

2006 ENGINE**Engine Mechanical - G35 Sedan****PRECAUTIONS****PRECAUTIONS NECESSARY FOR STEERING WHEEL ROTATION AFTER BATTERY DISCONNECT****NOTE:**

- This Procedure is applied only to models with Intelligent Key system and NVIS/IVIS (NISSAN/INFINITI VEHICLE IMMOBILIZER SYSTEM - NATS).
- Remove and install all control units after disconnecting both battery cables with the ignition knob in the "LOCK" position.
- Always use CONSULT-II to perform self-diagnosis as a part of each function inspection after finishing work. If DTC is detected, perform trouble diagnosis according to self-diagnostic results.

For models equipped with the Intelligent Key system and NVIS/IVIS, an electrically controlled steering lock mechanism is adopted on the key cylinder.

For this reason, if the battery is disconnected or if the battery is discharged, the steering wheel will lock and steering wheel rotation will become impossible.

If steering wheel rotation is required when battery power is interrupted, follow the procedure below before starting the repair operation.

OPERATION PROCEDURE

1. Connect both battery cables.

NOTE: Supply power using jumper cables if battery is discharged.

2. Use the Intelligent Key or mechanical key to turn the ignition switch to the "ACC" position. At this time, the steering lock will be released.
3. Disconnect both battery cables. The steering lock will remain released and the steering wheel can be rotated.
4. Perform the necessary repair operation.
5. When the repair work is completed, return the ignition switch to the "LOCK" position before connecting the battery cables. (At this time, the steering lock mechanism will engage.)
6. Perform a self-diagnosis check of all control units using CONSULT-II.

PRECAUTIONS FOR DRAINING ENGINE COOLANT

Drain engine coolant when engine is cooled.

PRECAUTIONS FOR DISCONNECTING FUEL PIPING

- Before starting work, make sure 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.

PRECAUTIONS FOR REMOVAL AND DISASSEMBLY

- When instructed to use special service tools, use the specified tools. Always be careful to work safely, avoid forceful or uninstructed operations.
- Exercise maximum care to avoid damage to mating or sliding surfaces.
- Cover openings of engine system with tape or the equivalent, if necessary, to seal out foreign materials.
- Mark and arrange disassembly parts in an organized way for easy troubleshooting and assembly.
- When loosening bolts and nuts, 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 where noted in the step.

PRECAUTIONS FOR INSPECTION, REPAIR AND REPLACEMENT

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

PRECAUTIONS FOR ASSEMBLY AND INSTALLATION

- Use torque wrench to tighten bolts or nuts to specification.
- When tightening bolts and nuts, 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.
- Dowel pins are used for several parts alignment. When replacing and reassembling parts with dowel pins, make sure that dowel pins are installed in the original position.
- 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.
- Release air within route when refilling after draining engine coolant.
- After repairing, start engine and increase engine speed to check engine coolant, fuel, engine oil, and exhaust systems for leakage.

PARTS REQUIRING ANGLE TIGHTENING

- Use angle wrench [SST: KV10112100 (BT8653-A)] for the final tightening of the following engine parts:
 - Cylinder head bolts
 - Main bearing cap bolts

- Connecting rod cap bolts
- Crankshaft pulley bolt
- 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.

