

SECTION **GW**
GLASS & WINDOW SYSTEM

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SQUEAK AND RATTLE TROUBLE DIAGNOSES

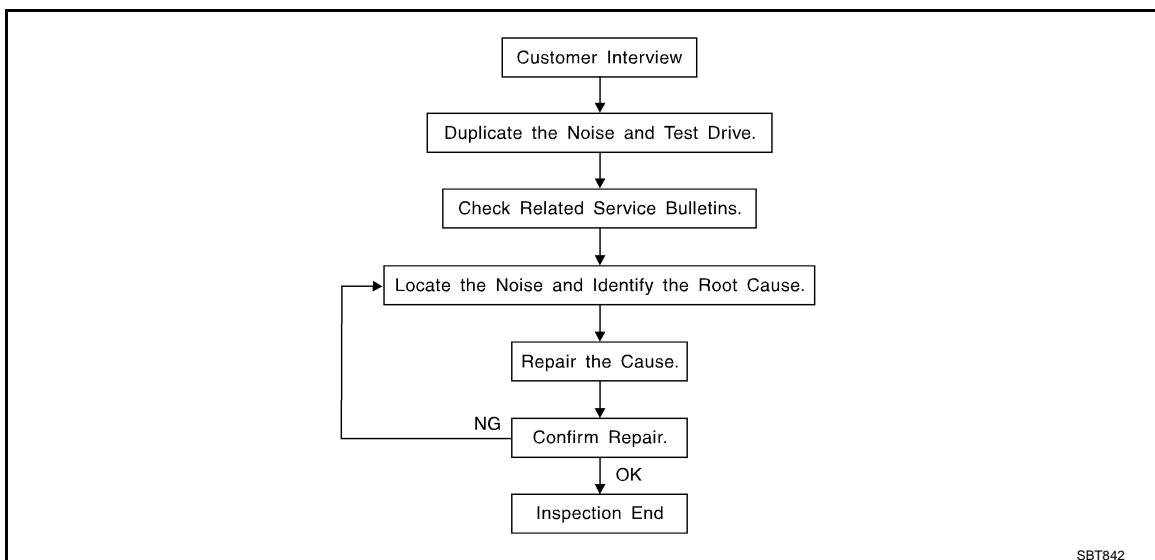
< SYMPTOM DIAGNOSIS >

SYMPTOM DIAGNOSIS

SQUEAK AND RATTLE TROUBLE DIAGNOSES

Work Flow

INFOID:000000001740874



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 of customer's comments; refer to [GW-6. "Diagnostic Worksheet"](#). This information is necessary to duplicate the conditions that exist when the noise occurs.

- The customer may not be able to provide a detailed description or the 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, perform a diagnosis and repair the noise that the customer is concerned about. This can be accomplished by performing a cruise test on 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 sounding/sometimes repeating/often brought on by driver action.
- Tick—(Like a clock second hand)
Tick characteristics include gentle contacting of light materials/loose components/can be caused by driver action or road conditions.
- Thump—(Heavy, muffled knock noise)
Thump characteristics include softer knock/dead sound often brought on by activity.
- Buzz—(Like a bumblebee)
Buzz characteristics include high frequency rattle/firm contact.
- Often the degree of acceptable noise level will vary depending up on 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.

DUPLICATE THE NOISE AND TEST DRIVE

SQUEAK AND RATTLE TROUBLE DIAGNOSES

< SYMPTOM DIAGNOSIS >

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 location 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 (electrical load, half-clutch on M/T models, drive position on A/T models).
 - 6) Raise the vehicle on a hoist and hit a tire with a 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.

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 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 fastener 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 [GW-4. "Inspection Procedure"](#).

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.

NOTE:

Always check with the Parts Department for the latest parts information.

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

URETHANE PADS [1.5 mm (0.059 in) thick]

Insulates connectors, harness, etc.

76268-9E005: 100 × 135 mm (3.94 × 5.31 in)/76884-71L01: 60 × 85 mm (2.36 × 3.35 in)/76884-71L02: 15 × 25 mm (0.59 × 0.98 in)

INSULATOR (Foam blocks)

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

73982-9E000: 45 mm (1.77 in) thick, 50 × 50 mm (1.97 × 1.97 in)/73982-

50Y00: 10 mm (0.39 in) thick, 50 × 50 mm (1.97 × 1.97 in)

INSULATOR (Light foam block)

80845-71L00: 30 mm (1.18 in) thick, 30 × 50 mm (1.18 × 1.97in)

FELT CLOTHTAPE

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

68370-4B000: 15 × 25 mm (0.59 × 0.98 in) pad/68239-13E00: 5 mm (0.20 in) wide tape roll

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

SQUEAK AND RATTLE TROUBLE DIAGNOSES

< SYMPTOM DIAGNOSIS >

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

Inspection Procedure

INFOID:000000001740875

Refer to Table of Contents for specific component removal and installation information.

INSTRUMENT PANEL

Most incidents are caused by contact and movement between:

1. The cluster 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 harnesses 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 harnesses behind audio and A/C control unit

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

DOORS

Pay attention to the:

1. Finisher and 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 tape 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.

In addition look for:

1. Trunk lid dumpers 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.

SQUEAK AND RATTLE TROUBLE DIAGNOSES

< SYMPTOM DIAGNOSIS >

SUNROOF/HEADLINING

Noises in the sunroof/headlining area can often be traced to one of the following:

1. Sunroof lid, rail, linkage or seals making a rattle or light knocking noise
2. Sunvisor shaft shaking in the holder
3. Front or rear windshield touching headlining 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 noise it's important to note the position the seat is 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 holder
2. A squeak between the seat pad cushion and frame
3. The rear seatback 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 noise 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 noise include:

1. Any component 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 cannot 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. Repairs can usually be made by moving, adjusting, securing, or insulating the component causing the noise.

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SQUEAK AND RATTLE TROUBLE DIAGNOSES

