

2012 ENGINE

Engine Mechanical (VQ35HR) - FX35

SYMPTOM DIAGNOSIS

NOISE, VIBRATION AND HARSHNESS (NVH) TROUBLESHOOTING

NVH Troubleshooting - Engine Noise

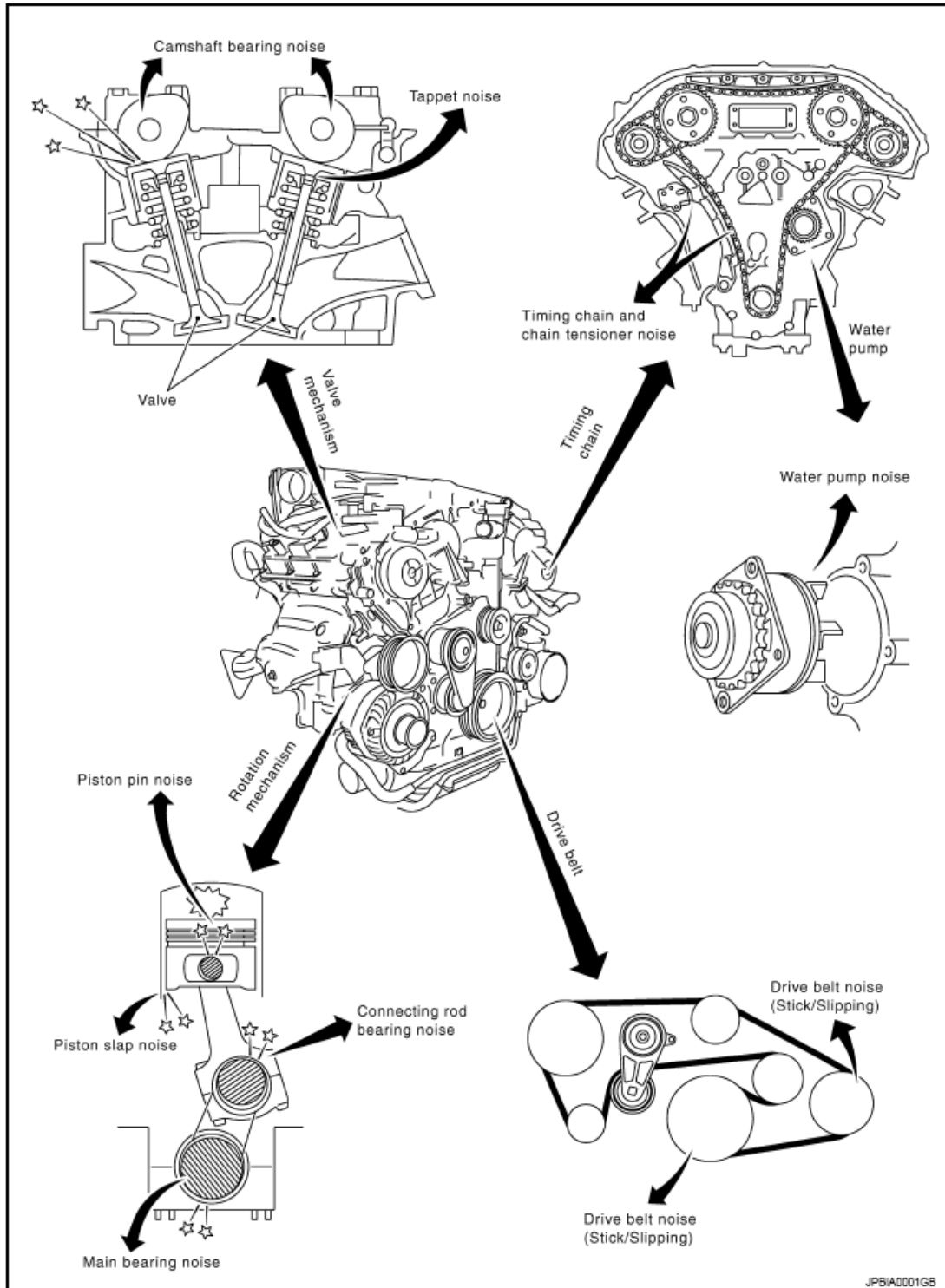


Fig. 1: Noise, Vibration And Harshness (NVH) Troubleshooting Components
 Courtesy of NISSAN NORTH AMERICA, INC.

Use the Chart Below to Help You Find the Cause of the Symptom

1. Locate the area where noise occurs.
2. Confirm the type of noise.
3. Specify the operating condition of the engine.
4. Check specified noise source.

If necessary, repair or replace these parts.

Location of noise	Type of noise	Operating condition of engine						Source of noise	Check item	Reference
		Before warm-up	After warm-up	When starting	When idling	When racing	While driving			
Top of engine Rocker cover Cylinder head	Ticking or clicking	C	A	-	A	B	-	Tappet noise	Valve clearance	<u>CAMSHAFT VALVE CLEARANCE</u>
	Rattle	C	A	-	A	B	C	Camshaft bearing noise	Camshaft runout Camshaft journal oil clearance	<u>CAMSHAFT</u>
Crankshaft pulley Cylinder block (Side of engine) Oil pan	Slap or knock	-	A	-	B	B	-	Piston pin noise	Piston to piston pin oil clearance Connecting rod bushing oil clearance	<u>PISTON PIN OIL CLEARANCE</u>
	Slap or rap	A	-	-	B	B	A	Piston slap noise	Piston to cylinder bore clearance Piston ring side clearance Piston ring end gap Connecting rod bend and torsion	<u>PISTON TO CYLINDER BORE CLEARANCE</u>
	Knock	A	B	C	B	B	B	Connecting rod bearing noise	Connecting rod bushing oil clearance Connecting rod bearing oil	<u>CONNECTING ROD BUSHING OIL CLEARANCE</u> <u>CONNECTING ROD BEARING OIL</u>

2012 Infiniti FX35

2012 ENGINE Engine Mechanical (VQ35HR) - FX35

									clearance	<u>CLEARAN</u>
	Knock	A	B	-	A	B	C	Main bearing noise	Main bearing oil clearance Crankshaft runout	<u>MAIN BEARING C</u> <u>CLEARAN</u> <u>CRANKSHA</u> <u>RUNOUT</u>
Front of engine Timing chain case	Tapping or ticking	A	A	-	B	B	B	Timing chain and timing chain tensioner noise	Timing chain cracks and wears Timing chain tensioner operation	<u>TIMING CHAIN</u> <u>TIMING CHAIN</u>
Front of engine	Squeaking or fizzing	A	B	-	B	-	C	Drive belt (Sticking or slipping)	Drive belt deflection	<u>DRIVE BE</u>
	Creaking	A	B	A	B	A	B	Drive belt (Slipping)	Idler pulley bearing operation	
	Squall Creak	A	B	-	B	A	B	Water pump noise	Water pump operation	<u>WATER PU</u>

A: Closely related B: Related C: Sometimes related -: Not related

PRECAUTION

PRECAUTIONS

Precaution for Procedure without Cowl Top Cover

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

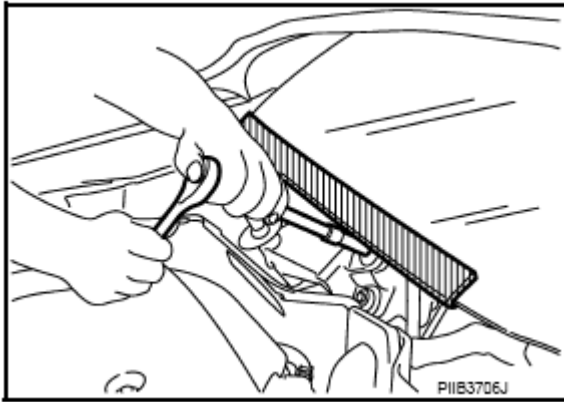


Fig. 2: Removing Cowl Top Cover

Courtesy of NISSAN NORTH AMERICA, INC.

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

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**".

WARNING: Always observe the following items for preventing accidental activation:

- To avoid rendering the SRS inoperative, which could increase the risk of personal injury or death in the event of a collision that 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 "**SRS AIRBAG**".
- Never use electrical test equipment on any circuit related to the SRS unless instructed to in this Service Service Information. SRS wiring harnesses can be identified by yellow and/or orange harnesses or harness connectors.

PRECAUTIONS WHEN USING POWER TOOLS (AIR OR ELECTRIC) AND HAMMERS

WARNING: Always observe the following items for preventing accidental activation:

- When working near the Air Bag Diagnosis Sensor Unit or other Air Bag System sensors with the ignition ON or engine running, never

use air or electric power tools or strike near the sensor(s) with a hammer. Heavy vibration could activate the sensor(s) and deploy the air bag(s), possibly causing serious injury.

- **When using air or electric power tools or hammers, always switch the ignition OFF, disconnect the battery, and wait at least 3 minutes before performing any service.**

Precautions For Engine Service

DISCONNECTING FUEL PIPING

- Before starting work, check no fire or spark producing items are in the work area.
- Release fuel pressure before disconnecting and disassembly.
- After disconnecting pipes, plug openings to stop fuel leakage.

DRAINING ENGINE COOLANT

Drain engine coolant and engine oil when the engine is cooled.

INSPECTION, REPAIR AND REPLACEMENT

Before repairing or replacing, thoroughly inspect parts. Inspect new replacement parts in the same way, and replace if necessary.

REMOVAL AND DISASSEMBLY

- When instructed to use SST, use specified tools. Always be careful to work safely, avoid forceful or uninstructed operations.
- Exercise maximum care to avoid damage to mating or sliding surfaces.
- Dowel pins are used for several parts alignment. When replacing and reassembling parts with dowel pins, check that dowel pins are installed in the original position.
- Must cover openings of engine system with a tape or equivalent, to seal out foreign materials.
- Mark and arrange disassembly parts in an organized way for easy troubleshooting and reassembly.
- When loosening nuts and bolts, as a basic rule, start with the one furthest outside, then the one diagonally opposite, and so on. If the order of loosening is specified, do exactly as specified. Power tools may be used in the step.

ASSEMBLY AND INSTALLATION

- Use torque wrench to tighten bolts or nuts to specification.
- When tightening nuts and bolts, as a basic rule, equally tighten in several different steps starting with the ones in center, then ones on inside and outside diagonally in this order. If the order of tightening is specified, do exactly as specified.
- Replace with new gasket, packing, oil seal or O-ring.
- Thoroughly wash, clean, and air-blow each part. Carefully check engine oil or engine coolant passages

for any restriction and blockage.

- Avoid damaging sliding or mating surfaces. Completely remove foreign materials such as cloth lint or dust. Before assembly, oil sliding surfaces well.
- After disassembling and opening the engine, change engine oil and replace oil filter with a new one.
- Release air within route when refilling after draining engine coolant.
- After repairing, start the engine and increase engine speed to check engine coolant, fuel, engine oil, and exhaust gases for leakage.

Parts Requiring Angle Tightening

- Use the angle wrench [SST: KV10112100 (BT8653-A)] for the final tightening of the following engine parts:
 - Cylinder head bolts
 - Lower cylinder block bolts
 - Connecting rod cap bolts
- Do not use a torque value for final tightening.
- The torque value for these parts are for a preliminary step.
- Ensure thread and seat surfaces are clean and coated with engine oil.

Liquid Gasket

REMOVAL OF LIQUID GASKET SEALING

- After removing mounting bolts and nuts, separate the mating surface using the seal cutter [SST: KV10111100 (J-37228)] (A) and remove old liquid gasket sealing.

CAUTION: Be careful not to damage the mating surfaces.

- Tap the seal cutter to insert it (B), and then slide it (C) by tapping on the side as shown in the figure.
- In areas where the seal cutter is difficult to use, use a plastic hammer to lightly tap the parts, to remove it.

CAUTION: If for some unavoidable reason tool such as a screwdriver is used, be careful not to damage the mating surfaces.

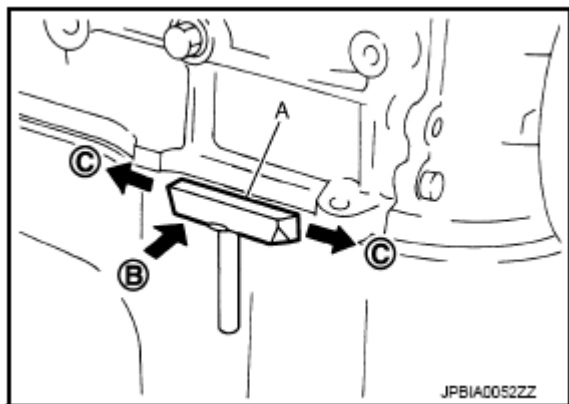


Fig. 3: Sliding Cutter By Tapping On Side
 Courtesy of NISSAN NORTH AMERICA, INC.

LIQUID GASKET APPLICATION PROCEDURE

1. Using a scraper (A), remove old liquid gasket adhering to the liquid gasket application surface and the mating surface.
 - Remove liquid gasket completely from the groove of the liquid gasket application surface, mounting bolts, and bolt holes.
2. Wipe the liquid gasket application surface and the mating surface with white gasoline (lighting and heating use) to remove adhering moisture, grease and foreign materials.

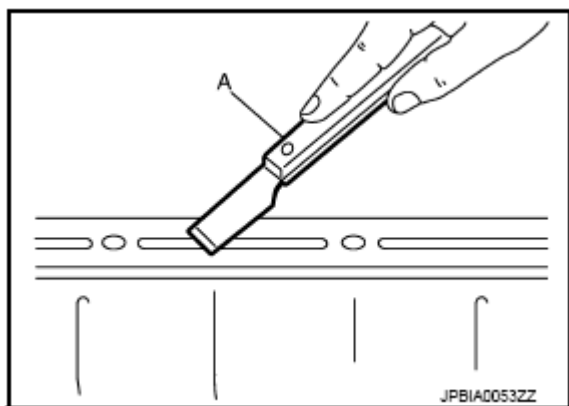


Fig. 4: Removing Liquid Gasket Using Scraper
 Courtesy of NISSAN NORTH AMERICA, INC.

3. Attach liquid gasket tube to the tube presser (commercial service tool).

Use Genuine RTV Silicone Sealant or an equivalent. Refer to "RECOMMENDED CHEMICAL PRODUCTS AND SEALANTS".

4. Apply liquid gasket without breaks to the specified location with the specified dimensions.
 - If there is a groove for liquid gasket application, apply liquid gasket to the groove.

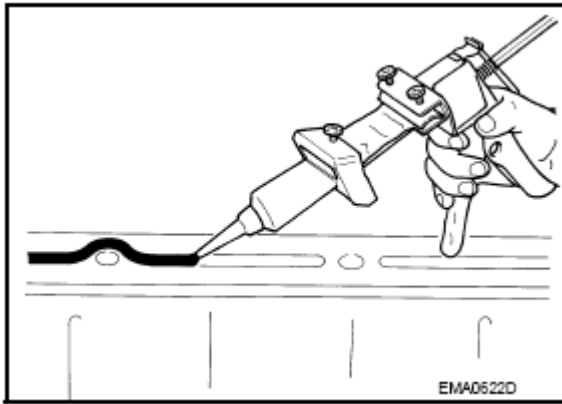


Fig. 5: Applying Liquid Gasket Using Tool
 Courtesy of NISSAN NORTH AMERICA, INC.

- As for bolt holes (B), normally apply liquid gasket inside the holes. Occasionally, it should be applied outside the holes. Check to read the text of this Service Information.

A : Groove
 ⇐ : Inside

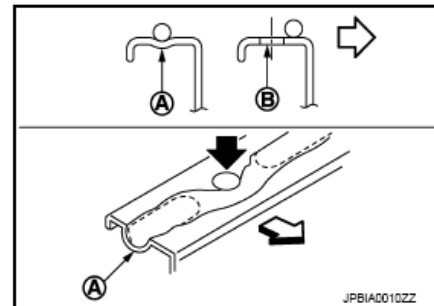


Fig. 6: Identifying Groove And Bolt Hole
 Courtesy of NISSAN NORTH AMERICA, INC.

- Within 5 minutes of liquid gasket application, install the mating component.
- If liquid gasket protrudes, wipe it out immediately.
- Do not retighten mounting bolts or nuts after the installation.
- After 30 minutes or more is passed after the installation, fill engine oil and engine coolant.

CAUTION: If there are specific instructions in this Service Information, observe them.

Definitions of Bank Names

- In this Service Information, each bank name is defined as per the following:

A : Bank 1 (The conventional right bank)

B : Bank 2 (The conventional left bank)

↔ : Engine front

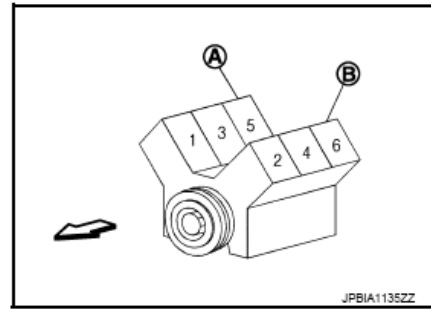


Fig. 7: Identifying Cylinder Numbers And Bank Layout
Courtesy of NISSAN NORTH AMERICA, INC.

- For cylinder numbers and bank layout, refer to the figure.

Bank 1: The bank side including cylinder No. 1 (odd-numbered cylinder side)

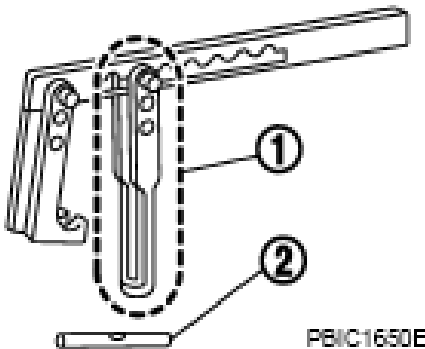
Bank 2: The other bank side of the above (even-numbered cylinder side)

PREPARATION

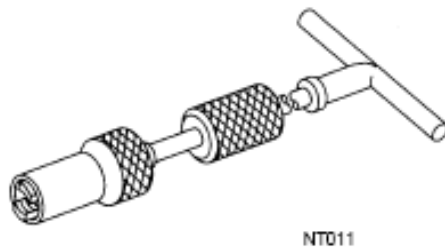
PREPARATION

Special Service Tools

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

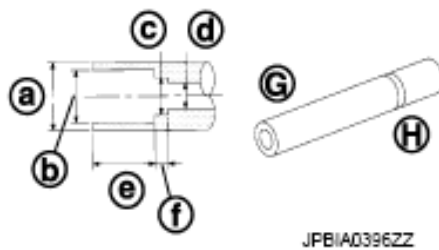
Tool number (Kent-Moore No.) Tool name		Description
KV10116200 (J-26336-A) Valve spring compressor 1. KV10115900 (J-26336-20) Attachment 2. KV10109220 (-) Adapter		Disassembling valve mechanism Part (1) is a component of KV10116200 (J-26336-A), but Part (2) is not so.

KV10107902
(J-38959)
Valve oil seal puller



Replacing valve oil seal

KV10115600
(J-38958)
Valve oil seal drift



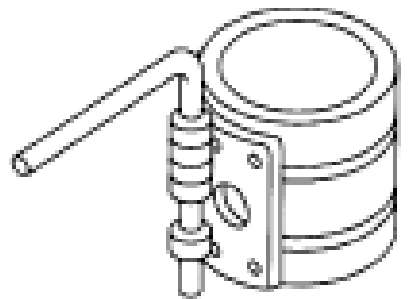
Installing valve oil seal
Use side A (G).

- a. 20 (0.79) Dia.
- b. 13 (0.51) Dia.
- c. 10.3 (0.406) Dia.
- d. 8 (0.31) Dia.
- e. 10.7 (0.421)
- f. 5 (0.20)

H: side B

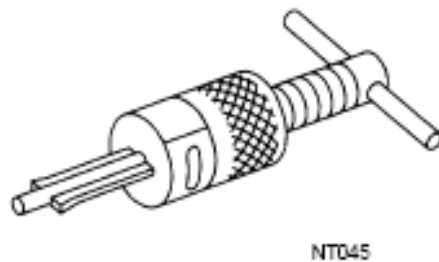
Unit: mm (in)

EM03470000
(J-8037)
Piston ring compressor



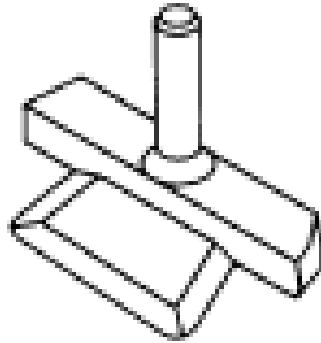
Installing piston assembly into cylinder bore

ST16610001
(J-23907)
Pilot bushing puller



Removing pilot converter

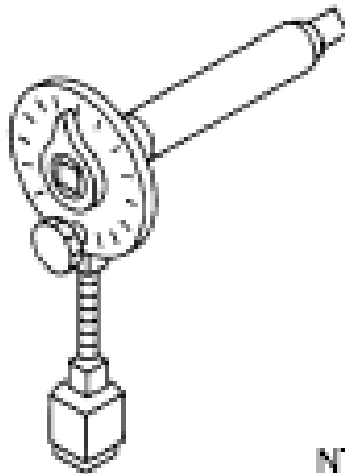
KV10111100
(J-37228)
Seal cutter



NT046

Removing oil pan (lower and upper), front and rear timing chain case, etc.

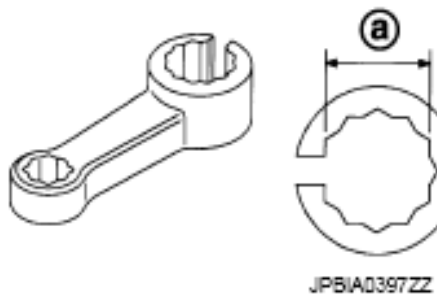
KV10112100
(BT8653-A)
Angle wrench



NT014

Tightening bolts for connecting rod bearing cap, cylinder head, etc. in angle

KV10114400
(J-38365)
Heated oxygen sensor wrench



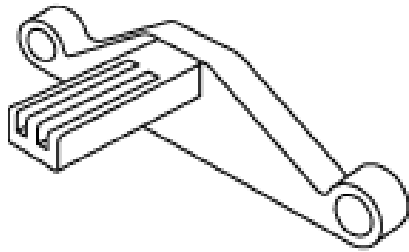
JPBIA0397ZZ

Loosening or tightening air fuel ratio sensor 1 and heated oxygen sensor 2

a. **22 mm (0.87 in)**

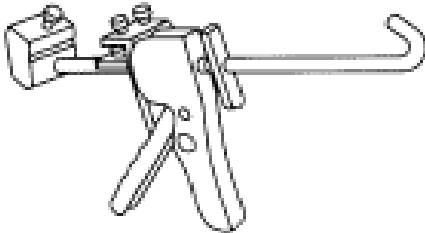
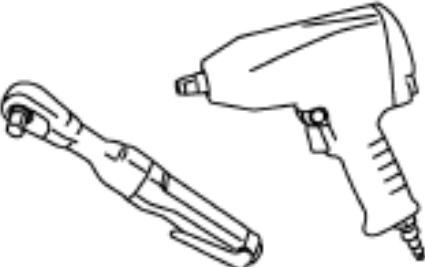
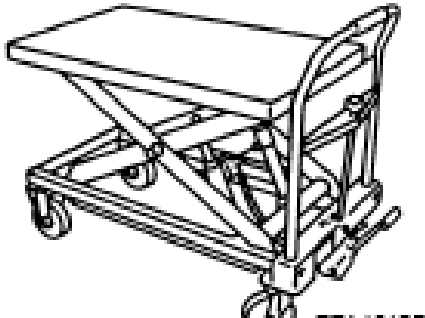
KV10118600
(J-48641)
Ring gear stopper

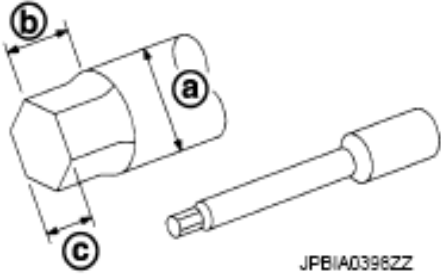
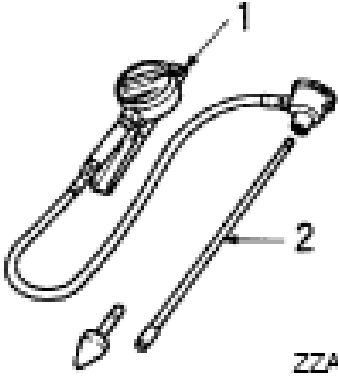
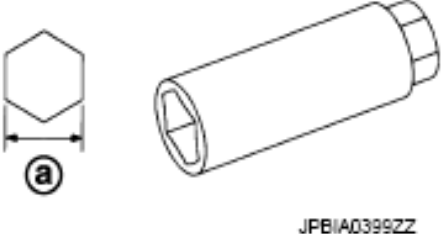
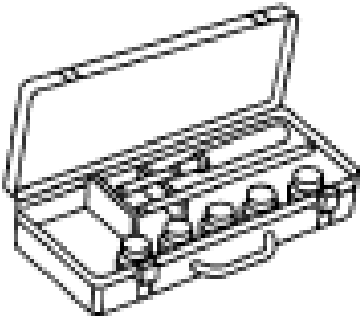
Removing and installing crankshaft pulley



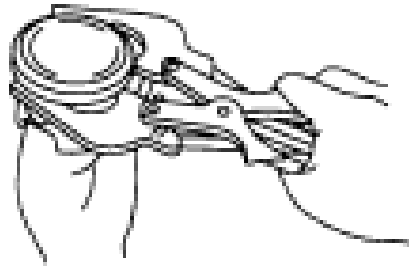
JPBIA0409ZZ

Commercial Service Tools

(Kent-Moore No.) Tool name	Description
(-) Tube presser	 NT052
(-) Power tool	 PBIC0190E
(-) Manual lift table caddy	 ZZA1210D
	Loosening and tightening cylinder head bolt, and used with the angle

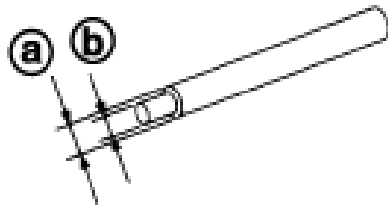
(J24239-01) Cylinder head bolt wrench	 JPBIA0398ZZ	wrench [SST: KV10112100 (BT8653-A)] a. 13 mm (0.51 in) Dia. b. 12 mm (0.47 in) c. 10 mm (0.39 in)
(-) 1. Compression gauge 2. Adapter	 ZZA0008D	Checking compression pressure
(-) Spark plug wrench	 JPBIA0399ZZ	Removing and installing spark plug a. 14 mm (0.55 in)
(-) Valve seat cutter set	 NT048	Finishing valve seat dimensions
(-)		

Piston ring expander



NTQ30

Removing and installing piston ring

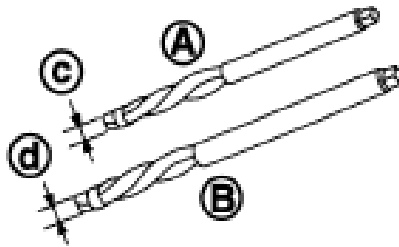
(-)
Valve guide drift


JPBIA0400ZZ

Removing and installing valve guide

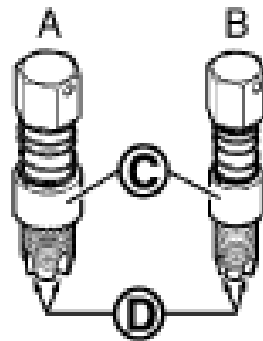
Intake and Exhaust:

- a. **9.5 mm (0.374 in) Dia.**
- b. **5.5 mm (0.217 in) Dia.**

(-)
Valve guide reamer


JPBIA0401ZZ

- A. Reaming valve guide inner hole
- B. Reaming hole for oversize valve guide
- C. **10.2 mm (0.402 in) Dia.**

(J-43897-18)
(J-43897-12)
Oxygen sensor thread cleaner


JPBIA0238ZZ

Reconditioning the exhaust system threads before installing a new air fuel ratio sensor and heated oxygen sensor (Use with anti-seize lubricant shown below):

- A. **J-43897-18 [18 mm (0.71 in) Dia.] for zirconia heated oxygen sensor and air fuel ratio sensor**
- B. **J-43897-12 [12 mm (0.47 in) Dia.] for Titania heated oxygen sensor**
- C. Mating surface shave cylinder
- D. Flutes

(-)
Anti-seize lubricant (Permatex 133AR or an equivalent meeting MIL specification MIL-A-907)

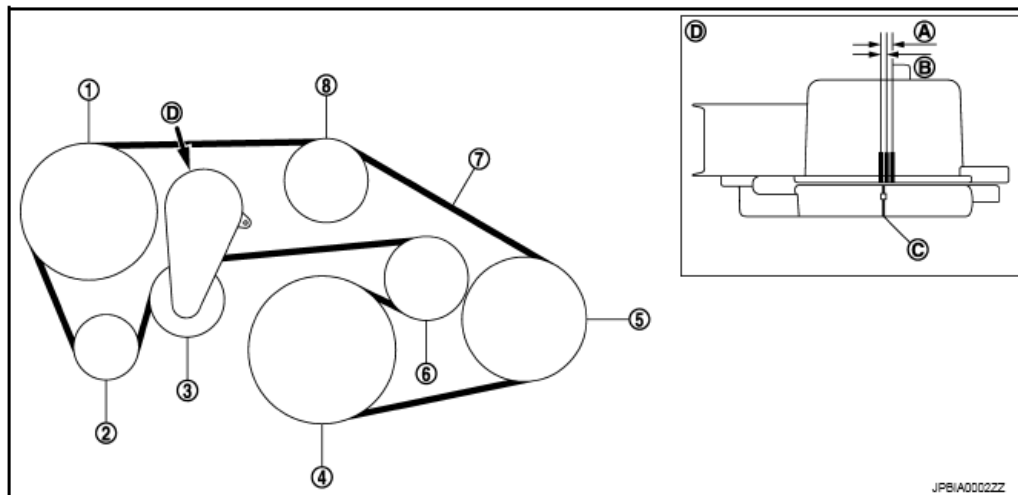


Lubricating oxygen sensor thread cleaning tool when reconditioning exhaust system threads

PERIODIC MAINTENANCE

DRIVE BELT

Exploded View



- | | | |
|----------------------------|---|------------------------------|
| 1. Power steering oil pump | 2. Alternator | 3. Drive belt auto-tensioner |
| 4. Crankshaft pulley | 5. A/C compressor | 6. Idler pulley |
| 7. Drive belt | 8. Idler pulley | |
| A. Possible use range | B. Range when new drive belt is installed | C. Indicator |
| D. View D | | |

Fig. 8: Drive Belt Routing Diagram

Courtesy of NISSAN NORTH AMERICA, INC.

Checking

WARNING: Be sure to perform this step when engine is stopped.

- Check that the indicator (C) (notch on fixed side) of drive belt auto-tensioner is within the possible use range (A).

NOTE:

- Check the drive belt auto-tensioner indication when the engine is cold.
 - When new drive belt is installed, the indicator (notch on fixed side) should be within the range (B) in the figure.
- Visually check entire drive belt for wear, damage or cracks.
 - If the indicator (notch on fixed side) is out of the possible use range or belt is damaged, replace drive belt.

Tension Adjustment

Refer to "**DRIVE BELT**".

Removal and Installation**REMOVAL**

1. Remove engine undercover with power tool.
2. While securely holding the square hole (A) in pulley center of auto tensioner (1) with a spinner handle, move spinner handle in the direction of arrow in the figure (loosening direction of drive belt).

← : Loosening direction of drive belt

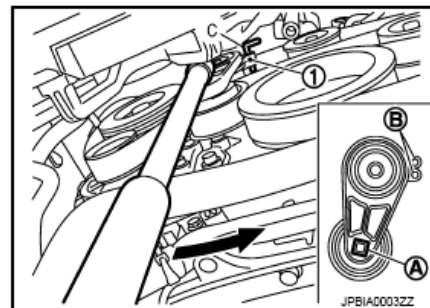


Fig. 9: Loosening Auto Tensioner Using Tool
Courtesy of NISSAN NORTH AMERICA, INC.

CAUTION: Never place hand in a location where pinching may occur if the holding tool accidentally comes off.

3. Under the above condition, insert a metallic bar of approximately 6 mm (0.24 in) in diameter [hexagonal wrench (C) shown as example in the figure] through the holding boss (B) to lock auto-tensioner pulley arm.
4. Remove drive belt.

INSTALLATION

Note the following items, and install in the reverse order of removal:

CAUTION:

- Check drive belt is securely installed around all pulleys.
- Check drive belt is correctly engaged with the pulley groove.
- Check for engine oil and engine coolant are not adhered drive belt and pulley groove.

Inspection**INSPECTION AFTER INSTALLATION**

- Turn crankshaft pulley clockwise several times to equalize tension between each pulley, and then confirm tension of drive belt at indicator (notch on fixed side) is within the possible use range. Refer to "EXPLODED VIEW".

AIR CLEANER FILTER**Removal and Installation****REMOVAL**

1. Unhook clips (A).

- 1 : Holder
2 : Air cleaner case

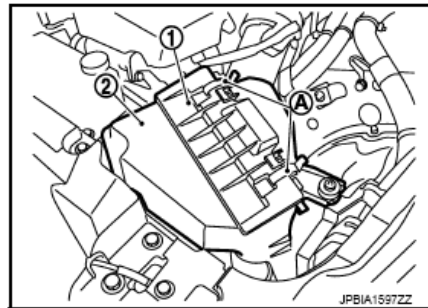


Fig. 10: Identifying Air Cleaner Case, Holder And Clips
Courtesy of NISSAN NORTH AMERICA, INC.

2. Remove holder (3) from air cleaner case (2), and then remove air cleaner filter (1) from holder.

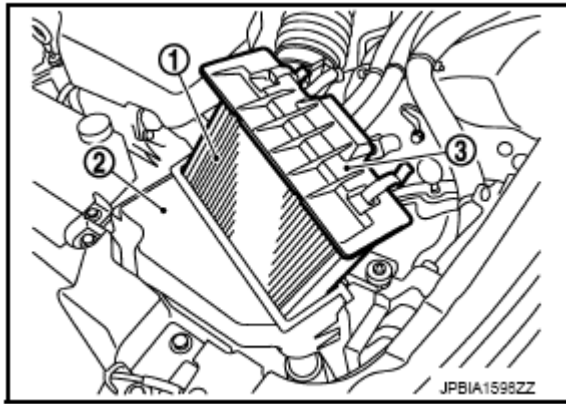


Fig. 11: Identifying Holder, Air Cleaner Case And Filter
Courtesy of NISSAN NORTH AMERICA, INC.

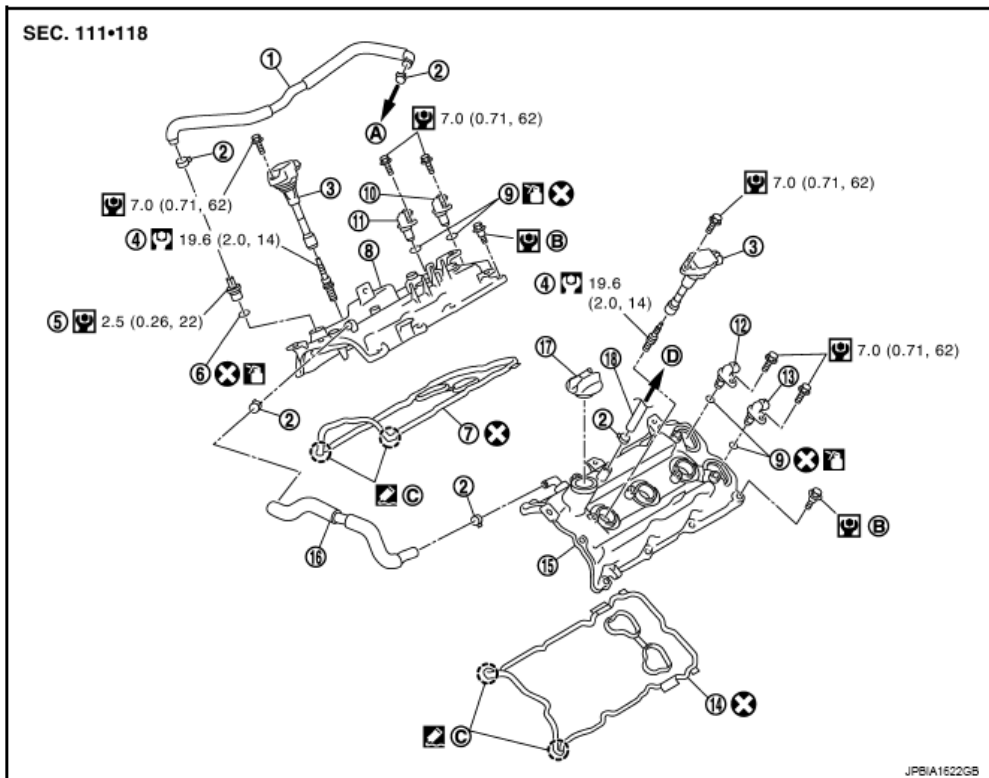
INSTALLATION

Note the following item, and install in the reverse order of removal:

- Install the air cleaner filter by aligning the seal with the notch of air cleaner case.

SPARK PLUG

Exploded View



- | | | |
|---|--|---|
| 1. PCV hose | 2. Clamp | 3. Ignition coil |
| 4. Spark plug | 5. PCV valve | 6. O-ring |
| 7. Rocker cover gasket (bank 1) | 8. Rocker cover (bank 1) | 9. O-ring |
| 10. Camshaft position sensor (PHASE) (bank 1) | 11. Exhaust valve timing control position sensor (bank 1) | 12. Camshaft position sensor (PHASE) (bank 2) |
| 13. Exhaust valve timing control position sensor (bank 2) | 14. Rocker cover gasket (bank 2) | 15. Rocker cover (bank 2) |
| 16. PCV hose | 17. Oil filler cap | 18. PCV hose |
| A. To intake manifold collector | B. Comply with the installation procedure when tightening. | C. Camshaft bracket side |
| D. To air duct | | |

Fig. 12: Exploded View Of Spark Plug With Torque Specifications
Courtesy of NISSAN NORTH AMERICA, INC.

Refer to "**COMPONENTS**" for symbols in the figure.

Removal and Installation

REMOVAL

1. Remove engine cover with power tool. Refer to "**EXPLODED VIEW**".
2. Remove air duct. Refer to "**EXPLODED VIEW**".
3. Remove electric throttle control actuator. Refer to "**EXPLODED VIEW**".
4. Remove ignition coil. Refer to "**REMOVAL AND INSTALLATION**".
5. Remove spark plug with a spark plug wrench (commercial service tool).

a : 14 mm (0.55 in)

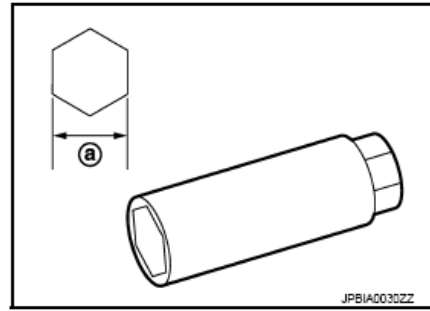


Fig. 13: Identifying Spark Plug Wrench Dimension
Courtesy of NISSAN NORTH AMERICA, INC.

INSTALLATION

Installation is the reverse order of removal.

Inspection

INSPECTION AFTER REMOVAL

Use the standard type spark plug for normal condition.

Spark plug (Standard type): Refer to "SPARK PLUG".

CAUTION:

- Never drop or impact spark plug.
- Never use a wire brush for cleaning.
- If plug tip is covered with carbon, spark plug cleaner may be used.

Cleaner air pressure: Less than 588 kPa (6 kg/cm² , 85 psi)

Cleaning time: Less than 20 seconds

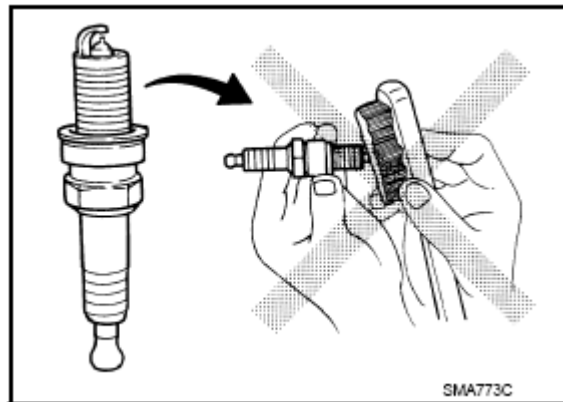


Fig. 14: Caution For Cleaning Spark Plug Using Wire Brush
Courtesy of NISSAN NORTH AMERICA, INC.

- Measure spark plug gap. When it exceeds the limit, replace spark plug even if it is within the specified replacement mileage. Refer to "SPARK PLUG".
- Spark plug gap adjustment is not required between replacement intervals.

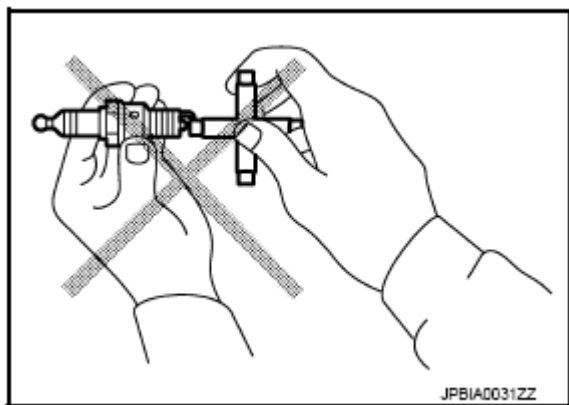


Fig. 15: Caution For Measuring Spark Plug Gap
Courtesy of NISSAN NORTH AMERICA, INC.

CAMSHAFT VALVE CLEARANCE

Inspection and Adjustment

INSPECTION

Perform inspection as follows after removal, installation or replacement of camshaft or valve-related parts, or if there is unusual engine conditions regarding valve clearance:

In cases of removing/installing or replacing camshaft and valve-related parts, or of unusual engine conditions due to changes in valve clearance (found malfunctions during starting, idling or causing noise), perform inspection as follows:

↔ : Engine front

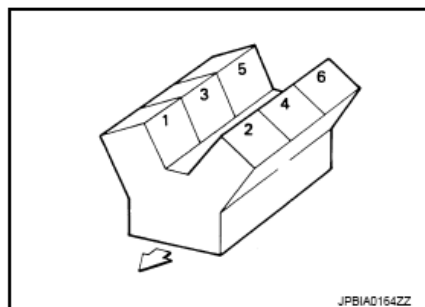


Fig. 16: Identifying Cylinder Number And Banks Layout
Courtesy of NISSAN NORTH AMERICA, INC.

1. Remove rocker covers (bank 1 and bank 2). Refer to "**REMOVAL AND INSTALLATION**".
2. Measure the valve clearance as per the following:
 - a. Set No. 1 cylinder at TDC of its compression stroke.
 - Rotate crankshaft pulley clockwise to align timing mark (grooved line without color) with timing indicator.

← : Timing mark (grooved line without color)

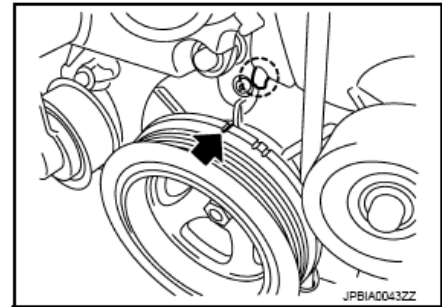


Fig. 17: Locating Crankshaft Pulley Timing Mark
Courtesy of NISSAN NORTH AMERICA, INC.

- Check that intake and exhaust cam nose on No. 1 cylinder (engine front side of bank 1) are located as shown in the figure.

↔ : Engine front

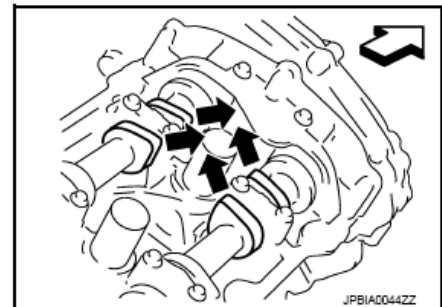


Fig. 18: Locating Intake And Exhaust Cam Nose
Courtesy of NISSAN NORTH AMERICA, INC.

- If not, turn crankshaft one revolution (360 degrees) and align as shown in the figure.
- b. Use a feeler gauge, measure the clearance between valve lifter and camshaft.

Valve clearance: Refer to "CAMSHAFT**".**

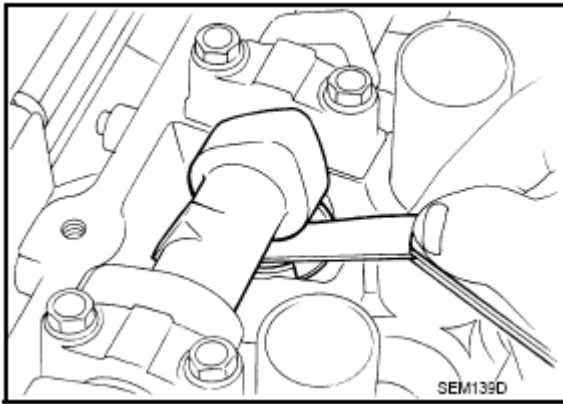


Fig. 19: Checking Clearance Between Valve Lifter And Camshaft Using Feeler Gauge
 Courtesy of NISSAN NORTH AMERICA, INC.

- By referring to the figure, measure the valve clearances at locations marked "x" as shown in the table below (locations indicated in the figure):

← : Engine front

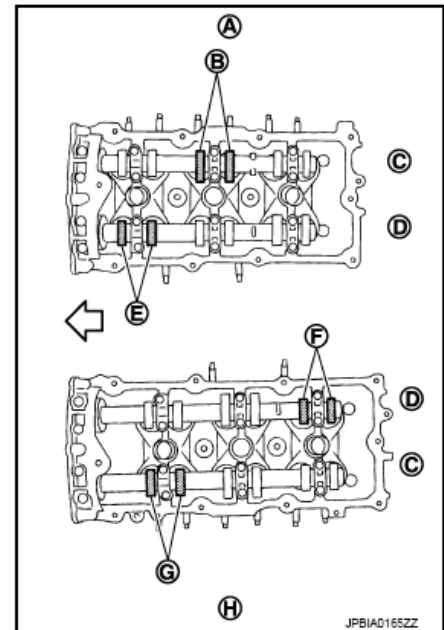


Fig. 20: Identifying Valve Clearances Measuring Position (No. 1)
 Courtesy of NISSAN NORTH AMERICA, INC.

- No. 1 cylinder at compression TDC

Measuring position [bank 1 (A)]		No. 1 CYL.	No. 3 CYL.	No. 5 CYL.
No. 1 cylinder at compression TDC	EXH (C)		x (B)	
	INT (D)	x (E)		
Measuring position [bank 2 (H)]		No. 2 CYL.	No. 4 CYL.	No. 6 CYL.
	INT (D)			x (F)

No. 1 cylinder at compression TDC	EXH (C)	x (G)		
-----------------------------------	---------	-------	--	--

- c. Rotate crankshaft 240 degrees clockwise (when viewed from engine front) to align No. 3 cylinder at TDC its compression stroke.

NOTE: Mark a position 240 degrees (b) from a corner of the hexagonal part of crankshaft pulley mounting bolt as shown in the figure. Use the hexagonal part as a guide.

1 : Crankshaft pulley
A : Paint mark

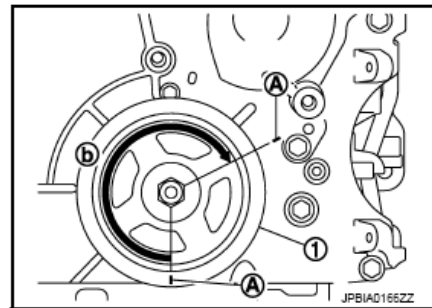


Fig. 21: Identifying Crankshaft Pulley Bolt Aligning Angle
Courtesy of NISSAN NORTH AMERICA, INC.

- By referring to the figure, measure the valve clearances at locations marked "x" as shown in the table below (locations indicated in the figure):

← : Engine front

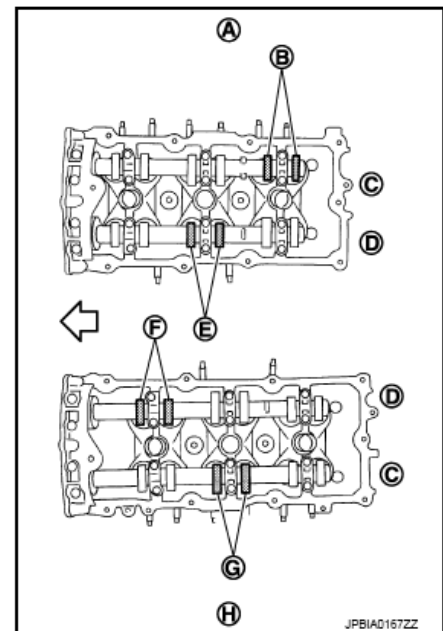


Fig. 22: Identifying Valve Clearances Measuring Position (No. 3)
Courtesy of NISSAN NORTH AMERICA, INC.

- No. 3 cylinder at compression TDC

Measuring position [bank 1 (A)]		No. 1 CYL.	No. 3 CYL.	No. 5 CYL.
No. 3 cylinder at compression TDC	EXH (C)			x (B)
	INT (D)		x (E)	
Measuring position [bank 2 (H)]		No. 2 CYL.	No. 4 CYL.	No. 6 CYL.
No. 3 cylinder at compression TDC	INT (D)	x (F)		
	EXH (C)		x (G)	

- d. Rotate crankshaft 240 degrees clockwise (when viewed from engine front) to align No. 5 cylinder at TDC of compression stroke.

NOTE: Mark a position 240 degrees (b) from a corner of the hexagonal part of crankshaft pulley mounting bolt as shown in the figure. Use the hexagonal part as a guide.

1 : Crankshaft pulley
A : Paint mark

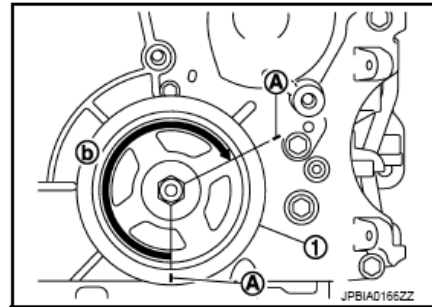


Fig. 23: Identifying Crankshaft Pulley Bolt Aligning Angle
Courtesy of NISSAN NORTH AMERICA, INC.

- By referring to the figure, measure the valve clearances at locations marked "x" as shown in the table below (locations indicated in the figure):

↩ : Engine front

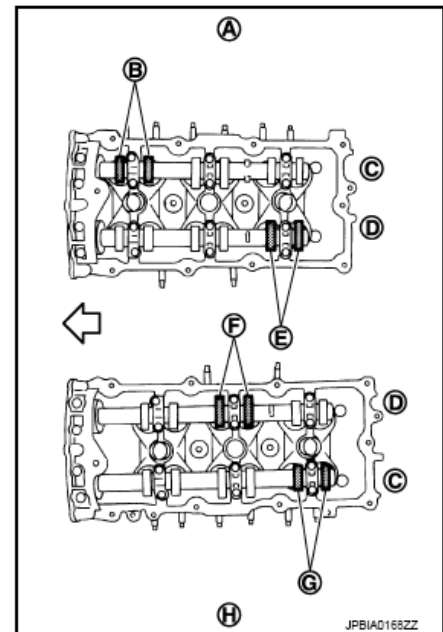


Fig. 24: Identifying Valve Clearances Measuring Position (No. 5)
Courtesy of NISSAN NORTH AMERICA, INC.

- No. 5 cylinder at compression TDC

Measuring position [bank 1 (A)]		No. 1 CYL.	No. 3 CYL.	No. 5 CYL.
No. 5 cylinder at compression TDC	EXH (C)	x (B)		
	INT (D)			x (E)
Measuring position [bank 2 (H)]		No. 2 CYL.	No. 4 CYL.	No. 6 CYL.
No. 5 cylinder at compression TDC	INT (D)		x (F)	
	EXH (C)			x (G)

3. Perform adjustment if the measured value is out of the standard. Refer to "**ADJUSTMENT**".

ADJUSTMENT

- Perform adjustment depending on selected head thickness of valve lifter.
1. Measure the valve clearance. Refer to "**INSPECTION**".
 2. Remove camshaft. Refer to "**REMOVAL AND INSTALLATION**".
 3. Remove valve lifters at the locations that are out of the standard.
 4. Measure the center thickness of the removed valve lifters with a micrometer (A).

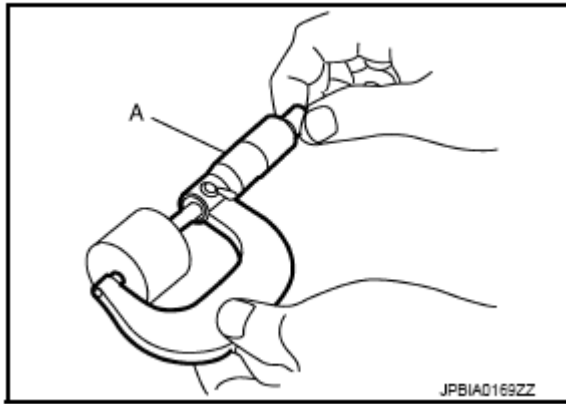


Fig. 25: Measuring Center Thickness Of Valve Lifters (EXH) Using Micrometer
 Courtesy of NISSAN NORTH AMERICA, INC.

5. Use the equation below to calculate valve lifter thickness for replacement:

Valve lifter thickness calculation: $t = t1 + (C1 - C2)$

t = Valve lifter thickness to be replaced

$t1$ = Removed valve lifter thickness

$C1$ = Measured valve clearance

$C2$ = Standard valve clearance:

Intake: 0.30 mm (0.012 in)

Exhaust: 0.33 mm (0.013 in)

- Thickness of new valve lifter can be identified by stamp marks on the reverse side (inside the cylinder).

Stamp mark 788 indicates 7.88 mm (0.3102 in) in thickness.

A : Stamp
 B : Thickness of valve lifter

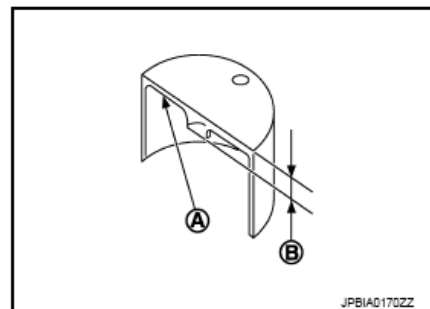


Fig. 26: Identifying Valve Lifter Thickness

Courtesy of NISSAN NORTH AMERICA, INC.

Available thickness of valve lifter: 27 sizes with range 7.88 to 8.40 mm (0.3102 to 0.3307 in) in steps of 0.02 mm (0.0008 in) (when manufactured at factory). Refer to "**CAMSHAFT**".

6. Install selected valve lifter.
7. Install camshaft. Refer to "**REMOVAL AND INSTALLATION**".
8. Manually turn crankshaft pulley a few turns.
9. Check that the valve clearances for cold engine are within the specifications by referring to the specified values.
10. Install all removal parts in the reverse order of removal.
11. Warm up the engine, and check for unusual noise and vibration.

COMPRESSION PRESSURE**Inspection**

1. Warm up engine thoroughly. Then, stop it.
2. Release fuel pressure. Refer to "**INSPECTION**".
3. Disconnect fuel pump fuse (1) from IPDM E/R (2) to avoid fuel injection during measurement.

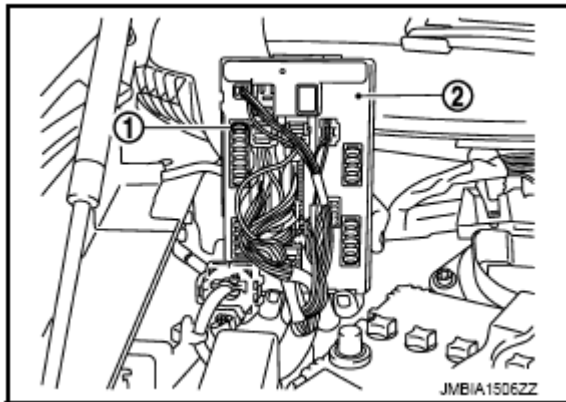


Fig. 27: Identifying Fuel Pump Fuse And IPDM E/R
Courtesy of NISSAN NORTH AMERICA, INC.

4. Remove engine cover with power tool. Refer to "**EXPLODED VIEW**".
5. Remove ignition coil and spark plug from each cylinder. Refer to "**EXPLODED VIEW**".
6. Connect engine tachometer (not required in use of CONSULT).
7. Install compression gauge with an adapter (commercial service tool) onto spark plug hole.

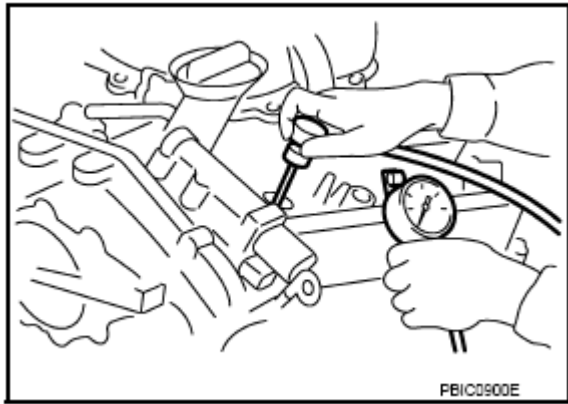


Fig. 28: Installing Compression Tester With Adapter Onto Spark Plug Hole
 Courtesy of NISSAN NORTH AMERICA, INC.

- Use the adapter that has a smaller than 20 mm (0.79 in) (a) as shown in the figure. Otherwise, it may be caught by cylinder head during removal.

a : 20 mm (0.79 in)

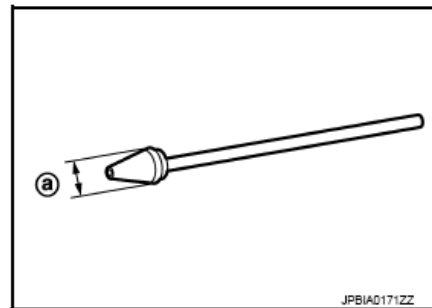


Fig. 29: Identifying Compression Gauge Adapter Dimension
 Courtesy of NISSAN NORTH AMERICA, INC.

8. With accelerator pedal fully depressed, turn ignition switch to "START" for cranking. When the gauge pointer stabilizes, read the compression pressure and the engine rpm. Perform these steps to check each cylinder.

Compression pressure: Refer to "GENERAL SPECIFICATION".

CAUTION: Always use a fully charged battery to obtain the specified engine speed.

- If the engine speed is out of the specified range, check battery liquid for proper gravity. Check the engine speed again with normal battery gravity. Refer to "HOW TO HANDLE BATTERY".
- If compression pressure is below minimum value, check valve clearances and parts associated with combustion chamber (valve, valve seat, piston, piston ring, cylinder bore, cylinder head, cylinder head gasket). After the checking, measure compression pressure again.
- If some cylinder has low compression pressure, pour small amount of engine oil into the spark plug

hole of the cylinder to re-check it for compression.

- If the added engine oil improves the compression, piston rings may be worn out or damaged. Check piston rings and replace if necessary.
 - If the compression pressure remains at low level despite the addition of engine oil, valves may be malfunctioning. Check valves for damage. Replace valve or valve seat accordingly.
 - If two adjacent cylinders have respectively low compression pressure and their compression remains low even after the addition of engine oil, cylinder head gaskets are leaking. In such a case, replace cylinder head gaskets.
9. After inspection is completed, install removed parts.
 10. Start the engine, and check that the engine runs smoothly.
 11. Perform trouble diagnosis. If DTC appears, erase it. Refer to "**DESCRIPTION**".

REMOVAL AND INSTALLATION

ENGINE COVER

Exploded View

1 : Engine cover

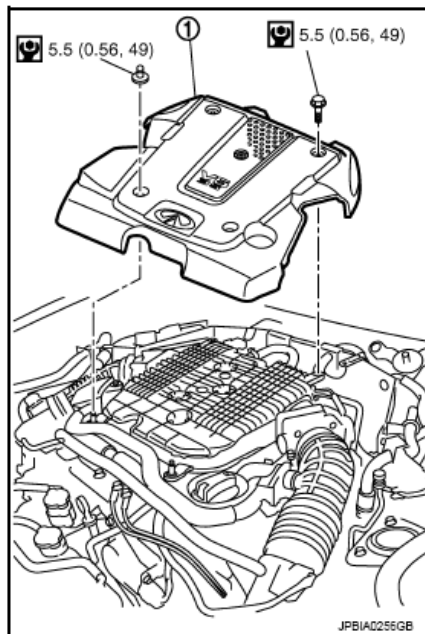


Fig. 30: Exploded View Of Engine Cover With Torque Specifications

Courtesy of NISSAN NORTH AMERICA, INC.

Refer to "**COMPONENTS**" for symbols in the figure.

Removal and Installation

REMOVAL

Loosen mounting bolts and nuts in the reverse order as shown in the figure, and then remove engine cover.

CAUTION: Never damage or scratch engine cover when installing or removing.

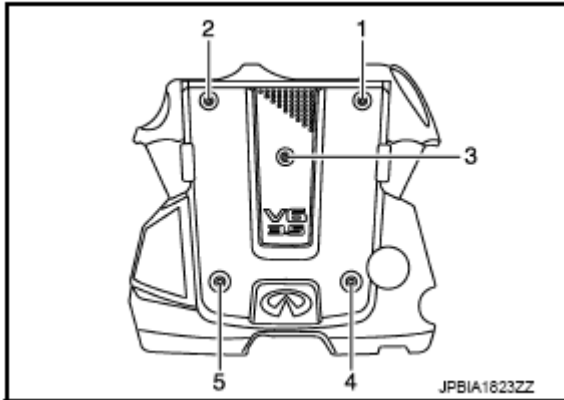


Fig. 31: Identifying Engine Cover Bolts Tightening Sequence
Courtesy of NISSAN NORTH AMERICA, INC.

INSTALLATION

Install engine cover, and then tighten mounting bolts and nuts in numerical order as shown in the figure.

CAUTION: Never damage or scratch engine cover when installing or removing.

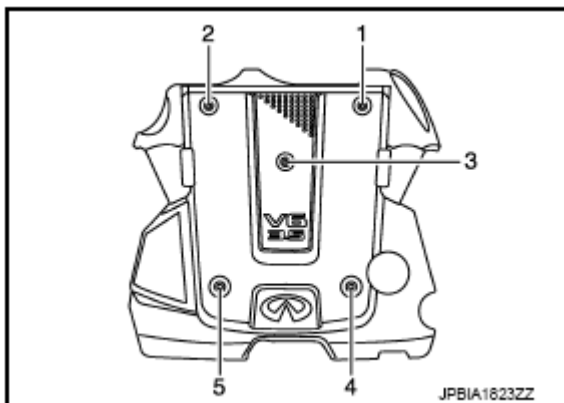
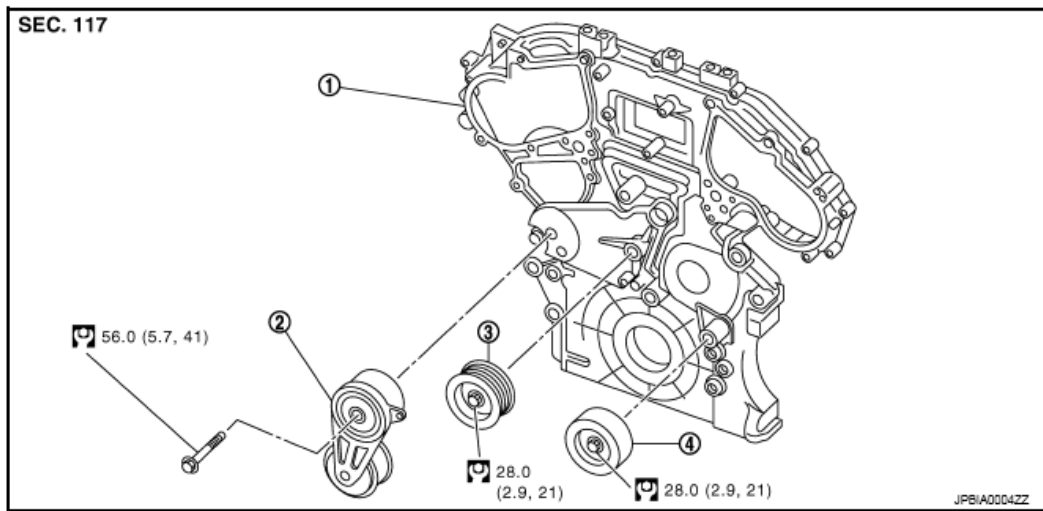


Fig. 32: Identifying Engine Cover Bolts Tightening Sequence
Courtesy of NISSAN NORTH AMERICA, INC.

DRIVE BELT AUTO TENSIONER AND IDLER PULLEY

Exploded View



- | | | |
|----------------------------|------------------------------|-----------------|
| 1. Front timing chain case | 2. Drive belt auto-tensioner | 3. Idler pulley |
| 4. Idler pulley | | |

Fig. 33: Identifying Front Timing Chain Case, Drive Belt Auto-Tensioner And Idler Pulley With Torque Specifications

Courtesy of NISSAN NORTH AMERICA, INC.

Refer to "**COMPONENTS**" for symbols in the figure.

Removal and Installation

Removal

1. Remove drive belt. Refer to "**EXPLODED VIEW**".
 - Keep auto-tensioner pulley arm locked after drive belt is removed.
2. Remove auto-tensioner and idler pulley.
 - Keep auto-tensioner pulley arm locked to install or remove auto-tensioner.

