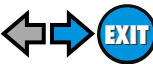
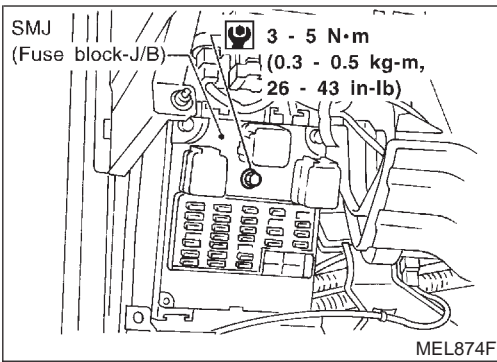


SUPER MULTIPLE JUNCTION (SMJ)



Installation



Installation

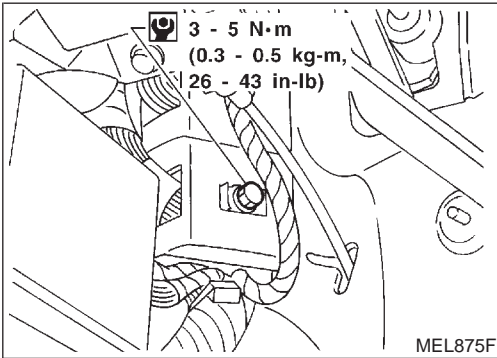
NAEL0146

To install SMJ, tighten bolts until orange “fulltight” mark appears and then retighten to specified torque as required.

 : 3 - 5 (0.3 - 0.5 kg-m, 26 - 43 in-lb)

CAUTION:

Do not overtighten bolts, otherwise, they may be damaged.



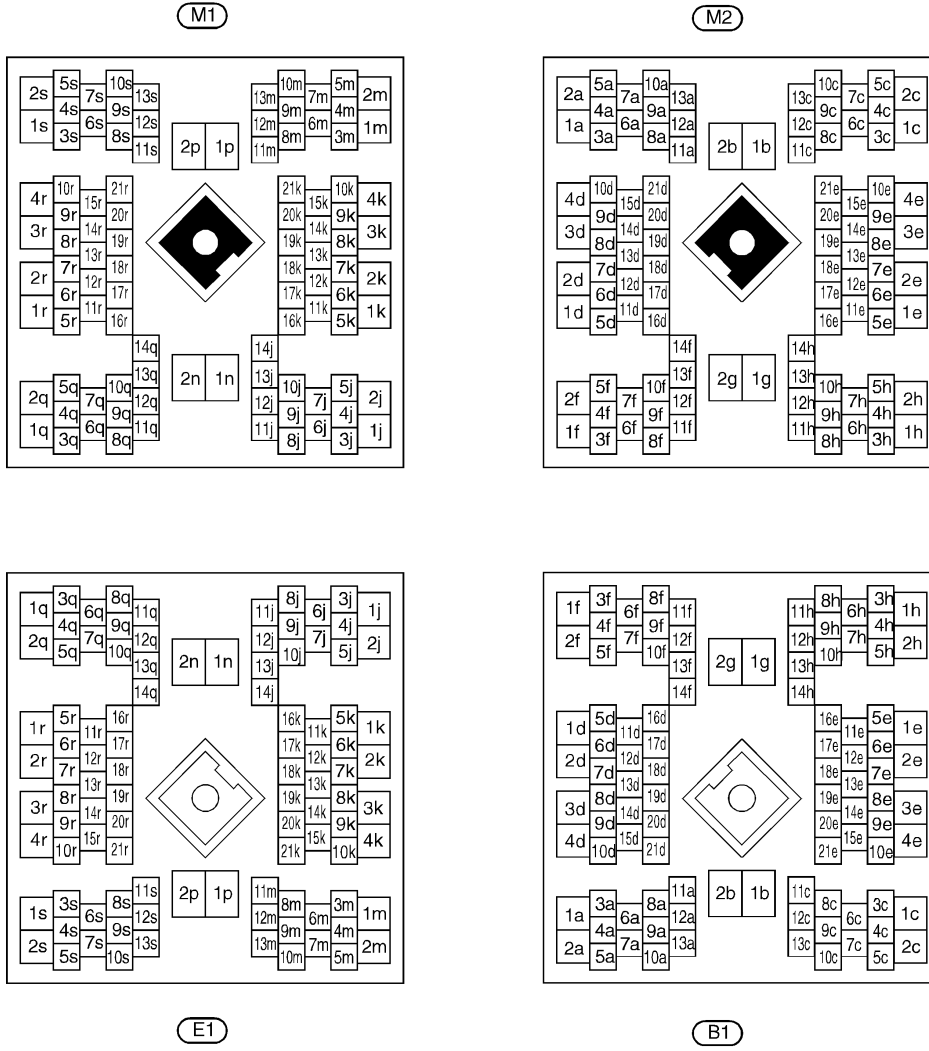
SUPER MULTIPLE JUNCTION (SMJ)