< SYMPTOM DIAGNOSIS >

Diagnostic Worksheet

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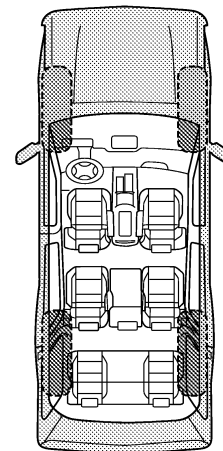
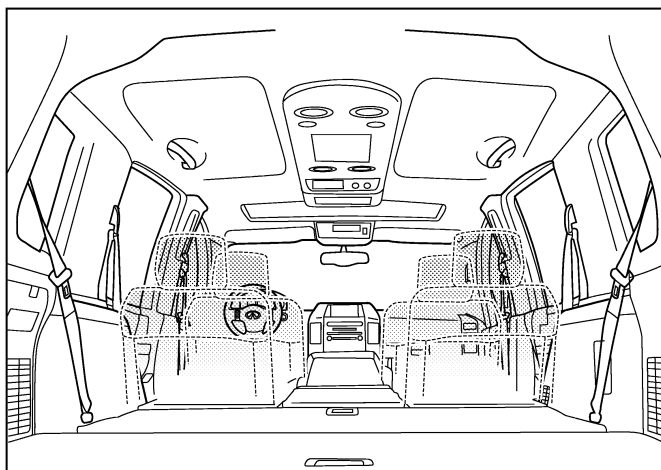
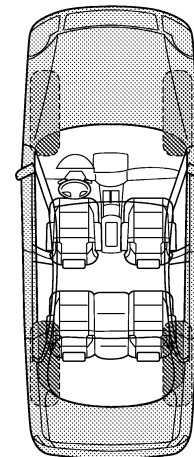
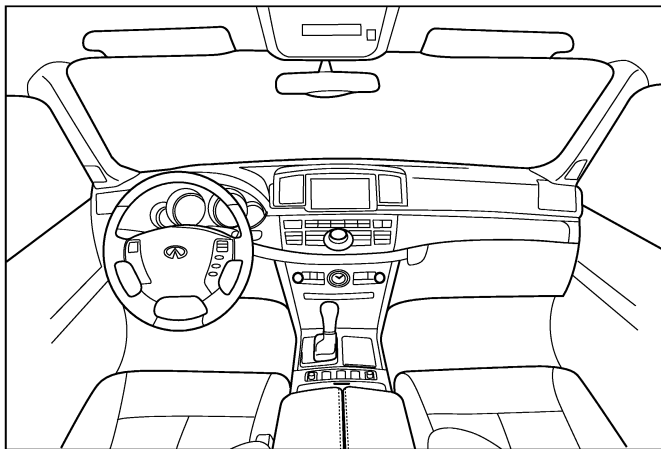
SQUEAK & RATTLE DIAGNOSTIC WORKSHEET

Dear Infiniti Customer:

We are concerned about your satisfaction with your Infiniti vehicle. Repairing a squeak or rattle sometimes can be very difficult. To help us fix your Infiniti 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 consultant 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 page 2 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

< SYMPTOM DIAGNOSIS >

SQUEAK & RATTLE DIAGNOSTIC WORKSHEET - page 2

Briefly describe the location where the noise occurs:

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

- | | |
|---|--|
| <input type="checkbox"/> anytime | <input type="checkbox"/> after sitting out in the rain |
| <input type="checkbox"/> 1st 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 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 at the 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

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PRECAUTIONS

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PRECAUTION

PRECAUTIONS

Precaution for Supplemental Restraint System (SRS) "AIR BAG" and "SEAT BELT PRE-TENSIONER"

INFOID:000000001912138

The Supplemental Restraint System such as "AIR BAG" and "SEAT BELT PRE-TENSIONER", used along with a front seat belt, helps to reduce the risk or severity of injury to the driver and front passenger for certain types of collision. This system includes seat belt switch inputs and dual stage front air bag modules. The SRS system uses the seat belt switches to determine the front air bag deployment, and may only deploy one front air bag, depending on the severity of a collision and whether the front occupants are belted or unbelted. Information necessary to service the system safely is included in the "SRS AIRBAG" and "SEAT BELT" of this Service Manual.

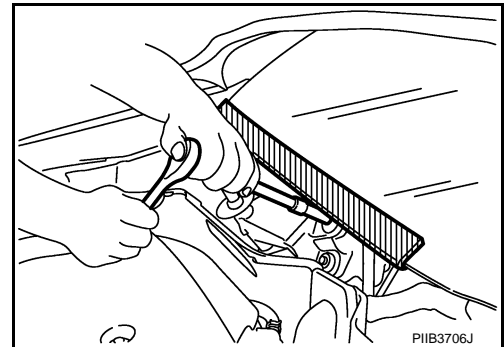
WARNING:

- 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 must be performed by an authorized NISSAN/INFINITI dealer.
- Improper maintenance, including incorrect removal and installation of the SRS, can lead to personal injury caused by unintentional activation of the system. For removal of Spiral Cable and Air Bag Module, see the "SRS AIRBAG".
- Do not use electrical test equipment on any circuit related to the SRS unless instructed to in this Service Manual. SRS wiring harnesses can be identified by yellow and/or orange harnesses or harness connectors.

Precaution for Procedure without Cowl Top Cover

INFOID:000000001912139

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



Handling for Adhesive and Primer

INFOID:000000001740879

- Do not use an adhesive which is past its usable date. 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.
- Open the seal of the primer and adhesive just before application. Discard the remainder.
- Before application, be sure to shake the primer container to stir the contents. If any floating material is found, do not use it.
- If any primer or adhesive contacts the skin, wipe it off with gasoline or equivalent and wash the skin with soap.
- When using primer and adhesive, always observe the precautions in the instruction manual.

PREPARATION

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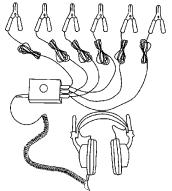
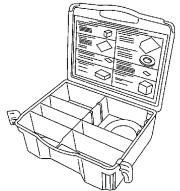
PREPARATION

PREPARATION

Special Service Tools

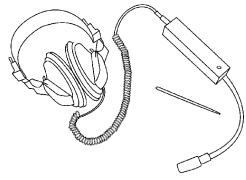
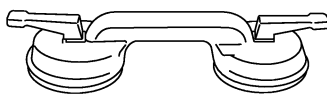
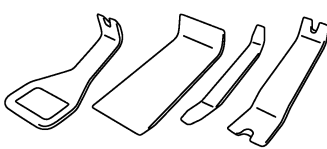
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The actual shapes of Kent-Moore tools may differ from those of special service tools illustrated here.

Tool number (Kent-Moore No.) Tool name	Description
<p>(J-39570) Chassis ear</p>  <p style="text-align: right;">SIAA0993E</p>	<p>Locating the noise</p>
<p>(J-43980) NISSAN Squeak and Rattle Kit</p>  <p style="text-align: right;">SIAA0994E</p>	<p>Repairing the cause of noise</p>

Commercial Service Tools

INFOID:000000001740881

Tool name	Description
<p>Engine ear</p>  <p style="text-align: right;">SIAA0995E</p>	<p>Locating the noise</p>
<p>Suction lifter</p>  <p style="text-align: right;">PIIB1805J</p>	<p>Holding the door glass</p>
<p>Remover tools</p>  <p style="text-align: right;">PIIB7923J</p>	<p>Remove the clips, pawls and metal clips</p>