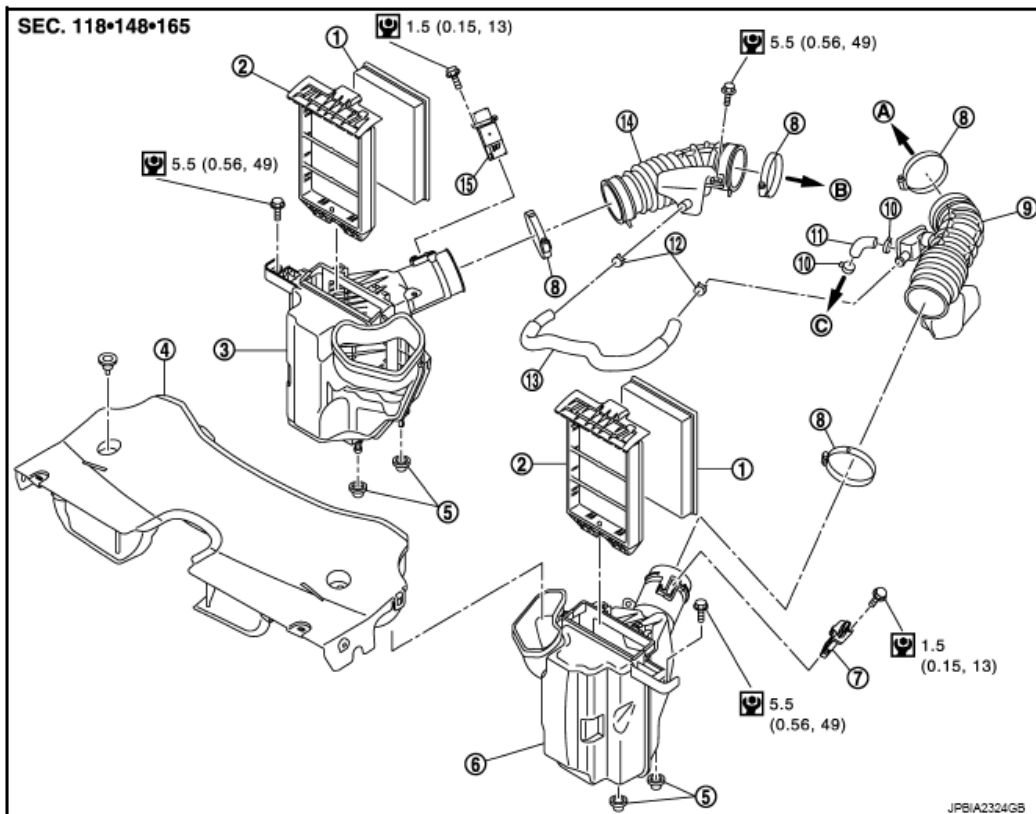
Installation

Installation is the reverse order of removal.

CAUTION: If there is damage greater than peeled paint, replace drive belt auto-tensioner.

AIR CLEANER AND AIR DUCT

Exploded View



- | | | |
|---|---|-----------------------------------|
| 1. Air cleaner filter | 2. Holder | 3. Air cleaner case (bank 1) |
| 4. Air duct (inlet) | 5. Grommet | 6. Air cleaner case (bank 2) |
| 7. Mass air flow sensor (bank 2) | 8. Clamp | 9. Air duct (bank 2) |
| 10. Clamp | 11. PCV hose | 12. Clamp |
| 13. PCV hose | 14. Air duct (bank 1) | 15. Mass air flow sensor (bank 1) |
| A. To electric throttle control actuator (bank 2) | B. To electric throttle control actuator (bank 1) | C. To rocker cover (bank 2) |

Fig. 34: Exploded View Of Air Cleaner And Air Duct With Torque Specifications
 Courtesy of NISSAN NORTH AMERICA, INC.

Refer to "**COMPONENTS**" for symbols in the figure.

Removal and Installation

REMOVAL

1. Disconnect mass air flow sensor harness connector.
2. Disconnect PCV hose.
3. Remove air cleaner case with mass air flow sensor and air duct, disconnecting each joints.
 - Add matching marks, if necessary for easier installation.
4. Remove mass air flow sensor from air cleaner case, if necessary.

CAUTION: Handle mass air flow sensor with the following cares:

- **Never impact mass air flow sensor.**
- **Never disassemble mass air flow sensor.**
- **Never touch mass air flow sensor.**

INSTALLATION

Note the following item, and install in the reverse order of removal:

- Align marks. Attach each joint. Screw clamps firmly.

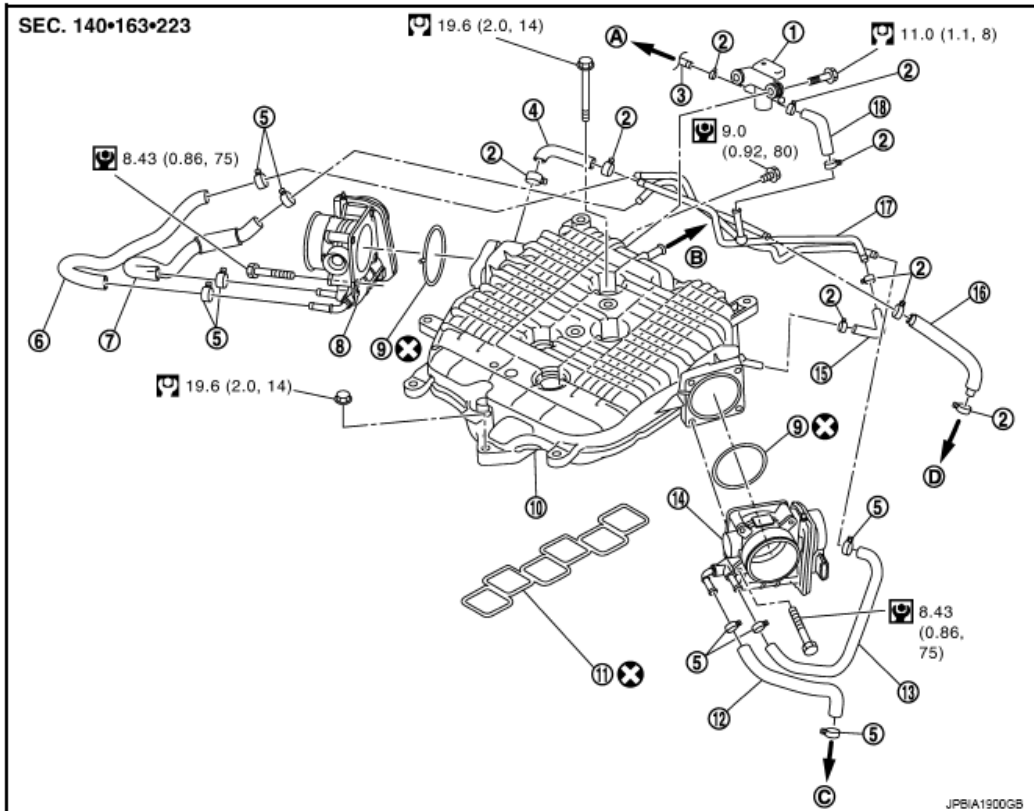
Clamp tightening torque : 4.5 N.m (0.46 kg-m, 40 in-lb)

Inspection**INSPECTION AFTER REMOVAL**

Inspect air duct and resonator if assembly for crack or tear.

- If damage found, replace air duct and resonator assembly.

INTAKE MANIFOLD COLLECTOR**Exploded View**



- | | | |
|---|--|-------------------|
| 1. EVAP canister purge control solenoid valve | 2. Clamp | 3. EVAP hose |
| 4. EVAP hose | 5. Clamp | 6. Water hose |
| 7. Water hose | 8. Electric throttle control actuator (bank1) | 9. Gasket |
| 10. Intake manifold collector | 11. Gasket | 12. Water hose |
| 13. Water hose | 14. Electric throttle control actuator (bank2) | 15. EVAP hose |
| 16. Water hose | 17. EVAP tube assembly | 18. EVAP hose |
| A. To vacuum pipe | B. To brake booster | C. To heater pipe |
| D. To water outlet (rear) | | |

Fig. 35: Exploded View Of Intake Manifold Collector With Torque Specifications
 Courtesy of NISSAN NORTH AMERICA, INC.

Refer to "COMPONENTS" for symbols in the figure.

Removal and Installation

REMOVAL

WARNING: Never drain engine coolant when the engine is hot to avoid the danger of being scalded.

1. Remove engine cover with power tool. Refer to "EXPLODED VIEW".

2. Remove air cleaner case and air duct. Refer to "**EXPLODED VIEW**".
3. Remove electric throttle control actuator as per the following:
 - a. Drain engine coolant, or when water hoses are disconnected, attach plug to prevent engine coolant leakage.

CAUTION:

- Perform this step when engine is cold.
- Never spill engine coolant on drive belt.

- b. Disconnect water hoses from electric throttle control actuator. When engine coolant is not drained from radiator, attach plug to water hoses to prevent engine coolant leakage.
- c. Disconnect harness connector.
- d. Loosen mounting bolts in reverse order as shown in the figure.

NOTE:

- When removing only intake manifold collector, move electric throttle control actuator without disconnecting the water hose.
- The figure shows the electric throttle control actuator (bank 1) viewed from the air duct side.
- Viewed from the air duct side, order of loosening mounting bolts of electric throttle control actuator (bank 2) is the same as that of the electric throttle control actuator (bank 1).

CAUTION: Handle carefully to avoid any impact to electric throttle control actuator.

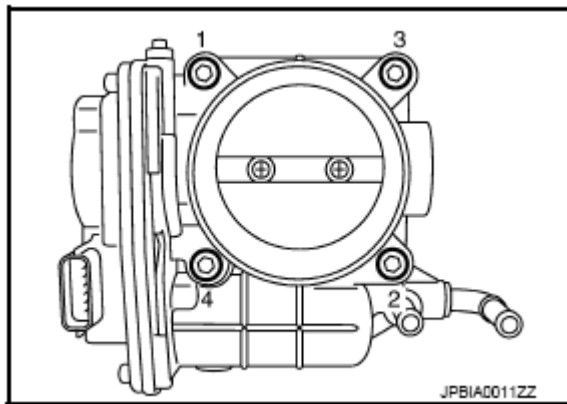


Fig. 36: Identifying Electric Throttle Control Actuator Mounting Bolts Tightening Sequence
Courtesy of NISSAN NORTH AMERICA, INC.

4. Disconnect vacuum hose, PCV hose and EVAP hose from intake manifold collector.
5. Remove EVAP canister purge volume control solenoid valve and EVAP tube assembly from intake manifold collector.

6. Loosen mounting bolts and nuts with power tool in the reverse order as shown in the figure to remove intake manifold collector.

↩ : Engine front

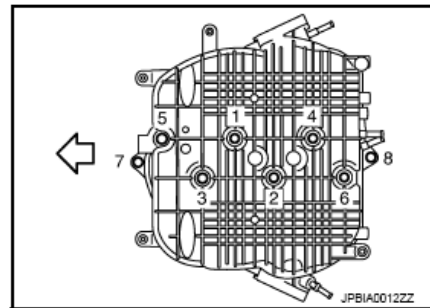


Fig. 37: Identifying Intake Manifold Collector Mounting Nuts And Bolts Tightening Sequence
Courtesy of NISSAN NORTH AMERICA, INC.

INSTALLATION

Note the following item, and install in the reverse order of removal:

INTAKE MANIFOLD COLLECTOR

- If stud bolts were removed, install them and tighten to the specified torque below:

Torque: 10.8 N.m (1.1 kg-m, 8 ft-lb)

- Tighten mounting bolts and nuts in numerical order as shown in the figure.

↩ : Engine front

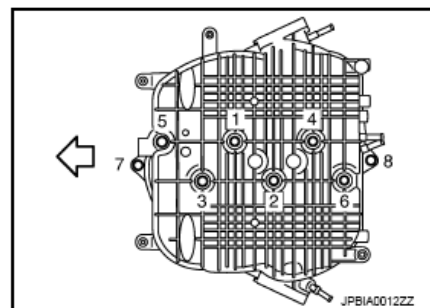


Fig. 38: Identifying Intake Manifold Collector Mounting Nuts And Bolts Tightening Sequence
Courtesy of NISSAN NORTH AMERICA, INC.

WATER HOSE

- Insert hose by 27 to 32 mm (1.06 to 1.26 in) from connector end.
- Clamp hose at location of 3 to 7 mm (0.12 to 0.28 in) from hose end.

ELECTRIC THROTTLE CONTROL ACTUATOR (BANK 1 AND BANK 2)

- Tighten in numerical order as shown in the figure.

NOTE:

- The figure shows the electric throttle control actuator (bank 1) viewed from the air duct side.
- Viewed from the air duct side, order of tightening mounting bolts of electric throttle control actuator (bank 2) is the same as that of the electric throttle control actuator (bank 1).
- Perform the "Throttle Valve Closed Position Learning" when harness connector of electric throttle control actuator is disconnected. Refer to "**THROTTLE VALVE CLOSED POSITION LEARNING: DESCRIPTION**".

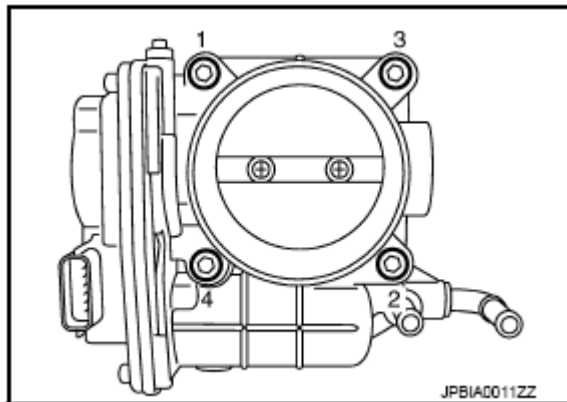
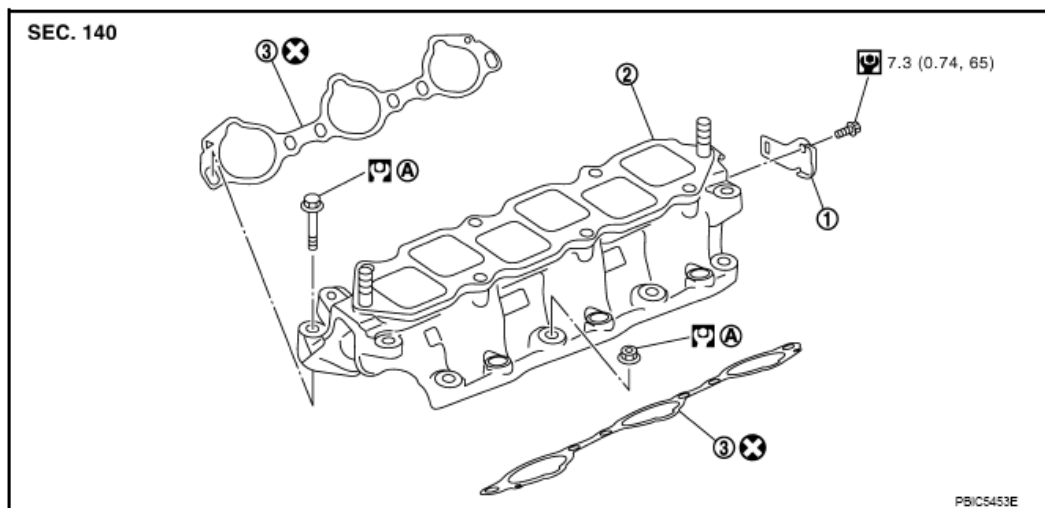


Fig. 39: Identifying Electric Throttle Control Actuator Mounting Bolts Tightening Sequence
Courtesy of NISSAN NORTH AMERICA, INC.

- Perform the "Idle Air Volume Learning" and "Throttle Valve Closed Position Learning" when electric throttle control actuator is replaced. Refer to "**IDLE AIR VOLUME LEARNING: DESCRIPTION**" and "**THROTTLE VALVE CLOSED POSITION LEARNING: DESCRIPTION**".

INTAKE MANIFOLD**Exploded View**



1. Harness bracket 2. Intake manifold 3. Gasket

A. Comply with the installation procedure when tightening.

Fig. 40: Identifying Harness Bracket, Intake Manifold And Gasket
Courtesy of NISSAN NORTH AMERICA, INC.

Refer to "COMPONENTS" for symbols in the figure.

Removal and Installation

REMOVAL

1. Release fuel pressure. Refer to "INSPECTION".
2. Remove intake manifold collector. Refer to "EXPLODED VIEW".
3. Remove fuel tube and fuel injector assembly. Refer to "EXPLODED VIEW".
4. Remove harness bracket.
5. Loosen mounting bolts and nuts in reverse order as shown in the figure to remove intake manifold with power tool.

↩ : Engine front

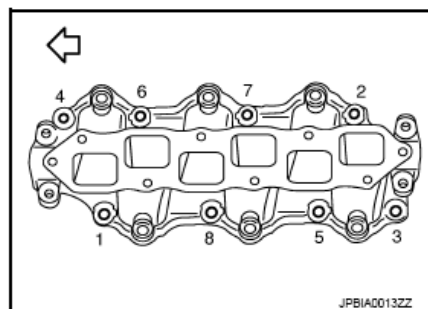


Fig. 41: Identifying Intake Manifold Mounting Bolts Tightening Sequence
Courtesy of NISSAN NORTH AMERICA, INC.

CAUTION:

- Cover engine openings to avoid entry of foreign materials.
- Put a mark on the intake manifold and the cylinder head with paint before removal because they need installed in the specified direction.

6. Remove gaskets.

INSTALLATION

Note the following item, and install in the reverse order of removal:

INTAKE MANIFOLD

- If stud bolts were removed, install them and tighten to the specified torque below:

Torque: 10.8 N.m (1.1 kg-m, 8 ft-lb)

- Tighten all mounting bolts and nuts to the specified torque in two or more steps in numerical order as shown in the figure.

← : Engine front

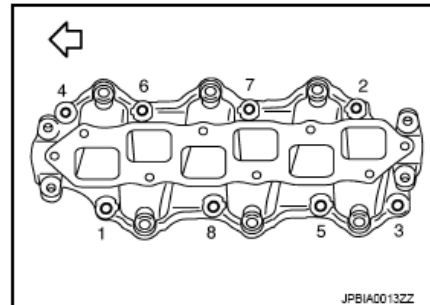


Fig. 42: Identifying Intake Manifold Mounting Bolts Tightening Sequence
Courtesy of NISSAN NORTH AMERICA, INC.

CAUTION: Install intake manifold with the marks (put on the intake manifold and the cylinder head before removal) aligned.

1st step:

Torque: 7.4 N.m (0.75 kg-m, 5 ft-lb)

2nd step and after:

Torque: 25.5 N.m (2.6 kg-m, 19 ft-lb)

Inspection

INSPECTION AFTER REMOVAL

Surface Distortion

- Check the surface distortion of the intake manifold mating surface with a straightedge (A) and a feeler gauge (B).

Limit: Refer to "INTAKE MANIFOLD".

- If it exceeds the limit, replace intake manifold.

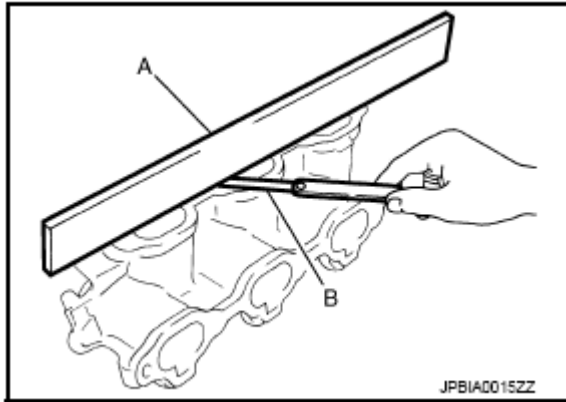
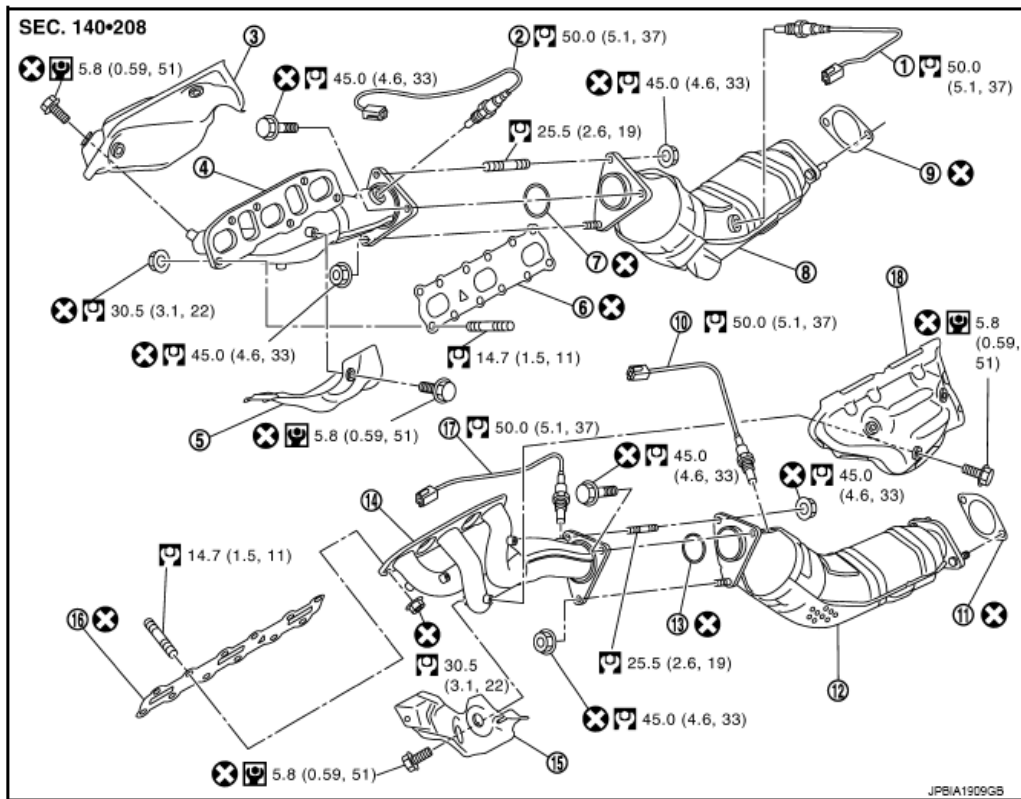


Fig. 43: Checking Intake Manifold Surface Distortion Using Straightedge And Feeler Gauge
Courtesy of NISSAN NORTH AMERICA, INC.

EXHAUST MANIFOLD**Exploded View**



- | | | |
|-------------------------------------|--------------------------------------|------------------------------------|
| 1. Heated oxygen sensor 2 (bank 1) | 2. Air fuel ratio sensor 1 (bank 1) | 3. Exhaust manifold cover (upper) |
| 4. Exhaust manifold (bank 1) | 5. Exhaust manifold cover (lower) | 6. Gasket |
| 7. Ring gasket | 8. Three way catalyst (bank 1) | 9. Gasket |
| 10. Heated oxygen sensor 2 (bank 2) | 11. Gasket | 12. Three way catalyst (bank 2) |
| 13. Ring gasket | 14. Exhaust manifold (bank 2) | 15. Exhaust manifold cover (lower) |
| 16. Gasket | 17. Air fuel ratio sensor 1 (bank 2) | 18. Exhaust manifold cover (upper) |

Fig. 44: Exploded View Of Exhaust Manifold With Torque Specifications
 Courtesy of NISSAN NORTH AMERICA, INC.

Refer to "COMPONENTS" for symbols in the figure.

Removal and Installation

REMOVAL

WARNING: Perform the work when the exhaust and cooling system have completely cooled down.

NOTE: When removing bank 1 side parts only, step 2, 5 and 10 are unnecessary.

1. Remove engine undercover with power tool.
2. Drain engine coolant. Refer to "DRAINING".
3. Remove engine cover with power tool. Refer to "EXPLODED VIEW".

4. Remove air cleaner case and air duct. Refer to "**EXPLODED VIEW**".
5. Remove heater pipe and water hose. Refer to "**EXPLODED VIEW**".
6. Remove exhaust front tube. Refer to "**EXPLODED VIEW**".
7. Disconnect heated oxygen sensor 2 harness connectors (bank 1 and bank 2) and remove harness clip.
8. Using heated oxygen sensor wrench [SST: KV10114400 (J-38365)] (C), removal heated oxygen sensor 2.

A : Bank 2
 B : Bank 1
 ⇐ : Vehicle front

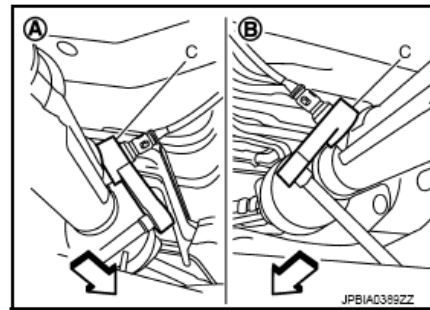


Fig. 45: Removing Heated Oxygen Sensor 2 Using Wrench
 Courtesy of NISSAN NORTH AMERICA, INC.

CAUTION:

- Be careful not to damage air fuel ratio sensor 1.
- Discard any air fuel ratio sensor 1 which has been dropped onto a hard surface such as a concrete floor. Replace with a new sensor.

9. Remove three way catalysts (bank 1 and bank 2).
10. Disconnect steering lower joint at power steering gear assembly side, and release steering lower shaft.
11. Disconnect air fuel ratio sensor 1 harness connectors (bank 1 and bank 2) and remove harness clip.
12. Using the heated oxygen sensor wrench [SST: KV10114400 (J-38365)] (C), remove air fuel ratio sensor 1 (bank 1 and bank 2).

A : Bank 2
 B : Bank 1

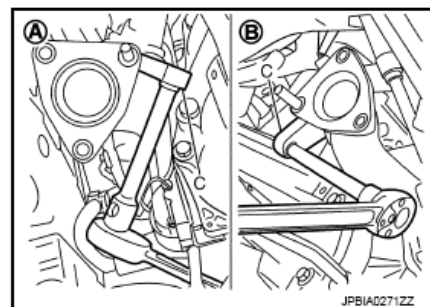


Fig. 46: Removing Air Fuel Ratio Sensor 1 Using Wrench
 Courtesy of NISSAN NORTH AMERICA, INC.

CAUTION:

- Be careful not to damage air fuel ratio sensor 1.
- Discard any air fuel ratio sensor 1 which has been dropped onto

a hard surface such as a concrete floor. Replace with a new sensor.

13. Remove exhaust manifold cover (upper) (bank 1 and bank 2).
14. Loosen mounting nuts in the reverse order as shown in the figure to remove exhaust manifold.

A : Bank 1
 B : Bank 2
 ⇐ : Engine front

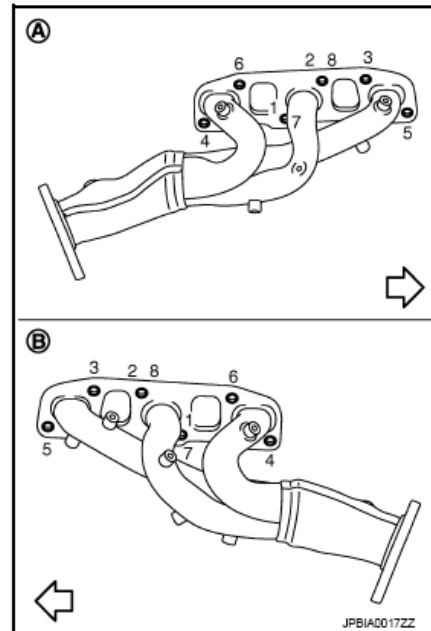


Fig. 47: Identifying Exhaust Manifold Mounting Bolts Tightening Sequence
 Courtesy of NISSAN NORTH AMERICA, INC.

NOTE: Disregard the numerical order No. 7 and 8 in removal.

15. Remove gaskets.

CAUTION: Cover engine openings to avoid entry of foreign materials.

INSTALLATION

Note the following item, and install in the reverse order of removal:

EXHAUST MANIFOLD GASKET

- Install exhaust manifold gasket in direction shown in the figure. (Follow same procedure for both banks.)

- A : Bank 1
 B : Triangle press
 C : Bank 2
 ⇐ : Engine front

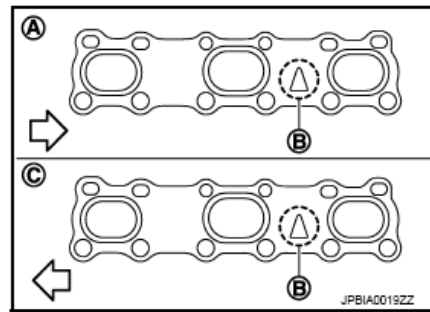


Fig. 48: Identifying Exhaust Manifold Gasket Triangle Press

Courtesy of NISSAN NORTH AMERICA, INC.

EXHAUST MANIFOLD

- If stud bolts were removed, install them and tighten to the specified torque below:

Tightening torque: Refer to "EXPLODED VIEW".

- Install exhaust manifold and tighten mounting nuts in numerical order as shown in the figure.

- A : Bank 1
 B : Bank 2
 ⇐ : Engine front

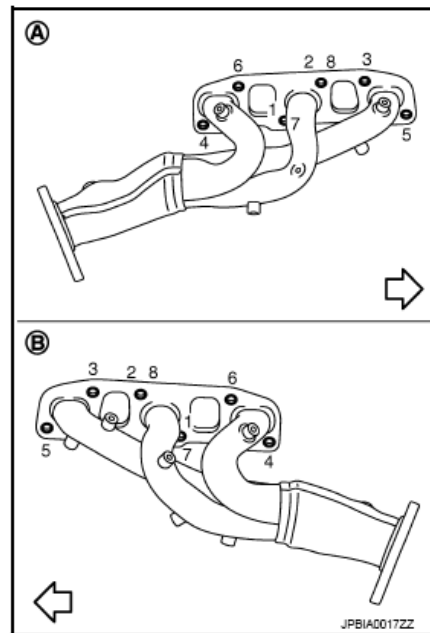


Fig. 49: Identifying Exhaust Manifold Mounting Bolts Tightening Sequence

Courtesy of NISSAN NORTH AMERICA, INC.

NOTE: Tighten nuts No. 1 and 2 in two steps. The numerical order No. 7 and 8 shows second step.

AIR FUEL RATIO SENSOR 1, HEATED OXYGEN SENSOR 2

CAUTION:

- Before installing a new sensors, clean exhaust system threads using heated oxygen sensor thread cleaner tool (commercial service tool: J-43897-18 or J-43897-12) and apply anti-seize lubricant.
- Never over torque sensors. Doing so may cause damage to sensors, resulting in the "MIL" coming on.
- Prevent rust preventives from adhering to the sensor body.

Inspection**INSPECTION AFTER REMOVAL****Surface Distortion**

- Check the surface distortion of the exhaust manifold mating surface with a straightedge (A) and a feeler gauge (B).

Limit: Refer to "EXHAUST MANIFOLD".

- If it exceeds the limit, replace exhaust manifold.

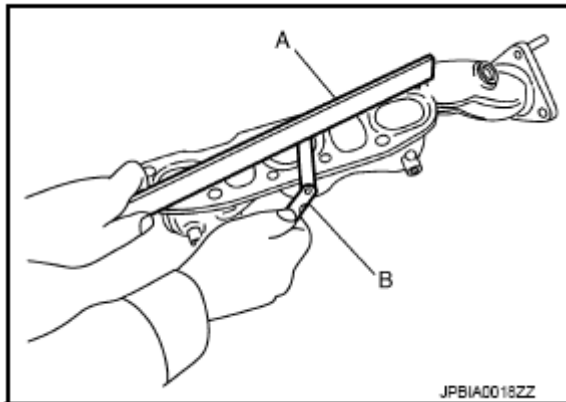
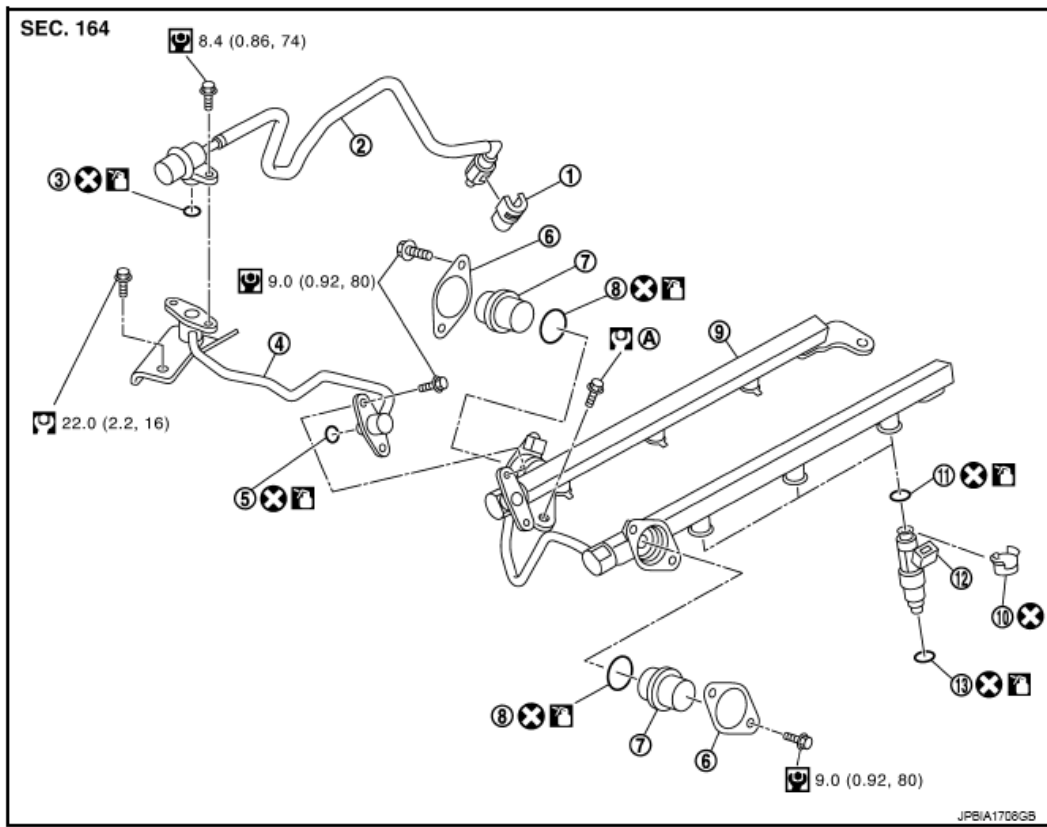


Fig. 50: Checking Surface Distortion Of Exhaust Manifold Using Straightedge And Feeler Gauge
Courtesy of NISSAN NORTH AMERICA, INC.

FUEL INJECTOR AND FUEL TUBE**Exploded View**



- | | | |
|---|---------------------------------|--------------------|
| 1. Quick connector cap | 2. Fuel feed hose (with damper) | 3. O-ring |
| 4. Fuel sub tube | 5. O-ring | 6. Fuel damper cap |
| 7. Fuel damper | 8. O-ring | 9. Fuel tube |
| 10. Clip | 11. O-ring (black) | 12. Fuel injector |
| 13. O-ring (green) | | |
| A. Comply with the installation procedure when tightening. Refer to EM-39 | | |

Fig. 51: Exploded View Of Fuel Injector And Fuel Tube With Torque Specifications
 Courtesy of NISSAN NORTH AMERICA, INC.

Refer to "[COMPONENTS](#)" for symbols in the figure.

CAUTION: Never remove or disassemble parts unless instructed as shown in the figure.

Removal and Installation

REMOVAL

WARNING:

- Put a "CAUTION: FLAMMABLE" sign in the workshop.
- Be sure to work in a well ventilated area and furnish workshop with a CO₂ fire extinguisher.

- **Never smoke while servicing fuel system. Keep open flames and sparks away from the work area.**
- **Never drain engine coolant when the engine is hot to avoid the danger of being scalded.**

1. Release fuel pressure. Refer to "**INSPECTION**".
2. Disconnect battery cable from the negative terminal. Refer to "**EXPLODED VIEW**".
3. Remove engine cover with power tool. Refer to "**EXPLODED VIEW**".
4. Remove air cleaner case and air duct. Refer to "**EXPLODED VIEW**".
5. Remove intake manifold collector. Refer to "**EXPLODED VIEW**".
6. Remove fuel feed hose (with damper) (1) from fuel sub-tube (2) and remove harness bracket (3).

⇐ : Engine front

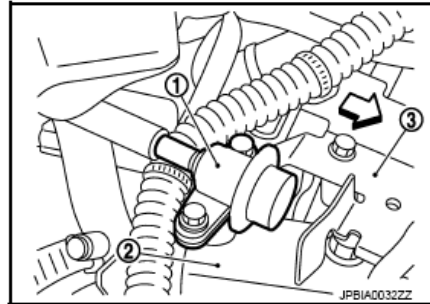


Fig. 52: Identifying Fuel Feed Hose, Fuel Sub-Tube And Harness Bracket
Courtesy of NISSAN NORTH AMERICA, INC.

NOTE: There is no fuel return route.

- CAUTION:**
- **While hoses are disconnected, plug them to prevent fuel from draining.**
 - **Never separate damper and hose.**

7. When separating fuel feed hose (with damper) and centralized under-floor piping connection, disconnect quick connector as per the following:
 - a. Remove quick connector cap (2) from quick connector connection on right member side.
 - b. Disconnect fuel feed hose (with damper) (1) from bracket hose clamp.

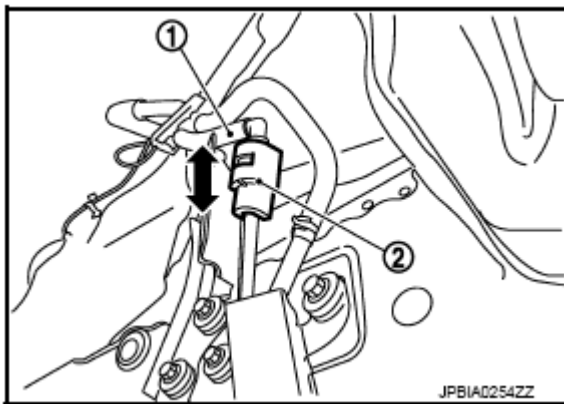


Fig. 53: Disconnecting Fuel Feed Hose From Bracket Hose Clamp
 Courtesy of NISSAN NORTH AMERICA, INC.

- c. Push in retainer tabs (2).
- d. Draw and pull out quick connector (1) straight from centralized under-floor piping (3).

CAUTION:

- Pull quick connector holding position (A) as shown in the figure.
- Never pull with lateral force applied. O-ring inside quick connector may be damaged.
- Prepare container and cloth beforehand as fuel will leak out.
- Avoid fire and sparks.
- Keep parts away from heat source. Especially, be careful when welding is performed around them.

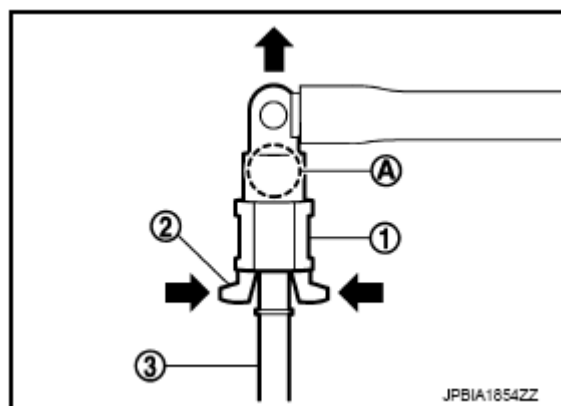


Fig. 54: Removing Quick Connector Cap
 Courtesy of NISSAN NORTH AMERICA, INC.

- Never expose parts to battery electrolyte or other acids.
- Never bend or twist connection between quick connector and fuel feed hose (with damper) during installation/removal.

- To keep the connecting portion clean and to avoid damage and foreign materials, cover them completely with plastic bags, etc. (A) or something similar.

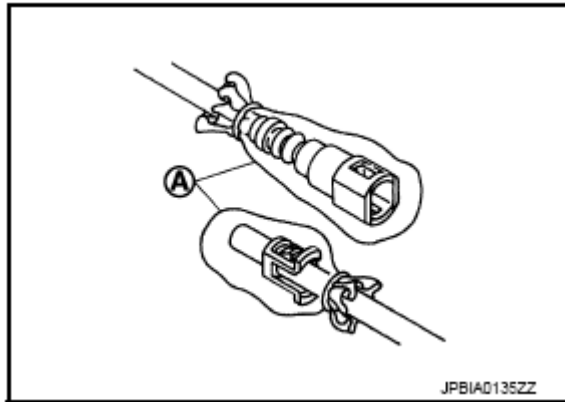


Fig. 55: Covering Quick Connector Using Plastic Bags
 Courtesy of NISSAN NORTH AMERICA, INC.

8. Remove fuel sub tube mounting bolt.
9. Disconnect harness connector from fuel injector.
10. Loosen mounting bolts in reverse order as shown in the figure, and remove fuel tube and fuel injector assembly.

← : Engine front

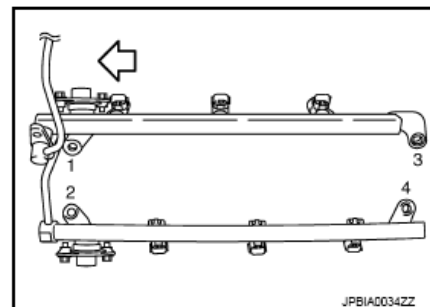


Fig. 56: Identifying Fuel Injector And Fuel Tube Mounting Bolts Tightening Sequence
 Courtesy of NISSAN NORTH AMERICA, INC.

CAUTION: Never tilt fuel tube, or remaining fuel in pipes may flow out from pipes.

11. Remove fuel injector (2) from fuel tube (4) as per the following:

- 3 : O-ring
 A : Installed condition
 B : Clip mounting groove

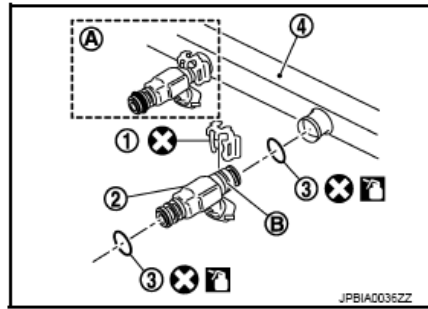


Fig. 57: Identifying Fuel Injector, Fuel Tube And O-Ring
 Courtesy of NISSAN NORTH AMERICA, INC.

- a. Open and remove clip (1).
- b. Remove fuel injector from fuel tube by pulling straight.

CAUTION:

- Be careful with remaining fuel that may go out from fuel tube.
- Be careful not to damage injector nozzles during removal.
- Never bump or drop fuel injector.
- Never disassemble fuel injector.

12. Remove fuel sub-tube and fuel damper, if necessary.

INSTALLATION

CAUTION: Do not reuse O-rings.

1. Install fuel damper (4) as per the following:
 - a. Install new O-ring (2) to fuel tube (1) as shown in the figure. When handling new O-ring, be careful of the following caution:

CAUTION:

- Do not reuse O-ring.
- Handle O-ring with bare hands. Never wear gloves.
- Lubricate O-ring with new engine oil.
- Never clean O-ring with solvent.
- Check that O-ring and its mating part are free of foreign material.
- When installing O-ring, be careful not to scratch it with tool or fingernails. Also be careful not to twist or stretch O-ring. If O-ring was stretched while it was being attached, never insert it quickly into fuel tube.

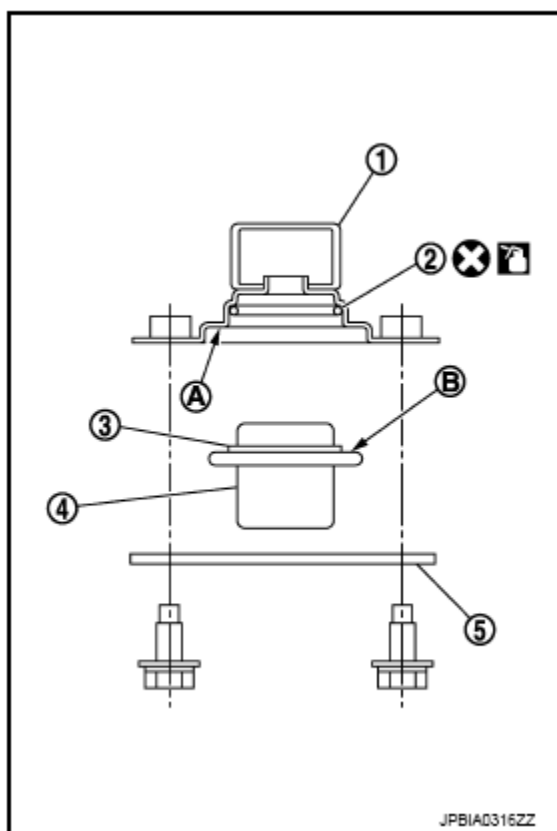


Fig. 58: Identifying Fuel Tube, O-Ring, Spacer And Fuel Damper

- **Insert new O-ring straight into fuel tube. Never twist it.**

- b. Install spacer (3) to fuel damper.
- c. Insert fuel damper straight into fuel tube.

CAUTION:

- Insert straight, checking sure that the axis is lined up.
- Insert fuel damper at 130 N (13.3 kg, 29.2 lb) or less to prevent damage to the parts.
- Insert fuel damper until (B) is touching (A) of fuel tube.

- d. Tighten bolts evenly in turn.
 - After tightening bolts, check that there is no gap between fuel damper cap (5) and fuel tube.

2. Install fuel sub-tube.

- When handling new O-rings, be careful of the following caution:

CAUTION:

- **Do not reuse O-rings.**

- Handle O-ring with bare hands. Never wear gloves.
- Lubricate O-ring with new engine oil.
- Never clean O-ring with solvent.
- Check that O-ring and its mating part are free of foreign material.
- When installing O-ring, be careful not to scratch it with tool or fingernails. Also be careful not to twist or stretch O-ring. If O-ring was stretched while it was being attached, never insert it quickly into fuel tube.
- Insert new O-ring straight into fuel tube. Never decenter or twist it.

- Insert fuel sub-tube straight into fuel tube.
- Tighten mounting bolts evenly in turn.
- After tightening mounting bolts, check that there is no gap between flange and fuel tube.

3. Install new O-rings to fuel injector, paying attention to the following:

CAUTION:

- Do not reuse O-rings.
- Upper and lower O-ring are different. Be careful not to confuse them.

Fuel tube side: Black

Nozzle side: Green

- Handle O-ring with bare hands. Never wear gloves.
- Lubricate O-ring with new engine oil.
- Never clean O-ring with solvent.
- Check that O-ring and its mating part are free of foreign material.
- When installing O-ring, be careful not to scratch it with tool or fingernails. Also be careful not to twist or stretch O-ring. If O-ring was stretched while it was being attached, never insert it quickly into fuel tube.
- Insert O-ring straight into fuel injector. Never decenter or twist it.

4. Install fuel injector to fuel tube as per the following:

- a. Insert clip (3) into clip mounting groove (D) on fuel injector (5).

- 2 : O-ring (Black)
4 : O-ring (Green)

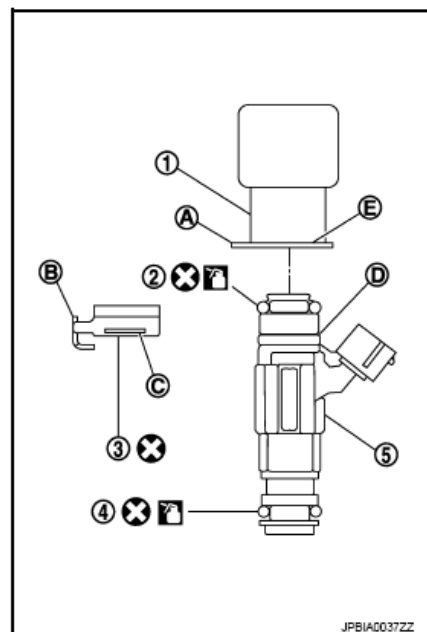


Fig. 59: Identifying Fuel Tube, Fuel Injector, Flange And O-Rings
Courtesy of NISSAN NORTH AMERICA, INC.

CAUTION:

- Never reuse clip. Replace it with a new one.
- Be careful to keep clip from interfering with O-ring. If interference occurs, replace O-ring.

- Insert fuel injector into fuel tube (1) with clip attached.
 - Insert it while matching it to the axial center.
 - Insert fuel injector so that protrusion (A) of fuel tube matches cutout (B) of clip.
 - Check that fuel tube flange (E) is securely fixed in flange fixing groove (C) on clip.
 - Check that installation is complete by checking that fuel injector does not rotate or come off.
 - Check that protrusions of fuel injectors are aligned with cutouts of clips after installation.
5. Install fuel tube and fuel injector assembly to intake manifold.

CAUTION: Be careful not to let tip of injector nozzle come in contact with other parts.

- Tighten mounting bolts in two steps in numerical order as shown in the figure.

← : Engine front

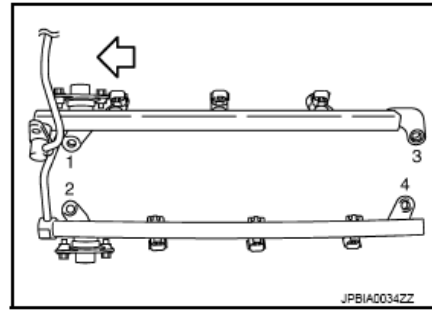


Fig. 60: Identifying Fuel Injector And Fuel Tube Mounting Bolts Tightening Sequence
Courtesy of NISSAN NORTH AMERICA, INC.

1st step Torque: 10.1 N.m (1.0 kg-m, 7 ft-lb)

2nd step Torque: 23.6 N.m (2.4 kg-m, 17 ft-lb)

6. Connect injector sub-harness.
7. Install fuel sub tube mounting bolt.
8. Connect fuel feed hose (with damper).
 - Handling procedure of O-ring is the same as that of fuel damper and fuel sub-tube.
 - Insert fuel damper straight into fuel sub-tube.
 - Tighten mounting bolts evenly in turn.
 - After tightening mounting bolts, check that there is no gap between flange and fuel sub-tube.
9. Connect quick connector between fuel feed hose (with damper) and centralized under-floor piping connection as per the following:
 - a. Check no foreign substances are deposited in and around centralized under-floor piping and quick connector, and no damage on them.
 - b. Thinly apply new engine oil around centralized under-floor piping from tip end to spool end.
 - c. Align center to insert quick connector straightly into centralized under-floor piping.
 - Visually confirm that the two retainer tabs (A) are connected to the quick connector (B).

CAUTION:

- **Carefully align center to avoid inclined insertion to prevent damage to O-ring inside quick connector.**
- **Insert until you hear a "click" sound and actually feel the engagement.**
- **To avoid misidentification of engagement with a similar sound, be sure to perform the next step.**

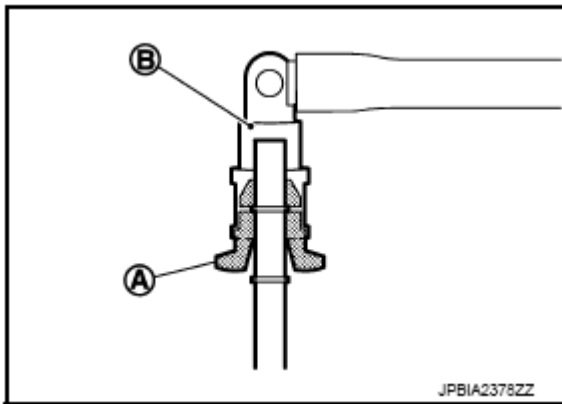


Fig. 61: Identifying Quick Connector Retainer Tabs
Courtesy of NISSAN NORTH AMERICA, INC.

- d. Pull quick connector by hand holding position (A). Check it is completely engaged (connected) so that it does not come out from centralized under-floor piping (1).

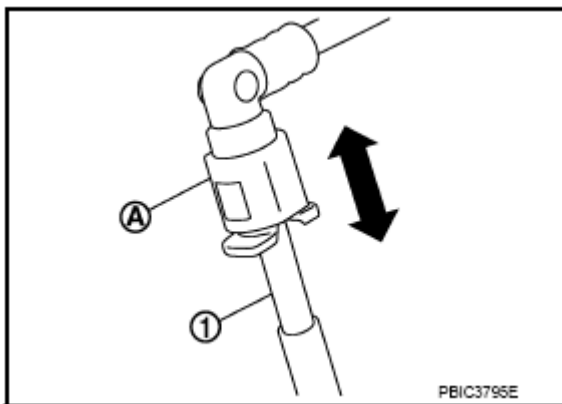


Fig. 62: Pulling Quick Connector
Courtesy of NISSAN NORTH AMERICA, INC.

- e. Install quick connector cap (3) to quick connector connection.

- 1 : Centralized under-floor piping
2 : Fuel feed hose
B : Under view

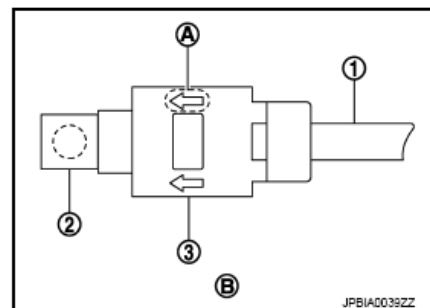


Fig. 63: Identifying Under-Floor Piping, Quick Connector Cap And Fuel Feed Hose
Courtesy of NISSAN NORTH AMERICA, INC.

- Install quick connector cap with arrow (A) in the figure on surface facing the direction of quick connector (fuel feed hose side).

CAUTION: If quick connector cap cannot be installed smoothly, quick connector may have not be installed correctly. Check the connection again.

10. Install in the reverse order of removal after this step.

Inspection

INSPECTION AFTER INSTALLATION

Check on Fuel Leakage

1. Turn ignition switch "ON" (with the engine stopped). With fuel pressure applied to fuel piping, check there are no fuel leakage at connection points.

NOTE: Use mirrors for checking at points out of clear sight.

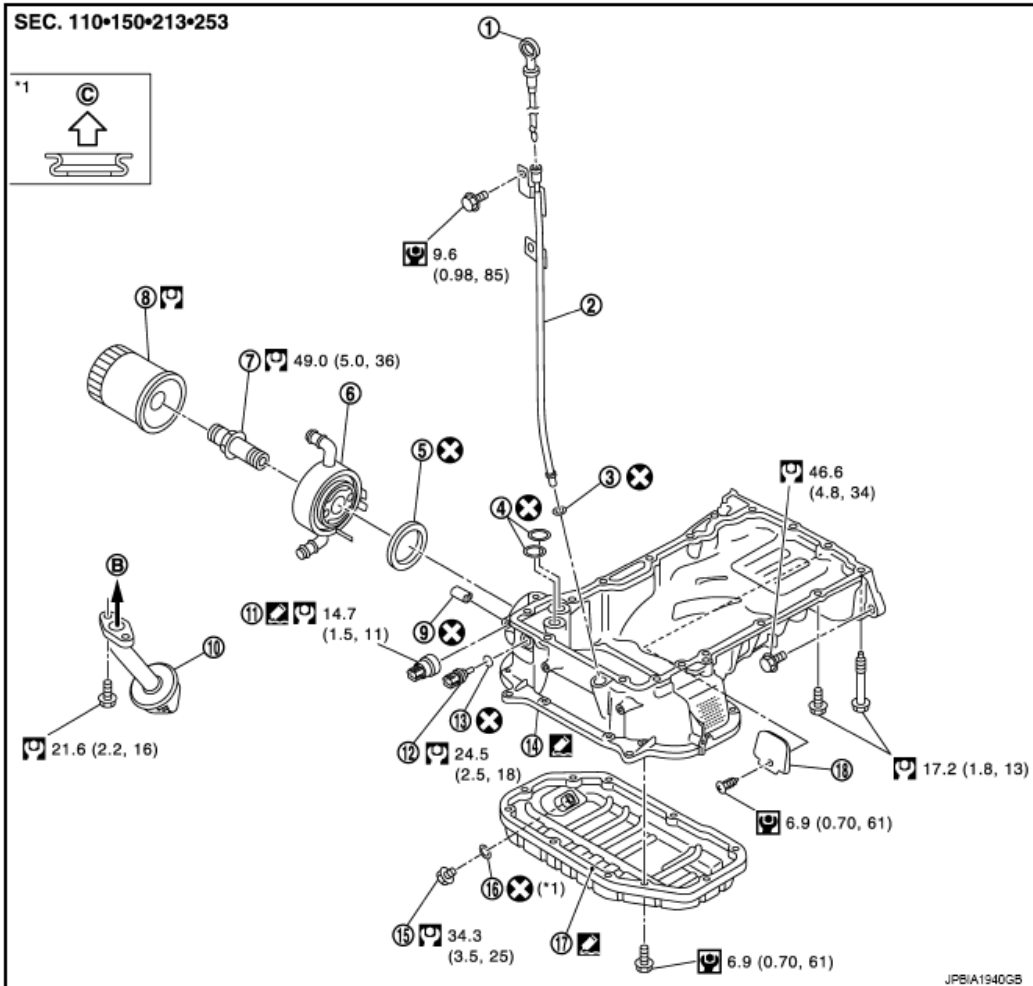
2. Start the engine. With engine speed increased, check again that there are no fuel leakage at connection points.

CAUTION: Never touch the engine immediately after stopped, as the engine becomes extremely hot.

OIL PAN (LOWER) AND OIL STRAINER

Exploded View

2WD models

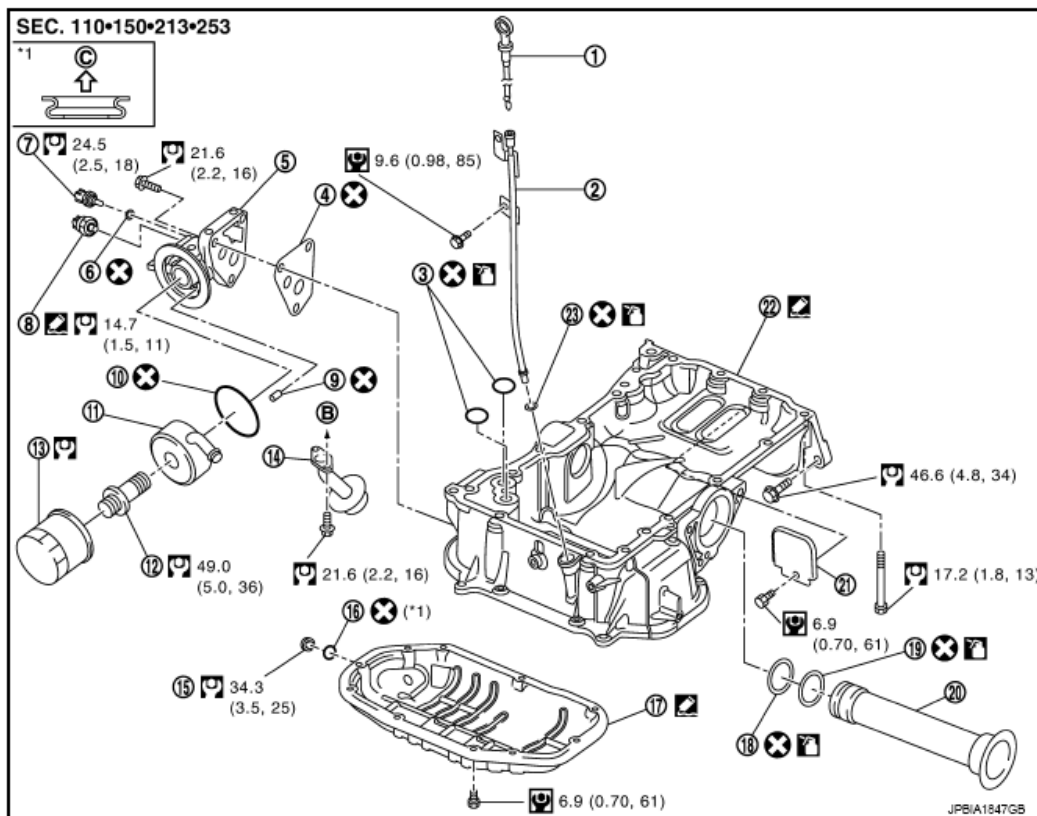


- | | | |
|-----------------------|--------------------------|----------------------------|
| 1. Oil level gauge | 2. Oil level gauge guide | 3. O-ring |
| 4. O-ring | 5. O-ring | 6. Oil cooler |
| 7. Connector bolt | 8. Oil filter | 9. Relief valve |
| 10. Oil strainer | 11. Oil pressure switch | 12. Oil temperature sensor |
| 13. Washer | 14. Oil pan (upper) | 15. Drain plug |
| 16. Drain plug washer | 17. Oil pan (lower) | 18. Rear plate cover |
| | B. To oil pump | C. Oil pan side |

Fig. 64: Exploded View Of Oil Pan (Lower) And Oil Strainer With Torque Specifications (2WD)
 Courtesy of NISSAN NORTH AMERICA, INC.

Refer to "**COMPONENTS**" for symbols in the figure.

AWD



- | | | |
|---------------------------|--------------------------|----------------------|
| 1. Oil level gauge | 2. Oil level gauge guide | 3. O-ring |
| 4. Gasket | 5. Oil filter bracket | 6. Washer |
| 7. Oil temperature sensor | 8. Oil pressure sensor | 9. Relief valve |
| 10. O-ring | 11. Oil cooler | 12. Connector bolt |
| 13. Oil filter | 14. Oil strainer | 15. Drain plug |
| 16. Drain plug washer | 17. Oil pan (lower) | 18. O-ring (small) |
| 19. O-ring (large) | 20. Axle pipe | 21. Rear plate cover |
| 22. Oil pan (upper) | 23. O-ring | |
| | B. To oil pump | C. Oil pan side |

Fig. 65: Exploded View Of Oil Pan (Lower) And Oil Strainer With Torque Specifications (AWD)
 Courtesy of NISSAN NORTH AMERICA, INC.

Refer to "COMPONENTS" for symbols in the figure.

Removal and Installation

REMOVAL

WARNING: To avoid the danger of being scalded, never drain engine oil when engine is hot.

1. Remove engine undercover with power tool.
2. Drain engine oil. Refer to "DRAINING".

3. Remove oil pan (lower) as per the following:
 - a. Loosen mounting bolts in reverse order as shown in the figure to remove.

↩ : Engine front

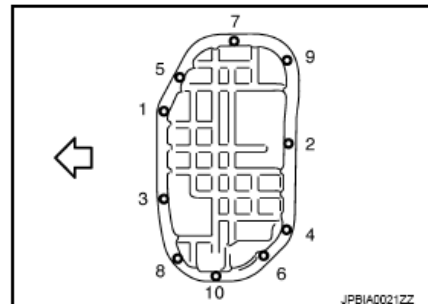


Fig. 66: Identifying Oil Pan (Lower) And Oil Strainer Mounting Bolts Tightening Sequence
Courtesy of NISSAN NORTH AMERICA, INC.

- b. Insert the seal cutter [SST: KV10111100 (J-37228)] (A) between oil pan (upper) and oil pan (lower).

CAUTION:

- Be careful not to damage the mating surfaces.
- Never insert a screwdriver, this will damage the mating surfaces.

- c. Slide the seal cutter by tapping on the side of tool with a hammer. Remove oil pan (lower).

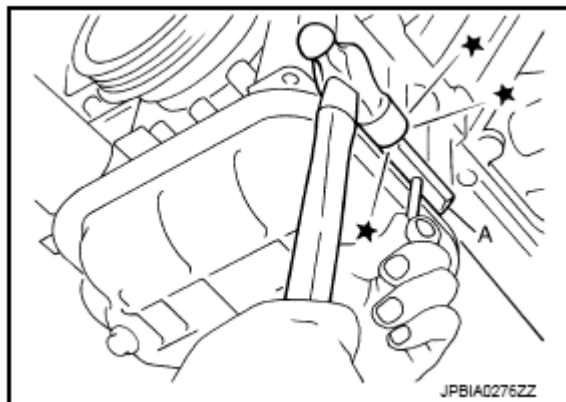


Fig. 67: Inserting Seal Cutter Between Oil Pan (Upper) And Oil Pan (Lower)
Courtesy of NISSAN NORTH AMERICA, INC.

4. Remove oil strainer.

INSTALLATION

CAUTION: Do not reuse drain plug washer.

1. Install oil strainer.
2. Install oil pan (lower) as per the following:
 - a. Use scraper (A) to remove old liquid gasket from mating surfaces.
 - Remove old liquid gasket from the bolt holes and thread.

CAUTION: Never scratch or damage the mating surfaces when cleaning off old liquid gasket.

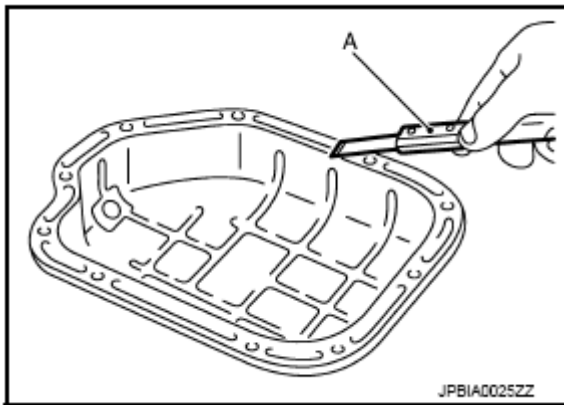


Fig. 68: Removing Old Liquid Gasket From Mating Surfaces Using Scraper
 Courtesy of NISSAN NORTH AMERICA, INC.

- b. Apply a continuous bead of liquid gasket with the tube presser (commercial service tool) to the oil pan (lower) as shown in the figure.

↔ : Engine front

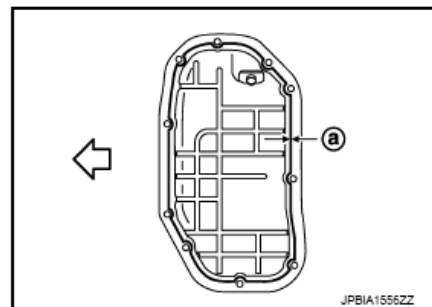


Fig. 69: Identifying Liquid Gasket Applying Area
 Courtesy of NISSAN NORTH AMERICA, INC.

a: $\varnothing$ 4.0 - 5.0 mm (0.157 - 0.197 in)

Use Genuine RTV Silicone Sealant or an equivalent. Refer to "RECOMMENDED CHEMICAL PRODUCTS AND SEALANTS".

CAUTION: Attaching must be done within 5 minutes after coating.

- c. Install oil pan (lower).
 - Tighten mounting bolts in numerical order as shown in the figure.

⇐ : Engine front

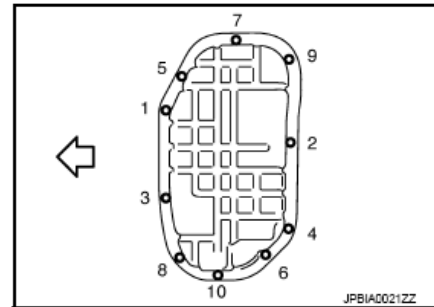


Fig. 70: Identifying Oil Pan (Lower) And Oil Strainer Mounting Bolts Tightening Sequence
 Courtesy of NISSAN NORTH AMERICA, INC.

3. Install oil pan drain plug.

CAUTION: Do not reuse drain plug washer.

- Refer to the figure of components for installation direction of drain plug washer. Refer to "**EXPLODED VIEW**".
4. Install in the reverse order of removal after this step.

NOTE: At least 30 minutes after oil pan is installed, pour engine oil.