Terminal Arrangement

Terminal Arrangement

NAEL0147

MAIN HARNESS



ENGINE ROOM HARNESS

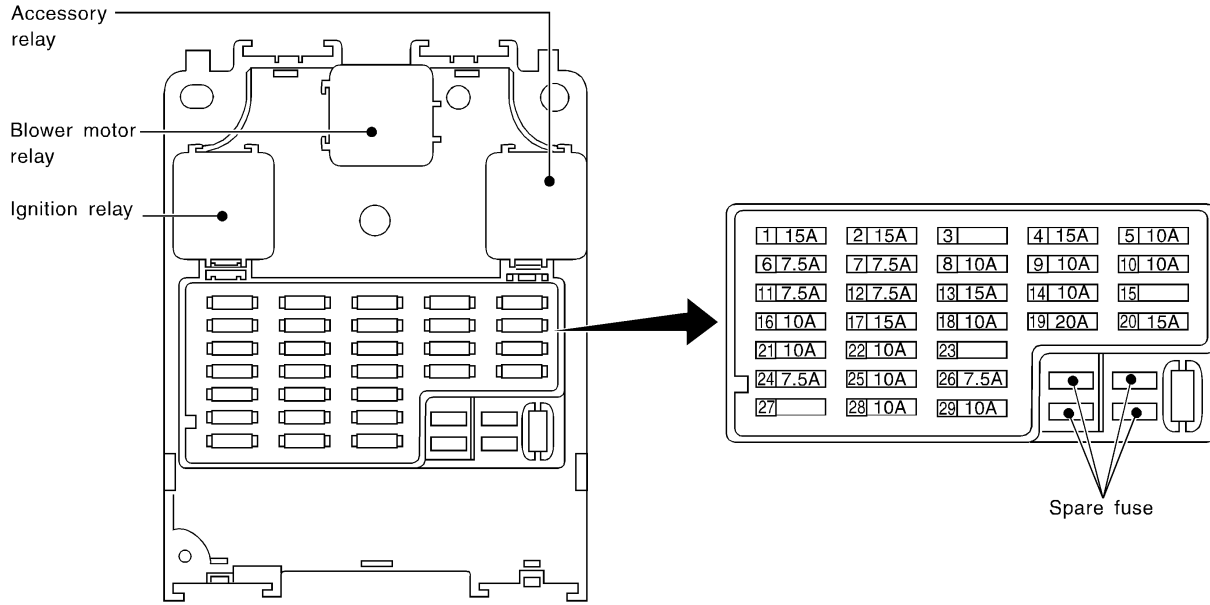
BODY HARNESS

FUSE BLOCK — JUNCTION BOX (J/B)