WINDSHIELD GLASS

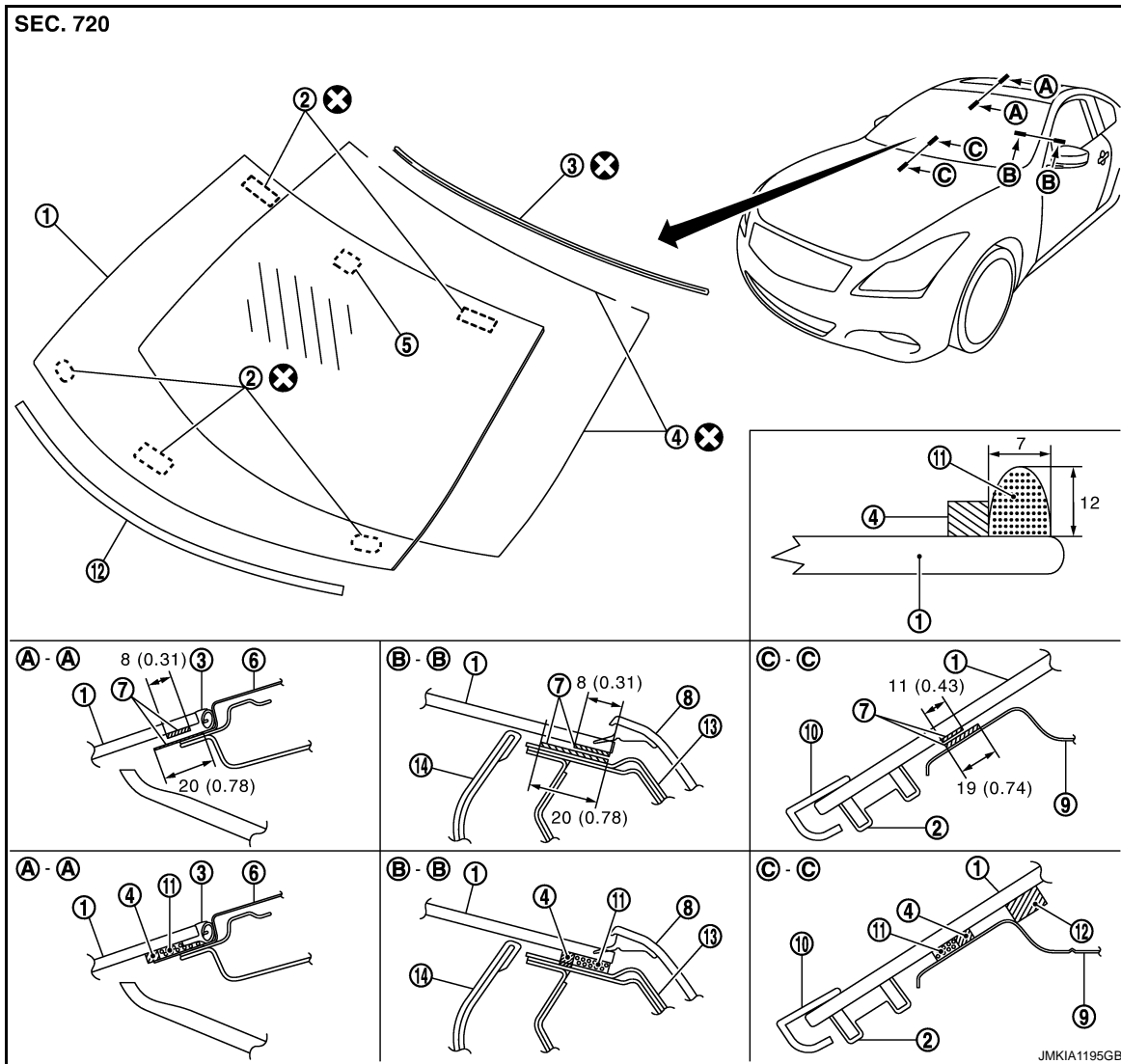
< ON-VEHICLE REPAIR >

ON-VEHICLE REPAIR

WINDSHIELD GLASS

Exploded View

INFOID:000000001741442



- | | | |
|------------------------------|--------------------------|----------------------------|
| 1. Windshield glass | 2. Spacer | 3. Windshield molding |
| 4. Dam rubber (upper, lower) | 5. Mirror base | 6. Roof panel |
| 7. Primer | 8. Front pillar finisher | 9. Dash upper cross member |
| 10. Cowl top cover | 11. Adhesive | 12. Insulator |
| 13. Front pillar outer upper | 14. Front pillar garnish | |

Refer to [GI-4. "Components"](#) for symbols in the figure.

Removal and Installation

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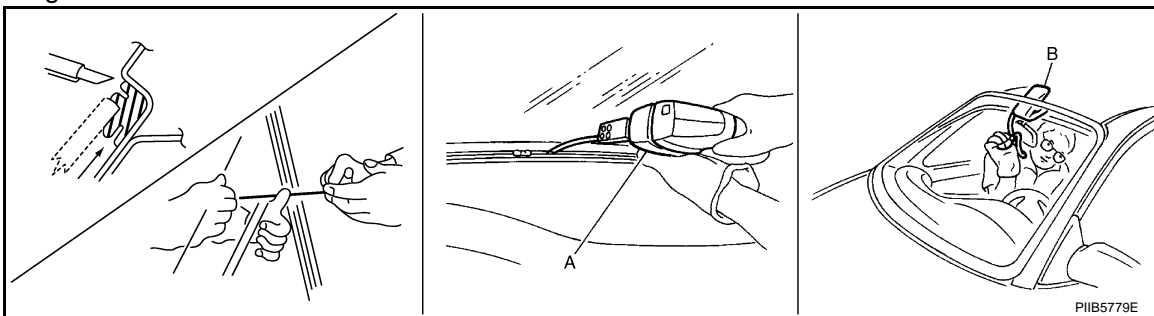
REMOVAL

1. Remove the front pillar garnish. Refer to [INT-14. "Removal and Installation"](#).
2. Remove partially the headlining (front edge). Refer to [INT-21. "NORMAL ROOF : Removal and Installation"](#).
3. Remove the front wiper arms. Refer to [WW-88. "Removal and Installation"](#).
4. Remove the cowl top cover. Refer to [EXT-21. "Removal and Installation"](#).

WINDSHIELD GLASS

< ON-VEHICLE REPAIR >

5. Apply protective tape around the windshield glass to protect the painted surface from damage.
6. Remove glass using piano wire or power cutting tool (A) and an inflatable pump bag (B) after removing moldings.



NOTE:

Mark the body and the glass with matching marks if the windshield glass is reused.

WARNING:

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

CAUTION:

- Never use a cutting knife or power cutting tool when the windshield glass is reused.
- Be careful not to scratch the glass when removing.
- Never set or stand the glass on its edge. Small chips may develop into cracks.

INSTALLATION

- The dam rubber and insulator should be installed in position.
- Use a genuine Nissan Urethane Adhesive Kit (if available) or equivalent and follow the instructions furnished with it.
- Open a door window while the urethane adhesive is curing. This prevents the glass from being forced out by passenger room air pressure when all door windows are closed.
- The molding must be installed securely so that it is in position and leaves no clearance.
- Inform the customer that the vehicle should remain stationary until the urethane adhesive has completely cured (approximately 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. Never let them in contact with the skin and eyes.
- Use in an open, well ventilated location. Never breathe the vapors. They may be harmful if inhaled. Move immediately to an area with fresh air if affected by vapor inhalation.
- Driving the vehicle before the urethane adhesive has completely cured may affect the performance of the windshield in case of an accident.

CAUTION:

- Perform adjustment of front wiper arms stop location. Refer to [WW-89, "Adjustment"](#).
- Never use an adhesive which is past its usable term. Shelf life of this product is limited to six months after the date of manufacture. Adhere carefully 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.
- Never 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 humidity. The curing time increases under lower temperature and lower humidity.

Inspection

INFOID:000000001741444

Repairing Water Leakage for Windshield

Leakage can be repaired without removing glass.