PRECAUTIONS FOR LIQUID GASKET

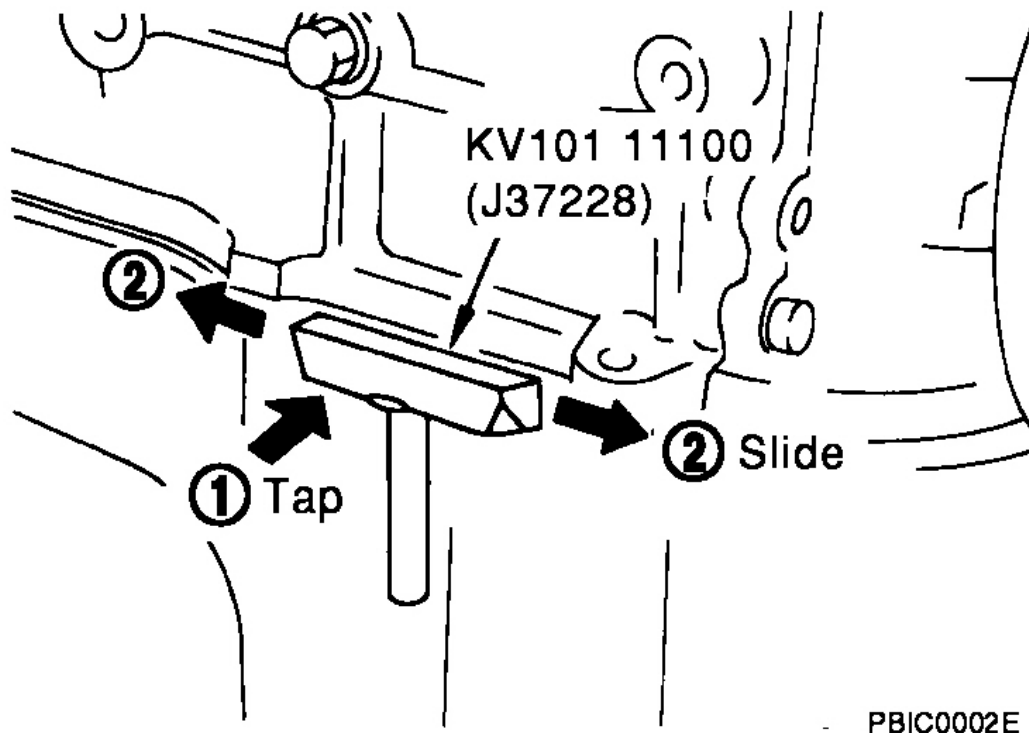
REMOVAL OF LIQUID GASKET SEALING

- After removing the mounting bolts and nuts, separate the mating surface using a seal cutter [SST] and remove the old liquid gasket sealing.

CAUTION: Be careful not to damage the mating surfaces.

- In areas where the seal cutter [SST] is difficult to use, use a plastic hammer to lightly tap (1) seal cutter where liquid gasket is applied. Use plastic hammer to slide seal cutter (2) by tapping on the side.

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



PBIC0002E

Fig. 1: Identifying Liquid Gasket Sealing
Courtesy of NISSAN MOTOR CO., U.S.A.

LIQUID GASKET APPLICATION PROCEDURE

1. Using a scraper, remove the old liquid gasket adhering to the gasket application surface and the mating surface.
 - Remove the liquid gasket completely from the groove of the 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 material.

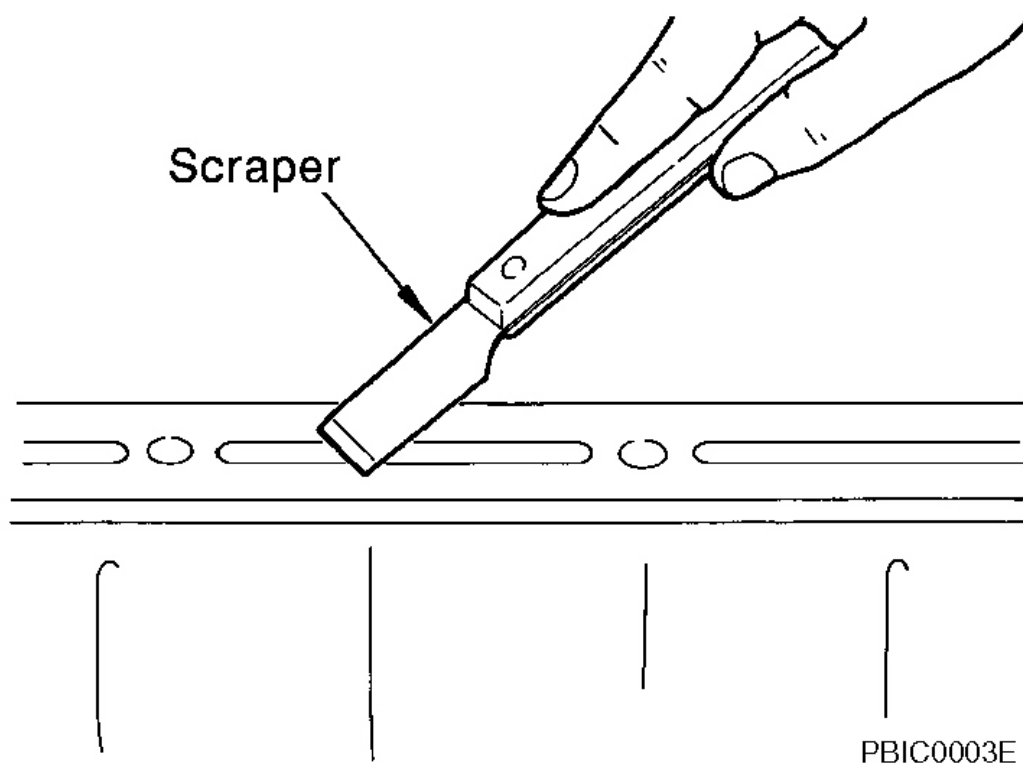


Fig. 2: Removing Old Gasket Material With Scraper
Courtesy of NISSAN MOTOR CO., U.S.A.

3. Attach the liquid gasket tube to the tube presser [SST: WS39930000 (-)].

Use Genuine RTV Silicone Sealant or 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 the liquid gasket application, apply gasket to the groove.

