

SECTION **IP**
INSTRUMENT PANEL

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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:000000001704244

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 SR 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 SR 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

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- Disconnect both battery terminals in advance.
- Disconnect air bag system line in advance.
- Never tamper with or force air bag lid open, as this may adversely affect air bag performance.
- Be careful not to scratch pad and other parts.
- When removing or disassembling any part, be careful not to damage or deform it. Protect parts which may get in the way with cloth.
- When removing parts, protect parts by wrapping tools with vinyl or tape.
- Keep removed parts protected with cloth.
- If a clip is deformed or damaged, replace it.
- If a non-reusable part is removed, replace it with a new one.
- Tighten bolts and nuts firmly to the specified torque.
- After re-assembly has been completed, make sure each part functions correctly.
- Remove stains in the following way.

Water-soluble stains:

Dip a soft cloth in warm water, and then squeeze it tightly. After wiping the stain, wipe with a soft dry cloth.

Oil stain:

Dissolve a synthetic detergent in warm water (density of 2 to 3% or less), dip the cloth, then clean off the stain with the cloth. Next, dip the cloth in fresh water and squeeze it tightly. Then clean off the detergent completely. Then wipe the area with a soft dry cloth.

- Do not use any organic solvent, such as thinner or benzine.

PREPARATION

< PREPARATION >

PREPARATION

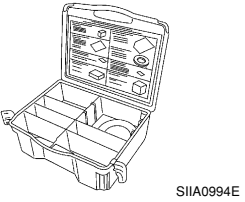
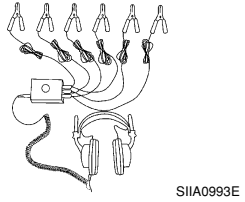
PREPARATION

Special Service Tool

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

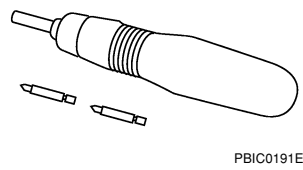
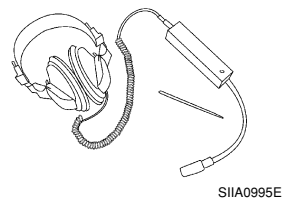
Tool number (Kent-Moore No.) Tool name	Description
— (J-39570) Chassis ear	Locating the noise
— (J-43980) NISSAN Squeak and Rattle Kit	Repairing the cause of noise



Commercial Service Tool

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Tool name	Description
Engine ear	Locating the noise
Power tool	Loosening bolts and nuts



SQUEAK AND RATTLE TROUBLE DIAGNOSES

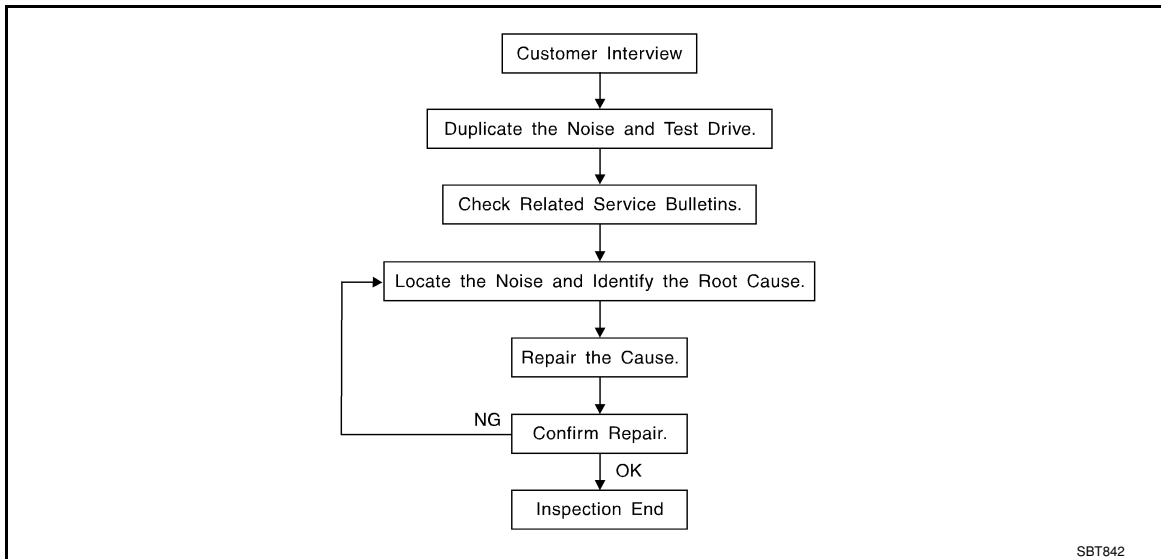
< SYMPTOM DIAGNOSIS >

SYMPTOM DIAGNOSIS

SQUEAK AND RATTLE TROUBLE DIAGNOSES

Work Flow

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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 [IP-8. "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, 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 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 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.

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 model, drive position on A/T model).
 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.

CHECK RELATED SERVICE BULLETINS

After verifying the customer concern or symptom, check ASIST for Technical Service Bulletins (TSBs) 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 [IP-6, "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 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 x 135 mm (3.94 x 5.31 in)/76884-71L01: 60 x 85 mm (2.36 x 3.35 in)/76884-71L02: 15 x 25 mm (0.59 x 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 x 50 mm (1.97 x 1.97 in)/73982-50Y00: 10 mm (0.39 in) thick, 50 x 50 mm (1.97 x 1.97 in)

INSULATOR (Light foam block)

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

FELT CLOTH TAPE

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

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

SQUEAK AND RATTLE TROUBLE DIAGNOSES

< SYMPTOM DIAGNOSIS >

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

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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 silicone 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 bumpers out of adjustment
2. Trunk lid striker out of adjustment

SQUEAK AND RATTLE TROUBLE DIAGNOSES

< SYMPTOM DIAGNOSIS >

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/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. Sun visor 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.

OVERHEAD CONSOLE (FRONT AND REAR)

Overhead console noises are often caused by the console panel clips not being engaged correctly. Most of these incidents are repaired by pushing up on the console at the clip locations until the clips engage.

In addition look for:

1. Loose harness or harness connectors.
2. Front console map/reading lamp lens loose.
3. Loose screws at console attachment points.

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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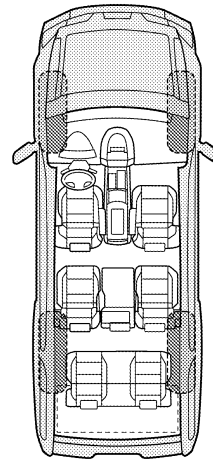
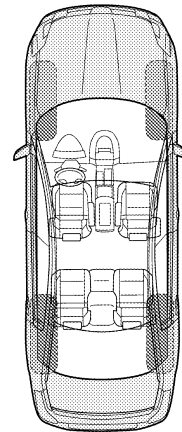
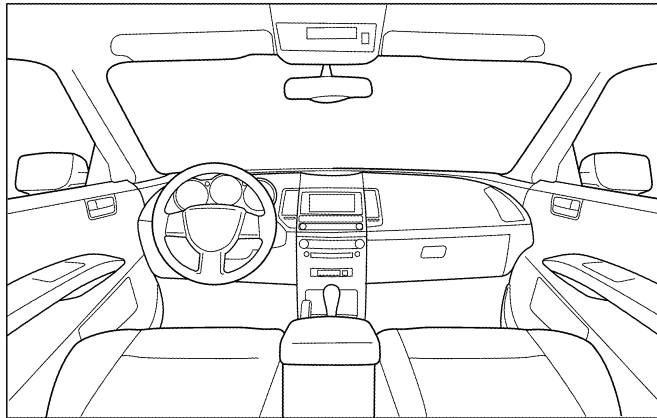
Dear Customer:

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

SQUEAK & RATTLE DIAGNOSTIC WORKSHEET

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.