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

Apply primer (if necessary) and then urethane adhesive to the leakage point to stop the leakage.

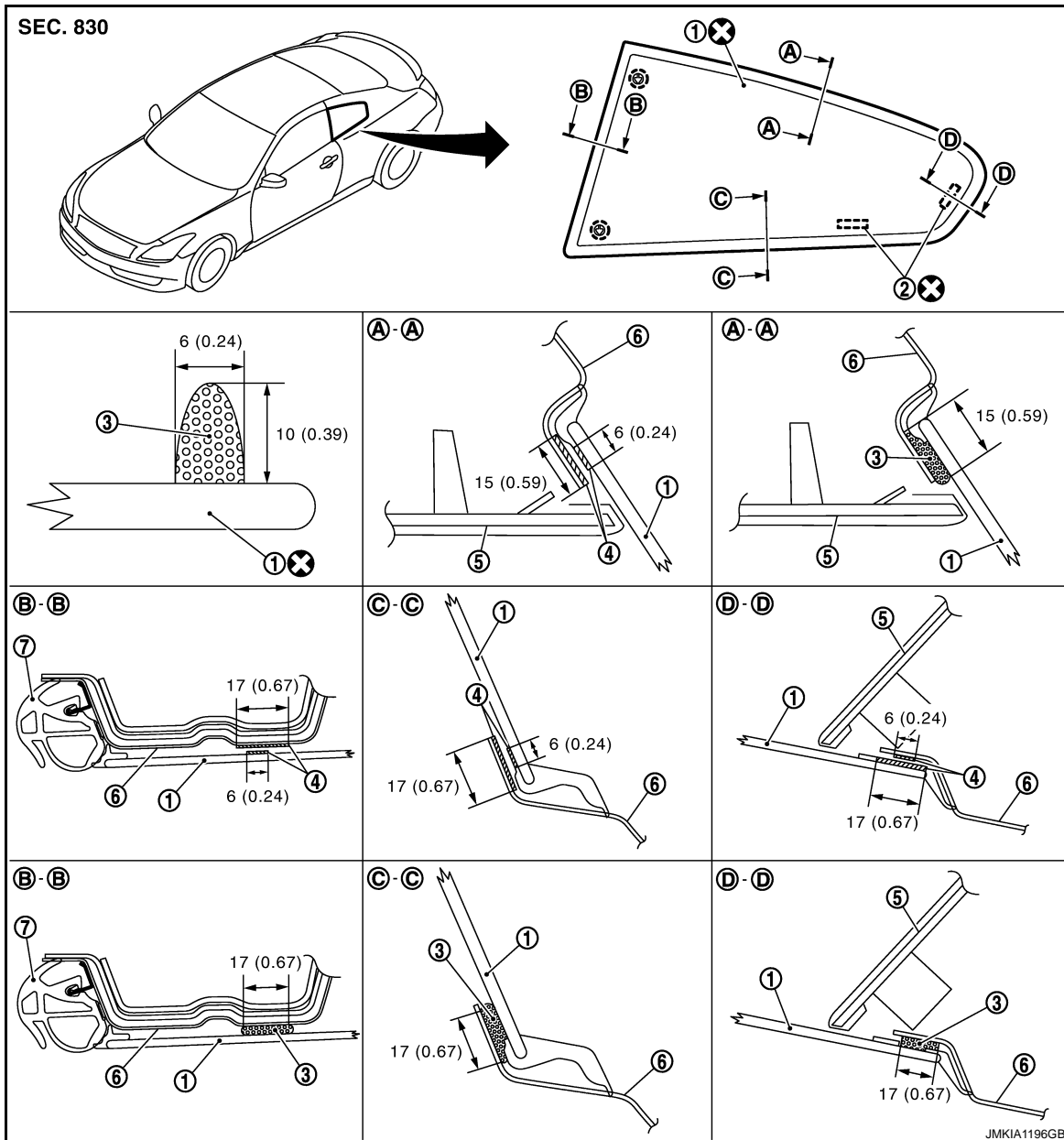
SIDE WINDOW GLASS

< ON-VEHICLE REPAIR >

SIDE WINDOW GLASS

Exploded View

INFOID:000000001741445



- | | | |
|---------------------------|-------------------------|----------------|
| 1. Side window glass | 2. Spacer | 3. Adhesive |
| 4. Primer | 5. Rear pillar finisher | 6. Rear fender |
| 7. Weatherstrip body side | | |

Refer to [GI-4, "Components"](#) for symbols in the figure.

Removal and Installation

INFOID:000000001741446

REMOVAL

1. Remove the rear pillar finisher. Refer to [INT-14, "Removal and Installation"](#).
2. Remove the headlining. Refer to [INT-21, "NORMAL ROOF : Removal and Installation"](#).
3. Apply protective tape around the side window to protect the painted surface from damage.
4. Remove the side window glass using piano wire or power cutting tool and an inflatable pump bag.

SIDE WINDOW GLASS

< ON-VEHICLE REPAIR >

WARNING:

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

CAUTION:

- Be careful not to scratch the glass when removing.
- Never set or stand the glass on its edge. Small chips may develop into cracks.

INSTALLATION

- Use a genuine Nissan Urethane Adhesive Kit (if available) or equivalent and follow the instructions furnished with it.
- Open a door window while the urethane adhesive is curing. This prevents the glass from being forced out by passenger room air pressure when all door windows are closed.
- The molding must be installed securely so that it is in position and leaves no clearance.
- Inform the customer that the vehicle should remain stationary until the urethane adhesive has completely cured (approximately 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. Never let them in contact with the skin and eyes.
- Use in an open, well ventilated location. Never breathe the vapors. They may be harmful if inhaled. Move immediately to an area with fresh air if affected by vapor inhalation.
- Driving the vehicle before the urethane adhesive has completely cured may affect the performance of the side window in case of an accident.

CAUTION:

- Never use an adhesive which is past its usable term. Shelf life of this product is limited to six months after the date of manufacture. Adhere carefully 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.
- Never 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 humidity. The curing time will increase under lower temperature and lower humidity.

Inspection

INFOID:000000001741447

Repairing Water Leakage for side window glass

Leakage can be repaired without removing glass.

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

Apply primer (if necessary) and then urethane adhesive to the leakage point to stop the leakage.