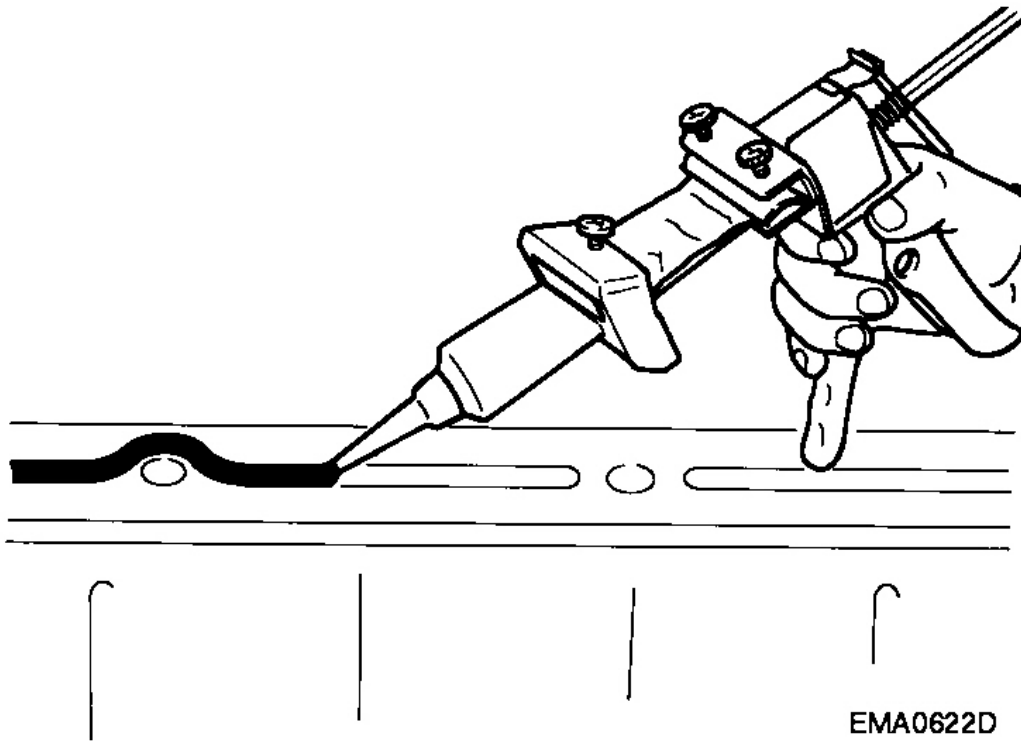


Fig. 3: Applying Sealant

Courtesy of NISSAN MOTOR CO., U.S.A.

- As for bolt holes, normally apply liquid gasket inside the holes. Occasionally, it should be applied outside the holes. Make sure to read the text of this manual.
- Within five minutes of liquid gasket application, install the mating component.
- If liquid gasket protrudes, wipe it off immediately.
- Do not retighten mounting bolts and nuts after the installation.
- After 30 minutes or more have passed from the installation fill engine oil and engine coolant.

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

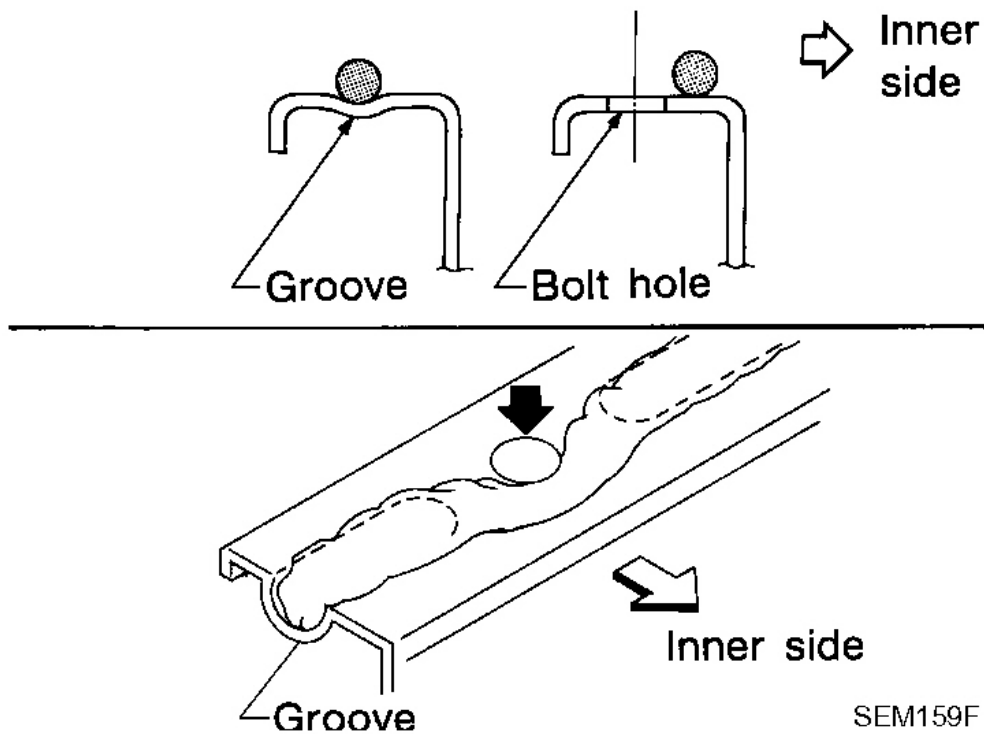


Fig. 4: View Of Properly Applied Liquid Gasket
 Courtesy of NISSAN MOTOR CO., U.S.A.