Inspection

INSPECTION AFTER REMOVAL

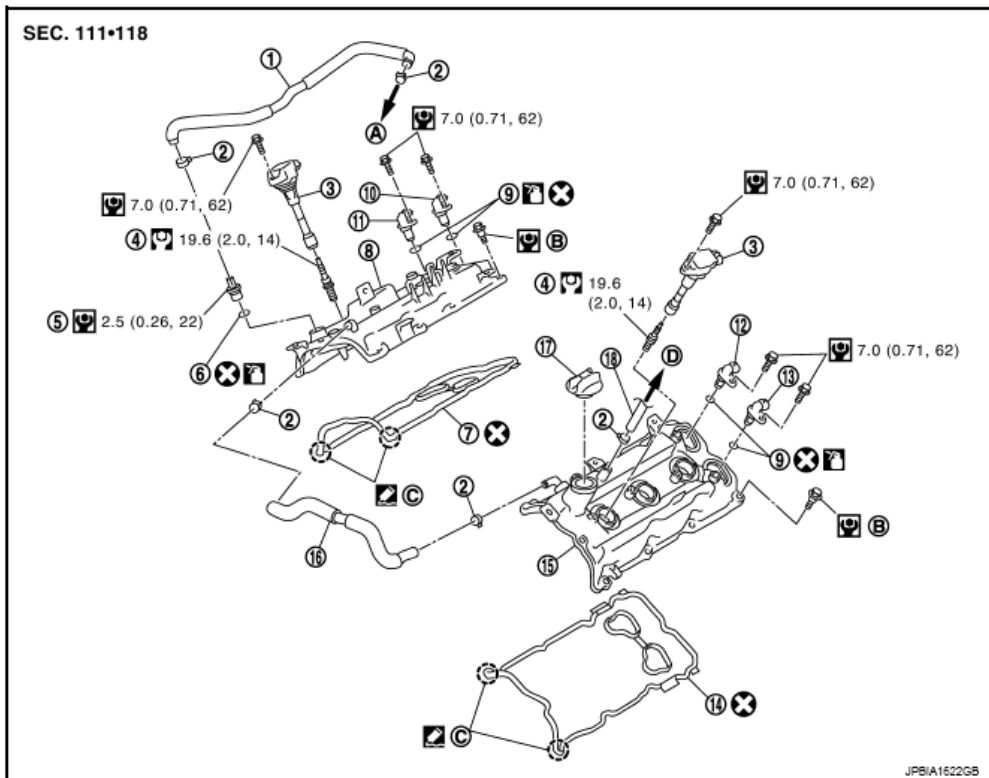
Clean oil strainer if any object attached.

INSPECTION AFTER INSTALLATION

1. Check the engine oil level and adjust engine oil. Refer to "**INSPECTION**".
2. Start engine, and check there is no leakage of engine oil.
3. Stop engine and wait for 10 minutes.
4. Check the engine oil level again. Refer to "**INSPECTION**".

IGNITION COIL, SPARK PLUG AND ROCKER COVER

Exploded View



- | | | |
|---|--|---|
| 1. PCV hose | 2. Clamp | 3. Ignition coil |
| 4. Spark plug | 5. PCV valve | 6. O-ring |
| 7. Rocker cover gasket (bank 1) | 8. Rocker cover (bank 1) | 9. O-ring |
| 10. Camshaft position sensor (PHASE) (bank 1) | 11. Exhaust valve timing control position sensor (bank 1) | 12. Camshaft position sensor (PHASE) (bank 2) |
| 13. Exhaust valve timing control position sensor (bank 2) | 14. Rocker cover gasket (bank 2) | 15. Rocker cover (bank 2) |
| 16. PCV hose | 17. Oil filler cap | 18. PCV hose |
| A. To intake manifold collector | B. Comply with the installation procedure when tightening. | C. Camshaft bracket side |
| D. To air duct | | |

Fig. 71: Exploded View Of Ignition Coil, Spark Plug And Rocker Cover With Torque Specifications
Courtesy of NISSAN NORTH AMERICA, INC.

Refer to "**COMPONENTS**" for symbols in the figure.

Removal and Installation

REMOVAL

- Remove the following parts:
 - Engine cover: Refer to "**EXPLODED VIEW**".
 - Air cleaner case and air duct: Refer to "**EXPLODED VIEW**".
 - Intake manifold collector: Refer to "**EXPLODED VIEW**".
- Disconnect PCV hose from rocker cover.
- Remove camshaft position sensor (PHASE) and exhaust valve timing control position sensor. (bank 1 and

bank 2)

A : Keep off any magnetic materials

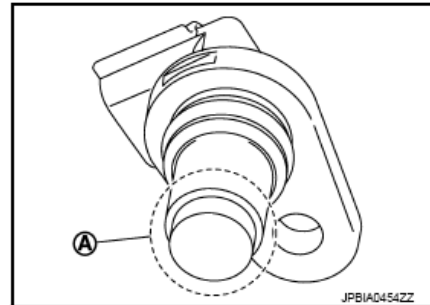


Fig. 72: Identifying Camshaft Position Sensor Magnetic Portion
Courtesy of NISSAN NORTH AMERICA, INC.

CAUTION:

- Handle carefully to avoid dropping and shocks.
- Never disassemble.
- Never allow metal powder to adhere to magnetic part at sensor tip.
- Never place sensors in a location where they are exposed to magnetism.

4. Remove PCV valve and O-ring from rocker cover, if necessary.
5. Remove oil filler cap from rocker cover, if necessary.
6. Remove ignition coil.

CAUTION: Never impact ignition coil.

7. Remove harness clips on the rocker cover.
8. Loosen mounting bolts with power tool in reverse order shown in the figure.

← : Engine front

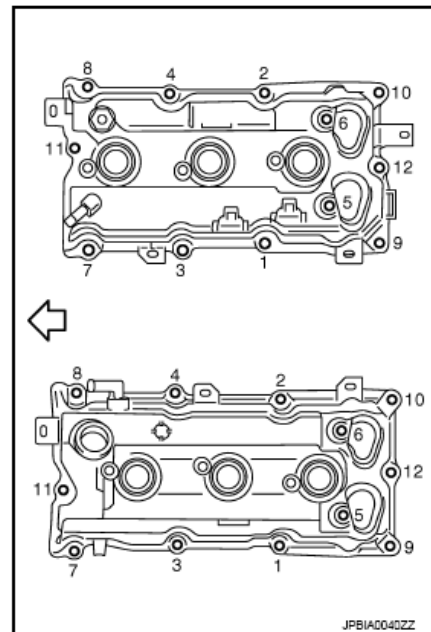


Fig. 73: Identifying Rocker Cover Mounting Bolts Tightening Sequence
 Courtesy of NISSAN NORTH AMERICA, INC.

9. Remove rocker cover gasket from rocker cover.
10. Use scraper to remove all traces of liquid gasket from cylinder head and camshaft bracket (No. 1).

CAUTION: Never scratch or damage the mating surface when cleaning off old liquid gasket.

INSTALLATION

CAUTION: Do not reuse O-rings.

1. Apply liquid gasket to the position shown in the figure with the following procedure:

- A : Liquid gasket application point
F : View F
I : End surface of camshaft bracket (No. 1)
b : 4 mm (0.16 in)
c : $\phi 2.5 - 3.5$ mm (0.098 - 0.138 in)
d : 5 mm (0.20 in)
g : 10 mm (0.39 in)
↔ : Engine front

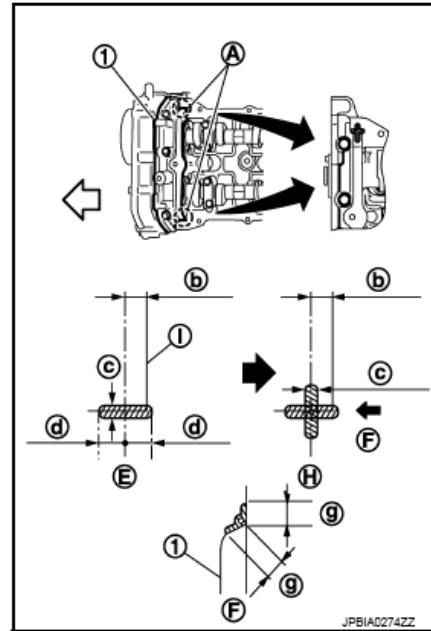


Fig. 74: Identifying Liquid Gasket Application Area
Courtesy of NISSAN NORTH AMERICA, INC.

Use Genuine RTV silicone sealant or an equivalent. Refer to "RECOMMENDED CHEMICAL PRODUCTS AND SEALANTS".

- a. Refer to figure (E) to apply liquid gasket to joint part of camshaft bracket (No. 1) (1) and cylinder head.
- b. Refer to figure (H) to apply liquid gasket in 90 degrees to figure.
2. Install rocker cover gasket to rocker cover.
3. Install rocker cover.
 - Check if rocker cover gasket is not dropped from the installation groove of rocker cover.
4. Tighten bolts in two steps separately in numerical order as shown in the figure.

↩ : Engine front

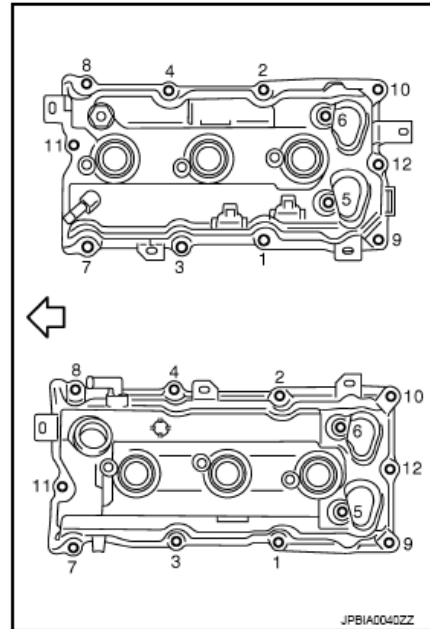


Fig. 75: Identifying Rocker Cover Mounting Bolts Tightening Sequence
Courtesy of NISSAN NORTH AMERICA, INC.

1st step Torque: 2.0 N.m (0.2 kg-m, 18 in-lb)

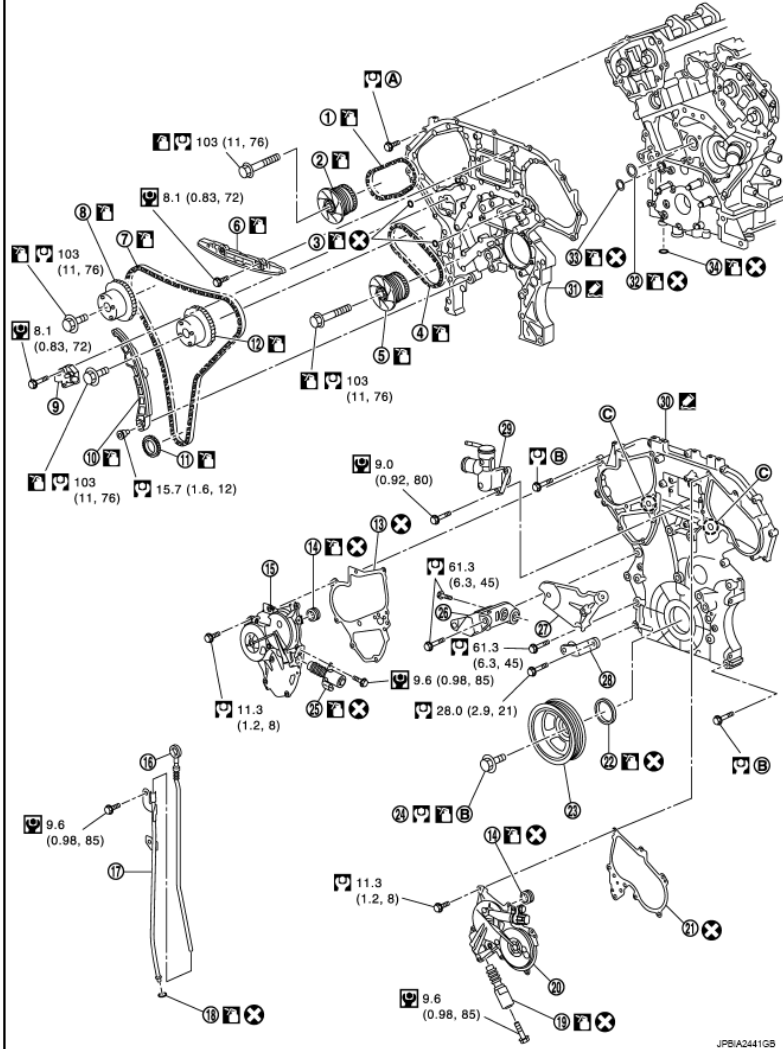
2nd step Torque: 8.3 N.m (0.85 kg-m, 73 in-lb)

5. Install in the reverse order of removal after this step.

TIMING CHAIN

Exploded View

SEC. 120•130•135•150•210



- | | | |
|--|--|--|
| 1. Timing chain (secondary) | 2. Camshaft sprocket (EXH) | 3. O-ring |
| 4. Timing chain (secondary) | 5. Camshaft sprocket (EXH) | 6. Internal chain guide |
| 7. Timing chain (primary) | 8. Camshaft sprocket (INT) | 9. Timing chain tensioner (primary) |
| 10. Slack guide | 11. Crankshaft sprocket | 12. Camshaft sprocket (INT) |
| 13. Valve timing control cover gasket (bank 1) | 14. Seal ring | 15. Valve timing control cover (bank 1) |
| 16. Oil level gauge | 17. Oil level gauge guide | 18. O-ring |
| 19. Intake valve timing control solenoid valve (bank 2) | 20. Valve timing control cover (bank 2) | 21. Valve timing control cover gasket (bank 2) |
| 22. Front oil seal | 23. Crankshaft pulley | 24. Crankshaft pulley bolt |
| 25. Intake valve timing control solenoid valve (bank 1) | 26. Power steering oil pump bracket | 27. Idler pulley bracket |
| 28. Alternator bracket | 29. Water outlet (front) | 30. Front timing chain case |
| 31. Rear timing chain case | 32. O-ring | 33. O-ring |
| 34. O-ring | | |
| A. Comply with the installation procedure when tightening. | B. Comply with the installation procedure when tightening. | C. Oil filter |

Fig. 76: Exploded View Of Timing Chain With Torque Specifications
Courtesy of NISSAN NORTH AMERICA, INC.

Refer to "**COMPONENTS**" for symbols in the figure.

Removal and Installation**REMOVAL**

1. Release the fuel pressure. Refer to "**INSPECTION**".
2. Disconnect the battery cable from the negative terminal.
3. Remove engine cover with power tool. Refer to "**EXPLODED VIEW**".
4. Remove radiator reservoir tank. Refer to "**EXPLODED VIEW**".
5. Remove air duct and air cleaner case assembly. Refer to "**EXPLODED VIEW**".
6. Remove engine undercover with power tool.
7. Drain engine coolant from radiator. Refer to "**DRAINING**".

CAUTION:

- Perform this step when the engine is cold.
- Never spill engine coolant on drive belt.

8. Remove radiator hose (upper and lower). Refer to "**EXPLODED VIEW**".
9. Drain engine oil. Refer to "**DRAINING**".

CAUTION:

- Perform this step when the engine is cold.
- Never spill engine oil on drive belt.

10. Remove drive belt. Refer to "**EXPLODED VIEW**".
11. Remove radiator cooling fan assembly. Refer to "**EXPLODED VIEW**".
12. Separate engine harnesses removing their brackets from front timing chain case.
13. Remove intake manifold collector. Refer to "**EXPLODED VIEW**".
14. Remove intake manifold. Refer to "**EXPLODED VIEW**".
15. Remove oil level gauge and oil level gauge guide.
16. Remove A/C compressor from bracket with piping connected, and temporarily secure it aside. Refer to "**EXPLODED VIEW**".
17. Remove power steering oil pump from bracket with piping connected, and temporarily secure it aside. Refer to "**VQ35HR: EXPLODED VIEW**".
18. Remove power steering oil pump bracket.
19. Remove idler pulley, auto tensioner and bracket.
20. Remove alternator and alternator bracket. Refer to "**VQ35HR: EXPLODED VIEW**".
21. Remove water outlet (front) and water piping. Refer to "**EXPLODED VIEW**".
22. Remove valve timing control covers (bank 1 and bank 2) and gasket as per the following:
 - a. Disconnect valve timing control harness connector.
 - b. Loosen mounting bolts in reverse order as shown in the figure.

- A : Bank 1
 B : Bank 2
 C : Dowel pin hole

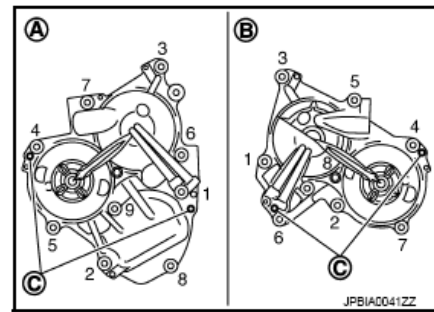


Fig. 77: Identifying Timing Chain Mounting Bolts Tightening Sequence

Courtesy of NISSAN NORTH AMERICA, INC.

CAUTION: Shaft is internally jointed with camshaft sprocket (INT) center hole. When removing, keep it horizontal until it is completely disconnected.

- c. Shaft is engaged with intake side camshaft sprocket center hole on inside. pull straight out so as not to tilt until the joint is disengaged.
- The mating surface of magnet retarder (2) may be fitted with the exhaust side camshaft sprocket via the engine oil. Open valve timing control cover (1) carefully
 - If the mating surface of magnet retarder is fitted with the camshaft sprocket, open the cover within the range that the load is not applied to the harness. And then, remove it so as to prevent magnet retarder from dropping.

CAUTION:

- Be careful not to damage magnet retarder.
- When carrying valve timing control cover, face the magnet retarder side up to prevent the cover from falling from magnet retarder.
- Never remove magnet retarder from valve timing control cover. (Disassembly prohibited parts)

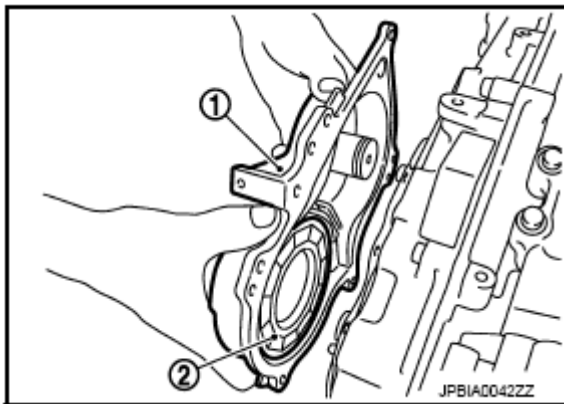


Fig. 78: Removing Valve Timing Control Cover

Courtesy of NISSAN NORTH AMERICA, INC.

23. Remove rocker covers (bank 1 and bank 2). Refer to "**EXPLODED VIEW**".
24. Obtain No. 1 cylinder at TDC of its compression stroke as per the following:
 - a. Rotate crankshaft pulley clockwise to align timing mark (grooved line without color) with timing indicator.

← : Timing mark (grooved line without color)

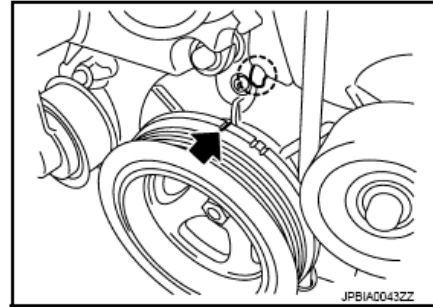


Fig. 79: Locating Crankshaft Pulley Timing Mark
 Courtesy of NISSAN NORTH AMERICA, INC.

- b. Check that intake and exhaust cam noses on No. 1 cylinder (engine front side of bank 1) are located as shown in the figure.

↔ : Engine front

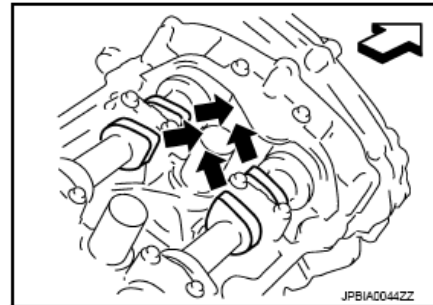


Fig. 80: Locating Intake And Exhaust Cam Noses
 Courtesy of NISSAN NORTH AMERICA, INC.

- If not, turn crankshaft one revolution (360 degrees) and align as shown in the figure.
25. Remove crankshaft pulley as per the following:
 - a. Remove front cross bar. Refer to "**EXPLODED VIEW**" (2WD models) or "**EXPLODED VIEW**" (AWD models)
 - b. Remove power steering pipe mounting bolt. Refer to "**VQ35HR: EXPLODED VIEW**".
 - c. Remove rear cover plate and set the ring gear stopper [SST: KV10118600 (J-48641)] (A) as shown in the figure.

- 1 : Oil pan (upper)
- 2 : Drive plate
- ↔ : Vehicle front

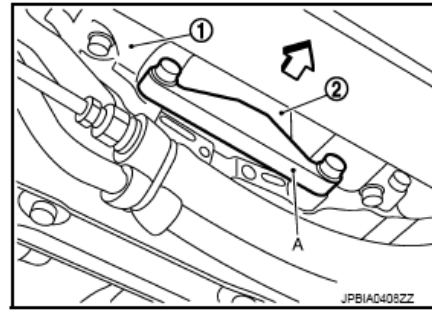


Fig. 81: Identifying Oil Pan (Upper) And Drive Plate
 Courtesy of NISSAN NORTH AMERICA, INC.

- d. Loosen crankshaft pulley bolt and rotate bolt seating surface at 10 mm (0.39 in) from its original position.

- 1 : Crankshaft pulley

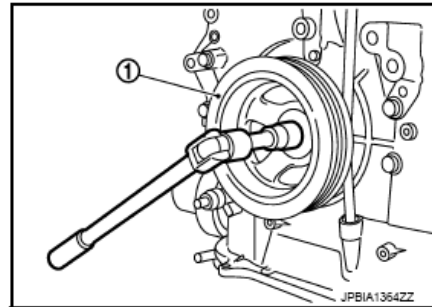


Fig. 82: Loosening Crankshaft Pulley Bolts Using Tool
 Courtesy of NISSAN NORTH AMERICA, INC.

CAUTION: Never remove crankshaft pulley bolt as it will be used as a supporting point for suitable puller.

- e. Place suitable puller tab on holes of crankshaft pulley, and pull crankshaft pulley through.

CAUTION: Never put suitable puller tab on crankshaft pulley periphery, as this will damage internal damper.

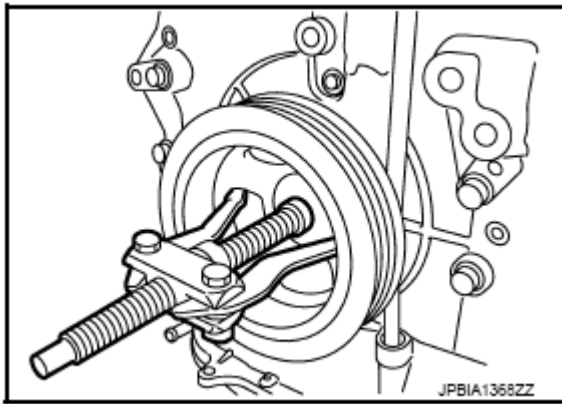


Fig. 83: Pulling Crankshaft Pulley Using Puller
Courtesy of NISSAN NORTH AMERICA, INC.

26. Remove oil pan (lower). Refer to "**EXPLODED VIEW**".
27. Loosen two mounting bolts in front of oil pan (upper) with power tool in reverse order as shown in the figure.

← : Engine front

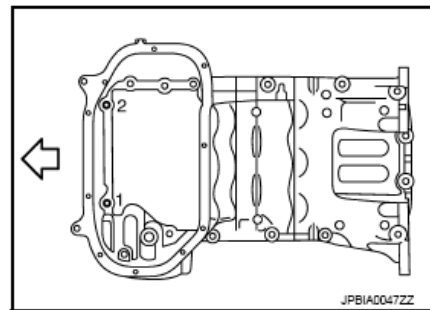


Fig. 84: Identifying Oil Pan (Upper) Mounting Bolts Tightening Sequence
Courtesy of NISSAN NORTH AMERICA, INC.

28. Remove front timing chain case as per the following:
 - a. Loosen mounting bolts in reverse order as shown in the figure.

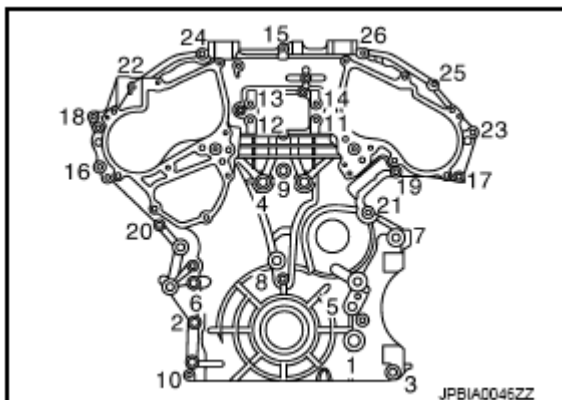


Fig. 85: Identifying Front Timing Chain Case Mounting Bolts Loosening Sequence
 Courtesy of NISSAN NORTH AMERICA, INC.

- b. Insert a suitable tool (A) into the notch at the top of front timing chain case as shown in the figure.
- c. Pry off case by moving the suitable tool as shown in the figure.
 - Use the seal cutter [SST: KV10111100 (J-37228)] to cut liquid gasket for removal.

CAUTION:

- Never use a screwdriver or something similar.
- After removal, handle front timing chain case carefully so it does not tilt, cant, or warp under a load.

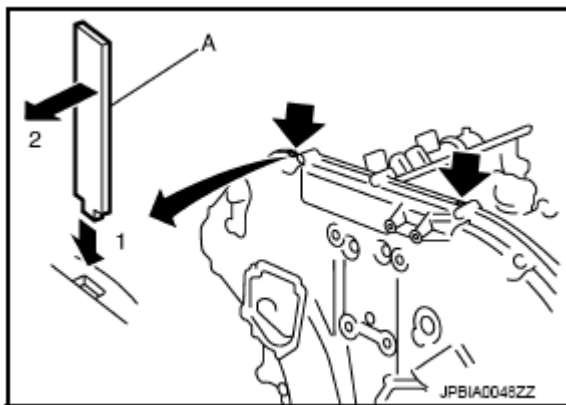


Fig. 86: Prying Off Case By Moving Suitable Tool
 Courtesy of NISSAN NORTH AMERICA, INC.

29. Remove front oil seal from front timing chain case using a suitable tool.
 - Use a screwdriver for removal.

CAUTION: Be careful not to damage front timing chain case.

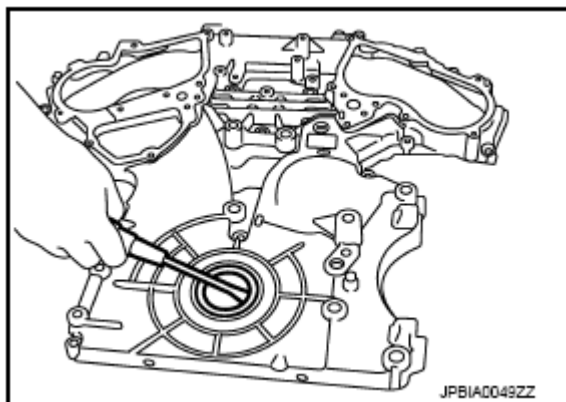


Fig. 87: Removing Front Oil Seal From Front Timing Chain Case Using Suitable Tool
 Courtesy of NISSAN NORTH AMERICA, INC.

30. Remove O-rings (1) from rear timing chain case.

A : Bank 1
 B : Bank 2

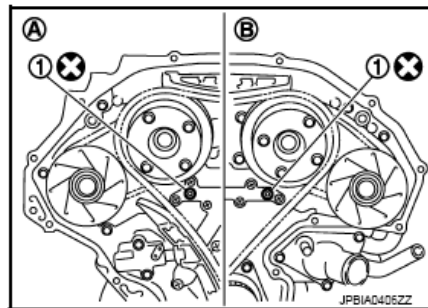


Fig. 88: Identifying Rear Timing Chain Case O-Rings
 Courtesy of NISSAN NORTH AMERICA, INC.

31. Remove timing chain tensioner (primary) as per the following:
- Remove lower mounting bolt (A).
 - Loosen upper mounting bolt (B) slowly, and then turn timing chain tensioner (primary) (1) on the upper mounting bolt so that plunger (C) is fully expanded.

NOTE: Even if plunger is fully expanded, it is not dropped from the body of timing chain tensioner (primary).

- Remove upper mounting bolt, and then remove timing chain tensioner (primary).

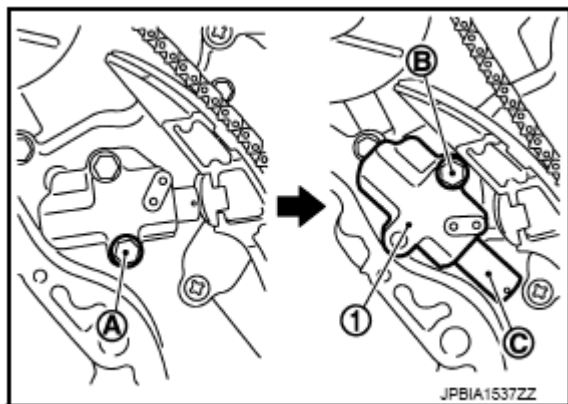


Fig. 89: Identifying Timing Chain Tensioner, Plunger And Mounting Bolt
 Courtesy of NISSAN NORTH AMERICA, INC.

32. Remove internal chain guide (1), and slack guide (2).

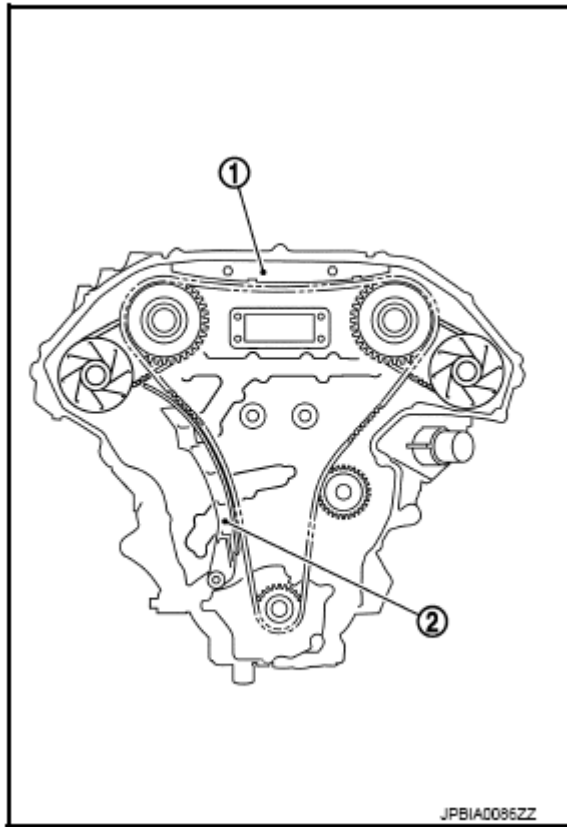


Fig. 90: Identifying Internal Chain Guide And Slack Guide
 Courtesy of NISSAN NORTH AMERICA, INC.

33. Remove timing chain (primary) and crankshaft sprocket.

CAUTION: After removing timing chain tensioner (primary), never turn crankshaft and camshaft separately, or valves will strike the piston heads.

34. Remove timing chain (secondary) and camshaft sprockets as per the following:
- Attach suitable stopper pin (2) to the timing chain tensioners (secondary) (1).

A : Bank 1
 B : Bank 2

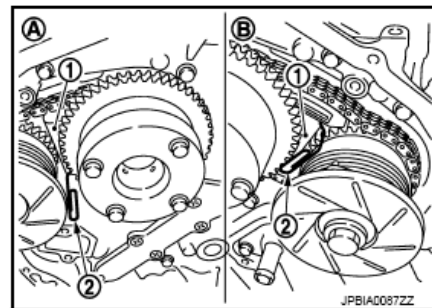


Fig. 91: Identifying Timing Chain Tensioners And Stopper Pin

Courtesy of NISSAN NORTH AMERICA, INC.

NOTE:

- Use approximately 0.5 mm (0.02 in) Dia. hard metal pin as a stopper pin.
- For removal of timing chain tensioners (secondary), refer to "EXPLODED VIEW". [Removing camshaft bracket (No. 1) is required.]

- b. Remove camshaft sprocket mounting bolts (INT and EXH).
 - Secure the hexagonal portion of camshaft using a wrench to loosen mounting bolts.
- c. Remove timing chain (secondary) together with camshaft sprockets.

CAUTION:

- Never loosen the mounting bolts with securing anything other than the camshaft hexagonal portion or with tensioning the timing chain.

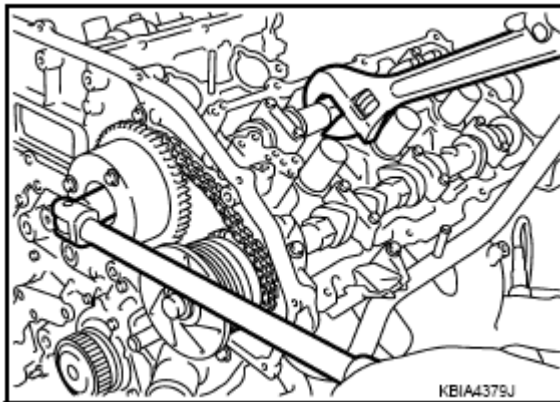


Fig. 92: Removing Camshaft Sprocket Bolts Using Tool
Courtesy of NISSAN NORTH AMERICA, INC.

- Never disassemble. [Never loosen bolts (A) and (B) as shown in the figure.]

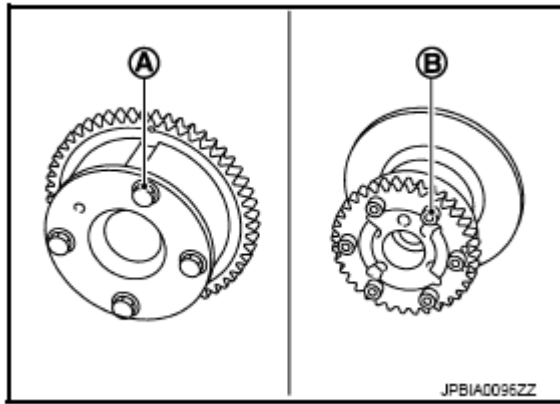


Fig. 93: Identifying Camshaft Bolt And Nut
Courtesy of NISSAN NORTH AMERICA, INC.

35. Remove timing chain tensioners (secondary) from cylinder head as per the following, if necessary:
 - a. Remove camshaft brackets (No. 1). Refer to "**EXPLODED VIEW**".
 - b. Remove timing chain tensioners (secondary) with a stopper pin attached.
36. Use a scraper to remove all traces of old liquid gasket from front and rear timing chain cases and oil pan (upper), and liquid gasket mating surfaces.

CAUTION: Be careful not to allow gasket fragments to enter oil pan.

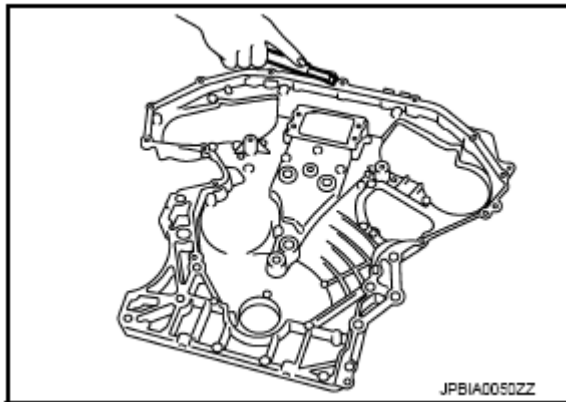


Fig. 94: Removing All Traces Of Old Liquid Gasket Using Scraper
Courtesy of NISSAN NORTH AMERICA, INC.

37. Remove old liquid gasket from bolt hole and thread.

- A : Remove sticking old liquid gasket
B : Bolt hole

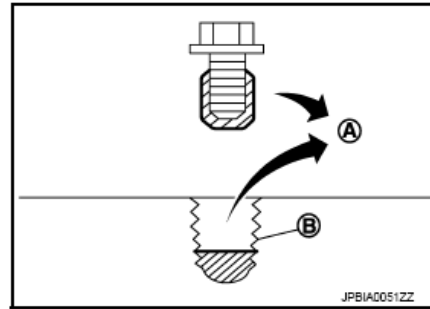
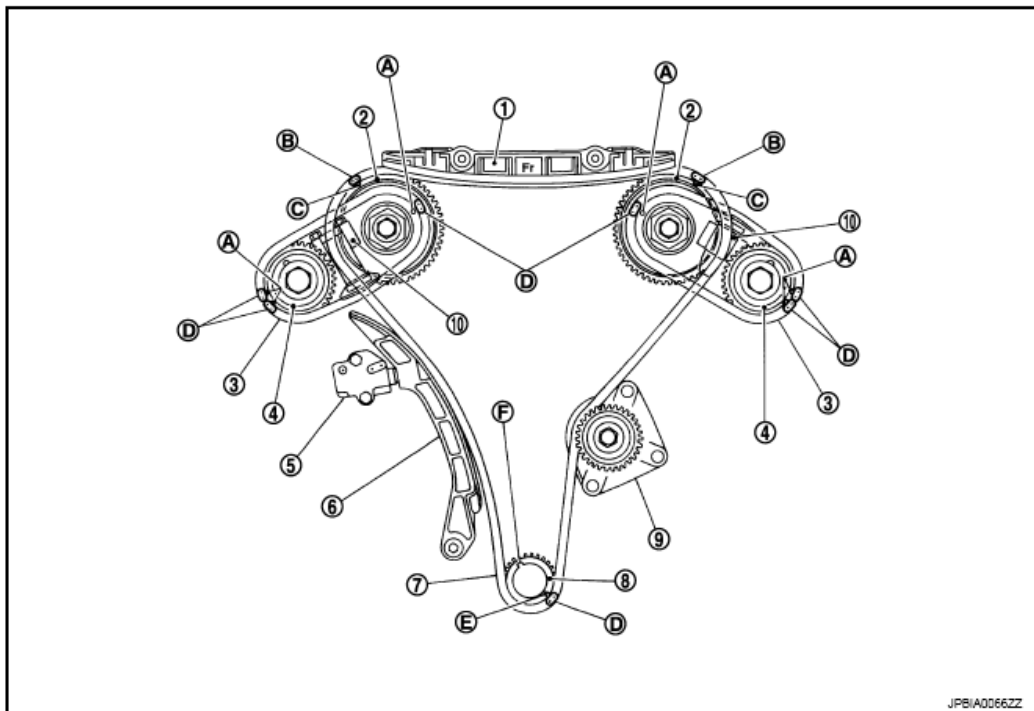


Fig. 95: Removing Old Liquid Gasket From Bolt Hole And Thread
Courtesy of NISSAN NORTH AMERICA, INC.

INSTALLATION

CAUTION: Do not reuse O-rings.

NOTE: The below figure shows the relationship between the matching mark on each timing chain and that on the corresponding sprocket, with the components installed:



- | | | |
|--|-------------------------------------|-----------------------------|
| 1. Internal chain guide | 2. Camshaft sprocket (INT) | 3. Timing chain (secondary) |
| 4. Camshaft sprocket (EXH) | 5. Timing chain tensioner (primary) | 6. Slack guide |
| 7. Timing chain (primary) | 8. Crankshaft sprocket | 9. Water pump |
| 10. Timing chain tensioner (secondary) | | |
| A. Matching mark [punched (back side)] | B. Matching mark (yellow link) | C. Matching mark (punched) |
| D. Matching mark (orange link) | E. Matching mark (notched) | F. Crankshaft key |

Fig. 96: Identifying Timing Chain Related Components

Courtesy of NISSAN NORTH AMERICA, INC.

1. Install timing chain tensioners (secondary) to cylinder head as follows if removed: Refer to "**EXPLODED VIEW**".
2. Check that dowel pin (A) and crankshaft key (1) are located as shown in the figure. (No. 1 cylinder at compression TDC)

NOTE: Though camshaft does not stop at the position as shown in the figure, for the placement of cam noses, it is generally accepted camshaft is placed for the same direction of the figure.

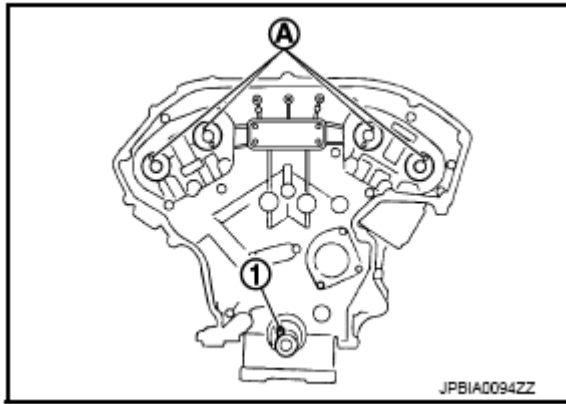


Fig. 97: Identifying Crankshaft Key And Dowel Pin
Courtesy of NISSAN NORTH AMERICA, INC.

Camshaft dowel pin

: At cylinder head upper face side in each bank.

Crankshaft key

: At cylinder head side of bank 1.

3. Install timing chains (secondary) and camshaft sprockets as per the following:

CAUTION: Matching marks between timing chain and sprockets slip easily. Confirm all matching mark positions repeatedly during the installation process.

- a. Push plunger of timing chain tensioner (secondary) and keep it pressed in with a stopper pin (A).

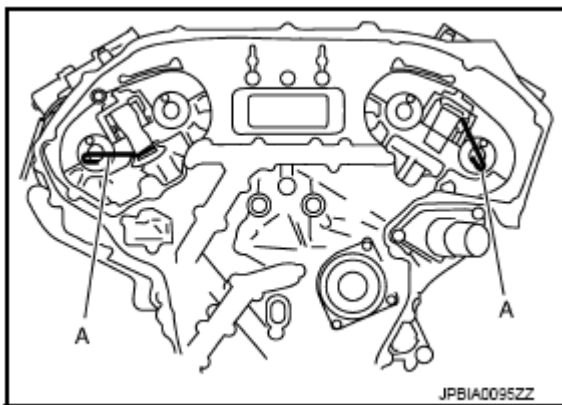


Fig. 98: Identifying Stopper Pin
Courtesy of NISSAN NORTH AMERICA, INC.

b. Install timing chains (secondary) and camshaft sprockets.

- Align the matching marks on timing chain (secondary) (orange link) with the ones on intake and exhaust camshaft sprockets (punched), and install them.

- A : Camshaft sprocket (INT) back face
- B : Orange link
- C : Matching mark (Circle)
- D : Matching mark (Oval)
- E : Dowel groove
- F : Matching mark (2 oval)
- G : Camshaft sprocket (EXH) back face
- H : Matching mark (2 circle)
- I : Dowel hole
- J : Timing chain (secondary)

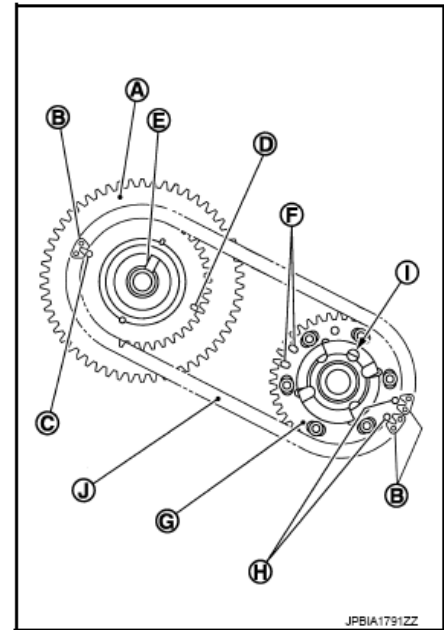


Fig. 99: Identifying Camshaft Sprockets, Matching Marks And Timing Chain
Courtesy of NISSAN NORTH AMERICA, INC.

NOTE:

- Figure shows bank 1 (rear view).
- Matching marks for camshaft sprockets are on the back side of camshaft sprockets (secondary).
- There are two types of matching marks, circle and oval types. They should be used for the bank 1 and bank 2, respectively.

Bank 1: Use circle type.

Bank 2: Use oval type.

- Align dowel pin camshafts with the groove or dowel hole on sprockets, and install them.
- On the intake side, align dowel pin on camshaft front end with pin groove on the back side of camshaft sprocket, and install them.
- On the exhaust side, align dowel pin on camshaft front end with pin hole on camshaft sprocket, and install them.
- In case that positions of each matching mark and each dowel pin are not fit on matching parts, make fine adjustment to the position holding the hexagonal portion on camshaft with wrench or an equivalent.

- Mounting bolts for camshaft sprockets must be tightened in the next step. Tightening them by hand is enough to prevent the dislocation of dowel pins.
- Check the matching marks (punched) (D) on each camshaft sprocket are positioned on the matching marks (orange link) (C) on timing chain (secondary).

A : Intake side
B : Exhaust side

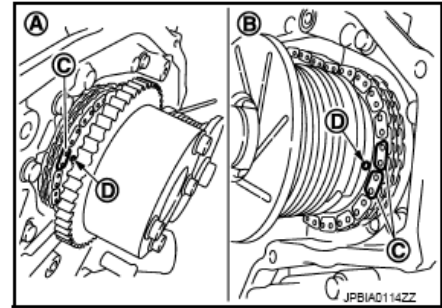


Fig. 100: Identifying Timing Chain Matching Marks
Courtesy of NISSAN NORTH AMERICA, INC.

NOTE: Matching mark (punched) in the figure is for checking loose at this step.

- After confirming the matching marks are aligned, tighten camshaft sprocket mounting bolts.
 - Secure camshaft using a wrench at the hexagonal portion to tighten mounting bolts.

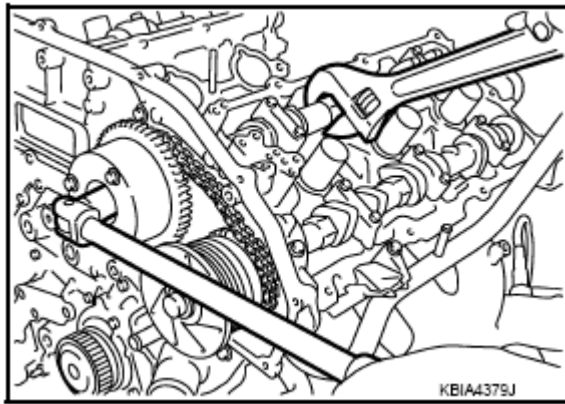


Fig. 101: Removing Camshaft Sprocket Bolts Using Tool
Courtesy of NISSAN NORTH AMERICA, INC.

- Pull stopper pins (2) out from timing chain tensioners (secondary) (1).

A : Bank 1
B : Bank 2

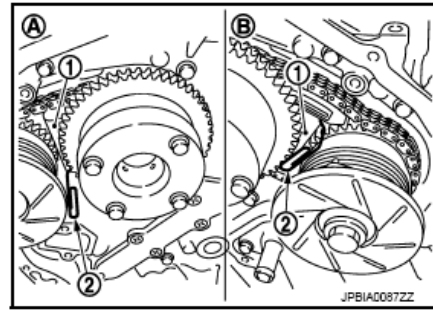


Fig. 102: Identifying Timing Chain Tensioners And Stopper Pins
Courtesy of NISSAN NORTH AMERICA, INC.

4. Install timing chain (primary) as per the following:
 - a. Install crankshaft sprocket (1).

A : Matching mark (Front side)
↔ : Engine front

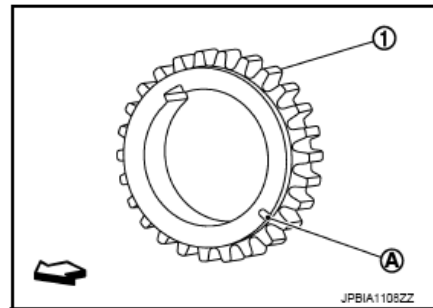


Fig. 103: Identifying Crankshaft Sprocket And Matching Mark
Courtesy of NISSAN NORTH AMERICA, INC.

- Check the matching marks on crankshaft sprocket face the front of the engine.
- b. Install timing chain (primary).
 - Install timing chain (primary) so the matching mark (punched) (B) on camshaft sprocket (INT) (1) is aligned with the yellow link (A) on timing chain, while the matching mark (notched) (C) on crankshaft sprocket (2) is aligned with the orange link (D) one on timing chain, as shown in the figure.

3 : Water pump

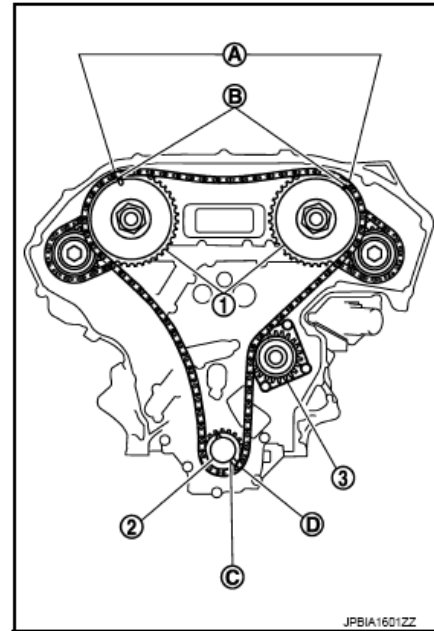


Fig. 104: Identifying Water Pump, Crankshaft Sprocket, Timing Chain And Matching Marks
Courtesy of NISSAN NORTH AMERICA, INC.

- When it is difficult to align matching marks of timing chain (primary) with each sprocket, gradually turn camshaft using wrench on the hexagonal portion to align it with the matching marks.
- During alignment, be careful to prevent dislocation of matching mark alignments of timing chains (secondary).

5. Install internal chain guide (1), slack guide (2).

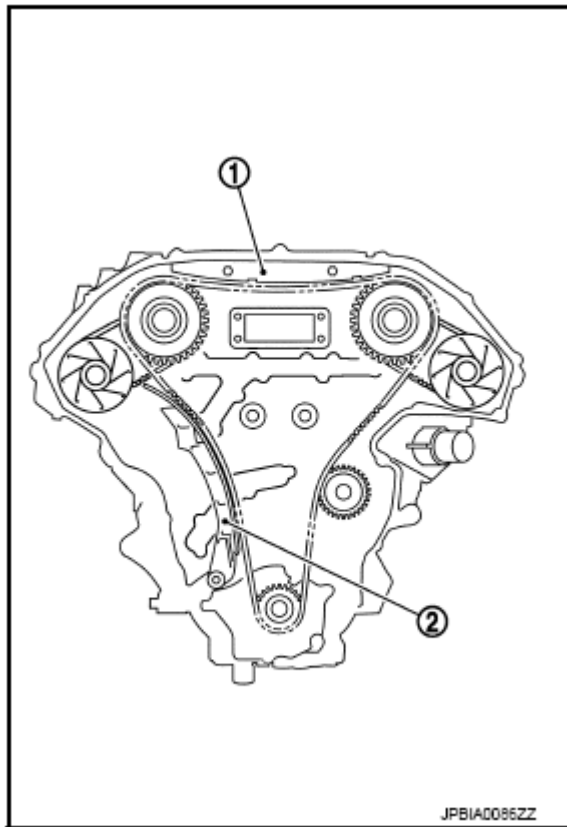


Fig. 105: Identifying Internal Chain Guide And Slack Guide
 Courtesy of NISSAN NORTH AMERICA, INC.

CAUTION: Never overtighten slack guide mounting bolts (2). It is normal for a gap (A) to exist under the bolt seats when mounting bolts are tightened to the specification.

- 1 : Slack guide
- 3 : Cylinder block

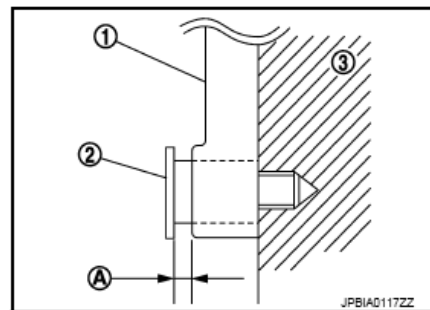


Fig. 106: Identifying Slack Guide, Cylinder Block And Mounting Bolts
 Courtesy of NISSAN NORTH AMERICA, INC.

6. Install the timing chain tensioner (primary) with the following procedure:
 - a. Pull plunger stopper tab (A) up (or turn lever downward) so as to remove plunger stopper tab from the ratchet of plunger (D).

NOTE: Plunger stopper tab and lever (C) are synchronized.

- b. Push plunger into the inside of tensioner body.
- c. Hold plunger in the fully compressed position by engaging plunger stopper tab with the tip of ratchet.
- d. To secure lever, insert stopper pin (E) through hole of lever into tensioner body hole (B).

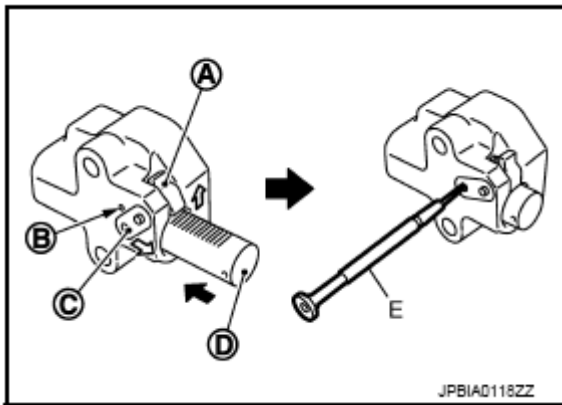


Fig. 107: Identifying Plunger Stopper, Tab, Lever And Tensioner Body Hole
Courtesy of NISSAN NORTH AMERICA, INC.

- The lever parts and the plunger stopper tab are synchronized. Therefore, the plunger will be secured under this condition.

NOTE: Figure shows the example of 1.2 mm (0.047 in) diameter thin screwdriver being used as the stopper pin.

- e. Install timing chain tensioner (primary) (1).
 - Remove any dirt and foreign materials completely from the back and the mounting surfaces of timing chain tensioner (primary).
- f. Pull out stopper pin (A) after installing, and then release plunger.

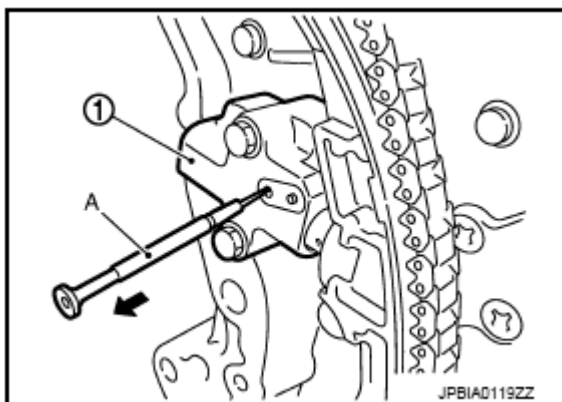


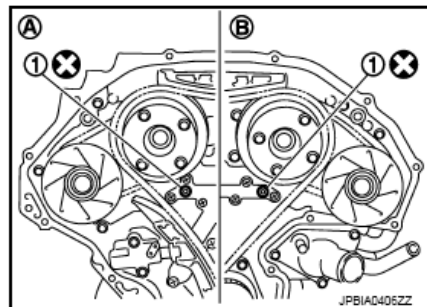
Fig. 108: Pulling Out Stopper Pin

Courtesy of NISSAN NORTH AMERICA, INC.

7. Check again that the matching marks on sprockets and timing chain have not slipped out of alignment.
8. Install new O-rings (1) on rear timing chain case.

CAUTION: Do not reuse O-rings.

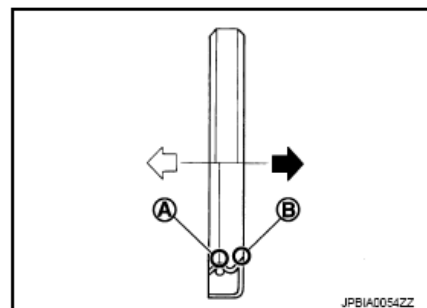
A : Bank 1
B : Bank 2

**Fig. 109: Identifying Rear Timing Chain Case O-Rings**

Courtesy of NISSAN NORTH AMERICA, INC.

9. Install new front oil seal on front timing chain case.
 - Apply new engine oil to both oil seal lip (A) and dust seal lip (B).

⇐ : Engine inside
➡ : Engine outside

**Fig. 110: Identifying Oil And Dust Seal Lips**

Courtesy of NISSAN NORTH AMERICA, INC.

- Install it so that each seal lip is oriented as shown in the figure.
- Using a suitable drift [outer diameter: 60 mm (2.36 in)] (A), press-fit oil seal until it becomes flush with front timing chain case end face.
- Check the garter spring is in position and seal lip is not inverted.

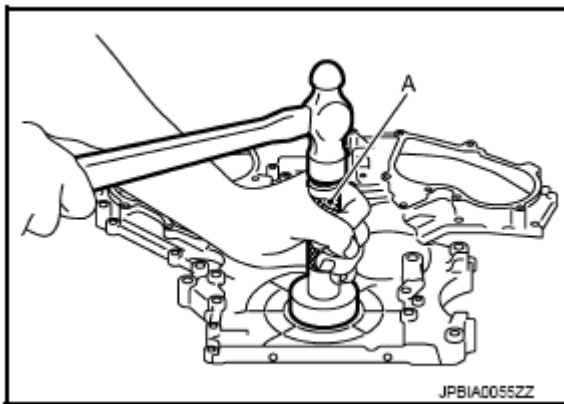


Fig. 111: Pressing To Fit Oil Seal Using Suitable Drift
Courtesy of NISSAN NORTH AMERICA, INC.

10. Install front timing chain case as per the following:

- Check O-rings stay in place during installation to rear timing chain case.
- a. Apply a continuous bead of liquid gasket with the tube presser (commercial service tool) to front timing chain case back side as shown in the figure.

- B : Protrusion
 c : $\phi 3.4 - 4.4$ mm (0.134 - 0.173 in)
 d : $\phi 2.6 - 3.6$ mm (0.102 - 0.142 in)
 e : 4.0 - 5.6 mm (0.157 - 0.220 in)

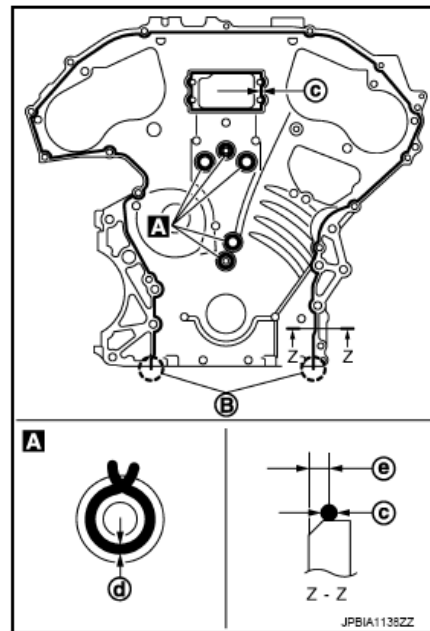


Fig. 112: Identifying Liquid Gasket Applying Area
Courtesy of NISSAN NORTH AMERICA, INC.

Use Genuine RTV Silicone Sealant or an equivalent. Refer to "RECOMMENDED CHEMICAL PRODUCTS AND SEALANTS".

- b. Apply liquid gasket to top surface of oil pan (upper) as shown in the figure.

A : $\phi 4.0 - 5.0$ mm (0.157 - 0.197 in)

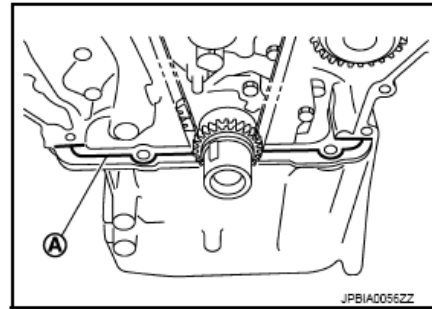


Fig. 113: Identifying Liquid Gasket Applying Area Of Oil Pan

Courtesy of NISSAN NORTH AMERICA, INC.

Use Genuine RTV silicone Sealant or an equivalent. Refer to "**RECOMMENDED CHEMICAL PRODUCTS AND SEALANTS**".

- c. Assemble front timing chain case.

- 1 : Front timing chain case
 2 : Oil pan (upper)
 3 : Cylinder block
 ⇐ : Engine front

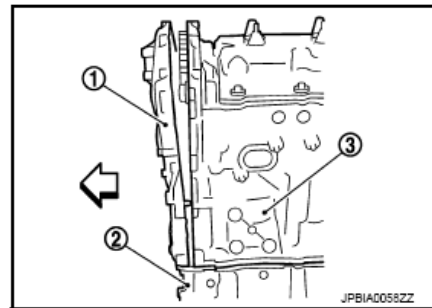


Fig. 114: Identifying Front Timing Chain Case, Oil Pan (Upper) And Cylinder Block

Courtesy of NISSAN NORTH AMERICA, INC.

CAUTION:

- Be careful not to damage front oil seal by interference with front end of crankshaft.
- Attaching must be done within 5 minutes after liquid gasket application.

- d. Install front timing chain case as to fit its dowel pin hole together dowel pin on rear timing chain case.
- e. Tighten mounting bolts to the specified torque in numerical order as shown in the figure.
- There are two types of mounting bolts. Refer to the following for locating bolts:

M10 bolts: 1, 2, 3, 4, 5, 6, 7

Torque: 55.0 N.m (5.6 kg-m, 41 ft-lb)

M6 bolts: Except the above

Torque: 12.7 N.m (1.3 kg-m, 9 ft-lb)

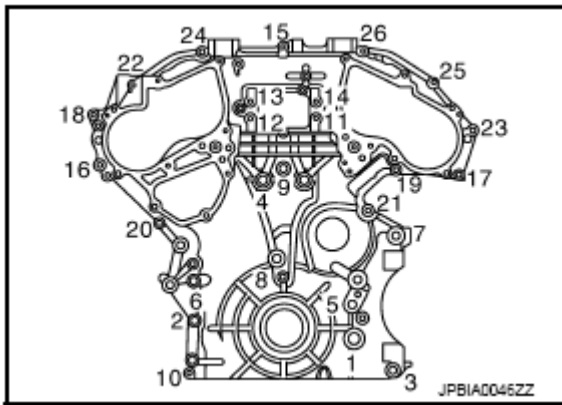


Fig. 115: Identifying Front Timing Chain Case Mounting Bolts Tightening Sequence
Courtesy of NISSAN NORTH AMERICA, INC.

- f. After all bolts are tightened, retighten them to the specified torque in numerical order shown in the figure.

CAUTION: Be sure to wipe out any excessive liquid gasket leaking on surface mating with oil pan (upper).

- g. Install two mounting bolts in front of oil pan (upper) in numerical order shown in the figure.

↔ : Engine front

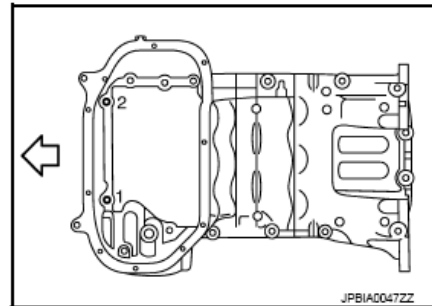


Fig. 116: Identifying Front Of Oil Pan (Upper) Mounting Bolts Tightening Sequence
Courtesy of NISSAN NORTH AMERICA, INC.

Tightening torque: Refer to "EXPLODED VIEW".

11. Install valve timing control covers (bank 1 and bank 2) as per the following:
- Install new seal rings (1) in shaft grooves.

A : Bank 2

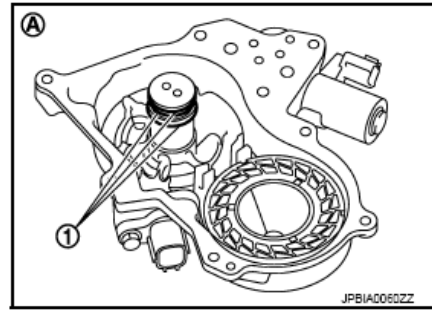


Fig. 117: Identifying Shaft Grooves Seal Rings
Courtesy of NISSAN NORTH AMERICA, INC.

CAUTION: When replacing seal ring, replace all rings with new one.

- b. To check the joint between dowel pins and dowel pin holes, check the looseness in the axle direction by pushing the circumferential looseness (between dowel pins and dowel pin holes) by twisting in the circumferential direction.

A : Mating surface of magnet retarder
B : Moves slightly
C : Not shaken

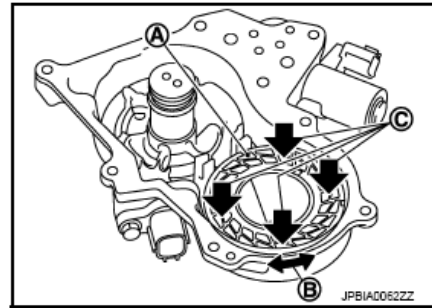


Fig. 118: Locating Mating Surface Of Magnet Retarder
Courtesy of NISSAN NORTH AMERICA, INC.

CAUTION: Always perform this procedure when removing because the gap between dowel pins and dowel pin holes may not be caused on purpose.

- c. Install valve timing control cover with new gasket to front timing chain case.

- 1 : Valve timing control cover
2 : Magnet retarder

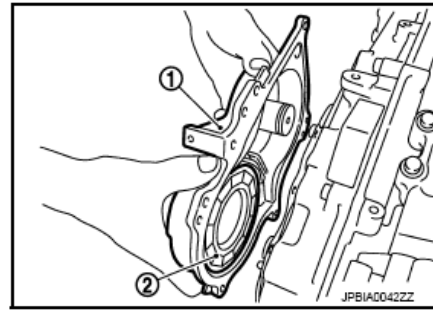


Fig. 119: Installing Valve Timing Control Cover
Courtesy of NISSAN NORTH AMERICA, INC.

CAUTION:

- Never face the magnet retarder side down to prevent magnet retarder from dropping.
 - Check the mating surface of magnet retarder and the drum of exhaust side camshaft sprocket for foreign materials.
 - Align the center of both shaft holes of the shaft and the intake side camshaft sprocket, and then insert them.
 - Be careful not to drop the seal ring from the shaft groove.
 - When setting the valve timing control cover in position by hand, if valve timing control cover is not contacting with the front timing chain case, the dowel pin of magnet retarder may not be aligned with the dowel pin holes of cover. In this case, return to step "b".
- d. Being careful not to move seal ring from the installation groove, align dowel pins on front timing chain case with holes to install valve timing control covers.
- e. Tighten mounting bolts in numerical order as shown in the figure.