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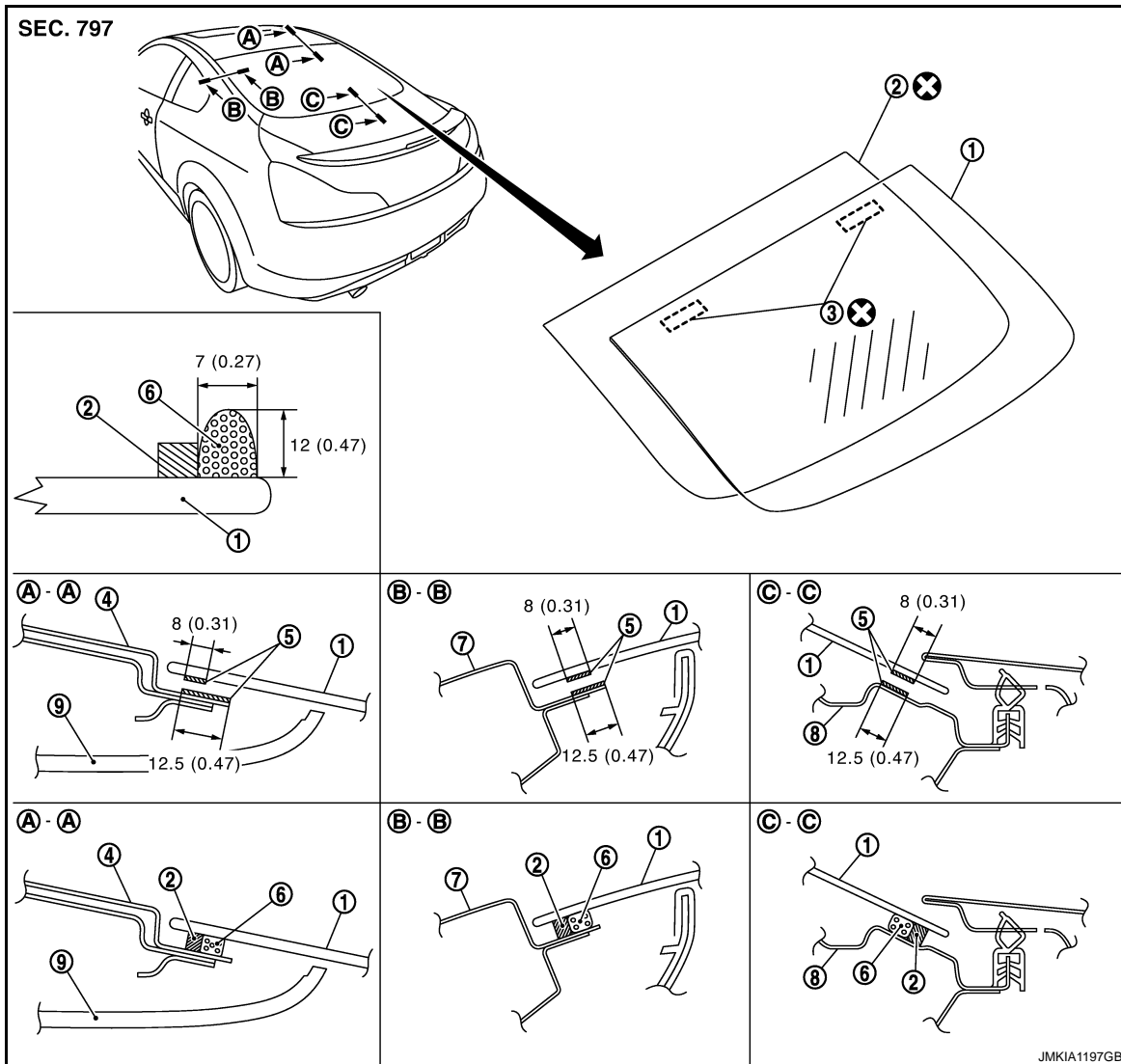
REAR WINDOW GLASS

< ON-VEHICLE REPAIR >

REAR WINDOW GLASS

Exploded View

INFOID:000000001741448



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- | | | |
|--------------------------|---------------|---------------|
| 1. Rear window glass | 2. Dam rubber | 3. Spacer |
| 4. Roof panel | 5. Primer | 6. Adhesive |
| 7. Body side outer panel | 8. Waist rear | 9. Headlining |

Refer to [GI-4. "Components"](#) for symbols in the figure.

Removal and Installation

INFOID:000000001741449

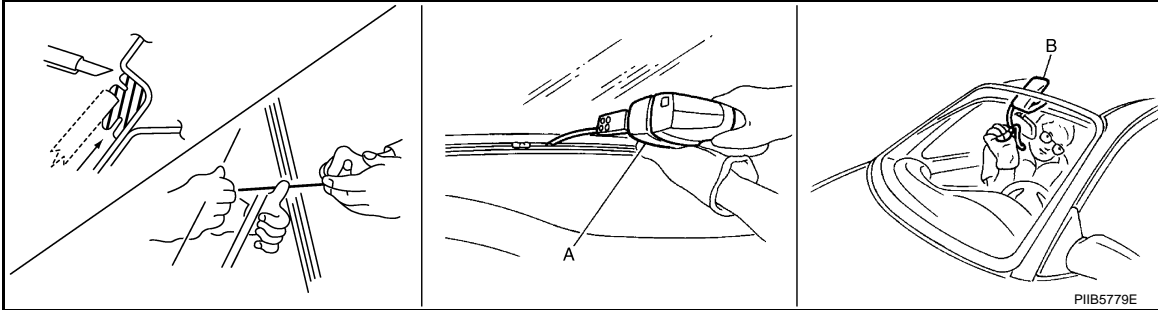
REMOVAL

1. Remove the trunk lid finisher inner. Refer to [INT-29. "Removal and Installation"](#).
2. Remove the connectors and grounds for the back door window defogger.
3. Remove the rear wiper arm and motor. Refer to [WW-88. "Removal and Installation"](#).

REAR WINDOW GLASS

< ON-VEHICLE REPAIR >

- Remove glass using piano wire or power cutting tool (A) and an inflatable pump bag (B) after removing molding using pliers.



• NOTE:

Mark the body and the glass with matching marks if a rear window glass is reused.

WARNING:

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

CAUTION:

- Never use a cutting knife or power cutting tool when the back door window glass is reused.
- Be careful not to scratch the glass when removing.
- Never set or stand the glass on its edge. Small chips may develop into cracks.

INSTALLATION

- The dam rubber should be installed in position.
- Use a genuine Nissan Urethane Adhesive Kit (if available) or equivalent and follow the instructions furnished with it.
- Open a door window while the urethane adhesive is curing. This prevents the glass from being forced out by passenger compartment air pressure when all door windows are closed.
- The molding must be installed securely so that it is in position and leaves no clearance.
- Inform the customer that the vehicle should remain stationary until the urethane adhesive has completely cured (approximately 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. Never let them in contact with the skin and eyes.
- Use in an open, well ventilated location. Never breathe the vapors. They may be harmful if inhaled. Move immediately to an area with fresh air if affected by vapor inhalation.
- Driving the vehicle before the urethane adhesive has completely cured may affect the performance of the rear window in case of an accident.

CAUTION:

- Perform adjustment of rear wiper arm stop location. Refer to [WW-88, "Removal and Installation"](#).
- Never use an adhesive which is past its usable term. Shelf life of this product is limited to six months after the date of manufacture. Adhere carefully 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.
- Never 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 humidity. The curing time increases under lower temperature and lower humidity.

Inspection

INFOID:000000001741450

REPAIRING WATER LEAKAGE FOR BACK DOOR WINDOW GLASS

Leakage can be repaired without removing the glass.

Determine the extent of leakage if water is leaking between the urethane adhesive material and body or glass. This can be done by applying water to the back door window glass area while pushing glass outward.

Apply primer (if necessary) and then urethane adhesive to the leakage point to stop the leakage.