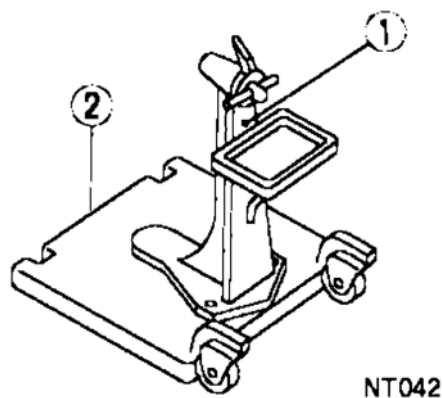
PREPARATION

SPECIAL SERVICE TOOLS (SST)

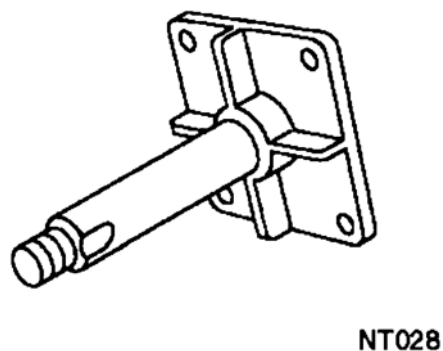
The actual shapes of Kent-Moore tools may differ from those of special service tools illustrated here.

SPECIAL SERVICE TOOLS (SST) SPECIFICATIONS

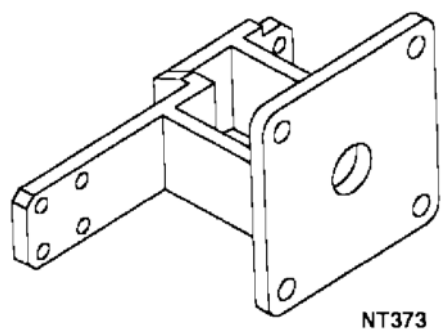
Tool number (Kent-Moore No.) Tool name	Description
ST0501S000 (-) Engine stand assembly 1. ST05011000 (-) Engine stand 2. ST0501200 (-) Base	Disassembling and assembling



KV10106500 (-)
Engine stand shaft



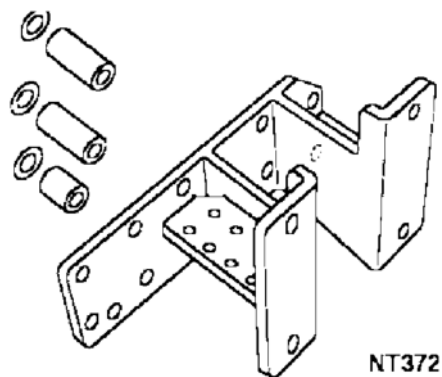
KV10117000 (J41262)
Engine sub-attachment



KV10117000 has been replaced with KV10117001 (KV10117000 is no longer in production, but it is usable).

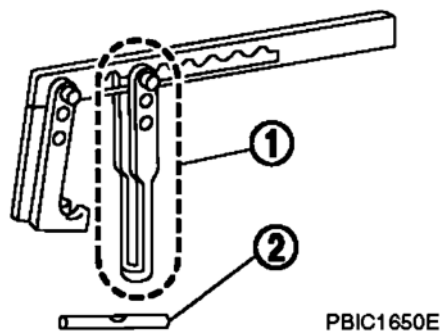
KV10117001 (-)
Engine sub-attachment

Installing on the cylinder block



NT372

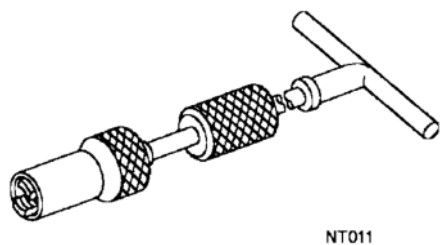
KV10116200 (J26336-A)
Valve spring compressor
1. KV10115900 (J26336-20)
Attachment
2. KV10109220 (-)
Adaptor



PBIC1650E

Disassembling valve mechanism Part (1) is a component of KV10116200 (J26336-A), but part (2) is not so.

