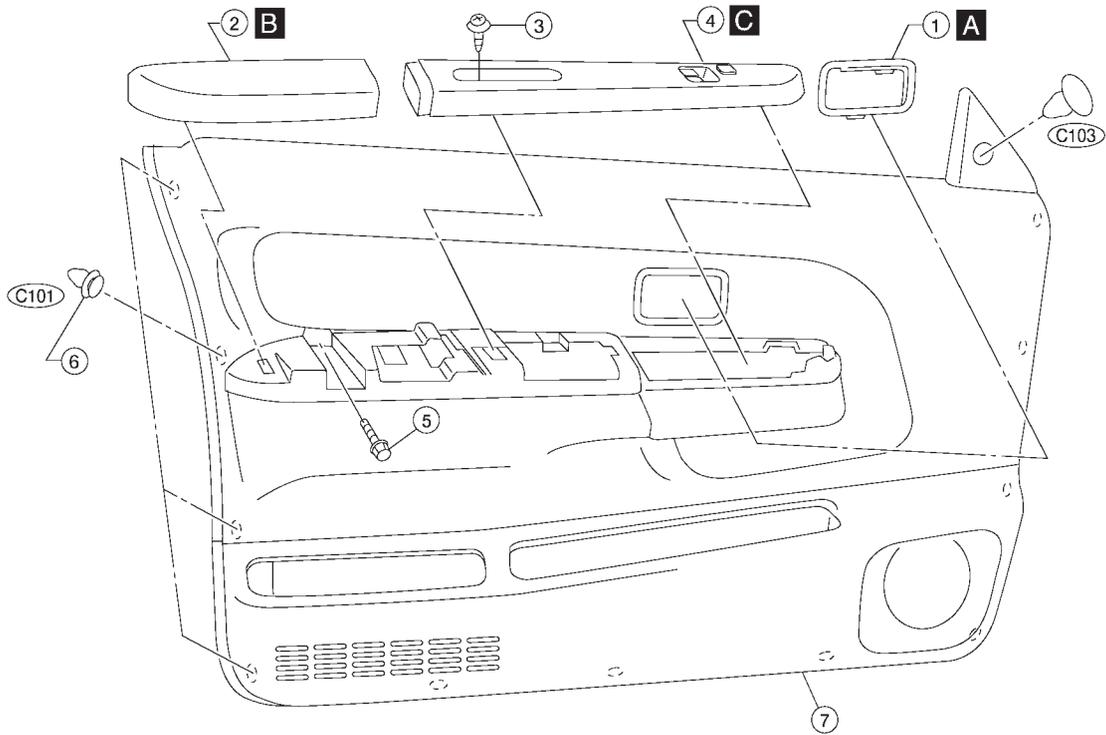
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INTERIOR TRIM

Door Trim (Cont'd)

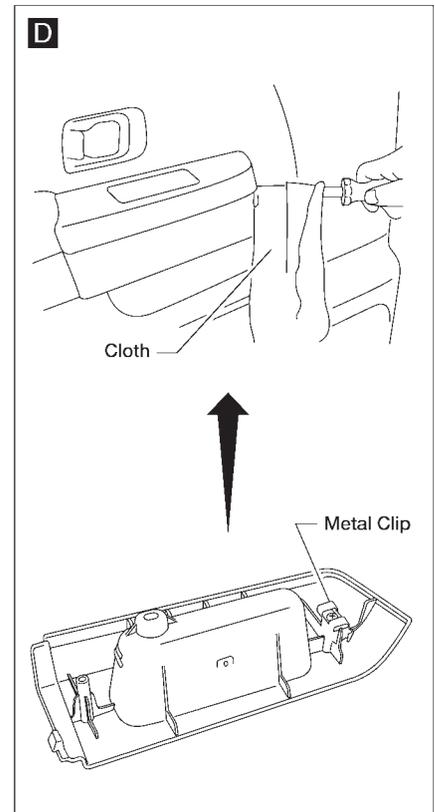
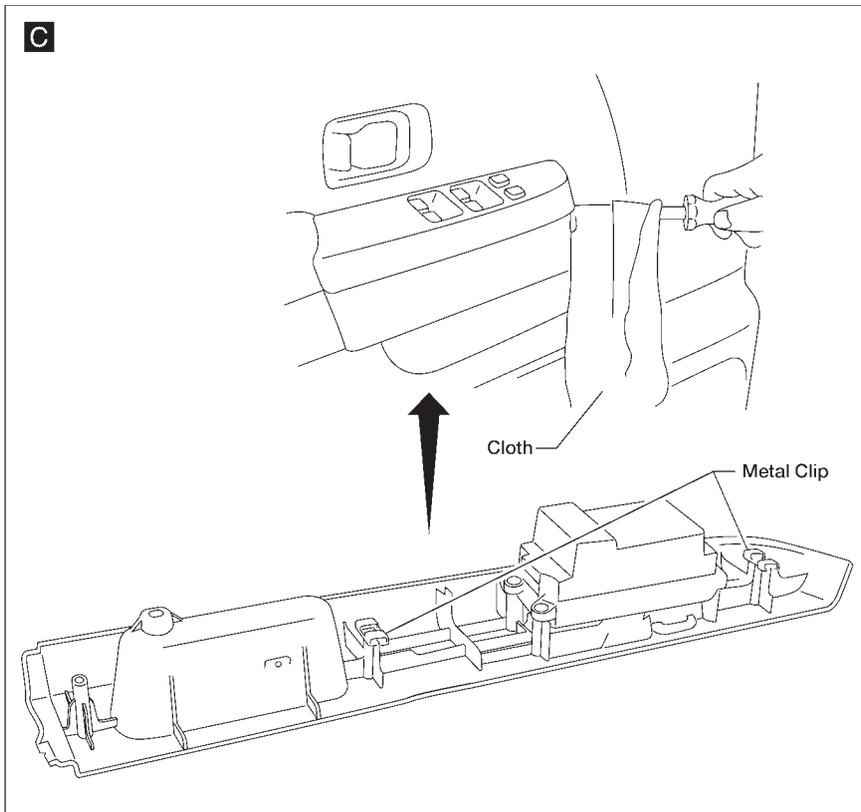
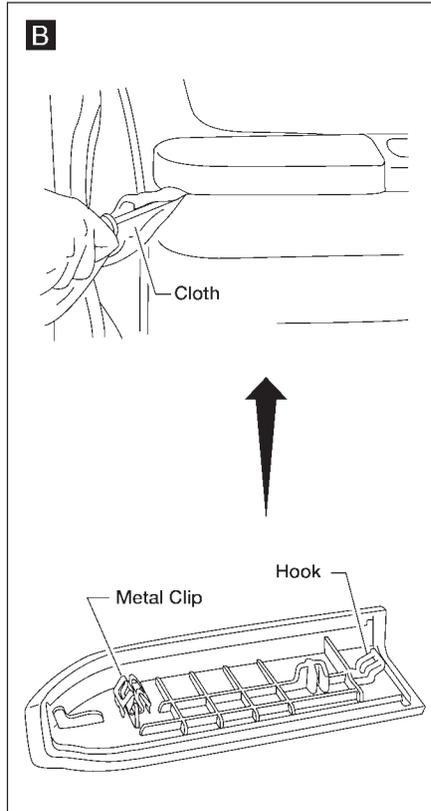
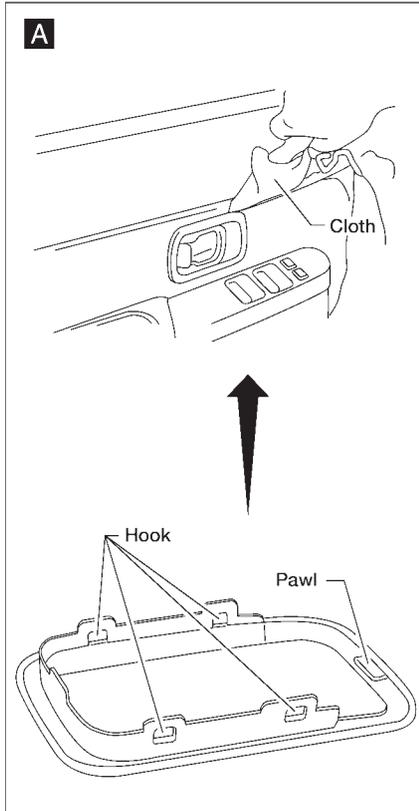
Formed type (with power windows)



ABT298

INTERIOR TRIM

Door Trim (Cont'd)



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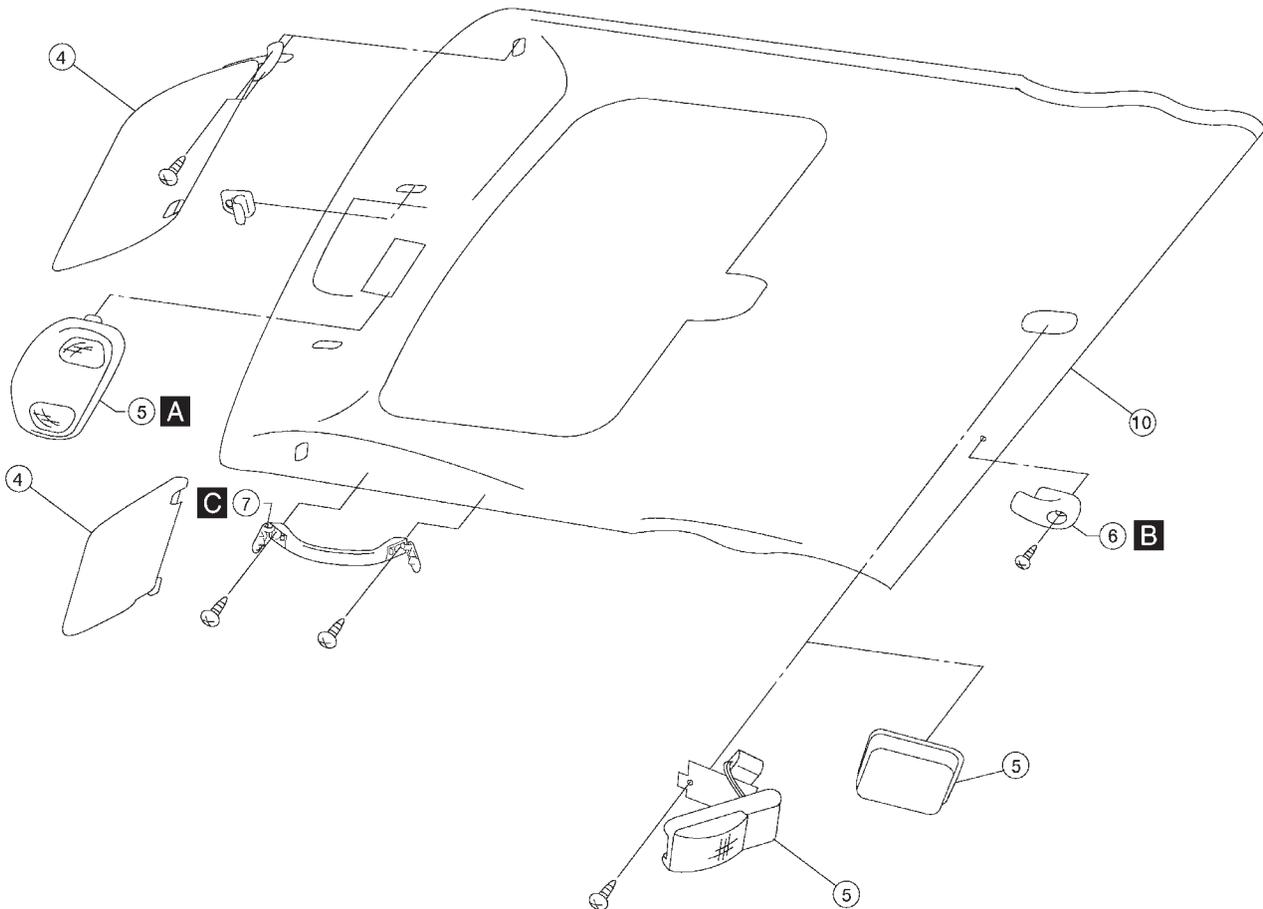
INTERIOR TRIM