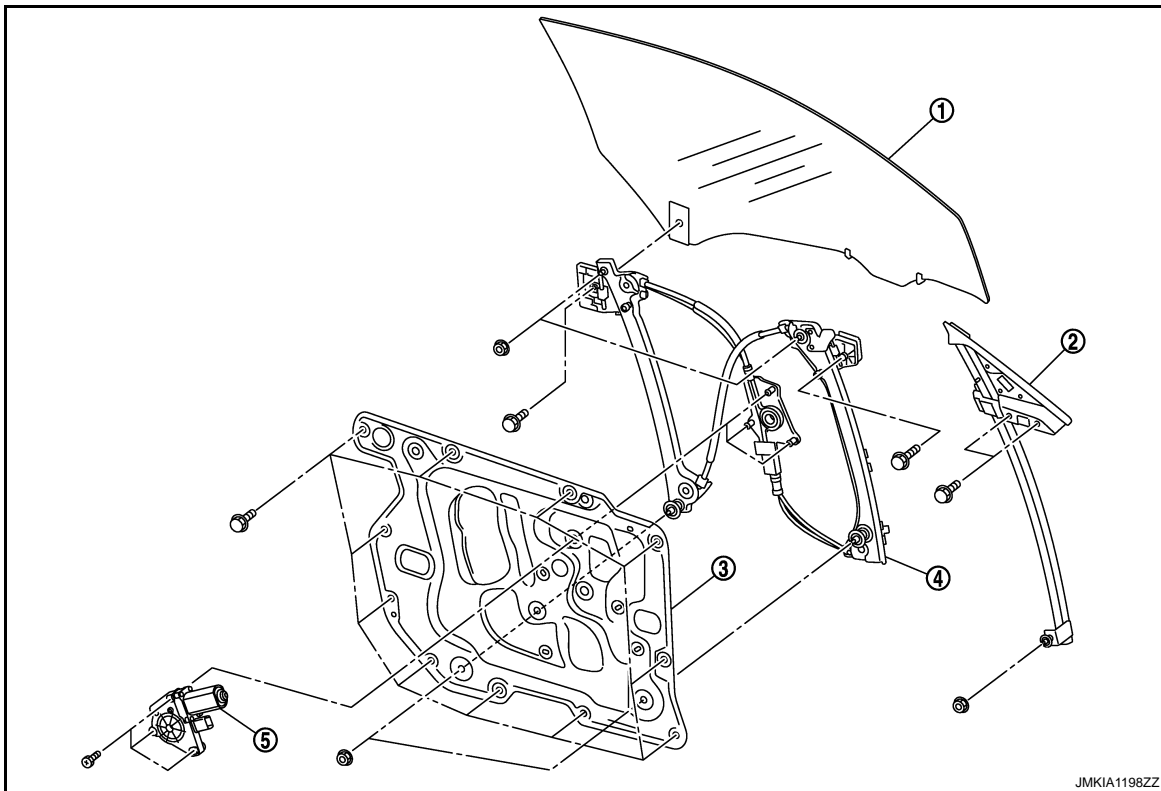
FRONT DOOR GLASS

< ON-VEHICLE REPAIR >

FRONT DOOR GLASS

Exploded View

INFOID:000000001741451



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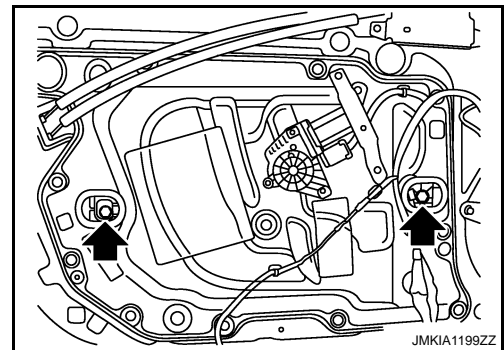
- | | | |
|------------------------|--------------------------|----------------|
| 1. Door glass assembly | 2. Corner piece assembly | 3. Module base |
| 4. Regulator assembly | 5. Power window motor | |

Removal and Installation

INFOID:000000001744041

REMOVAL

1. Remove front door finisher. Refer to [INT-11, "Removal and Installation"](#).
2. Disconnect front door speaker harness connector.
3. Operate the power window main switch to raise or lower the door window until the glass mounting bolts can be seen.
4. Remove the glass mounting bolts.



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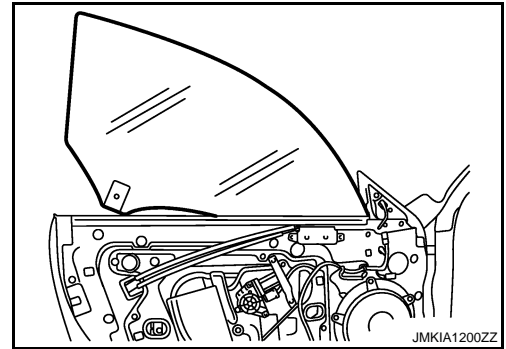
FRONT DOOR GLASS

< ON-VEHICLE REPAIR >

5. Hold securely the door glass and pull it out of the sash to remove the door glass.

NOTE:

Do not raise the glass at the top upper of the door after the door glass has been removed.



6. Remove the door mirror assembly. Refer to [MIR-50. "DOOR MIRROR ASSEMBLY : Removal and Installation"](#).
7. Remove the door inside seal. Refer to [INT-11. "Removal and Installation"](#).
8. Remove the door glass run.
9. Remove the front lower sash nuts, and then remove the front lower sash.
10. Remove the corner piece bolts, and then remove the corner piece.

INSTALLATION

Install in the reverse order of removal.

Inspection and Adjustment

INFOID:000000001741453

SYSTEM INITIALIZATION

Initialize the system if any of the following work has been done.

- Electric power supply to power window switch or motor is interrupted by blown fuse or disconnecting battery cable, etc.
- Removal and installation of the regulator assembly.
- Removal and installation of the motor from the regulator assembly.
- Removal and installation of the harness connector of the power window switch.
- Operation of the regulator assembly as a unit.
- Removal and installation of the door glass.
- Removal and installation of the body side weatherstrip and door weatherstrip.
- Disconnection and connection of the minus terminal of battery.

Initialization

Follow the steps below after installing each component to the vehicle.

1. Disconnect the minus terminal of battery or disconnect power window switch harness connector temporarily. Then reconnect after at least 1 minute.
2. Close the door.
3. Turn ignition switch ON.
4. Operate power window switch to make over a half of the window open area.
5. Press the power window switch in the up direction (auto close position) and hold. Continue holding the switch even when window is completely closed and then release after 3 seconds.
6. Inspect the anti-pinch system function.

NOTE:

Initialization may be cancelled with continuous opening and closing operation. In this case, initialize the system.

INSPECT THE FUNCTION OF THE ANTI-PINCH SYSTEM

1. Open fully the door glass.
 2. Place a wooden piece (wooden hammer handle, etc.) at near fully closed position.
 3. Perform fully closing operation with auto up switch.
- Check that the glass reverses without pinching the wooden piece, is lowered approximately 150 mm (5.91 in) or for 2 seconds and then stops.
 - The glass should not be raised with power window main switch operated while it is reversing or lowering.