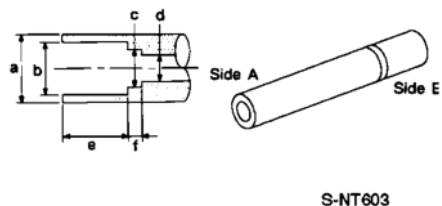
KV10107902 (J38959)
Valve oil seal puller



NT011

Replacing valve oil seal

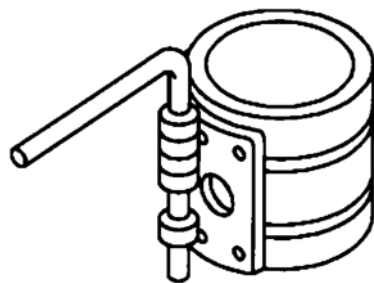
KV10115600 (J-38958)
Valve oil seal drift



S-NT603

Installing valve oil seal
Use side A.
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)
Unit: mm (in)

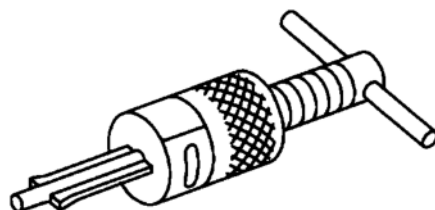
EM03470000 (J8037)
Piston ring compressor



NT044

Installing piston assembly into cylinder bore

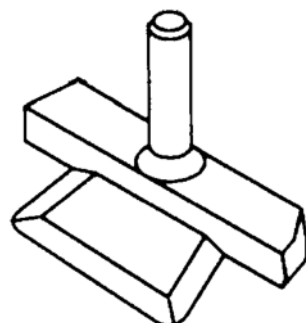
ST16610001 (J23907)
Pilot bushing puller



NT045

Removing crankshaft pilot bushing

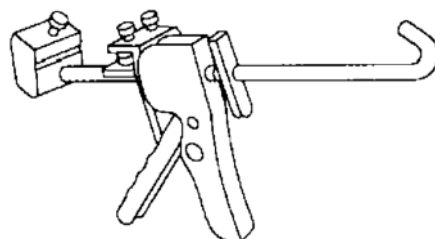
KV10111100 (J37228)
Seal cutter



NT046

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

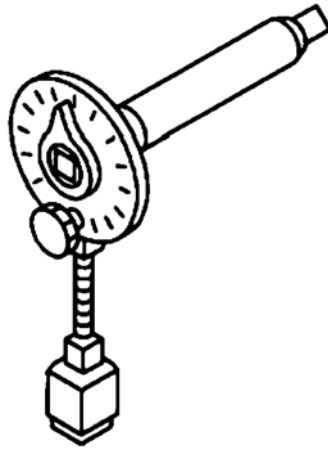
WS39930000 (-) Tube presser



NT052

Pressing the tube of liquid gasket

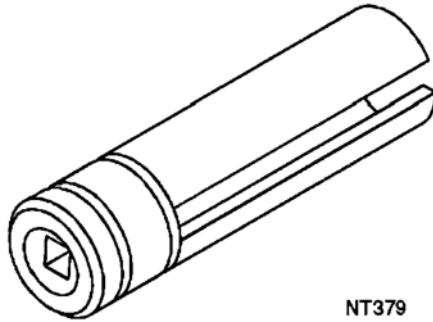
KV10112100 (BT8653-A) Angle wrench



NT014

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

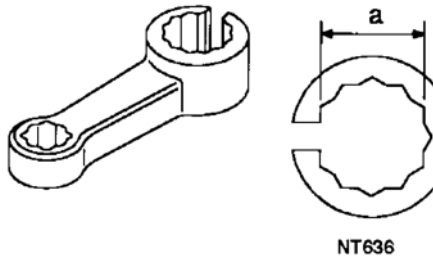
KV10117100 (J3647-A) Heated oxygen sensor wrench



NT379

Loosening or tightening heated oxygen sensor
For 22 mm (0.87 in) width hexagon nut

KV10114400 (J38365) Heated oxygen sensor wrench



NT636

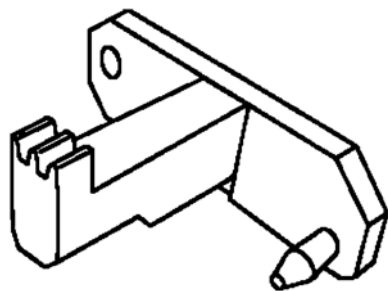
Loosening or tightening air fuel ratio sensor and heated oxygen sensor
a: 22 mm (0.87 in)