Roof Trim

REMOVAL — Headlining

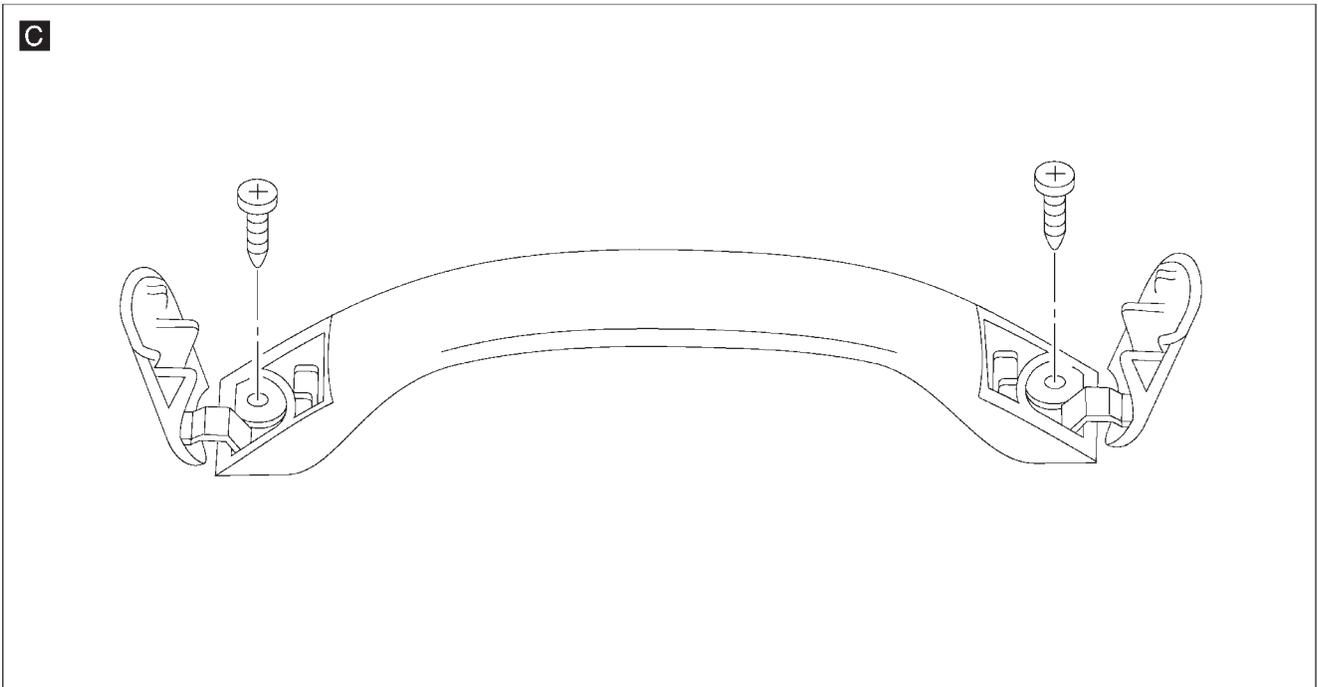
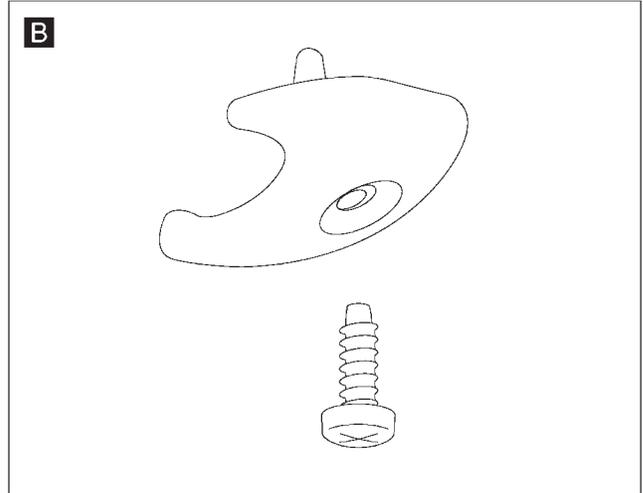
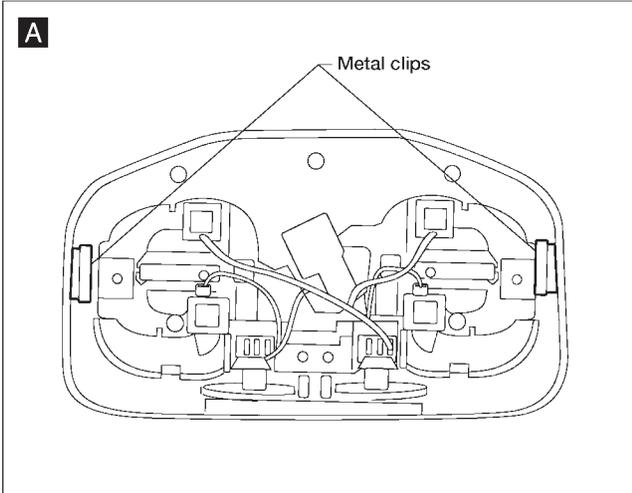
- ① Remove front and jump seats if equipped. Refer to “SEAT” for details, BT-34, 37.
- ② Remove front seat belt. Refer to “SEAT BELTS” in RS section for details.
- ③ Remove body side trim. Refer to “Side and Floor Trim” for details, BT-22.
- ④ Remove sun visors.
- ⑤ Remove interior lamp assembly. **A**
- ⑥ Remove coat hook. **B**
- ⑦ Remove assist grip if equipped. **C**
- ⑧ Remove sunroof if equipped, refer to “SUNROOF” for details, BT-38.
- ⑨ Remove clips securing headlining.
- ⑩ Remove headlining.

SEC. 264 • 738 • 964



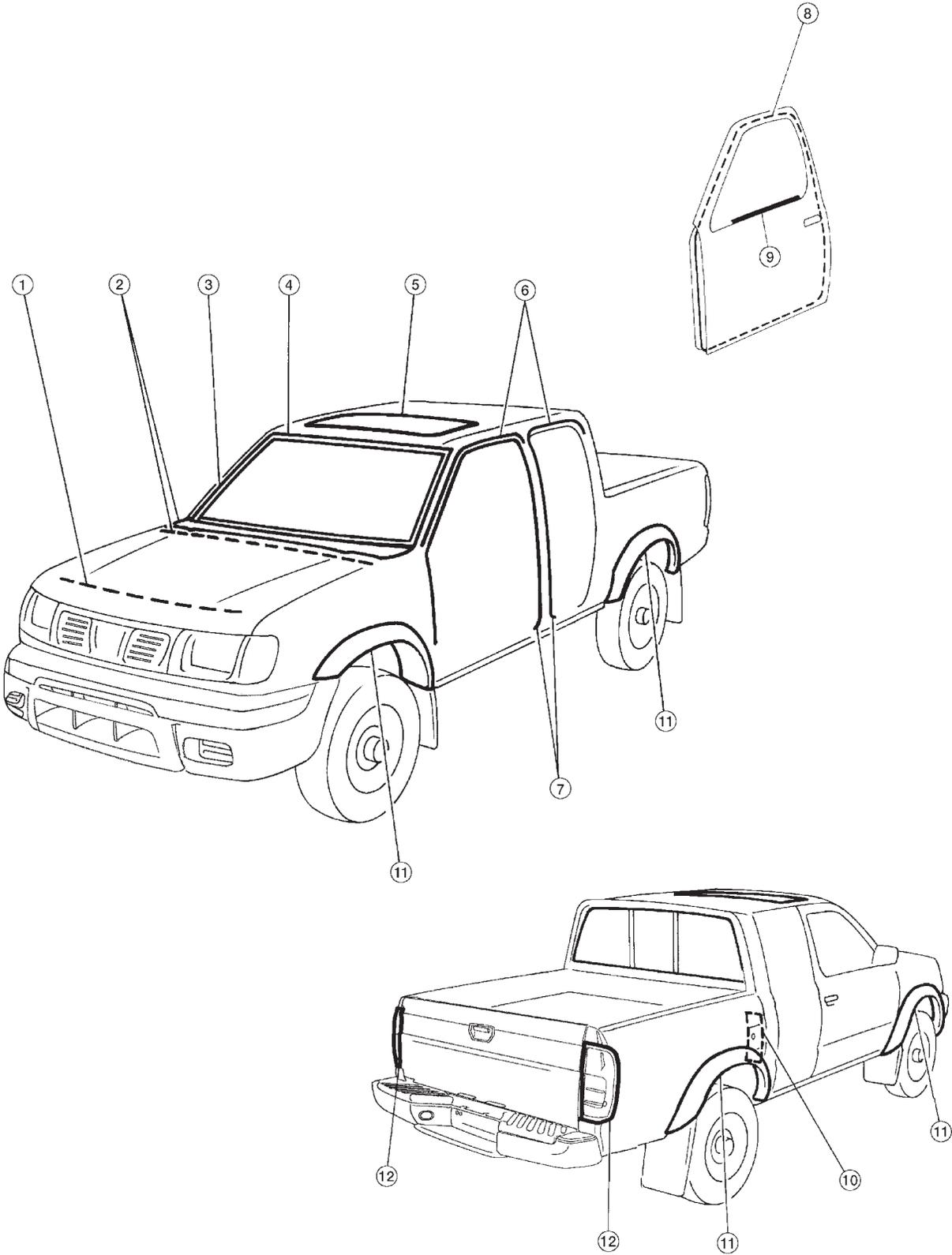
INTERIOR TRIM

Roof Trim (Cont'd)



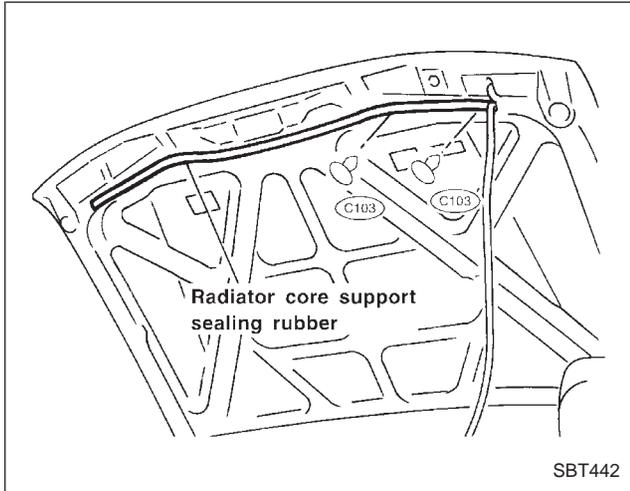
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EXTERIOR

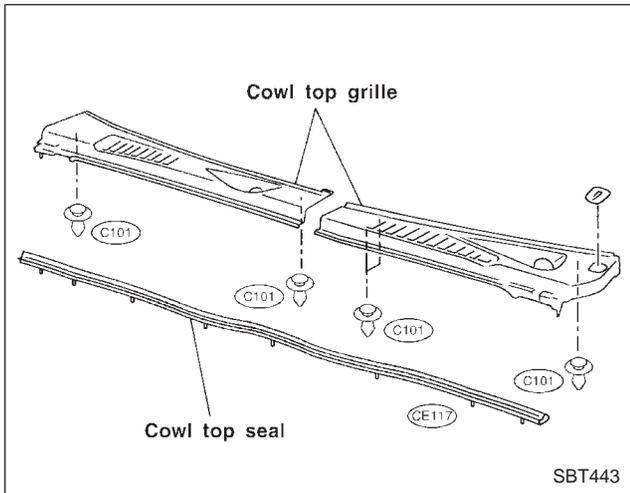


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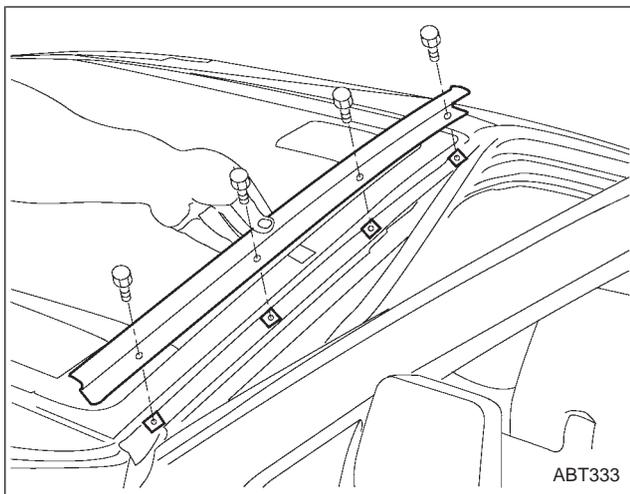
① Hood front sealing rubber



② Cowl top seal and cowl top grille



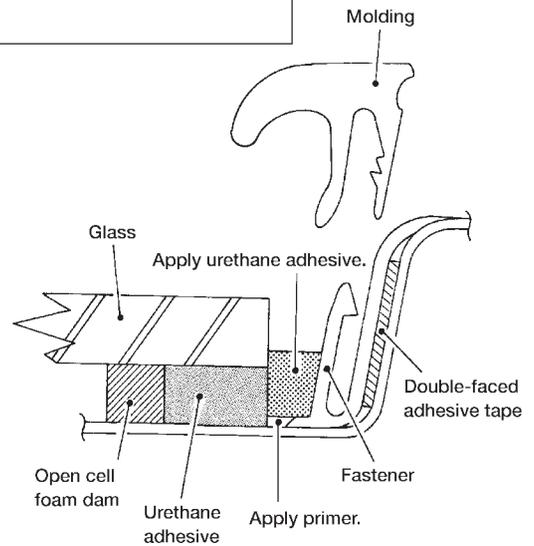
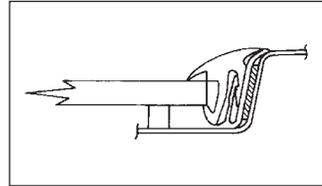
③ Windshield side molding



④ Windshield upper molding

SEC. 720

1. Cut off urethane adhesive at glass end.
2. Remove old urethane adhesive from panel surface.
3. Set molding fastener and apply primer to body panel, and apply urethane adhesive to body.

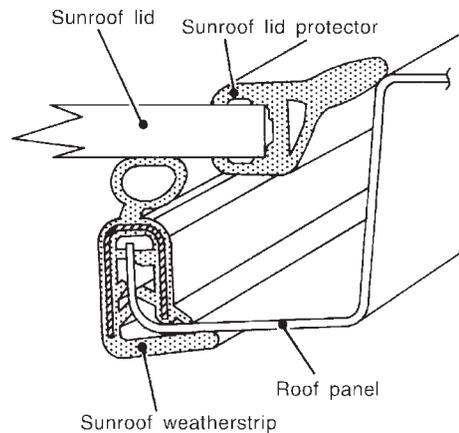


4. Install molding by aligning the molding mark located on center with vehicle center. Be sure to install tightly so that there is no gap around the corner.