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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INSTRUMENT PANEL ASSEMBLY

< ON-VEHICLE REPAIR >

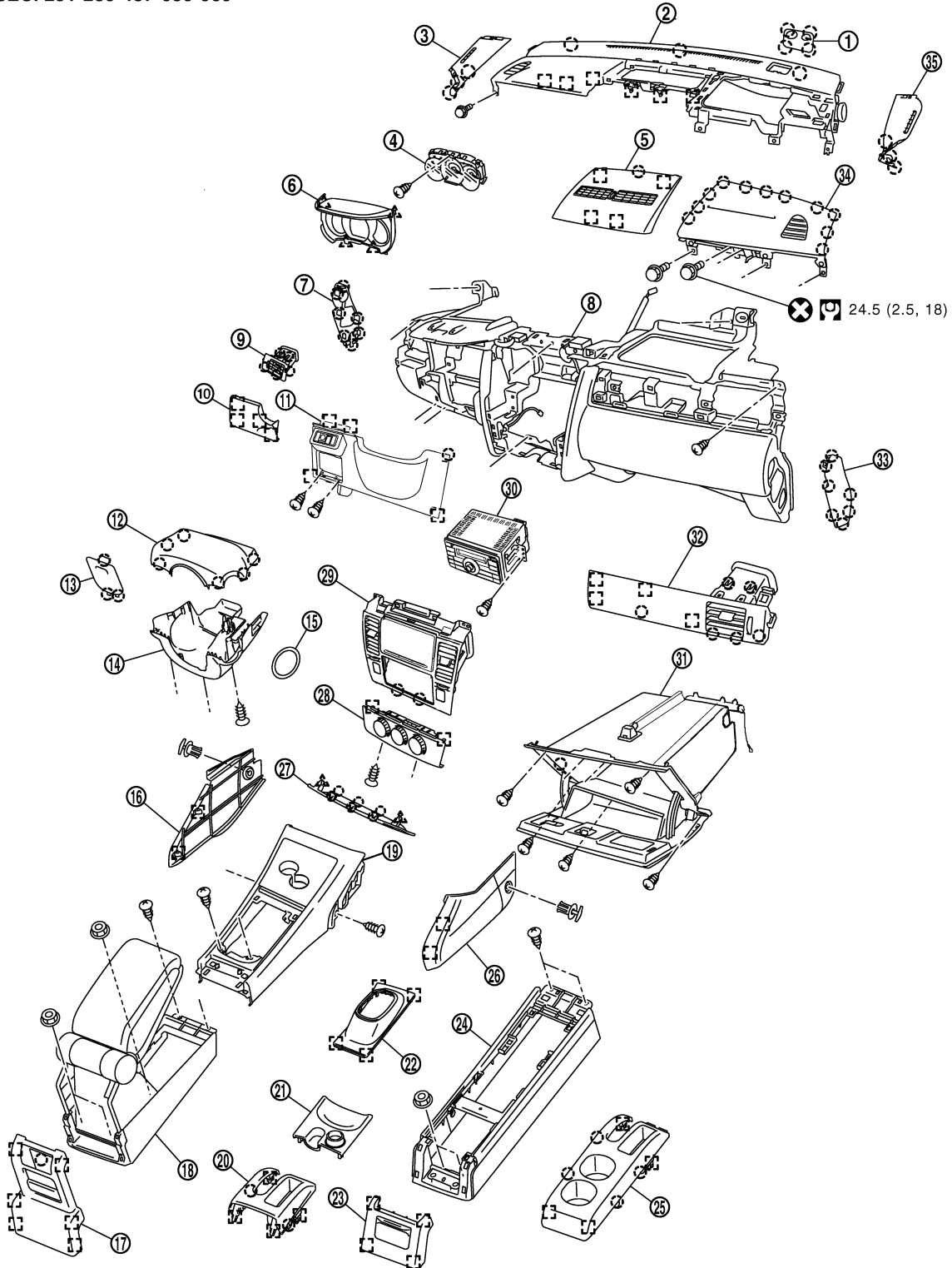
ON-VEHICLE REPAIR

INSTRUMENT PANEL ASSEMBLY

Component Parts

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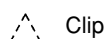


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INSTRUMENT PANEL ASSEMBLY

< ON-VEHICLE REPAIR >

- | | | |
|--|---|---|
| 1. Instrument upper mask | 2. Instrument upper panel assembly | 3. Instrument side panel (LH) |
| 4. Combination meter | 5. Instrument finisher E | 6. Cluster lid A |
| 7. Instrument side mask (LH) | 8. Instrument panel & pad | 9. Side ventilator assembly (LH) |
| 10. Instrument side finisher | 11. Instrument lower finisher | 12. Steering column cover upper |
| 13. Fuse block lid | 14. Steering column cover lower | 15. Steering lock escutcheon |
| 16. Instrument lower cover (LH) | 17. Console rear finisher (with armrest) | 18. Console body assembly (with armrest) |
| 19. Center console | 20. Console mask cover (with armrest) | 21. Console mask |
| 22. A/T console finisher / M/T console boot / CVT console finisher | 23. Console rear finisher (without armrest) | 24. Console body assembly (without armrest) |
| 25. Rear cup holder (without armrest) | 26. Instrument lower cover (RH) | 27. Instrument finisher D |
| 28. Controller | 29. Cluster lid C | 30. Audio unit |
| 31. Glove box assembly | 32. Side ventilator assembly (RH) | 33. Instrument side mask (RH) |
| 34. Passenger air bag module assembly | 35. Instrument side panel (RH) | ○ Pawl |



Clip



Metal clip

Removal and Installation

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WORK STEPS

When removing instrument panel & pad, cluster lid A, cluster lid C, passenger air bag module assembly and center console assembly, follow steps in the order shown.

CAUTION:

- **Disconnect both battery cables.**
- **Never tamper with or force air bag lid open, as this may adversely affect air bag performance.**
- **Be careful not to scratch pad and other parts.**

Parts	Reference page	Instrument panel and pad	Cluster lid A	Cluster lid C	Passenger air bag module assembly	Center console assembly
Instrument finisher E	"Removal"	[1]	[1]	[1]		
Cluster lid C	"CLUSTER LID C"	[2]		[2]		
Audio unit	AV-36	[3]				
Front pillar garnish (LH/RH)	EI-37	[4]	[2]		[1]	
Instrument side panel (LH/RH)	IP-10	[5]	[3]		[2]	
Instrument side mask (LH/RH)	IP-10	[6]	[4]		[3]	
Instrument side finisher	IP-10	[7]	[5]			
Side ventilator assembly (LH)	IP-10	[8]	[6]			
Steering lock escutcheon	IP-10	[9]				
Steering column cover upper	IP-10	[10]	[7]			
Steering column cover lower	IP-10	[11]				
Cluster lid A	"CLUSTER LID A"	[12]	[8]			
Combination meter	DI-20	[13]				
Instrument lower finisher	"INSTRUMENT LOWER FINISHER"	[14]				