KV10117700 (J44716) Ring gear stopper

Removing and installing crankshaft pulley

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NT822

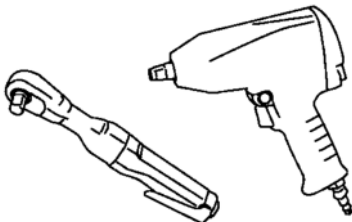
- (J-45488) Quick
connector release



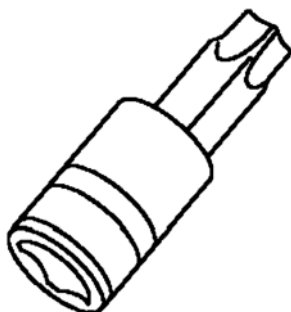
PBIC0198E

Removing fuel tube quick connectors in
engine room

COMMERCIAL SERVICE TOOLS**COMMERCIAL SERVICE TOOLS SPECIFICATIONS**

Tool number (Kent-Moore No.) Tool name	Description
Power tool  PBIC0190E	Loosening bolts and nuts

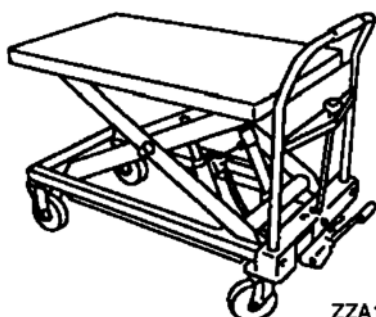
TORX socket



PBIC1113E

Removing and installing flywheel
Size: T55

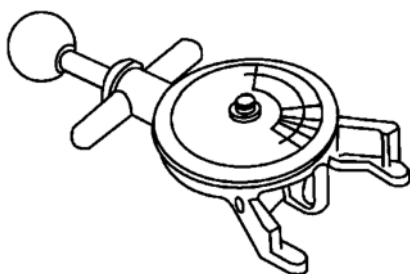
Manual lift table caddy



ZZA1210D

Removing and installing engine

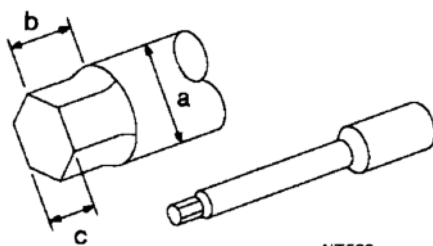
(BT3373-F) Belt tension gauge



AMA126

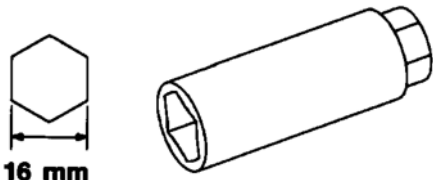
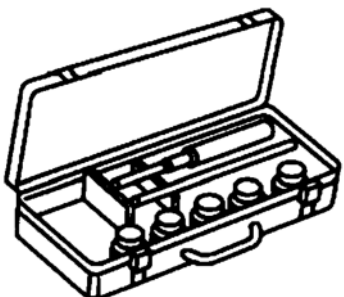
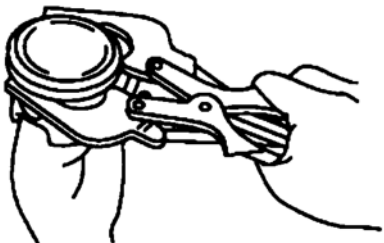
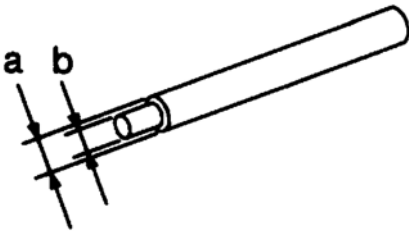
Checking drive belt tension

(J24239-01) Cylinder head bolt wrench

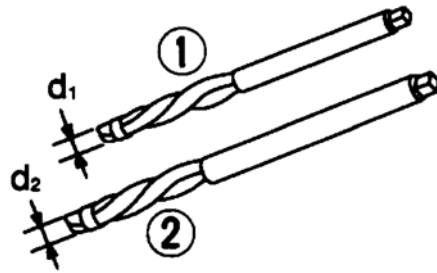


NT583

Loosening and tightening cylinder head bolt, and used with angle wrench
[SST: KV10112100 (BT8653-A)]
a: 13 (0.51) dia.
b: 12 (0.47)
c: 10 (0.39)
Unit: mm (in)

Spark plug wrench  16 mm (0.63 in) NT047	Removing and installing spark plug
Valve seat cutter set  NT048	Finishing valve seat dimensions
Piston ring expander  NT030	Removing and installing piston ring
Valve guide drift  NT015	Removing and installing valve guide Intake & Exhaust: a = 9.5 mm (0.374 in) dia. b = 5.5 mm (0.217 in) dia.