- A : Bank 1
B : Bank 2
C : Dowel pin hole

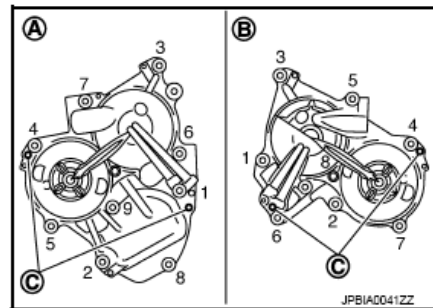


Fig. 120: Identifying Valve Timing Control Cover Bolts Tightening Sequence
Courtesy of NISSAN NORTH AMERICA, INC.

Tightening torque: Refer to "EXPLODED VIEW".

- After all bolts are tightened, tighten No. 1 bolt to the specified torque again.

12. Install oil pan (lower). Refer to "**EXPLODED VIEW**".
13. Install rocker covers (bank 1 and bank 2). Refer to "**EXPLODED VIEW**".
14. Install crankshaft pulley as per the following:
 - a. Fix crankshaft using the ring gear stopper [SST: KV10118600 (J-48641)].
 - b. Install crankshaft pulley, taking care not to damage front oil seal.
 - When press-fitting crankshaft pulley with plastic hammer, tap on its center portion (not circumference).
 - c. Tighten crankshaft pulley bolt.

Torque: 44.1 N.m (4.5 kg-m, 33 ft-lb)

- d. Place a matching mark (A) on crankshaft pulley (2) aligning with the matching mark (C) of crankshaft pulley bolt (1). Tighten the bolt 90 degrees (one marks) (b).

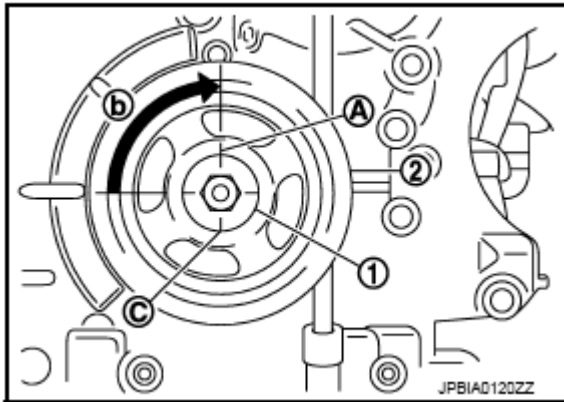


Fig. 121: Identifying Tightening Angle Of Crankshaft Pulley Bolt
Courtesy of NISSAN NORTH AMERICA, INC.

- e. Rotate crankshaft pulley in normal direction (clockwise when viewed from front) to confirm it turns smoothly.
15. Install drive belt auto-tensioner bracket (1) and power steering oil pump bracket (2) as per the following:

- 3 : Crankshaft pulley
- A : Engine front side
- B : Engine right side
- ↔ : Engine front

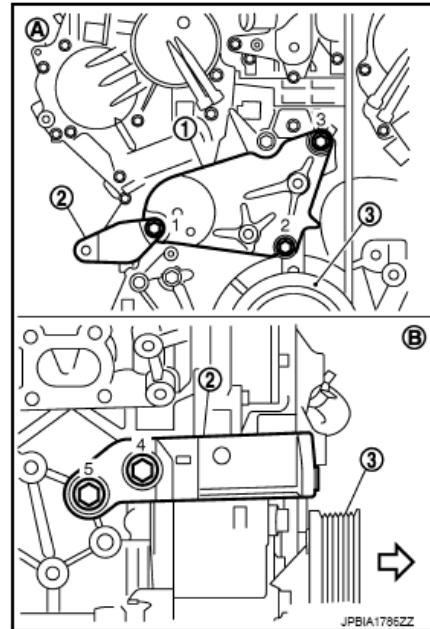


Fig. 122: Identifying Auto-Tensioner Bracket, Oil Pump Bracket And Crankshaft Pulley
 Courtesy of NISSAN NORTH AMERICA, INC.

- a. Install drive belt auto-tensioner bracket, and tighten mounting bolts No. 2, 3. (temporarily)
 - b. Tighten mounting bolts No. 2, 3. (specified torque)
 - c. Install power steering oil pump bracket, and tighten mounting bolts No. 1, 4, 5. (temporarily)
 - d. Tighten mounting bolts No. 1. (specified torque)
 - e. Tighten mounting bolts No. 4, 5. (specified torque)
16. For the following operations, perform steps in the reverse order of removal:

Inspection

INSPECTION AFTER REMOVAL

Timing Chain

Check for cracks and any excessive wear at link plates and roller links of timing chain. Replace timing chain if necessary.

- A : Crack
- B : Wear

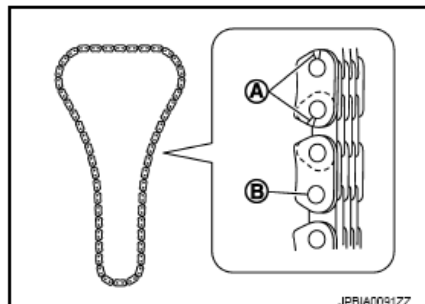


Fig. 123: Checking Timing Chain For Cracks And Excessive Wear
Courtesy of NISSAN NORTH AMERICA, INC.

INSPECTION AFTER INSTALLATION

Inspection for Leakage

The following are procedures for checking fluids leakage, lubricates leakage:

- Before starting engine, check oil/fluid levels including engine coolant and engine oil. If less than required quantity, fill to the specified level. Refer to "**FOR NORTH AMERICA: FLUIDS AND LUBRICANTS**".
- Use procedure below to check for fuel leakage:
 - Turn ignition switch "ON" (with engine stopped). With fuel pressure applied to fuel piping, check for fuel leakage at connection points.
 - Start engine. With engine speed increased, check again for fuel leakage at connection points.
- Run engine to check for unusual noise and vibration.

NOTE: If hydraulic pressure inside chain tensioner drops after removal/installation, slack in guide may generate a pounding noise during and just after the engine start. However, this does not indicate an unusualness. Noise will stop after hydraulic pressure rises.

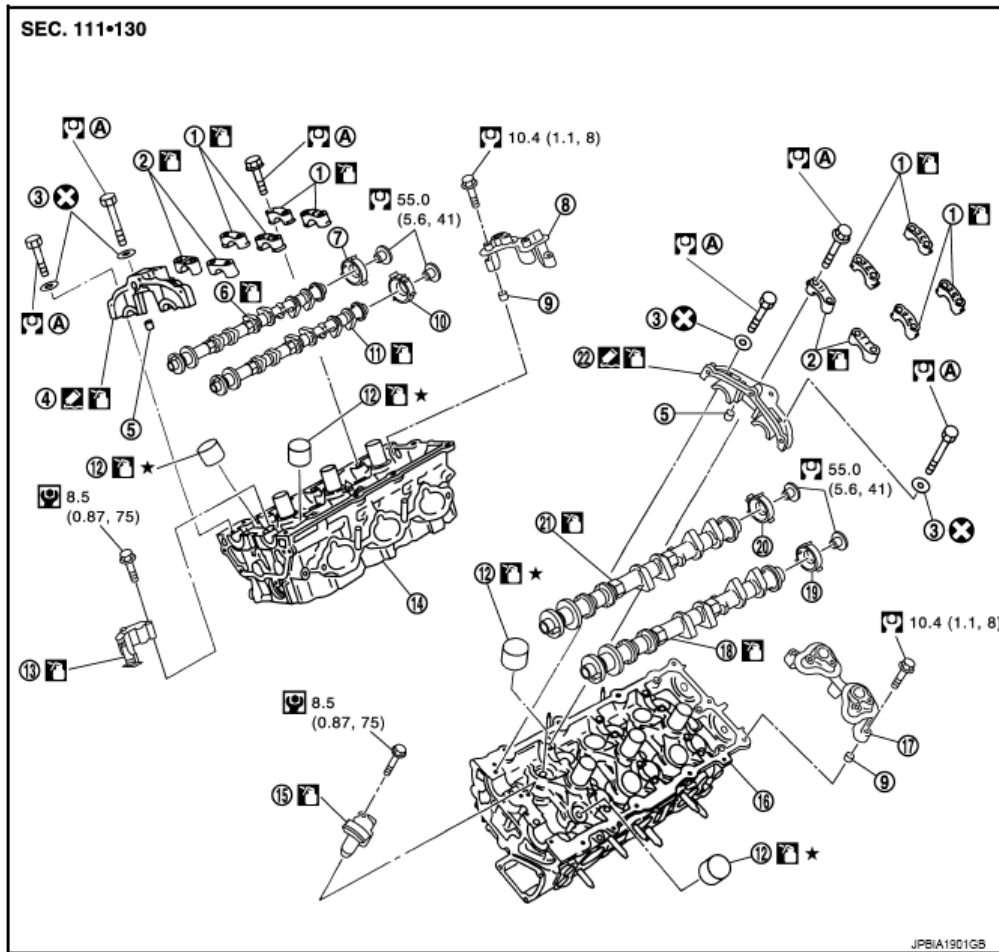
- Warm up engine thoroughly to check there is no leakage of fuel, or any oil/fluids including engine oil and engine coolant.
- Bleed air from lines and hoses of applicable lines, such as in cooling system.
- After cooling down engine, again check oil/fluid levels including engine oil and engine coolant. Refill to the specified level, if necessary.

INSPECTION ITEMS LIST

Items		Before starting engine	Engine running	After engine stopped
Engine coolant		Level	Leakage	Level
Engine oil		Level	Leakage	Level
Transmission / transaxle fluid	AT & CVT Models	Leakage	Level/Leakage	Leakage
	MT Models	Level / Leakage	Leakage	Level / Leakage
Other oils and fluids ⁽¹⁾		Level	Leakage	Level
Fuel		Leakage	Leakage	Leakage
Exhaust gases		-	Leakage	-
(1) Power steering fluid, brake fluid, etc.				

CAMSHAFT

Exploded View



- | | | |
|---|--------------------------------------|---|
| 1. Camshaft bracket (No. 3, 4) | 2. Camshaft bracket (No. 2) | 3. Seal washer |
| 4. Camshaft bracket (No. 1) (bank 1) | 5. Dowel pin | 6. Camshaft (EXH) (bank 1) |
| 7. Camshaft signal plate (EXH) | 8. Camshaft sensor bracket (bank 1) | 9. Dowel pin |
| 10. Camshaft signal plate (INT) | 11. Camshaft (INT) (bank 1) | 12. Valve lifter |
| 13. Timing chain tensioner (secondary) (bank 1) | 14. Cylinder head (bank 1) | 15. Timing chain tensioner (secondary) (bank 2) |
| 16. Cylinder head (bank 2) | 17. Camshaft sensor bracket (bank 2) | 18. Camshaft (EXH) (bank 2) |
| 19. Camshaft signal plate (EXH) | 20. Camshaft signal plate (INT) | 21. Camshaft (INT) (bank 2) |
| 22. Camshaft bracket (No. 1) (bank 2) | | |
- A. Comply with the installation procedure when tightening.

Fig. 124: Exploded View Of Camshaft With Torque Specifications
Courtesy of NISSAN NORTH AMERICA, INC.

Refer to "**COMPONENTS**" for symbols in the figure.

Removal and Installation

REMOVAL

1. Remove front timing chain case, camshaft sprocket and timing chain. Refer to "**EXPLODED VIEW**".
2. Remove fuel sub tube. Refer to "**EXPLODED VIEW**".
3. Remove camshaft sensor bracket.
 - Loosen camshaft sensor bracket bolts in reverse order as shown in the figure.

⇐ : Engine front

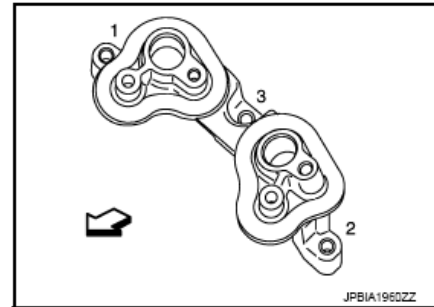


Fig. 125: Identifying Camshaft Sensor Bracket Bolts Tightening Sequence
Courtesy of NISSAN NORTH AMERICA, INC.

NOTE: The order of loosening bolts is the same for bank 1 and bank 2.

4. Remove camshaft brackets.
 - Mark camshafts, camshaft brackets and bolts so they are placed in the same position and direction for installation.
 - Equally loosen camshaft bracket bolts in several steps in reverse order as shown in the figure.

⇐ : Engine front

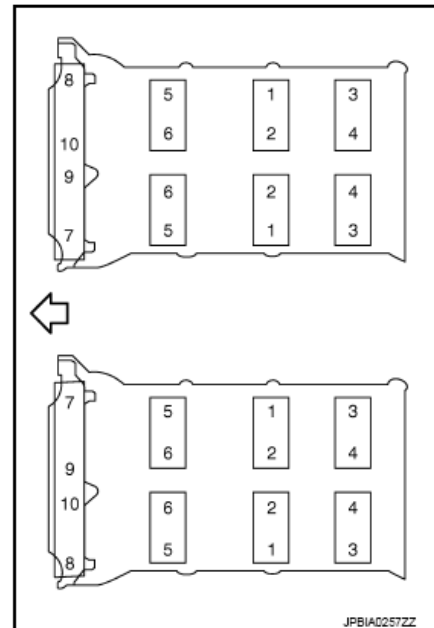


Fig. 126: Identifying Camshaft Brackets Bolts Tightening Sequence
Courtesy of NISSAN NORTH AMERICA, INC.

5. Remove camshaft.
6. Remove valve lifter.
 - Identify installation positions, and store them without mixing them up.
7. Remove timing chain tensioners (secondary) (1) from cylinder head.

A : Bank 1
B : Bank 2

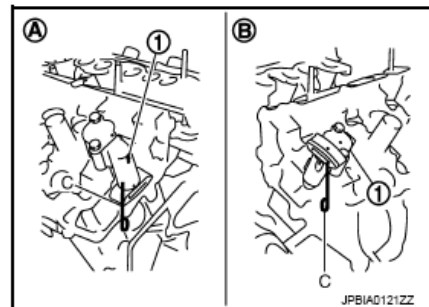


Fig. 127: Identifying Timing Chain Tensioner And Stopper Pin
Courtesy of NISSAN NORTH AMERICA, INC.

- Remove timing chain tensioners (secondary) with its stopper pin (C) attached.

NOTE: Stopper pin should be attached when timing chain (secondary) is removed.

INSTALLATION

CAUTION: Do not reuse washers.

1. Install timing chain tensioners (secondary) on both sides of cylinder head.
 - Install timing chain tensioners (1) with its stopper pin (C) attached.

Bank 1 side (A) : Sliding part facing downward
Bank 2 side (B) : Sliding part facing upward

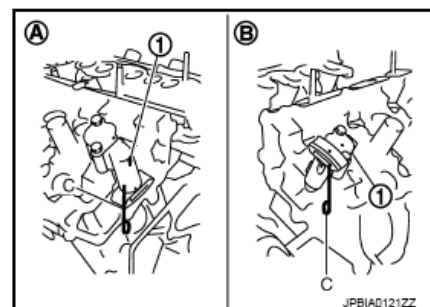


Fig. 128: Identifying Timing Chain Tensioner And Stopper Pin
Courtesy of NISSAN NORTH AMERICA, INC.

2. Install valve lifter.
 - Install it in the original position.

3. Install camshafts.

- Follow your identification marks made during removal, or follow the identification marks that are present on new camshafts for proper placement and direction.

↔ : Engine front

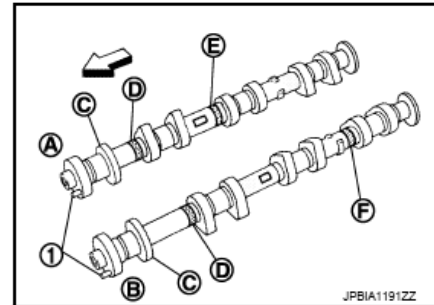


Fig. 129: Identifying Camshafts Identification Marks
Courtesy of NISSAN NORTH AMERICA, INC.

Bank	INT/EXH	Dowel pin (1)	Paint marks			Identification mark (C)
			M1 (E)	M2 (F)	M3 (D)	
1	EXH (B)	Yes	No	Green	Light blue	1F
	INT (A)	Yes	Green	No	Light blue	1E
2	INT (A)	Yes	Green	No	Light blue	1G
	EXH (B)	Yes	No	Green	Light blue	1H

- Install camshaft so that dowel pin (A) on front end face are positioned as shown in the figure. (No. 1 cylinder TDC on its compression stroke)

1 : Crankshaft key

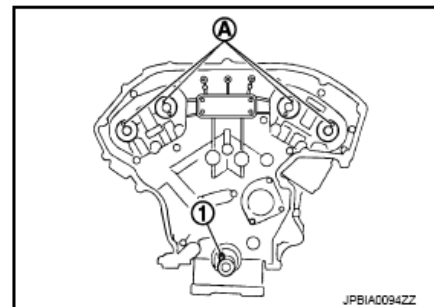


Fig. 130: Identifying Crankshaft Key And Dowel Pins
Courtesy of NISSAN NORTH AMERICA, INC.

NOTE: Though camshaft does not stop at the portion as shown in the figure, for the placement of cam nose, it is generally accepted camshaft is placed for the same direction of the figure.

4. Install camshaft brackets.

- A : No. 1
 B : No. 2
 C : No. 3
 D : No. 4
 E : Camshaft brackets (bank 1)
 F : Exhaust side
 G : Intake side
 H : Camshaft brackets (bank 2)
 I : Intake side
 J : Exhaust side
 ⇐ : Engine front

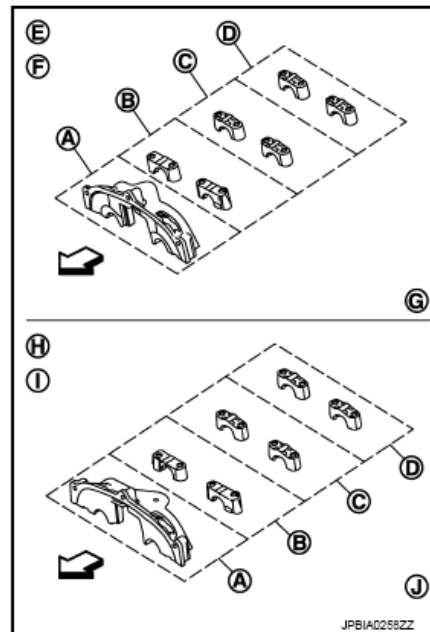


Fig. 131: Identifying Camshaft Brackets
 Courtesy of NISSAN NORTH AMERICA, INC.

- Remove foreign material completely from camshaft bracket backside and from cylinder head installation face.
- Install camshaft bracket in original position and direction as shown in figure.
- Install camshaft brackets (No. 2 to 4) aligning the stamp marks (A) as shown in the figure.

- B : Bank 1
 C : Bank 2
 ⇐ : Engine front

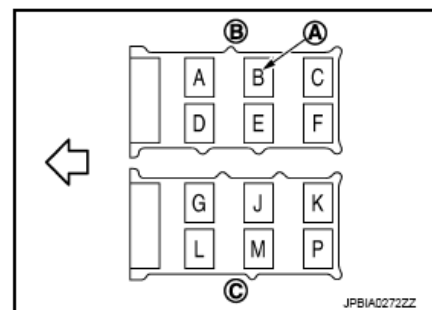


Fig. 132: Identifying Camshaft Brackets Stamp Marks
 Courtesy of NISSAN NORTH AMERICA, INC.

NOTE: There are no identification marks indicating bank 1 and bank 2 for camshaft bracket (No. 1).

- Apply liquid gasket to mating surface of camshaft bracket (No. 1) as shown in the figure on both bank 1 and bank 2.

- a : 8.5 mm (0.335 in)
- b : 2 mm (0.08 in)
- c : Clearance 5 mm (0.20 in)
- d : $\phi 2.5$ mm (0.098 in)
- * : Apply liquid gasket to rear timing chain side

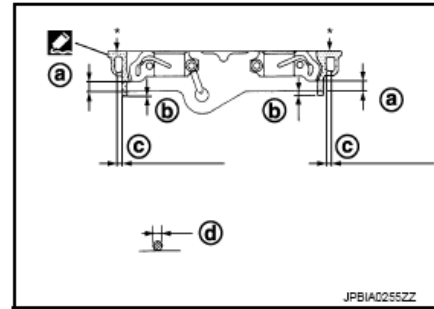


Fig. 133: Identifying Liquid Gasket Applying Area
Courtesy of NISSAN NORTH AMERICA, INC.

Use Genuine RTV Silicone Sealant or an equivalent. Refer to "RECOMMENDED CHEMICAL PRODUCTS AND SEALANTS".

- Apply liquid gasket to camshaft bracket (No. 1) contact surface on the rear timing chain case backside as shown in the figure on both bank 1 and bank 2.

- 1 : Rear timing chain case
- a : $\phi 3.9$ mm (0.154 in)

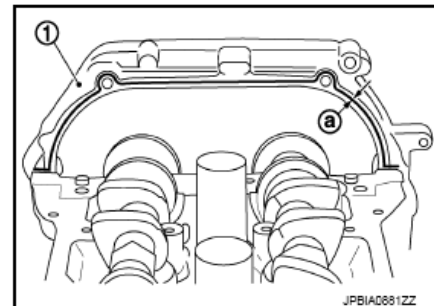


Fig. 134: Identifying Rear Timing Chain Case And Gasket Thickness
Courtesy of NISSAN NORTH AMERICA, INC.

Use Genuine RTV Silicone Sealant or an equivalent. Refer to "RECOMMENDED CHEMICAL PRODUCTS AND SEALANTS".

CAUTION: For camshaft bracket (No. 1) near installation position, and install it without disturbing the liquid gasket applied to the surfaces.

5. Tighten camshaft bracket bolts in the following steps, in numerical order as shown in the figure:

↩ : Engine front

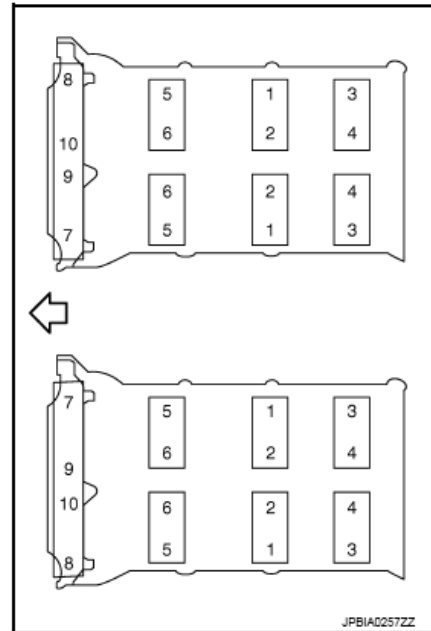


Fig. 135: Identifying Camshaft Bracket Bolts Tightening Sequence
Courtesy of NISSAN NORTH AMERICA, INC.

CAUTION: Do not reuse washers.

- a. Tighten No. 7 to 10 in numerical order as shown in the figure.

Torque: 1.96 N.m (0.20 kg-m, 1 ft-lb)

- b. Tighten No. 1 to 6 in numerical order as shown in the figure.

Torque: 1.96 N.m (0.20 kg-m, 1 ft-lb)

- c. Tighten No. 1 to 10 in numerical order as shown in the figure.

Torque: 5.88 N.m (0.60 kg-m, 4 ft-lb)

- d. Tighten No. 1 to 10 in numerical order as shown in the figure.

Torque: 10.4 N.m (1.1 kg-m, 8 ft-lb)

6. Install camshaft sensor bracket.

- Tighten camshaft sensor bracket bolts in numerical order as shown in the figure.

↩ : Engine front

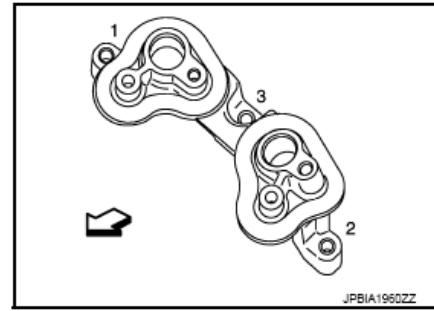


Fig. 136: Identifying Camshaft Sensor Bracket Bolts Tightening Sequence
Courtesy of NISSAN NORTH AMERICA, INC.

NOTE: The order of tightening bolts is the same for bank 1 and bank 2.

7. Inspect and adjust the valve clearance. Refer to "INSPECTION AND ADJUSTMENT".
8. Install in the reverse order of removal after this step.

Inspection

INSPECTION AFTER REMOVAL

Camshaft Runout

1. Put V-block on precise flat table, and support No. 2 and 4 journals of camshaft.

CAUTION: Never support No. 1 journal (on the side of camshaft sprocket) because it has a different diameter from the other three locations.

2. Set a dial indicator vertically to No. 3 journal.
3. Turn camshaft to one direction with hands, and measure the camshaft runout on a dial indicator. (Total indicator reading)

Standard and limit: Refer to "CAMSHAFT".

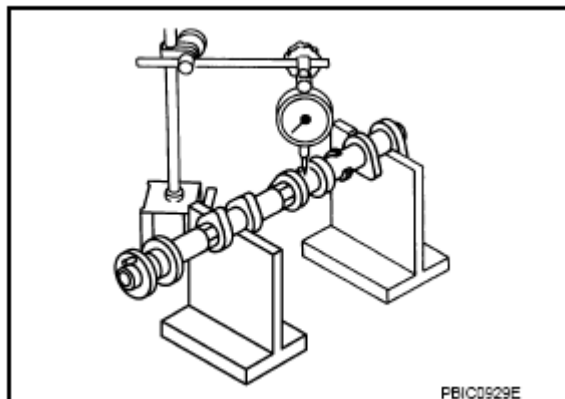


Fig. 137: Checking Camshaft Runout Using Dial Indicator
Courtesy of NISSAN NORTH AMERICA, INC.

4. If it exceeds the limit, replace camshaft.

Camshaft Cam Height

1. Measure the camshaft cam height with a micrometer.

Standard cam height: Refer to "CAMSHAFT".

(Intake and exhaust)

Cam wear limit: Refer to "CAMSHAFT".

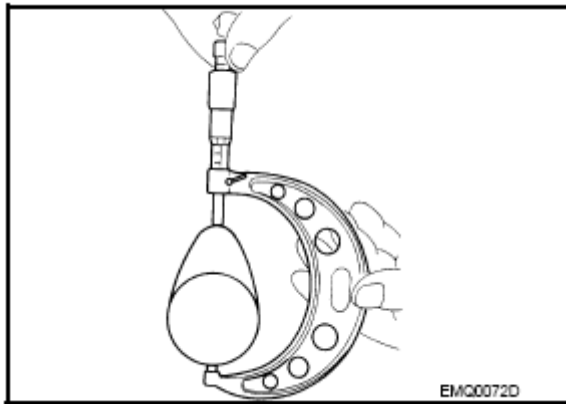


Fig. 138: Measuring Camshaft Cam Height Using Micrometer
Courtesy of NISSAN NORTH AMERICA, INC.

2. If wear exceeds the limit, replace camshaft.

Camshaft Journal Oil Clearance

CAMSHAFT JOURNAL DIAMETER

- Measure the outer diameter of camshaft journal with a micrometer (A).

Standard: Refer to "CAMSHAFT".

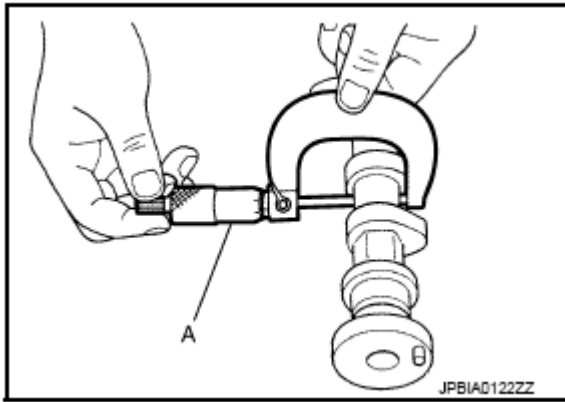


Fig. 139: Measuring Outer Diameter Of Camshaft (EXH) Journal With Micrometer
 Courtesy of NISSAN NORTH AMERICA, INC.

CAMSHAFT BRACKET INNER DIAMETER

- Tighten camshaft bracket bolt with the specified torque. Refer to "**INSTALLATION**" for the tightening procedure.
- Measure inner diameter (A) of camshaft bracket with a bore gauge.

Standard: Refer to "**CAMSHAFT**".

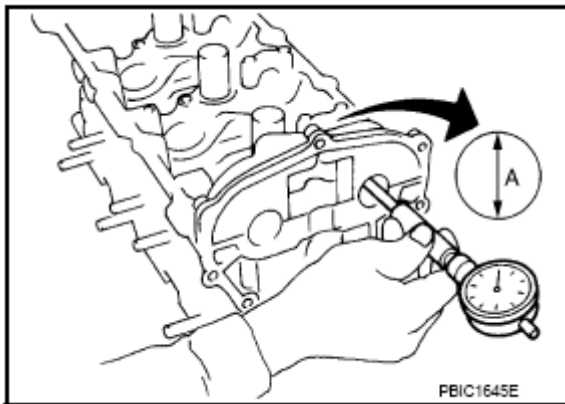


Fig. 140: Measuring Inner Diameter Of Camshaft Bracket Using Bore Gauge
 Courtesy of NISSAN NORTH AMERICA, INC.

CAMSHAFT JOURNAL OIL CLEARANCE

- (Oil clearance) = (Camshaft bracket inner diameter) - (Camshaft journal diameter).

Standard and limit: Refer to "**CAMSHAFT**".

- If the calculated value exceeds the limit, replace either or both camshaft and cylinder head.

NOTE: Camshaft brackets cannot be replaced as single parts, because there are machined together with cylinder head. Replace whole cylinder head assembly.

Camshaft End Play

- Install a dial indicator in thrust direction on front end of camshaft. Measure the end play of a dial indicator when camshaft is moved forward/backward (in direction to axis).

Standard and limit: Refer to "CAMSHAFT".

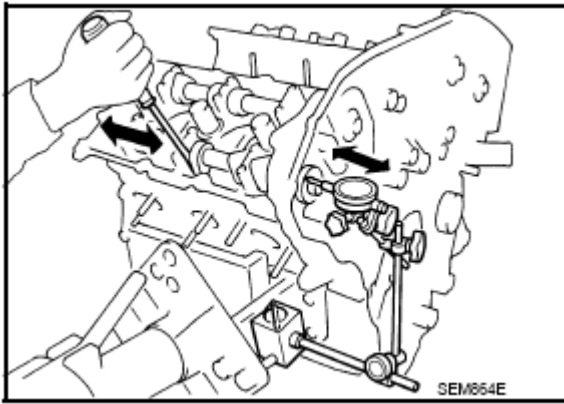


Fig. 141: Measuring Camshaft End Play Using Dial Indicator
Courtesy of NISSAN NORTH AMERICA, INC.

- Measure the following parts if out of the limit:
 - Dimension "A" for camshaft No. 1 journal

Standard: 27.500 - 27.548 mm (1.0827 - 1.0846 in)

- Dimension "B" for cylinder head No. 1 journal bearing

Standard: 27.360 - 27.385 mm (1.0772 - 1.0781 in)

- Refer to the standards above, and then replace camshaft and/or cylinder head.

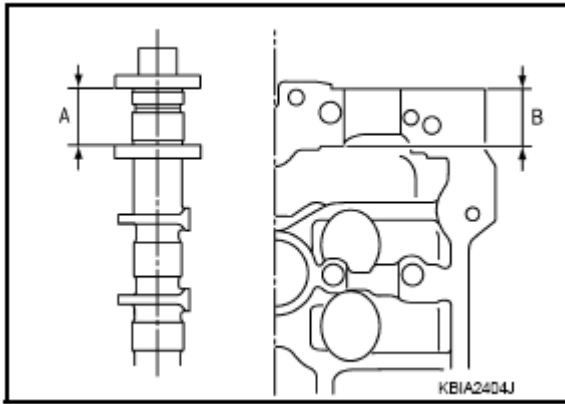


Fig. 142: Identifying Camshaft Journal Dimensions
 Courtesy of NISSAN NORTH AMERICA, INC.

Camshaft Sprocket Runout

1. Put V-block on precise flat table, and support No. 2 and 4 journals of camshaft.

CAUTION: Never support No. 1 journal (on the side of camshaft sprocket) because it has a different diameter from the other three locations.

2. Measure the camshaft sprocket runout with a dial indicator. (Total indicator reading)

Limit: Refer to "CAMSHAFT".

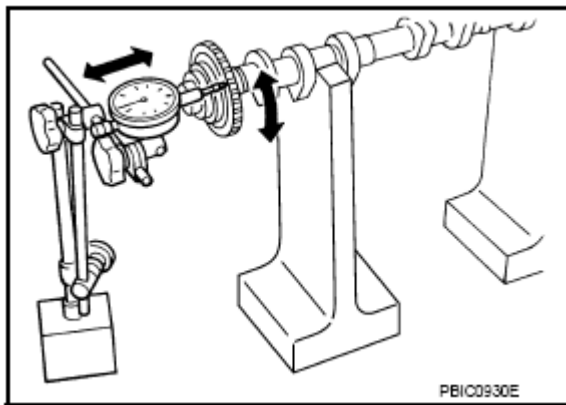


Fig. 143: Measuring Camshaft Sprocket Runout Using Dial Indicator
 Courtesy of NISSAN NORTH AMERICA, INC.

- If it exceeds the limit, replace camshaft sprocket.

Valve Lifter

Check if surface of valve lifter has any wear or cracks.

- If anything above is found, replace valve lifter. Refer to "CAMSHAFT".

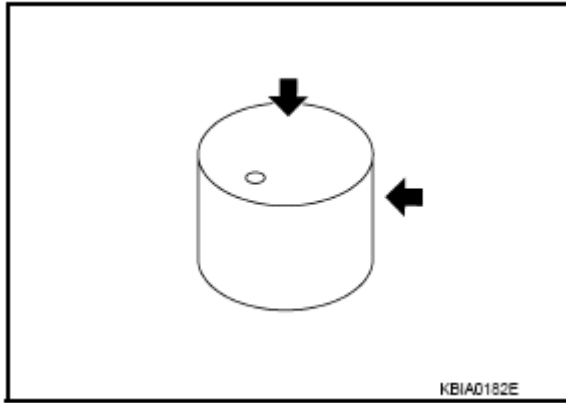


Fig. 144: Locating Valve Lifter Surfaces
Courtesy of NISSAN NORTH AMERICA, INC.

Valve Lifter Clearance

VALVE LIFTER OUTER DIAMETER

- Measure the outer diameter at 1/2 height of valve lifter with a micrometer (A) since valve lifter is in barrel shape.

Standard: Refer to "CAMSHAFT".

(Intake and exhaust)

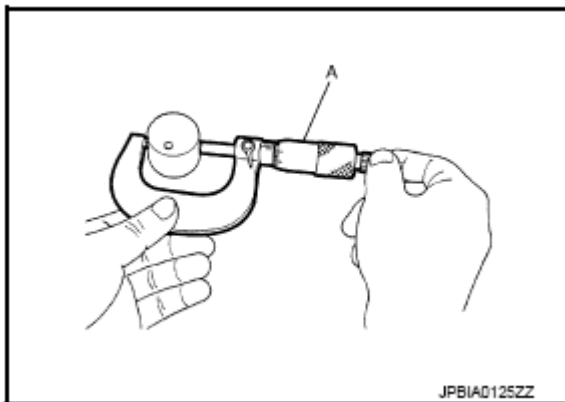


Fig. 145: Measuring Outer Diameter Of Valve Lifter Using Micrometer
Courtesy of NISSAN NORTH AMERICA, INC.

VALVE LIFTER HOLE DIAMETER

- Measure the inner diameter of valve lifter hole of cylinder head with an inside micrometer.

Standard: Refer to "CAMSHAFT".

(Intake and exhaust)

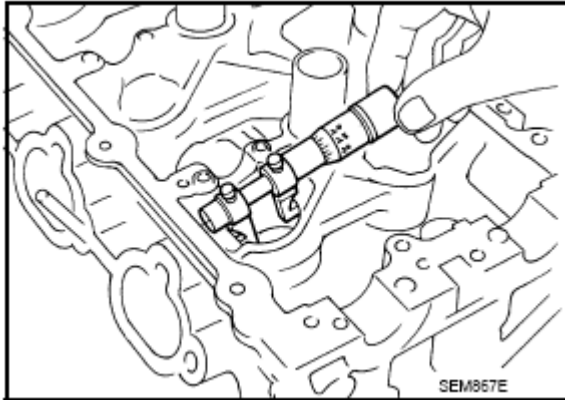


Fig. 146: Measuring Inner Diameter Of Valve Lifter Hole Of Cylinder Head Using Micrometer
Courtesy of NISSAN NORTH AMERICA, INC.

VALVE LIFTER CLEARANCE

- (Valve lifter clearance) = (Valve lifter hole diameter) - (Valve lifter outer diameter)

Standard: Refer to "CAMSHAFT".

(Intake and exhaust)

- If the calculated value is out of the standard, referring to each standard of valve lifter outer diameter and valve lifter hole diameter, replace either or both valve lifter and cylinder head.

INSPECTION AFTER INSTALLATION

Inspection of Camshaft Sprocket (INT) Oil Groove

CAUTION:

- Perform this inspection only when DTC P0011 and P0021 are detected in self-diagnostic results of CONSULT and it is directed according to inspection procedure of ENGINE CONTROL SYSTEM (VQ35HR) - FX35 article. Refer to "DIAGNOSIS DESCRIPTION".
- Check when engine is cold so as to prevent burns from the splashing engine oil.

1. Check engine oil level. Refer to "INSPECTION".
2. Perform the following procedure so as to prevent the engine from being unintentionally started while checking:
 - a. Release the fuel pressure. Refer to "INSPECTION".
 - b. Disconnect ignition coil and injector harness connectors. Refer to "EXPLODED VIEW" and

"EXPLODED VIEW".

3. Remove intake valve timing control solenoid valve. Refer to **"EXPLODED VIEW"**.
4. Crank engine, and then check that engine oil comes out from intake valve timing control solenoid valve hole (A). End crank after checking.

1 : Valve timing control cover (bank 1)
 ⇨ : Engine front

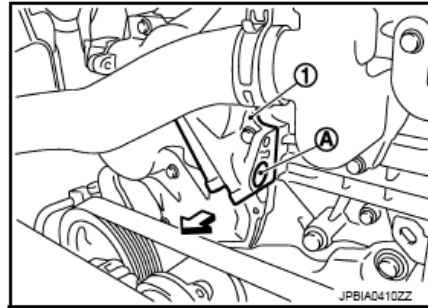


Fig. 147: Identifying Valve Timing Control Cover And Solenoid Valve Hole
 Courtesy of NISSAN NORTH AMERICA, INC.

WARNING: Be careful not to touch rotating parts. (drive belt, idler pulley, and crankshaft pulley, etc.)

CAUTION:

- Prevent splashing by using a shop cloth so as to prevent the worker from injury from engine oil and so as to prevent engine oil contamination.
- Prevent splashing by using a shop cloth so as to prevent engine oil from being splashed to engine and vehicle. Especially, be careful no to apply engine oil to rubber parts of drive belt, engine mounting insulator, etc. Wipe engine oil off immediately if it is splashed.

5. Perform the following inspection if engine oil does not come out from intake valve timing control solenoid valve oil hole of the cylinder head:
 - Remove oil filter, and then clean it. Refer to **"EXPLODED VIEW"**.
 - Clean oil groove between oil strainer and intake valve timing control solenoid valve. Refer to **"ENGINE LUBRICATION SYSTEM "** and **"ENGINE LUBRICATION SYSTEM SCHEMATIC "**.
6. Remove components between intake valve timing control solenoid valve and camshaft sprocket (INT), and then check each oil groove for clogging.
 - Clean oil groove if necessary. Refer to **"ENGINE LUBRICATION SYSTEM "** and **"ENGINE LUBRICATION SYSTEM SCHEMATIC "**.
7. After inspection, install removed parts in the reverse order.

Inspection for Leakage

The following are procedures for checking fluids leakage, lubricates leakage:

- Before starting engine, check oil/fluid levels including engine coolant and engine oil. If less than required quantity, fill to the specified level. Refer to "**FOR NORTH AMERICA: FLUIDS AND LUBRICANTS**".
- Use procedure below to check for fuel leakage:
 - Turn ignition switch "ON" (with engine stopped). With fuel pressure applied to fuel piping, check for fuel leakage at connection points.
 - Start engine. With engine speed increased, check again for fuel leakage at connection points.
- Run engine to check for unusual noise and vibration.

NOTE: If hydraulic pressure inside timing chain tensioner drops after removal/installation, slack in the guide may generate a pounding noise during and just after engine start. However, this is normal. Noise will stop after hydraulic pressure rises.

- Warm up engine thoroughly to check there is no leakage of fuel, or any oil/fluids including engine oil and engine coolant.
- Bleed air from lines and hoses of applicable lines, such as in cooling system.
- After cooling down engine, again check oil/fluid levels including engine oil and engine coolant. Refill to the specified level, if necessary.

INSPECTION ITEMS LIST

Items		Before starting engine	Engine running	After engine stopped
Engine coolant		Level	Leakage	Level
Engine oil		Level	Leakage	Level
Transmission / transaxle fluid	AT & CVT Models	Leakage	Level / Leakage	Leakage
	MT Models	Level / Leakage	Leakage	Level / Leakage
Other oils and fluids ⁽¹⁾		Level	Leakage	Level
Fuel		Leakage	Leakage	Leakage
Exhaust gases		-	Leakage	-
(1) Power steering fluid, brake fluid, etc.				

OIL SEAL

VALVE OIL SEAL

VALVE OIL SEAL: Removal and Installation

REMOVAL

1. Remove camshaft relating to valve oil seal to be removed. Refer to "**EXPLODED VIEW**".
2. Remove valve lifters. Refer to "**EXPLODED VIEW**".

3. Turn crankshaft until the cylinder requiring new oil seals is at TDC. This will prevent valve from dropping into cylinder.
4. Remove valve collet.
 - Compress valve spring with the valve spring compressor [SST: KV10116200 (J-26336-A)] (A), the attachment [SST: KV10115900 (J-26336-20)] (C), the adapter [SST: KV10109220 (-)] (B). Remove valve collet with a magnet hand.

CAUTION: When working, take care not to damage valve lifter holes.

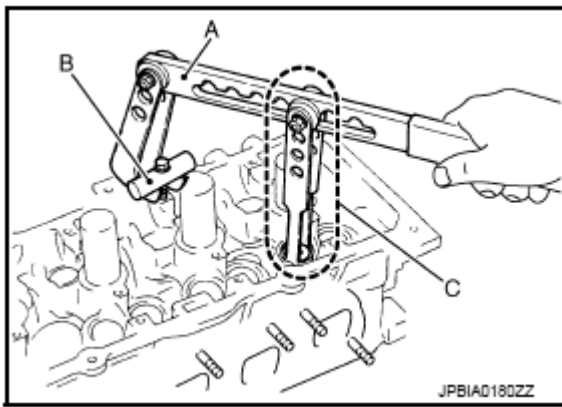


Fig. 148: Compressing Valve Spring Using Valve Spring Compressor
Courtesy of NISSAN NORTH AMERICA, INC.

5. Remove valve spring retainer, and valve spring.
6. Remove valve oil seal using the valve oil seal puller [SST: KV10107902 (J-38959)] (A).

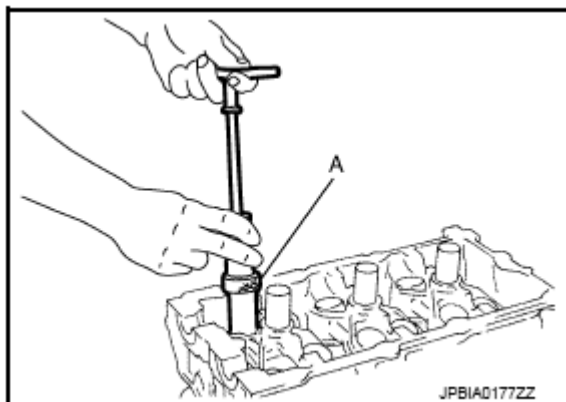


Fig. 149: Removing Valve Oil Seal Using Valve Oil Seal Puller
Courtesy of NISSAN NORTH AMERICA, INC.

INSTALLATION

1. Apply new engine oil on new valve oil seal joint and seal lip.
2. Using the valve oil seal drift [SST: KV10115600 (J-38958)] (A), press fit valve seal to height (b) shown in the figure.

NOTE: **Dimension: Height measured before valve spring seat installation**

Intake and exhaust: 14.3 - 14.9 mm (0.563 - 0.587 in)

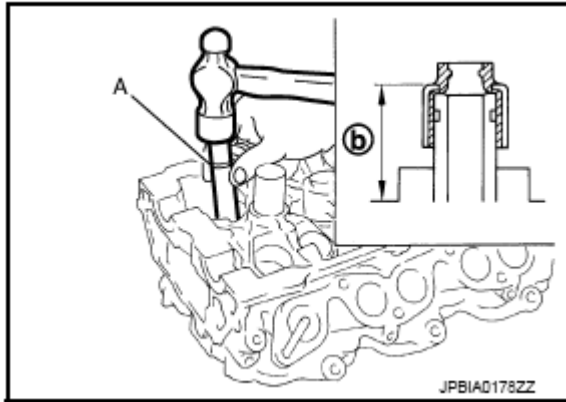


Fig. 150: Pressing To Fit Front Oil Seal Using Suitable Tool
Courtesy of NISSAN NORTH AMERICA, INC.

3. Install in the reverse order of removal after this step.

FRONT OIL SEAL

FRONT OIL SEAL: Removal and Installation

REMOVAL

1. Remove the following parts:
 - Engine undercover with power tool.
 - Drive belt: Refer to "**EXPLODED VIEW**".
 - Crankshaft pulley: Refer to "**EXPLODED VIEW**".
2. Remove front oil seal using a suitable tool.

CAUTION: Be careful not to damage front timing chain case and crankshaft.

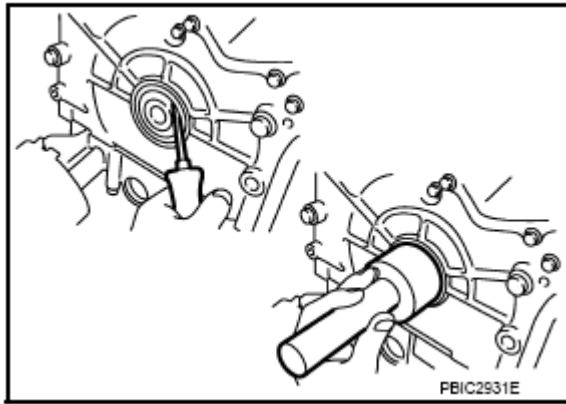


Fig. 151: Removing Front Oil Seal Using Suitable Tool
 Courtesy of NISSAN NORTH AMERICA, INC.

INSTALLATION

1. Apply new engine oil to both oil seal lip and dust seal lip of new front oil seal.
2. Install front oil seal.
 - Install front oil seal so that each seal lip is oriented as shown in the figure.

- A : Oil seal lip
 B : Dust seal lip
 ⇐ : Engine inside
 ➡ : Engine outside

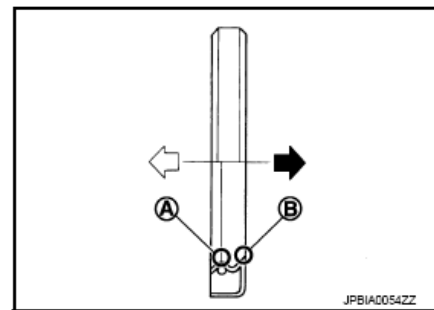


Fig. 152: Identifying Oil Seal Lip And Dust Seal Lip
 Courtesy of NISSAN NORTH AMERICA, INC.

- Using a suitable drift, press-fit until the height of front oil seal is level with the mounting surface.
 - Suitable drift: outer diameter 60 mm (2.36 in), inner diameter 50 mm (1.97 in).
- Check the garter spring is in position and seal lips are not inverted

CAUTION:

- Be careful not to damage front timing chain case and crankshaft.
- Press-fit straight and avoid causing burrs or tilting oil seal.

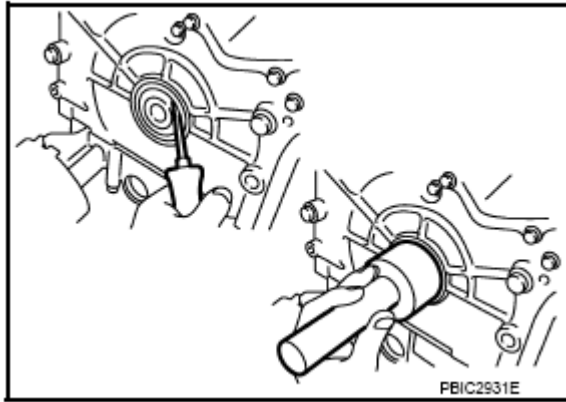


Fig. 153: Removing Front Oil Seal Using Suitable Tool
Courtesy of NISSAN NORTH AMERICA, INC.

3. Install in the reverse order of removal after this step.

REAR OIL SEAL

REAR OIL SEAL: Removal and Installation

REMOVAL

1. Remove transmission assembly. Refer to "**2WD: EXPLODED VIEW**" (2WD models) or "**AWD: EXPLODED VIEW**" (AWD models).
2. Remove drive plate. Refer to "**EXPLODED VIEW**".
3. Remove rear oil seal with a suitable tool.

CAUTION: Be careful not to damage crankshaft and cylinder block.

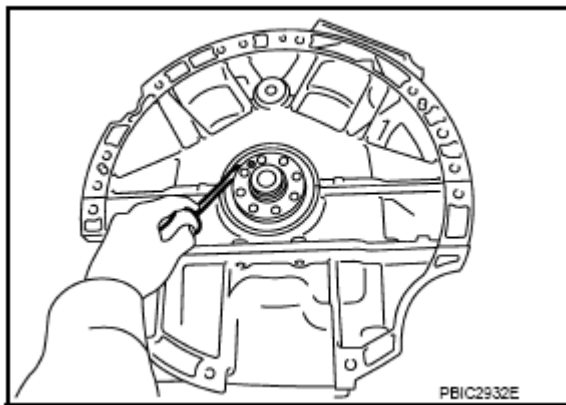


Fig. 154: Removing Rear Oil Seal With Suitable Tool
Courtesy of NISSAN NORTH AMERICA, INC.

INSTALLATION

1. Install rear oil seal.

- Install rear oil seal so that each seal lip is oriented as shown in the figure.

- A : Oil seal lip
 B : Dust seal lip
 : Engine inside
 : Engine outside

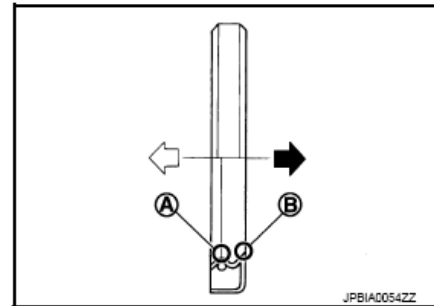


Fig. 155: Identifying Oil Seal Lip And Dust Seal Lip
 Courtesy of NISSAN NORTH AMERICA, INC.

- Press in rear oil seal (1) to the position as shown in the figure.

- B : Cylinder block rear end face
 a : 0 - 0.5 mm (0 - 0.020 in)

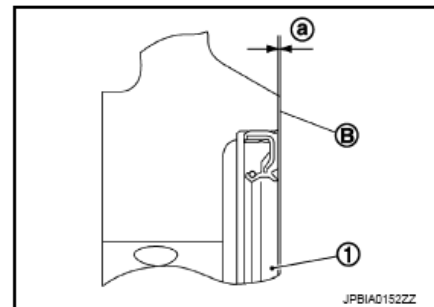


Fig. 156: Identifying Rear Oil Seal
 Courtesy of NISSAN NORTH AMERICA, INC.

- Using a suitable drift (A), press-fit until the height of rear oil seal is level with the mounting surface.
 - Suitable drift: outer diameter 100 mm (3.94 in), inner diameter 85 mm (3.35 in).

CAUTION:

- Be careful not to damage crankshaft and cylinder block.
- Press-fit straight and avoid causing burrs or tilting oil seal.

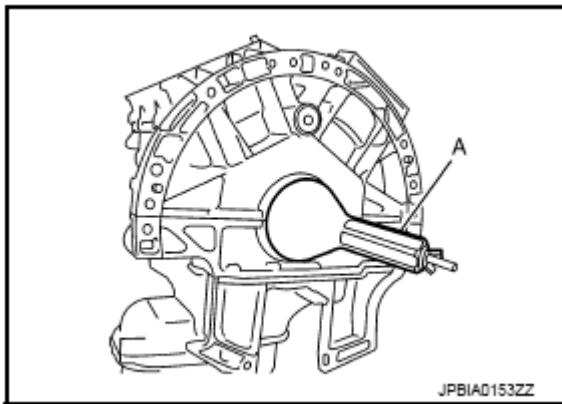


Fig. 157: Pressing To Fit Rear Oil Seal Using Suitable Drift
Courtesy of NISSAN NORTH AMERICA, INC.

2. Install in the reverse order of removal after this step.

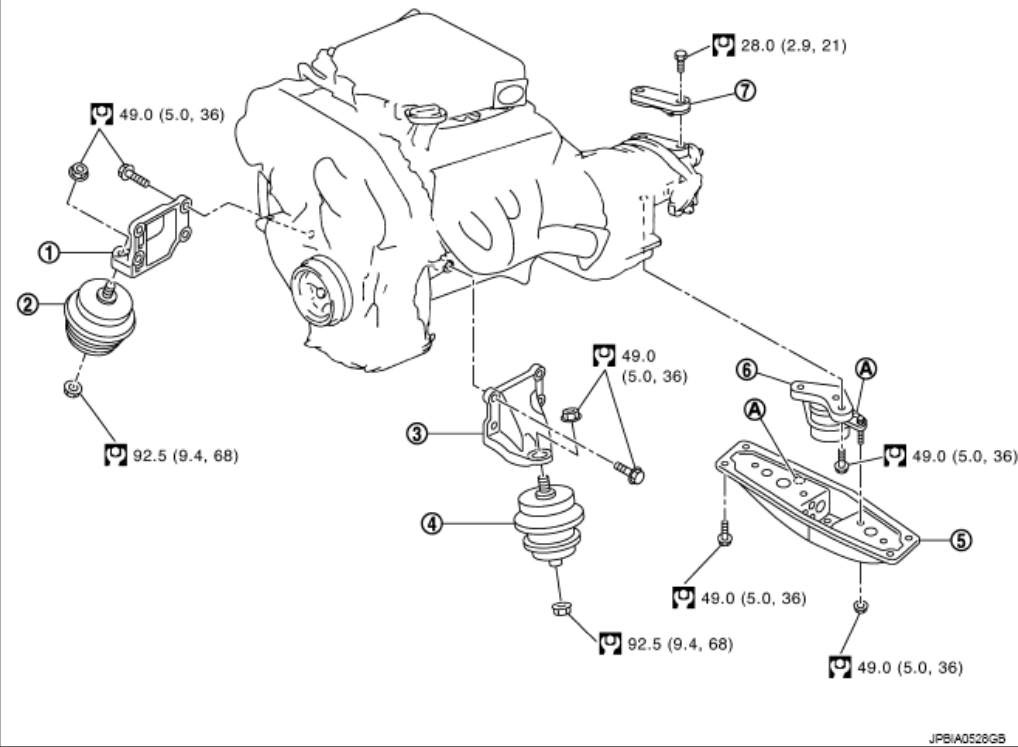
UNIT REMOVAL AND INSTALLATION

ENGINE ASSEMBLY

2WD

2WD: Exploded View

SEC. 112



- | | | |
|-----------------------------------|-----------------------------------|-------------------------------------|
| 1. Engine mounting bracket (RH) | 2. Engine mounting insulator (RH) | 3. Engine mounting bracket (LH) |
| 4. Engine mounting insulator (LH) | 5. Rear engine mounting member | 6. Engine mounting insulator (rear) |
| 7. Dynamic damper | | |
| A. Front mark | | |

Fig. 158: Identifying Engine Assembly Components With Torque Specifications (2WD)
 Courtesy of NISSAN NORTH AMERICA, INC.

Refer to "**COMPONENTS**" for symbols in the figure.

2WD: Removal and Installation

WARNING:

- Situate the vehicle on a flat and solid surface.
- Place chocks at front and back of rear wheels.
- For engines not equipped with engine slingers, attach proper slingers and bolts described in **PARTS CATALOG**.

CAUTION:

- Always be careful to work safely, avoid forceful or uninstructed operations.
- Never start working until exhaust system and engine coolant are cool enough.
- If items or work required are not covered by this article, refer to the appropriate **Service Information**.

- Always use the support point specified for lifting.
- Use either 2-pole lift type or separate type lift as best you can. If board-on type is used for unavoidable reasons, support at rear axle jacking point with transmission jack or similar tool before starting work, in preparation for the backward shift of center of gravity.
- For supporting points for lifting and jacking point at rear axle, refer to "GARAGE JACK AND SAFETY STAND AND 2-POLE LIFT".

NOTE: When removing components such as hoses, tubes/lines, etc., cap or plug openings to prevent fluid from spilling.

REMOVAL

Outline

At first, remove the engine and the transmission assembly with front suspension member downward. Then separate the engine from transmission.

Preparation

1. Release fuel pressure. Refer to "INSPECTION".
2. Disconnect both battery cables. Refer to "EXPLODED VIEW".
3. Drain engine coolant from radiator. Refer to "DRAINING".

CAUTION:

- Perform this step when engine is cold.
- Never spill engine coolant on drive belt.

4. Remove the following parts:
 - Radiator reservoir tank: Refer to "EXPLODED VIEW".
 - Engine cover: Refer to "EXPLODED VIEW".
 - Front road wheel and tires (power tool)
 - Engine undercover (power tool)
 - Front cross bar: Refer to "EXPLODED VIEW".
 - Cowl top cover: Refer to "EXPLODED VIEW".
 - Air duct and air cleaner case assembly: Refer to "EXPLODED VIEW".
5. Discharge refrigerant from A/C circuit. Refer to "COLLECTION AND CHARGE".
6. Remove radiator hoses (upper and lower). Refer to "EXPLODED VIEW".

Engine Room LH

1. Disconnect heater hose from vehicle-side, and fit a plug onto hose end to prevent engine coolant leakage.
2. Disconnect A/C piping from A/C compressor, and temporarily fasten it on vehicle with a rope. Refer to

"EXPLODED VIEW ".

3. Disconnect brake booster vacuum hose.
4. Disconnect ground cable.

Engine Room RH

1. Disconnect battery positive cable at vehicle side and temporarily fasten it on engine.
2. Disconnect all clips and connector of the engine room harness from engine back side.
3. Disconnect fuel feed hose (with damper) and EVAP hose. Refer to **"EXPLODED VIEW"**.

CAUTION: Fit plugs onto disconnected hoses to prevent fuel leakage.

4. Remove reservoir tank of power steering oil pump and piping from vehicle, and temporarily secure them on engine. Refer to **"VQ35HR: EXPLODED VIEW "**.

CAUTION: When temporarily securing, keep the reservoir tank upright to avoid a fluid leakage.

Vehicle Inside

Follow procedure below to disconnect engine room harness connectors at passenger room side, and temporarily secure them on engine:

1. Remove passenger-side kicking plate and dash side finisher. Refer to **"EXPLODED VIEW "**.
2. Disconnect engine room harness connectors at unit sides and other.
3. Disengage intermediate fixing point. Pull out engine room harnesses to engine room side, and temporarily secure them on engine.

CAUTION:

- **When pulling out harnesses, take care not to damage harnesses and connectors.**
- **After temporarily securing, cover connectors with vinyl or similar material to protect against foreign material adhesion.**

Vehicle Underbody

1. Remove A/T fluid cooler hoses and power steering oil pump oil cooler hoses.
2. Disconnect heated oxygen sensor 2 harness.
3. Remove three way catalyst and exhaust front tube. Refer to **"EXPLODED VIEW "**.
4. Disconnect steering lower joint at power steering gear assembly side, and release steering lower shaft. Refer to **"WITHOUT ELECTRIC MOTOR: EXPLODED VIEW "** or **"WITH ELECTRIC MOTOR: EXPLODED VIEW "**.

5. Remove rear propeller shaft. Refer to "**EXPLODED VIEW**".
6. Disengage A/T control rod at A/T shift selector side. Then, temporarily secure it on the transmission assembly, so that it does not sag. Refer to "**EXPLODED VIEW**".
7. Preparation for the separation work of transaxle is as per the following:
 - Remove rear plate cover from oil pan (upper). Then remove bolts fixing drive plate to torque converter. Refer to "**EXPLODED VIEW**".
 - Remove transmission joint bolts that pierce at oil pan (upper) lower rear side. Refer to "**EXPLODED VIEW**".
8. Remove front stabilizer connecting rod from transverse link. Refer to "**EXPLODED VIEW**".
9. Remove lower ends of left and right steering knuckle from transverse link. Refer to "**EXPLODED VIEW**".
10. Separate steering outer sockets from steering knuckle. Refer to "**EXPLODED VIEW**".
11. Remove transverse links mounting bolts at suspension member side. Refer to "**EXPLODED VIEW**".

Removal Work

1. Use a manual lift table caddy (commercial service tool) or an equivalently rigid tool such as a transmission jack. Securely support bottom of suspension member and the transmission assembly.

CAUTION: Put a piece of wood or something similar as the supporting surface, secure a completely stable condition.

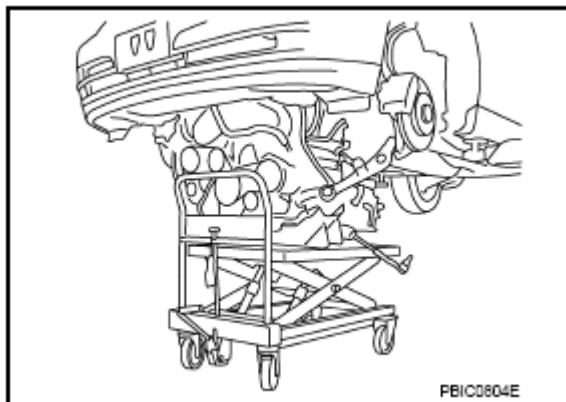


Fig. 159: Supporting Bottom Of Suspension Member And Transmission Assembly Using Manual Lift Table Caddy

Courtesy of NISSAN NORTH AMERICA, INC.

2. Remove rear engine mounting member bolts.
3. Remove front suspension member mounting bolts and nuts. Refer to "**EXPLODED VIEW**".
4. Carefully lower jack, or raise lift to remove the engine, the transmission assembly and front suspension member. When performing work, observe the following caution:

CAUTION:

- Confirm there is no interference with the vehicle.
- Check that all connection points have been disconnected.
- Keep in mind the center of vehicle gravity changes. If necessary, use jack(s) to support the vehicle at rear jacking point(s) to prevent it from falling off the lift.

Separation Work

1. Install engine slingers into front of cylinder head (bank 1) and rear of cylinder head (bank 2).

- 1 : Engine front slinger
 2 : Engine rear upper slinger
 3 : Spacer
 4 : Engine rear lower slinger
 A : Bank 1
 B : Bank 2
 ⇐ : Engine front

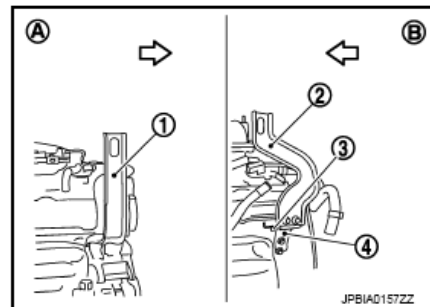


Fig. 160: Identifying Engine Front Slinger
 Courtesy of NISSAN NORTH AMERICA, INC.

Slinger bolts:

Torque: 28.0 N.m (2.9 kg-m, 21 ft-lb)

- To protect rocker cover against damage caused by tilting of engine slinger, insert spacer between cylinder head and engine rear lower slinger (3), in direction shown in the figure.

- 1 : Engine rear upper slinger
 ⇐ : Engine front

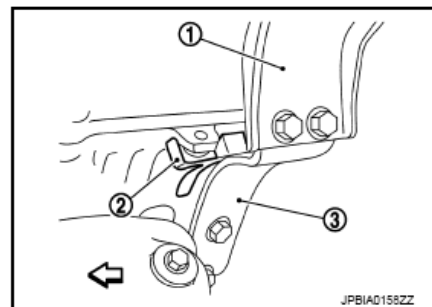


Fig. 161: Identifying Engine Rear Upper And Lower Slinger, Spacer
 Courtesy of NISSAN NORTH AMERICA, INC.

NOTE:

Spacer (2) is a component part of engine rear upper slinger assembly.

2. Remove power steering oil pump from engine side. Refer to "VQ35HR: EXPLODED VIEW".

3. Remove engine mounting insulators (RH and LH) under side nuts with power tool.
4. Lift with hoist and separate the engine and the transmission assembly from front suspension member.

CAUTION:

- Before and during this lifting, always check that any harnesses are left connected.
- Never damage to and oil/grease smearing or spills onto engine mounting insulator.

5. Remove alternator. Refer to "VQ35HR: EXPLODED VIEW".
6. Remove starter motor. Refer to "VQ35HR: EXPLODED VIEW".
7. Separate the engine from the transmission assembly. Refer to "2WD: EXPLODED VIEW".
8. Remove each engine mounting insulator and each engine mounting bracket from the engine with power tool.

INSTALLATION

Note the following item, and install in the reverse order of removal:

- Do not allow engine mounting insulator to be damage and careful no oil gets on it.
- For a location with a positioning pin, insert it securely into hole of mating part.
- For a part with a specified installation orientation, refer to component figure in "2WD: EXPLODED VIEW".
- When installing engine mounting bracket (RH and LH) on cylinder block, tighten two upper bolts [shown as (A) in the figure] first. Then tighten two lower bolts [shown as (B) in the figure].

⇐ : Engine front

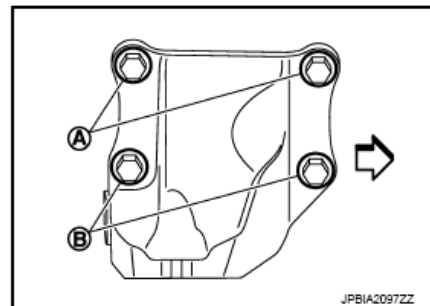


Fig. 162: Identifying Engine Mounting Bracket Bolts
Courtesy of NISSAN NORTH AMERICA, INC.