INSTRUMENT PANEL ASSEMBLY

< ON-VEHICLE REPAIR >

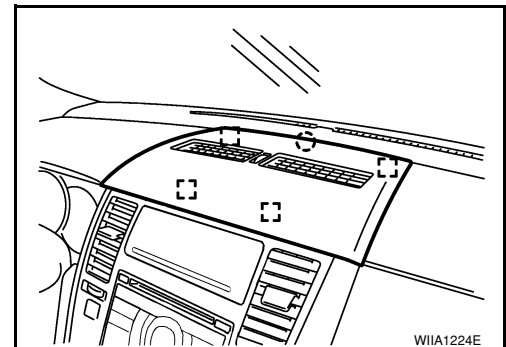
Parts	Reference page	Instrument panel and pad	Cluster lid A	Cluster lid C	Passenger air bag module assembly	Center console assembly
Glove box assembly	"GLOVE BOX ASSEMBLY"	[15]				
Side ventilator assembly (RH)	IP-10	[16]			[4]	
Passenger air bag module assembly	SRS-38	[17]			[5]	
Instrument upper mask	IP-10	[18]				
Instrument finisher D	IP-10	[19]				
Controller	MTC-55	[20]				
Instrument upper panel assembly	IP-10	[21]				
Console mask	"Removal"	[22]				[1]
CVT, A/T console finisher	IP-23	[23]				[2]
M/T console boot	IP-23	[23]				[2]
Console rear finisher	IP-23	[24]				[3]
Console mask cover (with arm rest)	IP-23	[25]				[4]
Rear cup holder (without arm rest)	IP-23	[25]				[4]
Console body assembly	IP-23	[26]				[5]
Instrument lower cover (LH/RH)	"INSTRUMENT LOWER FINISHER"	[27]				[6]
Center console assembly	"CENTER CONSOLE ASSEMBLY"	[28]				[7]
Fuse block lid	IP-10	[29]				
Lighting and turn signal switch	LT-60	[30]				
Wiper & washer switch	WW-22	[31]				
Instrument panel & pad	IP-10	[32]				

[]: Number indicates step in removal procedures.

INSTRUMENT PANEL ASSEMBLY

Removal

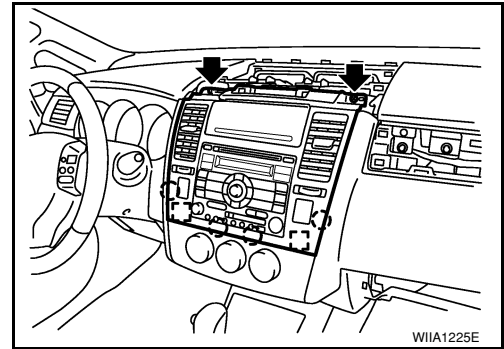
1. Pull instrument finisher E backward by approximately 30 degrees while disengaging the instrument finisher E metal clips and pawl.



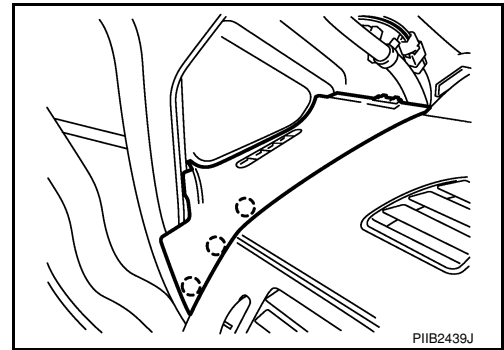
INSTRUMENT PANEL ASSEMBLY

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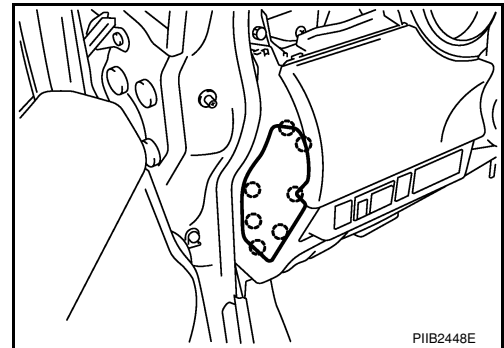
2. Remove cluster lid C.
 - a. Remove cluster lid C screws.
 - b. Pull back and disengage pawls and cluster lid C metal clips.
 - c. Disconnect harness connector and then remove cluster lid C.



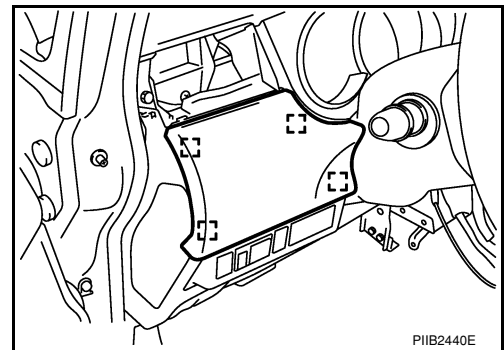
3. Remove audio unit. Refer to [AV-36. "Removal and Installation"](#).
4. Remove front pillar garnish. Refer to [EI-37](#).
5. Remove the side panel (LH/RH).
 - a. Pull up instrument side panel and disengage pawls.
 - b. Remove instrument side panel.



6. Remove instrument side mask (LH/RH).
 - a. Insert a suitable tool into upper space of instrument mask.
 - b. Disengage pawls, and then remove instrument side mask.



7. Remove instrument side finisher.
 - a. Insert a suitable tool into space of instrument side finisher.
 - b. Disengage instrument side finisher metal clips, and then remove instrument side finisher.

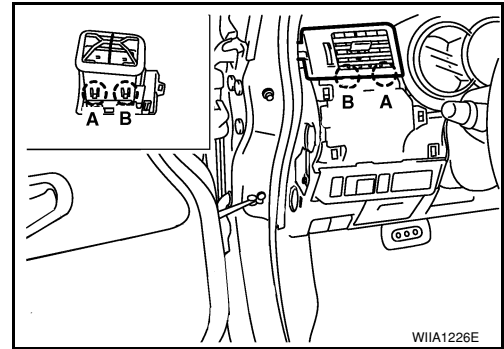


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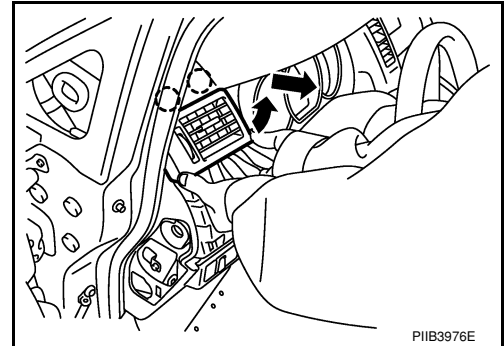
INSTRUMENT PANEL ASSEMBLY

< ON-VEHICLE REPAIR >

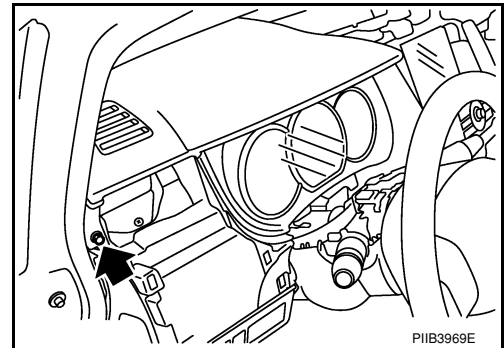
8. Remove side ventilator assembly (LH).
 - a. Insert a suitable tool into the bottom gap of side ventilator assembly after removing the instrument side mask and push against A and B as shown to disengage the pawls.