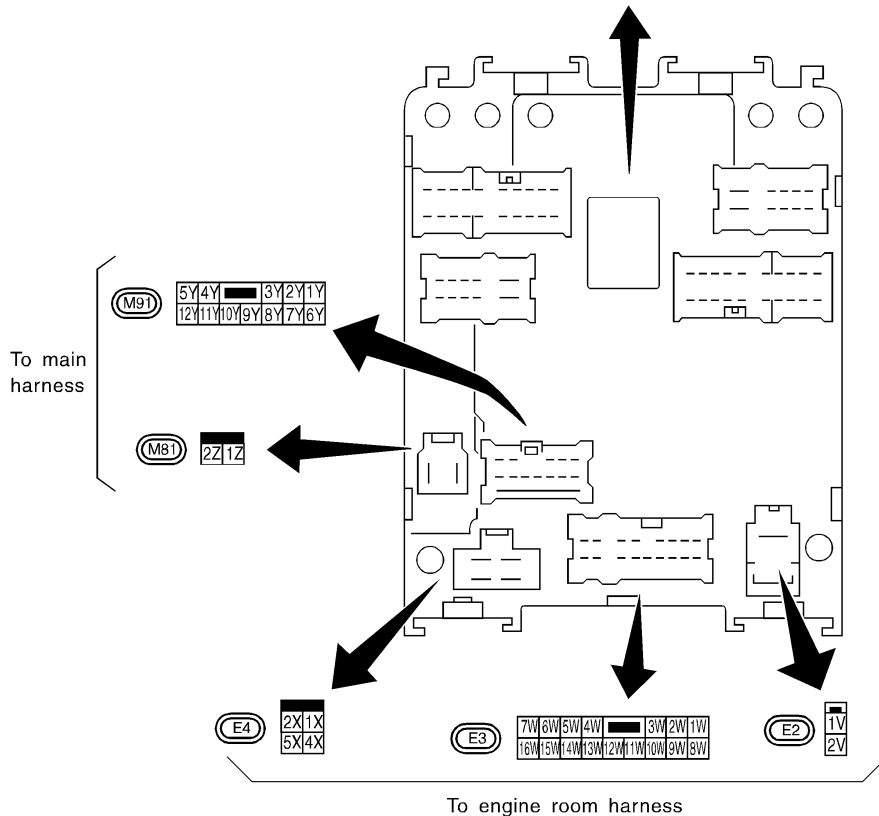
Terminal Arrangement

Terminal Arrangement

NAEL0148



To main harness (M10)

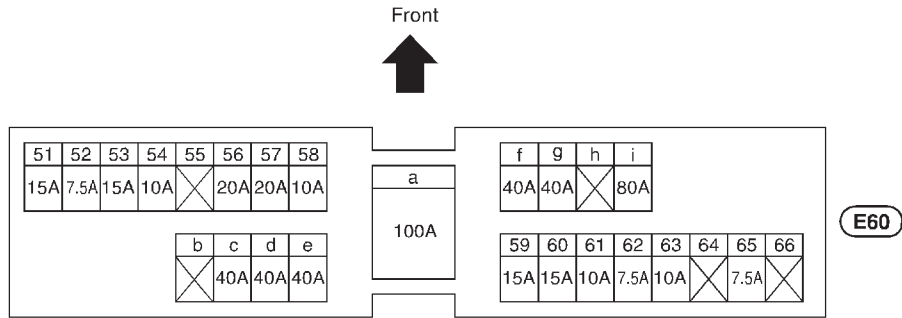


FUSE AND FUSIBLE LINK BOX

Terminal Arrangement

Terminal Arrangement

NAEL0149



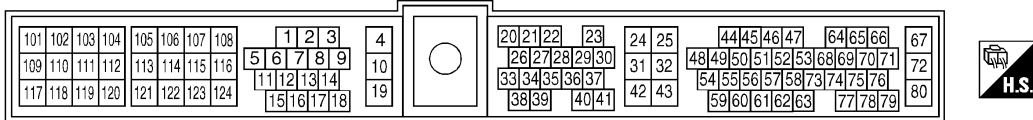
No. 51 - 66: FUSE a - j: FUSIBLE LINK

MEL634H

Terminal Arrangement

NAEL0150

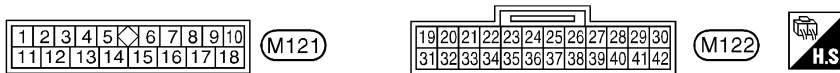
ECM (F24)



TCM (TRANSMISSION CONTROL MODULE)



SMART ENTRANCE CONTROL UNIT



QUICK REFERENCE CHART: PATHFINDER 2000

ENGINE TUNE-UP DATA

Engine model		VG33E	
Firing order		1-2-3-4-5-6	
Idle speed	rpm	750±50	
	M/T A/T (in "N" position)	750±50	
Ignition timing (degree BTDC at idle speed)		15°±2°	
CO% at idle		Idle mixture screw is preset and sealed at factory.	
Drive belt deflection (Cold)	mm (in)	Used belt	
		Limit	Deflection after adjustment
Air conditioner compressor	16.5 (0.650)	10.5 - 11.5 (0.413 - 0.453)	9 - 10 (0.35 - 0.39)
Generator	10.5 (0.413)	6 - 7 (0.24 - 0.28)	5.5 - 6.5 (0.217 - 0.256)
Power steering oil pump	18 (0.71)	11 - 13 (0.43 - 0.51)	9 - 10 (0.35 - 0.39)
Applied pressed force		98 (10, 22)	
Drive belt tension adjustment (Cold)	N (kg, lb)	Used belt	
		Limit	After adjustment
Generator	324 (33, 73)	731 - 818 (74.5 - 83.5, 165 - 184)	839 - 926 (85.5 - 94.5, 189 - 208)
Air conditioner compressor	196 (20, 44)	555 - 642 (56.5 - 65.5, 125 - 144)	672 - 760 (68.5 - 77.5, 151 - 170)
Power steering pump	147 (15, 33)	329 - 416 (33.5 - 42.5, 74 - 93)	466 - 554 (47.5 - 56.5, 105 - 124)
Radiator cap relief pressure		78 - 98 (0.8 - 1.0, 11 - 14)	
Cooling system leakage testing pressure		157 (1.6, 23)	
Compression pressure	Standard	1,196 (12.20, 173.4)/300	
	Minimum	883 (9.01, 128.0)/300	
Spark plug	Standard	FR5AP-10	
	Cold	FR6AP-10	
	Hot	FR4AP-10	

