

SECTION **CL**
CLUTCH

A
B
CL
D
E
F
G
H
I
J
K
L
M
N
O
P

CONTENTS

SERVICE INFORMATION	2	Air Bleeding Procedure	8
PRECAUTIONS	2	CLUTCH MASTER CYLINDER	9
Precaution for Supplemental Restraint System (SRS) "AIR BAG" and "SEAT BELT PRE-TENSIONER"	2	Removal and Installation	9
Precaution for Procedure without Cowl Top Cover.....	2	CSC (CONCENTRIC SLAVE CYLINDER)	11
Service Notice or Precaution	2	Removal and Installation	11
PREPARATION	3	CLUTCH PIPING	12
Special Service Tool	3	Removal and Installation	12
Commercial Service Tool	3	CLUTCH DISC, CLUTCH COVER AND FLY-WHEEL	13
NOISE, VIBRATION AND HARSHNESS (NVH) TROUBLESHOOTING	4	Removal and Installation	13
NVH Troubleshooting Chart	4	SERVICE DATA AND SPECIFICATIONS (SDS)	16
CLUTCH PEDAL	5	Clutch Control System	16
On-vehicle Inspection and Adjustment	5	Clutch Pedal	16
Removal and Installation	6	Clutch Disc	16
CLUTCH FLUID	8	Clutch Cover	16

PRECAUTIONS

< SERVICE INFORMATION >

SERVICE INFORMATION

PRECAUTIONS

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

INFOID:000000001703112

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 and SB section of this Service Manual.

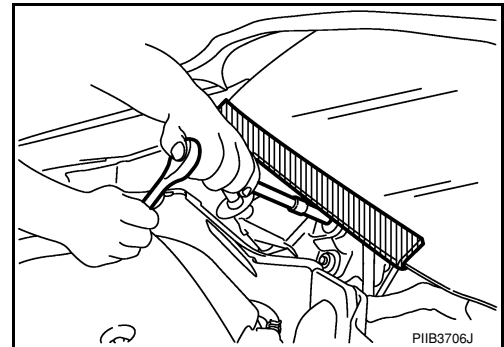
WARNING:

- 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 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 section.
- 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:000000001843684

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



Service Notice or Precaution

INFOID:000000001703113

- Use recommended brake fluid when adding fluid to the clutch reservoir tank. Refer to [MA-10](#).
- Never reuse fluid drained from clutch system.
- Be careful not to splash brake fluid on painted areas.
- Use new brake fluid to clean or wash all parts of master cylinder and operating cylinder.
- Never use mineral oils such as gasoline or kerosene. It will ruin the rubber parts of the hydraulic system.
- If transaxle assembly is removed from the vehicle, always replace CSC (Concentric slave cylinder). Return CSC to original position to remove transaxle assembly. Dust on clutch disc sliding parts may damage CSC seal and may cause clutch fluid leakage.
- Do not disassemble clutch master cylinder and CSC.

WARNING:

After cleaning clutch disc, clean it with a dust collector. Do not use compressed air.

PREPARATION


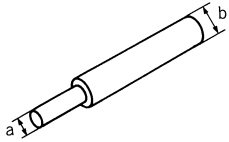
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PREPARATION

Special Service Tool

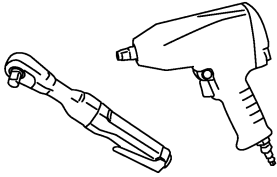
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The actual shapes of Kent-Moore tools may differ from those of special service tools illustrated here.

Tool number (Kent-Moore No.) Tool name	Description
ST20050240 (—) Diaphragm spring adjusting wrench <div style="text-align: center;">  <small>ZZA0508D</small> </div>	Adjusting unevenness of diaphragm spring of clutch cover
KV30101000 (—) Clutch aligning bar <div style="text-align: center;">  <small>ZZA1178D</small> </div>	Installing clutch cover and clutch disc a: 15.9 mm (0.626 in) dia. b: 19.8 mm (0.780 in) dia.

Commercial Service Tool

INFOID:000000001703115

Tool name	Description
Power tool <div style="text-align: center;">  <small>PBIC0190E</small> </div>	Loosening bolts and nuts

NOISE, VIBRATION AND HARSHNESS (NVH) TROUBLESHOOTING

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NOISE, VIBRATION AND HARSHNESS (NVH) TROUBLESHOOTING

NVH Troubleshooting Chart

INFOID:000000001703116

Use the chart below to help you find the cause of the symptom. The numbers indicate the order of the inspection. If necessary, repair or replace these parts.