Valve guide reamer

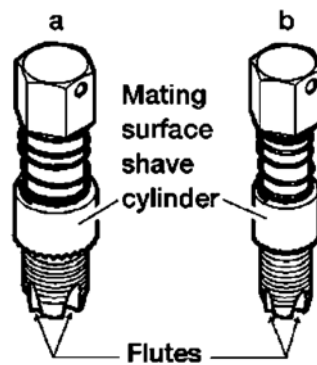


NT016

Reaming valve guide with (1) or hole for oversize valve guide with (2)

Intake & Exhaust:**d1 = 6.0 mm (0.236 in) dia.****d2 = 10.2 mm (0.402 in) dia.**

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



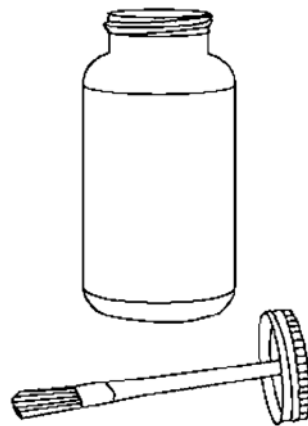
AEM488

Reconditioning the exhaust system threads before installing a new 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

b = J-43897-12 [12 mm (0.47 in) dia.] for Titania heated oxygen sensor

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

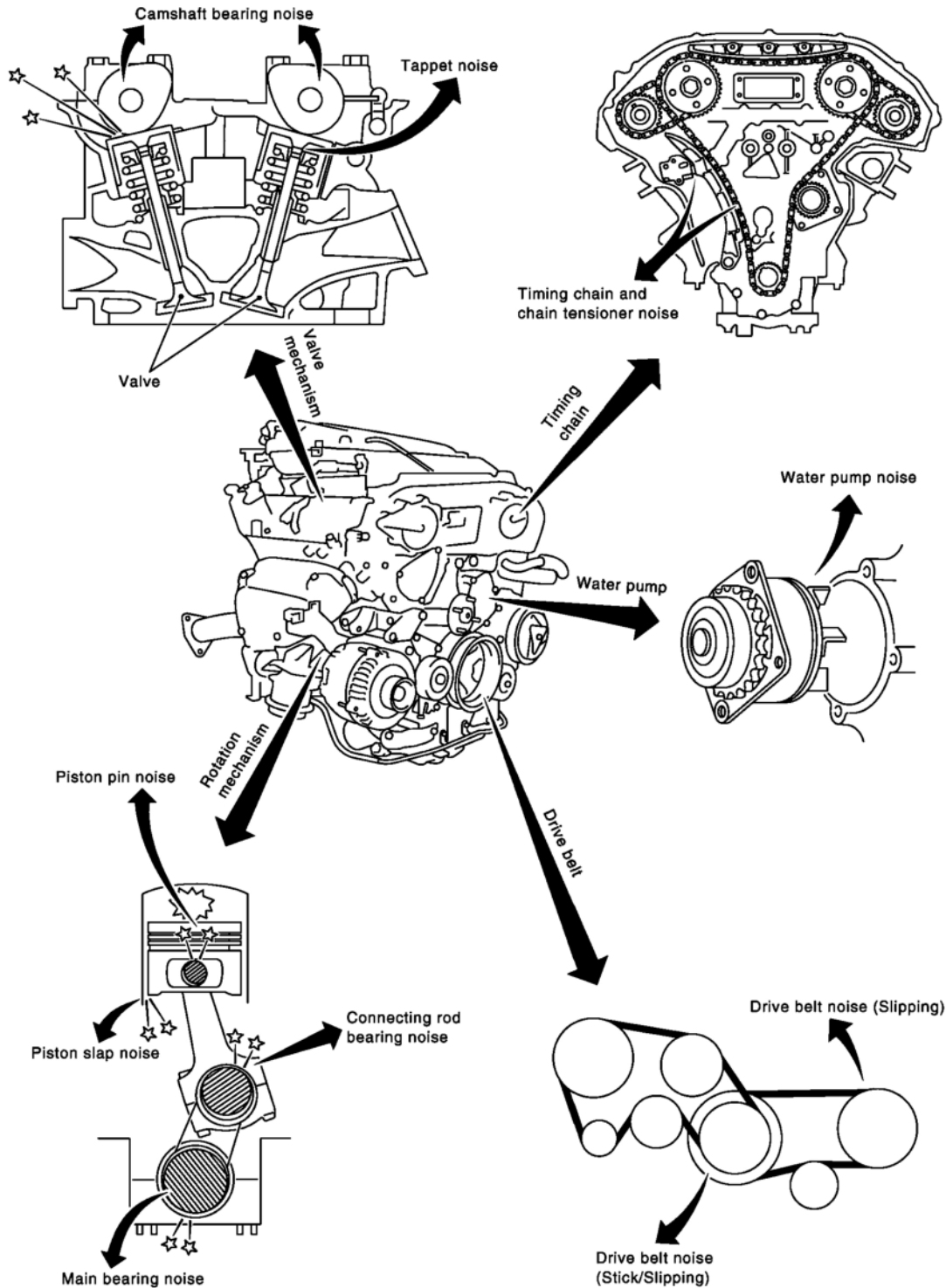


AEM489

Lubricating heated oxygen sensor thread cleaning tool when reconditioning exhaust system threads

NOISE, VIBRATION AND HARSHNESS (NVH) TROUBLESHOOTING

NVH TROUBLESHOOTING -ENGINE NOISE



PBIC2039E

Fig. 5: Noise, Vibration And Harshness (NVH) Troubleshooting Chart - Engine Noise (1 Of 2)
 Courtesy of NISSAN MOTOR CO., U.S.A.