ABT332

⑤ Sunroof weatherstrip and lid protector

SEC. 736

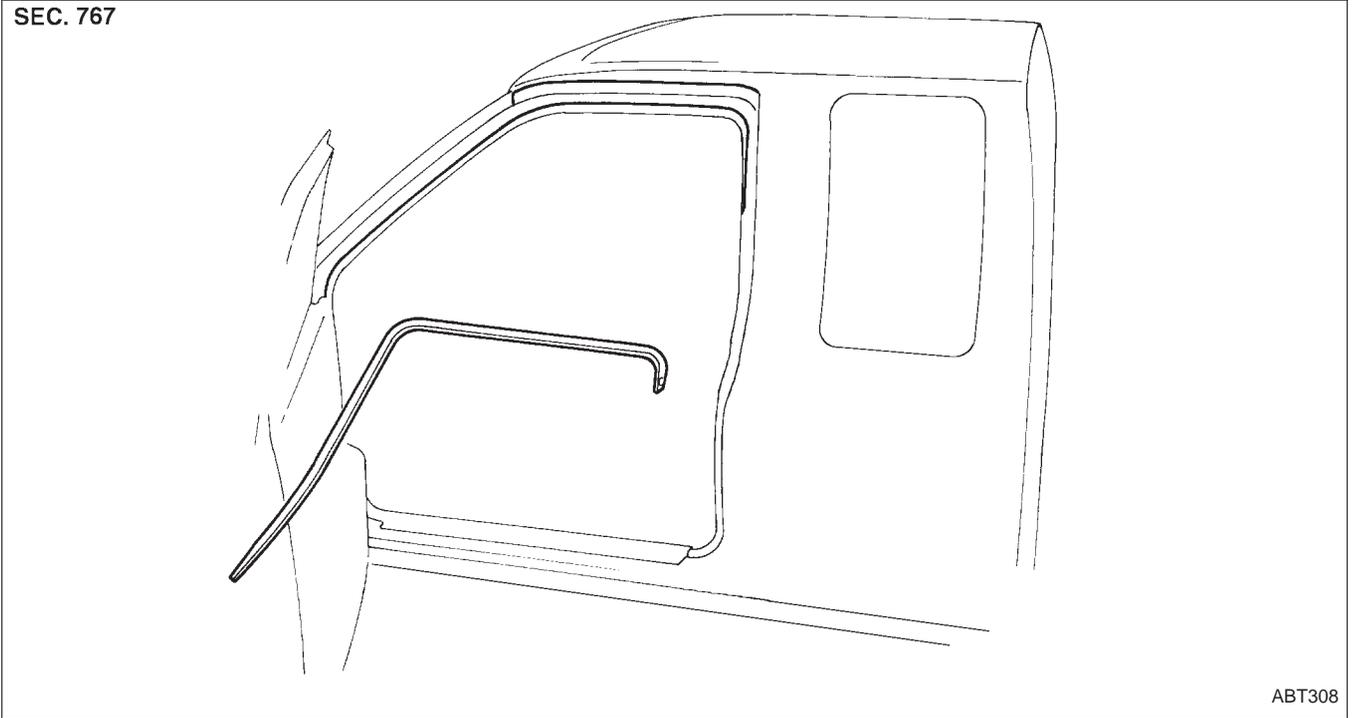


SBT445

EXTERIOR

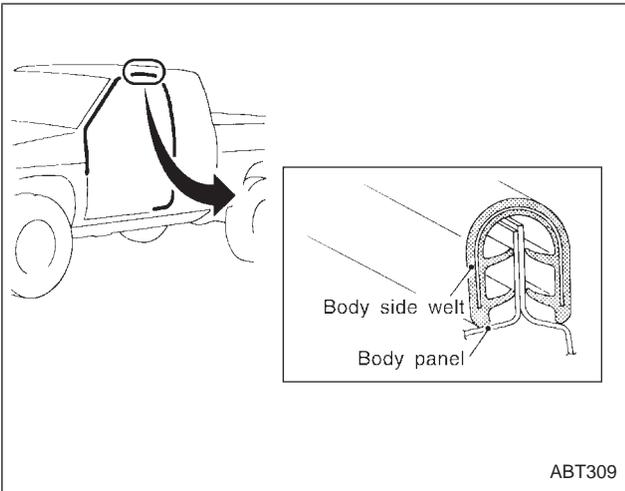
⑥ Drip weatherstrip

SEC. 767



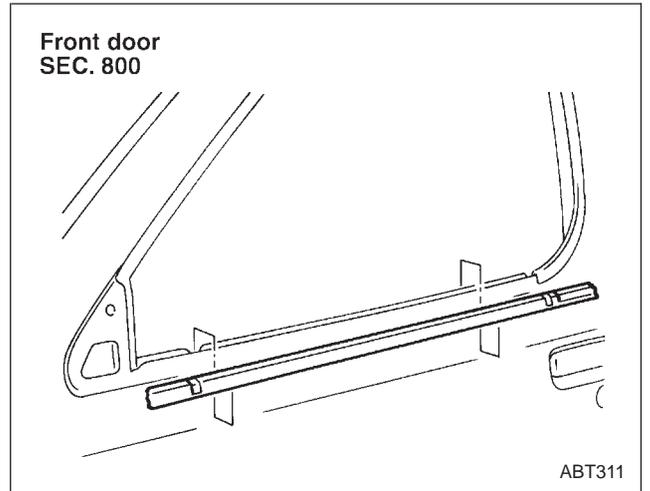
ABT308

⑦ Body side welt



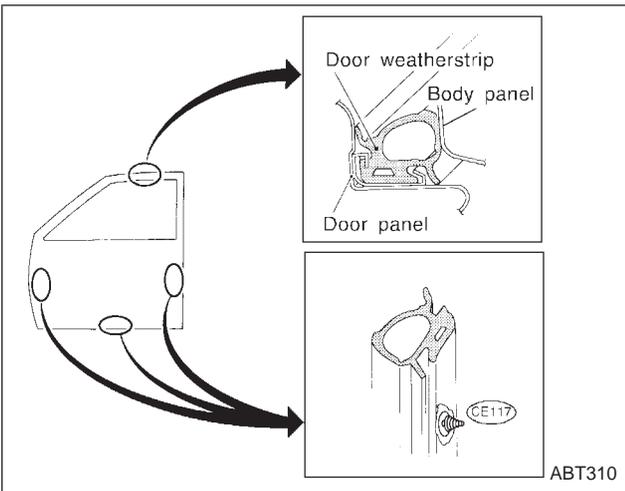
ABT309

⑨ Door outside molding



ABT311

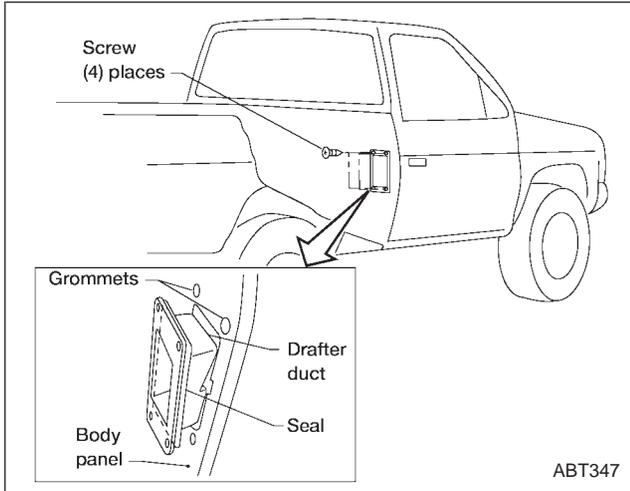
⑧ Door weatherstrip



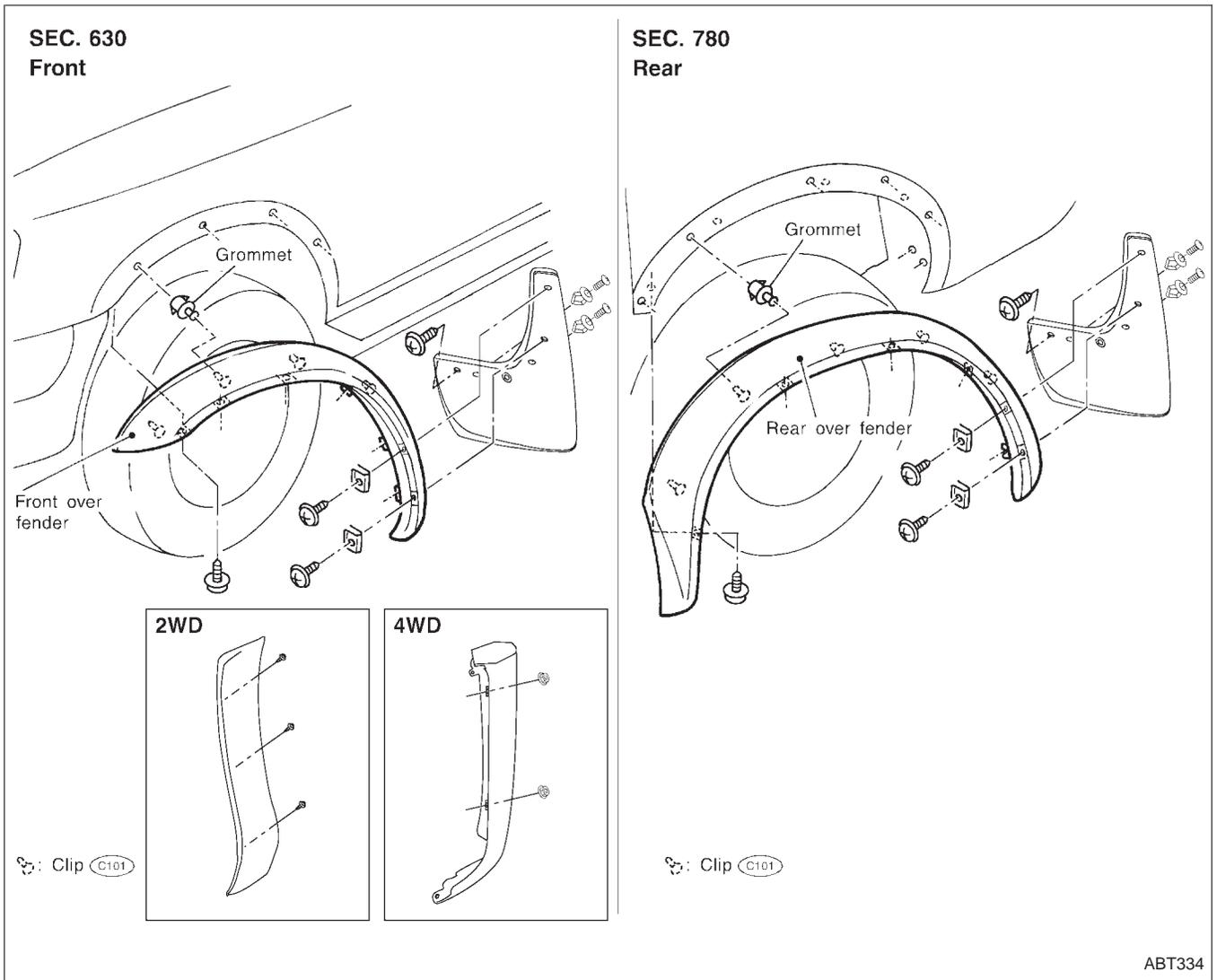
ABT310

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⑩ Drafter duct



⑪ Over fender



⑫ Rear combination lamp

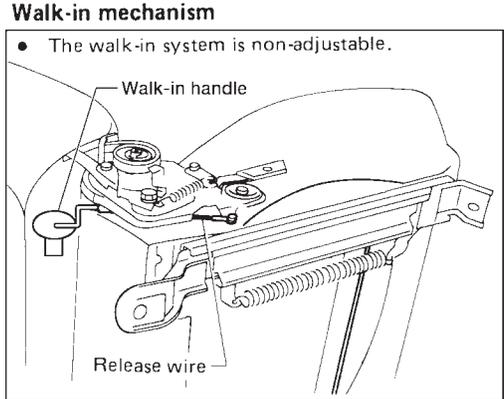
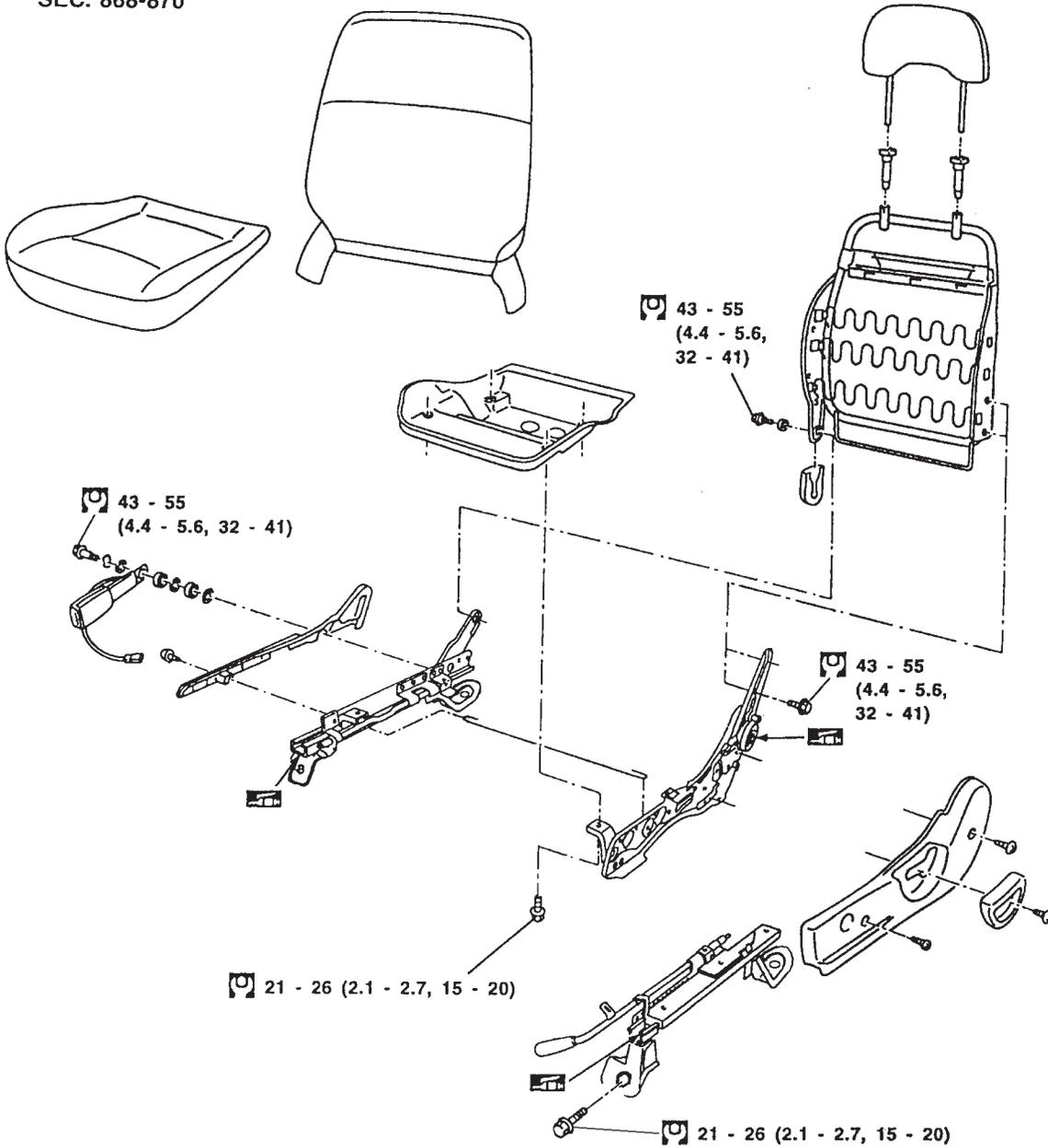
Mounted with bolts.

SEAT

- When removing and installing the seat trim, carefully handle it to keep dirt out and avoid damage.