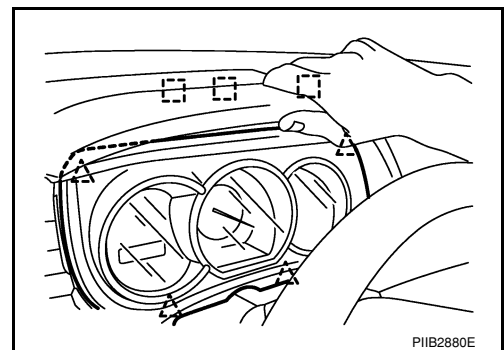
- b. Lift the side ventilator up from the bottom, pull backward while disengaging the side ventilator assembly upper pawls, and then remove the side ventilator.



9. Remove steering lock escutcheon.
10. Remove screws, and disengage pawls then remove the steering column cover.
11. Remove cluster lid A.
 - a. Remove screws from instrument upper panel right side.



- b. Lift the instrument upper panel up, disengage metal clips.
 - c. Pull backward and disengage clips.
 - d. Remove cluster lid A.

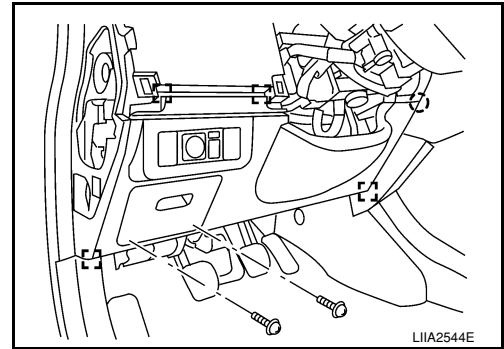


12. Remove combination meter. Refer to [DI-20, "Removal and Installation"](#).

INSTRUMENT PANEL ASSEMBLY

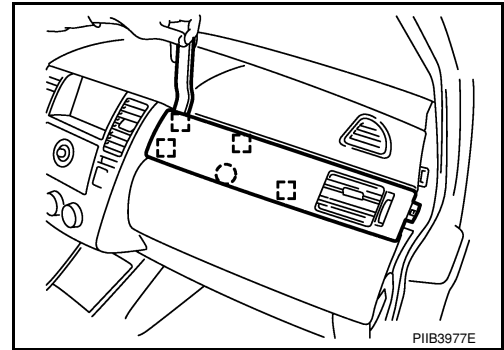
< ON-VEHICLE REPAIR >

13. Remove instrument lower finisher.
 - a. Disengage pawls and remove fuse block lid.
 - b. Remove the screws.
 - c. Pull backward while disengaging the instrument lower finisher clip and pawls.
 - d. Disconnect in-vehicle sensor and harness connector, and then remove instrument lower finisher.

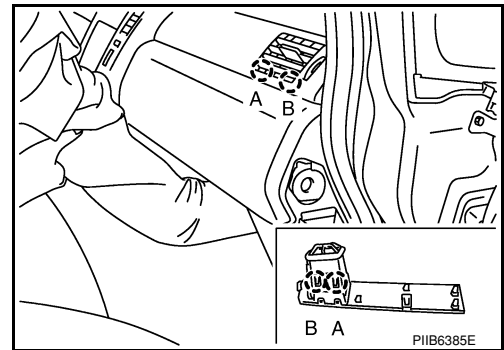


14. Remove glove box. Refer to [IP-23. "Disassembly and Assembly"](#).
15. Remove side ventilator assembly.

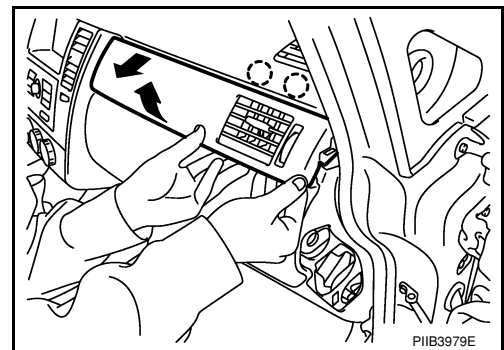
- a. Insert a suitable tool into the side ventilator assembly from center console side, disengage the clips and pawl of instrument panel pad.



- b. Reach through the glove box compartment by hand to the back-side of the side ventilator and push against A as shown to engage the pawl.
- c. Insert a suitable tool into the bottom gap of side ventilator assembly after removing the instrument side mask and push against B as shown to disengage the pawl.



- d. Lift the side ventilator assembly up from the bottom, pull backward while disengaging the side ventilator assembly upper pawls, and then remove the side ventilator assembly.



16. Remove front passenger air bag module. Refer to [SRS-38](#).

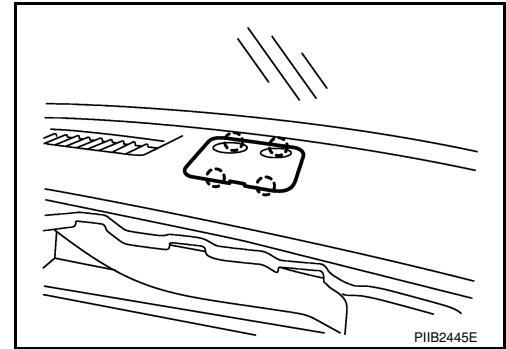
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INSTRUMENT PANEL ASSEMBLY

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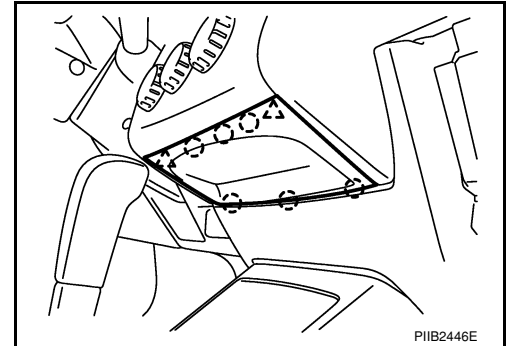
17. Remove instrument upper mask.

- a. Insert a remover into backside space of instrument upper mask.
- b. Disconnect harness connector, and then remove instrument upper mask.



18. Remove instrument finisher D.

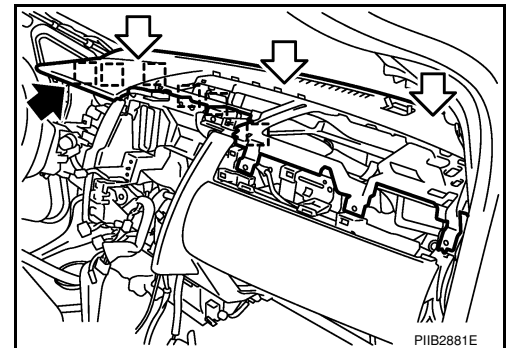
- a. Insert a remover into upper space of instrument finisher D.
- b. Disengage clips and pawls, then remove instrument finisher D.



19. Remove controller. Refer to [MTC-55](#).

20. Remove instrument upper panel assembly.

- a. Remove bolts and screws.
- b. Pull backward and remove instrument upper panel assembly.



21. Remove lighting & turn signal switch. Refer to [LT-60](#).

22. Remove wiper & washer switch. Refer to [WW-22. "Removal and Installation of Front Wiper and Washer Switch"](#).

23. Remove hood opener handle and fuel filler lid opener handle. Refer to [BL-15. "Removal and Installation of Hood Lock Control"](#).

24. Remove screws, and then remove instrument panel & pad from passenger door opening portion.

Installation

Installation is in the reverse order of removal.