Reference page	CL-5		CL-8	EM-72	CL-11	CL-13										EM-93
SUSPECTED PARTS (Possible cause)	CLUTCH PEDAL (Inspection and adjustment)	CLUTCH LINE (Air in line)	ENGINE MOUNTING (Loose)	CSC (Concentric slave cylinder) (Worn, dirty or damaged)	CLUTCH DISC (Out of true)	CLUTCH DISC (Runout is excessive)	CLUTCH DISC (Lining broken)	CLUTCH DISC (Dirty or burned)	CLUTCH DISC (Oily)	CLUTCH DISC (Worn out)	CLUTCH DISC (Hardened)	CLUTCH DISC (Lack of spline grease)	DIAPHRAGM SPRING (Damaged)	DIAPHRAGM SPRING (Out of tip alignment)	PRESSURE PLATE (Distortion)	FLYWHEEL (Distortion)
Symptom	Clutch grabs/chatters		1			2			2	2	2			2		
	Clutch pedal spongy		1													
	Clutch noisy			1												
	Clutch slips	1							2	2			3		4	5
	Clutch does not disengage	1	2			5	5	5	5			5	6	6	7	

CLUTCH PEDAL

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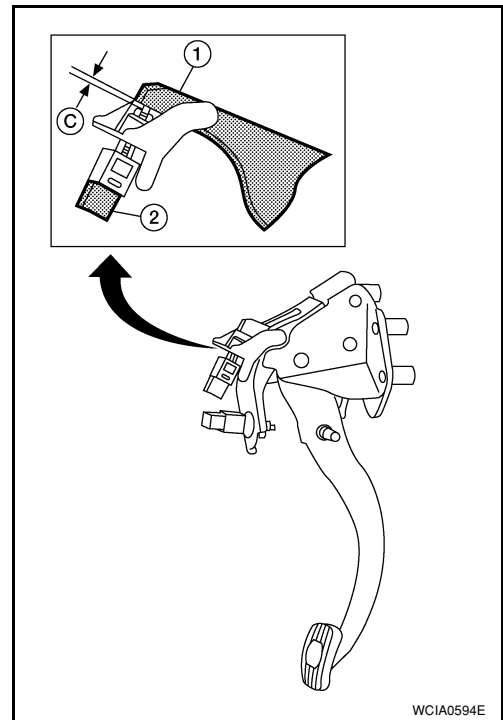
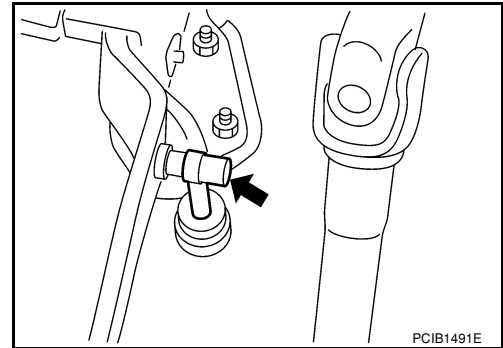
CLUTCH PEDAL

On-vehicle Inspection and Adjustment

INFOID:000000001703117

1. Check to see if the master cylinder rod end moves freely. It should not be bound by the clutch pedal.
 - a. If the rod end does not move freely, check that the ASCD switch, if equipped, is not applying pressure to the clutch pedal causing the rod end to bind. To adjust, disconnect the ASCD switch electrical connector and turn the ASCD switch.
 - b. Connect the ASCD switch electrical connector, if equipped.
 - c. Verify that the master cylinder rod end moves freely. It should not be bound by the clutch pedal.
 - d. If the rod end does not move freely, remove the rod end and check for deformation or damage on the rod end. Leave the rod end removed for step 2.
2. Check the clutch pedal stroke for free range of movement.
 - a. With the master cylinder rod end removed, manually move the pedal up and down to determine if it moves freely.
 - b. If any sticking is noted, replace the clutch pedal assembly. Re-verify that the master cylinder rod end moves freely.
3. Adjust clutch interlock switch (1) position so that clearance between clutch pedal (2) and thread end of clutch interlock switch (1), with clutch pedal fully depressed, is within specification (C).