- Check all engine mounting insulators are seated properly, then tighten mounting nuts.
- Tighten rear engine mounting member bolts in numerical order as shown in the figure.

↔ : Vehicle front

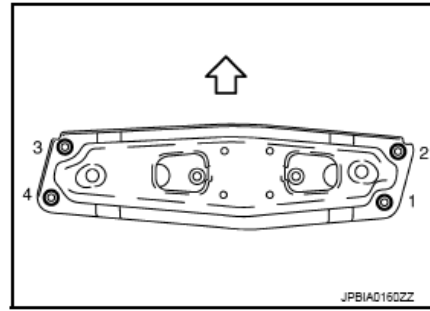


Fig. 163: Identifying Rear Engine Mounting Member Bolts Tightening Sequence
Courtesy of NISSAN NORTH AMERICA, INC.

2WD: Inspection

INSPECTION AFTER INSTALLATION

Inspection for Leakage

The following are procedures for checking fluids leakage, lubricates leakage and exhaust gases leakage:

- Before starting engine, check oil/fluid levels including engine coolant and engine oil. If less than required quantity, fill to the specified level. Refer to "**FOR NORTH AMERICA: FLUIDS AND LUBRICANTS**".
- Use procedure below to check for fuel leakage:
 - Turn ignition switch "ON" (with engine stopped). With fuel pressure applied to fuel piping, check for fuel leakage at connection points.
 - Start engine. With engine speed increased, check again for fuel leakage at connection points.
- Run engine to check for unusual noise and vibration.
- Warm up engine thoroughly to check there is no leakage of fuel, exhaust gases, or any oil/fluids including engine oil and engine coolant.
- Bleed air from lines and hoses of applicable lines, such as in cooling system.
- After cooling down engine, again check oil/fluid levels including engine oil and engine coolant. Refill to the specified level, if necessary.

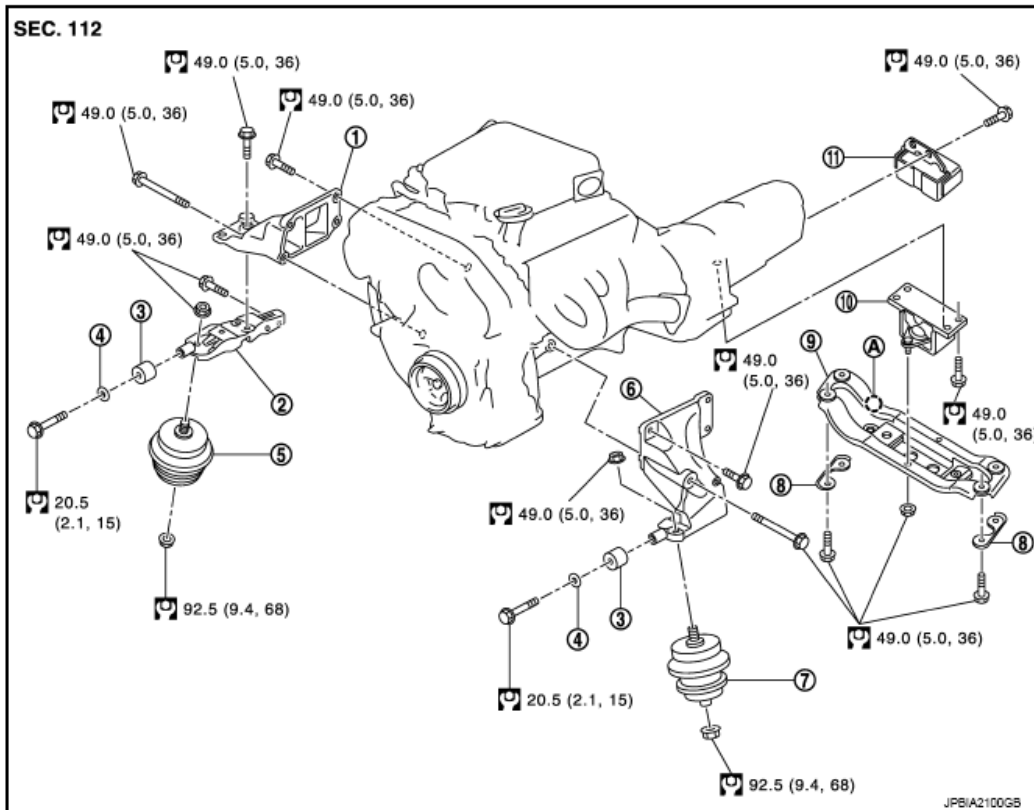
INSPECTION ITEMS LIST

Items		Before starting engine	Engine running	After engine stopped
Engine coolant		Level	Leakage	Level
Engine oil		Level	Leakage	Level
Transmission/transaxle fluid	A/T and CVT models	Level	Level/Leakage	Level
	M/T models	Level/Leakage	Level	Level/Leakage
Other oils and fluid ⁽¹⁾		Level	Leakage	Level
Fuel		Leakage	Leakage	Leakage

Exhaust gases	-	Leakage	-
(1) Power steering fluid, brake fluid, etc.			

AWD

AWD: Exploded View



- | | | |
|--------------------------------------|---|---------------------------------|
| 1. Engine mounting bracket (RH) | 2. Engine mounting bracket (RH) (lower) | 3. Dynamic damper |
| 4. Washer | 5. Engine mounting insulator (RH) | 6. Engine mounting bracket (LH) |
| 7. Engine mounting insulator (LH) | 8. Heat insulator | 9. Rear engine mounting member |
| 10. Engine mounting insulator (rear) | 11. Dynamic damper | |
| A. Front mark | | |

Fig. 164: Exploded View Of Engine Assembly With Torque Specifications (AWD)
 Courtesy of NISSAN NORTH AMERICA, INC.

Refer to "**COMPONENTS**" for symbols in the figure.

AWD: Removal and Installation

WARNING:

- Situate the vehicle on a flat and solid surface.
- Place chocks at front and back of rear wheels.
- For engines not equipped with engine slingers, attach proper

slingers and bolts described in PARTS CATALOG.

CAUTION:

- Always be careful to work safely, avoid forceful or uninstructed operations.
- Never start working until exhaust system and engine coolant are cool enough.
- If items or work required are not covered by this article, refer to the appropriate Service Information.
- Always use the support point specified for lifting.
- Use either 2-pole lift type or separate type lift as best you can. If board-on type is used for unavoidable reasons, support at rear axle jacking point with transmission jack or similar tool before starting work, in preparation for the backward shift of center of gravity.
- For supporting points for lifting and jacking point at rear axle, refer to "GARAGE JACK AND SAFETY STAND AND 2-POLE LIFT".

NOTE:

When removing components such as hoses, tubes/lines, etc., cap or plug openings to prevent fluid from spilling.

REMOVAL**Outline**

At first, remove the engine, the transmission assembly, the transfer assembly and the front final drive assembly with front suspension member downward. Then separate the engine, the transmission assembly, the transfer and the front final drive assembly.

Preparation

1. Release fuel pressure. Refer to "INSPECTION".
2. Disconnect both battery terminals. Refer to "EXPLODED VIEW".
3. Drain engine coolant from radiator. Refer to "DRAINING".

CAUTION:

- Perform this step when engine is cold.
- Never spill engine coolant on drive belt.

4. Remove the following parts:

- Radiator reservoir tank: Refer to "EXPLODED VIEW".
- Engine cover: Refer to "EXPLODED VIEW".
- Front road wheel and tires (power tool)
- Engine undercover (power tool)
- Front cross bar: Refer to "EXPLODED VIEW".

- Cowl top cover: Refer to "**EXPLODED VIEW**".
 - Air duct and air cleaner case assembly: Refer to "**EXPLODED VIEW**".
5. Discharge refrigerant from A/C circuit. Refer to "**COLLECTION AND CHARGE**".
 6. Remove radiator hoses (upper and lower). Refer to "**EXPLODED VIEW**".

Engine Room LH

1. Disconnect heater hose from vehicle-side, and fit a plug onto hose end to prevent engine coolant leakage.
2. Disconnect A/C piping from A/C compressor, and temporarily fasten it on vehicle with a rope. Refer to "**EXPLODED VIEW**".
3. Disconnect brake booster vacuum hose.
4. Disconnect ground cables.

Engine Room RH

1. Disconnect battery positive cable vehicle side and temporarily fasten it on engine.
2. Disconnect all clips and connectors of the engine room harness from engine back side.
3. Disconnect fuel feed hose (with damper) and EVAP hose. Refer to "**EXPLODED VIEW**".

CAUTION: Fit plugs onto disconnected hoses to prevent fuel leakage.

4. Remove reservoir tank of power steering oil pump and piping from vehicle, and temporarily secure them on engine. Refer to "**VQ35HR: EXPLODED VIEW**".

CAUTION: When temporarily securing, keep the reservoir tank upright to avoid a fluid leakage.

Vehicle Inside

Follow procedure below to disconnect engine room harness connectors at passenger room side, and temporarily secure them on engine:

1. Remove passenger-side kicking plate and dash side finisher. Refer to "**EXPLODED VIEW**".
2. Disconnect engine room harness connectors at unit sides and other.
3. Disengage intermediate fixing point. Pull out engine room harnesses to engine room side, and temporarily secure them on engine.

CAUTION:

- When pulling out harnesses, take care not to damage harnesses and connectors.
- After temporarily securing, cover connectors with vinyl or similar material to protect against foreign material adhesion.

Vehicle Underbody

1. Remove A/T fluid cooler hoses and power steering oil pump oil cooler hoses.
2. Disconnect heated oxygen sensor 2 harness. Refer to "**EXPLODED VIEW**".
3. Remove three way catalyst and exhaust front tube. Refer to "**EXPLODED VIEW**".
4. Disconnect steering lower joint at power steering gear assembly side, and release steering lower shaft. Refer to "**WITHOUT ELECTRIC MOTOR: EXPLODED VIEW**" or "**WITH ELECTRIC MOTOR: EXPLODED VIEW**".
5. Remove rear propeller shaft. Refer to "**EXPLODED VIEW**".
6. Remove front drive shaft (both side). Refer to "**EXPLODED VIEW**".
7. Disengage A/T control rod at A/T shift selector side. Then, temporarily secure it on the transmission assembly, so that it does not sag. Refer to "**EXPLODED VIEW**".
8. Preparation for the separation work of transaxle is as per the following:
 - Remove rear plate cover from oil pan (upper). Then remove bolts fixing drive plate to torque converter. Refer to "**EXPLODED VIEW**".
 - Remove transmission joint bolts that pierce at oil pan (upper) lower rear side. Refer to "**EXPLODED VIEW**".
9. Remove front stabilizer connecting rod from transverse link. Refer to "**EXPLODED VIEW**".
10. Remove lower ends of left and right steering knuckle from transverse link. Refer to "**EXPLODED VIEW**".
11. Separate steering outer sockets from steering knuckle. Refer to "**EXPLODED VIEW**".
12. Remove transverse links mounting bolts at suspension member side. Refer to "**EXPLODED VIEW**".

Removal Work

1. Use a manual lift table caddy (commercial service tool) or an equivalently rigid tool such as a transmission jack. Securely support bottom of suspension member and transmission.

CAUTION: Put a piece of wood or something similar as the supporting surface, secure a completely stable condition.

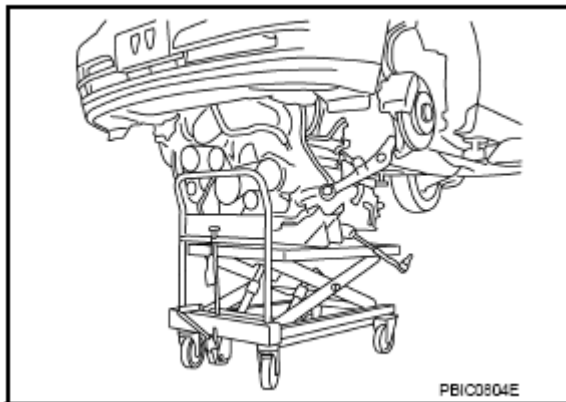


Fig. 165: Supporting Bottom Of Suspension Member And Transmission Assembly Using Manual Lift Table Caddy
Courtesy of NISSAN NORTH AMERICA, INC.

2. Remove rear engine mounting member bolts.
3. Remove front suspension member mounting bolts and nuts. Refer to "**EXPLODED VIEW**".
4. Carefully lower jack, or raise lift to remove the engine, transmission, transfer and front final drive assembly and front suspension member. When performing work, observe the following caution:

CAUTION:

- **Confirm there is no interference with the vehicle.**
- **Check that all connection points have been disconnected.**
- **Keep in mind the center of the vehicle gravity changes. If necessary, use jack(s) to support the vehicle at rear jacking point(s) to prevent it from falling it off the lift.**

Separation Work

1. Install engine slingers into front of cylinder head (bank 1) and rear of cylinder head (bank 2).

- 1 : Engine front slinger
 2 : Engine rear upper slinger
 3 : Spacer
 4 : Engine rear lower slinger
 A : Bank 1
 B : Bank 2
 ⇐ : Engine front

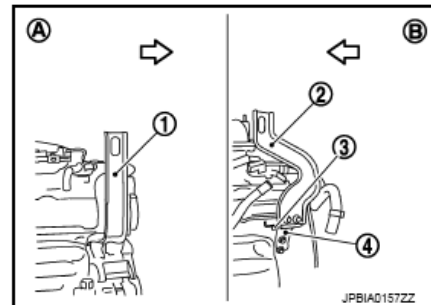


Fig. 166: Identifying Engine Front Slinger
Courtesy of NISSAN NORTH AMERICA, INC.

Slinger bolts:

Torque: 28.0 N.m (2.9 kg-m, 21 ft-lb)

- To protect rocker cover against damage caused by tilting of engine slinger, insert spacer between cylinder head and engine rear lower slinger (3), in direction shown in the figure.

1 : Engine rear upper slinger

↔ : Engine front

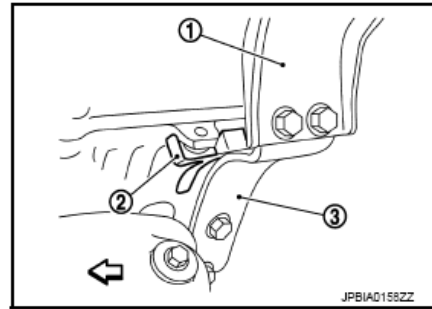


Fig. 167: Identifying Spacer, Engine Rear Upper And Lower Slinger
 Courtesy of NISSAN NORTH AMERICA, INC.

NOTE: **Spacer (2) is a component part of engine rear upper slinger assembly.**

2. Remove power steering oil pump from engine side. Refer to "**VQ35HR: EXPLODED VIEW**".
3. Remove engine mounting insulators (RH and LH) under side nuts with power tool.
4. Lift with hoist and separate the engine, the transmission assembly, the transfer assembly and the front final drive assembly from front suspension member.

CAUTION:

- **Before and during this lifting, always check if any harnesses are left connected.**
- **Never damage to and oil/grease smearing or spills onto engine mounting insulator.**

5. Remove alternator. Refer to "**VQ35HR: EXPLODED VIEW**".
6. Remove starter motor. Refer to "**VQ35HR: EXPLODED VIEW**".
7. Remove front propeller shaft from the front final drive assembly side. Refer to "**VQ35HR: EXPLODED VIEW**".
8. Separate the engine from the transmission assembly. Refer to "**AWD: EXPLODED VIEW**".
9. Remove the front final drive assembly from pan (upper). Refer to "**VQ35HR: EXPLODED VIEW**".
10. Remove each engine mounting insulator and each engine mounting bracket from the engine with power tool.

INSTALLATION

Note the following item, and install in the reverse order of removal:

- Do not allow engine mounting insulator to be damage and careful no engine oil gets on it.
- For a location with a positioning pin, insert it securely into hole of mating part.
- For a part with a specified installation orientation, refer to component figure in "**AWD: EXPLODED VIEW**".
- When installing engine mounting bracket (RH and LH) on cylinder block, tighten two upper bolts (B)

first. Then tighten two lower bolts (C).

3 : Engine mounting bracket (LH)
A : Right side
G : Left side

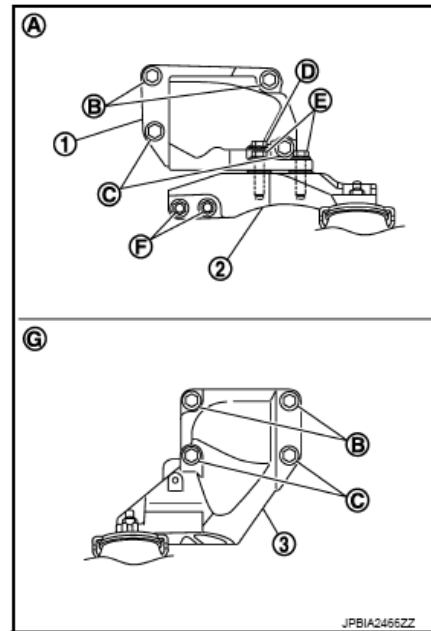


Fig. 168: Engine Mounting Brackets Bolts
Courtesy of NISSAN NORTH AMERICA, INC.

- Install engine mounting bracket (RH) (lower) (2) as per the following:
 - Temporarily tighten mounting bolts [shown as (D), (E) and (F) in the figure].
 - Tighten mounting bolts to the specified torque with following mounting surfaces touched:
- Engine mounting bracket (RH) (1) to engine mounting bracket (RH) (lower) [shown as and in figure].
- Front final drive to engine mounting bracket (RH) (lower) [shown as in the figure].
- Check all engine mounting insulators are seated properly, then tighten mounting nuts.
- Tighten rear engine mounting member bolts in numerical order as shown in the figure.

↔ : Vehicle front

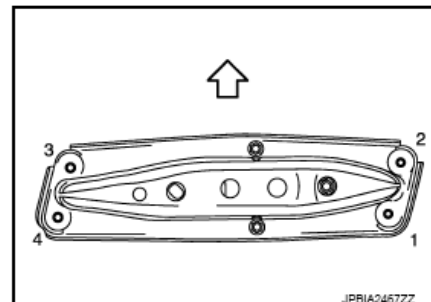


Fig. 169: Identifying Rear Engine Mounting Member Bolts Tightening Sequence
Courtesy of NISSAN NORTH AMERICA, INC.

AWD: Inspection

INSPECTION AFTER INSTALLATION**Inspection for Leakage**

The following are procedures for checking fluids leakage, lubricates leakage and exhaust gases leakage:

- Before starting engine, check oil/fluid levels including engine coolant and engine oil. If less than required quantity, fill to the specified level. Refer to "**FOR NORTH AMERICA: FLUIDS AND LUBRICANTS**".
- Use procedure below to check for fuel leakage:
 - Turn ignition switch "ON" (with engine stopped). With fuel pressure applied to fuel piping, check for fuel leakage at connection points.
 - Start engine. With engine speed increased, check again for fuel leakage at connection points.
- Run engine to check for unusual noise and vibration.
- Warm up engine thoroughly to check there is no leakage of fuel, exhaust gases, or any oil/fluids including engine oil and engine coolant.
- Bleed air from lines and hoses of applicable lines, such as in cooling system.
- After cooling down engine, again check oil/fluid levels including engine oil and engine coolant. Refill to the specified level, if necessary.

INSPECTION ITEMS LIST

Items		Before starting engine	Engine running	After engine stopped
Engine coolant		Level	Leakage	Level
Engine oil		Level	Leakage	Level
Transmission/transaxle fluid	A/T and CVT models	Level	Level/Leakage	Level
	M/T models	Level/Leakage	Level	Level/Leakage
Other oils and fluid ⁽¹⁾		Level	Leakage	Level
Fuel		Leakage	Leakage	Leakage
Exhaust gases		-	Leakage	-
(1) Power steering fluid, brake fluid, etc.				

UNIT DISASSEMBLY AND ASSEMBLY**ENGINE STAND SETTING****Setting**

NOTE: Explained here is how to disassemble with engine stand supporting transmission surface. When using different type of engine stand, note with difference in steps and etc.

1. Remove the engine assembly from the vehicle. Refer to "**2WD: EXPLODED VIEW**" (2WD models) or "**AWD: EXPLODED VIEW**" (AWD models).
2. Remove crankshaft pulley. Refer to "**EXPLODED VIEW**".

NOTE: The drive plate is fixed with a ring gear stopper [SST: KV10118600 (J-48641)]. Loosen the crankshaft pulley mounting bolts before installing the engine stand.

3. Remove the parts that may restrict installation of engine to a widely use engine stand.
 - Fix crankshaft with a ring gear stopper [SST: KV10118600 (J-48641)]. Loosen drive plate mounting bolt with power tool.
 - Check for deformation or damage of drive plate. Refer to "**EXPLODED VIEW**".

NOTE: The procedure is described assuming that you use a widely use engine stand holding the surface, to which transmission is installed.

4. Remove pilot converter using the pilot bushing puller [SST: ST16610001 (J-23907)] (A), if necessary.

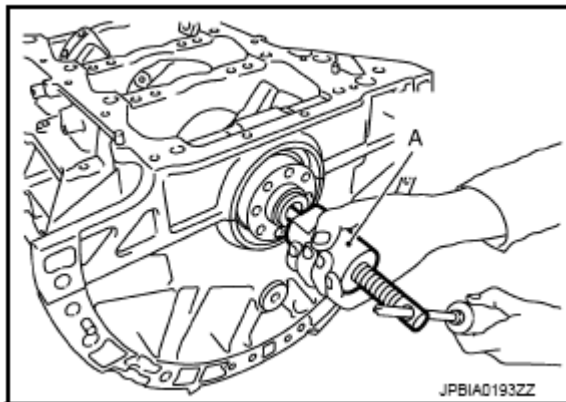


Fig. 170: Removing Pilot Converter (A/T Models) Using Pilot Bushing Puller
Courtesy of NISSAN NORTH AMERICA, INC.

5. Lift the engine with hoist to install it onto the widely use engine stand.

CAUTION: Use an engine stand that has a load capacity [220 kg (485 lb) or more] large enough for supporting the engine weight.

- If the load capacity of the stand is not adequate, remove the following parts beforehand to reduce the potential risk of overturning the stand:
 - Remove intake manifold collector. Refer to "**EXPLODED VIEW**".
 - Remove intake manifold. Refer to "**EXPLODED VIEW**".
 - Remove fuel injector and fuel tube assembly. Refer to "**EXPLODED VIEW**".
 - Remove ignition coil and rocker cover. Refer to "**EXPLODED VIEW**".

- Remove exhaust manifold. Refer to "**EXPLODED VIEW**".
- Other removable brackets.

NOTE: The figure shows an example of widely use engine stand (A) that can hold mating surface of transmission with drive plate removed.

CAUTION: Before removing the hanging chains, check the engine stand is stable and there is no risk of overturning.

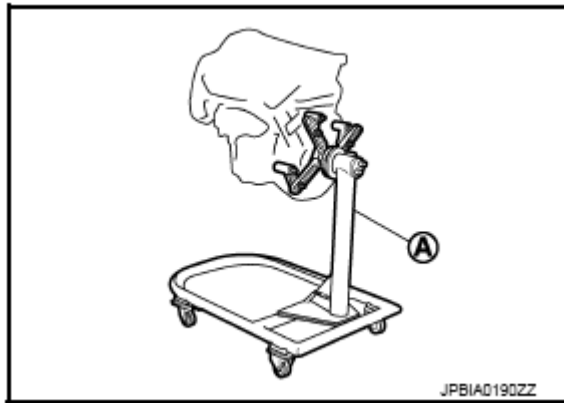


Fig. 171: Holding Mating Surface Of Transmission With Drive Plate Using Engine Stand

Courtesy of NISSAN NORTH AMERICA, INC.

6. Drain engine oil. Refer to "**DRAINING**".
7. Drain engine coolant by removing water drain plugs (1) and (4) from cylinder block both sides as shown in the figure.

- 2 : Washer
3 : Plug
⇐ : Engine front

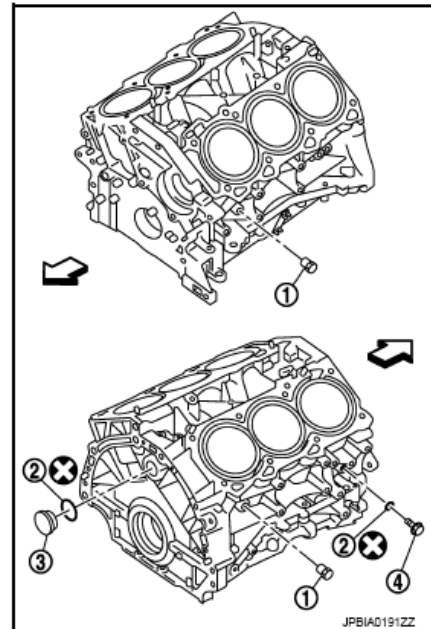


Fig. 172: Identifying Washer And Plugs
Courtesy of NISSAN NORTH AMERICA, INC.

ENGINE UNIT

Disassembly

1. Remove intake manifold collector. Refer to "**EXPLODED VIEW**".
2. Remove intake manifold. Refer to "**EXPLODED VIEW**".
3. Remove exhaust manifold. Refer to "**EXPLODED VIEW**".
4. Remove oil pan (lower). Refer to "**EXPLODED VIEW**".
5. Remove ignition coil, spark plug and rocker cover. Refer to "**EXPLODED VIEW**".
6. Remove fuel injector and fuel tube. Refer to "**EXPLODED VIEW**".
7. Remove timing chain. Refer to "**EXPLODED VIEW**".
8. Remove rear timing chain case. Refer to "**EXPLODED VIEW**".
9. Remove camshaft. Refer to "**EXPLODED VIEW**".
10. Remove cylinder head. Refer to "**EXPLODED VIEW**".

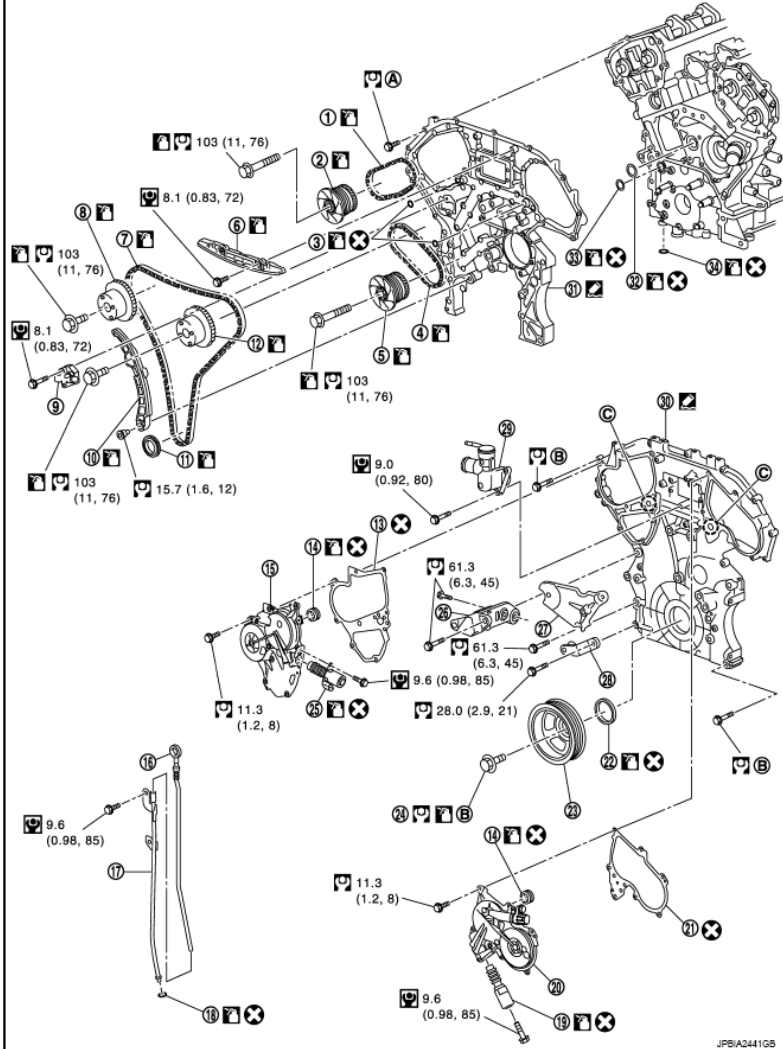
Assembly

Assembly in the reverse order of disassembly.

REAR TIMING CHAIN CASE

Exploded View

SEC. 120•130•135•150•210



- | | | |
|--|--|--|
| 1. Timing chain (secondary) | 2. Camshaft sprocket (EXH) | 3. O-ring |
| 4. Timing chain (secondary) | 5. Camshaft sprocket (EXH) | 6. Internal chain guide |
| 7. Timing chain (primary) | 8. Camshaft sprocket (INT) | 9. Timing chain tensioner (primary) |
| 10. Slack guide | 11. Crankshaft sprocket | 12. Camshaft sprocket (INT) |
| 13. Valve timing control cover gasket (bank 1) | 14. Seal ring | 15. Valve timing control cover (bank 1) |
| 16. Oil level gauge | 17. Oil level gauge guide | 18. O-ring |
| 19. Intake valve timing control solenoid valve (bank 2) | 20. Valve timing control cover (bank 2) | 21. Valve timing control cover gasket (bank 2) |
| 22. Front oil seal | 23. Crankshaft pulley | 24. Crankshaft pulley bolt |
| 25. Intake valve timing control solenoid valve (bank 1) | 26. Power steering oil pump bracket | 27. Idler pulley bracket |
| 28. Alternator bracket | 29. Water outlet (front) | 30. Front timing chain case |
| 31. Rear timing chain case | 32. O-ring | 33. O-ring |
| 34. O-ring | | |
| A. Comply with the installation procedure when tightening. | B. Comply with the installation procedure when tightening. | C. Oil filter |

Fig. 173: Exploded View Of Rear Timing Chain Case With Torque Specifications
Courtesy of NISSAN NORTH AMERICA, INC.

Refer to "**COMPONENTS**" for symbols in the figure.

Disassembly

1. Remove front timing chain case and timing chain. Refer to "**REMOVAL AND INSTALLATION**".
2. Remove water pump. Refer to "**EXPLODED VIEW**".
3. Remove oil pan (upper). Refer to "**2WD: EXPLODED VIEW**" (2WD models) or "**AWD: EXPLODED VIEW**" (AWD models).
4. Remove rear timing chain case as per the following:
 - a. Loosen and remove mounting bolts in reverse order as shown in the figure.
 - b. Cut liquid gasket using the seal cutter [SST: KV10111100 (J-37228)] and remove rear timing chain case.

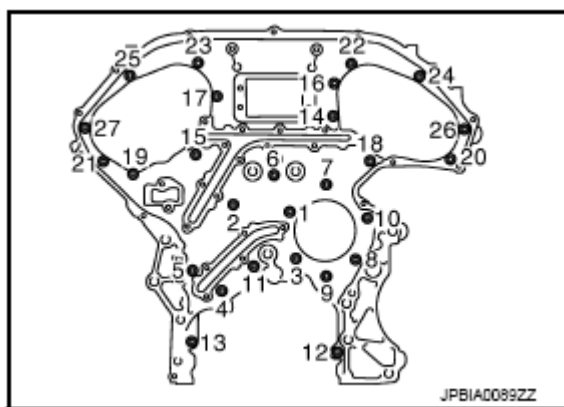


Fig. 174: Identifying Front Timing Chain Case Mounting Bolts Tightening Sequence
 Courtesy of NISSAN NORTH AMERICA, INC.

CAUTION:

- Never remove plate metal cover (1) of oil passage.
- After removal, handle rear timing chain case carefully so it does not tilt, cant, or warp under a load.

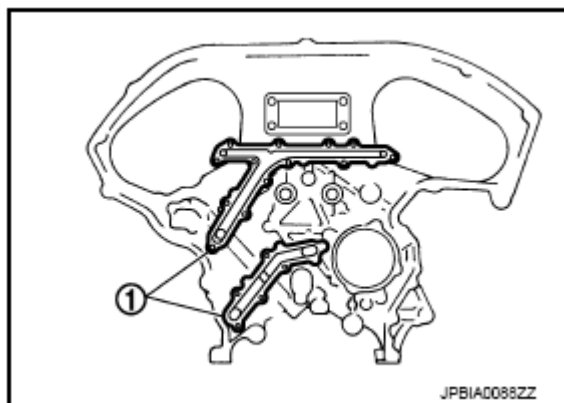


Fig. 175: Identifying Plate Metal Cover Of Oil Passage
 Courtesy of NISSAN NORTH AMERICA, INC.

5. Remove O-rings (1) from cylinder block.

↩ : Engine front

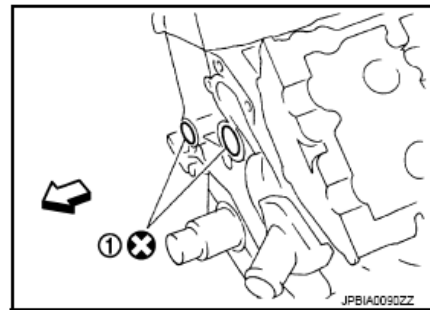


Fig. 176: Identifying Cylinder Block O-Rings
Courtesy of NISSAN NORTH AMERICA, INC.

6. Remove timing chain tensioners (secondary) from cylinder head as per the following, if necessary:
 - a. Remove camshaft brackets (No. 1). Refer to "**EXPLODED VIEW**".
 - b. Remove timing chain tensioners (secondary) with a stopper pin (A) attached.

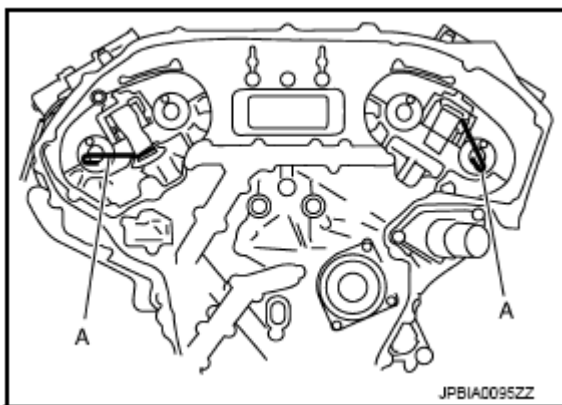


Fig. 177: Identifying Stopper Pin
Courtesy of NISSAN NORTH AMERICA, INC.

Assembly

CAUTION: Do not reuse O-rings.

1. Install timing chain tensioners (secondary) to cylinder head as per the following, if removed: Refer to "**EXPLODED VIEW**".
 - a. Install timing chain tensioners (secondary) with a stopper pin attached and new O-rings.

CAUTION: Do not reuse O-rings.

- b. Install camshaft brackets (No. 1). Refer to "**EXPLODED VIEW**".
- c. Measure difference in levels between front end faces of camshaft bracket (No. 1) and cylinder head.

Standard: -0.14 to 0.14 mm (-0.0055 to 0.0055 in)

- Measure two positions (both intake and exhaust side) for a single bank.
- If the measured value is out of the standard, re-install camshaft bracket (No. 1).

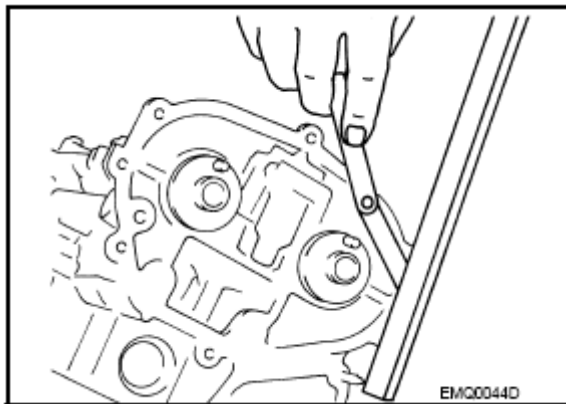


Fig. 178: Measuring Difference Between Front End Faces Of Camshaft Bracket And Cylinder Head Using Feeler Gauge
Courtesy of NISSAN NORTH AMERICA, INC.

2. Install rear timing chain case as per the following:
 - a. Install new O-rings (1) onto cylinder block.

↔ : Engine front

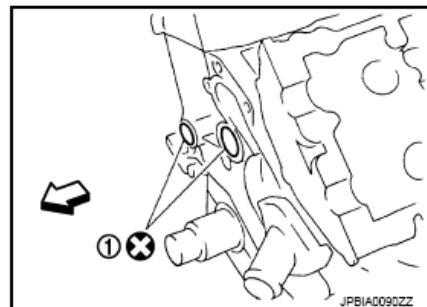


Fig. 179: Identifying Cylinder Block O-Rings
Courtesy of NISSAN NORTH AMERICA, INC.

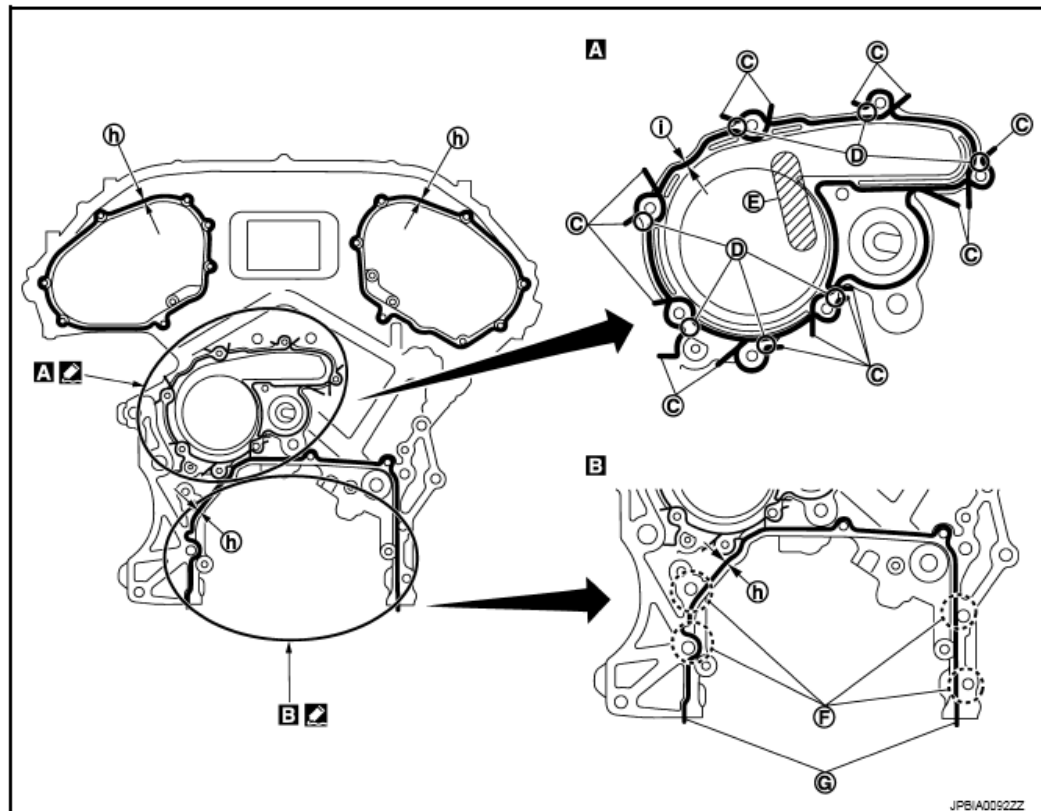
CAUTION: Do not reuse O-rings.

- b. Apply liquid gasket with the tube presser (commercial service tool) to rear timing chain case back side as shown in the figure.

Use Genuine RTV Silicone Sealant or an equivalent. Refer to "RECOMMENDED CHEMICAL PRODUCTS AND SEALANTS".

CAUTION:

- For (A) in the figure, completely wipe out liquid gasket extended on a portion touching at engine coolant.
- Apply liquid gasket on installation position of water pump and cylinder head very completely.



- | | | |
|-----------------------------------|---|---------------------------------|
| C. Protrusion | D. Clearance 1 mm (0.04 in) | E. Do not protrude in this area |
| F. Run along bolt hole inner side | G. Protrusions at beginning and end of gasket | |
| h. $\phi 3.9$ mm (0.154 in) | i. $\phi 2.7$ mm (0.106 in) | |

Fig. 180: Identifying Liquid Gasket Applying Areas
Courtesy of NISSAN NORTH AMERICA, INC.

Refer to "COMPONENTS" for symbols in the figure.

- Align rear timing chain case with dowel pins (bank 1 and bank 2) on cylinder block and install rear timing chain case.
 - Check O-rings stay in place during installation to cylinder block and cylinder head.
- Tighten mounting bolts in numerical order as shown in the figure.
 - There are two types of mounting bolts. Refer to the following for locating bolts:

Bolt length: Bolt position

20 mm (0.79 in): 1, 2, 3, 6, 7, 8, 9, 10

16 mm (0.63 in): 4, 5, 11, 12, 13

Torque: 12.7 N.m (1.3 kg-m, 9 ft-lb)

Bolt length: Bolt position

16 mm (0.63 in): Except the above

Torque: 15.0 N.m (1.5 kg-m, 11 ft-lb)

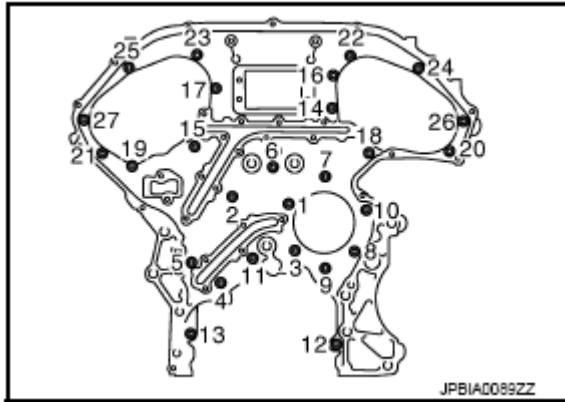


Fig. 181: Identifying Rear Timing Chain Case Mounting Bolts Tightening Sequence
Courtesy of NISSAN NORTH AMERICA, INC.

- e. After all bolts are tightened, retighten them to the specified torque in numerical order shown in the figure.
 - If liquid gasket protrudes, wipe it off immediately.
- f. After installing rear timing chain case, check the surface height difference between the following parts on the oil pan (upper) mounting surface:
 - 1. Rear timing chain case
 - 2. Lower cylinder block

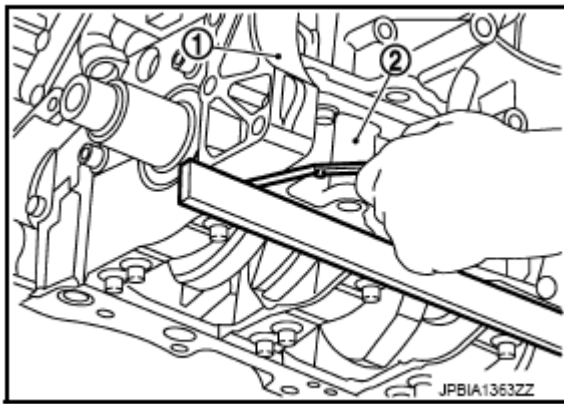


Fig. 182: Checking Surface Height Difference Between Rear Timing Chain Case And Lower Cylinder Block

Courtesy of NISSAN NORTH AMERICA, INC.

Standard

Rear timing chain case to lower cylinder block:

-0.24 to 0.14 mm (-0.0094 to 0.0055 in)

- If not within the standard, repeat the installation procedure.
3. Install water pump with new O-rings. Refer to "**EXPLODED VIEW**".
 4. Check that dowel pin (A) and crankshaft key (1) are located as shown in the figure. (No. 1 cylinder at compression TDC)

NOTE: Though camshaft does not stop at the position as shown in the figure, for the placement of cam nose, it is generally accepted camshaft is placed for the same direction of the figure.

Camshaft dowel pin

: At cylinder head upper face side in each bank.

Crankshaft key

: At cylinder head side of bank 1.

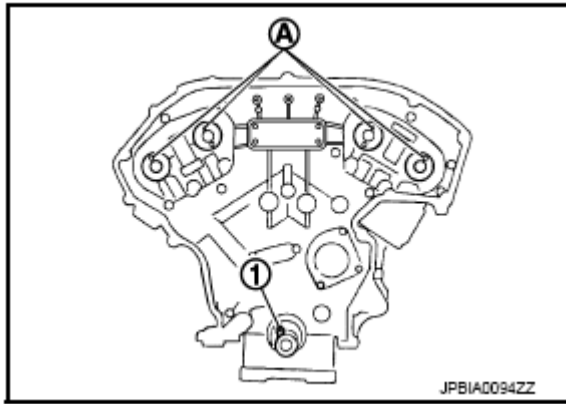


Fig. 183: Identifying Crankshaft Key And Dowel Pin
 Courtesy of NISSAN NORTH AMERICA, INC.

5. Install timing chains (secondary) and camshaft sprockets as per the following:

CAUTION: Matching marks between timing chain and sprockets slip easily. Confirm all matching mark positions repeatedly during the installation process.

- a. Push plunger of timing chain tensioner (secondary) and keep it pressed in with a stopper pin (A).

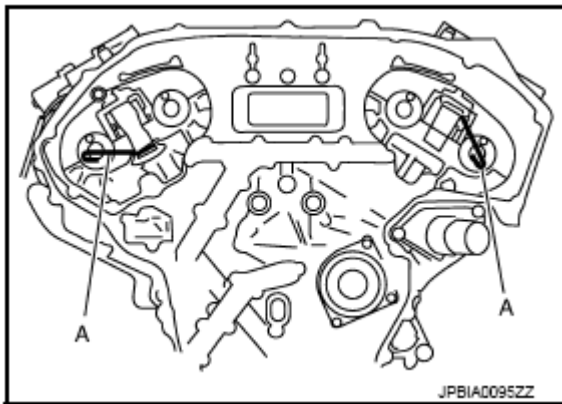


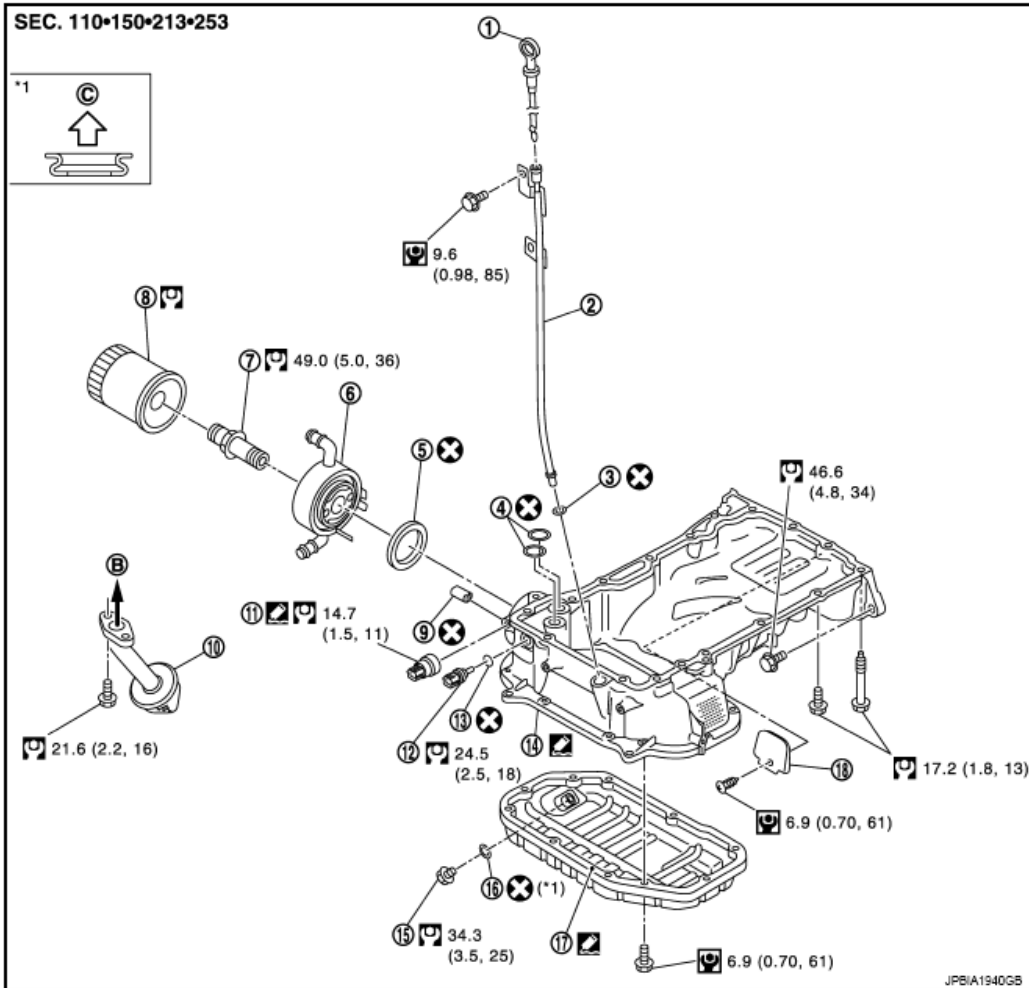
Fig. 184: Identifying Stopper Pin
 Courtesy of NISSAN NORTH AMERICA, INC.

6. For the following operations, perform steps in the reverse order of removal:

OIL PAN (UPPER)

2WD

2WD: Exploded View



- | | | |
|-----------------------|--------------------------|----------------------------|
| 1. Oil level gauge | 2. Oil level gauge guide | 3. O-ring |
| 4. O-ring | 5. O-ring | 6. Oil cooler |
| 7. Connector bolt | 8. Oil filter | 9. Relief valve |
| 10. Oil strainer | 11. Oil pressure switch | 12. Oil temperature sensor |
| 13. Washer | 14. Oil pan (upper) | 15. Drain plug |
| 16. Drain plug washer | 17. Oil pan (lower) | 18. Rear plate cover |
| | B. To oil pump | C. Oil pan side |

Fig. 185: Exploded View Of Oil Pan (Upper) With Torque Specifications (2WD)
Courtesy of NISSAN NORTH AMERICA, INC.

Refer to "**COMPONENTS**" for symbols in the figure.

2WD: Disassembly and Assembly

REMOVAL

CAUTION: Never drain engine oil when the engine is hot to avoid the danger of being scalded.

1. Remove oil level gauge, oil pressure switch and oil temperature sensor.
2. Remove oil pan (lower). Refer to "**REMOVAL AND INSTALLATION**".
3. Remove oil strainer.
4. Loosen mounting bolts in the reverse order as shown in the figure with power tool to remove.

← : Engine front

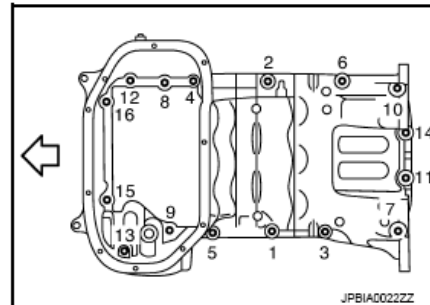


Fig. 186: Identifying Oil Pan (Upper) Mounting Bolts Tightening Sequence
Courtesy of NISSAN NORTH AMERICA, INC.

- Insert the seal cutter [SST: KV10111100 (J-37228)] between oil pan (upper) and lower cylinder block. Slide seal cutter by tapping on the side of tool with a hammer. Remove oil pan (upper).

CAUTION:

- Be careful not to damage the mating surfaces.
- Never insert a screwdriver, this will damage the mating surfaces.

5. Remove O-rings (2) from bottom of lower cylinder block (1) and oil pump (3).

← : Engine front

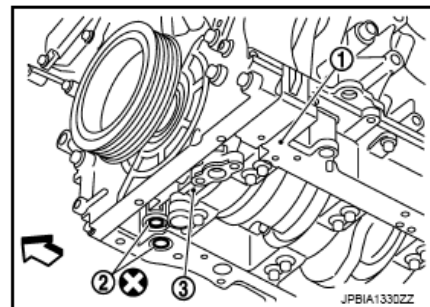


Fig. 187: Identifying Lower Cylinder Block And Oil Pump O-Rings
Courtesy of NISSAN NORTH AMERICA, INC.

INSTALLATION

CAUTION: Do not reuse O-rings or washers.

1. Install oil pan (upper) as per the following:

- a. Use a scraper (A) to remove old liquid gasket from mating surfaces.

CAUTION: Never scratch or damage the mating surfaces when cleaning off old liquid gasket.

- Also remove old liquid gasket from mating surface of lower cylinder block.
- Remove old liquid gasket from the bolt holes and threads.

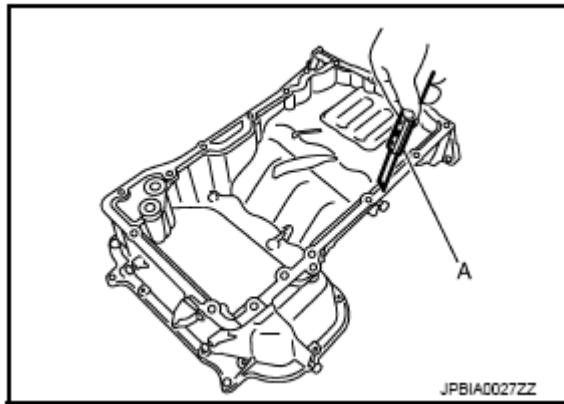


Fig. 188: Removing Old Liquid Gasket From Mating Surfaces Using Scraper
 Courtesy of NISSAN NORTH AMERICA, INC.

- b. Install new O-rings (2) on the bottom of lower cylinder block (1) and oil pump (3).

CAUTION: Do not reuse O-rings.

↩ : Engine front

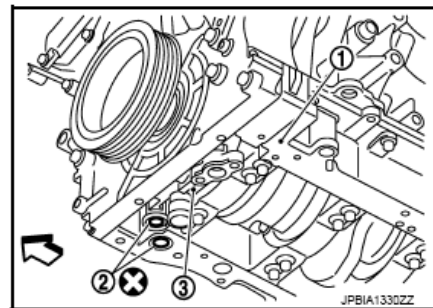


Fig. 189: Identifying Lower Cylinder Block And Oil Pump O-Rings
 Courtesy of NISSAN NORTH AMERICA, INC.

- c. Apply a continuous bead of liquid gasket with the tube presser (commercial service tool) to the cylinder block mating surface of oil pan (upper) to a limited portion as shown in the figure.

a : $\phi 4.0 - 5.0$ mm (0.157 - 0.197 in)

↩ : Engine front

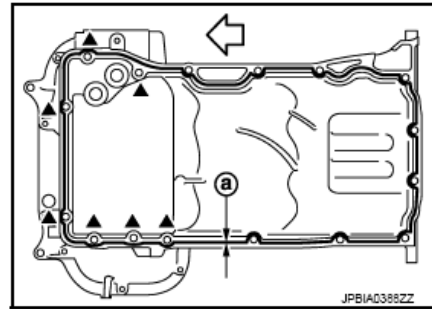


Fig. 190: Identifying Liquid Gasket Applying Area

Courtesy of NISSAN NORTH AMERICA, INC.

Use Genuine RTV Silicone Sealant or an equivalent. Refer to "RECOMMENDED CHEMICAL PRODUCTS AND SEALANTS".

CAUTION:

- For bolt holes with Black Arrow marks (7 locations), apply liquid gasket outside the holes.
- Attaching must be done within 5 minutes after coating.

d. Install oil pan (upper).

CAUTION: Install avoiding misalignment of both O-rings.

- Tighten mounting bolts in numerical order as shown in the figure.

↩ : Engine front

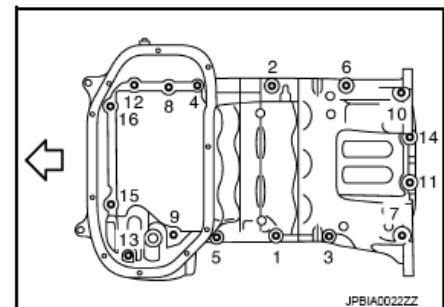


Fig. 191: Identifying Oil Pan (Upper) Mounting Bolts Tightening Sequence

Courtesy of NISSAN NORTH AMERICA, INC.

- There are two types of mounting bolts. Refer to the following for locating bolts:

M8 x 90 mm (3.54 in): 7, 10, 13

M8 x 25 mm (0.98 in): Except the above

2. Install oil strainer to oil pump.

3. Install oil pan (lower). Refer to "**REMOVAL AND INSTALLATION**".
4. Install in the reverse order of removal after this step.

NOTE: **At least 30 minutes after oil pan is installed, pour engine oil.**

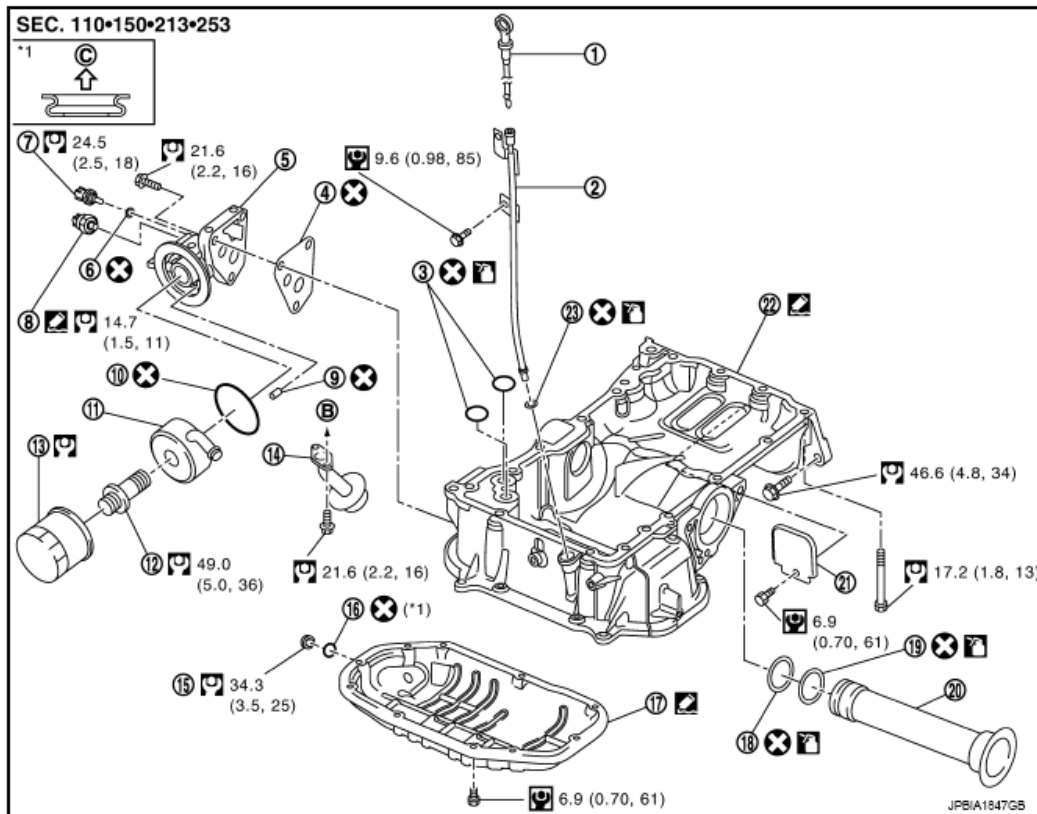
2WD: Inspection**INSPECTION AFTER REMOVAL**

Clean oil strainer if any object attached.

INSPECTION AFTER INSTALLATION

1. Check the engine oil level and adjust engine oil. Refer to "**INSPECTION**".
2. Start engine, and check there is no leakage of engine oil.
3. Stop engine and wait for 10 minutes.
4. Check the engine oil level again. Refer to "**INSPECTION**".

AWD**AWD: Exploded View**



- | | | |
|---------------------------|--------------------------|----------------------|
| 1. Oil level gauge | 2. Oil level gauge guide | 3. O-ring |
| 4. Gasket | 5. Oil filter bracket | 6. Washer |
| 7. Oil temperature sensor | 8. Oil pressure sensor | 9. Relief valve |
| 10. O-ring | 11. Oil cooler | 12. Connector bolt |
| 13. Oil filter | 14. Oil strainer | 15. Drain plug |
| 16. Drain plug washer | 17. Oil pan (lower) | 18. O-ring (small) |
| 19. O-ring (large) | 20. Axle pipe | 21. Rear plate cover |
| 22. Oil pan (upper) | 23. O-ring | |
| | B. To oil pump | C. Oil pan side |

Fig. 192: Identifying Oil Pan (Upper) With Torque Specifications (AWD)
 Courtesy of NISSAN NORTH AMERICA, INC.

Refer to "**COMPONENTS**" for symbols in the figure.

AWD: Disassembly and Assembly

REMOVAL

CAUTION: Never drain engine oil when the engine is hot to avoid the danger of being scalded.

1. Remove oil level gauge, oil pressure switch and oil temperature sensor.
2. Remove oil filter bracket. Refer to "**EXPLODED VIEW**".

3. Remove oil pan (lower). Refer to "**REMOVAL AND INSTALLATION**".
4. Remove oil strainer.
5. Loosen mounting bolts in the reverse order as shown in the figure with power tool to remove.

⇐ : Engine front

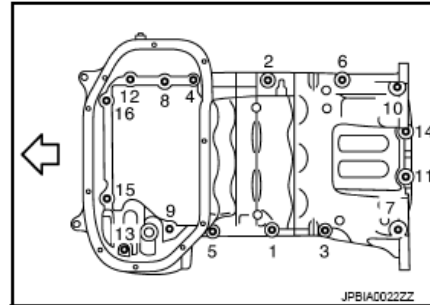


Fig. 193: Identifying Oil Pan (Upper) Mounting Bolts Tightening Sequence
Courtesy of NISSAN NORTH AMERICA, INC.

- Insert the seal cutter [SST: KV10111100 (J-37228)] between oil pan (upper) and lower cylinder block. Slide seal cutter by tapping on the side of tool with a hammer. Remove oil pan (upper).

CAUTION:

- Be careful not to damage the mating surfaces.
- Never insert a screwdriver, this will damage the mating surfaces.

6. Remove O-rings (2) from bottom of lower cylinder block (1) and oil pump (3).

⇐ : Engine front

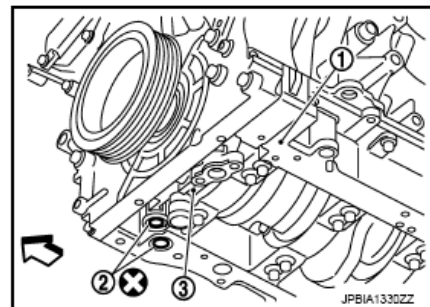


Fig. 194: Identifying Lower Cylinder Block And Oil Pump O-Rings
Courtesy of NISSAN NORTH AMERICA, INC.

7. Remove axle pipe, if necessary.
 - Remove axle pipe from oil pan (upper) using a suitable drift (A) [outer diameter: 37 mm (1.46 in)].

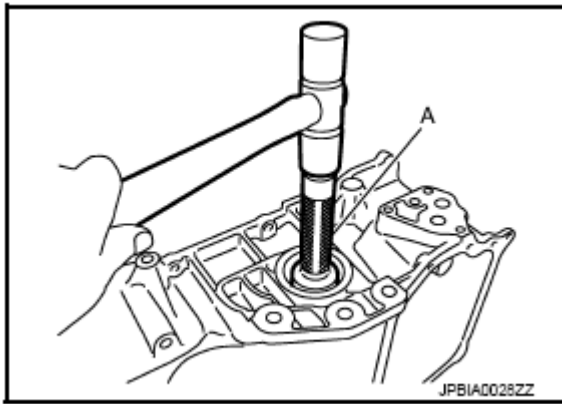


Fig. 195: Removing Axle Pipe From Oil Pan (Upper) Using Drift
Courtesy of NISSAN NORTH AMERICA, INC.

INSTALLATION

CAUTION: Do not reuse O-rings or washers.

1. Install axle pipe (3) to oil pan (upper), if removed.

CAUTION: Do not reuse O-rings.

- Lubricate O-ring groove of axle pipe, O-rings (1), (2), and O-ring joint of oil pan with new engine oil.

Unit: mm (in)	
Items	O-ring inner diameter
Final drive side (right side)	31.4 (1.236)
Axle pipe flange side (left side)	33.6 (1.323)

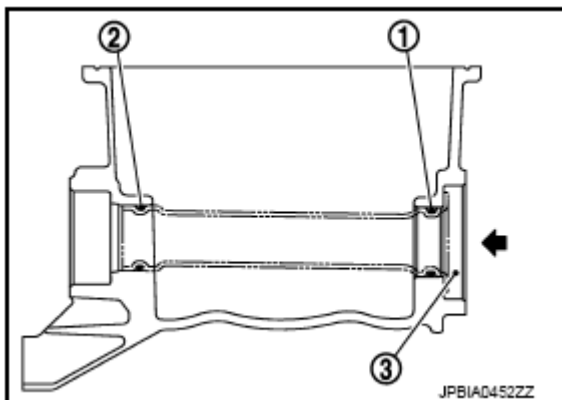


Fig. 196: Identifying Axle Pipe And O-Rings
Courtesy of NISSAN NORTH AMERICA, INC.

- Install axle pipe (1) to oil pan (upper) from axle pipe flange side (left side) using a suitable drift (A) [outer diameter: 43 to 57 mm (1.69 to 2.24 in)].

CAUTION: Insert it with care to prevent O-ring from sliding.

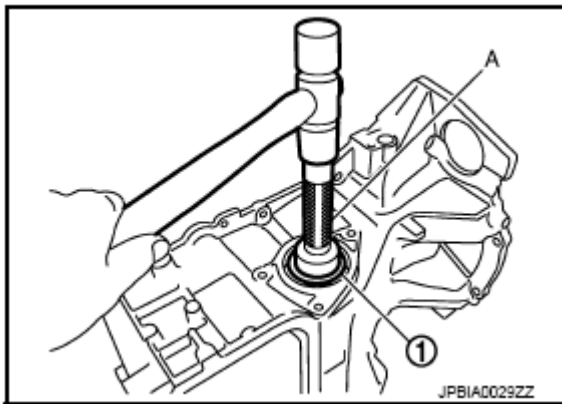


Fig. 197: Installing Axle Pipe To Oil Pan Using Drift
Courtesy of NISSAN NORTH AMERICA, INC.

2. Install oil pan (upper) as per the following:
 - a. Use a scraper (A) to remove old liquid gasket from mating surfaces.

CAUTION: Never scratch or damage the mating surfaces when cleaning off old liquid gasket.

- Also remove old liquid gasket from mating surface of lower cylinder block.
- Remove old liquid gasket from the bolt holes and threads.