Front Seat

SEC. 868•870

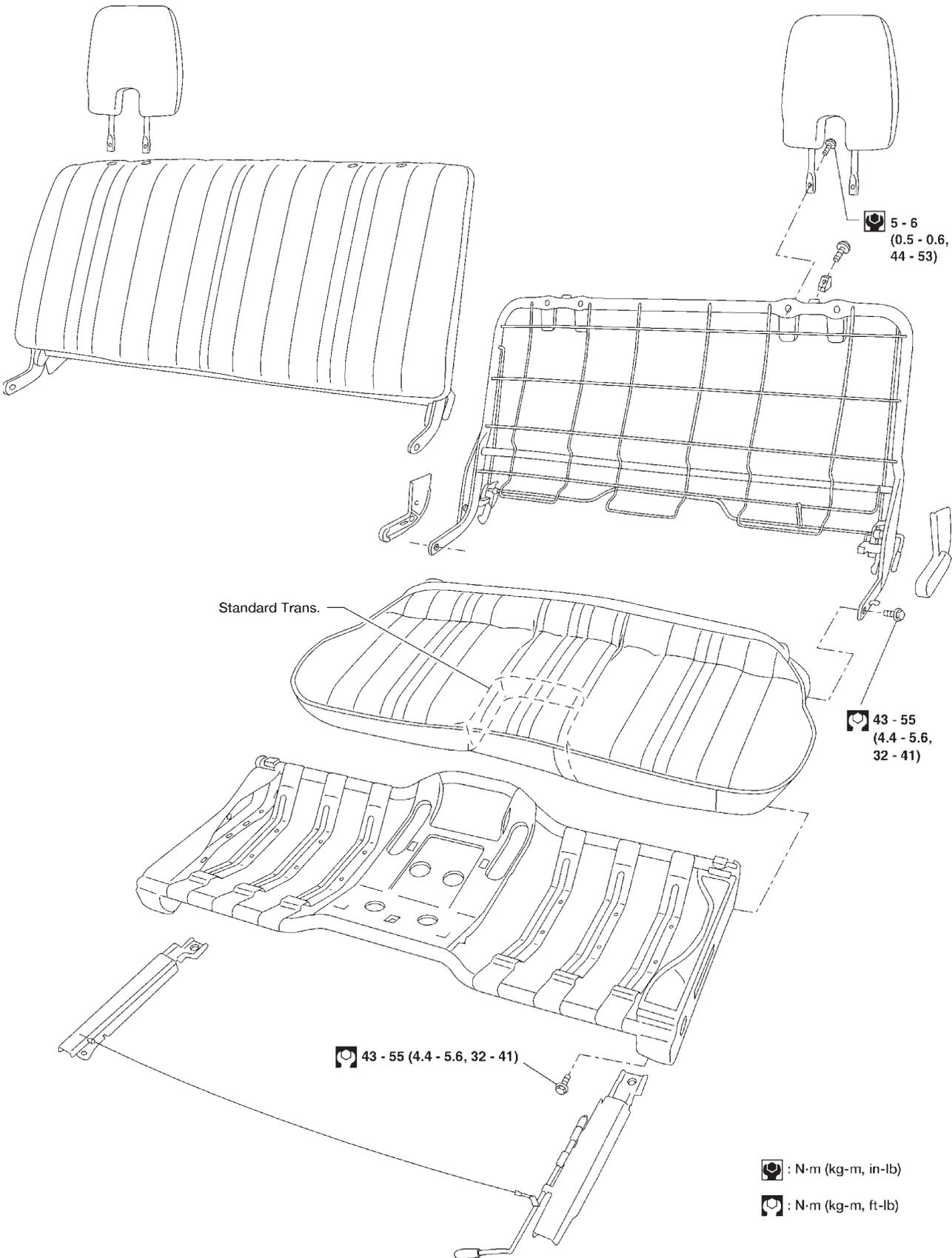


- : N·m (kg·m, ft·lb)
- : Grease-up point
(Do not apply too much grease as it will drip.)

SEAT

Front Seat (Cont'd)

SEC. 868 • 870

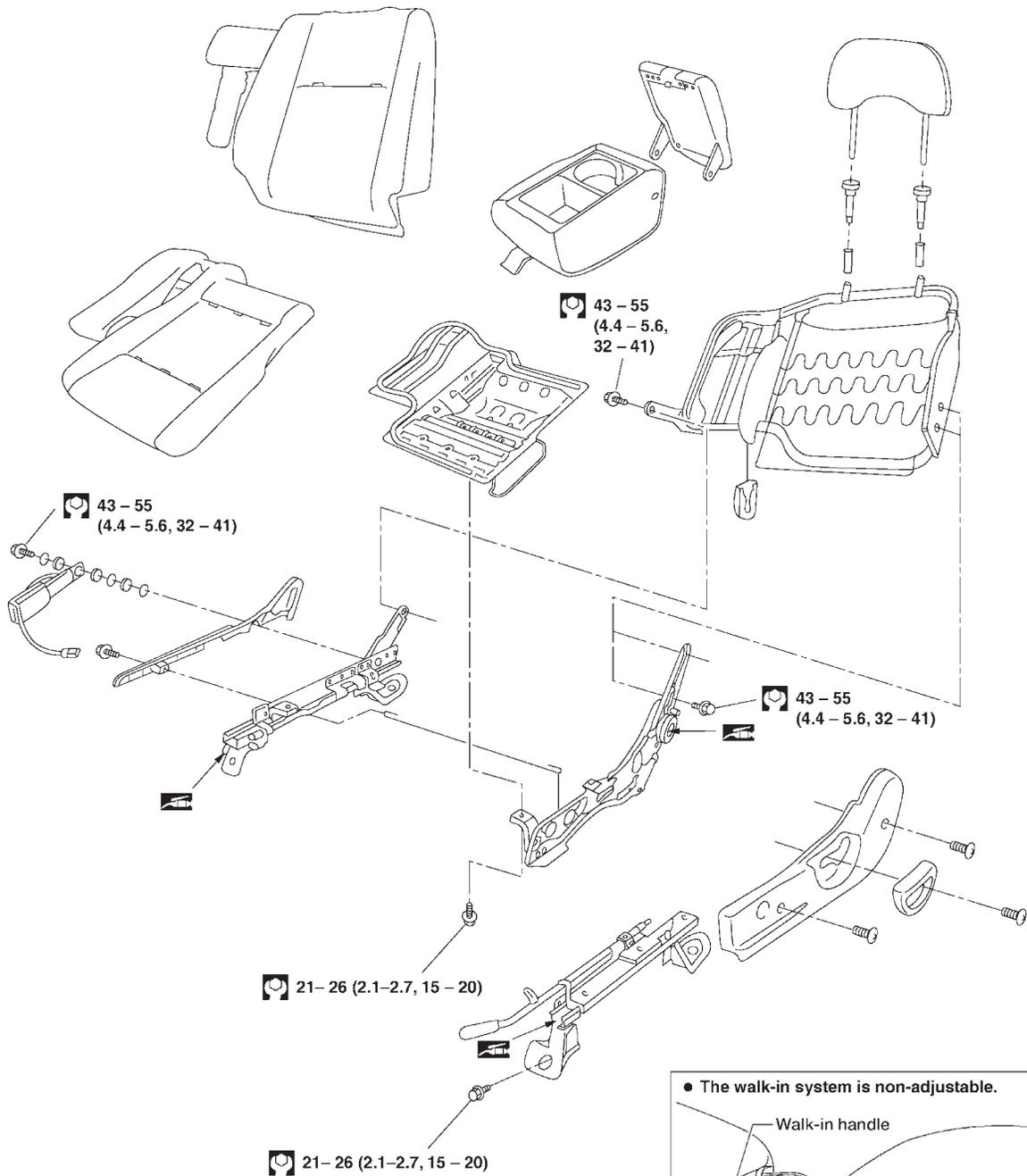


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SEAT

Front Seat (Cont'd)

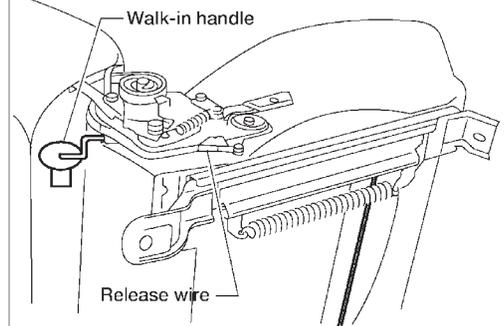
SEC. 868 • 870



 : N-m (kg-m, ft-lb)

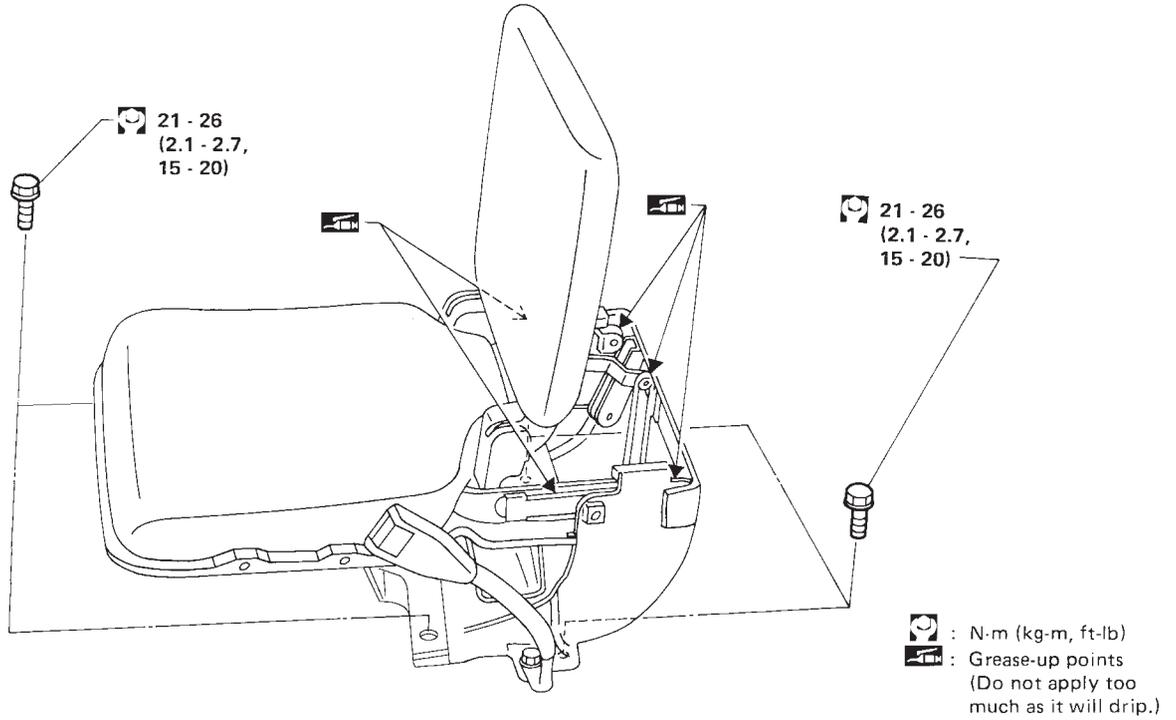
 : Grease-up point
(Do not apply too much grease as it will drip.)

• The walk-in system is non-adjustable.



Jump Seat — King Cab Model

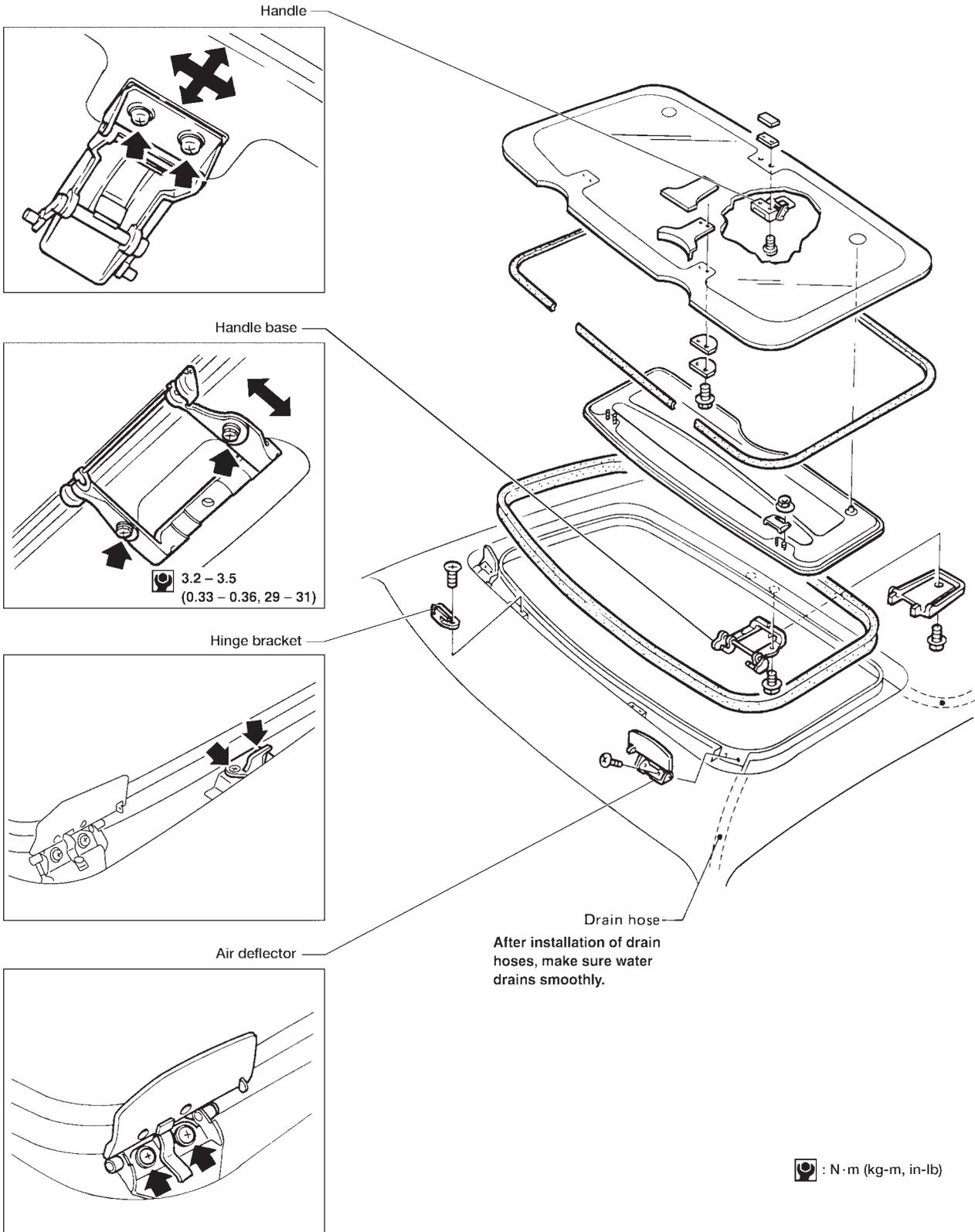
SEC. 880



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SUNROOF

SEC. 736



WINDSHIELD AND WINDOWS

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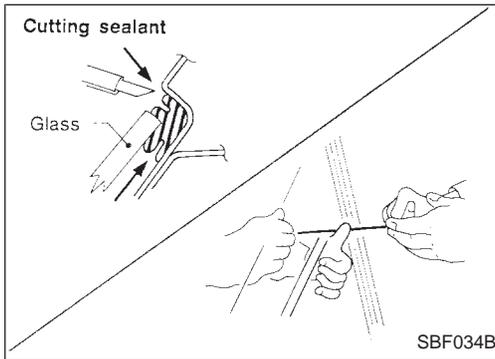
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REMOVAL

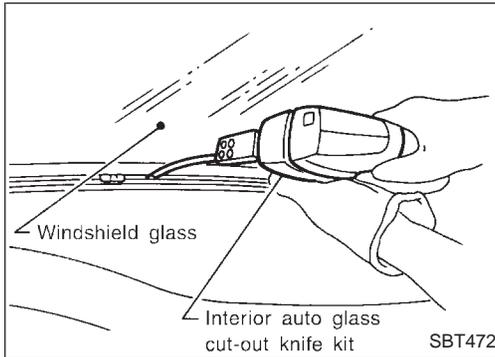
After removing moldings, remove glass using piano wire or power cutting tool and an inflatable pump bag.