Clearance C : 0.74 - 1.96 mm (0.0291 - 0.0772 in)



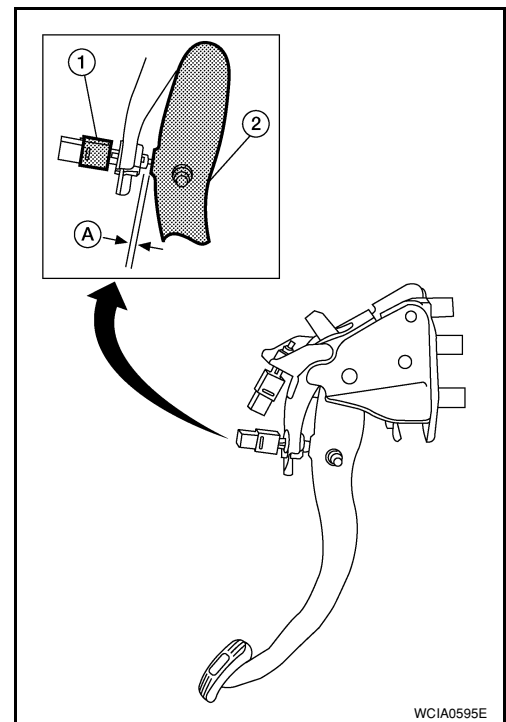
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CL
D
E
F
G
H
I
J
K
L
M
N
O
P

CLUTCH PEDAL

< SERVICE INFORMATION >

4. Adjust ASCD clutch switch (1), if equipped. Position so that clearance between clutch pedal (2) and thread end of ASCD clutch switch (1), with clutch pedal fully released, is within specification (A).

Clearance A : 0.74 - 1.96 mm (0.0291 - 0.0772 in)



5. Check the clutch hydraulic system components (clutch master cylinder, clutch operating cylinder, clutch withdrawal lever and clutch release bearing) for sticking or binding.
 - a. If any sticking or binding is noted, repair or replace the related parts as necessary.
 - b. If any hydraulic system repair was necessary, bleed the clutch hydraulic system. Refer to [CL-8. "Air Bleeding Procedure"](#).

NOTE:

Do not use a vacuum assist or any other type of power bleeder on this system. Use of a vacuum assist or power bleeder will not purge all of the air from the system.