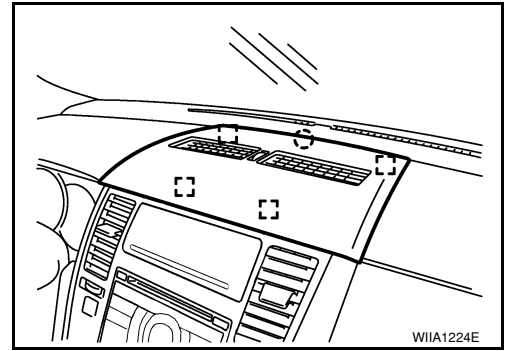
CLUSTER LID A

Removal

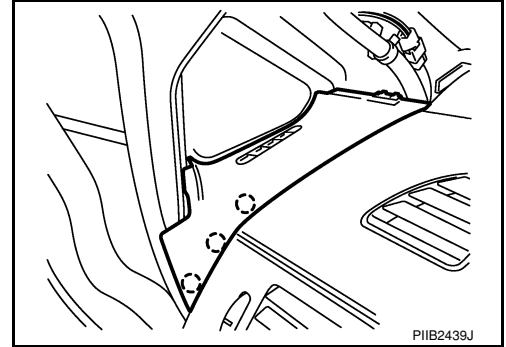
INSTRUMENT PANEL ASSEMBLY

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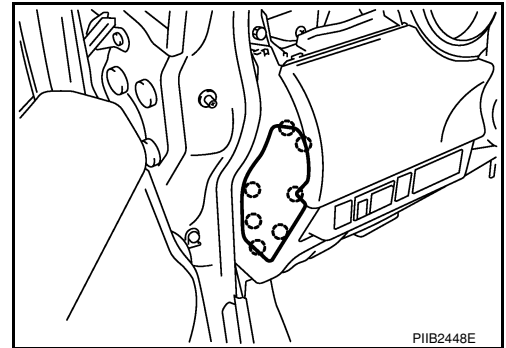
1. Pull instrument finisher E backward by approximately 30 degrees while disengaging the metal clips and pawl.



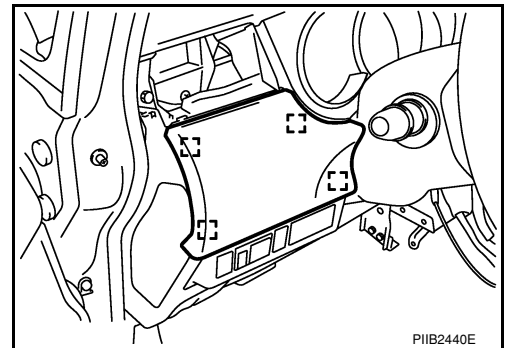
2. Remove front pillar garnish. Refer to [EI-37](#).
3. Pull up instrument side panel and disengage pawls.
4. Remove instrument side panel.



5. Insert a remover into upper space of instrument mask.
6. Disengage pawls, and then remove instrument side mask.



7. Insert a remover into space of instrument side finisher.
8. Disengage metal clips, and then remove instrument side finisher.

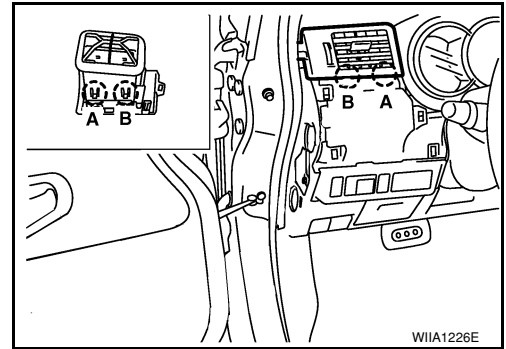


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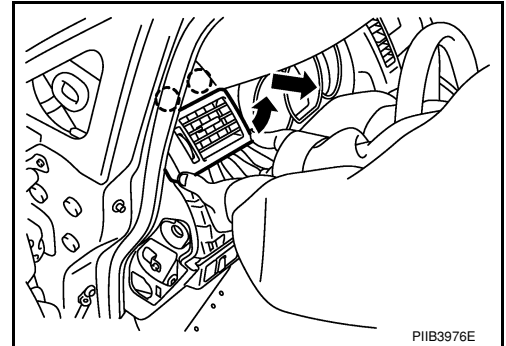
INSTRUMENT PANEL ASSEMBLY

< ON-VEHICLE REPAIR >

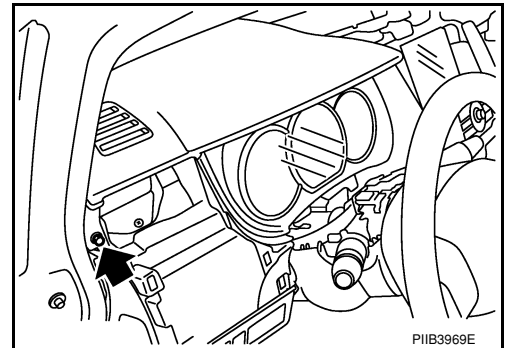
9. Insert suitable tool into the bottom gap of side ventilator assembly after removing the instrument side mask, push against A and B as shown to disengage the pawls.



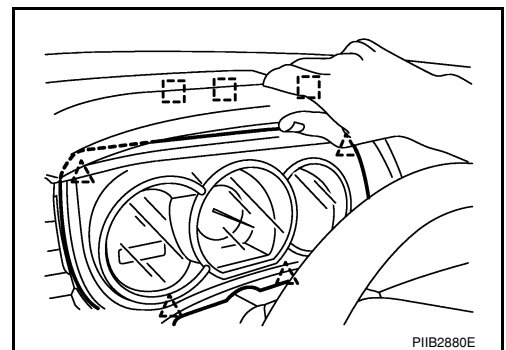
10. Lift the side ventilator up from the bottom, pull backward while disengaging the side ventilator assembly's upper pawls, and then remove the side ventilator.



11. Remove screws, and disengage pawls.
12. Remove steering column cover upper.
13. Remove screws from instrument upper panel right side.



14. Lift the instrument upper panel up, disengage metal clips.
15. Pull backward and disengage clips.
16. Remove cluster lid A.



Installation
Installation is in the reverse order of removal.

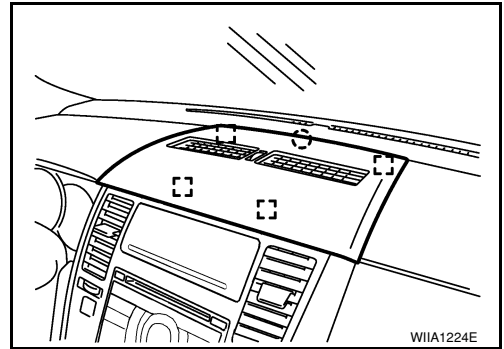
CLUSTER LID C

Removal

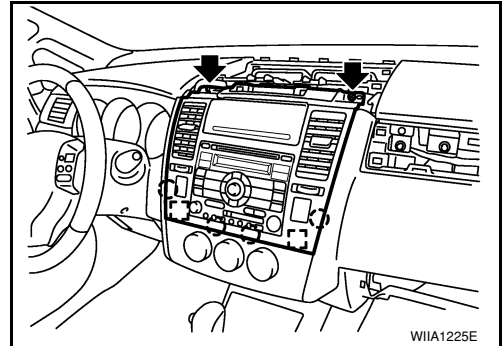
INSTRUMENT PANEL ASSEMBLY

< ON-VEHICLE REPAIR >

1. Pull instrument finisher E backward by approximately 30 degrees while disengaging the metal clips and pawl.



2. Remove screws.
3. Pull back, and disengage pawls and metal clips.
4. Disconnect harness connector, and then remove cluster lid C.