CAUTION:

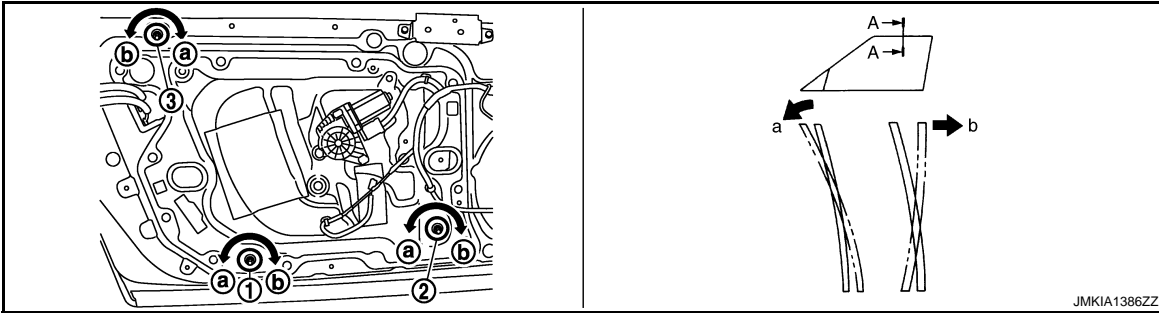
FRONT DOOR GLASS

< ON-VEHICLE REPAIR >

- **Be careful not to be pinched.**
- **Check that the auto up function is normal before the inspection following the system initialization.**

FITTING INSPECTION

- Check that the glass is fit securely into the sash groove.
- Lower the glass slightly [approximately 10 to 20 mm (0.39 to 0.79 in)] and check that the clearance to the body side weatherstrip is parallel. Loosen the regulator mounting bolts, guide rail mounting bolts, and glass and guide rail mounting bolts to correct the glass position if the clearance between the glass and body side weatherstrip is not parallel.
- Raise the glass fully and adjust the glass top end and body side welt fitting with the adjusting bolt (1), (2), or (3) as shown in the figure below.



NOTE:

- Always start at adjusting bolt (1). If the desired angle is not achieved, then proceed to adjusting bolt (2) and (3) respectively.
- Turn the adjusting bolt clockwise (b) to move the door glass upper end outward.
- Turn the adjusting bolt anticlockwise (a) to move the door glass upper end inward.
- Adjustment process with adjusting bolt (3) is the inverse of adjusting bolt (1) and (2).
- When adjusting with adjusting bolt (3), turn the adjusting bolt clockwise to move the door glass upper end inward, then anticlockwise to move the door glass upper end outward.

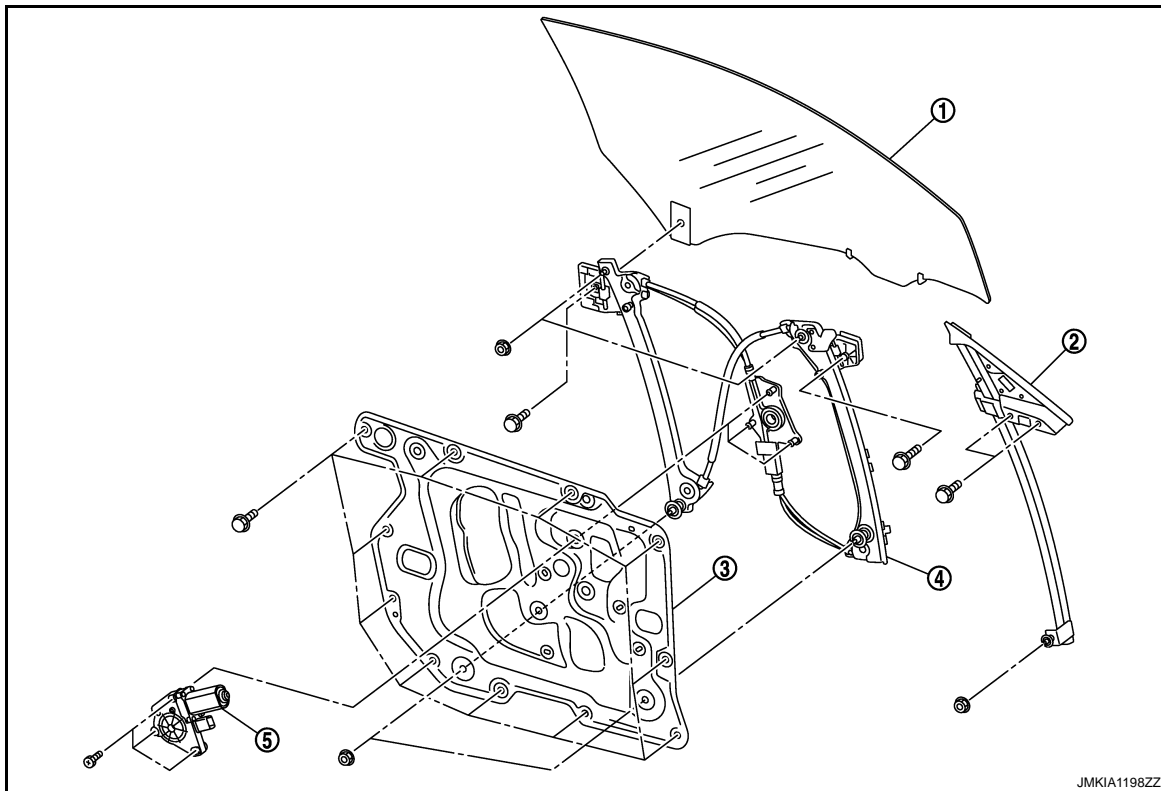
FRONT REGULATOR

< ON-VEHICLE REPAIR >

FRONT REGULATOR

Exploded View

INFOID:000000001744606



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|------------------------|--------------------------|----------------|
| 1. Door glass assembly | 2. Corner piece assembly | 3. Module base |
| 4. Regulator assembly | 5. Power window motor | |

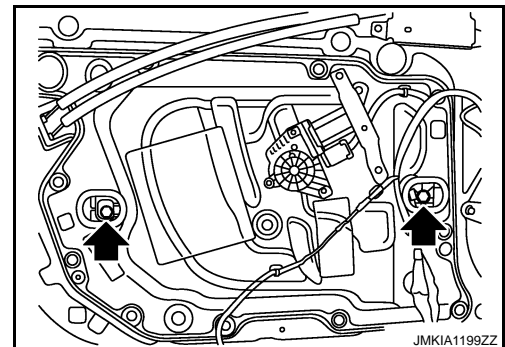
Removal and Installation

INFOID:000000001744607

GW

REMOVAL

1. Remove front door finisher. Refer to [INT-11. "Removal and Installation"](#).
2. Disconnect front door speaker harness connector.
3. Operate the power window main switch to raise or lower the door window until the glass mounting bolts can be seen.
4. Remove the glass mounting bolts.