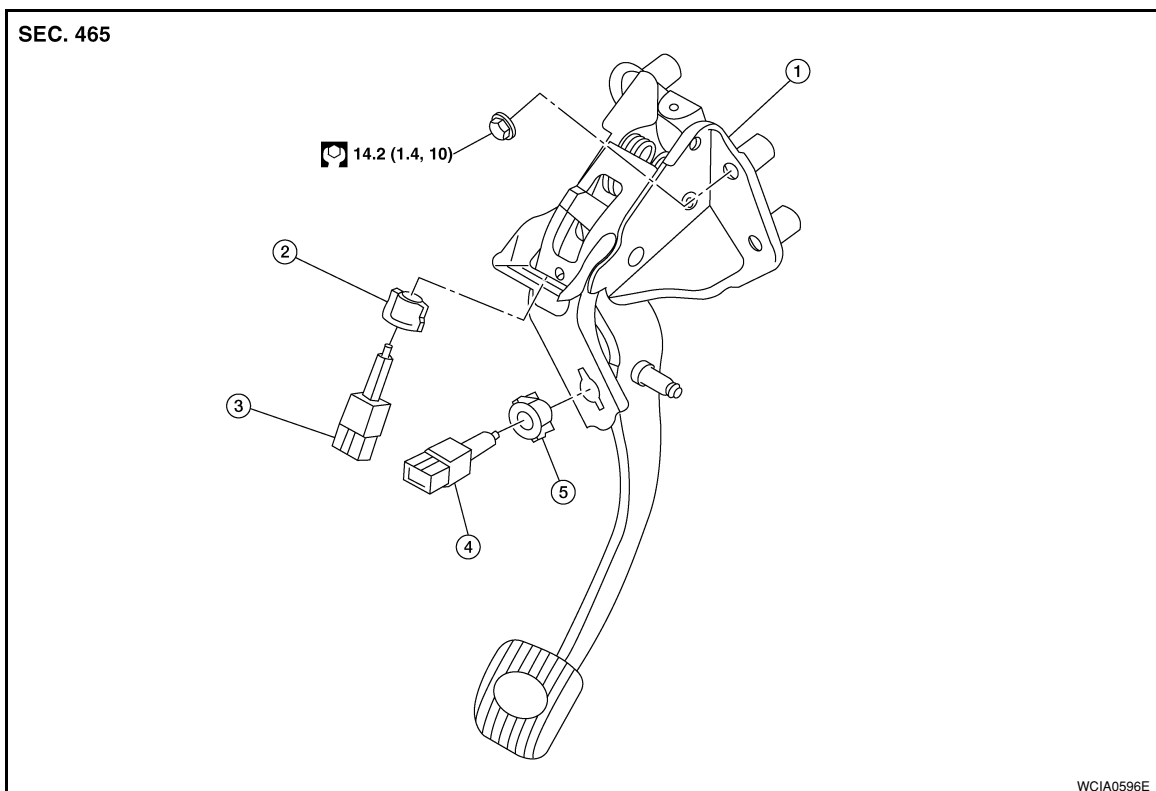
Removal and Installation

INFOID:000000001703118

COMPONENTS

CLUTCH PEDAL

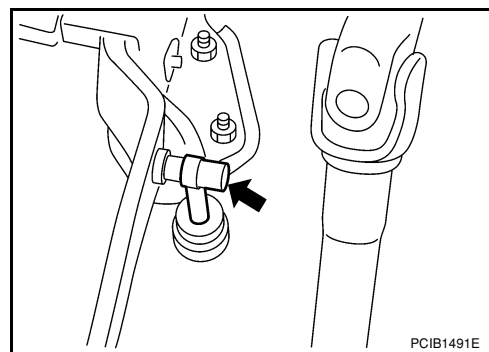
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|--------------------------|-------------|----------------------------|
| 1. Clutch pedal assembly | 2. Lock nut | 3. Clutch interlock switch |
| 4. ASCD clutch switch | 5. Lock nut | |

REMOVAL

1. Remove instrument lower finisher. Refer to [IP-11, "Removal and Installation"](#).
2. Disconnect clutch interlock switch and ASCD clutch switch harness connectors, if equipped.
3. Remove clutch switch harness clamp from clutch pedal assembly.
4. Disconnect master cylinder rod end from clutch pedal lever.
5. Remove clutch pedal assembly nuts, and then remove clutch pedal assembly.



INSPECTION AFTER REMOVAL

Check clutch pedal for bend, damage or a cracked weld. If bend, damage or a cracked weld is found, replace clutch pedal assembly.

INSTALLATION

Installation is in the reverse order of removal.

- After installing the clutch switches, adjust the switch positions. Refer to [CL-5, "On-vehicle Inspection and Adjustment"](#).

A
B
CL
D
E
F
G
H
I
J
K
L
M
N
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P

CLUTCH FLUID

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CLUTCH FLUID

Air Bleeding Procedure

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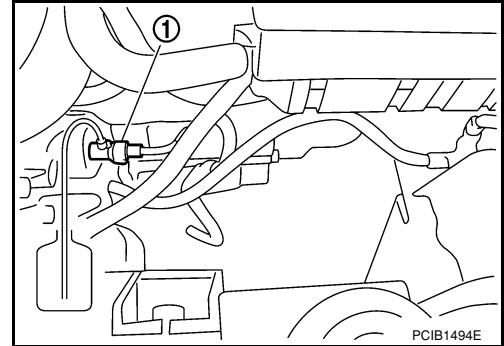
CAUTION:

Do not spill clutch fluid onto painted surfaces. If it spills, wipe up immediately and wash the affected area with water.

NOTE:

- Do not use a vacuum assist or any other type of power bleeder on this system. Use of a vacuum assist or power bleeder will not purge all the air from the system.
- Carefully monitor fluid level in reservoir tank during bleeding operation.

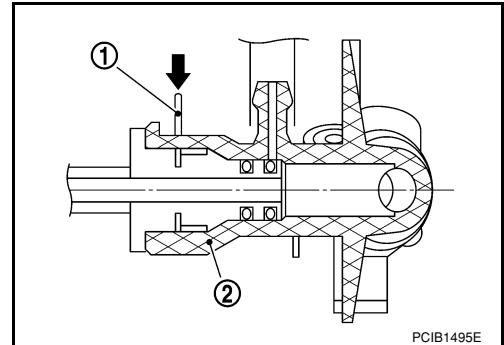
1. Fill master cylinder reservoir tank with new clutch fluid.
2. Connect a transparent vinyl tube and container to the bleeding connector (1) on the CSC.
3. Depress and release the clutch pedal slowly and fully 15 times at an interval of two to three seconds and release the clutch pedal.