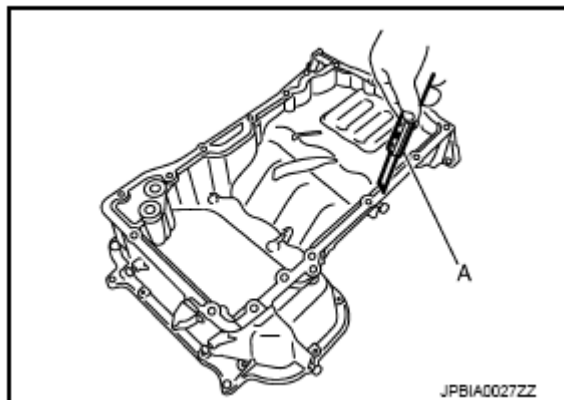


Fig. 198: Removing Old Liquid Gasket From Mating Surfaces Using Scraper
 Courtesy of NISSAN NORTH AMERICA, INC.

- b. Install new O-rings (2) on the bottom of lower cylinder block (1) and oil pump (3).

CAUTION: Do not reuse O-rings.

↔ : Engine front

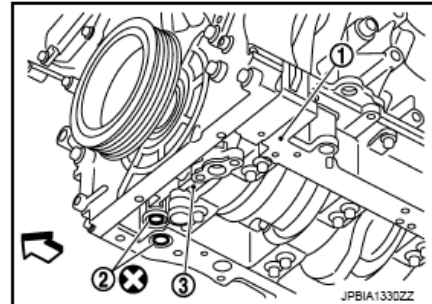


Fig. 199: Identifying Lower Cylinder Block And Oil Pump O-Rings
 Courtesy of NISSAN NORTH AMERICA, INC.

- c. Apply a continuous bead of liquid gasket with the tube presser (commercial service tool) to the cylinder block mating surface of oil pan (upper) to a limited portion as shown in the figure.

a : $\phi 4.0 - 5.0$ mm (0.157 - 0.197 in)

↔ : Engine front

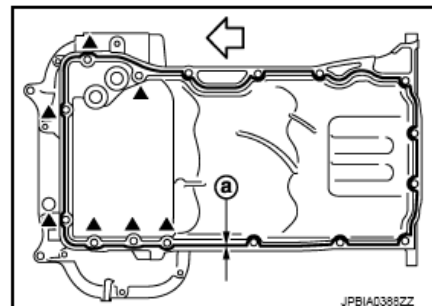


Fig. 200: Identifying Liquid Gasket Applying Area
 Courtesy of NISSAN NORTH AMERICA, INC.

Use Genuine RTV Silicone Sealant or an equivalent. Refer to "**RECOMMENDED CHEMICAL PRODUCTS AND SEALANTS**".

CAUTION:

- For bolt holes with Black Arrow marks (7 locations), apply liquid gasket outside the holes.
- Attaching must be done within 5 minutes after coating.

- d. Install oil pan (upper).

CAUTION: Install avoiding misalignment of O-rings.

- Tighten mounting bolts in numerical order as shown in the figure.

← : Engine front

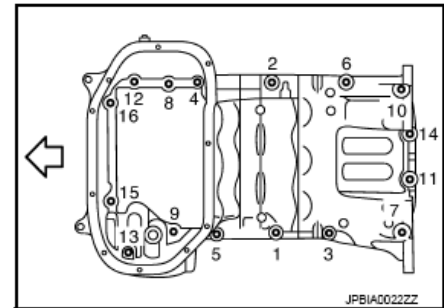


Fig. 201: Identifying Oil Pan (Upper) Bolts Tightening Sequence
Courtesy of NISSAN NORTH AMERICA, INC.

- There are three types of mounting bolts. Refer to the following for locating bolts:

M8 x 25 mm (0.98 in): 3, 6, 8, 9, 11, 12, 14, 15, 16

M8 x 50 mm (1.97 in): 2

M8 x 90 mm (3.54 in): 1, 4, 5, 7, 10, 13

3. Install oil strainer to oil pump.
4. Install oil pan (lower). Refer to "**REMOVAL AND INSTALLATION**".
5. Install in the reverse order of removal after this step.

NOTE: At least 30 minutes after oil pan is installed, pour engine oil.

AWD: Inspection

INSPECTION AFTER REMOVAL

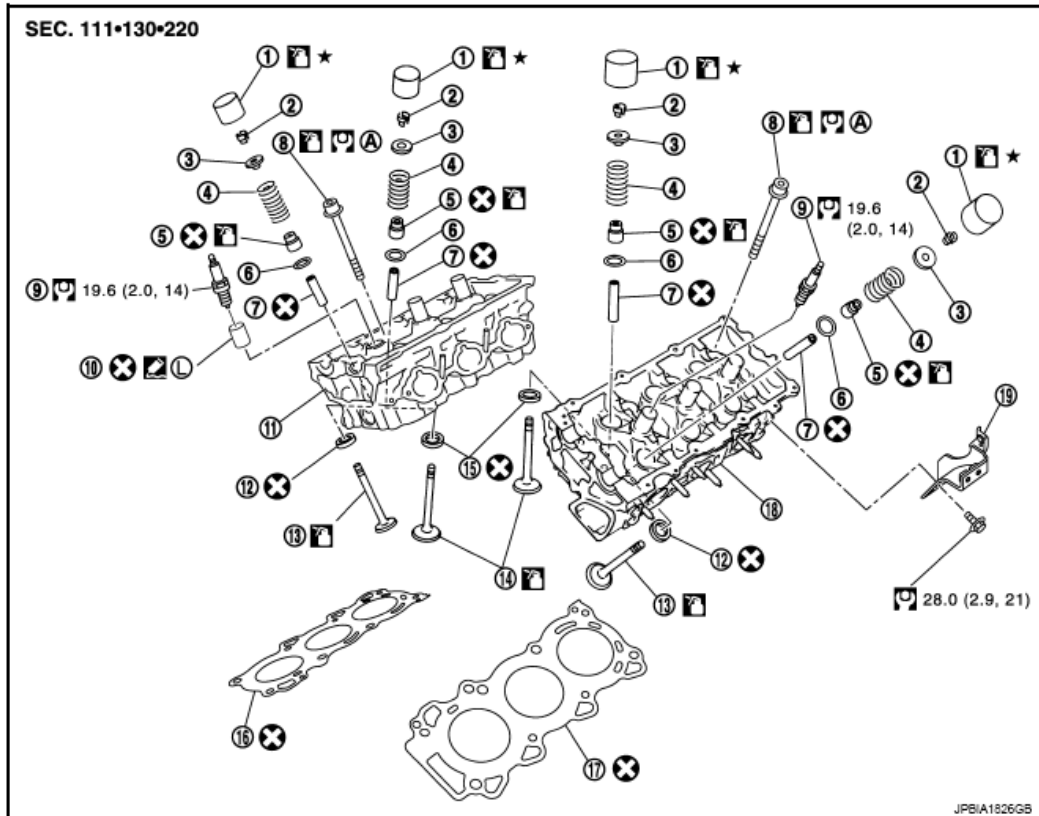
Clean oil strainer if any object attached.

INSPECTION AFTER INSTALLATION

1. Check the engine oil level and adjust engine oil. Refer to "**INSPECTION**".
2. Start engine, and check there is no leakage of engine oil.
3. Stop engine and wait for 10 minutes.
4. Check the engine oil level again. Refer to "**INSPECTION**".

CYLINDER HEAD

Exploded View



- | | | |
|-----------------------------------|-----------------------------------|----------------------------|
| 1. Valve lifter | 2. Valve collet | 3. Valve spring retainer |
| 4. Valve spring | 5. Valve oil seal | 6. Valve spring seat |
| 7. Valve guide | 8. Cylinder head bolt | 9. Spark plug |
| 10. Spark plug tube | 11. Cylinder head (bank 1) | 12. Valve seat (EXH) |
| 13. Valve (EXH) | 14. Valve (INT) | 15. Valve seat (INT) |
| 16. Cylinder head gasket (bank 1) | 17. Cylinder head gasket (bank 2) | 18. Cylinder head (bank 2) |
| 19. Engine rear lower slinger | | |
- A. Comply with the installation procedure when tightening.

L: Apply high strength thread locking sealant or equivalent.

Fig. 202: Exploded View Of Cylinder Head With Torque Specifications
 Courtesy of NISSAN NORTH AMERICA, INC.

Refer to "**COMPONENTS**" for symbols not described on the above.

Disassembly and Assembly

DISASSEMBLY

1. Remove the following parts:
 - Intake manifold collector: Refer to "**EXPLODED VIEW**".

- Rocker cover and spark plug: Refer to "**EXPLODED VIEW**".
- Fuel tube and fuel injector assembly: Refer to "**EXPLODED VIEW**".
- Intake manifold: Refer to "**EXPLODED VIEW**".
- Exhaust manifold: Refer to "**EXPLODED VIEW**".
- Water inlet and thermostat assembly: Refer to "**EXPLODED VIEW**".
- Water outlets (front and rear), water pipe and heater pipe: Refer to "**EXPLODED VIEW**".
- Timing chain: Refer to "**EXPLODED VIEW**".
- Rear timing chain case: Refer to "**EXPLODED VIEW**".
- Camshaft: Refer to "**EXPLODED VIEW**".

2. Remove cylinder head.

- Loosen cylinder head bolts in reverse order as shown in the figure with cylinder head bolt wrench (commercial service tool) and power tool.

A : Bank 1
 B : Bank 2
 ⇐ : Engine front

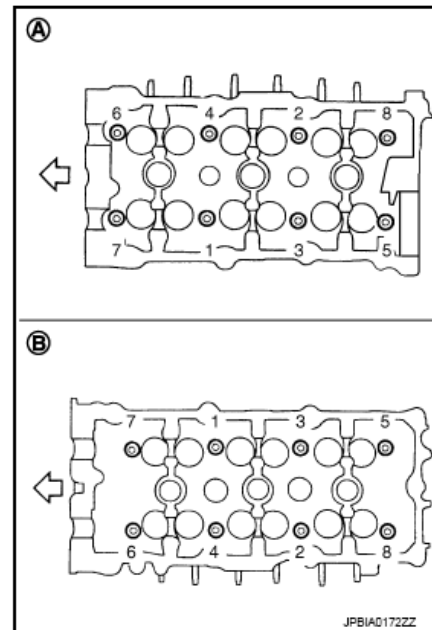


Fig. 203: Identifying Cylinder Head Bolts Tightening Sequence
 Courtesy of NISSAN NORTH AMERICA, INC.

3. Remove cylinder head gaskets.
4. Remove valve lifter.
 - Identify installation positions, and store them without mixing them up.
5. Remove valve collet.
 - Compress valve spring with the valve spring compressor [SST: KV10116200 (J-26336-A)] (A), the attachment [SST: KV10115900 (J-26336-20)] (C) and the adapter [SST: KV10109220 (-)] (B). Remove valve collet with a magnet hand.

CAUTION: When working, take care not to damage valve lifter holes.

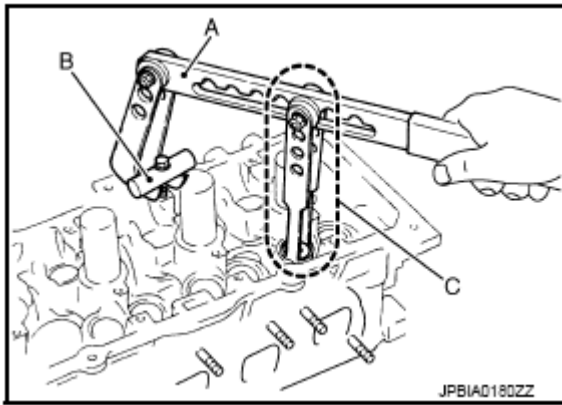


Fig. 204: Compressing Valve Spring Using Valve Spring Compressor
 Courtesy of NISSAN NORTH AMERICA, INC.

6. Remove valve spring retainer, valve spring and valve spring seat.
7. Push valve stem to combustion chamber side, and remove valve.
 - Identify installation positions, and store them without mixing them up.
8. Remove valve oil seal using the valve oil seal puller [SST: KV10107902 (J-38959)] (A).

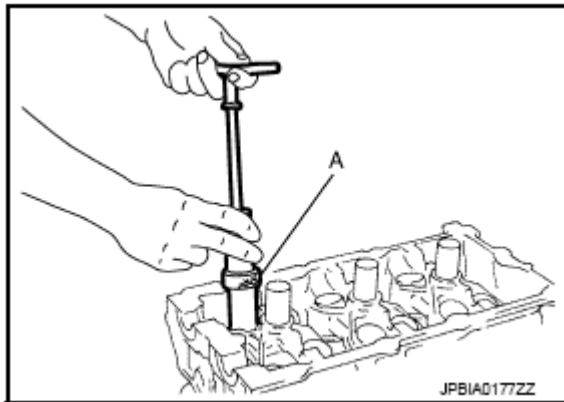


Fig. 205: Removing Valve Oil Seal Using Valve Oil Seal Puller
 Courtesy of NISSAN NORTH AMERICA, INC.

9. Remove valve seat, if valve seat must be replaced.
 - Bore out old seat until it collapses. Boring should not continue beyond the bottom face of the seat recess in cylinder head. Set the machine depth stop to ensure this. Refer to "**CYLINDER HEAD**".

CAUTION: Prevent to scratch cylinder head by excessive boring.

10. Remove valve guide, if valve guide must be replaced.

- a. To remove valve guide, heat cylinder head to 110 to 130°C (230 to 266°F) by soaking in heated oil (A).

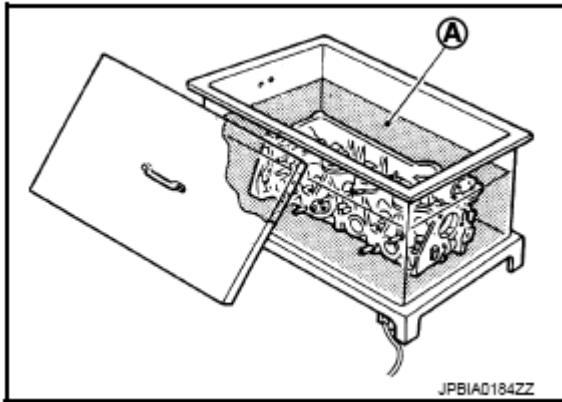


Fig. 206: Heating Cylinder Head To Remove Valve Guide
Courtesy of NISSAN NORTH AMERICA, INC.

- b. Drive out valve guide with a press [under a 20 kN (2 ton, 2.2 US ton, 2.0 Imp ton) pressure] or a hammer and the valve guide drift (commercial service tool).

WARNING: Cylinder head contains heat. When working, wear protective equipment to avoid getting burned.

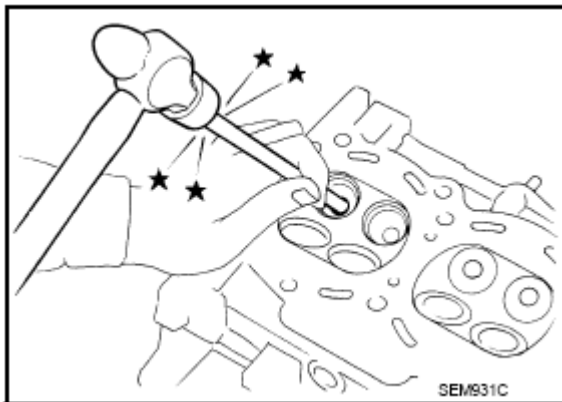


Fig. 207: Driving Out Valve Guide Using Press
Courtesy of NISSAN NORTH AMERICA, INC.

11. Remove spark plug tube, if necessary.
 - Using a pliers, pull spark plug tube out of cylinder head.

CAUTION:

- Take care not to damage cylinder head.
- Once removed, spark plug tube will be deformed and cannot be reused. Never remove it unless absolutely

necessary.

ASSEMBLY

1. If valve guide is removed in step 10 (DISASSEMBLY), install it.

Replace with oversized [0.2 mm (0.008 in)] valve guide.

- a. Using the valve guide reamer (commercial service tool) (A), ream cylinder head valve guide hole.

Valve guide hole diameter (for service parts):

Intake and exhaust: Refer to "CYLINDER HEAD".

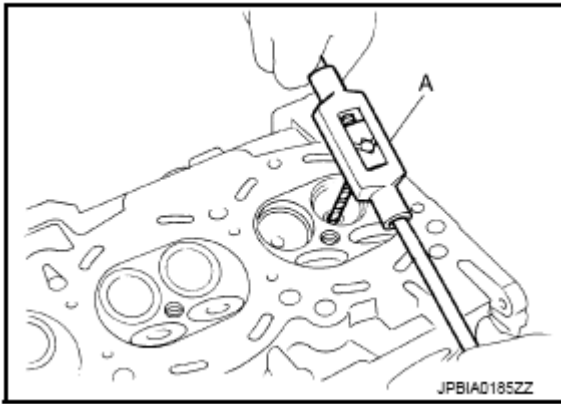


Fig. 208: Reaming Cylinder Head Valve Guide (EXH) Hole Using Valve Guide Reamer
Courtesy of NISSAN NORTH AMERICA, INC.

- b. Heat cylinder head to 110 to 130°C (230 to 266°F) by soaking in heated oil (A).

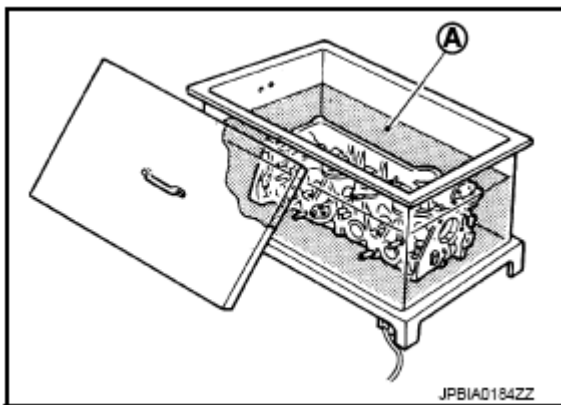


Fig. 209: Heating Cylinder Head To Remove Valve Guide
Courtesy of NISSAN NORTH AMERICA, INC.

- c. Using the valve guide drift (commercial service tool), press valve guide from camshaft side to the

dimensions as shown in the figure.

Projection (A)

Intake and exhaust: Refer to "CYLINDER HEAD".

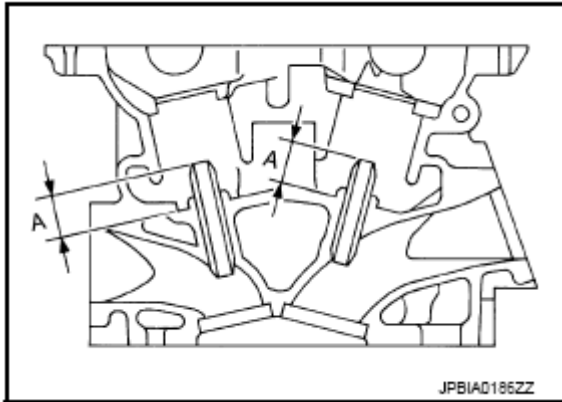


Fig. 210: Identifying Valve Guide Press Dimensions
Courtesy of NISSAN NORTH AMERICA, INC.

WARNING: Cylinder head contains heat. When working, wear protective equipment to avoid getting burned.

- d. Using the valve guide reamer (commercial service tool) (A), apply reamer finish to valve guide.

Standard (Intake and exhaust): Refer to "CYLINDER HEAD".

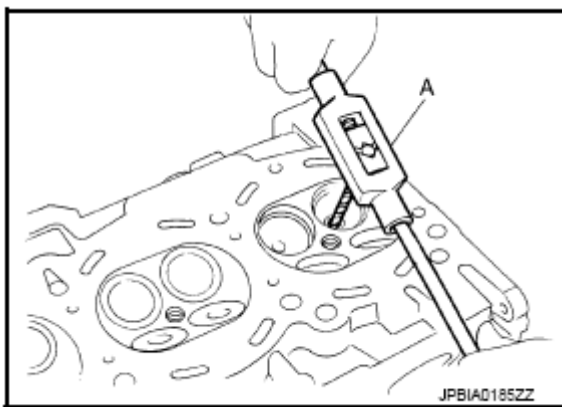


Fig. 211: Reaming Cylinder Head Valve Guide (EXH) Hole Using Valve Guide Reamer
Courtesy of NISSAN NORTH AMERICA, INC.

2. If valve seat is removed in step 9 (DISASSEMBLY), install it.

Replace with oversize [0.5 mm (0.020 in)] valve seat.

- a. Ream cylinder head recess diameter (a) for service valve seat.

Oversize (Intake and exhaust): Refer to "CYLINDER HEAD".

- Be sure to ream in circles concentric to valve guide center. This enables valve to fit correctly.

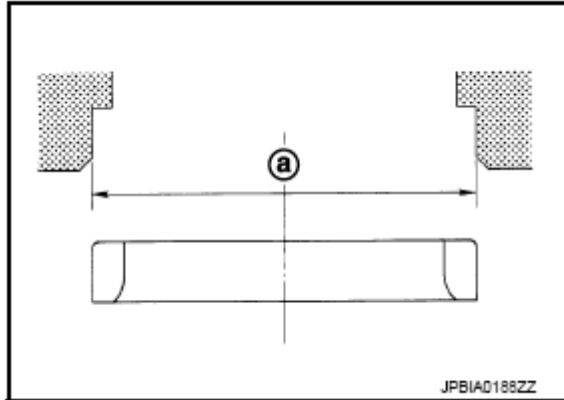


Fig. 212: Identifying Recess Diameter Of Cylinder Head
Courtesy of NISSAN NORTH AMERICA, INC.

- b. Heat cylinder head to 110 to 130°C (230 to 266°F) by soaking in heated oil (A).

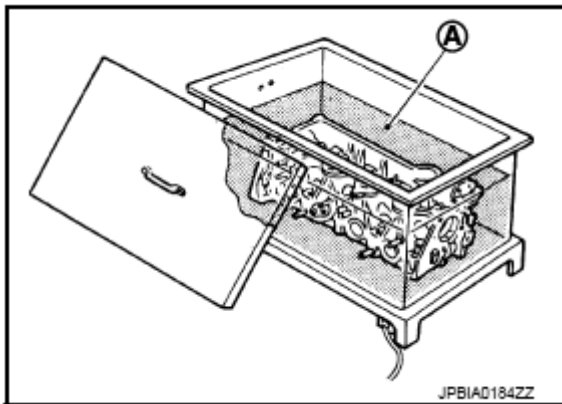


Fig. 213: Heating Cylinder Head To Remove Valve Guide
Courtesy of NISSAN NORTH AMERICA, INC.

- c. Provide valve seats cooled well with dry ice. Force fit valve seat into cylinder head.

WARNING: Cylinder head contains heat. When working, wear protective equipment to avoid getting burned.

CAUTION: Never directly touching cold valve seats.

- d. Using the valve seat cutter set (commercial service tool) or valve seat grinder, finish seat to the specified dimensions. Refer to "CYLINDER HEAD".

CAUTION: When using the valve seat cutter, firmly grip cutter handle with both hands. Then, press on the contacting surface all around the circumference to cut in a single drive. Improper pressure on with cutter or cutting many different times may result in stage valve seat.

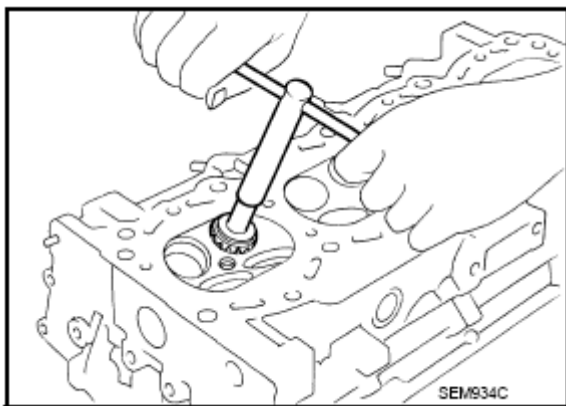


Fig. 214: Finishing Valve Seat Using Seat Cutter
Courtesy of NISSAN NORTH AMERICA, INC.

- e. Using compound, grind to adjust valve fitting.
 - f. Check again for normal contact.
3. Install new valve oil seals as per the following:
 - a. Apply new engine oil on valve oil seal joint and seal lip.
 - b. Install with the valve oil seal drift [SST: KV10115600 (J-38958)] (A) to match dimension in the figure.

Height (b) (Without valve spring seat installed)

Intake and exhaust: 14.3 - 14.9 mm (0.563 - 0.587 in)

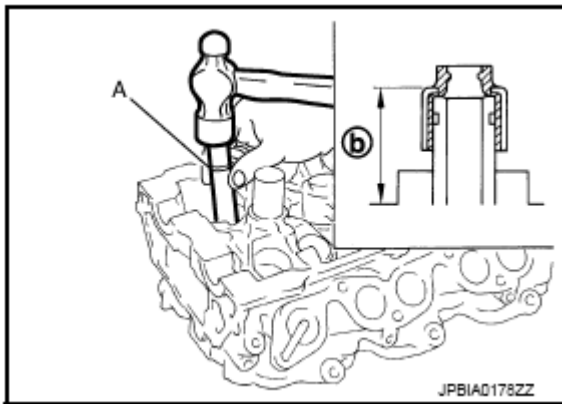


Fig. 215: Pressing To Fit Front Oil Seal Using Suitable Tool
 Courtesy of NISSAN NORTH AMERICA, INC.

4. Install valve spring seat.
5. Install valve.

NOTE: Larger diameter valves are for intake side.

6. Install valve spring (uneven pitch type).
 - Install narrow pitch end to cylinder head side (valve spring seat side).

A : Wide pitch
 B : Narrow pitch
 C : Paint mark
 ⇐ : Cylinder head side

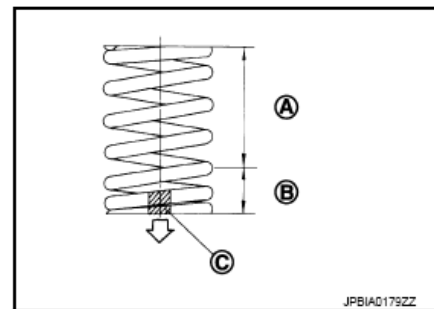


Fig. 216: Identifying Wide Pitch And Narrow Pitch Height With Paint Mark
 Courtesy of NISSAN NORTH AMERICA, INC.

Paint mark color: Yellowish green

7. Install valve spring retainer.
8. Install valve collet.
 - Compress valve spring with the valve spring compressor [SST: KV10116200 (J-26336-A)] (A), the attachment [SST: KV10115900 (J-26336-20)] (C) and the adapter [SST: KV10116200 (-)] (B). Install valve collet with a magnet hand.

CAUTION: When working, take care not to damage valve lifter holes.

- Tap valve stem edge lightly with plastic hammer after installation to check its installed condition.

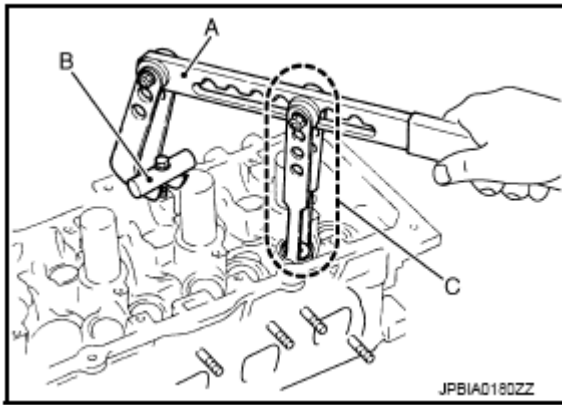


Fig. 217: Compressing Valve Spring Using Valve Spring Compressor
Courtesy of NISSAN NORTH AMERICA, INC.

9. Install spark plug tube.
 - Press-fit spark plug tube as per the following:
 - a. Remove old locking sealant adhering to cylinder head mounting hole.
 - b. Apply sealant to area within approximately 12 mm (0.47 in) from edge of spark plug tube press-fit side. **Use Genuine high strength thread locking sealant or an equivalent. Refer to "RECOMMENDED CHEMICAL PRODUCTS AND SEALANTS".**
 - c. Using drift, press-fit spark plug tube so that its height (A) is as specified in the figure.

B : High strength thread locking sealant application area

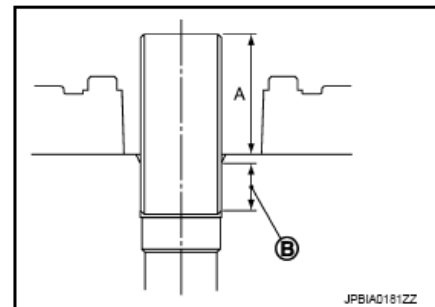


Fig. 218: Identifying High Strength Thread Locking Sealant Application Area
Courtesy of NISSAN NORTH AMERICA, INC.

Standard press-fit height: 37.7 - 38.7 mm (1.484 - 1.524 in)

CAUTION:

- When press-fitting, take care not to deform spark plug tube.
- After press-fitting, wipe out liquid gasket protruding onto cylinder-head upper face.

10. Install new cylinder head gaskets.
11. Turn crankshaft until No. 1 piston is set at TDC.

1 : Crankshaft key
 ⇐ : Bank 1 side

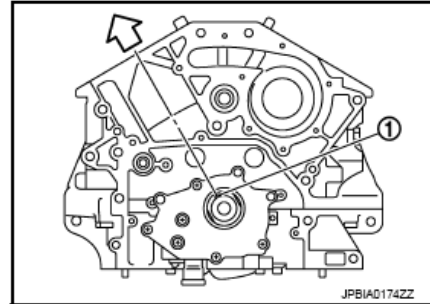


Fig. 219: Identifying Crankshaft Key
 Courtesy of NISSAN NORTH AMERICA, INC.

- Crankshaft key should line up with the bank 1 cylinder center line as shown in the figure.
12. Install cylinder head. Follow the steps below to tighten cylinder head bolts in numerical order as shown in the figure with cylinder head bolts wrench (commercial service tool):

A : Bank 1
 B : Bank 2
 ⇐ : Engine front

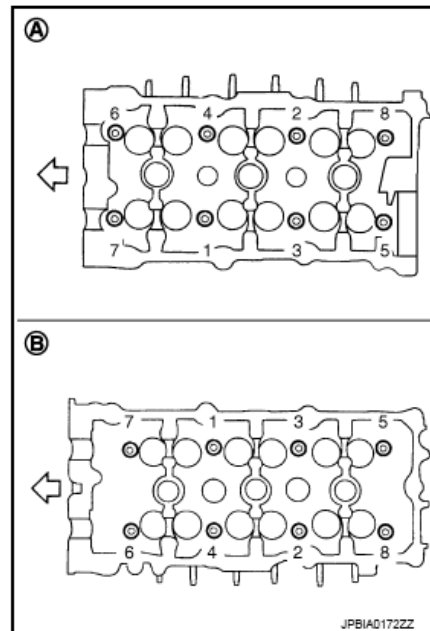


Fig. 220: Identifying Cylinder Head Bolts Tightening Sequence
 Courtesy of NISSAN NORTH AMERICA, INC.

CAUTION:

- If cylinder head bolts re-used, check their outer diameters before installation. Refer to "INSPECTION".
- Before installing cylinder head, inspect cylinder head distortion. Refer to "INSPECTION".

- a. Apply new engine oil to threads and seat surfaces of cylinder head bolts.
- b. Tighten all cylinder head bolts.

Torque: 105 N.m (11 kg-m, 77 ft-lb)

CAUTION: In step "c", loosen bolts in reverse order of that indicated in the figure.

- c. Completely loosen all cylinder head bolts.

Torque: 0 N.m (0 kg-m, 0 ft-lb)

- d. Tighten all cylinder head bolts.

Torque: 40.0 N.m (4.1 kg-m, 30 ft-lb)

- e. Tighten all cylinder head bolts (clockwise).

Angle tightening: 95 degrees

CAUTION: Check the tightening angle by using the angle wrench [SST: KV10112100 (BT8653-A)] (A). Never make judgment by visual inspection.

- Check tightening angle indicated on the angle wrench indicator plate.
- f. Tighten all cylinder head bolts again (clockwise).

Angle tightening: 95 degrees

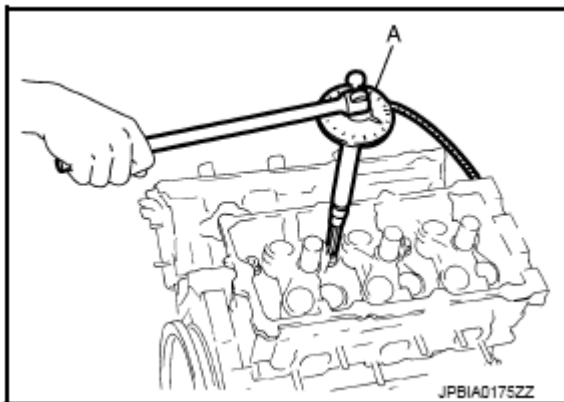


Fig. 221: Checking Cylinder Head Bolts Tightening Angle Using Angle Wrench
Courtesy of NISSAN NORTH AMERICA, INC.

13. After installing cylinder head, measure distance between front end faces of cylinder block and cylinder

head (bank 1 and bank 2).

Standard: 14.1 - 14.9 mm (0.555 - 0.587 in)

- If measured value is out of the standard, reinstall cylinder head.

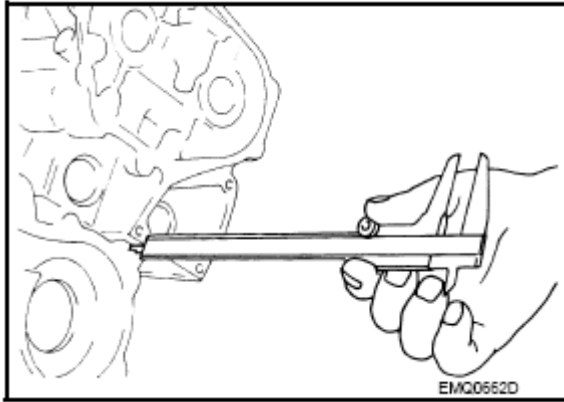


Fig. 222: Measuring Distance Between Front End Faces Of Cylinder Block And Cylinder Head Using Tool

Courtesy of NISSAN NORTH AMERICA, INC.

14. Install valve lifter.
 - Install it in the original position.
15. Install spark plug with spark plug wrench (commercial service tool).
16. Install in the reverse order of removal after this step.

Inspection

INSPECTION AFTER REMOVAL

Cylinder Head Bolts Outer Diameter

- Cylinder head bolts are tightened by plastic zone tightening method. Whenever the size difference between (C) and (B) exceeds the limit, replace them with new one.

Limit [(C) - (B)]: 0.18 mm (0.0071 in)

A : Measuring point
 e : 48 mm (1.89 in)
 d : 11 mm (0.43 in)

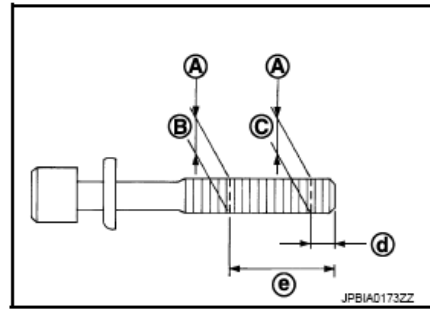


Fig. 223: Identifying Cylinder Head Bolts Outer Diameter
 Courtesy of NISSAN NORTH AMERICA, INC.

- If reduction of outer diameter appears in a position other than (B), use it as (B) point.

Cylinder Head Distortion

NOTE: When performing this inspection, cylinder block distortion should be also checking.

1. Using a scraper, wipe out oil, scale, gasket, sealant and carbon deposits from surface of cylinder head.

CAUTION: Never allow gasket fragments to enter engine oil or engine coolant passages.

2. At each of several locations on bottom surface of cylinder head, measure the distortion in six directions (A, B, C, D, E, and F).

Limit: Refer to "CYLINDER HEAD".

- If it exceeds the limit, replace cylinder head.

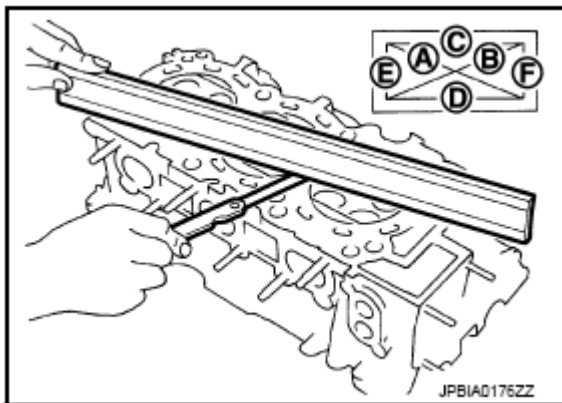


Fig. 224: Measuring Distortion Of Cylinder Head Using Straightedge And Feeler Gauge
 Courtesy of NISSAN NORTH AMERICA, INC.

INSPECTION AFTER DISASSEMBLY**Valve Dimensions**

- Check the dimensions of each valve. For the dimensions, refer to "**CYLINDER HEAD**".
- If dimensions are out of the standard, replace valve and check valve seat contact. Refer to "**VALVE SEAT CONTACT**".

Valve Guide Clearance**Valve Stem Diameter**

- Measure the diameter of valve stem with micrometer (A).

Standard (Intake and exhaust): Refer to "CYLINDER HEAD".

Valve Guide Inner Diameter

- Measure the inner diameter of valve guide with bore gauge.

Standard (Intake and exhaust): Refer to "CYLINDER HEAD".

Valve Guide Clearance

- (Valve guide clearance) = (Valve guide inner diameter) - (Valve stem diameter)

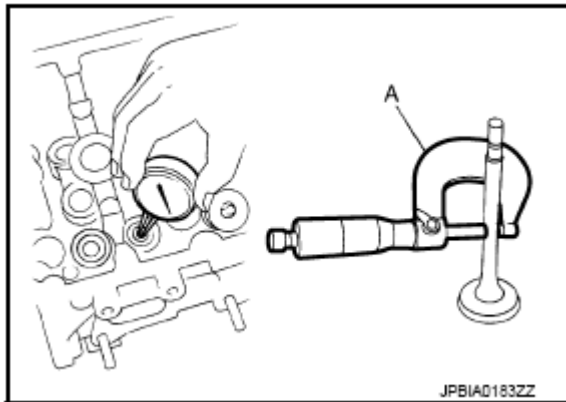


Fig. 225: Measuring Inner Diameter Of Valve Guide Using Bore Gauge
Courtesy of NISSAN NORTH AMERICA, INC.

Valve guide clearance: Refer to "CYLINDER HEAD".

Standard and limit (Intake and exhaust)

- If the calculated value exceeds the limit, replace valve and/or valve guide. When valve guide must be replaced, refer to "**DISASSEMBLY AND ASSEMBLY**".

Valve Seat Contact

- After confirming that the dimensions of valve guides and valves are within the specifications, perform this procedure.
- Apply Prussian blue (or white lead) onto contacting surface of valve seat to check the condition of the valve contact on the surface.
- Check if the contact area band is continuous all around the circumference.
- If not, grind to adjust valve fitting and check again. If the contacting surface still has "NG" (B) conditions even after the recheck, replace valve seat. Refer to "**DISASSEMBLY AND ASSEMBLY**".

A : OK

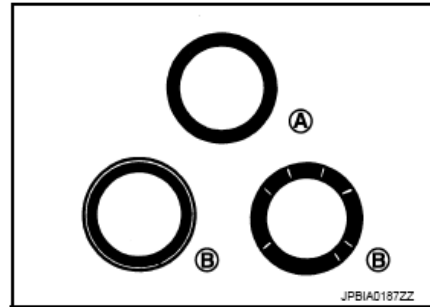


Fig. 226: Identifying Valve Seat OK And NG Condition
Courtesy of NISSAN NORTH AMERICA, INC.

Valve Spring Squareness

- Set a try square (A) along the side of valve spring and rotate spring. Measure the maximum clearance between the top of spring and try square.

B : Contact

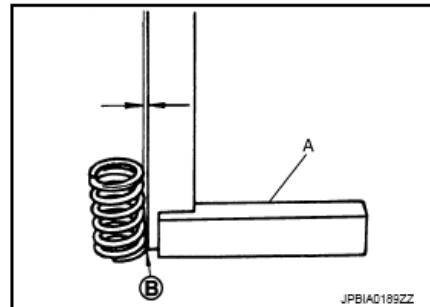


Fig. 227: Measuring Maximum Clearance Between Top Of Spring And Try Square
Courtesy of NISSAN NORTH AMERICA, INC.

Limit: Refer to "**CYLINDER HEAD**".

- If it exceeds the limit, replace valve spring.

Valve Spring Dimensions and Valve Spring Pressure Load

- Check the valve spring pressure at specified spring height.

Standard (Intake and exhaust)**Free height**

Installation height: Refer to "CYLINDER HEAD".

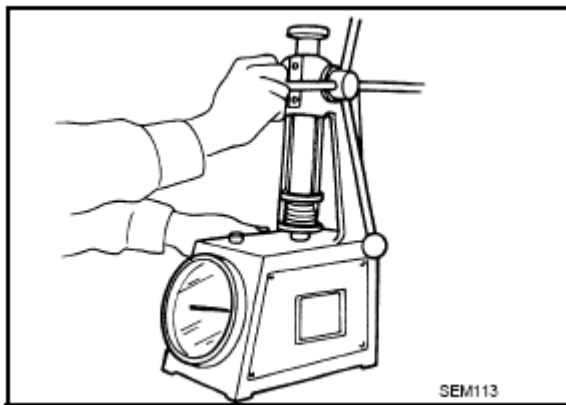
Installation load**Height during valve open****Load with valve open**

Fig. 228: Checking Valve Spring Dimensions And Valve Spring Pressure Load
Courtesy of NISSAN NORTH AMERICA, INC.

- If the installation load or load with valve open is out of the standard, replace valve spring.

INSPECTION AFTER INSTALLATION**Inspection for Leakage**

The following are procedures for checking fluids leakage, lubricates leakage and exhaust gases leakage:

- Before starting engine, check oil/fluid levels including engine coolant and engine oil. If less than required quantity, fill to the specified level. Refer to "FOR NORTH AMERICA: FLUIDS AND LUBRICANTS".
- Use procedure below to check for fuel leakage:
 - Turn ignition switch "ON" (with engine stopped). With fuel pressure applied to fuel piping, check for fuel leakage at connection points.
 - Start engine. With engine speed increased, check again for fuel leakage at connection points.
- Run engine to check for unusual noise and vibration.
- Warm up engine thoroughly to check there is no leakage of fuel, exhaust gases, or any oil/fluids including engine oil and engine coolant.
- Bleed air from lines and hoses of applicable lines, such as in cooling system.

- After cooling down engine, again check oil/fluid levels including engine oil and engine coolant. Refill to the specified level, if necessary.

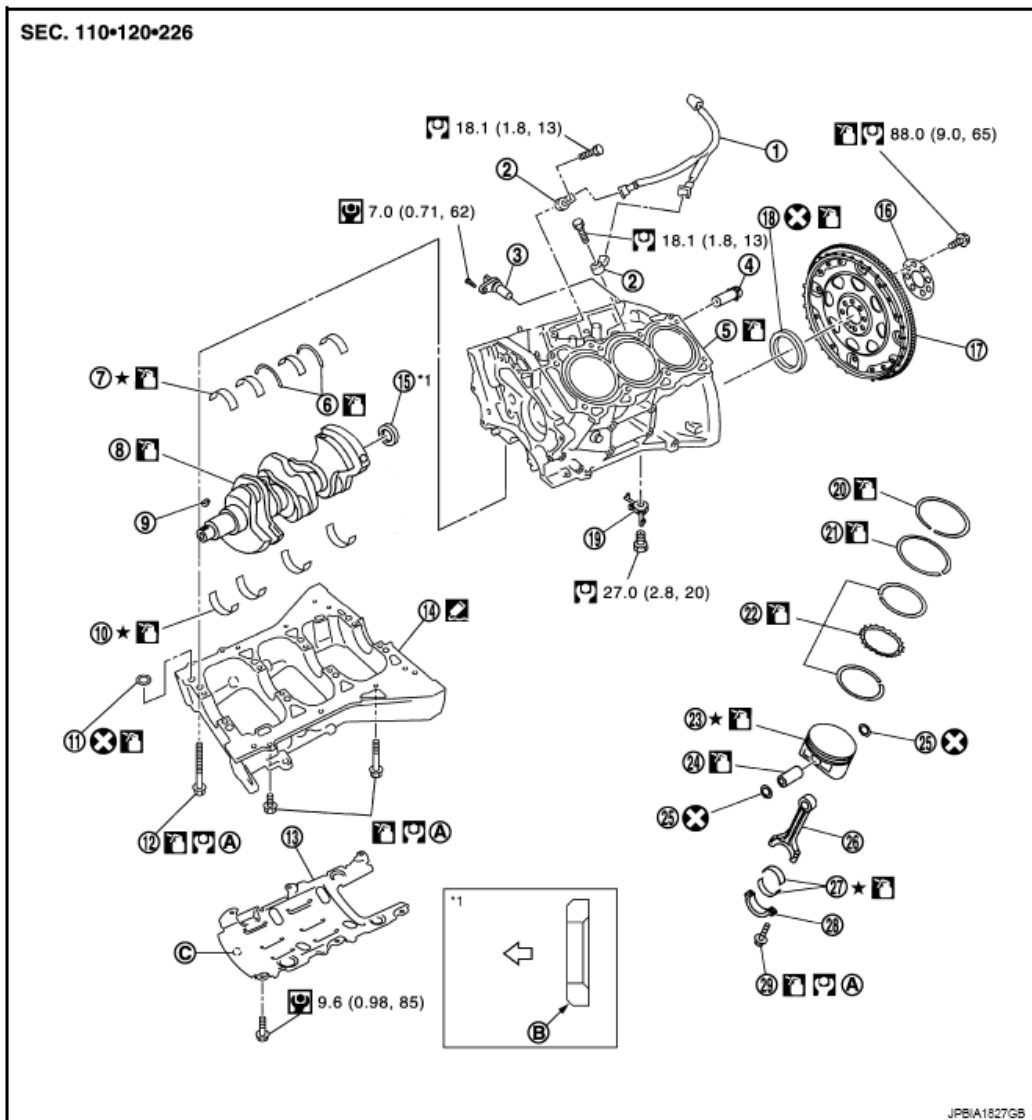
INSPECTION ITEMS LIST

Items		Before starting engine	Engine running	After engine stopped
Engine coolant		Level	Leakage	Level
Engine oil		Level	Leakage	Level
Transmission / transaxle fluid	AT & CVT Models	Leakage	Level / Leakage	Leakage
	MT Models	Level / Leakage	Leakage	Level / Leakage
Other oils and fluids ⁽¹⁾		Level	Leakage	Level
Fuel		Leakage	Leakage	Leakage
Exhaust gases		-	Leakage	-

(1) Power steering fluid, brake fluid, etc.

CYLINDER BLOCK

Exploded View

SEC. 110•120•226


JPB/A1827GB

- | | | |
|--|--------------------------|-------------------------------|
| 1. Sub harness | 2. Knock sensor | 3. Crankshaft position sensor |
| 4. Cylinder block heater (for Canada) | 5. Cylinder block | 6. Thrust bearing |
| 7. Main bearing (upper) | 8. Crankshaft | 9. Crankshaft key |
| 10. Main bearing (lower) | 11. O-ring | 12. Lower cylinder block bolt |
| 13. Baffle plate | 14. Lower cylinder block | 15. Pilot converter |
| 16. Reinforcement plate | 17. Drive plate | 18. Rear oil seal |
| 19. Oil jet | 20. Top ring | 21. Second ring |
| 22. Oil ring | 23. Piston | 24. Piston pin |
| 25. Snap ring | 26. Connecting rod | 27. Connecting rod bearing |
| 28. Connecting rod bearing cap | 29. Connecting rod bolt | |
| A. Comply with the installation procedure when tightening. | B. Chamfered | C. Front mark |

← : Crankshaft side

Fig. 229: Exploded View Of Cylinder Block With Torque Specifications
 Courtesy of NISSAN NORTH AMERICA, INC.

Refer to "**COMPONENTS**" for symbols in the figure.

Disassembly and Assembly

DISASSEMBLY

1. Remove the following parts:

- Oil pans (lower and upper): Refer to "**2WD: EXPLODED VIEW**" (2WD models) or "**AWD: EXPLODED VIEW**" (AWD models).
- Front and rear timing chain case: Refer to "**EXPLODED VIEW**" and "**EXPLODED VIEW**".
- Cylinder head: Refer to "**EXPLODED VIEW**".

2. Remove knock sensor.

CAUTION: Carefully handle sensor avoiding shocks.

3. Remove baffle plate from lower cylinder block.

4. Remove piston and connecting rod assembly with the following procedure:

- Before removing piston and connecting rod assembly, check the connecting rod side clearance. Refer to "**CYLINDER BLOCK**".

CAUTION: Be careful not to drop connecting rod bearing, and to scratch the surface.

- a. Position crankshaft pin corresponding to connecting rod to be removed onto the bottom dead center.
- b. Remove connecting rod bearing cap.
- c. Using a hammer handle or similar tool, push piston and connecting rod assembly out to the cylinder head side.

CAUTION: Be careful not to damage the cylinder wall and crankshaft pin, resulting from an interference of the connecting rod big end.

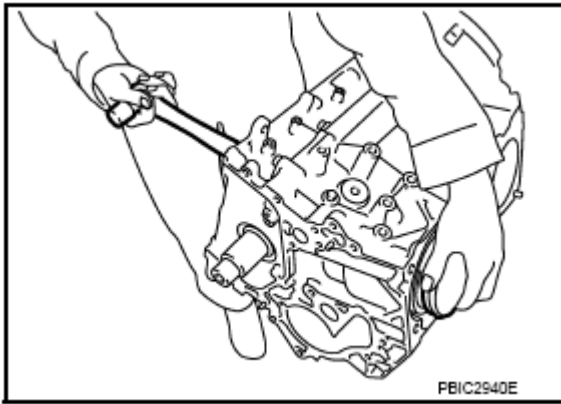


Fig. 230: Removing Piston And Connecting Rod Assembly Using Hammer Handle
Courtesy of NISSAN NORTH AMERICA, INC.

5. Remove connecting rod bearings from connecting rod and connecting rod bearing cap.

CAUTION:

- Be careful not to drop connecting rod bearing, and to scratch the surface.
- Identify installation positions, and store them without mixing them up.

6. Remove piston rings from piston.

- Before removing piston rings, check the piston ring side clearance. Refer to "**CYLINDER BLOCK**".
- Use a piston ring expander (commercial service tool) (A).

CAUTION:

- When removing piston rings, be careful not to damage piston.
- Be careful not to damage piston rings by expanding them excessively.

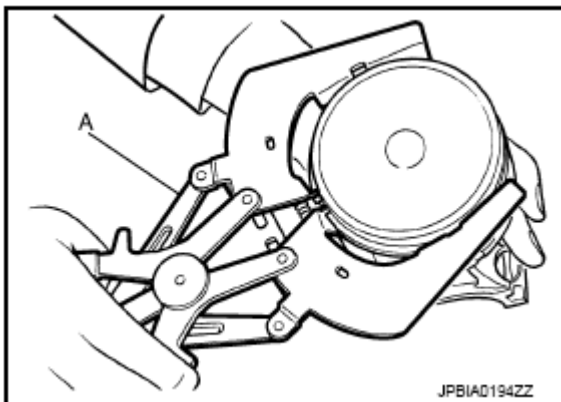


Fig. 231: Removing Piston Rings From Piston Using Piston Ring Expander

Courtesy of NISSAN NORTH AMERICA, INC.

7. Remove piston from connecting rod as per the following:
 - a. Using a snap ring pliers (A), remove snap rings.

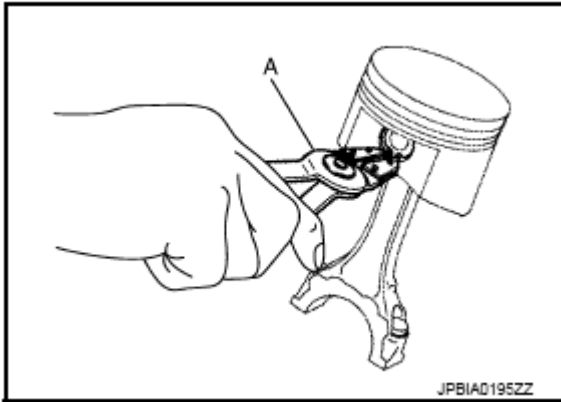


Fig. 232: Removing Snap Rings Using Snap Ring Plier
Courtesy of NISSAN NORTH AMERICA, INC.

- b. Heat piston to 60 to 70°C (140 to 158°F) with an industrial use drier (A) or an equivalent.

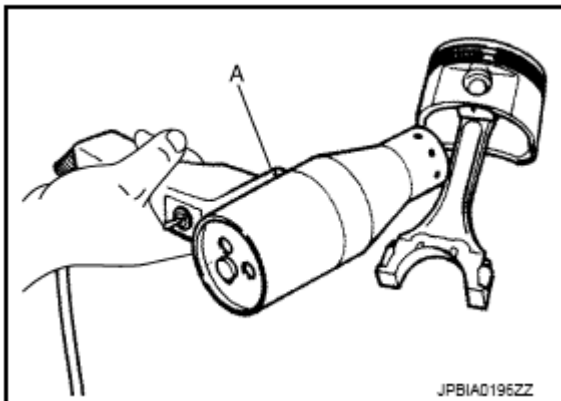


Fig. 233: Heating Piston Using Dryer
Courtesy of NISSAN NORTH AMERICA, INC.

- c. Push out piston pin with stick of outer diameter approximately 20 mm (0.79 in).

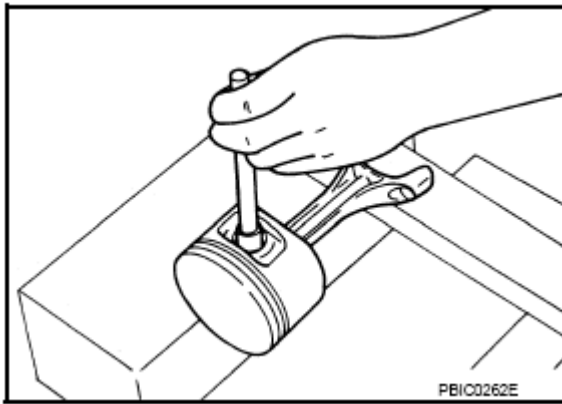


Fig. 234: Pushing Piston Pin
 Courtesy of NISSAN NORTH AMERICA, INC.

8. Remove lower cylinder block bolts.
 - Before loosening lower cylinder block bolts, measure the crankshaft end play. Refer to "**CYLINDER BLOCK**".
 - Loosen lower cylinder block bolts in the reverse order shown in the figure in several different steps.

← : Engine front

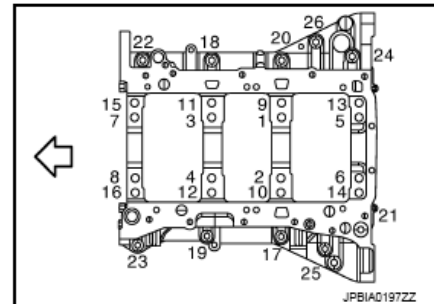


Fig. 235: Identifying Lower Cylinder Block Bolts Tightening Sequence
 Courtesy of NISSAN NORTH AMERICA, INC.

9. Remove lower cylinder block as per the following:

Screw M8 bolt [pitch: 1.25 mm (0.0492 in) length: approximately 50 mm (1.97 in)] into bolt holes (A). Then equally tighten each bolt, and remove lower cylinder block.

← : Engine front

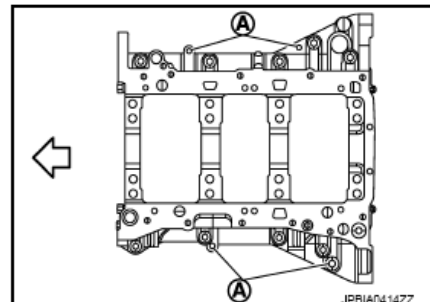


Fig. 236: Identifying Cylinder Block Bolt Holes
Courtesy of NISSAN NORTH AMERICA, INC.

- CAUTION:**
- Be careful not to damage the mounting surfaces.
 - Never tighten bolts too much.
 - Never insert screw driver, this will damage the mating surface.

10. Remove crankshaft.
11. Pull rear oil seal out from rear end of crankshaft.
12. Remove main bearings and thrust bearings from cylinder block and lower cylinder block.

- CAUTION:**
- Be careful not to drop main bearing, and to scratch the surface.
 - Identify installation positions, and store them without mixing them up.

13. Remove oil jet.

ASSEMBLY

CAUTION: Do not reuse O-rings or washers.

1. Fully air-blow engine coolant and engine oil passages in cylinder block, cylinder bore and crankcase to remove any foreign material.

CAUTION: Use a goggles to protect your eye.

2. Install each plug to cylinder block as shown in the figure.

- 3 : Plug
 ⇐ : Engine front

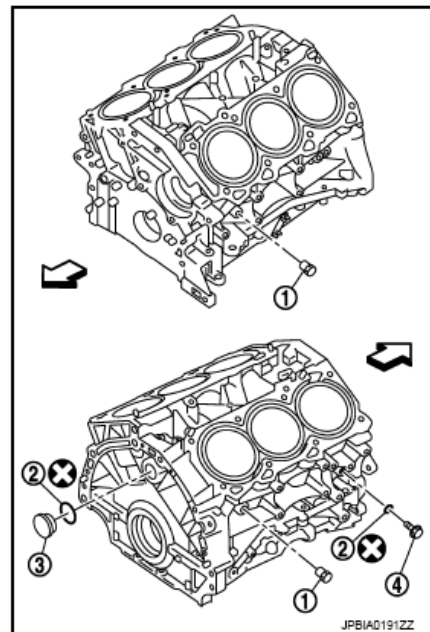


Fig. 237: Identifying Cylinder Block Plugs
 Courtesy of NISSAN NORTH AMERICA, INC.

- Apply sealant to the thread of water drain plugs (1), (4).

Use Genuine RTV Silicone Sealant or an equivalent. Refer to "RECOMMENDED CHEMICAL PRODUCTS AND SEALANTS".

- Apply sealant to the thread of plugs.

Use Genuine high strength thread locking sealant or an equivalent. Refer to "RECOMMENDED CHEMICAL PRODUCTS AND SEALANTS".

- Replace washers (2) with new one.

CAUTION: Do not reuse washers.

- Tighten each plug as specified below:

Part	Washer	Tightening torque
1	No	19.6 N.m (2.0 kg-m, 14 ft-lb)
3	Yes	78.0 N.m (8.0 kg-m, 58 ft-lb)
4	Yes	12.3 N.m (1.3 kg-m, 9 ft-lb)

3. Install oil jet.

- Insert oil jet dowel pin (A) into cylinder block dowel pin hole, and tighten mounting bolts.

↔ : Engine front

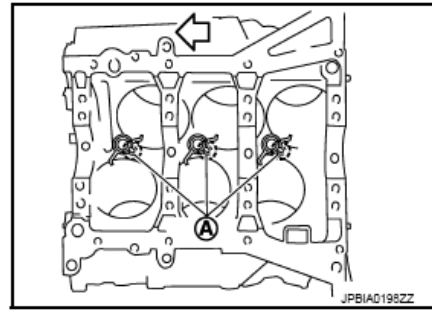


Fig. 238: Identifying Oil Jet Dowel Pin
Courtesy of NISSAN NORTH AMERICA, INC.

4. Install main bearings and thrust bearings as per the following:

CAUTION: Be careful not to drop main bearing, and to scratch the surface.

- a. Remove dust, dirt, and engine oil on bearing mating surfaces of cylinder block and lower cylinder block.
- b. Install thrust bearings (1) to the both sides of the No. 3 journal housing on cylinder block.

A : No. 1
B : No. 2
C : No. 3
D : No. 4
F : Thrust bearing installation position
↔ : Engine front

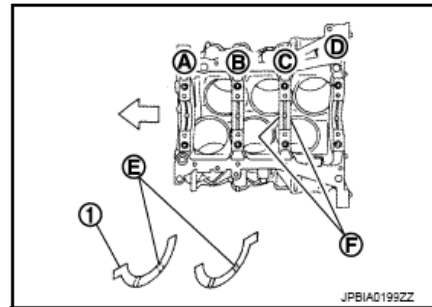


Fig. 239: Identifying Thrust Bearing, Oil Grooves And Installation Position
Courtesy of NISSAN NORTH AMERICA, INC.

- Install thrust bearings with the oil groove (E) facing crankshaft arm (outside).
- c. Install main bearings paying attention to the direction.

A : Cylinder block side
D : Lower cylinder block side
↔ : Engine front

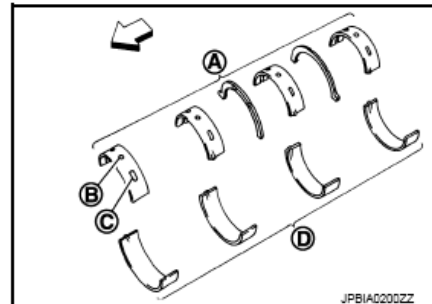


Fig. 240: Identifying Main Bearings, Oil Holes And Groove
 Courtesy of NISSAN NORTH AMERICA, INC.

- Main bearing with oil hole (B) and groove (C) goes on cylinder block. The one without them goes on lower cylinder block.
 - Before installing main bearings, apply engine oil to the bearing surface (inside). Do not apply engine oil to the back surface, but thoroughly clean it.
 - When installing, align main bearing stopper protrusion to cutout of cylinder block and lower cylinder block.
 - Ensure the oil holes on cylinder block and those on the corresponding bearing are aligned.
5. Install crankshaft to cylinder block.
 - While turning crankshaft by hand, check that it turns smoothly.
 6. Install lower cylinder block.

CAUTION: Do not reuse O-ring.

NOTE: Lower cylinder block cannot be replaced as a single part, because it is machined together with cylinder block.

- Apply a continuous bead of liquid gasket with the tube presser (commercial service tool) to lower cylinder block as shown in the figure.

B : Apply to end
 a : $\phi 4.0 - 5.0$ mm (0.157 - 0.197 in)

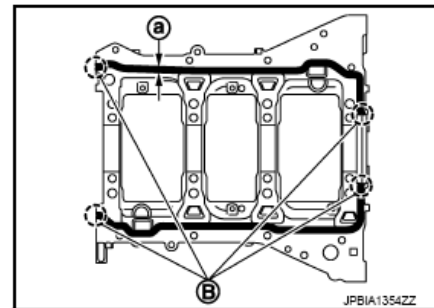


Fig. 241: Identifying Liquid Gasket Applying Area
 Courtesy of NISSAN NORTH AMERICA, INC.

Use Genuine RTV Silicone Sealant or an equivalent. Refer to "RECOMMENDED CHEMICAL PRODUCTS AND SEALANTS".

7. Inspect the outer diameter of lower cylinder block bolt. Refer to "INSPECTION".
8. Install lower cylinder block bolts in numerical order as shown in the figure as per the following:
 - a. Apply new engine oil to threads and seat surfaces of lower cylinder block bolts.
 - b. Tighten lower cylinder block bolts (No. 17 to 26) in numerical order as shown in the figure.

↩ : Engine front

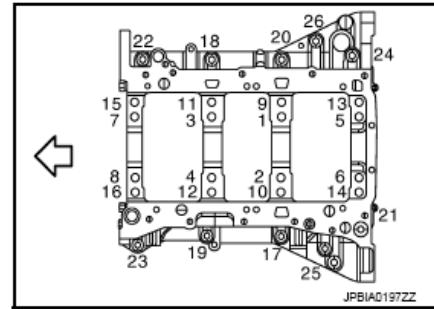


Fig. 242: Identifying Lower Cylinder Block Bolts Tightening Sequence

Courtesy of NISSAN NORTH AMERICA, INC.

Torque: 25.0 N.m (2.6 kg-m, 18 ft-lb)

- c. Repeat step b.
- d. Tighten lower cylinder block bolt (No. 1 to 16) in numerical order as shown in the figure.

↩ : Engine front

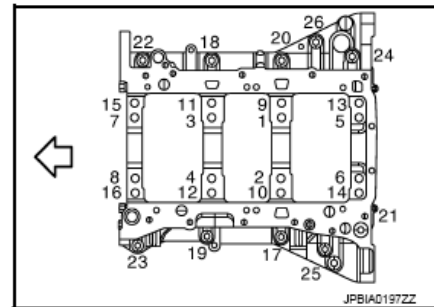


Fig. 243: Identifying Lower Cylinder Block Bolts Tightening Sequence

Courtesy of NISSAN NORTH AMERICA, INC.

Torque: 35.3 N.m (3.6 kg-m, 26 ft-lb)

- e. Tighten lower cylinder block bolt No. 1 to 16 (clockwise).

Angle tightening: 90 degrees

CAUTION: Use the angle wrench [SST: KV10112100 (BT8653-A)] (A) to check tightening angle. Never make judgment by visual inspection.

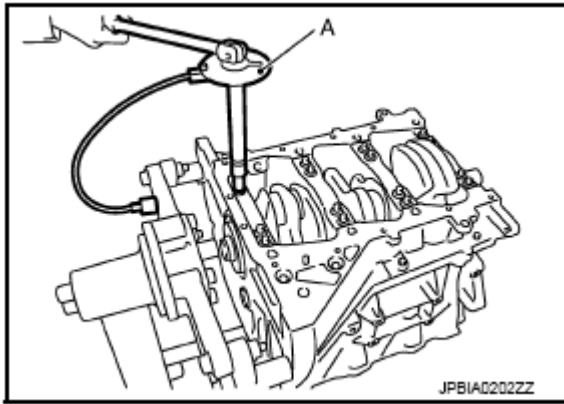


Fig. 244: Checking Tightening Angle Using Angle Wrench
 Courtesy of NISSAN NORTH AMERICA, INC.

- After installing lower cylinder block bolts, check that crankshaft can be rotated smoothly by hand.
 - Check the crankshaft end play. Refer to "INSPECTION".
9. Install piston to connecting rod as per the following:
- a. Using a snap ring pliers, install new snap ring to the groove of piston rear side.
 - Insert it fully into groove to install.
 - b. Install piston to connecting rod.
 - Using an industrial use drier or similar tool, heat piston until piston pin can be pushed in by hand without excess force [approximately 60 to 70°C (140 to 158°F)]. From the front to the rear, insert piston pin into piston and connecting rod.
 - Assemble so that the front mark on the piston head and the cylinder number on connecting rod are positioned as shown in the figure.

- A : Piston grade number
 B : Front mark
 C : Pin grade number
 D : Cylinder number
 E : Front mark
 ⇐ : Engine front

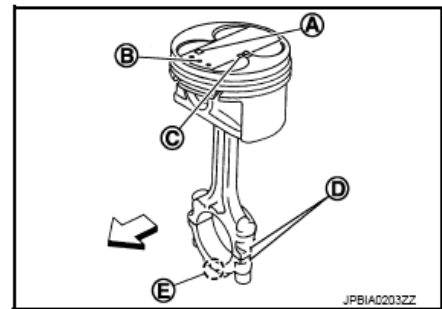


Fig. 245: Identifying Cylinder, Piston And Pin Grade Numbers
 Courtesy of NISSAN NORTH AMERICA, INC.