WARNING:

When cutting the glass from the vehicle, always wear safety glasses and heavy gloves to help prevent glass splinters from entering your eyes or cutting your hands.

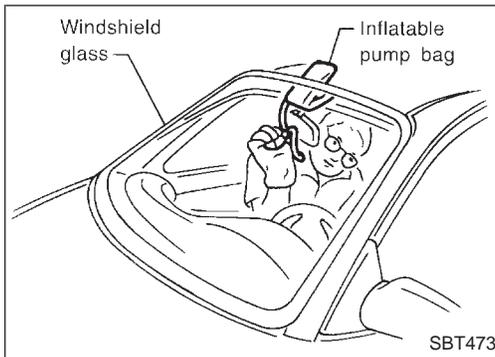
CAUTION:

- Be careful not to scratch the glass when removing.
- Do not set or stand the glass on its edge. Small chips may develop into cracks.



INSTALLATION

- Use genuine Nissan Urethane Adhesive Kit or equivalent and follow the instructions furnished with it.
- While the urethane adhesive is curing, open a door window. This will prevent the glass from being forced out by passenger compartment air pressure when a door is closed.
- The molding must be installed securely so that it is in position and leaves no gap.
- Inform the customer that the vehicle should remain stationary until the urethane adhesive has completely cured (preferably 24 hours). Curing time varies with temperature and humidity.



WARNING:

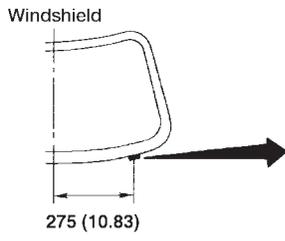
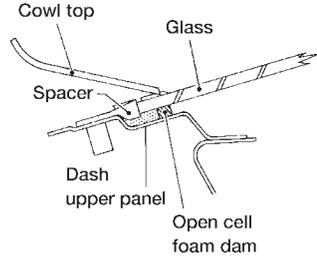
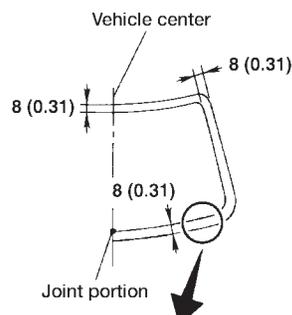
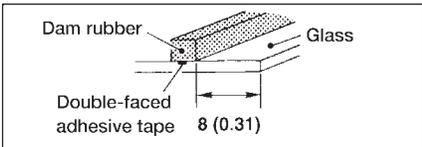
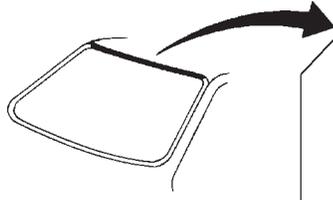
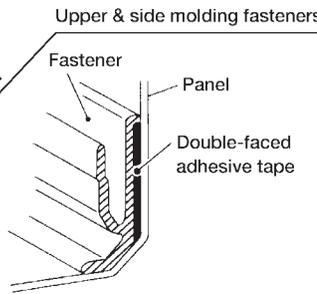
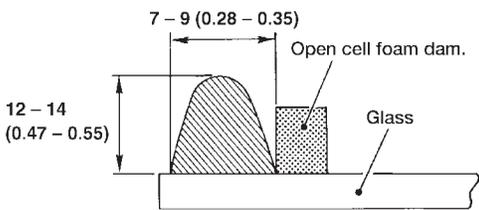
- Keep heat and open flames away as primers and adhesive are flammable.
- The materials contained in the kit are harmful if swallowed, and may irritate skin and eyes. Avoid contact with the skin and eyes.
- Use in an open, well ventilated location. Avoid breathing the vapors. They can be harmful if inhaled. If affected by vapor inhalation, immediately move to an area with fresh air.
- Driving the vehicle before the urethane adhesive has completely cured may affect the performance of the windshield in case of an accident.

CAUTION:

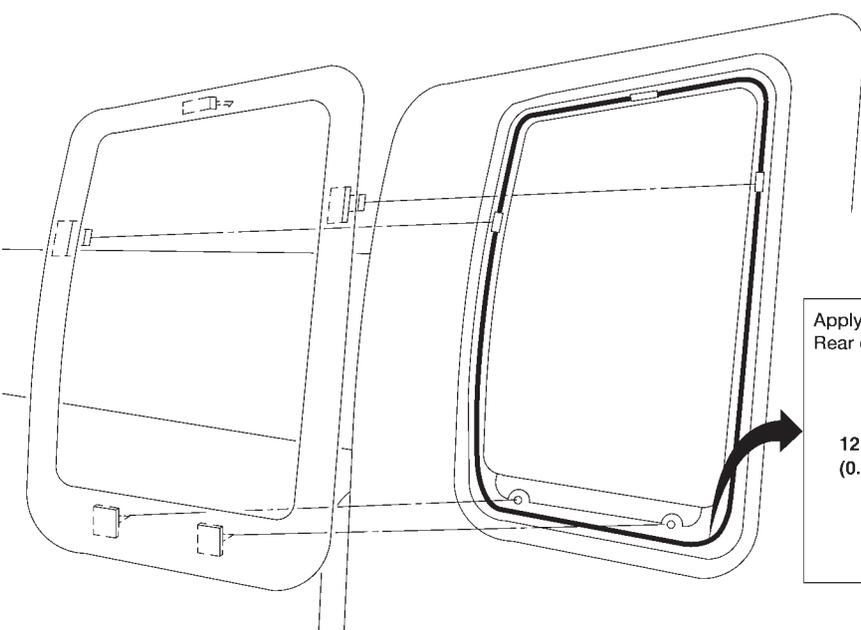
- Do not use an adhesive which is past its usable term. Shelf life of this product is limited to six months after the date of manufacture. Carefully adhere to the expiration or manufacture date printed on the box.
- Keep primers and adhesive in a cool, dry place. Ideally, they should be stored in a refrigerator.
- Do not leave primers or adhesive cartridge unattended with their caps open or off.
- The vehicle should not be driven for at least 24 hours or until the urethane adhesive has completely cured. Curing time varies depending on temperature and humidities. The curing time will increase under higher temperatures and lower humidities.

WINDSHIELD AND WINDOWS

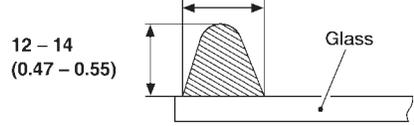
Windshield

<p>Body side Install spacer to panel.</p>  <p>275 (10.83)</p>	 <p>Cowl top Glass Spacer Dash upper panel Open cell foam dam</p>	<p>Glass side Install open cell foam dam. Windshield</p>  <p>Vehicle center 8 (0.31) 8 (0.31) 8 (0.31) Joint portion</p>  <p>Dam rubber Glass Double-faced adhesive tape 8 (0.31)</p>
<p>Install molding fastener. When installing it, heat body panel and fastener to approx. 30 to 40°C (86 to 104°F).</p>   <p>Upper & side molding fasteners Fastener Panel Double-faced adhesive tape</p>	<p>Apply urethane adhesive evenly. Windshield and rear window</p>  <p>7 - 9 (0.28 - 0.35) 12 - 14 (0.47 - 0.55) Open cell foam dam. Glass</p> <p style="text-align: right;">Unit: mm (in) ABT331</p>	

Side Window



Apply urethane adhesive.
Rear quarter window.



7 - 9 (0.28 - 0.35)
12 - 14 (0.47 - 0.55)
Glass

Unit: mm (in)

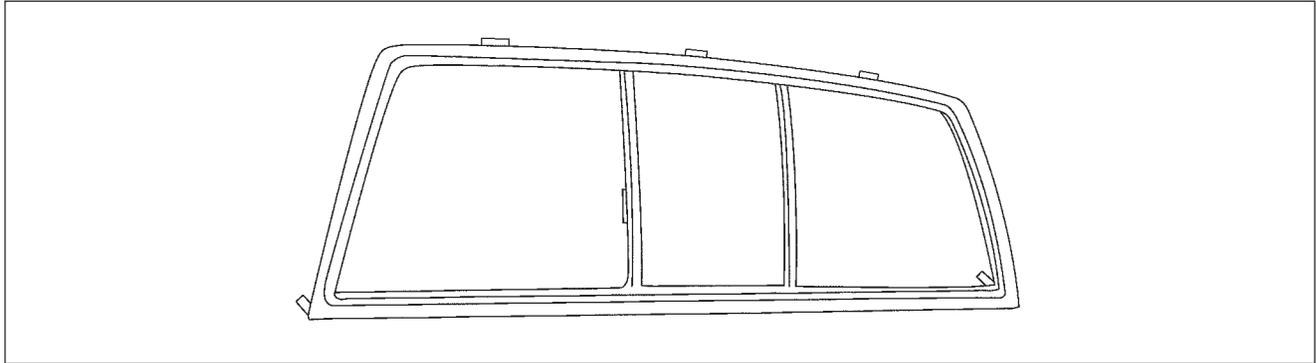
ABT345

WINDSHIELD AND WINDOWS

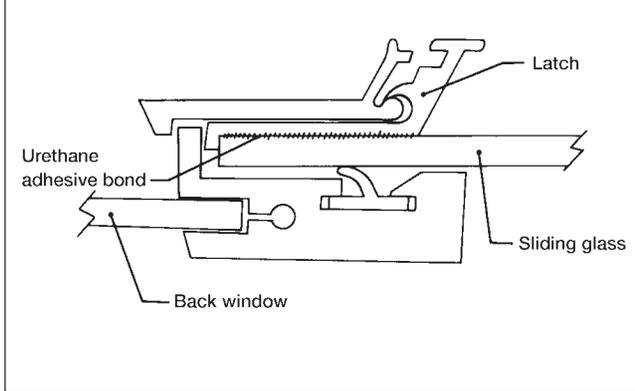
Back Window

- Window glass is held in place by urethane adhesive.

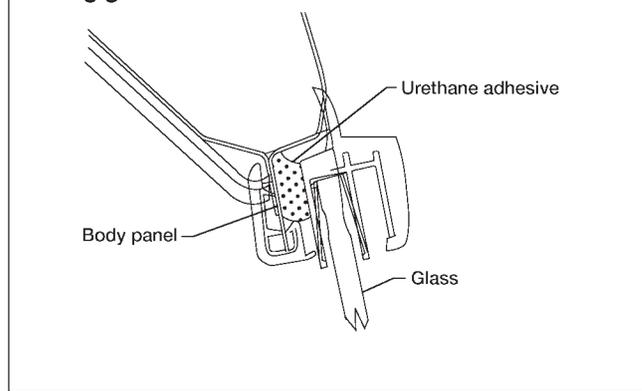
SEC. 797



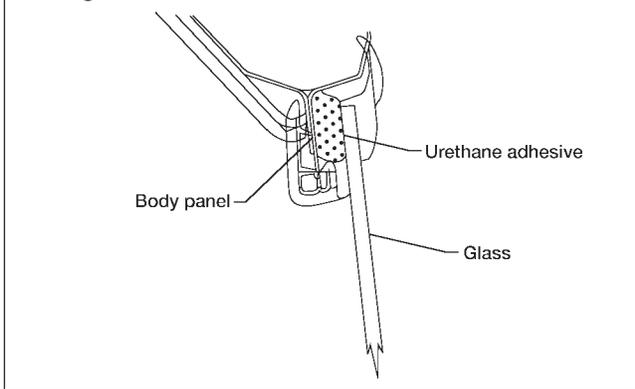
Latch



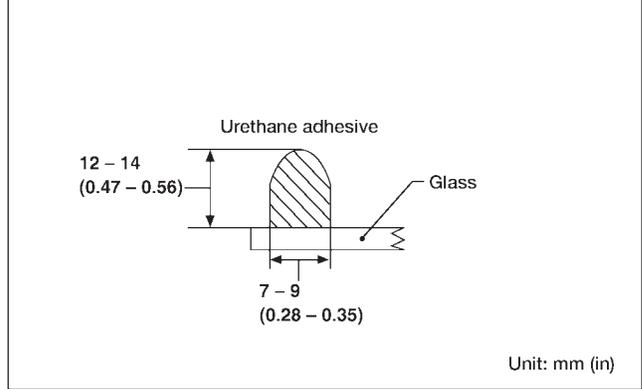
Sliding glass



Fixed glass



Apply urethane adhesive evenly.



ABT335

REPAIRING WATER LEAKS FOR WINDSHIELD, SIDE WINDOW AND BACK WINDOW

Leaks can be repaired without removing and reinstalling glass.

If water is leaking between urethane adhesive material and body or glass, determine the extent of leakage. This can be done by applying water to the windshield or side window area while pushing glass outward.