4. Bleed the air from the clutch system according to the following:
 1. Push in the lock pin (1) of the bleeding connector (2), and hold it in.

CAUTION:

Hold the lock pin in to prevent the bleeding connector from separating when fluid pressure is applied.



2. Slide the clutch tube (1) away from the bleeding connector to the specified distance (A) to allow air to bleed from the clutch system.

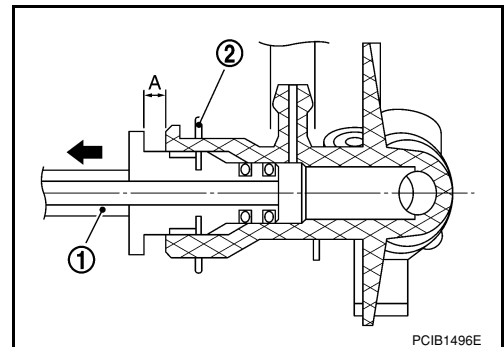
Dimension (A) : 5 mm (0.20 in)

3. Depress the clutch pedal and hold it down.

CAUTION:

Hold the clutch pedal down to prevent air from getting back into the clutch system.

4. Return the clutch tube (1) and lock pin (2) to their original positions.



5. Release the clutch pedal and wait for 5 seconds.
6. Repeat steps 3 to 6 until no bubbles are observed in the clutch fluid.

CLUTCH MASTER CYLINDER

< SERVICE INFORMATION >

CLUTCH MASTER CYLINDER

Removal and Installation

INFOID:000000001703120

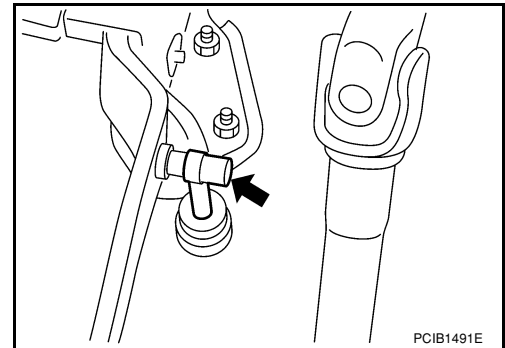
REMOVAL

1. Remove the battery, battery tray and brackets. Refer to [SC-4](#).
2. Remove the air cleaner and air duct. Refer to [EM-16](#).
3. Use one of the following methods to remove hose from master cylinder.
 - Drain clutch fluid from reservoir tank and remove hose.
 - Remove hose from master cylinder. Immediately plug hose and reservoir tank to prevent clutch fluid from dripping.

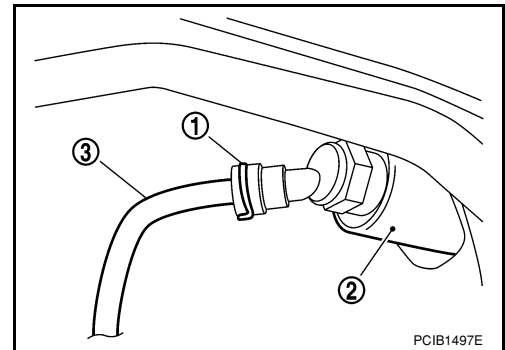
CAUTION:

Do not spill clutch fluid onto painted surfaces. If it spills, wipe up immediately and wash the affected area with water.

4. Remove master cylinder rod end from clutch pedal assembly.



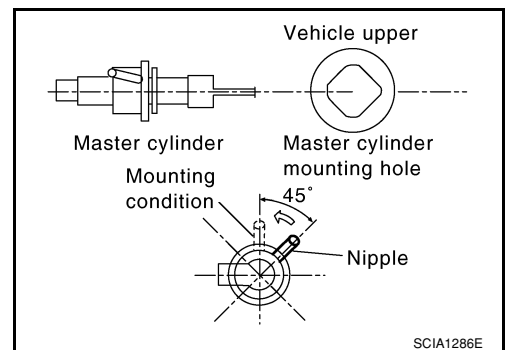
5. Remove lock pin (1) from connector of master cylinder (2) and separate clutch tube (3).



6. Rotate master cylinder clockwise by 45° and remove from the vehicle.

INSTALLATION

1. Tilt master cylinder clockwise by 45° and insert it in the mounting hole. Rotate counterclockwise to secure it. At this time, nipple is in the up position.
2. Install master cylinder rod end to clutch pedal.