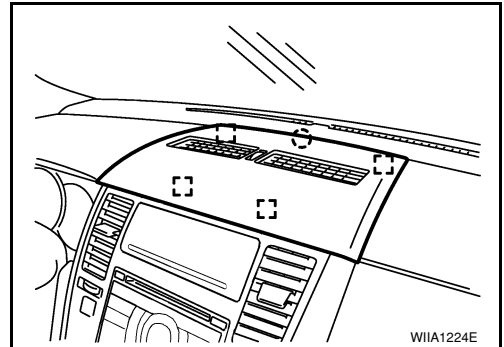
Installation

Installation is in the reverse order of removal.

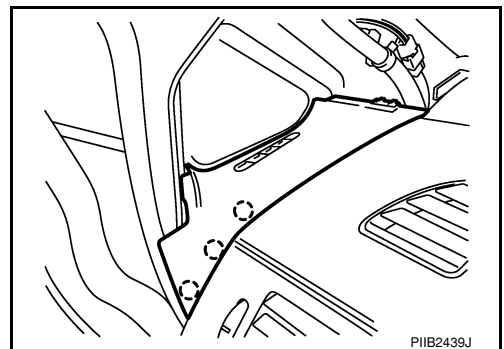
COMBINATION METER

Removal

1. Pull instrument finisher E backward by approximately 30 degrees while disengaging the metal clips and pawl.



2. Remove front pillar garnish. Refer to [EI-37](#).
3. Pull up instrument side panel and disengage pawls.
4. Remove instrument side panel.

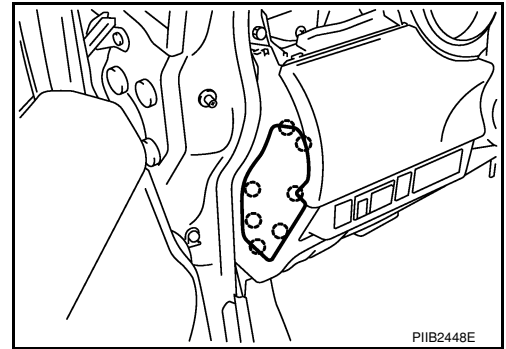


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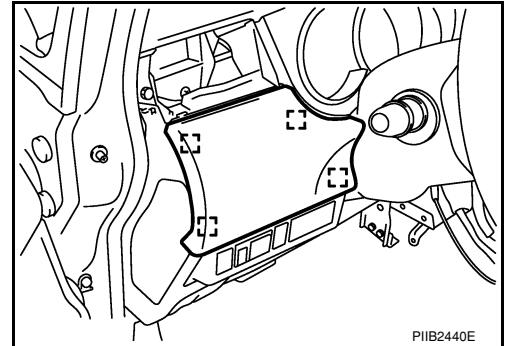
INSTRUMENT PANEL ASSEMBLY

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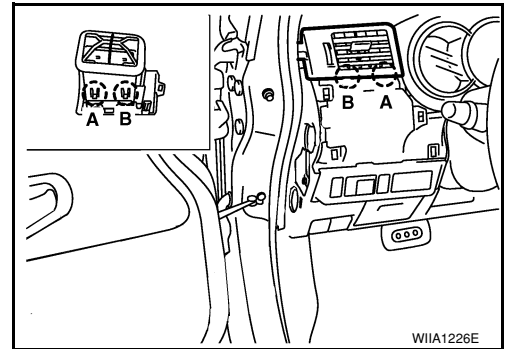
5. Insert a remover into upper space of instrument mask.
6. Disengage pawls, and then remove instrument side mask.



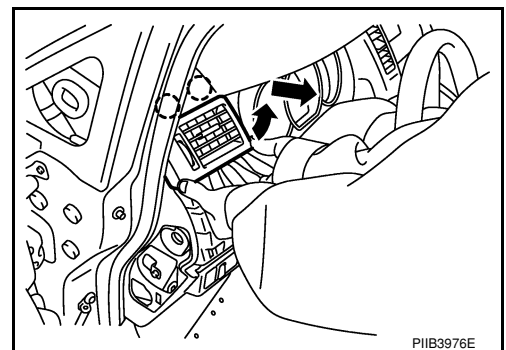
7. Insert a remover into space of instrument side finisher.
8. Disengage metal clips, and then remove instrument side finisher.



9. Insert suitable tool into the bottom gap of side ventilator assembly after removing the instrument side mask, push against A and B as shown to disengage the pawls.



10. Lift the side ventilator up from the bottom, pull backward while disengaging the side ventilator assembly's upper pawls, and then remove the side ventilator.

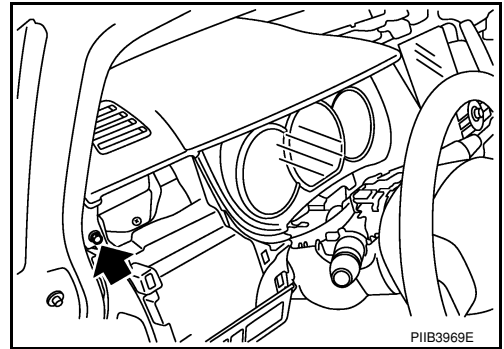


11. Remove screws, and disengage pawls.
12. Remove steering column cover upper.

INSTRUMENT PANEL ASSEMBLY

< ON-VEHICLE REPAIR >

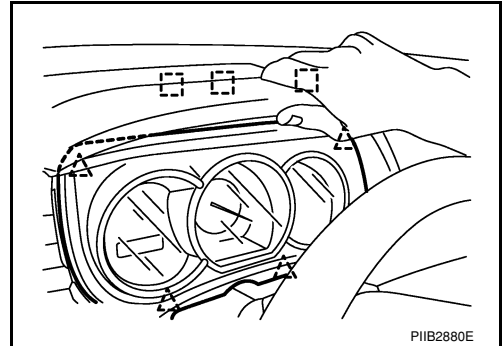
13. Remove screws from instrument upper panel right side.



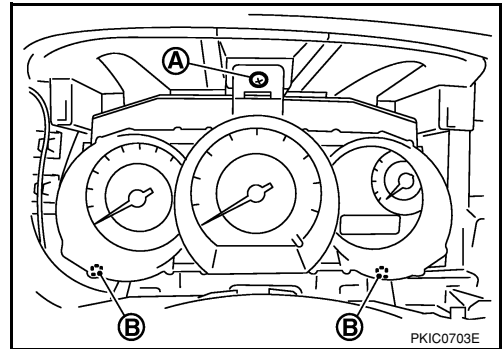
14. Lift the instrument upper panel up, disengage metal clips.

15. Pull backward and disengage clips.

16. Remove cluster lid A.



17. Remove screws (A) and metal clip (B), and remove combination meter.



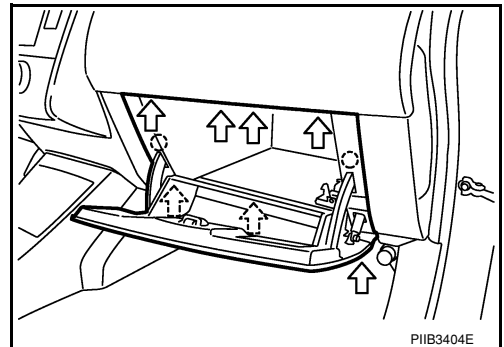
Installation

Installation is in the reverse order of removal.