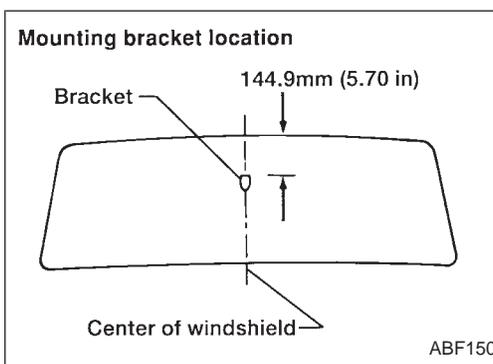
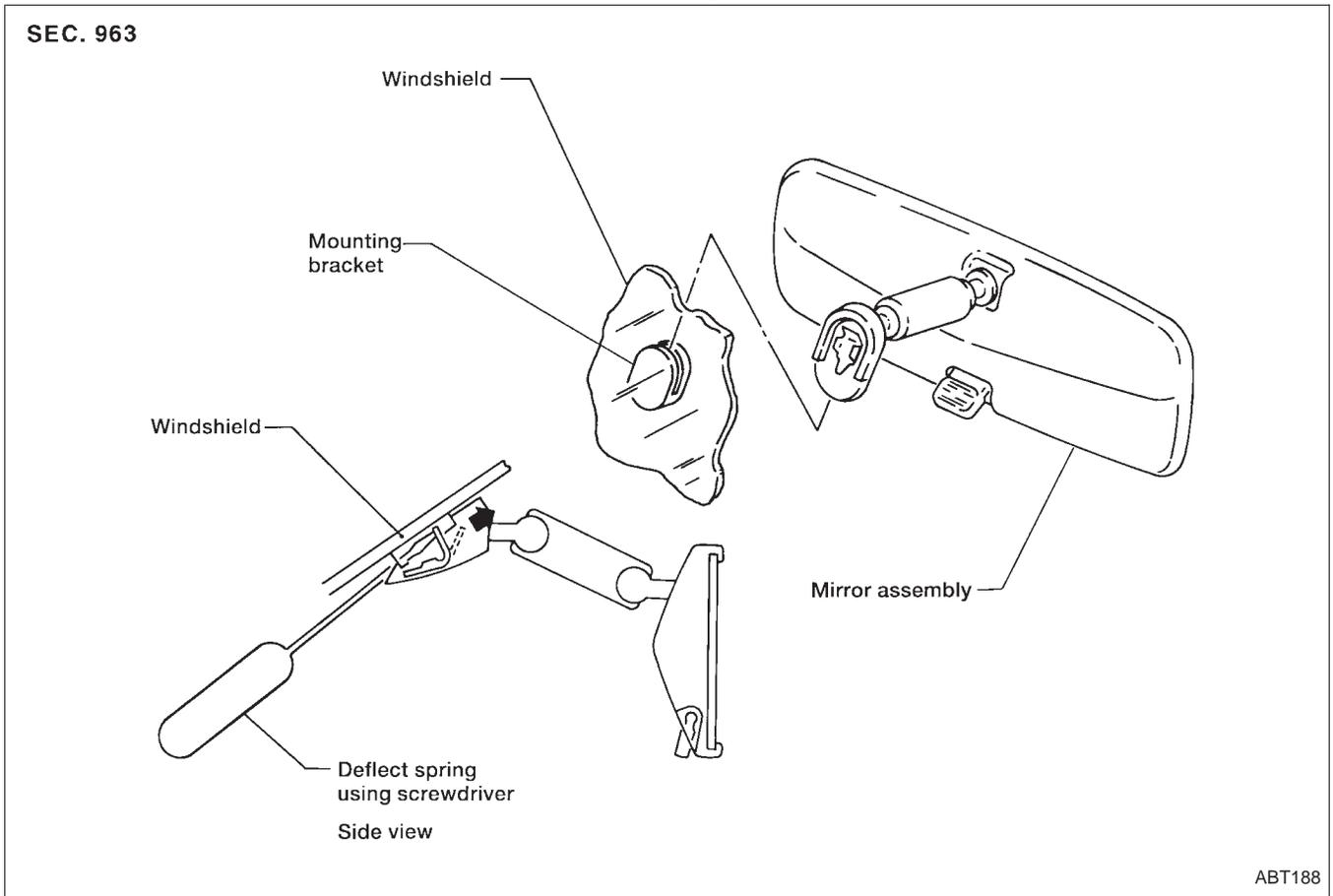
To stop the leak, apply primer (if necessary) and then urethane adhesive to the leak point.

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Rearview Mirror

REMOVAL

Remove rearview mirror by deflecting spring with screwdriver as shown in the figure.



INSTALLATION

1. Install mounting bracket as follows:
 - a. Determine mounting bracket position on windshield by measuring from top of windshield to top of mounting bracket as shown in the figure.
 - b. Mark location on outside of windshield with wax pencil or equivalent.
 - c. Clean attaching point on inside of windshield with an alcohol-saturated paper towel.
 - d. Sand bonding surface of mounting bracket with sandpaper (No. 320 or No. 360).
 - e. Clean bonding surface of mounting bracket with an alcohol-saturated paper towel.
 - f. Apply Loctite Adhesive 11067-2 or equivalent to bonding surface of mounting bracket.
 - g. Install mounting bracket at premarked position and press mounting bracket against glass for 30 to 60 seconds.
 - h. After five minutes, wipe off excess adhesive with an alcohol-moistened paper towel.
2. Install rearview mirror.

MIRROR

CAUTION:

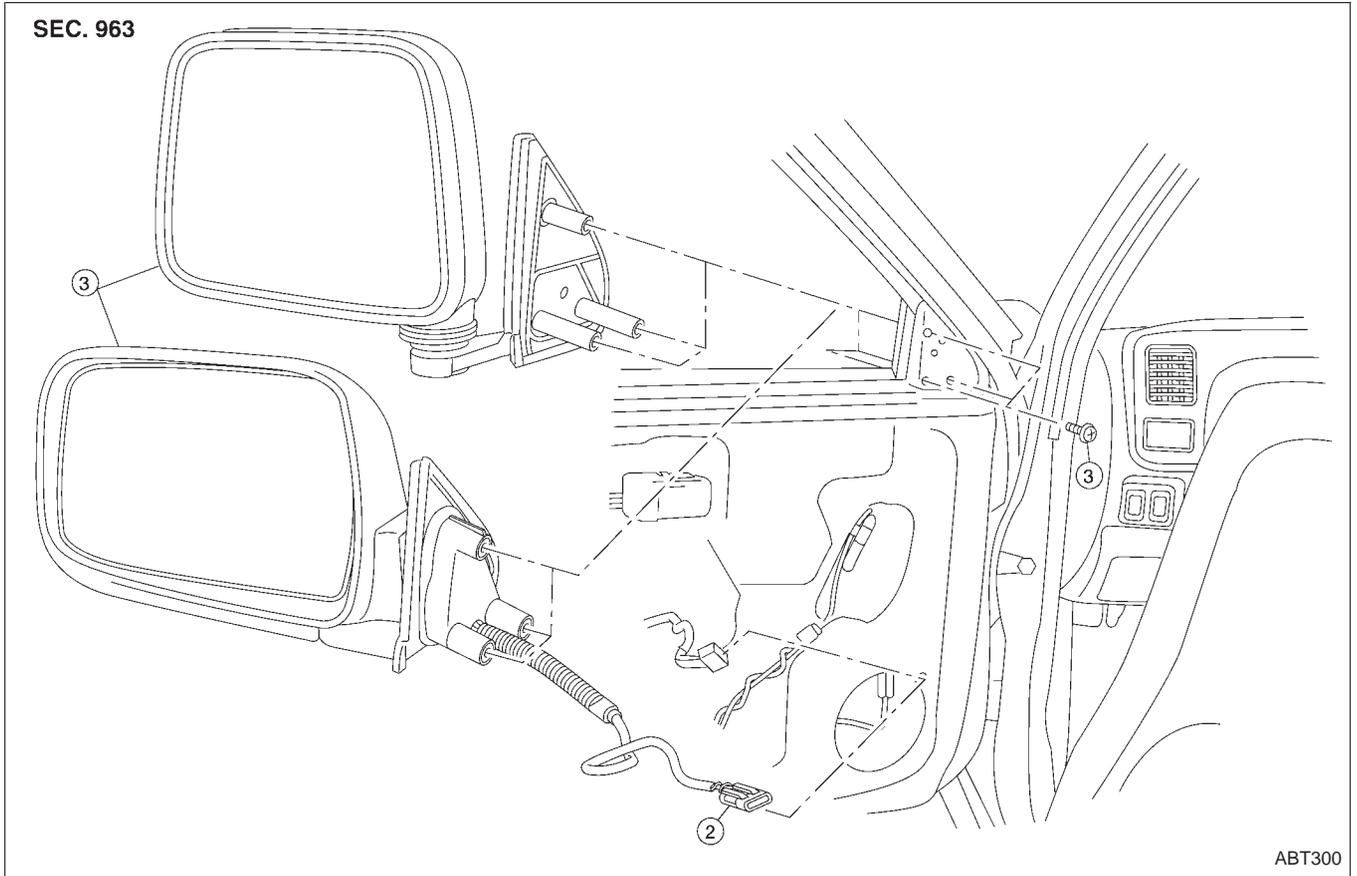
Door Mirror

Be careful not to scratch door rearview mirror body.

★ For Wiring Diagram, refer to “POWER DOOR MIRROR” in EL section.

REMOVAL — Door mirror

- ① Remove door trim or inner cover from front corner of door. Refer to “Door Trim” for details, BT-25.
- ② Disconnect door mirror harness connector.
- ③ Remove bolts securing door mirror, then remove door mirror assembly.



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CAB AND REAR BODY

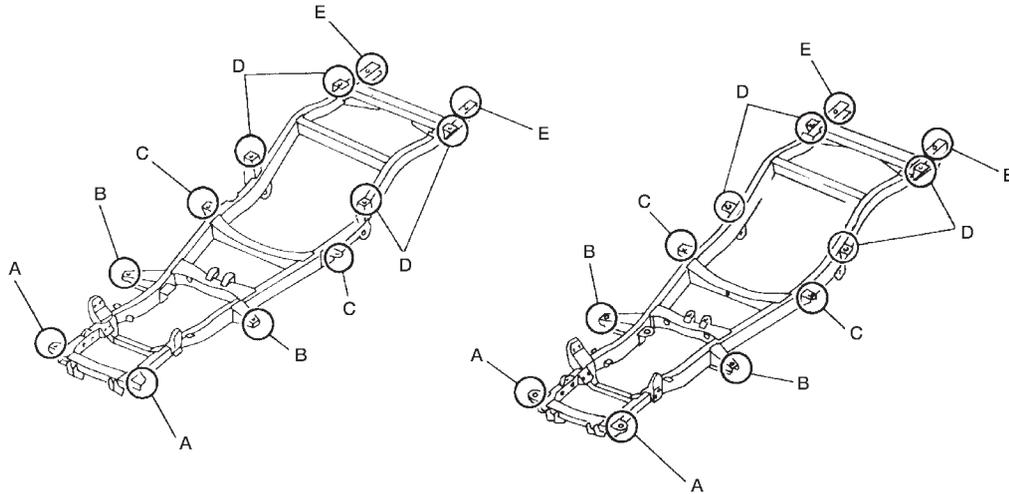
Body Mounting

When removing, be sure to replace bolts and nuts (sealant applied bolts or self-lock nuts are used for all mounting).

SEC. 930

Short wheel base

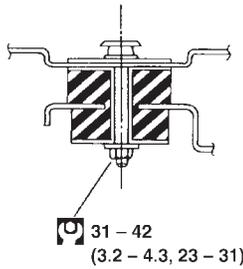
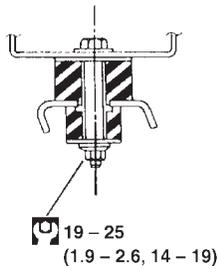
Long wheel base



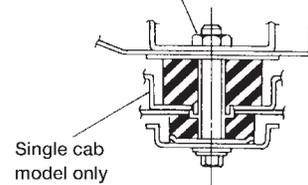
A

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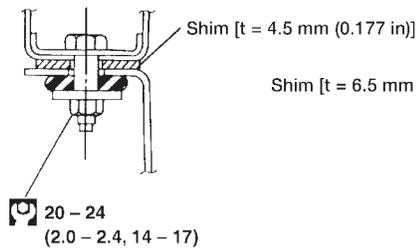


31 - 42 (3.2 - 4.3, 23 - 31)

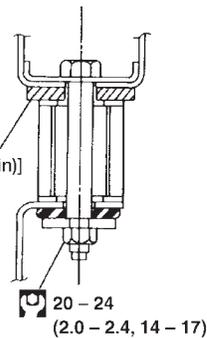


D

E



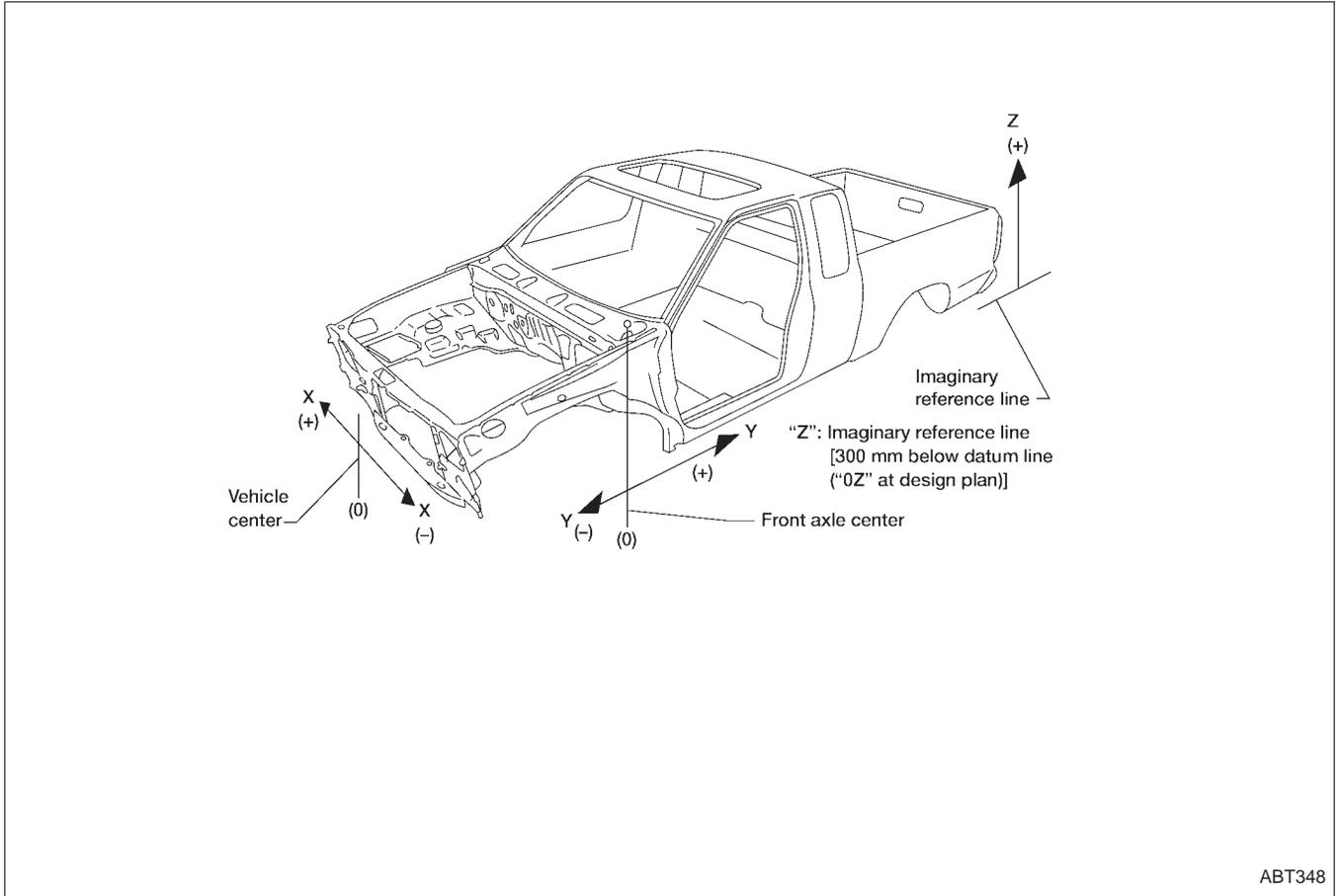
Shim [t = 6.5 mm (0.256 in)]



: N·m (kg-m, ft-lb)

BODY ALIGNMENT

- All dimensions indicated in the figures are actual.
- When using a tracking gauge, adjust both pointers to equal length, then check pointers and the gauge to make sure there is no free play.
- When a measuring tape is used, check to be sure there is no elongation, twisting or bending.
- Measurements should be taken at the center of the mounting holes.
- An asterisk (*) following the value at the measuring point indicates that the measuring point on the other side is symmetrically the same value.
- The coordinates of the measurement points are the distances measured from the standard line of "X", "Y" and "Z".