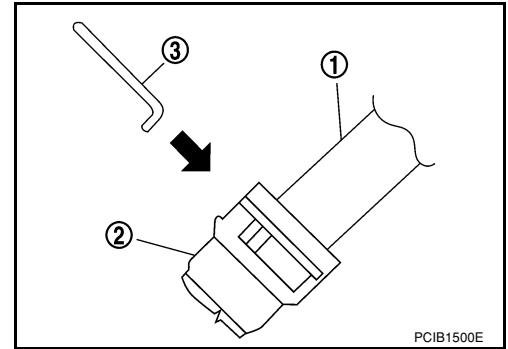


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CL
D
E
F
G
H
I
J
K
L
M
N
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P

CLUTCH MASTER CYLINDER

< SERVICE INFORMATION >

3. Install clutch tube (1) fully into connector of master cylinder (2).
4. Install lock pin (3) fully into connector of master cylinder (2).
5. Fill with new clutch fluid and bleed air from the system. Refer to [CL-8](#).
6. After completing this procedure, inspect clutch pedal operation. Refer to [CL-5, "On-vehicle Inspection and Adjustment"](#).
7. Install the air cleaner and air duct. Refer to [EM-16](#).
8. Install the battery. Refer to [SC-4](#).



CSC (CONCENTRIC SLAVE CYLINDER)

< SERVICE INFORMATION >

CSC (CONCENTRIC SLAVE CYLINDER)

Removal and Installation

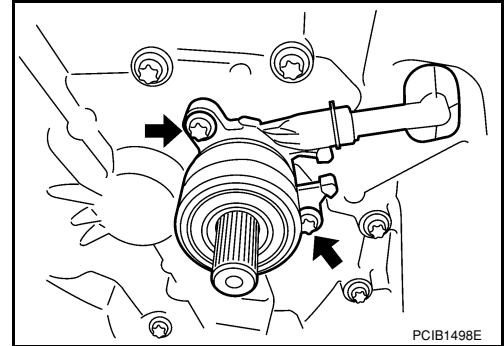
INFOID:000000001703121

CAUTION:

- If transaxle assembly is removed from the vehicle, always replace CSC (Concentric slave cylinder). Return CSC insert to original position to remove transaxle assembly. Dust on clutch disc sliding parts may damage CSC seal and may cause clutch fluid leakage.
- Keep painted surface of the body and other parts free of clutch fluid. If it spills, wipe up immediately and wash the affected area with water.

REMOVAL

1. Remove transaxle assembly. Refer to [MT-16. "Removal and Installation"](#).
2. Remove CSC bolts and the CSC from clutch housing.



INSTALLATION

1. Install CSC to clutch housing and then tighten bolts to specification. Refer to [MT-17. "Disassembly and Assembly"](#).
CAUTION:
 - Do not reuse CSC.
 - Do not insert and operate CSC because piston and stopper of CSC components may fall off.
2. Install transaxle assembly. Refer to [MT-16. "Removal and Installation"](#).
3. Bleed the air from the clutch hydraulic system. Refer to [CL-8. "Air Bleeding Procedure"](#).

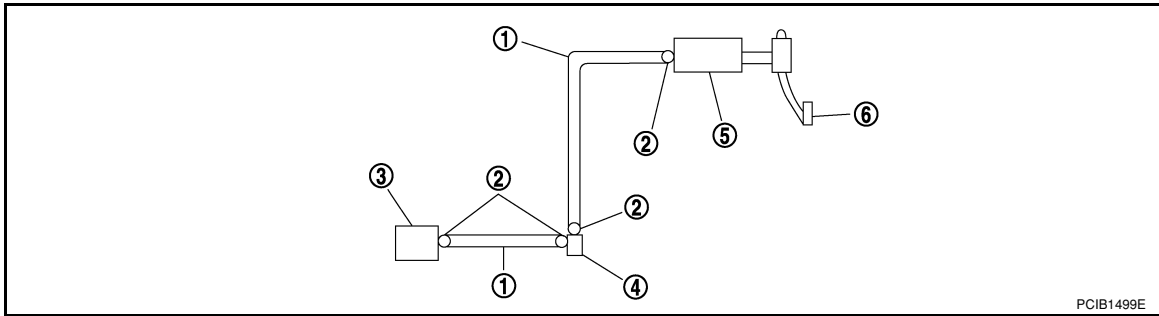
CLUTCH PIPING

< SERVICE INFORMATION >

CLUTCH PIPING

Removal and Installation

INFOID:000000001703122



- | | | |
|------------------|---------------------------|-----------------|
| 1. Clutch tube | 2. Clutch tube lock pin | 3. CSC |
| 4. Clutch damper | 5. Clutch master cylinder | 6. Clutch pedal |

Carefully observe the following steps during clutch tube removal and installation.