- c. Install new snap ring to the groove of the piston front side.
 - Insert it fully into groove to install.
 - After installing, check that connecting rod moves smoothly.
10. Using a piston ring expander (commercial service tool) (A), install piston rings.

CAUTION:

- When installing piston rings, be careful not to damage piston.
- Be careful not to damage piston rings by expanding them excessively.

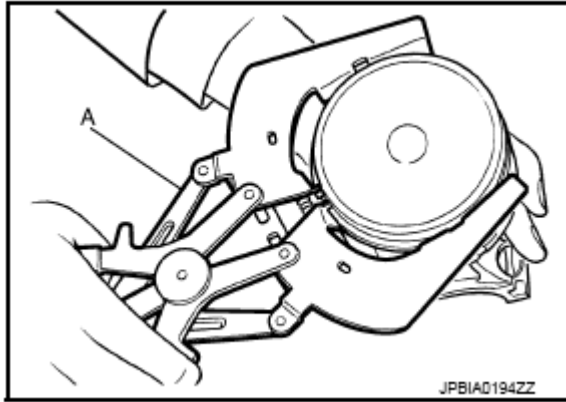


Fig. 246: Removing Piston Rings From Piston Using Piston Ring Expander
 Courtesy of NISSAN NORTH AMERICA, INC.

- If there is stamped mark on ring, mount it with marked side up.

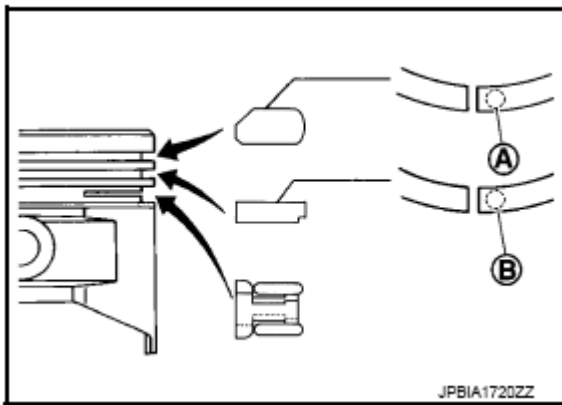


Fig. 247: Identifying Top And Second Ring With Stamped Marks
 Courtesy of NISSAN NORTH AMERICA, INC.

Stamped mark:

Top ring (A): 1 N

Second ring (B): 2 N

- Position each ring with the gap as shown in the figure referring to the piston front mark (D).

- C : Top ring gap
- E : Oil ring upper or lower rail gap (either of them)
- F : Second ring and oil ring spacer gap
- a : 90 degrees
- b : 45 degrees

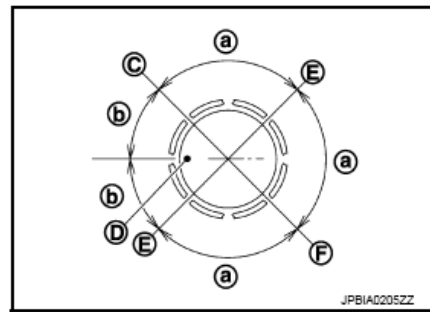


Fig. 248: Identifying Ring Gaps

Courtesy of NISSAN NORTH AMERICA, INC.

- Check the piston ring side clearance. Refer to "**CYLINDER BLOCK**".
11. Install connecting rod bearings to connecting rod and connecting rod bearing cap.

CAUTION: Be careful not to drop connecting rod bearing, and to scratch the surface.

- Before installing connecting rod bearings, apply engine oil to the bearing surface (inside). Do not apply engine oil to the back surface, but thoroughly clean it.
- When installing, align connecting rod bearing stopper protrusion (B) with cutout (C) of connecting rods and connecting rod bearing caps to install.
- Ensure the oil hole (A) on connecting rod and that on the corresponding bearing are aligned.

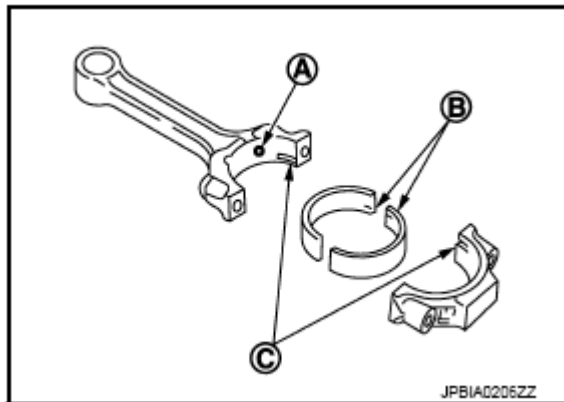


Fig. 249: Identifying Connecting Rod Bearing Stopper Protrusion With Cutout And Oil Hole
Courtesy of NISSAN NORTH AMERICA, INC.

12. Install piston and connecting rod assembly to crankshaft.
- Position crankshaft pin corresponding to connecting rod to be installed onto the bottom dead center.
 - Apply engine oil sufficiently to the cylinder bore, piston and crankshaft pin journal.
 - Match the cylinder position with the cylinder number on connecting rod to install.
 - Be sure that front mark on piston crown is facing front of engine.

- Using a piston ring compressor [SST: EM03470000 (J-8037)] (A) or suitable tool, install piston with the front mark on the piston crown facing the front of the engine.

CAUTION: Be careful not to damage the cylinder wall and crankshaft pin, resulting from an interference of the connecting rod big end.

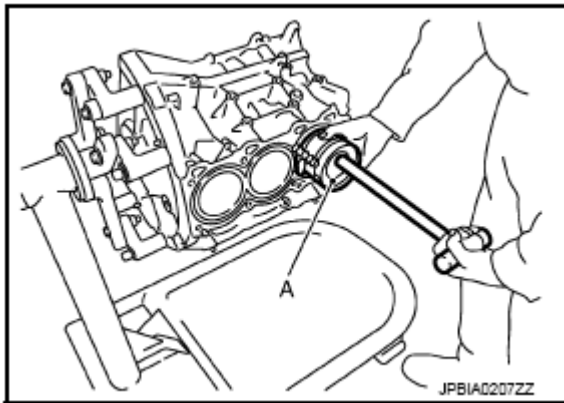


Fig. 250: Installing Piston Ring Using Piston Ring Compressor
Courtesy of NISSAN NORTH AMERICA, INC.

13. Install connecting rod bearing cap.

- Match the stamped cylinder number marks on connecting rod with those on connecting rod bearing cap to install.

- A : Sample codes
B : Bearing stopper groove
C : Small-end diameter grade
D : Big-end diameter grade
E : Weight grade
F : Cylinder No.
G : Management code
I : Management code

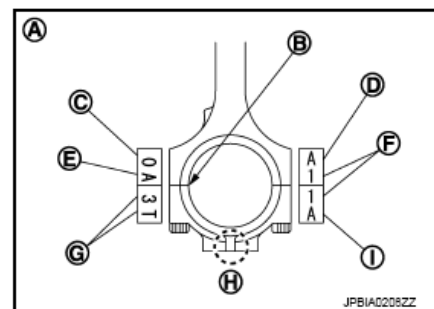


Fig. 251: Identifying Codes, Groove And Grades
Courtesy of NISSAN NORTH AMERICA, INC.

- Be sure that front mark (H) on connecting rod bearing cap is facing front of the engine.

14. Tighten connecting rod bolt as per the following:

- Inspect the outer diameter of connecting rod bolt. Refer to "**INSPECTION**".
- Apply engine oil to the threads and seats of connecting rod bolts.
- Tighten connecting rod bolts.

Torque: 28.4 N.m (2.9 kg-m, 21 ft-lb)

- d. Completely loosen connecting rod bolts.

Torque: 0 N.m (0 kg-m, 0 ft-lb)

- e. Tighten connecting rod bolts.

Torque: 24.5 N.m (2.5 kg-m, 18 ft-lb)

CAUTION: Always use the angle wrench [SST: KV10112100 (BT8653- A)] (A). Never tighten based on visual check alone.

- f. Tighten connecting rod bolts (clockwise).

Angle tightening: 90 degrees

- After tightening connecting rod bolts, check that crankshaft rotates smoothly.
- Check the connecting rod side clearance. Refer to "INSPECTION".

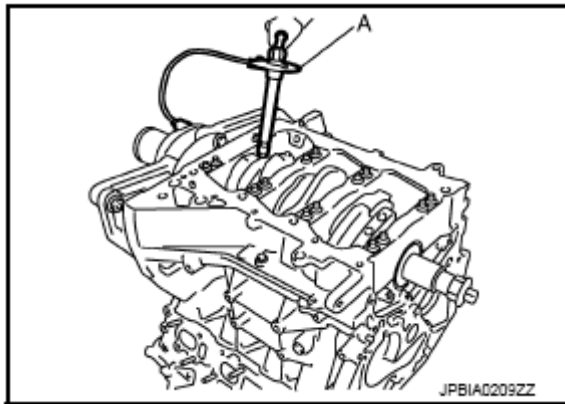


Fig. 252: Checking Connecting Rod Bolts Tightening Using Angle Wrench
Courtesy of NISSAN NORTH AMERICA, INC.

15. Install baffle plate.
16. Install new rear oil seal. Refer to "REAR OIL SEAL: REMOVAL AND INSTALLATION".
- Apply new engine oil to both oil seal lip and dust seal lip.
17. Install pilot converter.
- With a drift of the following outer diameter, press-fit as far as it will go:

Pilot converter: Approximately 33 mm (1.30 in)

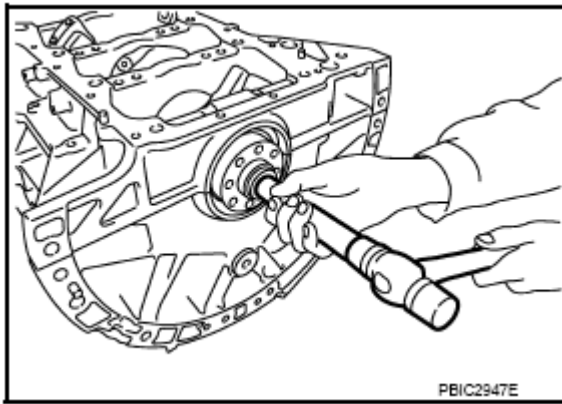


Fig. 253: Installing Pilot Bushing And Converter
Courtesy of NISSAN NORTH AMERICA, INC.

- Press-fit pilot converter with its chamfer facing crankshaft as shown in the figure.

← : Crankshaft side

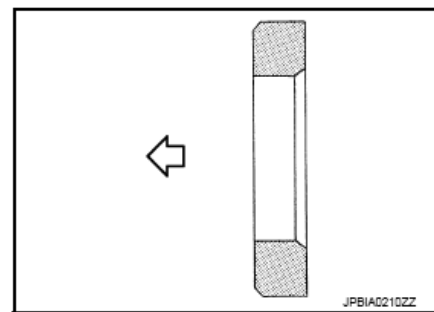


Fig. 254: Identifying Pilot Converter With Chamfer
Courtesy of NISSAN NORTH AMERICA, INC.

18. Install knock sensors.

A : Bank 1
 B : Bank 2
 ⇐ : Engine front

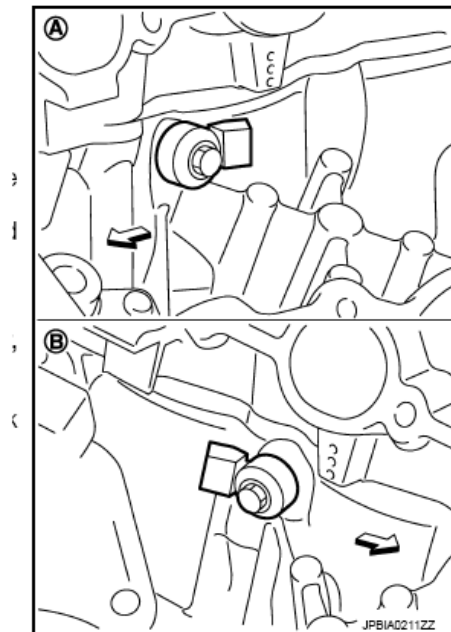


Fig. 255: Identifying Knock Sensors

Courtesy of NISSAN NORTH AMERICA, INC.

- Install knock sensor so that connector faces rear of the engine.
- After installing knock sensor, connect harness connector, and lay it out to rear of the engine.

CAUTION:

- Never tighten mounting bolts while holding connector.
- If any impact by dropping is applied to knock sensor, replace it with new one.

NOTE:

- Check that there is no foreign material on the cylinder block mating surface and the back surface of knock sensor.
- Check that knock sensor does not interfere with other parts.

19. Note the following item, assemble in the reverse order of disassembly after this step:

Drive plate

- When installing drive plate to crankshaft, be sure to correctly align crankshaft side dowel pin and drive plate side dowel pin hole.

CAUTION: If these are not aligned correctly, engine runs roughly and "MIL" turns on.

- Install drive plate (2) and reinforcement plate (3) as shown in the figure.

- 1 : Ring gear
- 4 : Pilot converter
- 5 : Crankshaft
- A : Rounded
- ⇐ : Engine front

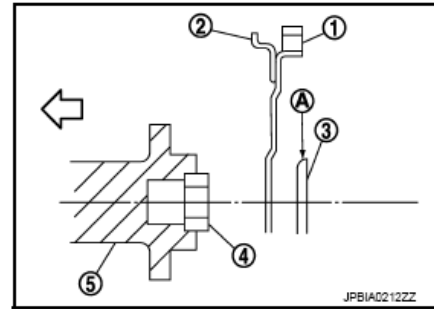


Fig. 256: Identifying Drive Plate, Reinforcement Plate, Pilot Converter And Crankshaft
 Courtesy of NISSAN NORTH AMERICA, INC.

- Holding ring gear with the ring gear stopper [SST: KV10118600 (J-48641)].
- Tighten the mounting bolts crosswise over several times.

Inspection

CRANKSHAFT END PLAY

- Measure the clearance between thrust bearings and crankshaft arm when crankshaft is moved fully forward or backward with a dial indicator.

Standard and limit: Refer to "CYLINDER BLOCK".

- If the measured value exceeds the limit, replace thrust bearings, and measure again. If it still exceeds the limit, replace crankshaft also.

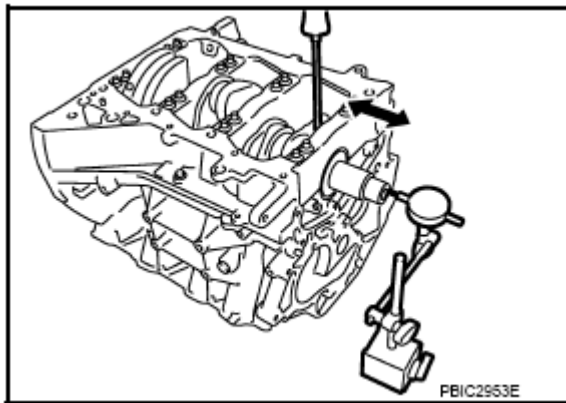


Fig. 257: Measuring Crankshaft End Play Using Dial Indicator
 Courtesy of NISSAN NORTH AMERICA, INC.

CONNECTING ROD SIDE CLEARANCE

- Measure the side clearance between connecting rod and crankshaft arm with a feeler gauge.

Standard and limit: Refer to "CYLINDER BLOCK".

- If the measured value exceeds the limit, replace connecting rod, and measure again. If it still exceeds the limit, replace crankshaft also.

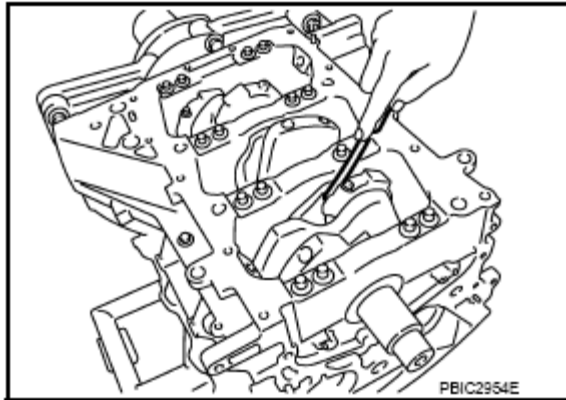


Fig. 258: Measuring Side Clearance Between Connecting Rod And Crankshaft Arm Using Feeler Gauge

Courtesy of NISSAN NORTH AMERICA, INC.

PISTON TO PISTON PIN OIL CLEARANCE

Piston Pin Hole Diameter

Measure the inner diameter of piston pin hole with an inside micrometer (A).

Standard: Refer to "CYLINDER BLOCK".

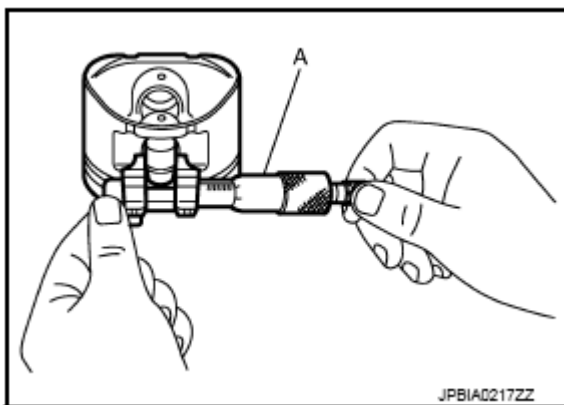


Fig. 259: Measuring Inner Diameter Of Piston Pin Hole Using Inside Micrometer

Piston Pin Outer Diameter

Measure the outer diameter of piston pin with a micrometer (A).

Standard: Refer to "CYLINDER BLOCK".

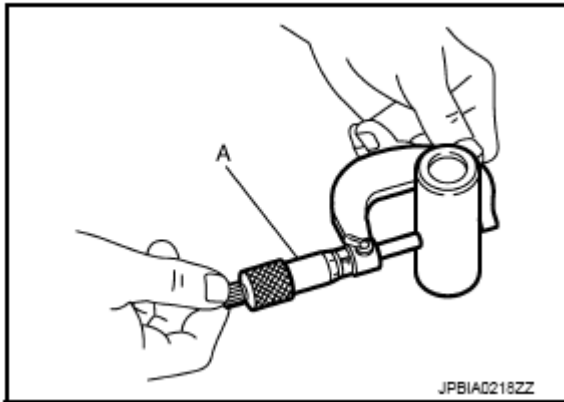


Fig. 260: Measuring Outer Diameter Of Piston Pin Using Micrometer
 Courtesy of NISSAN NORTH AMERICA, INC.

Piston to Piston Pin Oil Clearance

(Piston to piston pin oil clearance) = (Piston pin hole diameter) - (Piston pin outer diameter)

Standard: Refer to "CYLINDER BLOCK".

- If the calculated value is out of the standard, replace piston and piston pin assembly.
- When replacing piston and piston pin assembly, refer to "**DESCRIPTION**".

NOTE:

- **Piston is available together with piston pin as assembly.**
- **Piston pin (piston pin hole) grade is provided only for the parts installed at the plant. For service parts, no piston pin grades can be selected. (Only "0" grade is available.)**

PISTON RING SIDE CLEARANCE

- Measure the side clearance of piston ring (1) and piston ring groove with a feeler gauge (C).

A : OK
 B : NG

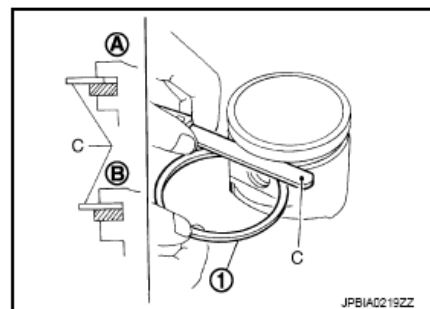


Fig. 261: Measuring Side Clearance Of Piston Ring And Piston Ring Groove Using Feeler Gauge
 Courtesy of NISSAN NORTH AMERICA, INC.

Standard and limit: Refer to "CYLINDER BLOCK".

- If the measured value exceeds the limit, replace piston ring, and measure again. If it still exceeds the limit, replace piston also.

PISTON RING END GAP

- Check that the cylinder bore inner diameter is within the specification. Refer to "**DISASSEMBLY AND ASSEMBLY**".
- Lubricate with new engine oil to piston (1) and piston ring (2), and then insert piston ring until middle of cylinder with piston, and measure the piston ring end gap with a feeler gauge (B).

A : Press-fit
C : Measuring point

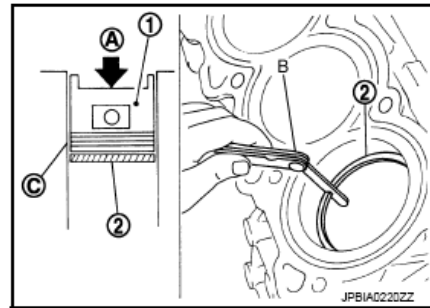


Fig. 262: Measuring Piston Ring End Gap Using Feeler Gauge
Courtesy of NISSAN NORTH AMERICA, INC.

Standard and limit: Refer to "**CYLINDER BLOCK**".

- If the measured value exceeds the limit, replace piston ring, and measure again. If it still exceeds the limit, rebore cylinder and use oversize piston and piston rings.

CONNECTING ROD BEND AND TORSION

- Check with a connecting rod aligner.

- A : Bend
B : Torsion
C : Feeler gauge

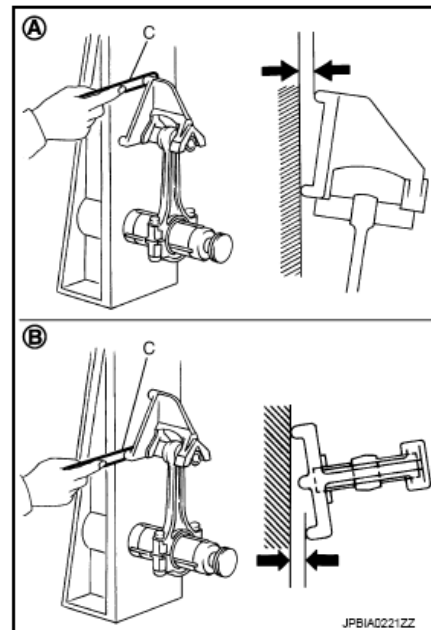


Fig. 263: Identifying Connecting Rod Bend And Torsion Using Tool
Courtesy of NISSAN NORTH AMERICA, INC.

Bend limit

: Refer to "CYLINDER BLOCK".

Torsion limit

- If it exceeds the limit, replace connecting rod assembly.

CONNECTING ROD BIG END DIAMETER

- Install connecting rod bearing cap without installing connecting rod bearing, and tightening connecting rod bolts to the specified torque. Refer to "DISASSEMBLY AND ASSEMBLY" for the tightening procedure.

- 1 : Connecting rod

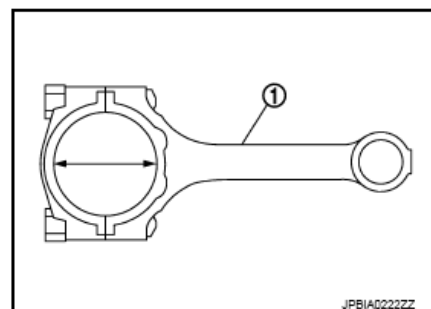


Fig. 264: Identifying Connecting Rod With Bigger End Diameter
Courtesy of NISSAN NORTH AMERICA, INC.

- Measure the inner diameter of connecting rod big end with an inside micrometer.

Standard: Refer to "CYLINDER BLOCK".

- If out of the standard, replace connecting rod assembly.

CONNECTING ROD BUSHING OIL CLEARANCE

Connecting Rod Bushing Inner Diameter

Measure the inner diameter of connecting rod bushing with an inside micrometer (A).

Standard: Refer to "CYLINDER BLOCK".

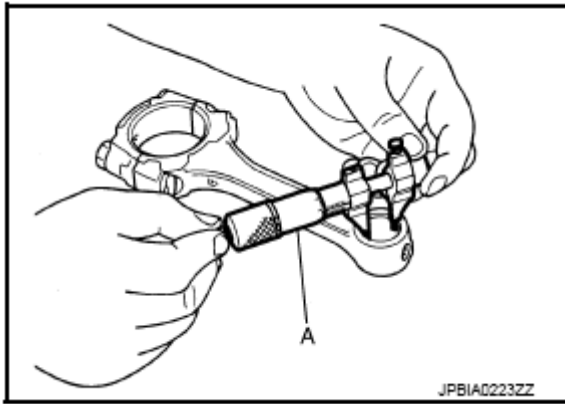


Fig. 265: Measuring Inner Diameter Of Connecting Rod Bushing Using Inside Micrometer
Courtesy of NISSAN NORTH AMERICA, INC.

Piston Pin Outer Diameter

Measure the outer diameter of piston pin with a micrometer (A).

Standard: Refer to "CYLINDER BLOCK".

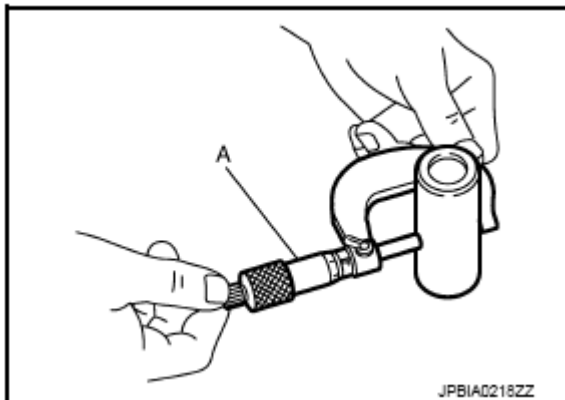


Fig. 266: Measuring Outer Diameter Of Piston Pin Using Micrometer
 Courtesy of NISSAN NORTH AMERICA, INC.

Connecting Rod Bushing Oil Clearance

(Connecting rod bushing oil clearance) = (Connecting rod bushing inner diameter) - (Piston pin outer diameter)

Standard and limit: Refer to "CYLINDER BLOCK".

- If the calculated value exceeds the limit, replace connecting rod assembly and/or piston and piston pin assembly.
- If replacing piston and piston pin assembly, refer to "**DESCRIPTION**".
- If replacing connecting rod assembly, refer to "**CONNECTING ROD BEARING**" to select the connecting rod bearing.

- A : Sample codes
 B : Bearing stopper groove
 C : Small-end diameter grade
 D : Big-end diameter grade
 E : Weight grade
 F : Cylinder No.
 G : Management code
 H : Front mark
 I : Management code

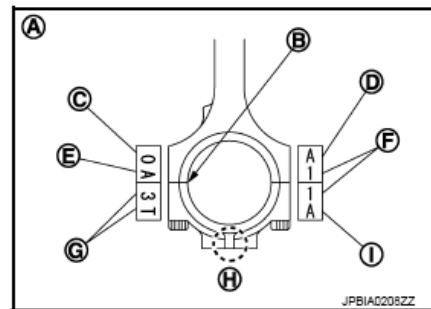


Fig. 267: Identifying Codes And Grades
 Courtesy of NISSAN NORTH AMERICA, INC.

Factory installed parts grading:

- Service parts apply only to grade "0".

- A : Piston grade number
 B : Front mark
 C : Piston pin grade number

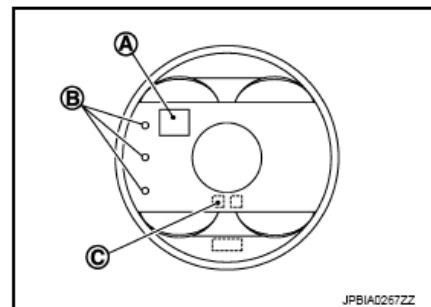


Fig. 268: Identifying Piston And Pin Grade Number With Matching Mark
 Courtesy of NISSAN NORTH AMERICA, INC.

Unit: mm (in)		

Grade	0	1
Connecting rod bushing inner diameter (1)	22.000 - 22.006 (0.8661 - 0.8664)	22.006 - 22.012 (0.8664 - 0.8666)
Piston pin hole diameter	21.993 - 21.999 (0.8659 - 0.8661)	21.999 - 22.005 (0.8661 - 0.8663)
Piston pin outer diameter	21.989 - 21.995 (0.8657 - 0.8659)	21.995 - 22.001 (0.8659 - 0.8662)
(1) After installing in connecting rod		

CYLINDER BLOCK DISTORTION

- Using a scraper, remove gasket on the cylinder block surface, and also remove engine oil, scale, carbon, or other contamination.

CAUTION: Be careful not to allow gasket flakes to enter engine oil or engine coolant passages.

- Measure the distortion on the cylinder block upper face at some different points in six directions (C, D, E, F, G, and H) with a straightedge (A) and a feeler gauge (B).

Limit: Refer to "CYLINDER BLOCK".

- If it exceeds the limit, replace cylinder block.

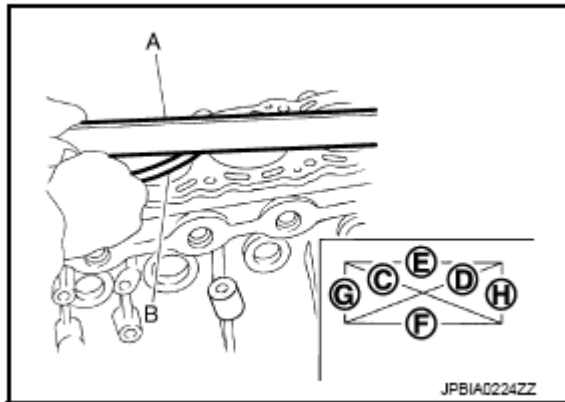


Fig. 269: Measuring Distortion On Cylinder Block Upper Face Using Straightedge And Feeler Gauge

Courtesy of NISSAN NORTH AMERICA, INC.

MAIN BEARING HOUSING INNER DIAMETER

- Install lower cylinder block (2) without installing main bearings, and tighten lower cylinder block bolts to the specified torque. Refer to "**DISASSEMBLY AND ASSEMBLY**" for the tightening procedure.
- Measure the inner diameter of main bearing housing with a bore gauge.

Standard: Refer to "CYLINDER BLOCK".

- If out of the standard, replace cylinder block (1) and lower cylinder block as assembly.

NOTE: **Cylinder block cannot be replaced as a single part, because it is machined together with lower cylinder block.**

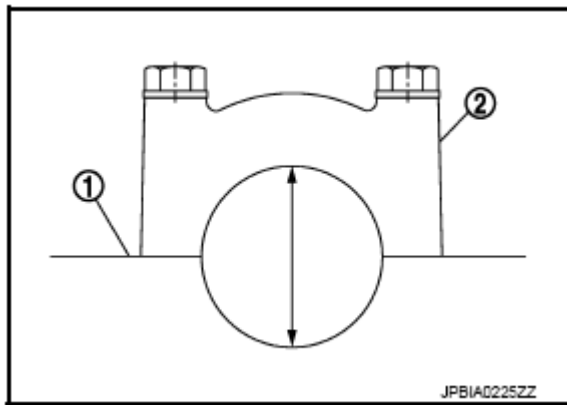


Fig. 270: Identifying Main Bearing Housing Inner Diameter
Courtesy of NISSAN NORTH AMERICA, INC.

PISTON TO CYLINDER BORE CLEARANCE

Cylinder Bore inner Diameter

- Using a bore gauge, measure cylinder bore for wear, out-of-round and taper at six different points on each cylinder. [(A) and (B) directions at (C), (D) and (E)] is in longitudinal direction of engine.

f: 10 mm (0.39 in)

g: 60 mm (2.36 in)

h: 125 mm (4.92 in)

Standard and limit: Refer to "CYLINDER BLOCK".

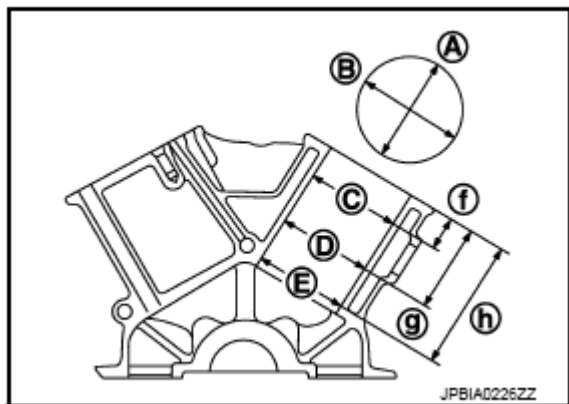


Fig. 271: Identifying Cylinder Bore Inner Diameter
 Courtesy of NISSAN NORTH AMERICA, INC.

- If the measured value exceeds the limit, or if there are scratches and/or seizure on the cylinder inner wall, hone or rebore the inner wall.
- Oversize piston is provided. When using oversize piston, rebore cylinder so that the clearance of the piston to cylinder bore satisfies the standard.

CAUTION: When using oversize piston, use oversize pistons for all cylinders with oversize piston rings.

Oversize (O/S): 0.2 mm (0.008 in)

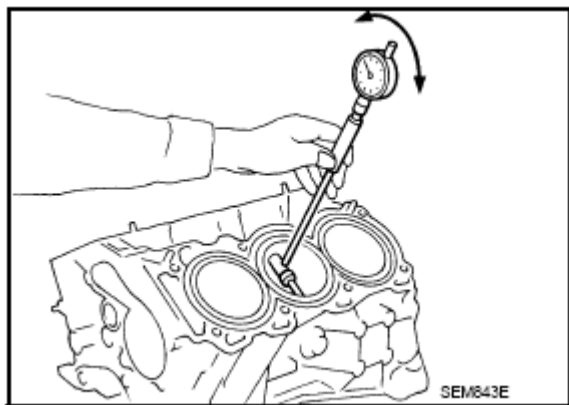


Fig. 272: Checking Clearance Of Piston-To-Cylinder Bore Using Bore Gauge
 Courtesy of NISSAN NORTH AMERICA, INC.

Piston Skirt Diameter

Measure the outer diameter of piston skirt with a micrometer (A).

Measure point

: Refer to "CYLINDER BLOCK".

Standard

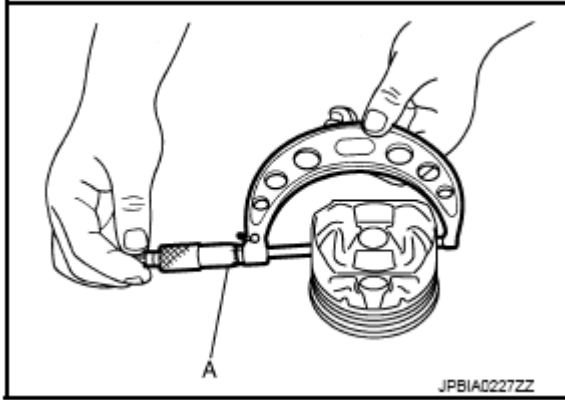


Fig. 273: Measuring Outer Diameter Of Piston Skirt Using Micrometer
Courtesy of NISSAN NORTH AMERICA, INC.

Piston-to-Cylinder Bore Clearance

Calculate by piston skirt diameter and cylinder bore inner diameter [direction (B), position (D)].

A: Direction A

C: Position C

E: Position E

f: 10 mm (0.39 in)

g: 60 mm (2.36 in)

h: 125 mm (4.92 in)

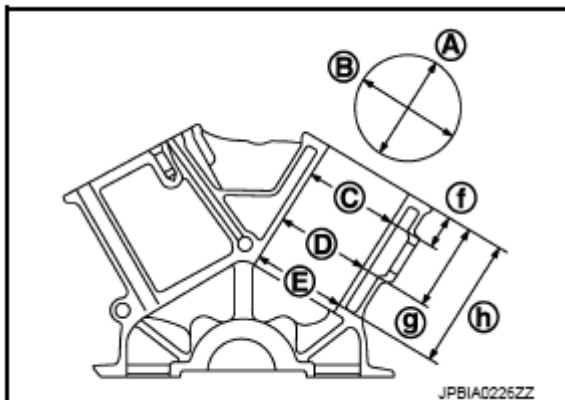


Fig. 274: Identifying Cylinder Bore Inner Diameter
 Courtesy of NISSAN NORTH AMERICA, INC.

(Clearance) = (Cylinder bore inner diameter) - (Piston skirt diameter).

Standard and limit: Refer to "CYLINDER BLOCK".

- If the calculated value exceeds the limit, replace piston and piston pin assembly. Refer to "**PISTON**".

Re-boring Cylinder Bore

1. Cylinder bore size is determined by adding piston to cylinder bore clearance to piston skirt diameter.

Re-bored size calculation: $D = A + B - C$

where,

A: Piston skirt diameter as measured

B: Piston to cylinder bore clearance (standard value)

C: Honing allowance 0.02 mm (0.0008 in)

D: Bored diameter

2. Install lower cylinder block, and tighten to the specified torque. Otherwise, cylinder bores may be distorted in final assembly.
3. Cut cylinder bores.

NOTE:

- **When any cylinder needs boring, all other cylinders must also be bored.**
- **Do not cut too much out of cylinder bore at a time. Cut only 0.05 mm (0.0020 in) or so in diameter at a time.**

4. Hone cylinders to obtain the specified piston to cylinder bore clearance.
5. Measure finished cylinder bore for the out-of-round and taper.

NOTE: Measurement should be done after cylinder bore cools down.

CRANKSHAFT MAIN JOURNAL DIAMETER

- Measure the outer diameter of crankshaft main journals with a micrometer.

Standard: Refer to "CYLINDER BLOCK".

- If out of the standard, measure the main bearing oil clearance. Then use undersize bearing. Refer to

"MAIN BEARING".**CRANKSHAFT PIN JOURNAL DIAMETER**

- Measure the outer diameter of crankshaft pin journal with a micrometer (A).

Standard: Refer to **"CYLINDER BLOCK"**.

- If out of the standard, measure the connecting rod bearing oil clearance. Then use undersize bearing. Refer to **"CONNECTING ROD BEARING"**.

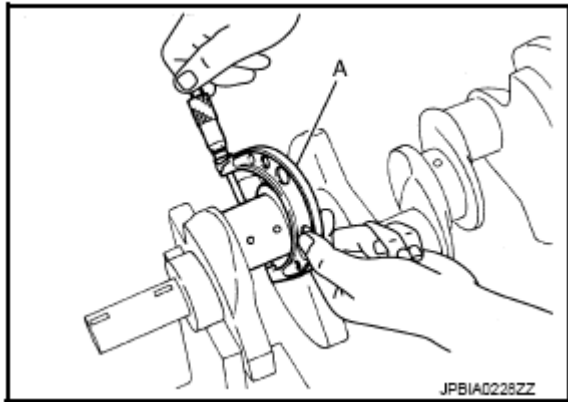


Fig. 275: Measuring Outer Diameter Of Crankshaft Pin Journal Using Micrometer
Courtesy of NISSAN NORTH AMERICA, INC.

CRANKSHAFT OUT-OF-ROUND AND TAPER

- Measure the dimensions at four different points as shown in the figure on each main journal and pin journal with a micrometer.
- Out-of-round is indicated by the difference in the dimensions between (d) and (c) at (a) and (b).
- Taper is indicated by the difference in the dimensions between.

Limit: Refer to **"CYLINDER BLOCK"**.

- If the measured value exceeds the limit, correct or replace crankshaft.
- If corrected, measure the bearing oil clearance of the corrected main journal and/or pin journal. Then select the main bearing and/or connecting rod bearing. Refer to **"MAIN BEARING"** and/or **"CONNECTING ROD BEARING"**.

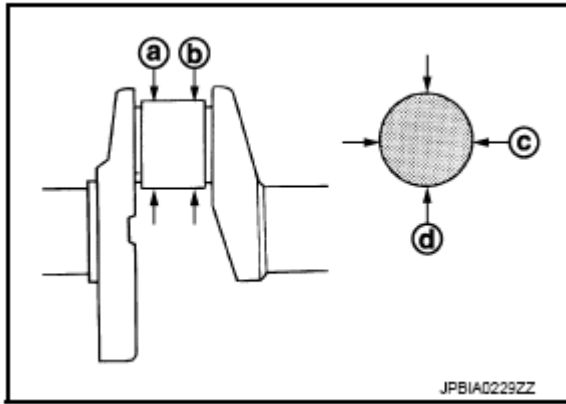


Fig. 276: Identifying Connecting Rod Main Bearing
 Courtesy of NISSAN NORTH AMERICA, INC.

CRANKSHAFT RUNOUT

- Place V-block on precise flat table, and support the journals on the both end of crankshaft.
- Place a dial indicator straight up on the No. 3 journal.
- While rotating crankshaft, read the movement of the pointer on a dial indicator. (Total indicator reading)

Standard and limit: Refer to "CYLINDER BLOCK".

- If it exceeds the limit, replace crankshaft.

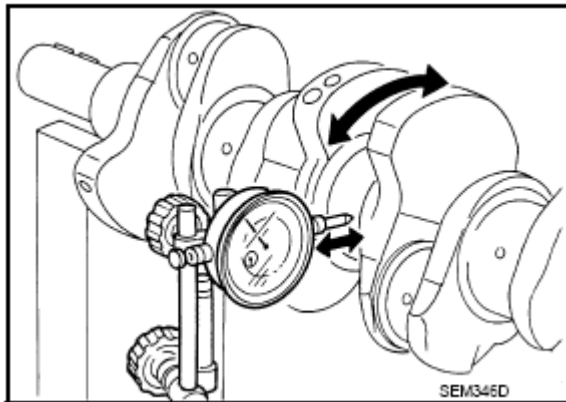


Fig. 277: Checking Crankshaft Runout Using Dial Indicator
 Courtesy of NISSAN NORTH AMERICA, INC.

CONNECTING ROD BEARING OIL CLEARANCE

Method by Calculation

- Install connecting rod bearings (1) to connecting rod (2) and connecting rod cap, and tighten connecting rod bolts to the specified torque. Refer to "DISASSEMBLY AND ASSEMBLY" for the tightening procedure.

- Measure the inner diameter of connecting rod bearing with an inside micrometer.

(Oil clearance) = (Connecting rod bearing inner diameter) - (Crankshaft pin journal diameter)

Standard and limit: Refer to "CONNECTING ROD BEARING".

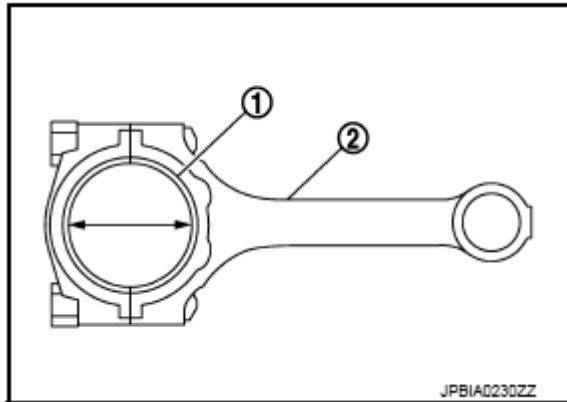


Fig. 278: Identifying Connecting Rod Bearings And Connecting Rod
Courtesy of NISSAN NORTH AMERICA, INC.

- If the calculated value exceeds the limit, select proper connecting rod bearing according to connecting rod big end diameter and crankshaft pin journal diameter to obtain the specified bearing oil clearance. Refer to "CONNECTING ROD BEARING".

Method of Using Plastigage

- Remove oil and dust on crankshaft pin journal and the surfaces of each bearing completely.
- Cut a plastigage slightly shorter than the bearing width, and place it in crankshaft axial direction, avoiding oil holes.
- Install connecting rod bearings to connecting rod and connecting rod bearing cap, and tighten connecting rod bolts to the specified torque. Refer to "DISASSEMBLY AND ASSEMBLY" for the tightening procedure.

CAUTION: Never rotate crankshaft.

- Remove connecting rod bearing cap and bearings, and using the scale on the plastigage bag, measure the plastigage width.

NOTE: The procedure when the measured value exceeds the limit is same as that described in the "Method by Calculation".

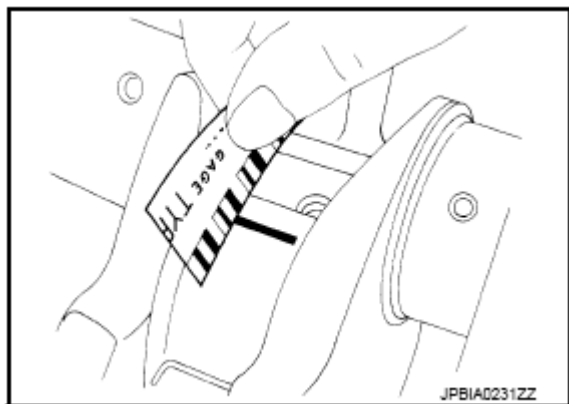


Fig. 279: Measuring Plastigage Width Using Scale On Plastigage Bag
 Courtesy of NISSAN NORTH AMERICA, INC.

MAIN BEARING OIL CLEARANCE

Method by Calculation

- Install main bearings (3) to cylinder block (1) and lower cylinder block (2), and tighten lower cylinder block bolts to the specified torque. Refer to "DISASSEMBLY AND ASSEMBLY" for the tightening procedure.
- Measure the inner diameter of main bearing with a bore gauge.

(Oil clearance) = (Main bearing inner diameter) - (Crankshaft main journal diameter)

Standard and limit: Refer to "MAIN BEARING".

- If the calculated value exceeds the limit, select proper main bearing according to main bearing inner diameter and crankshaft main journal diameter to obtain the specified bearing oil clearance. Refer to "MAIN BEARING".

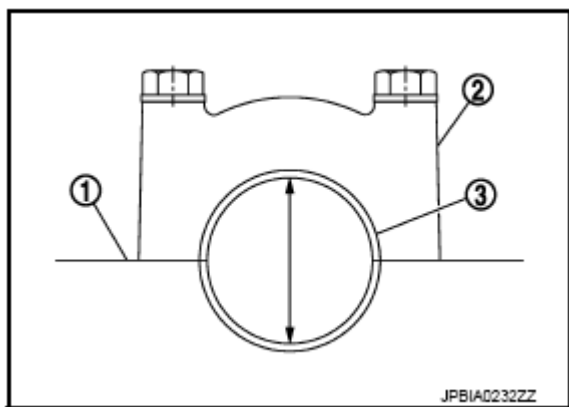


Fig. 280: Identifying Main Bearing Inner Diameter
 Courtesy of NISSAN NORTH AMERICA, INC.

Method of Using Plastigage

- Remove engine oil and dust on crankshaft journal and the surfaces of each bearing completely.
- Cut a plastigage slightly shorter than the bearing width, and place it in crankshaft axial direction, avoiding oil holes.
- Install main bearing to cylinder block and lower cylinder block, and tighten lower cylinder block bolts with lower cylinder block to the specified torque. Refer to "**DISASSEMBLY AND ASSEMBLY**" for the tightening procedure.

CAUTION: Never rotate crankshaft.

- Remove lower cylinder block and bearings, and using the scale on the plastigage bag, measure the plastigage width.

NOTE: The procedure when the measured value exceeds the limit is same as that described in the "Method by Calculation".

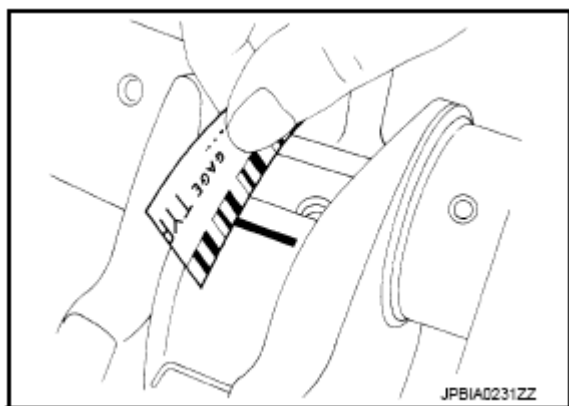


Fig. 281: Measuring Plastigage Width Using Scale On Plastigage Bag
Courtesy of NISSAN NORTH AMERICA, INC.

MAIN BEARING CRUSH HEIGHT

- When lower cylinder block is removed after being tightened to the specified torque with main bearings (1) installed, the tip end of bearing must protrude. Refer to "**DISASSEMBLY AND ASSEMBLY**" for the tightening procedure.

A : Crush height

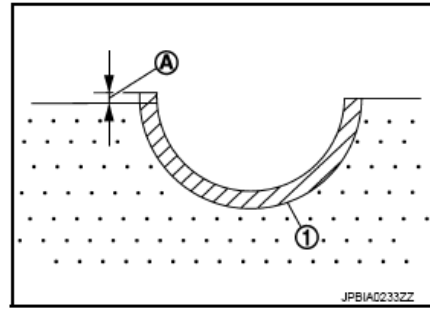


Fig. 282: Identifying Main Bearing And Crush Height
Courtesy of NISSAN NORTH AMERICA, INC.

Standard: There must be crush height.

- If the standard is not met, replace main bearings.

CONNECTING ROD BEARING CRUSH HEIGHT

- When connecting rod bearing cap is removed after being tightened to the specified torque with connecting rod bearings (1) installed, the tip end of bearing must protrude. Refer to "**DISASSEMBLY AND ASSEMBLY**" for the tightening procedure.

A : Crush height

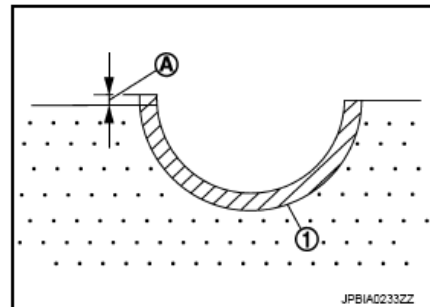


Fig. 283: Identifying Main Bearing And Crush Height
Courtesy of NISSAN NORTH AMERICA, INC.

Standard: There must be crush height.

- If the standard is not met, replace connecting rod bearings.

LOWER CYLINDER BLOCK BOLT OUTER DIAMETER

- Measure the outer diameters (c), (d) at two positions as shown in the figure.

- a : 20 mm (0.79 in)
- b : 30 mm (1.18 in)
- e : 10 mm (0.39 in)

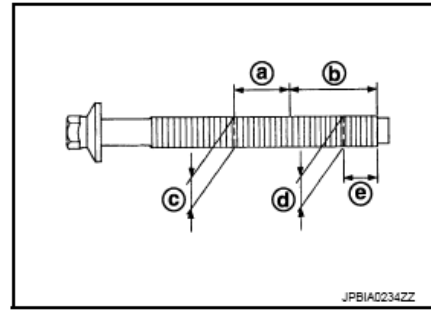


Fig. 284: Identifying Lower Cylinder Block Bolt Outer Diameter

Courtesy of NISSAN NORTH AMERICA, INC.

- If reduction appears in (a) range, regard it (c).

Limit [(d) - (c)]: 0.11 mm (0.0043 in)

- If it exceeds the limit (large difference in dimensions), replace lower cylinder block bolt with new one.

CONNECTING ROD BOLT OUTER DIAMETER

1. Measure the outer diameters [(a), (b) and (c)] at the position shown in the figure.

- a : Value at the end of the smaller diameter of the bolt
- b : Value at the end of the smaller diameter of the bolt [opposite side of (a)]
- c : Value of the smallest diameter of the smaller of the bolt

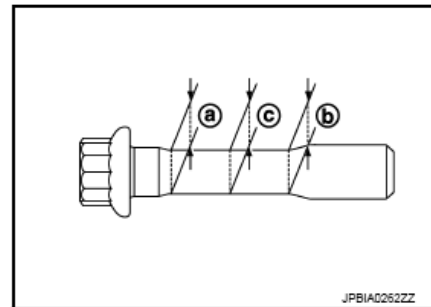


Fig. 285: Identifying Connecting Rod Bolt Outer Diameter

Courtesy of NISSAN NORTH AMERICA, INC.

2. Obtain a mean value (d) of (a) and (b).
3. Subtract (c) from (d).

Limit [(d) - (c)]: 0.09 mm (0.0035 in)

4. If it exceeds the limit (large difference in dimensions), replace the bolt with new one.

DRIVE PLATE

- Check drive plate and signal plate for deformation or damage.

CAUTION:

- Never disassemble drive plate.

- **Never place drive plate with signal plate facing down.**
 - **When handling signal plate, take care not to damage or scratch it.**
 - **Handle signal plate in a manner that prevents it from becoming magnetized.**
-
- If damage is found, replace drive plate.

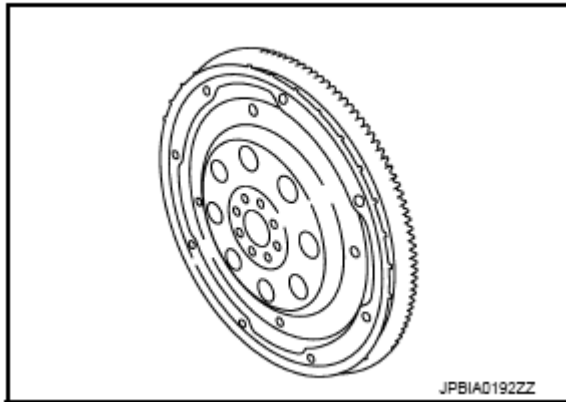


Fig. 286: Identifying Drive Plate
Courtesy of NISSAN NORTH AMERICA, INC.

OIL JET

- Check nozzle for deformation and damage.
- Blow compressed air from nozzle, and check for clogs.
- If it is not satisfied, clean or replace oil jet.

OIL JET RELIEF VALVE

- Using a clean plastic stick, press check valve in oil jet relief valve. Check that valve moves smoothly with proper reaction force.
- If it is not satisfied, replace oil jet relief valve.

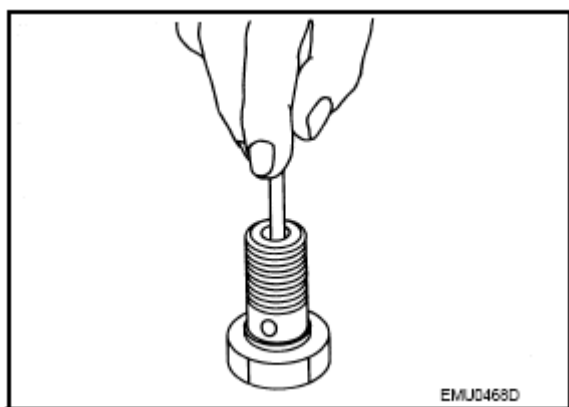


Fig. 287: Checking Oil Jet Relief Valve Using Plastic Stick
 Courtesy of NISSAN NORTH AMERICA, INC.

HOW TO SELECT PISTON AND BEARING

Description

Selection points	Selection parts	Selection items	Selection methods
Between cylinder block and crankshaft	Main bearing	Main bearing grade (bearing thickness)	Determined by match of cylinder block bearing housing grade (inner diameter of housing) and crankshaft journal grade (outer diameter of journal)
Between crankshaft and connecting rod	Connecting rod bearing	Connecting rod bearing grade (bearing thickness)	Combining service grades for connecting rod big end diameter and crankshaft pin outer diameter determine connecting rod bearing selection.
Between cylinder block and piston	Piston and piston pin assembly (Piston is available together with piston pin as assembly.)	Piston grade (piston skirt diameter)	Piston grade = cylinder bore grade (inner diameter of bore)
Between piston and connecting rod ⁽¹⁾	-	-	-
(1) For the service parts, the grade for fitting cannot be selected between piston pin and connecting rod. (Only "0" grade is available.) The information at the shipment from the plant is described as a reference.			

- The identification grade stamped on each part is the grade for the dimension measured in new condition. This grade cannot apply to reused parts.
- For reused or repaired parts, measure the dimension accurately. Determine the grade by comparing the measurement with the values of each selection table.
- For details of the measurement method of each part, the reuse standards and the selection method of the selective fitting parts, refer to the text.

Piston**WHEN NEW CYLINDER BLOCK IS USED**

Check the cylinder bore grade ("1", "2" or "3") on rear side of cylinder block, and select piston of the same grade.

- A : Bearing housing grade No. 1
- B : Bearing housing grade No. 2
- C : Bearing housing grade No. 3
- D : Bearing housing grade No. 4
- E : Cylinder bore grade No. 1
- F : Cylinder bore grade No. 2
- G : Cylinder bore grade No. 3
- H : Cylinder bore grade No. 4
- I : Cylinder bore grade No. 5
- J : Cylinder bore grade No. 6
- K : Identification
- ↶ : Engine front

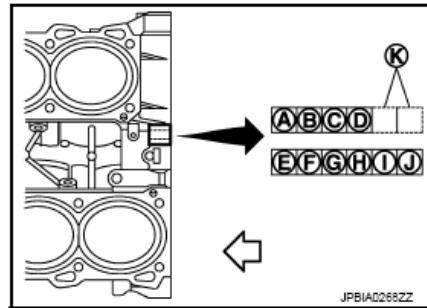


Fig. 288: Identifying Bearing Housing Grades And Cylinder Bore Grades
Courtesy of NISSAN NORTH AMERICA, INC.

NOTE: Piston is available with piston pin as a set for the service part. (Only "0" grade piston pin is available.)

WHEN CYLINDER BLOCK IS REUSED

1. Measure the cylinder bore inner diameter. Refer to "**CYLINDER BLOCK**".
2. Determine the bore grade by comparing the measurement with the values under the cylinder bore inner diameter of the "PISTON SELECTION TABLE".

- A : Piston grade number
- B : Front mark
- C : Piston pin grade number

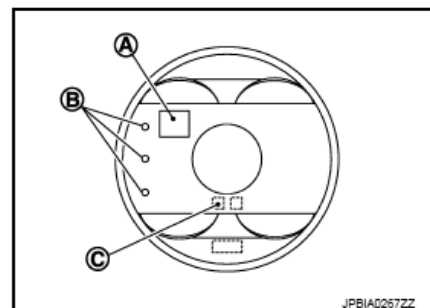


Fig. 289: Identifying Piston And Pin Grade Numbers
Courtesy of NISSAN NORTH AMERICA, INC.

3. Select piston of the same grade.

PISTON SELECTION TABLE

Unit: mm (in)			
Grade	1	2	3
Cylinder bore inner diameter	95.500 - 95.510 (3.7598 - 3.7602)	95.510 - 95.520 (3.7602 - 3.7606)	95.520 - 95.530 (3.7606 - 3.7610)
Piston skirt diameter	95.480 - 95.490 (3.7590 - 3.7594)	95.490 - 95.500 (3.7594 - 3.7598)	95.500 - 95.510 (3.7598 - 3.7602)

NOTE:

- Piston is available together with piston pin as assembly.
- Piston pin (piston pin hole) grade is provided only for the parts installed at the plant. For service parts, no piston pin grades can be selected. (Only "0" grade is available.)
- No second grade mark is available on piston.

Connecting Rod Bearing**WHEN NEW CONNECTING ROD AND CRANKSHAFT ARE USED**

1. Apply connecting rod big end diameter grade stamped (D) on connecting rod side face to the row in the "CONNECTING ROD BEARING SELECTION TABLE".

- A : Sample codes
 B : Bearing stopper groove
 C : Small-end diameter grade
 E : Weight grade
 F : Cylinder No.
 G : Management code
 H : Front mark
 I : Management code

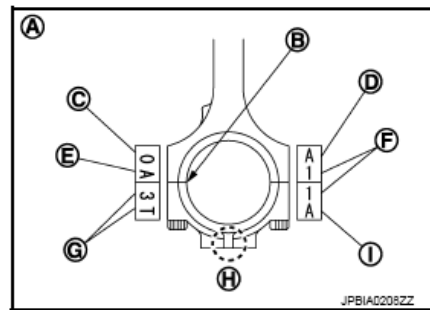


Fig. 290: Identifying Codes, Grades And Cylinder No.
 Courtesy of NISSAN NORTH AMERICA, INC.

2. Apply crankshaft pin journal diameter grade stamped on crankshaft front side to the column in the "CONNECTING ROD BEARING SELECTION TABLE"

- A : Journal diameter grade No. 1
- B : Journal diameter grade No. 2
- C : Journal diameter grade No. 3
- D : Journal diameter grade No. 4
- E : Pin diameter grade No. 1
- F : Pin diameter grade No. 2
- G : Pin diameter grade No. 3
- H : Pin diameter grade No. 4
- I : Pin diameter grade No. 5
- J : Pin diameter grade No. 6
- K : Identification code

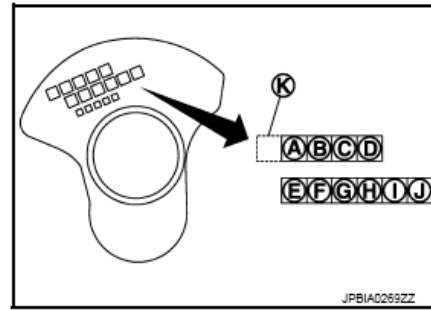


Fig. 291: Identifying Journal Diameter Grades And Pin Diameter Grades
 Courtesy of NISSAN NORTH AMERICA, INC.

3. Read the symbol at the cross point of selected row and column in the "CONNECTING ROD BEARING SELECTION TABLE".
4. Apply the symbol obtained to the "CONNECTING ROD BEARING GRADE TABLE" to select connecting rod bearing.

WHEN CONNECTING ROD AND CRANKSHAFT ARE REUSED

1. Measure the connecting rod big end diameter. Refer to "**CYLINDER BLOCK**".
2. Check that the connecting rod big end diameter is within the standard value.
3. Measure the crankshaft pin journal diameter. Refer to "**CYLINDER BLOCK**".
4. Determine the grade of crankshaft pin diameter grade by corresponding to the measured dimension in "Crankshaft pin journal diameter" column of "CONNECTING ROD BEARING SELECTION TABLE".
5. Select connecting rod bearing of the same grade.

CONNECTING ROD BEARING SELECTION TABLE

Connecting rod big end diameter Unit: mm (in) Crankshaft pin journal diameter Unit: mm (in)		Mark	Hole diameter															
			A	B	C	D	E	F	G	H	J	K	L	M	N			
Mark	Axle diameter		57.000 - 57.001 (2.2441 - 2.2441)	57.001 - 57.002 (2.2441 - 2.2442)	57.002 - 57.003 (2.2442 - 2.2442)	57.003 - 57.004 (2.2442 - 2.2442)	57.004 - 57.005 (2.2442 - 2.2443)	57.005 - 57.006 (2.2443 - 2.2443)	57.006 - 57.007 (2.2443 - 2.2444)	57.007 - 57.008 (2.2444 - 2.2444)	57.008 - 57.009 (2.2444 - 2.2444)	57.009 - 57.010 (2.2444 - 2.2445)	57.010 - 57.011 (2.2445 - 2.2445)	57.011 - 57.012 (2.2445 - 2.2446)	57.012 - 57.013 (2.2446 - 2.2446)			
A	53.974 - 53.973 (2.1250 - 2.1249)	0	0	0	0	0	0	0	1	1	1	1	1	1	2			
B	53.973 - 53.972 (2.1249 - 2.1249)	0	0	0	0	0	0	1	1	1	1	1	1	1	2			
C	53.972 - 53.971 (2.1249 - 2.1248)	0	0	0	0	1	1	1	1	1	1	1	2	2	2			
D	53.971 - 53.970 (2.1248 - 2.1248)	0	0	0	1	1	1	1	1	1	1	2	2	2	2			
E	53.970 - 53.969 (2.1248 - 2.1248)	0	0	1	1	1	1	1	1	2	2	2	2	2	2			
F	53.969 - 53.968 (2.1248 - 2.1247)	0	1	1	1	1	1	1	2	2	2	2	2	2	2			
G	53.968 - 53.967 (2.1247 - 2.1247)	1	1	1	1	1	1	2	2	2	2	2	2	2	3			
H	53.967 - 53.966 (2.1247 - 2.1246)	1	1	1	1	1	2	2	2	2	2	2	2	3	3			
J	53.966 - 53.965 (2.1246 - 2.1246)	1	1	1	1	2	2	2	2	2	2	2	3	3	3			
K	53.965 - 53.964 (2.1246 - 2.1246)	1	1	1	2	2	2	2	2	2	2	3	3	3	3			
L	53.964 - 53.963 (2.1246 - 2.1245)	1	1	2	2	2	2	2	2	2	3	3	3	3	3			
M	53.963 - 53.962 (2.1245 - 2.1245)	1	2	2	2	2	2	2	2	3	3	3	3	3	3			
N	53.962 - 53.961 (2.1245 - 2.1244)	2	2	2	2	2	2	2	3	3	3	3	3	3	4			
P	53.961 - 53.960 (2.1244 - 2.1244)	2	2	2	2	2	2	3	3	3	3	3	3	4	4			
R	53.960 - 53.959 (2.1244 - 2.1244)	2	2	2	2	3	3	3	3	3	3	3	4	4	4			
S	53.959 - 53.958 (2.1244 - 2.1243)	2	2	2	3	3	3	3	3	3	3	4	4	4	4			
T	53.958 - 53.957 (2.1243 - 2.1243)	2	2	3	3	3	3	3	3	3	4	4	4	4	4			
U	53.957 - 53.956 (2.1243 - 2.1242)	2	3	3	3	3	3	3	3	4	4	4	4	4	4			

PB/C5435E

Fig. 292: Connecting Rod Bearing Selection Chart
Courtesy of NISSAN NORTH AMERICA, INC.

CONNECTING ROD BEARING GRADE TABLE

Connecting rod bearing grade table: Refer to "CONNECTING ROD BEARING".

UNDERSIZE BEARING USAGE GUIDE

- When the specified connecting rod bearing oil clearance is not obtained with standard size connecting rod bearings, use undersize (US) bearings.
- When using undersize (US) bearing, measure the connecting rod bearing inner diameter with bearing installed, and grind crankshaft pin so that the connecting rod bearing oil clearance satisfies the standard.

CAUTION: In grinding crankshaft pin to use undersize bearings, keep the fillet R (A) [1.5 - 1.7 mm (0.059 - 0.067 in)].

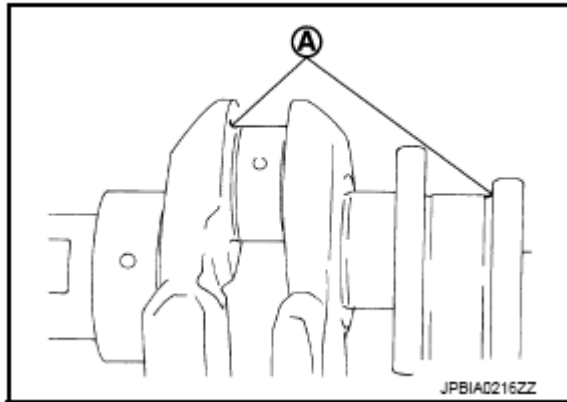


Fig. 293: Identifying Fillet Area Crankshaft
Courtesy of NISSAN NORTH AMERICA, INC.

Bearing undersize table: Refer to "CONNECTING ROD BEARING".