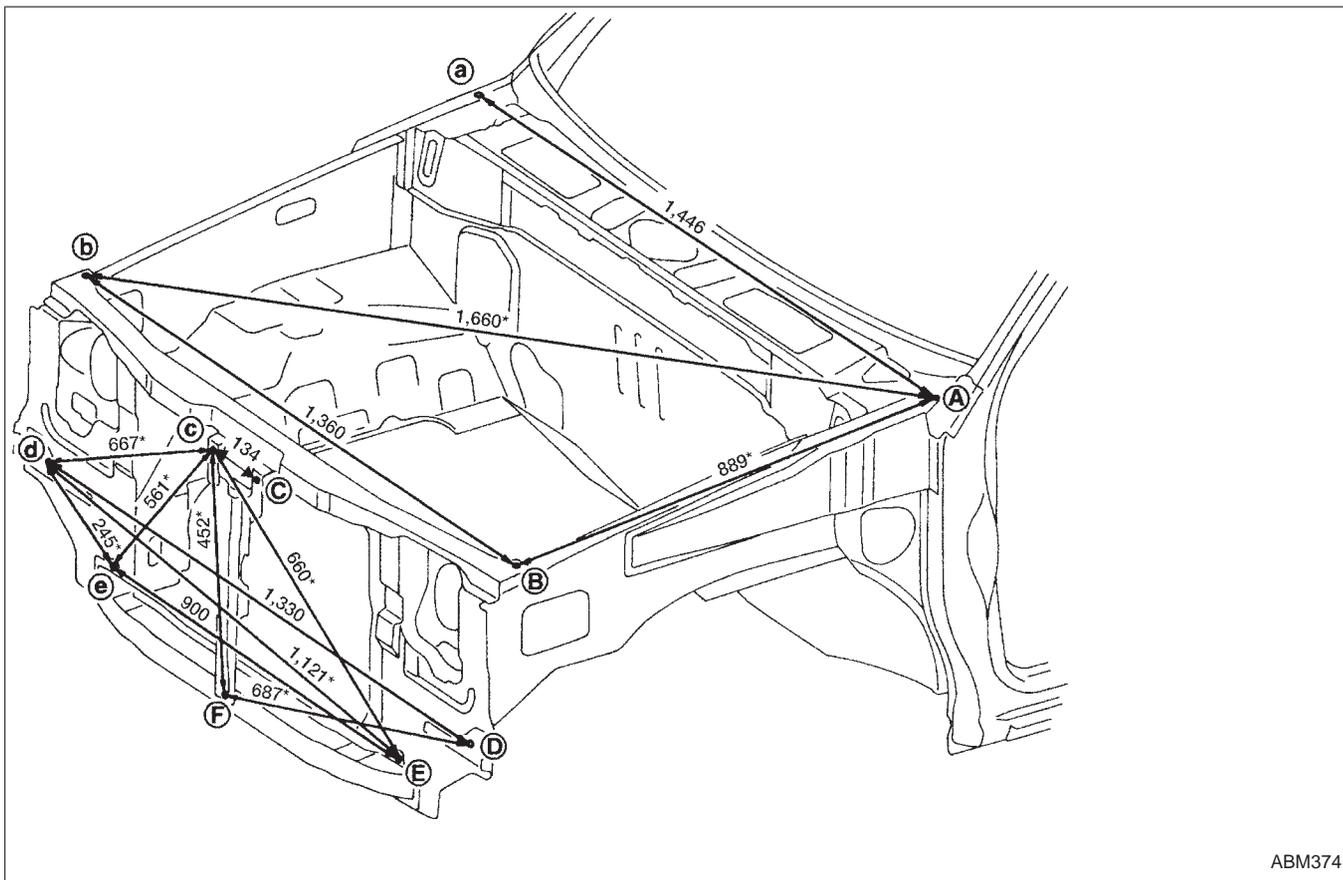


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BODY ALIGNMENT

Engine Compartment

MEASUREMENT

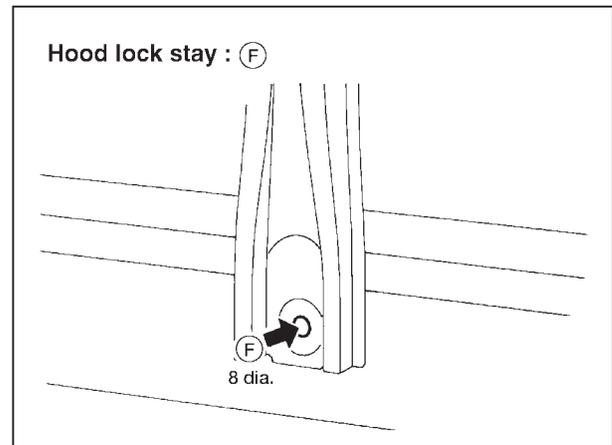
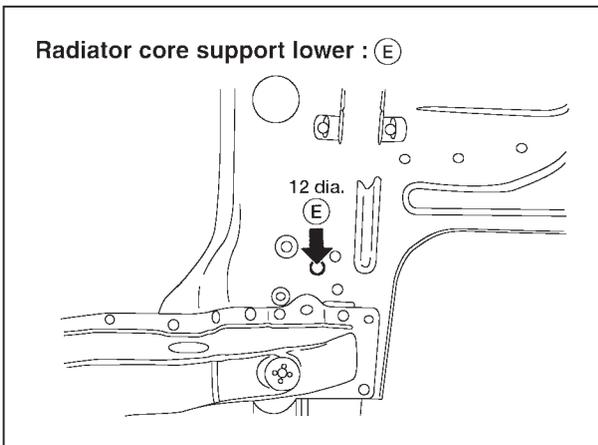
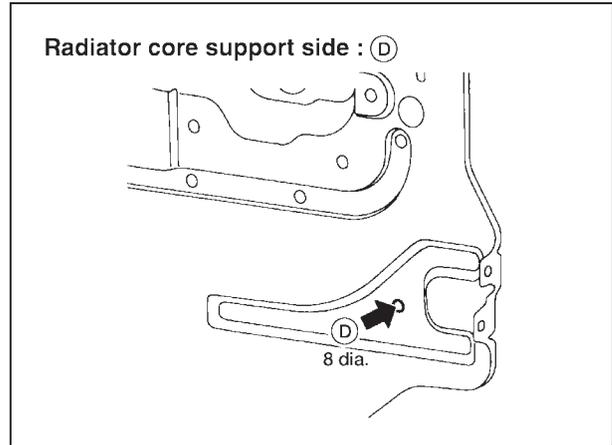
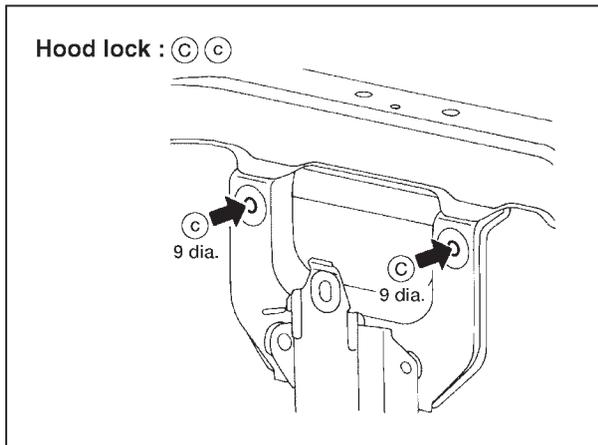
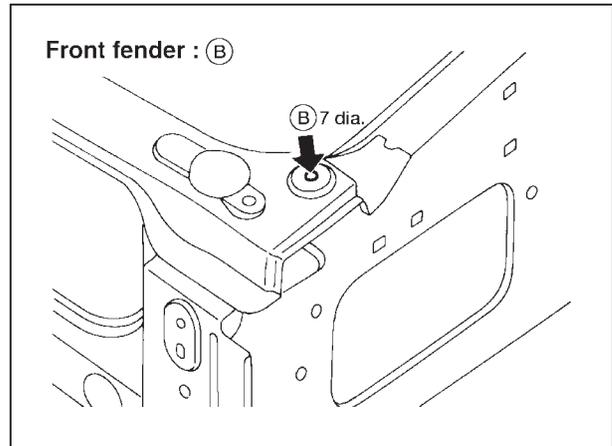
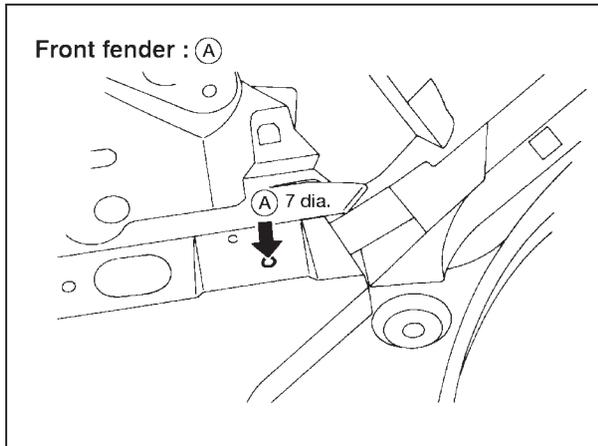


Figures marked with a * indicate symmetrically identical dimensions on both right and left hand sides of the vehicle.

BODY ALIGNMENT

Engine Compartment (Cont'd)

MEASUREMENT POINTS



Unit: mm

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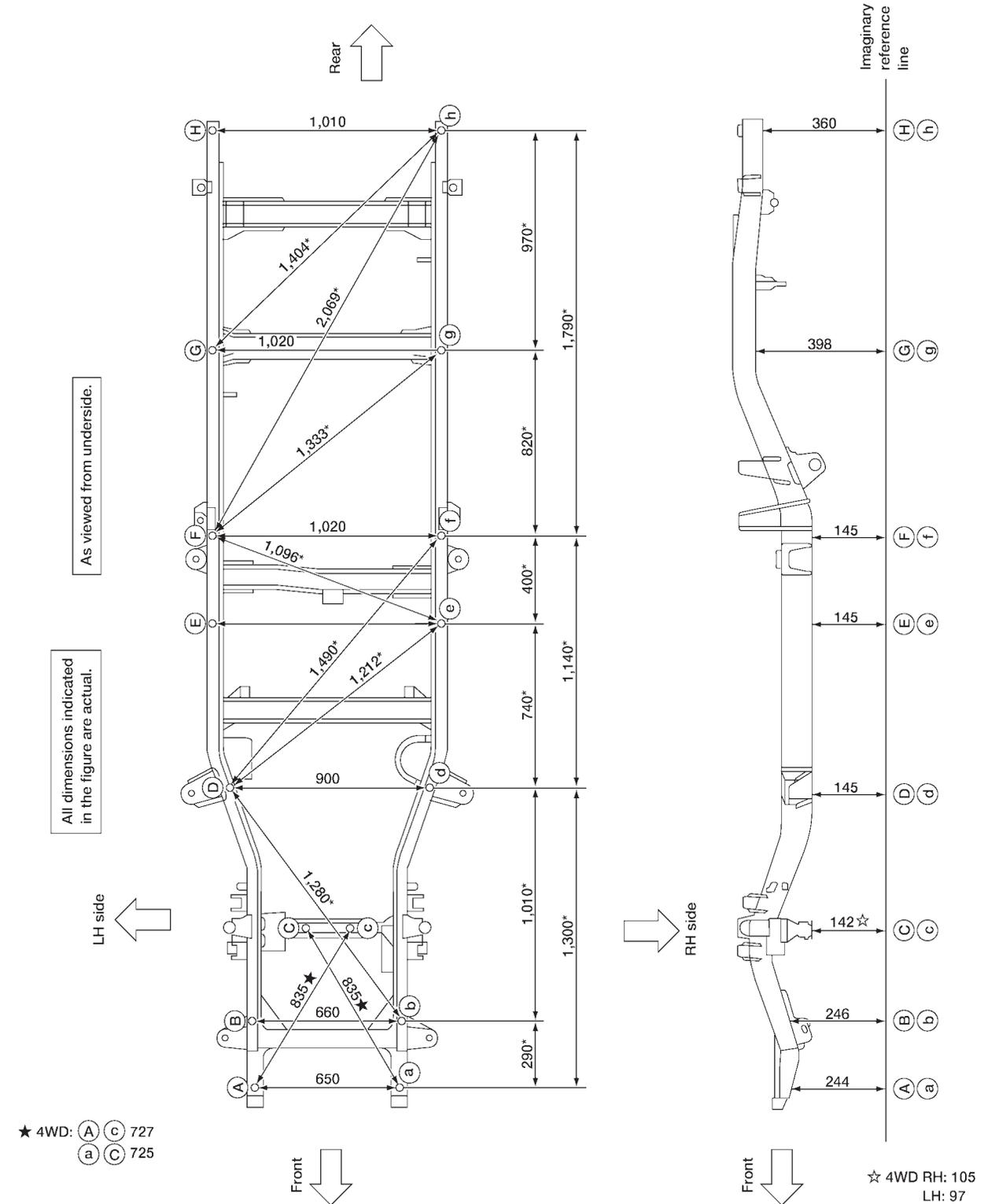
BODY ALIGNMENT