CLUTCH PEDAL

		Unit: mm (in)
Pedal height	186 - 196 (7.32 - 7.72)	
Pedal free play	9 - 16 (0.35 - 0.63)	

WHEEL ALIGNMENT (Unladen*)

Camber	Minimum	-0°35' (-0.58°)
	Nominal	0°10' (0.17°)
	Maximum	0°55' (0.92°)
Degree minute (Decimal degree)	Left and right difference	45' (0.75°) or less
Caster	Minimum	2°15' (2.25°)
	Nominal	3°00' (3.00°)
	Maximum	3°45' (3.75°)
Degree minute (Decimal degree)	Left and right difference	45' (0.75°) or less
Kingpin inclination	Minimum	13°35' (13.58°)
	Nominal	14°20' (14.33°)
	Maximum	15°05' (15.08°)
Degree minute (Decimal degree)	Minimum	1 (0.04)
	Nominal	2 (0.08)
	Maximum	3 (0.12)
Total toe-in	Minimum	1 (0.04)
	Nominal	2 (0.08)
	Maximum	3 (0.12)
Distance (A - B)	Minimum	1 (0.04)
	Nominal	2 (0.08)
	Maximum	3 (0.12)
mm (in)	Minimum	1 (0.04)
	Nominal	2 (0.08)
	Maximum	3 (0.12)
Angle (left plus right)	Minimum	5' (0.08°)
	Nominal	10' (0.17°)
	Maximum	15' (0.25°)
Degree minute (Decimal degree)	Minimum	30°00' (30.00°)
	Nominal	33°00' (33.00°)
	Maximum	34°00' (34.00°)
Wheel turning angle (Full turn)	Minimum	28°00' (28.00°)
	Nominal	31°00' (31.00°)
	Maximum	32°00' (32.00°)
Inside	Minimum	28°00' (28.00°)
	Nominal	31°00' (31.00°)
	Maximum	32°00' (32.00°)
Degree minute (Decimal degree)	Minimum	28°00' (28.00°)
	Nominal	31°00' (31.00°)
	Maximum	32°00' (32.00°)
Outside	Minimum	28°00' (28.00°)
	Nominal	31°00' (31.00°)
	Maximum	32°00' (32.00°)
Degree minute (Decimal degree)	Minimum	28°00' (28.00°)
	Nominal	31°00' (31.00°)
	Maximum	32°00' (32.00°)

* Fuel, radiator coolant and engine oil full.
Spare tire, jack, hand tools and mats in designated positions.

BRAKE

		Unit: mm (in)
Front brake	Pad wear limit	2.0 (0.079)
	Rotor repair limit	26.0 (1.024)
Rear brake	Lining wear limit	1.5 (0.059)
	Drum repair limit	296.5 (11.67)
Pedal free height	M/T	165 - 175 (6.50 - 6.89)
	A/T	175 - 185 (6.89 - 7.28)
Pedal depressed height*1	M/T	65 (2.56)
	A/T	70 (2.76)
Parking brake	Number of notches*2	6 - 8

*1 Under force of 490 N (50 kg, 110 lb) with engine running
*2 At pulling force: 196 N (20 kg, 44 lb)

REFILL CAPACITIES

Unit		Liter	US measure
Coolant with reservoir		10.2	10-3/4 qt
Engine*	With oil filter	3.7	3-7/8 qt
	Without oil filter	3.4	3-5/8 qt
	Dry engine (engine overhaul)	4.2	4-1/2 qt
Transmission	M/T	2WD	2.4
		4WD	5.1
	A/T	2WD	8.1
		4WD	8.5
Transfer		2.2	2-3/8 qt
Differential carrier	Front	1.85	3-7/8 pt
	Rear	2.8	5-7/8 pt
Power steering system		0.9	1 qt
Air conditioning system	Refrigerant	0.60 - 0.70 kg	1.32 - 1.54 lb
	Compressor oil	0.20	7.0 fl oz

* For further details, see "Changing Engine Oil" in MA section.

FRONT WHEEL BEARING

Preload (At hub bolt) N (kg, lb)	Wheel bearing lock nut	
	Tightening torque	78 - 98 (8 - 10, 58 - 72)
	Retightening torque after loosening wheel bearing lock nut	0.5 - 1.5 (0.05 - 0.15, 4.3 - 13.0)
	Axial end play	0 (0)
	Starting force at wheel hub bolt	A
	Turning angle	15° - 30°
	Starting force at wheel hub bolt	B
	Wheel bearing preload at wheel hub bolt	7.06 - 20.99 (0.72 - 2.14, 1.59 - 4.72)