Main Bearing

WHEN NEW CYLINDER BLOCK AND CRANKSHAFT ARE USED

1. "MAIN BEARING SELECTION TABLE" rows correspond to bearing housing grade on rear left side of cylinder block.

- A : Bearing housing grade No. 1
- B : Bearing housing grade No. 2
- C : Bearing housing grade No. 3
- D : Bearing housing grade No. 4
- E : Cylinder bore grade No. 1
- F : Cylinder bore grade No. 2
- G : Cylinder bore grade No. 3
- H : Cylinder bore grade No. 4
- I : Cylinder bore grade No. 5
- J : Cylinder bore grade No. 6
- K : Identification code
- ↔ : Engine front

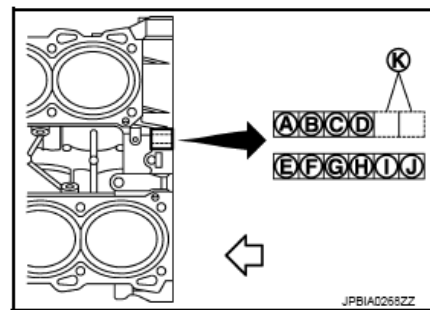


Fig. 294: Identifying Bearing Housing Grades And Cylinder Bore Grades
Courtesy of NISSAN NORTH AMERICA, INC.

2. "MAIN BEARING SELECTION TABLE" columns correspond to journal diameter grade on front side of crankshaft.

- A : Journal diameter grade No. 1
- B : Journal diameter grade No. 2
- C : Journal diameter grade No. 3
- D : Journal diameter grade No. 4
- E : Pin diameter grade No. 1
- F : Pin diameter grade No. 2
- G : Pin diameter grade No. 3
- H : Pin diameter grade No. 4
- I : Pin diameter grade No. 5
- J : Pin diameter grade No. 6
- K : Identification code

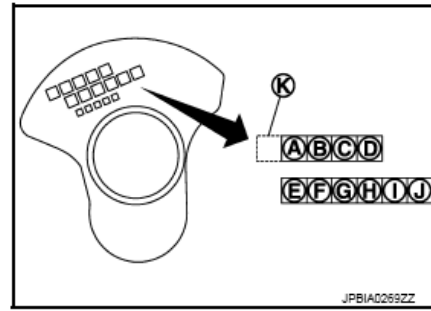


Fig. 295: Identifying Journal Diameter Grades And Pin Diameter Grades
 Courtesy of NISSAN NORTH AMERICA, INC.

3. Select main bearing grade at the point where selected row and column meet in "MAIN BEARING SELECTION TABLE".
4. Apply sign at crossing in above step 3 to "MAIN BEARING GRADE TABLE".

NOTE:

- "MAIN BEARING GRADE TABLE" applies to all journals.
- Service parts is available as a set of both upper and lower.

WHEN CYLINDER BLOCK AND CRANKSHAFT ARE REUSED

1. Measure cylinder block main bearing housing inner diameter and crankshaft main journal diameter. Refer to "CYLINDER BLOCK".
2. Correspond the measured dimension in "Cylinder block main bearing housing inner diameter" row of "MAIN BEARING SELECTION TABLE".
3. Correspond the measured dimension in "Crankshaft main journal diameter" column of "MAIN BEARING SELECTION TABLE".
4. Follow from step 3 in "When New Cylinder Block and Crankshaft are Used".

MAIN BEARING SELECTION TABLE

[illegible]

JFBIAD264ZZ

Fig. 296: Main Bearing Selection Chart
Courtesy of NISSAN NORTH AMERICA, INC.

MAIN BEARING GRADE TABLE (ALL JOURNALS)

Main bearing grade table (All journals): Refer to "MAIN BEARING".

UNDERSIZE BEARING USAGE GUIDE

- When the specified main bearing oil clearance is not obtained with standard size main bearings, use undersize (US) bearing.
- When using undersize (US) bearing, measure the main bearing inner diameter with bearing installed, and grind main journal so that the main bearing oil clearance satisfies the standard.

CAUTION: In grinding crankshaft main journal to use undersize bearings, keep the fillet R (A) [1.5 - 1.7 mm (0.059 - 0.067 in)].

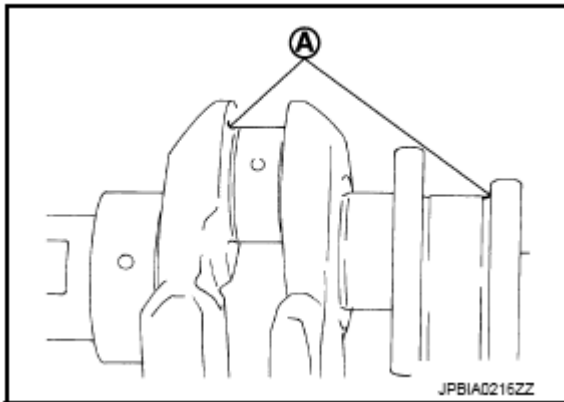


Fig. 297: Identifying Crankshaft Fillet Area
 Courtesy of NISSAN NORTH AMERICA, INC.

Bearing undersize table: Refer to "MAIN BEARING".

SERVICE DATA AND SPECIFICATIONS (SDS)

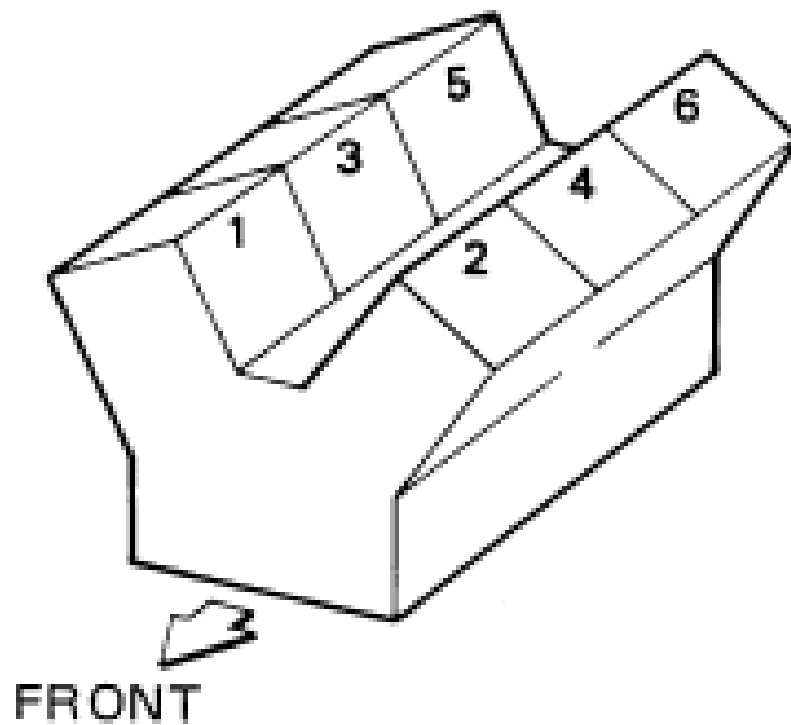
SERVICE DATA AND SPECIFICATIONS (SDS)

General Specification

GENERAL SPECIFICATIONS

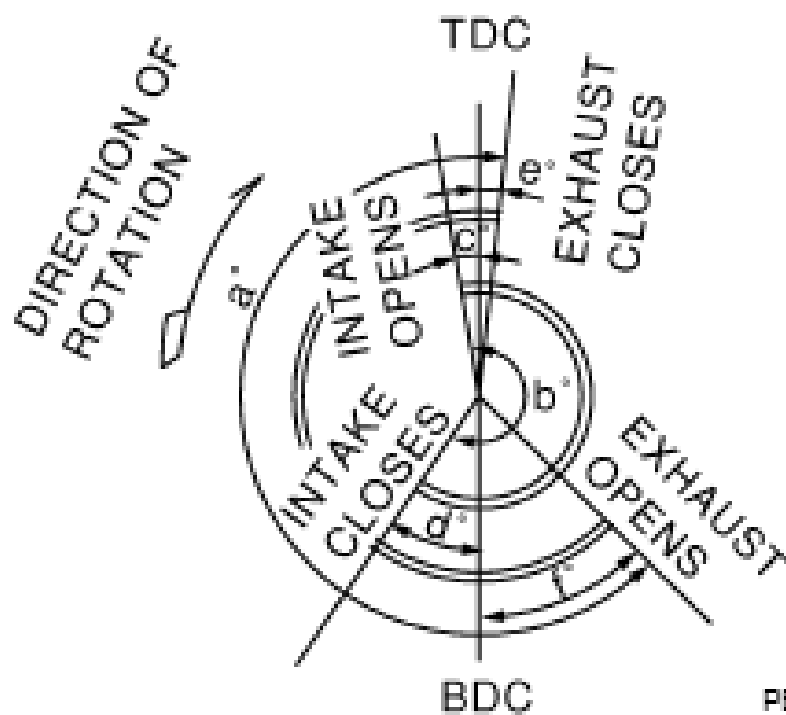
Cylinder arrangement		V-6
Displacement cm ³ (cu in)		3, 498 (213.45)
Bore and stroke mm (in)		95.5 x 81.4 (3.760 x 3.205)
Valve arrangement		DOHC
Firing order		1-2-3-4-5-6
Number of piston rings	Compression	2
	Oil	1
Number of main bearings		4
Compression ratio		10.6
Compression pressure kPa (kg/cm ² , psi)/300 rpm	Standard	1, 275 (13.0, 185)
	Minimum	981 (10.0, 142)
	Differential limit between cylinders	98 (1.0, 14)

Cylinder number



SEM713A

Valve timing
(Valve timing control -
"OFF")



PBIC0187E

2012 Infiniti FX35**2012 ENGINE Engine Mechanical (VQ35HR) - FX35**

					Unit: degree
a	b	c	d	e	f
248	248	2	66	0	68

Drive Belt**DRIVE BELT**

Tension of drive belt	Belt tension is not necessary, as it is automatically adjusted by drive belt auto-tensioner.
-----------------------	--

Spark Plug**SPARK PLUG**

			Unit: mm (in)
Make		DENSO	
Standard type		FXE22HR11	
Gap	Standard	1.1 (0.043)	
	Limit	1.4 (0.055)	

Intake Manifold**INTAKE MANIFOLD**

		Unit: mm (in)
Items		Limit
Surface distortion	Intake manifold	0.1 (0.004)

Exhaust Manifold**EXHAUST MANIFOLD**

		Unit: mm (in)
Items		Limit
Surface distortion	Exhaust manifold	0.7 (0.028)

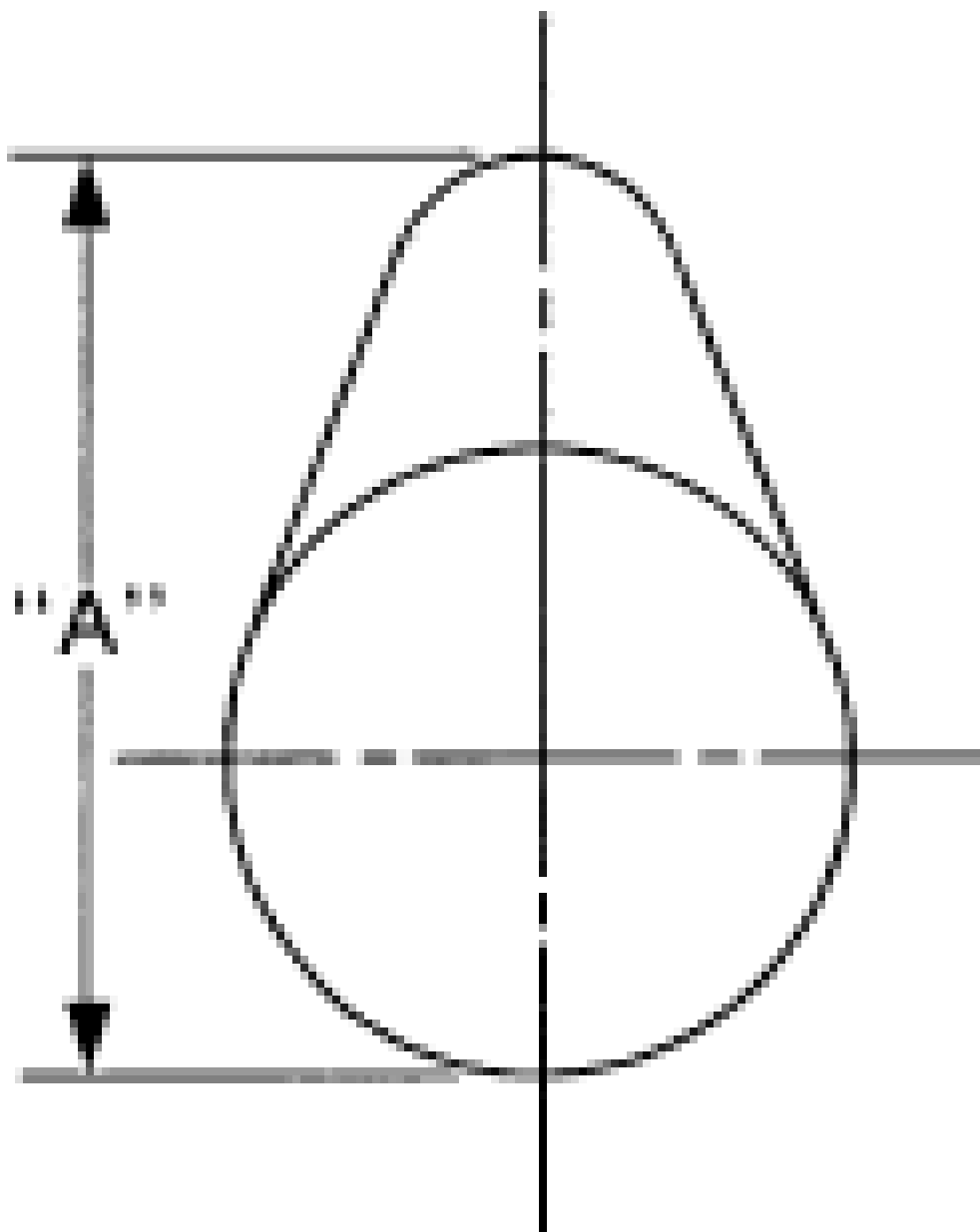
Camshaft**CAMSHAFT**

			Unit: mm (in)
Items		Standard	Limit
Camshaft journal oil clearance	No. 1	0.045 - 0.086 (0.0018 - 0.0034)	0.15 (0.0059)
	No. 2, 3, 4	0.035 - 0.076 (0.0014 - 0.0030)	

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Camshaft bracket inner diameter	No. 1	26.000 - 26.021 (1.0236 - 1.0244)	-
	No. 2, 3, 4	23.500 - 23.521 (0.9252 - 0.9260)	-
Camshaft journal diameter	No. 1	25.935 - 25.955 (1.0211 - 1.0218)	-
	No. 2, 3, 4	23.445 - 23.465 (0.9230 - 0.9238)	-
Camshaft end play		0.115 - 0.188 (0.0045 - 0.0074)	0.24 (0.0094)
Camshaft cam height "A"	Intake	45.865 - 46.055 (1.8057 - 1.8132)	0.2 (0.008) ⁽¹⁾
	Exhaust	45.875 - 46.065 (1.8061 - 1.8136)	0.2 (0.008) ⁽¹⁾
Camshaft runout [TIR ⁽²⁾]		Less than 0.02 (0.0008)	0.05 (0.0020)
Camshaft sprocket runout [TIR ⁽²⁾]		-	0.15 (0.0059)



SEN1571

- (1) Cam wear limit
- (2) Total indicator reading

VALVE LIFTER

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Unit: mm (in)	
Items	Standard
Valve lifter outer diameter	33.980 - 33.990 (1.3378 - 1.3382)
Valve lifter hole diameter	34.000 - 34.016 (1.3386 - 1.3392)
Valve lifter clearance	0.010 - 0.036 (0.0004 - 0.0014)

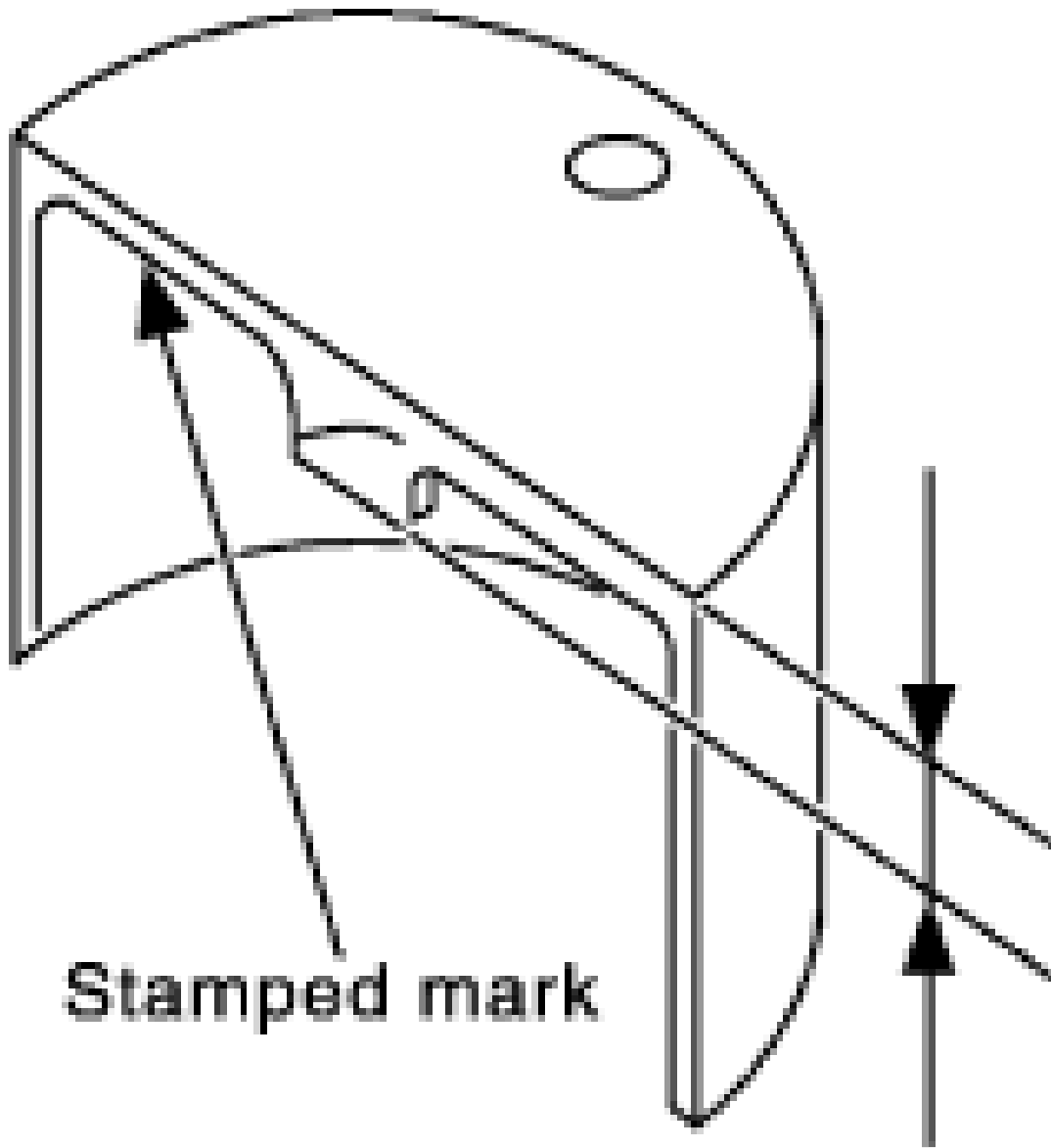
VALVE CLEARANCE

Unit: mm (in)		
Items	Cold	Hot ⁽¹⁾ (reference data)
Intake	0.26 - 0.34 (0.010 - 0.013)	0.304 - 0.416 (0.012 - 0.016)
Exhaust	0.29 - 0.37 (0.011 - 0.015)	0.308 - 0.432 (0.012 - 0.017)
(1) Approximately 80°C (176°F)		

AVAILABLE VALVE LIFTER

Unit: mm (in)	
Identification (stamped) mark	Thickness
788	7.88 (0.3102)
790	7.90 (0.3110)
792	7.92 (0.3118)
794	7.94 (0.3126)
796	7.96 (0.3134)
798	7.98 (0.3142)
800	8.00 (0.3150)
802	8.02 (0.3157)
804	8.04 (0.3165)
806	8.06 (0.3173)
808	8.08 (0.3181)
810	8.10 (0.3189)
812	8.12 (0.3197)
814	8.14 (0.3205)
816	8.16 (0.3213)
818	8.18 (0.3220)
820	8.20 (0.3228)
822	8.22 (0.3236)
824	8.24 (0.3244)
826	8.26 (0.3252)
828	8.28 (0.3260)
830	8.30 (0.3268)
832	8.32 (0.3276)

834	8.34 (0.3283)
836	8.36 (0.3291)
838	8.38 (0.3299)
840	8.40 (0.3307)



Stamped mark

Valve lifter thickness SEM758G

Cylinder Head

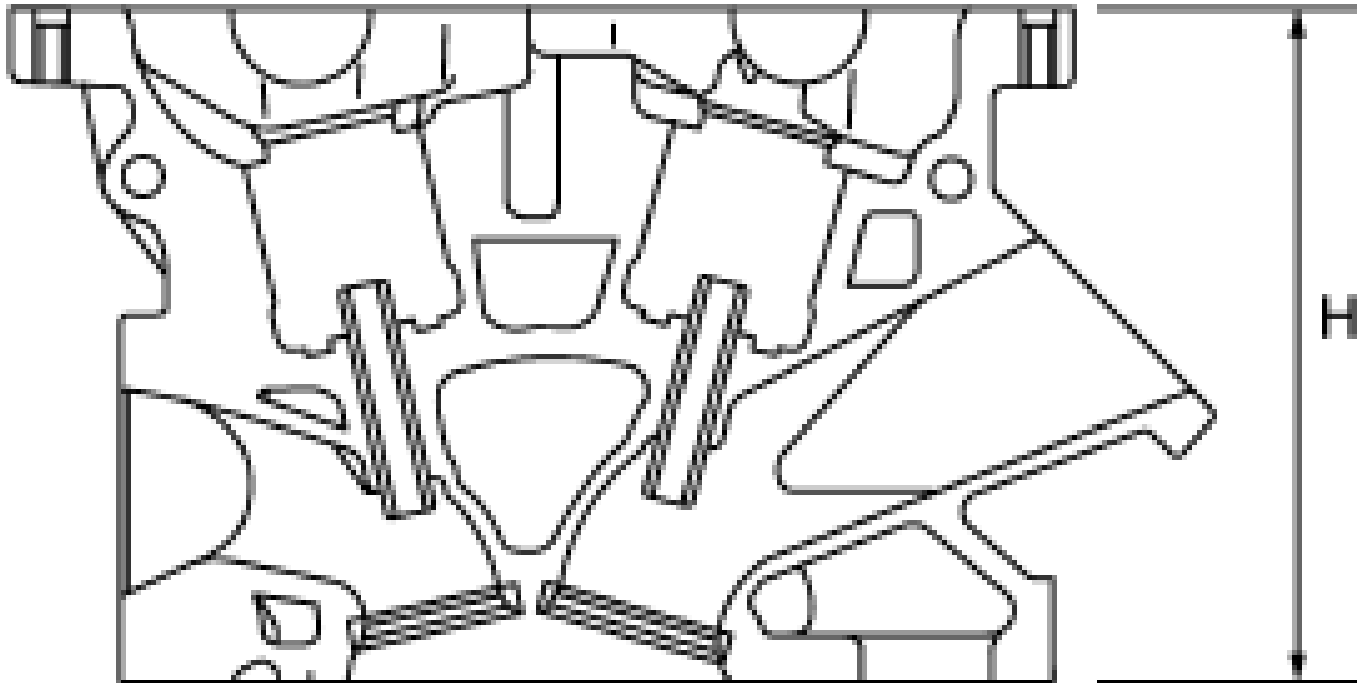
CYLINDER HEAD

2012 Infiniti FX35

2012 ENGINE Engine Mechanical (VQ35HR) - FX35

Unit: mm (in)

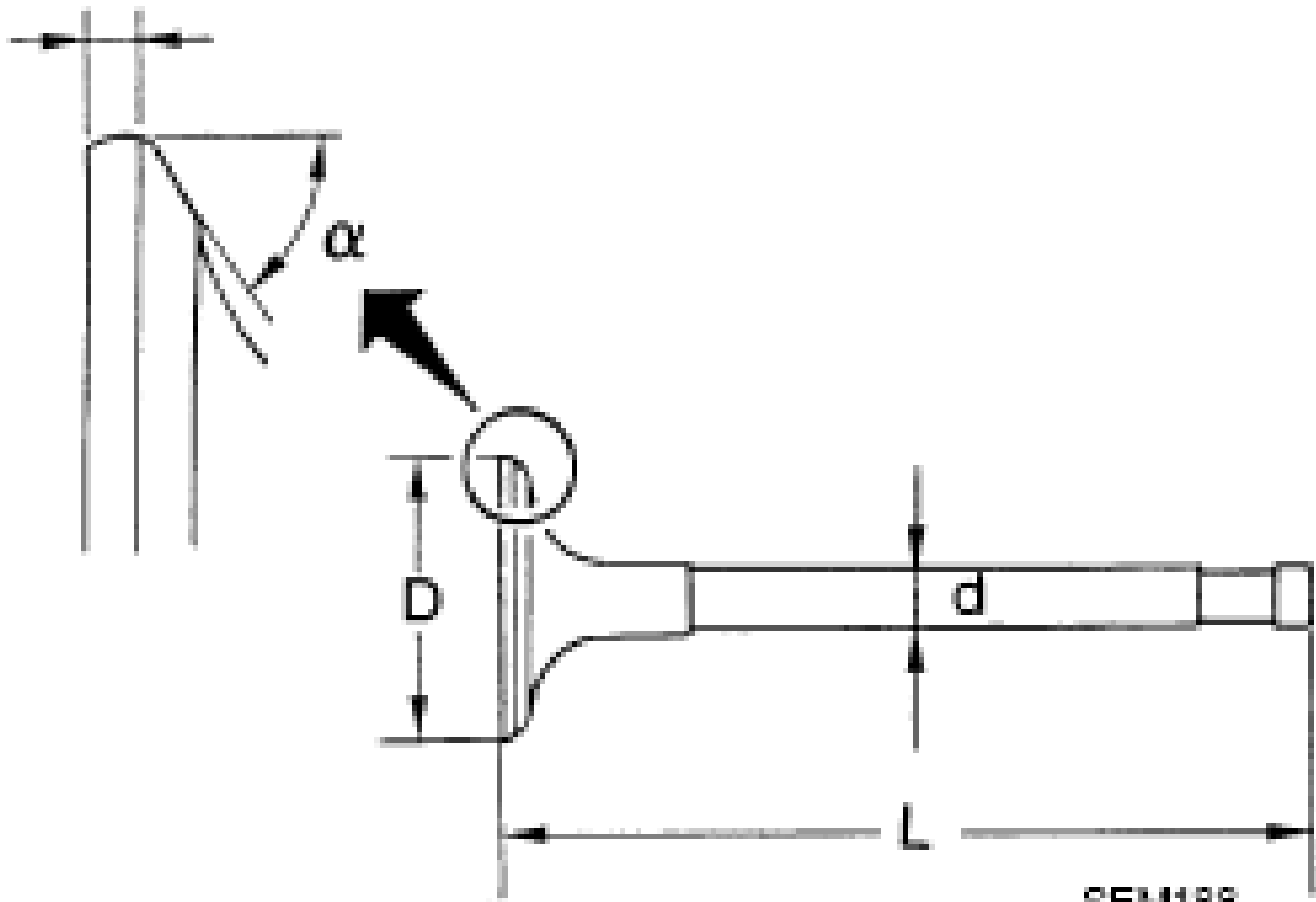
Items	Standard	Limit
Head surface distortion	Less than 0.03 (0.0012)	0.1 (0.004)
Normal cylinder head height "H"	126.3 - 126.5 (4.97 - 4.98)	-



PBIC0924E

VALVE DIMENSIONS**Unit: mm (in)**

T (Margin thickness)

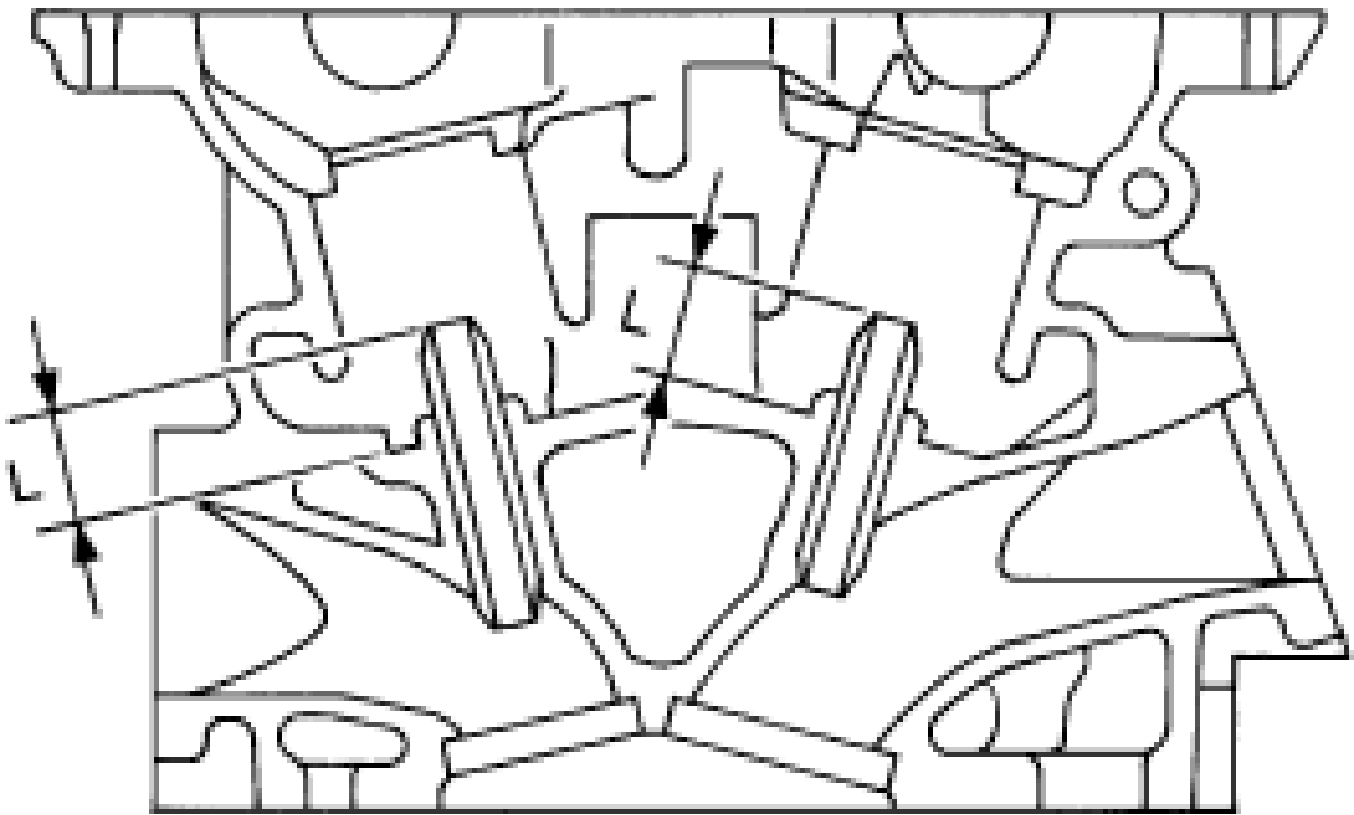


SEM188

Valve head diameter "D"	Intake	36.6 - 36.9 (1.441 - 1.453)
	Exhaust	30.2 - 30.5 (1.189 - 1.201)
Valve length "L"	Intake	97.13 (3.8240)
	Exhaust	94.67 (3.7272)
Valve stem diameter "d"	Intake	5.965 - 5.980 (0.2348 - 0.2354)
	Exhaust	5.962 - 5.970 (0.2347 - 0.2350)
Valve seat angle "a"	Intake	45°15' - 45°45'
	Exhaust	
Valve margin "T"	Intake	1.1 (0.043)
	Exhaust	1.3 (0.051)
Valve margin "T" limit		0.5 (0.020)
Valve stem end surface grinding limit		0.2 (0.008)

VALVE GUIDE

Unit: mm (in)

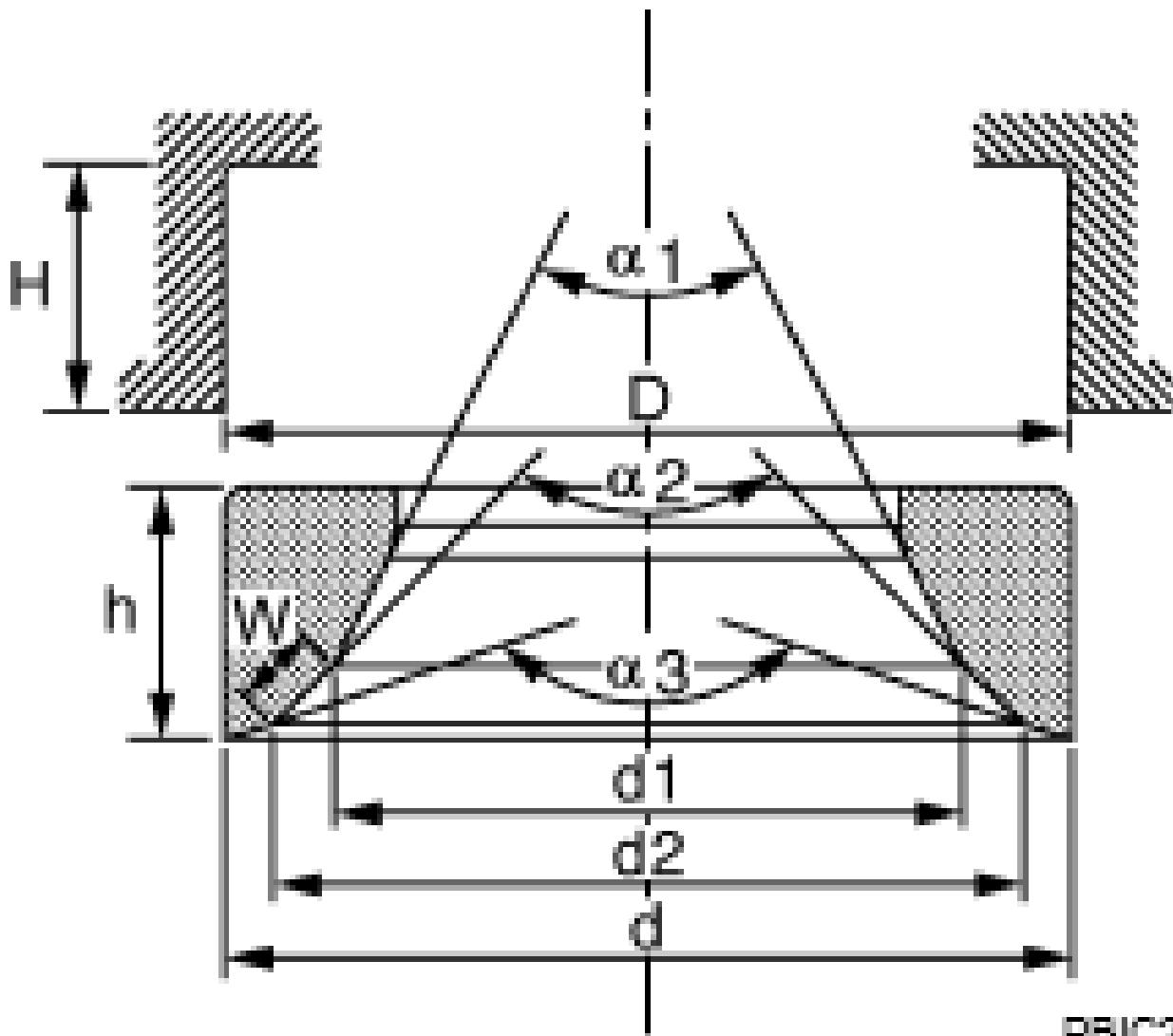


SEM950E

Items		Standard	Oversize (Service) [0.2 (0.008)]
Valve guide	Outer diameter	10.023 - 10.034 (0.3946 - 0.3950)	10.223 - 10.234 (0.4025 - 0.4029)
	Inner diameter (Finished size)	6.000 - 6.018 (0.2362 - 0.2369)	
Cylinder head valve guide hole diameter		9.975 - 9.996 (0.3927 - 0.3935)	10.175 - 10.196 (0.4006 - 0.4014)
Interference fit of valve guide		0.027 - 0.059 (0.0011 - 0.0023)	
Items		Standard	Limit
Valve guide clearance	Intake	0.020 - 0.053 (0.0008 - 0.0021)	0.08 (0.0031)
	Exhaust	0.030 - 0.056 (0.0012 - 0.0022)	0.09 (0.0035)
Projection length "L"		12.6 - 12.8 (0.496 - 0.504)	

VALVE SEAT

Unit: mm (in)



PBIC2745E

Items		Standard	Oversize (Service) [0.5 (0.02)]
Cylinder head seat recess diameter "D"	Intake	38.000 - 38.016 (1.4961 - 1.4967)	38.500 - 38.516 (1.5157 - 1.5164)
	Exhaust	31.600 - 31.616 (1.2441 - 1.2447)	32.100 - 32.116 (1.2638 - 1.2644)
Valve seat outer diameter "d"	Intake	38.097 - 38.113 (1.4999 - 1.5005)	38.597 - 38.613 (1.5196 - 1.5202)
	Exhaust	31.680 - 31.696 (1.2472 - 1.2479)	32.180 - 32.196 (1.2669 - 1.2676)
Valve seat interference fit	Intake	0.081 - 0.113 (0.0032 - 0.0044)	
	Exhaust	0.064 - 0.096 (0.0025 - 0.0038)	
	Intake	34.6 (1.362)	

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Diameter "d1" ⁽¹⁾	Exhaust	27.7 (1.091)	
Diameter "d2" ⁽²⁾	Intake	35.9 - 36.4 (1.413 - 1.433)	
	Exhaust	29.3 - 29.8 (1.154 - 1.173)	
Angle "a1"	Intake	60°	
	Exhaust	60°	
Angle "a2"	Intake	88°45' - 90°15'	
	Exhaust	88°45' - 90°15'	
Angle "a3"	Intake	120°	
	Exhaust	120°	
Contacting width "W" ⁽³⁾	Intake	1.0 - 1.4 (0.039 - 0.055)	
	Exhaust	1.2 - 1.6 (0.047 - 0.063)	
Height "h"	Intake	5.9 - 6.0 (0.232 - 0.236)	5.05 - 5.15 (0.1988 - 0.2028)
	Exhaust	5.9 - 6.0 (0.232 - 0.236)	4.95 - 5.05 (0.1949 - 0.1988)
Depth "H"		6.0 (0.236)	

(1) Diameter made by intersection point of conic angles "a1" and "a2"

(2) Diameter made by intersection point of conic angles "a2" and "a3"

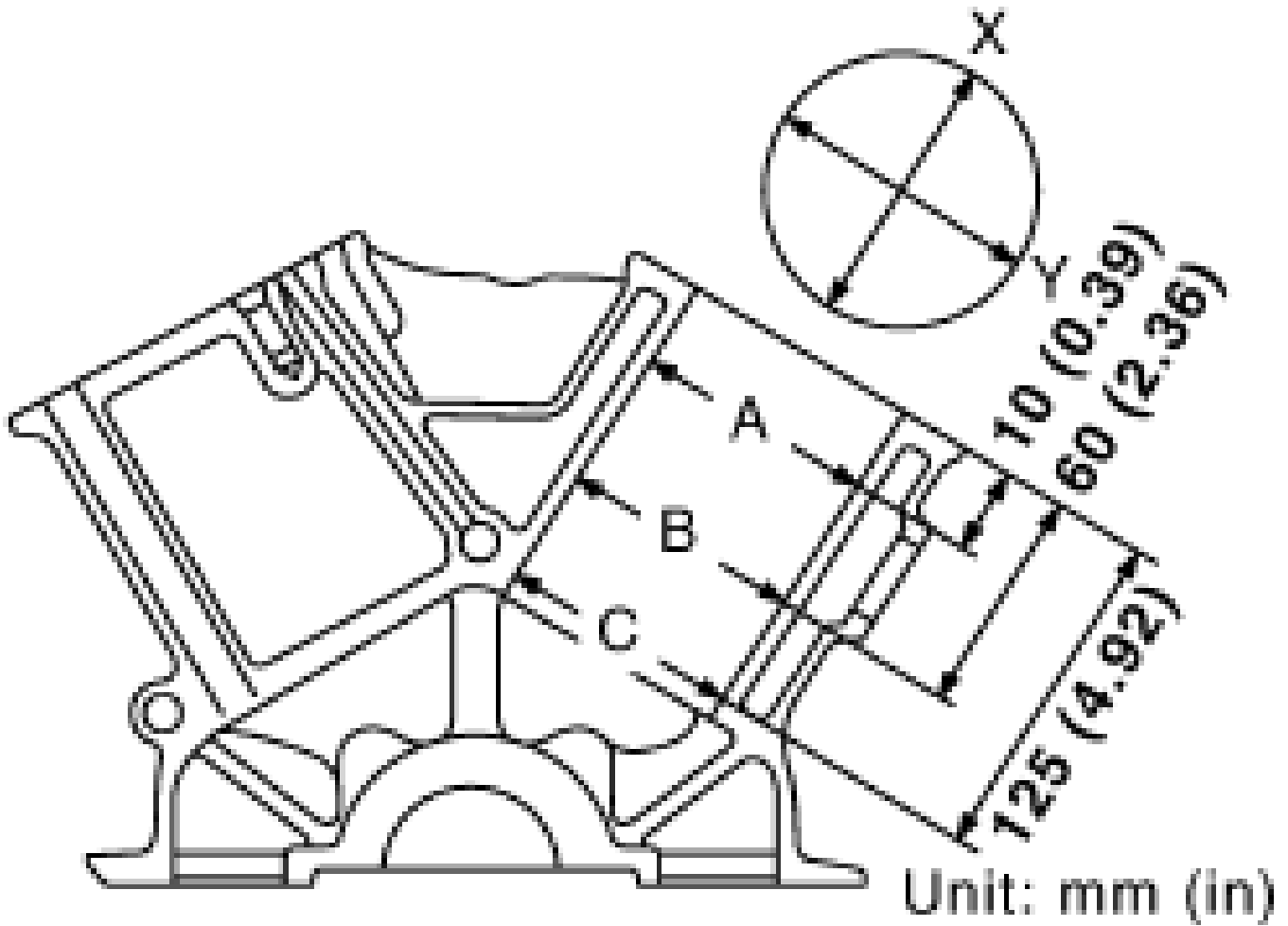
(3) Machining data

VALVE SPRING

Items	Standard
Free height	43.85 mm (1.7264 in)
Installation height	37.00 mm (1.4567 in)
Installation load	166 - 188 N (16.9 - 19.2 kg, 37 - 42 lb)
Height during valve open	26.8 mm (1.055 in)
Load with valve open	502 - 566 N (51.2 - 57.7 kg, 113 - 127 lb)
Squareness	1.9 mm (0.075 in)

Cylinder Block**CYLINDER BLOCK**

Unit: mm (in)



JPBIA1050GB

Surface flatness		Standard		Less than 0.03 (0.0012)
		Limit		0.1 (0.004)
Main bearing housing inner diameter		Standard		69.993 - 70.017 (2.7556 - 2.7566)
Cylinder bore	Inner diameter	Standard	Grade No. 1	95.500 - 95.510 (3.7598 - 3.7602)
			Grade No. 2	95.510 - 95.520 (3.7602 - 3.7606)
			Grade No. 3	95.520 - 95.530 (3.7606 - 3.7610)
		Wear limit		0.2 (0.008)
Out-of-round		Limit		0.015 (0.0006)
Taper				0.010 (0.0004)
			Grade No. A	69.993 - 69.994 (2.7556 - 2.7557)
			Grade No. B	69.994 - 69.995 (2.7557 - 2.7557)
			Grade No. C	69.995 - 69.996 (2.7557 - 2.7557)
			Grade No. D	69.996 - 69.997 (2.7557 - 2.7558)
			Grade No. E	69.997 - 69.998 (2.7558 - 2.7558)

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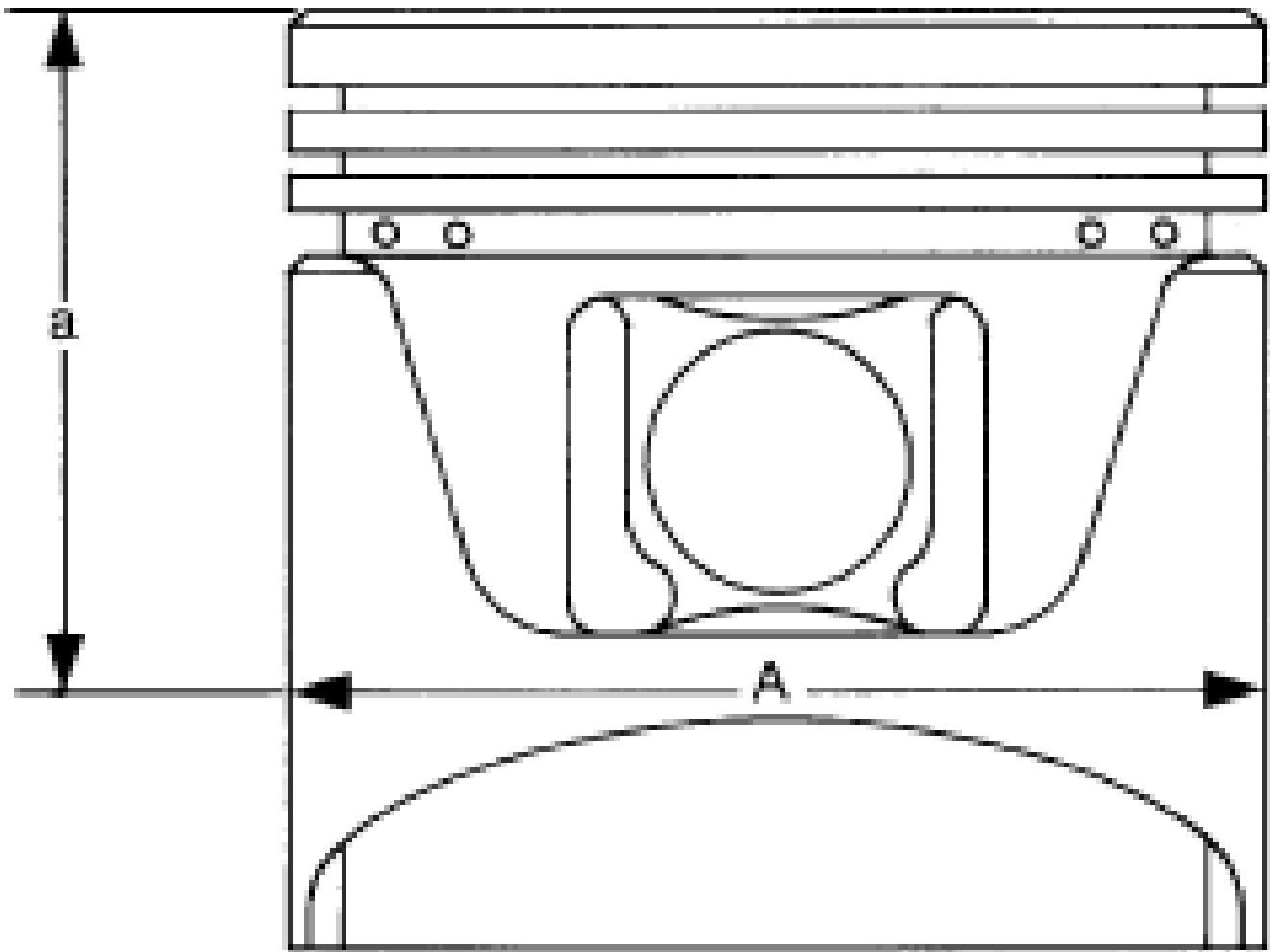
Main bearing housing inner diameter grade (Without bearing)	Grade No. F	69.998 - 69.999 (2.7558 - 2.7559)
	Grade No. G	69.999 - 70.000 (2.7559 - 2.7559)
	Grade No. H	70.000 - 70.001 (2.7559 - 2.7559)
	Grade No. J	70.001 - 70.002 (2.7559 - 2.7560)
	Grade No. K	70.002 - 70.003 (2.7560 - 2.7560)
	Grade No. L	70.003 - 70.004 (2.7560 - 2.7561)
	Grade No. M	70.004 - 70.005 (2.7561 - 2.7561)
	Grade No. N	70.005 - 70.006 (2.7561 - 2.7561)
	Grade No. P	70.006 - 70.007 (2.7561 - 2.7562)
	Grade No. R	70.007 - 70.008 (2.7562 - 2.7562)
	Grade No. S	70.008 - 70.009 (2.7562 - 2.7563)
	Grade No. T	70.009 - 70.010 (2.7563 - 2.7563)
	Grade No. U	70.010 - 70.011 (2.7563 - 2.7563)
	Grade No. V	70.011 - 70.012 (2.7563 - 2.7564)
	Grade No. W	70.012 - 70.013 (2.7564 - 2.7564)
	Grade No. X	70.013 - 70.014 (2.7564 - 2.7565)
	Grade No. Y	70.014 - 70.015 (2.7565 - 2.7565)
	Grade No. 4	70.015 - 70.016 (2.7565 - 2.7565)
	Grade No. 7	70.016 - 70.017 (2.7565 - 2.7566)
Difference in inner diameter between cylinders	Standard	Less than 0.03 (0.0012)

AVAILABLE PISTON

Unit: mm (in)

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SEM882E

Items		Standard	Oversize (Service) [0.2 (0.008)]
Piston skirt diameter "A"	Grade No. 1	95.480 - 95.490 (3.7590 - 3.7594)	-
	Grade No. 2	95.490 - 95.500 (3.7594 - 3.7598)	-
	Grade No. 3	95.500 - 95.510 (3.7598 - 3.7602)	-
	Service	-	95.680 - 95.710 (3.7669 - 3.7681)
Items		Standard	Limit
"a" dimension		38.8 (1.528)	-
Piston pin hole diameter	Grade No. 0	21.993 - 21.999 (0.8659 - 0.8661)	-
		21.999 - 22.005 (0.8661 -	

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	Grade No. 1	0.8663)	-
Piston to cylinder bore clearance		0.010 - 0.030 (0.0004 - 0.0012)	0.08 (0.0031)

PISTON RING

		Unit: mm (in)	
Items		Standard	Limit
Side clearance	Top	0.040 - 0.080 (0.0016 - 0.0031)	0.11 (0.0043)
	2nd	0.030 - 0.070 (0.0012 - 0.0028)	0.10 (0.0039)
	Oil ring	0.055 - 0.155 (0.0022 - 0.0061)	-
End gap	Top	0.23 - 0.33 (0.0091 - 0.0130)	0.42 (0.0165)
	2nd	0.33 - 0.48 (0.0130 - 0.0189)	0.57 (0.0224)
	Oil (rail ring)	0.17 - 0.47 (0.0067 - 0.0185)	0.63 (0.0248)

PISTON PIN

		Unit: mm (in)	
Items		Standard	Limit
Piston pin outer diameter	Grade No. 0	21.989 - 21.995 (0.8657 - 0.8659)	-
	Grade No. 1	21.995 - 22.001 (0.8659 - 0.8662)	-
Piston to piston pin oil clearance		0.002 - 0.006 (0.0001 - 0.0002)	-
Connecting rod bushing oil clearance		0.005 - 0.017 (0.0002 - 0.0007)	0.030 (0.0012)

CONNECTING ROD

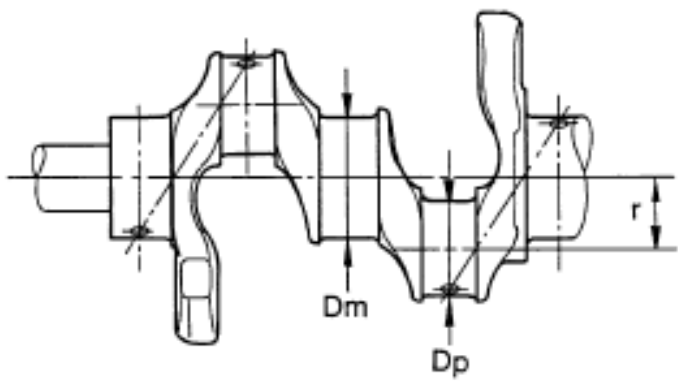
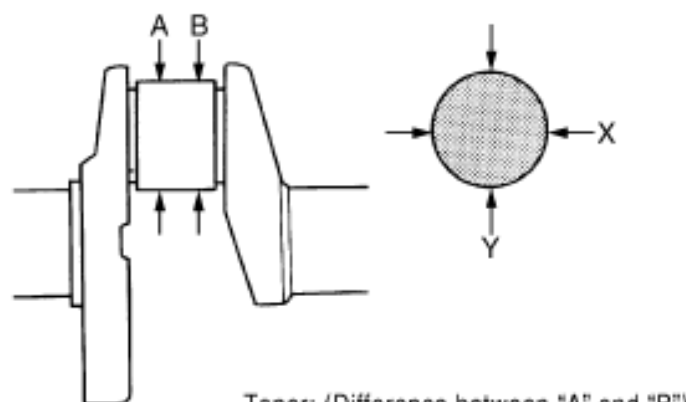
		Unit: mm (in)	
Items		Standard	Limit
Center distance		151.75 - 151.85 (5.97 - 5.98)	-
Bend [per 100 (3.94)]		-	0.15 (0.0059)
Torsion [per 100 (3.94)]		-	0.30 (0.0118)
Connecting rod bushing inner diameter ⁽¹⁾	Grade No. 0	22.000 - 22.006 (0.8661 - 0.8664)	-
	Grade No. 1	22.006 - 22.012 (0.8664 - 0.8666)	-
	Grade No. A	57.000 - 57.001 (2.2441 - 2.2441)	-
	Grade No. B	57.001 - 57.002 (2.2441 - 2.2442)	-
	Grade No. C	57.002 - 57.003 (2.2442 - 2.2442)	-
	Grade No.	57.003 - 57.004 (2.2442 -	-

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Connecting rod big end diameter (Without bearing)	D	2.2442)	
	Grade No. E	57.004 - 57.005 (2.2442 - 2.2443)	-
	Grade No. F	57.005 - 57.006 (2.2443 - 2.2443)	-
	Grade No. G	57.006 - 57.007 (2.2443 - 2.2444)	-
	Grade No. H	57.007 - 57.008 (2.2444 - 2.2444)	-
	Grade No. J	57.008 - 57.009 (2.2444 - 2.2444)	-
	Grade No. K	57.009 - 57.010 (2.2444 - 2.2445)	-
	Grade No. L	57.010 - 57.011 (2.2445 - 2.2445)	-
	Grade No. M	57.011 - 57.012 (2.2445 - 2.2446)	-
	Grade No. N	57.012 - 57.013 (2.2446 - 2.2446)	-
Items		Standard	Limit
Side clearance		0.20 - 0.35 (0.0079 - 0.0138)	0.40 (0.0157)
(1) After installing in connecting rod			

CRANKSHAFT

		Unit: mm (in)	
 SEM645	 Taper: (Difference between "A" and "B") Out-of-round: (Difference between "X" and "Y") SBIAD535E		
		Grade No. A	64.975 - 64.974 (2.5581 - 2.5580)
		Grade No. B	64.974 - 64.973 (2.5580 - 2.5580)
		Grade No. C	64.973 - 64.972 (2.5580 - 2.5579)

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Main journal diameter. "Dm" grade	Standard	Grade No. D	64.972 - 64.971 (2.5579 - 2.5579)
		Grade No. E	64.971 - 64.970 (2.5579 - 2.5579)
		Grade No. F	64.970 - 64.969 (2.5579 - 2.5578)
		Grade No. G	64.969 - 64.968 (2.5578 - 2.5578)
		Grade No. H	64.968 - 64.967 (2.5578 - 2.5578)
		Grade No. J	64.967 - 64.966 (2.5578 - 2.5577)
		Grade No. K	64.966 - 64.965 (2.5577 - 2.5577)
		Grade No. L	64.965 - 64.964 (2.5577 - 2.5576)
		Grade No. M	64.964 - 64.963 (2.5576 - 2.5576)
		Grade No. N	64.963 - 64.962 (2.5576 - 2.5576)
		Grade No. P	64.962 - 64.961 (2.5576 - 2.5575)
		Grade No. R	64.961 - 64.960 (2.5575 - 2.5575)
		Grade No. S	64.960 - 64.959 (2.5575 - 2.5574)
		Grade No. T	64.959 - 64.958 (2.5574 - 2.5574)
		Grade No. U	64.958 - 64.957 (2.5574 - 2.5574)
		Grade No. V	64.957 - 64.956 (2.5574 - 2.5573)
		Grade No. W	64.956 - 64.955 (2.5573 - 2.5573)
		Grade No. X	64.955 - 64.954 (2.5573 - 2.5572)
		Grade No. Y	64.954 - 64.953 (2.5572 - 2.5572)
		Grade No. 4	64.953 - 64.952 (2.5572 - 2.5572)
Grade No. 7	64.952 - 64.951 (2.5572 - 2.5571)		
Pin journal diameter. "Dp" grade	Standard	Grade No. A	53.974 - 53.973 (2.1250 - 2.1249)
		Grade No. B	53.973 - 53.972 (2.1249 - 2.1249)
		Grade No. C	53.972 - 53.971 (2.1249 - 2.1248)
		Grade No. D	53.971 - 53.970 (2.1248 - 2.1248)
		Grade No. E	53.970 - 53.969 (2.1248 - 2.1248)
		Grade No. F	53.969 - 53.968 (2.1248 - 2.1247)
		Grade No. G	53.968 - 53.967 (2.1247 - 2.1247)
		Grade No. H	53.967 - 53.966 (2.1247 - 2.1246)
		Grade No. J	53.966 - 53.965 (2.1246 - 2.1246)
		Grade No. K	53.965 - 53.964 (2.1246 - 2.1246)
		Grade No. L	53.964 - 53.963 (2.1246 - 2.1245)
		Grade No. M	53.963 - 53.962 (2.1245 - 2.1245)
		Grade No. N	53.962 - 53.961 (2.1245 - 2.1244)
		Grade No. P	53.961 - 53.960 (2.1244 - 2.1244)
		Grade No. R	53.960 - 53.959 (2.1244 - 2.1244)
		Grade No. S	53.959 - 53.958 (2.1244 - 2.1243)
		Grade No. T	53.958 - 53.957 (2.1243 - 2.1243)
Grade No. U	53.957 - 53.956 (2.1243 - 2.1242)		
Center distance "r"		40.66 - 40.74 (1.6008 - 1.6039)	
Taper (Difference between "A" and "B")		0.0025 (0.0001)	

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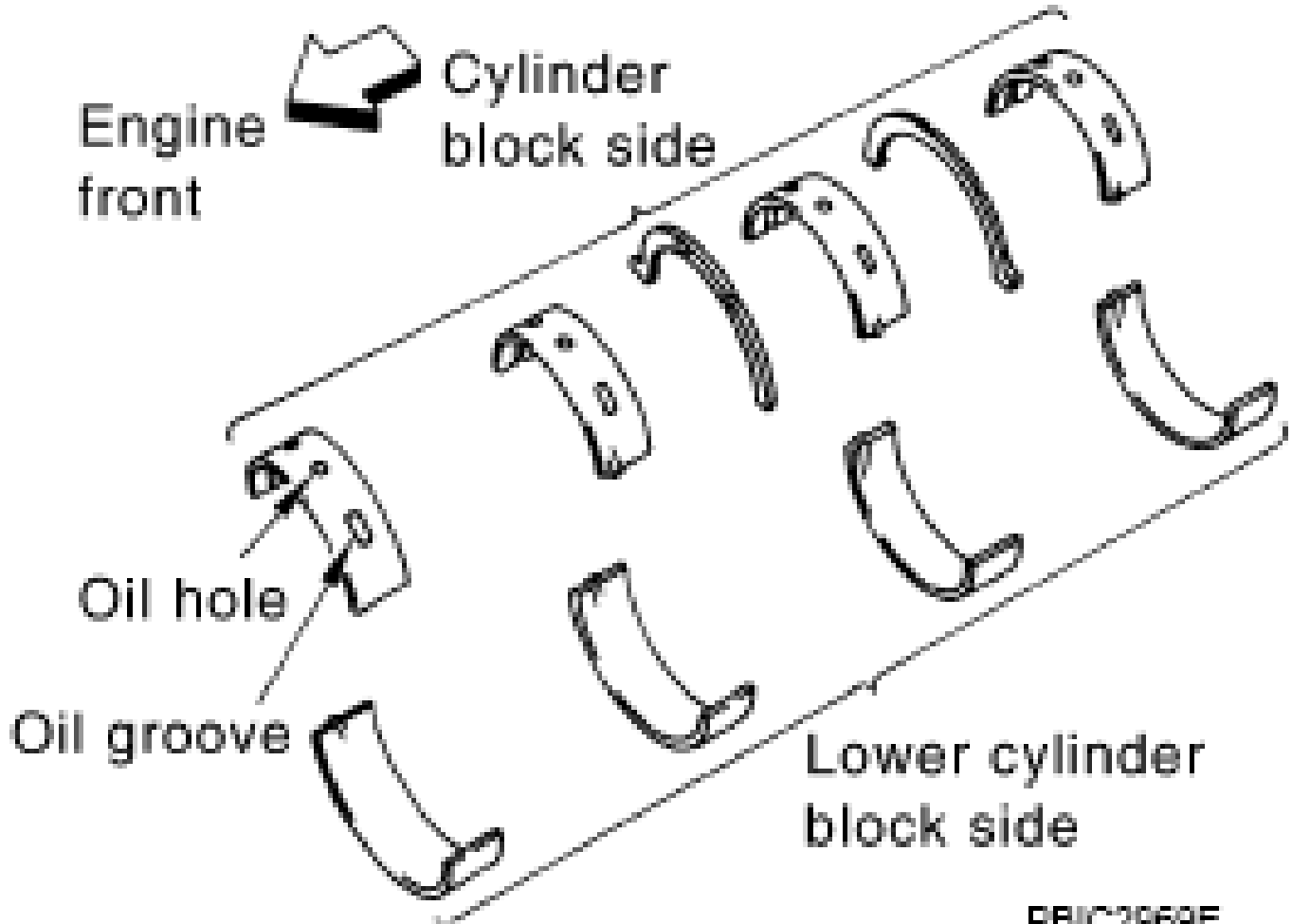
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Out-of-round (Difference between "X" and "Y")	Limit	0.0025 (0.0001)
Crankshaft runout [TIR ⁽¹⁾]	Standard	Less than 0.05 (0.0020)
	Limit	0.10 (0.0039)
Crankshaft end play	Standard	0.10 - 0.25 (0.0039 - 0.0098)
	Limit	0.30 (0.0118)
(1) Total indicator reading		

Main Bearing

MAIN BEARING

Unit: mm (in)



FBIC2969E

Grade number	Thickness	Width	Identification color	Remarks
	2.500 - 2.503 (0.0984 -			

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0		0.0985)		Black	
1		2.503 - 2.506 (0.0985 - 0.0987)		Brown	
2		2.506 - 2.509 (0.0987 - 0.0988)		Green	
3		2.509 - 2.512 (0.0988 - 0.0989)		Yellow	
4		2.512 - 2.515 (0.0989 - 0.0990)		Blue	Grade is the same for upper and lower bearings.
5		2.515 - 2.518 (0.0990 - 0.0991)		Pink	
6		2.518 - 2.521 (0.0991 - 0.0993)		Purple	
7		2.521 - 2.524 (0.0993 - 0.0994)		White	
01	UPR	2.503 - 2.506 (0.0985 - 0.0987)		Brown	
	LWR	2.500 - 2.503 (0.0984 - 0.0985)		Black	
12	UPR	2.506 - 2.509 (0.0987 - 0.0988)	19.9 - 20.1 (0.783 - 0.791)	Green	
	LWR	2.503 - 2.506 (0.0985 - 0.0987)		Brown	
23	UPR	2.509 - 2.512 (0.0988 - 0.0989)		Yellow	
	LWR	2.506 - 2.509 (0.0987 - 0.0988)		Green	
34	UPR	2.512 - 2.515 (0.0989 - 0.0990)		Blue	Grade and color are different for upper and lower bearings.
	LWR	2.509 - 2.512 (0.0988 - 0.0989)		Yellow	
45	UPR	2.515 - 2.518 (0.0990 - 0.0991)		Pink	
	LWR	2.512 - 2.515 (0.0989 - 0.0990)		Blue	
56	UPR	2.518 - 2.521 (0.0991 - 0.0993)		Purple	
	LWR	2.515 - 2.518 (0.0990 - 0.0991)		Pink	
67	UPR	2.521 - 2.524 (0.0993 - 0.0994)		White	
	LWR	2.518 - 2.521 (0.0991 - 0.0993)		Purple	

UNDERSIZE

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Unit: mm (in)		
Items	Thickness	Main journal diameter
0.25 (0.0098)	2.633 - 2.641 (0.1037 - 0.1040)	Grind so that bearing clearance is the specified value.

MAIN BEARING OIL CLEARANCE

Unit: mm (in)		
Items	Standard	Limit
Main bearing oil clearance	0.035 - 0.045 (0.0014 - 0.0018) ⁽¹⁾	0.065 (0.0026)
(1) Actual clearance		

Connecting Rod Bearing**CONNECTING ROD BEARING**

Unit: mm (in)		
Grade number	Thickness	Identification color (mark)
0	1.497 - 1.500 (0.0589 - 0.0591)	Black
1	1.500 - 1.503 (0.0591 - 0.0592)	Brown
2	1.503 - 1.506 (0.0592 - 0.0593)	Green
3	1.506 - 1.509 (0.0593 - 0.0594)	Yellow
4	1.509 - 1.512 (0.0594 - 0.0595)	Blue

UNDERSIZE

Unit: mm (in)		
Items	Thickness	Crank pin journal diameter
0.25 (0.0098)	1.626 - 1.634 (0.0640 - 0.0643)	Grind so that bearing clearance is the specified value.

CONNECTING ROD BEARING OIL CLEARANCE

Unit: mm (in)		
Items	Standard	Limit
Connecting rod bearing oil clearance	0.040 - 0.053 (0.0016 - 0.0021) ⁽¹⁾	0.070 (0.0028)
(1) Actual clearance		