Underbody

MEASUREMENT

2WD-4WD (Short wheelbase) models

2WD model shown

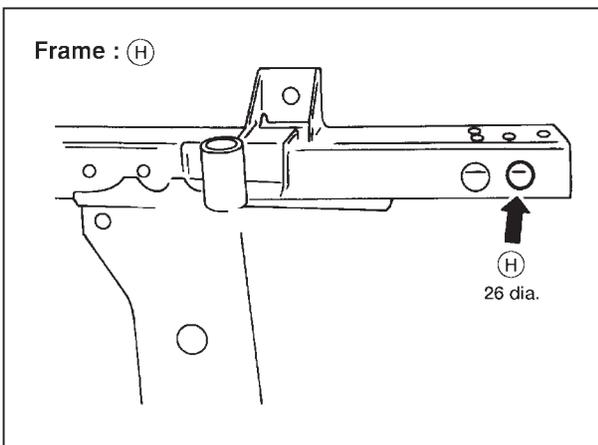
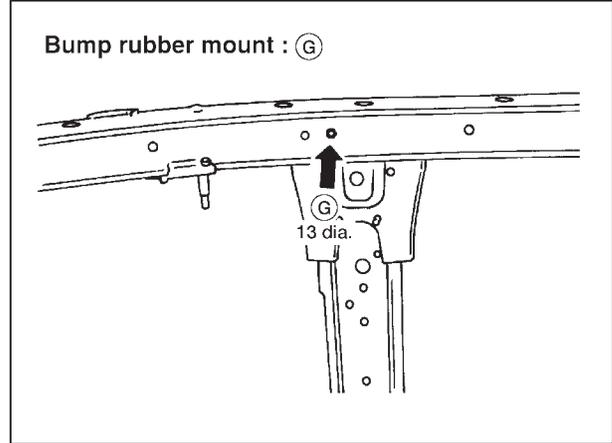
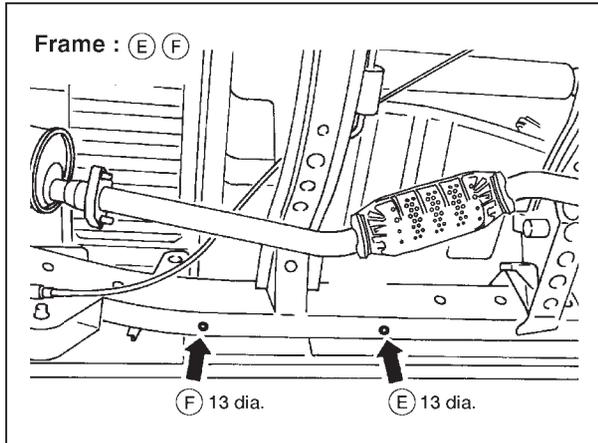
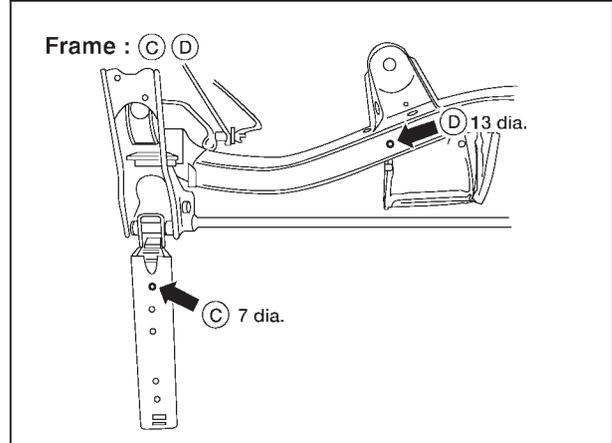
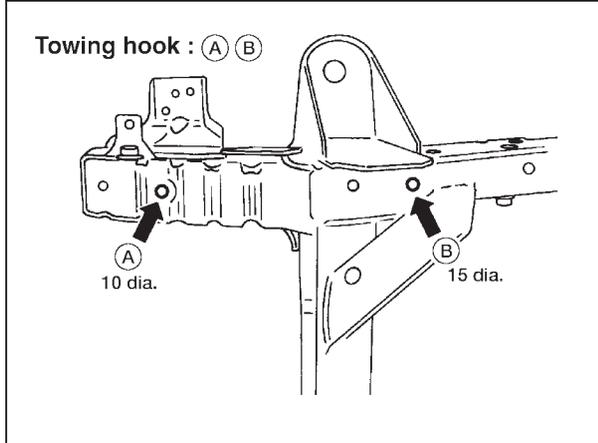


BODY ALIGNMENT

Underbody (Cont'd)

MEASUREMENT POINTS

2WD-4WD (Short wheelbase) models



Coordinates:

(A) (a)	(E) (e)
X : 325	X : 510
Y : -700	Y : 1,340
Z : 244	Z : 145
(B) (b)	(F) (f)
X : 330	X : 510
Y : -409	Y : 1,740
Z : 246	Z : 145
(C) (c)	(G) (g)
X : 123	X : 510
Y : -3	Y : 2,560
Z : 4WD RH 105	Z : 398
4WD LH 97	(H) (h)
2WD 142	X : 505
(D) (d)	Y : 3,530
X : 450	Z : 360
Y : 600	
Z : 145	

Unit: mm

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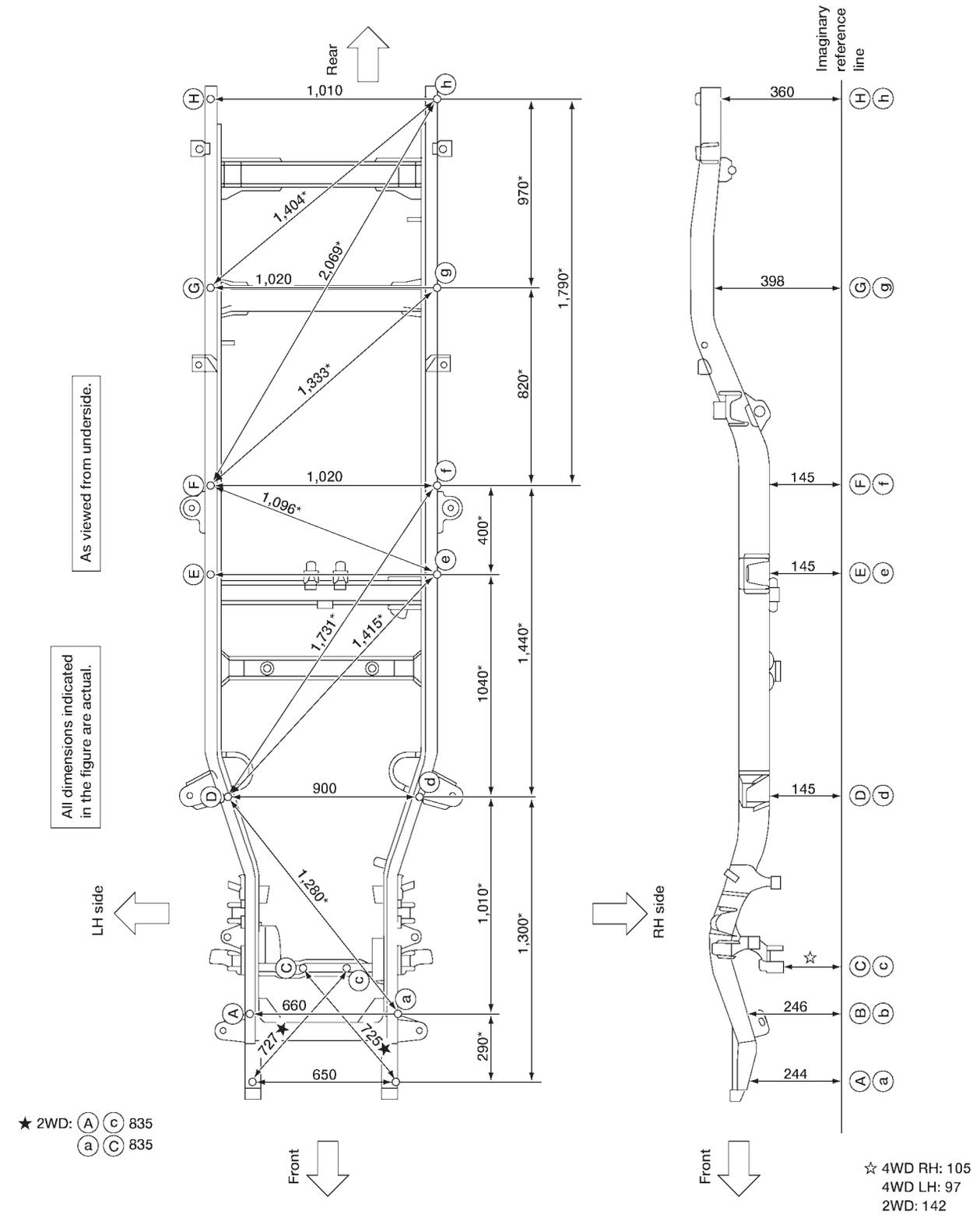
BODY ALIGNMENT

Underbody (Cont'd)

MEASUREMENT

2WD-4WD (Long wheelbase) models

4WD model shown

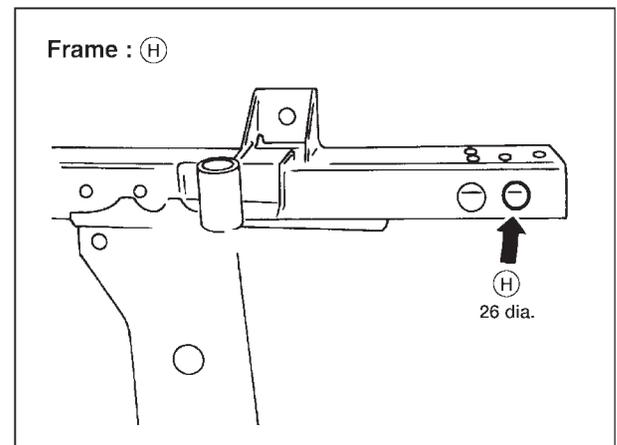
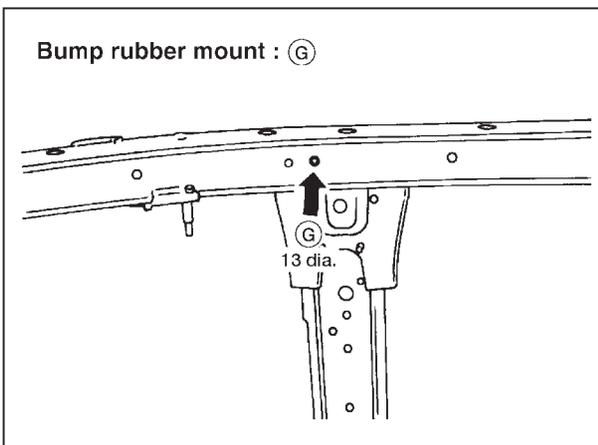
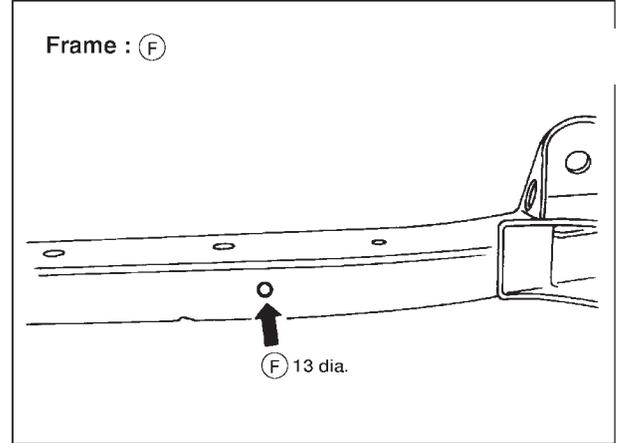
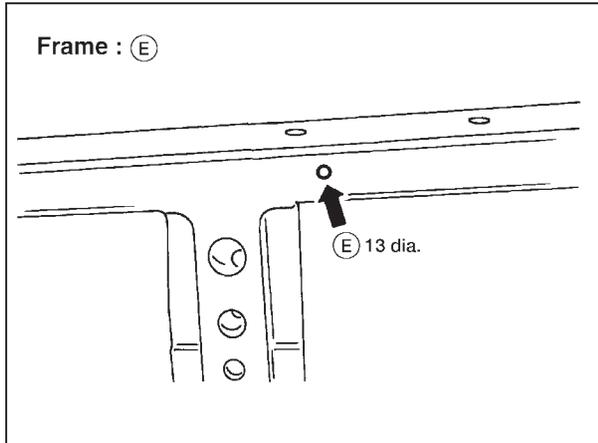
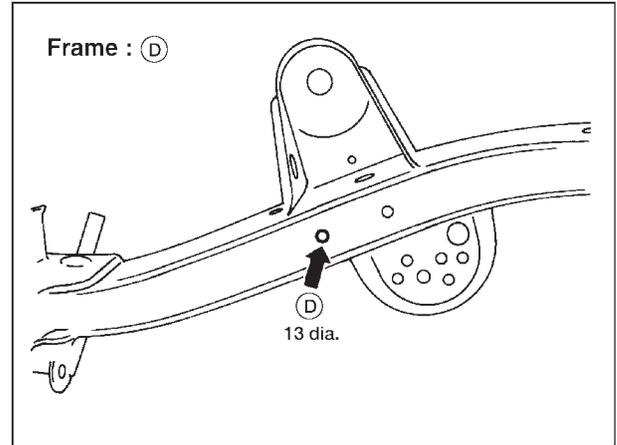
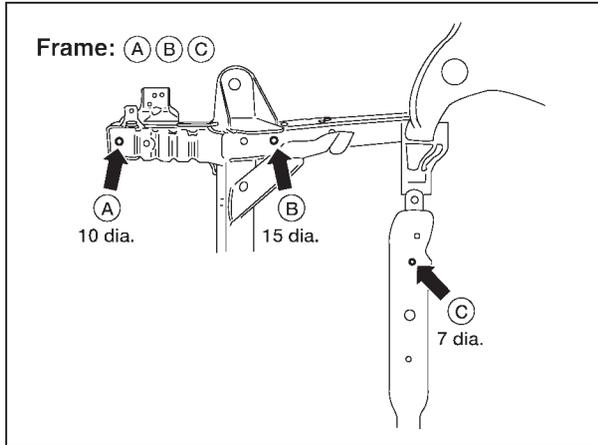


BODY ALIGNMENT

Underbody (Cont'd)

MEASUREMENT POINTS

2WD-4WD (Long wheelbase) models



Coordinates:	(A), (a)	(B), (b)	(C), (c)	(D), (d)	(E), (e)	(F), (f)	(G), (g)	(H), (h)
X:	325	330	100	450	510	510	510	505
Y:	-700	-400	-129	600	1,040	1,640	2,860	3,830
Z:	244	246	4WD: RH 105 4WD: LH 97 2WD: 142	Z: 145	Z: 145	Z: 145	Z: 398	Z: 360

Unit: mm

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NOTES