CAUTION:

Do not spill clutch fluid onto painted surfaces. If it spills, wipe up immediately and wash the affected area with water.

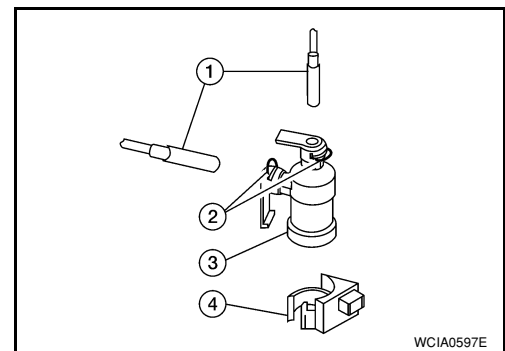
REMOVAL

1. Remove the battery, battery tray and brackets. Refer to [SC-4](#).
2. Remove the air cleaner and air duct. Refer to [EM-16](#).
3. Use one of the following methods to remove hose from clutch master cylinder.
 - Drain clutch fluid from reservoir tank and remove hose.
 - Remove hose from clutch master cylinder. Immediately plug hose and reservoir tank to prevent clutch fluid from dripping.

CAUTION:

Do not spill clutch fluid onto painted surfaces. If it spills, wipe up immediately and wash the affected area with water.

4. Remove clutch tube lock pin from clutch master cylinder.
5. Remove clutch tube lock pin at clutch housing.
6. Remove clutch tube lock pins (2) from clutch damper (3).
7. Remove clutch tube (1) from clutch damper (3).
8. Remove clutch damper (3) from bracket (4).



INSTALLATION

Installation is in the reverse order of removal.

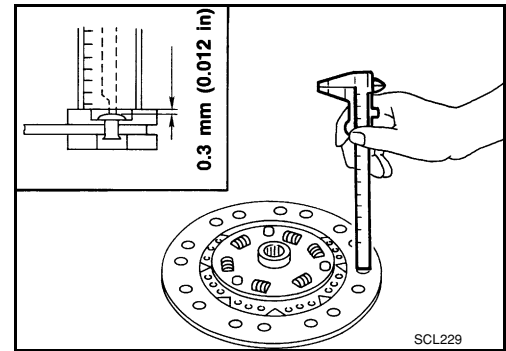
- **Make sure that all tubes are fully installed into connectors.**
- **Make sure that all connector lock pins are fully installed.**
- After installation, bleed the air from the clutch hydraulic system. Refer to [CL-8, "Air Bleeding Procedure"](#).

CLUTCH DISC, CLUTCH COVER AND FLYWHEEL

< SERVICE INFORMATION >

- Determine the wear limit of clutch facing (depth to the rivet head). If measurement exceeds specifications, replace clutch disc.

Clutch facing wear : Refer to [CL-16, "Clutch Disc"](#).



Clutch Cover

- Check clutch cover installed on vehicle for unevenness of diaphragm spring toe height. If unevenness exceeds specifications, adjust the height using Tool (A).

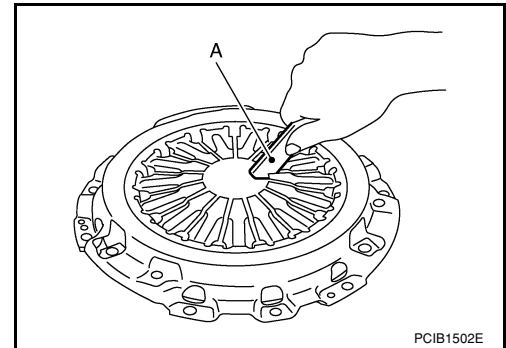
Uneven limit of diaphragm spring toe height : Refer to [CL-16, "Clutch Cover"](#).

Tool number A : ST20050240 (—)

- Check clutch cover thrust ring for wear or breakage. If wear or breakage is found, replace clutch cover assembly.