GLOVE BOX ASSEMBLY

Removal

1. Remove glove box screws.
2. Pull backward while disengaging the glove box assembly pawls.
3. Disconnect lamp harness connector, and then remove glove box assembly.



Installation

Installation is in the reverse order of removal.

INSTRUMENT LOWER FINISHER

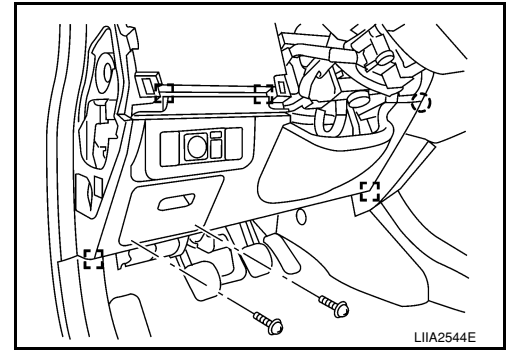
Removal

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INSTRUMENT PANEL ASSEMBLY

< ON-VEHICLE REPAIR >

1. Pull backward while disengage the instrument lower finisher's clip and pawls.
2. Disconnect in-vehicle sensor and harness connector, and then remove instrument lower finisher.



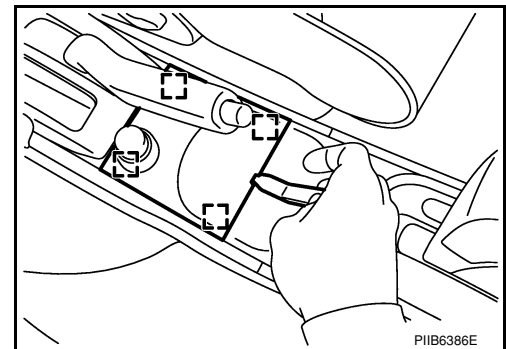
Installation

Installation is in the reverse order of removal.

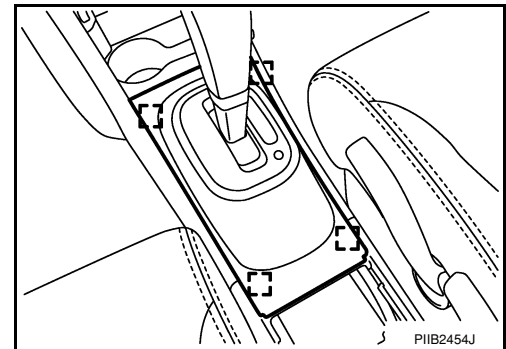
CENTER CONSOLE ASSEMBLY

Removal

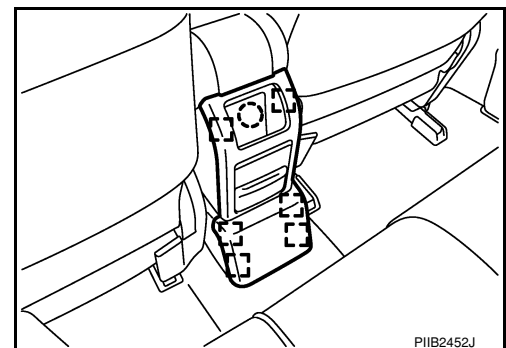
1. Insert a suitable tool into front side space of console mask, and disengage metal clips.
2. Disconnect harness connector, and then remove console mask.



3. Place the selector lever in "D" position (A/T and CVT only).
4. Remove selector lever knob (A/T and CVT only). Refer to [CVT-167. "Removal and Installation"](#) (CVT), [AT-203. "Control Device Removal and Installation"](#) (A/T).
5. Pull up and disengage A/T and CVT console finisher metal clips (A/T and CVT only).
6. Remove A/T and CVT console finisher (A/T and CVT only).



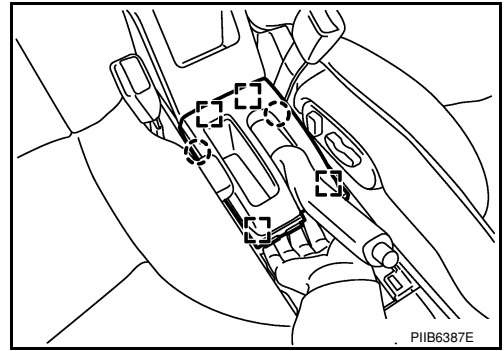
7. Remove shift knob (M/T only). Refer to [MT-49](#).
8. Pull up and disengage M/T console boot metal clips (M/T only).
9. Remove M/T console boot (M/T only).
10. Disengage console rear finisher metal clips and pawl.
11. Remove console rear finisher.



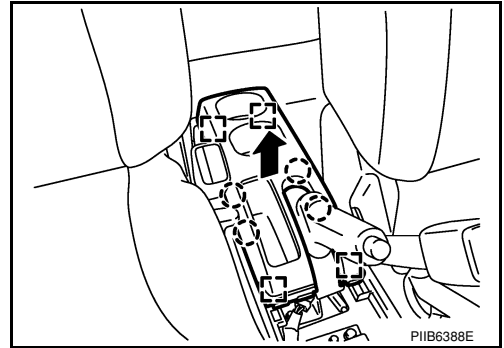
INSTRUMENT PANEL ASSEMBLY

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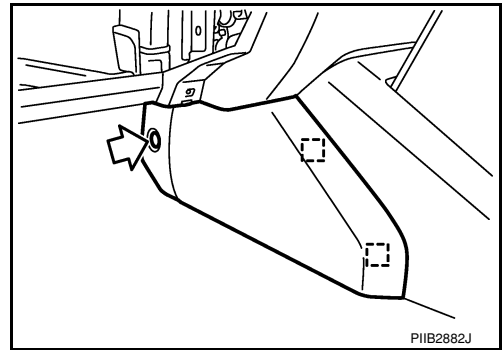
12. Disengage console mask cover metal clips and pawls, and then remove console mask cover (with armrest).



13. Disengage rear cup holder metal clips and pawls (without armrest).
14. Remove rear cup holder (without armrest).



15. Remove console body assembly screws and nut.
16. Disconnect harness connector, and then remove console body assembly.
17. Remove both of the instrument lower cover LH and RH clips.
18. Disengage instrument lower cover LH and RH metal clips and remove both of the instrument lower cover LH and RH.



19. Remove screws and then remove center console.

Installation

Installation is in the reverse order of removal.