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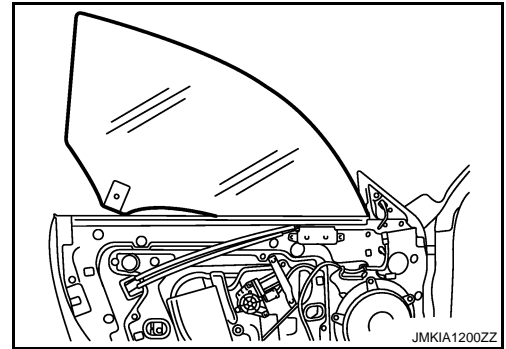
FRONT REGULATOR

< ON-VEHICLE REPAIR >

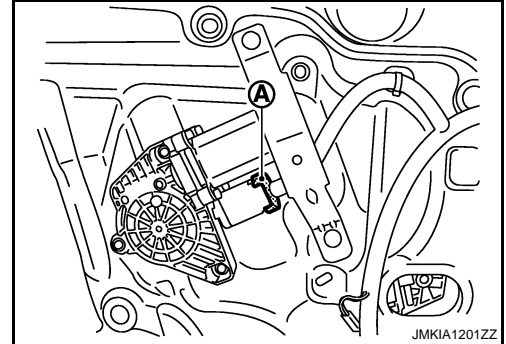
5. Hold securely the door glass and pull it out of the sash to remove the door glass.

NOTE:

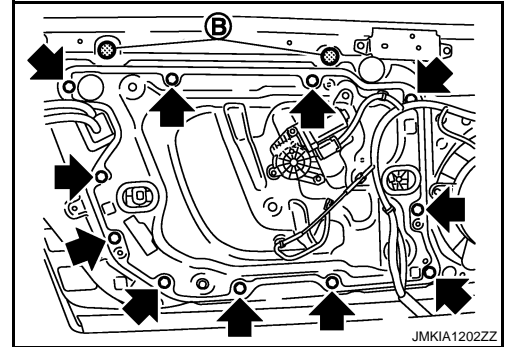
Do not raise the glass at the top upper of the door after the door glass has been removed.



6. Disconnect power window motor harness connector (A).



7. Remove the module assembly bolts, both seal (B) and then remove the bolts under the seal.



8. Remove the module assembly from the door panel.

INSTALLATION

Install in the reverse order of removal.

Disassembly and Assembly

INFOID:000000001741456

DISASSEMBLY

Remove the power window motor from the module assembly.

ASSEMBLY

Assemble in the reverse order of disassembly.

Inspection and Installation

INFOID:000000001741457

Inspection after Removal

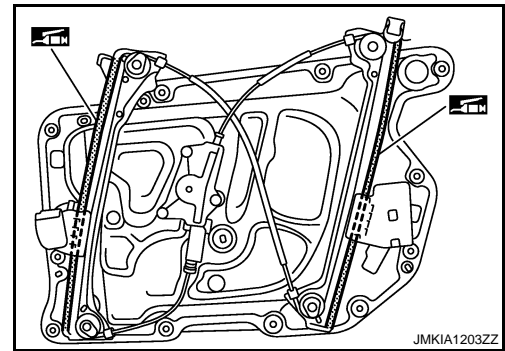
FRONT REGULATOR

< ON-VEHICLE REPAIR >

Check the regulator assembly for the following items. Replace or grease it if a malfunction is detected.

- Wire wear
- Regulator deformation

The arrows in the figure show the application points of the multi-purpose grease.



SYSTEM INITIALIZATION

Initialize the system if any of the following work has been done.

- Electric power supply to power window switch or motor is interrupted by blown fuse or disconnecting battery cable, etc.
- Removal and installation of the regulator assembly.
- Removal and installation of the motor from the regulator assembly.
- Removal and installation of the harness connector of the power window switch.
- Operation of the regulator assembly as a unit.
- Removal and installation of the door glass.
- Removal and installation of the body side weatherstrip and door weatherstrip.
- Disconnection and connection of the minus terminal of battery.

Initialization

Follow the steps below after installing each component to the vehicle.

1. Disconnect the minus terminal of battery or disconnect power window switch harness connector temporarily. Then reconnect after at least 1 minute.
2. Close the door.
3. Turn ignition switch ON.
4. Operate power window switch to make over a half of the window open area.
5. Draw fully the power window switch in the up direction (auto close position) and hold. Continue holding the switch even when window is completely closed and then release after 3 seconds.
6. Inspect the anti-pinch system function.

NOTE:

Initialization may be cancelled with continuous opening and closing operation. In this case, initialize the system.

INSPECT THE FUNCTION OF THE ANTI-PINCH SYSTEM

1. Fully open the door glass.
 2. Place a wooden piece (wooden hammer handle, etc.) at near fully closed position.
 3. Perform fully closing operation with auto up switch.
- Check that the glass reverses without pinching the wooden piece, is lowered approximately 150 mm (5.91 in) or for 2 seconds and then stops.
 - The glass should not be raised with power window main switch operated while it is reversing or lowering.
- CAUTION:**
- **Be careful not to be pinched.**
 - **Check that the auto up function is normal before the inspection following the system initialization.**

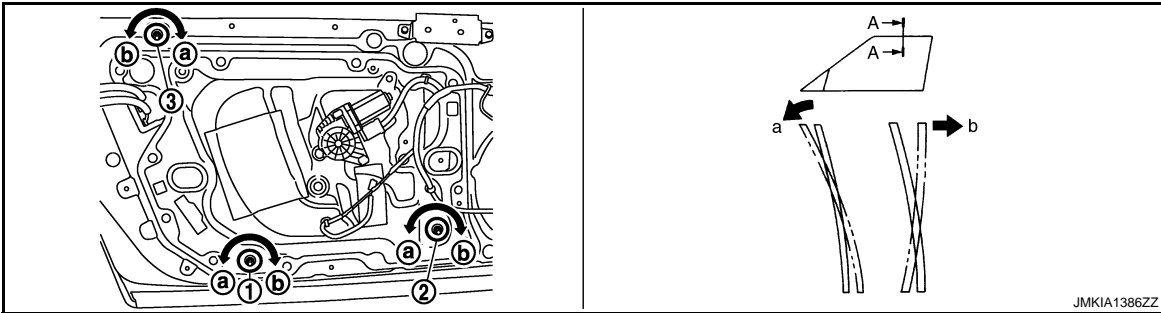
FITTING INSPECTION

- Check that the glass is fit securely into the sash groove.
- Lower slightly the glass [approximately 10 to 20 mm (0.39 to 0.79 in)] and check that the clearance to the body side weatherstrip is parallel. Loosen the regulator mounting bolts, guide rail mounting bolts, and glass and guide rail mounting bolts to correct the glass position if the clearance between the glass and body side weatherstrip is not parallel.

FRONT REGULATOR

< ON-VEHICLE REPAIR >

- Raise the glass fully and adjust the glass top end and body side welt fitting with the adjusting bolt (1), (2), or (3) as shown in the figure below.



NOTE:

- Always start at adjusting bolt (1). If the desired angle is not achieved, then proceed to adjusting bolt (2) and (3) respectively.
- Turn the adjusting bolt clockwise (b) to move the door glass upper end outward.
- Turn the adjusting bolt anticlockwise (a) to move the door glass upper end inward.
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