NOTE:

- Worn thrust ring will generate a beating noise when tapped at the rivet using suitable tool.
- Broken thrust ring will make a clinking sound when cover is shaken up and down.
- If a trace of burn or discoloration is found on clutch cover pressure plate to clutch disc contact surface, repair the surface with sandpaper. If surface is damaged or distorted, replace the assembly.

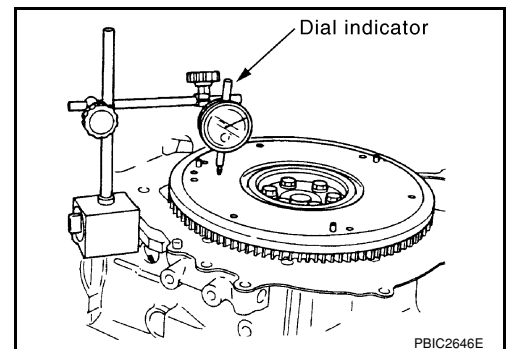


Flywheel Runout

- Check contact surface of flywheel for slight burns or discoloration. Repair flywheel with emery paper.
- Check the flywheel runout. Refer to [EM-93, "Inspection After Disassembly"](#).

CAUTION:

Measure flywheel outer face (not on knock pin and clutch cover mounting hole).



INSTALLATION

1. Clean clutch disc and input shaft splines to remove grease and dust caused by abrasion.
2. Apply recommended grease to clutch disc and input shaft splines.

CAUTION:

Be sure to apply grease to the points specified. Otherwise, noise, poor disengagement, or damage to the clutch may result. Excessive grease may cause slip or shudder. If it adheres to CSC seal, it will cause clutch fluid leakage. Wipe off excess grease.

3. Install clutch disc using tool.

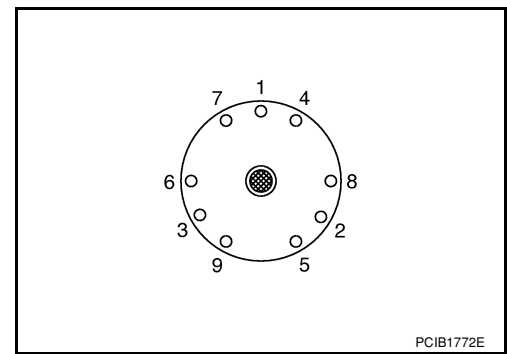
Tool number : KV30101000 (—)

4. Install clutch cover. Pre-tighten clutch cover bolts.

CLUTCH DISC, CLUTCH COVER AND FLYWHEEL

< SERVICE INFORMATION >

5. Tighten clutch cover bolts evenly in two steps in the order shown.
6. Install transaxle assembly. Refer to [MT-16. "Removal and Installation"](#).



A

B

CL

D

E

F

G

H

I

J

K

L

M

N

O

P

SERVICE DATA AND SPECIFICATIONS (SDS)

< SERVICE INFORMATION >

SERVICE DATA AND SPECIFICATIONS (SDS)

Clutch Control System

INFOID:000000001703124

Type of clutch control	Hydraulic
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Clutch Pedal

INFOID:000000001703125

Clearance "A" between clutch pedal and ASCD switch threaded end while clutch pedal is fully released (if equipped).	0.74 - 1.96 mm (0.0291 - 0.0772 in)
Clearance "C" between clutch pedal and clutch interlock switch threaded end while clutch pedal is fully depressed.	0.74 - 1.96 mm (0.0291 - 0.0772 in)

Clutch Disc

INFOID:000000001703126

Model	225
Facing size (outer dia. × inner dia. × thickness)	225 mm × 160 mm × 3.2 mm (8.86 in × 6.30 in × 0.126 in)
Thickness of disc assembly with load	7.2 - 7.6 mm (0.283 - 0.299 in) with 5,394 N (550 kg, 1,213 lb)
Runout limit/diameter of the area to be measured	1.0 mm (0.039 in) / 215 mm (8.46 in) dia.
Maximum spline backlash (at outer edge of disc)	1.0 mm (0.039 in)
Wear limit of facing (depth to the rivet head)	0.3 mm (0.012 in)

Clutch Cover

INFOID:000000001703127

Set-load	5,394 N (550 kg, 1,213 lb)
Diaphragm spring lever height	20 - 22 mm (0.79 - 0.87 in)
Uneven limit of diaphragm spring toe height	0.7 mm (0.028 in) or less