Disassembly and Assembly

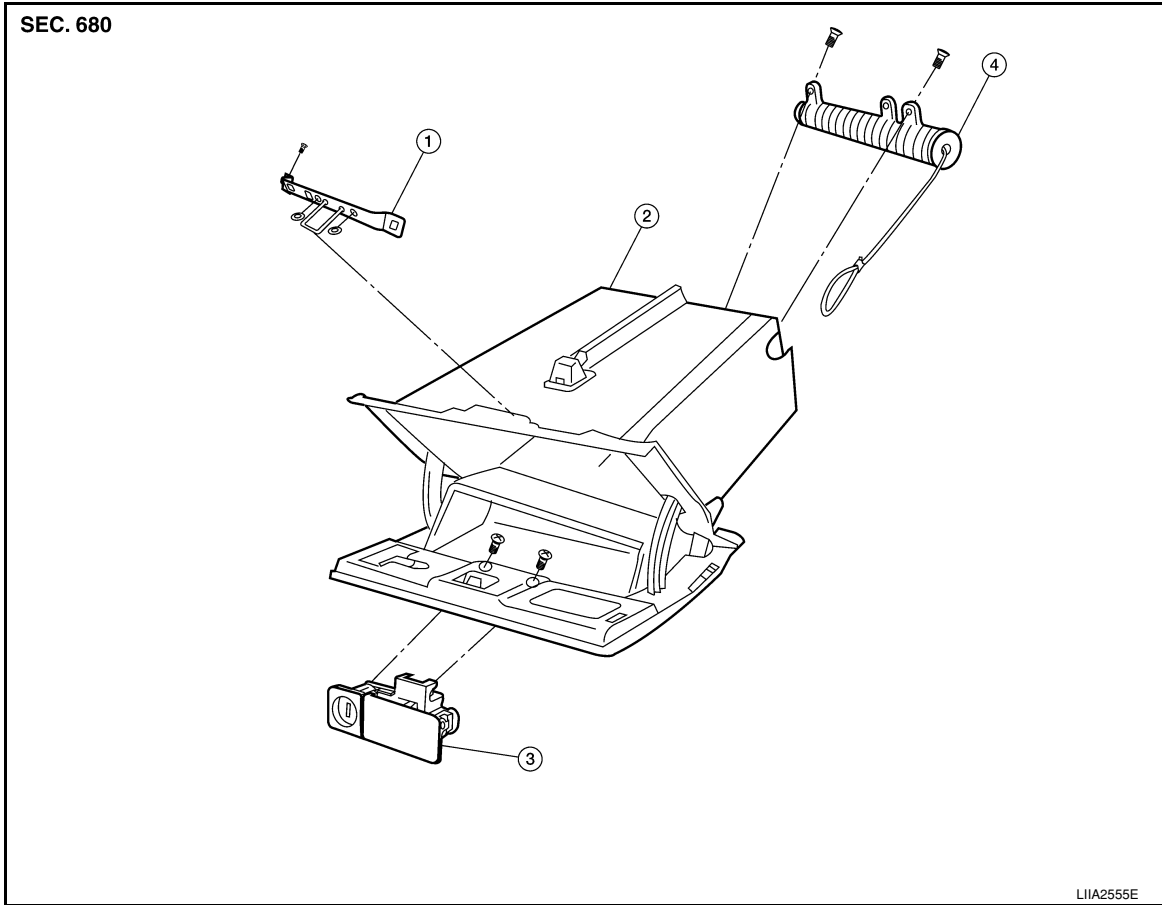
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GLOVE BOX ASSEMBLY

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INSTRUMENT PANEL ASSEMBLY

< ON-VEHICLE REPAIR >



1. Glove box striker

2. Glove box

3. Glove box latch

4. Damper

Disassembly

1. Remove screws of damper, and then remove damper.
2. Remove screws of glove box striker, and then remove glove box striker.
3. Remove screws of glove box latch, and then remove glove box latch.

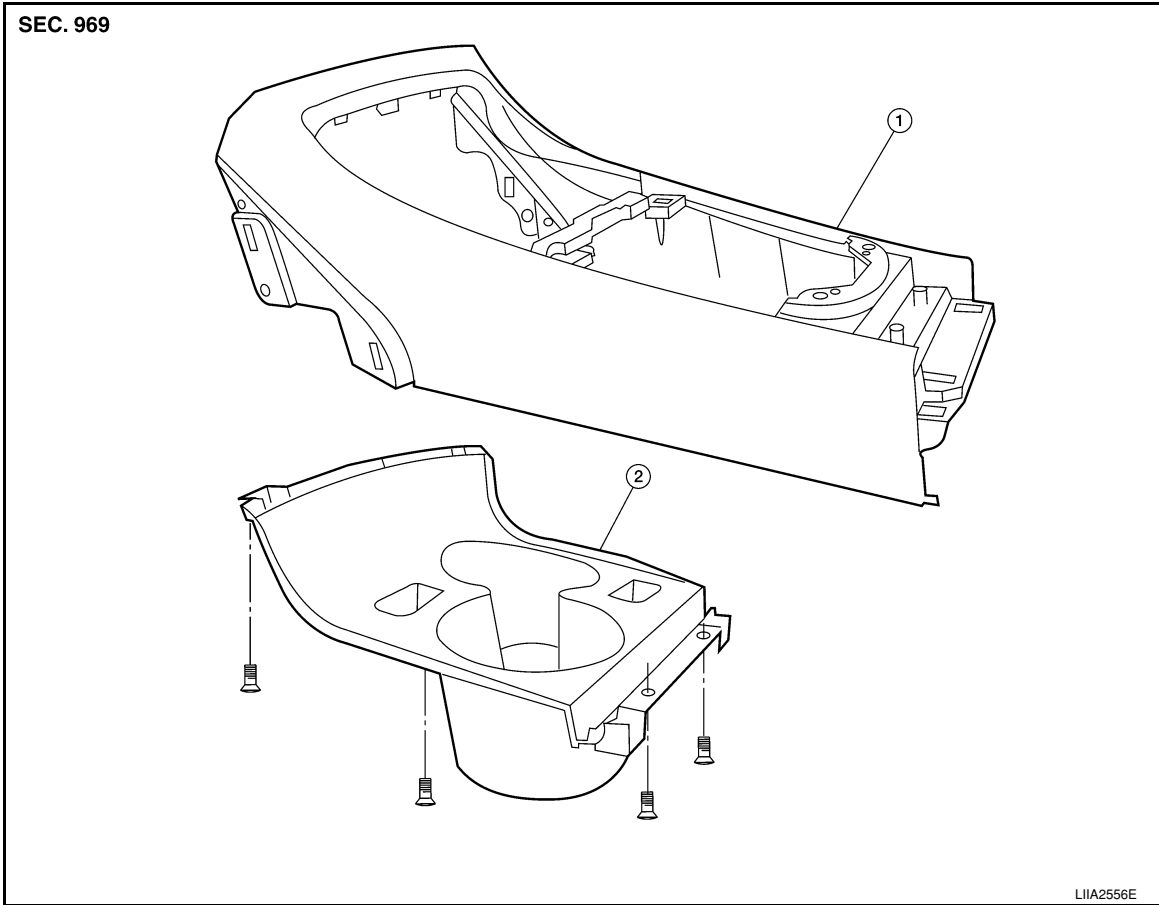
Assembly

Assembly is in the reverse order of disassembly.

CENTER CONSOLE ASSEMBLY

INSTRUMENT PANEL ASSEMBLY

< ON-VEHICLE REPAIR >



1. Center console

2. Front cup holder

Disassembly

Remove the four screws, and then remove front cup holder from center console.

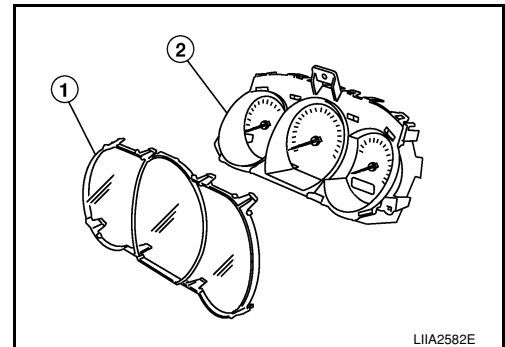
Assembly

Assembly is in the reverse order of disassembly.

COMBINATION METER

Disassembly

Disengage the eight tabs to separate front cover (1) from the unified meter control unit assembly (2).



Assembly

Assembly is in the reverse order of disassembly.

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