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 engine.
4. Check specified noise source.

If necessary, repair or replace these parts.

SYMPTOM CAUSE

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	<u>VALVE CLEARANCE</u>	
	Rattle	C	A	-	A	B	C	Camshaft bearing noise	Camshaft runout Camshaft journal oil clearance	<u>CAMSHAFT RUNOUT</u> <u>CAMSHAFT JOURNAL OIL CLEARANCE</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>CONNECTING ROD SIDE CLEARANCE</u> <u>CONNECTING ROD BUSHING 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>CYLINDER BLOCK DISTORTION</u> <u>PISTON RING SIDE CLEARANCE</u> <u>PISTON RING SIDE CLEARANCE</u> <u>CONNECTING ROD BEND AND TORSION</u>
	Knock	A	B	C	B	B	B	Connecting rod bearing	Connecting rod bushing oil clearance Connecting rod	<u>CONNECTING ROD BUSHING OIL CLEARANCE</u> <u>CONNECTING ROD</u>

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								noise	bearing oil clearance	<u>ROD BEARING OIL CLEARANCE</u>
	Knock	A	B	-	A	B	C	Main bearing noise	Main bearing oil clearance Crankshaft runout	<u>CONNECTING ROD BEARING OIL CLEARANCE</u> <u>CRANKSHAFT JOURNAL DIAMETER</u>
Front of engine Timing chain case	Tapping or ticking	A	A	-	B	B	B	Timing chain and chain tensioner noise	Timing chain cracks and wear Timing chain tensioner operation	<u>INSPECTION AFTER REMOVAL TIMING CHAIN</u>
Front of engine	Squeaking or fizzing	A	B	-	B	-	C	Drive belts (Sticking or slipping)	Drive belts deflection	<u>DRIVE BELT</u>
	Creaking	A	B	A	B	A	B	Drive belts (Slipping)	Idler pulley bearing operation	
	Squall Creak	A	B	-	B	A	B	Water pump noise	Water pump operation	<u>"WATER PUMP"</u>

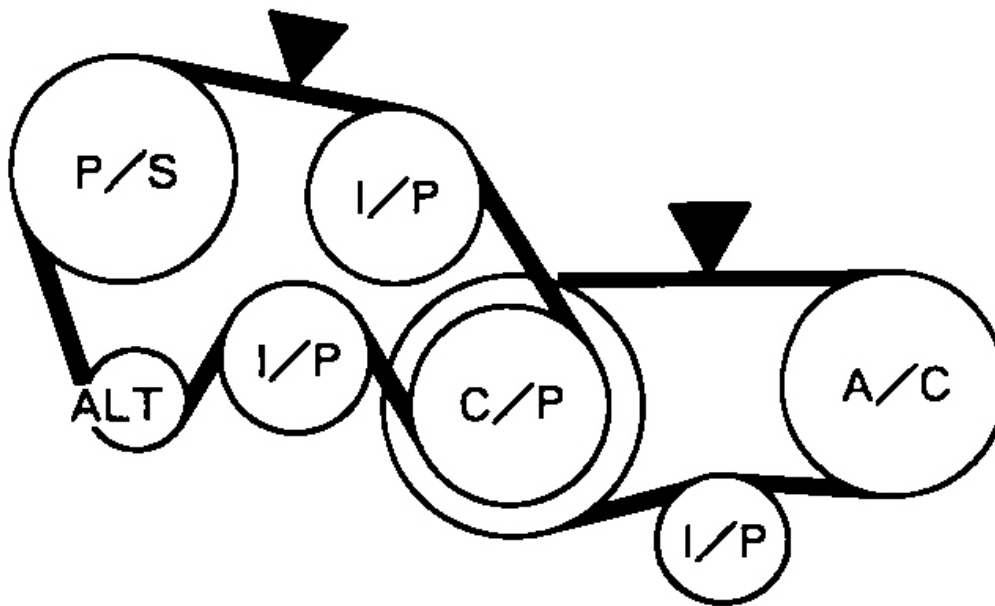
A : Closely related B: Related C: Sometimes related -: Not related

DRIVE BELTS

CHECKING DRIVE BELTS

WARNING: Be sure to perform when the engine is stopped.

1. Inspect belts for cracks, fraying, wear and oil. If necessary, replace.
2. Inspect drive belt deflection or tension at a point on the belt midway between pulleys.
 - Inspection should be done only when engine is cold, or over 30 minutes after engine is stopped.
 - Measure the belt tension with belt tension gauge (commercial service tool: BT3373-F or equivalent) at points marked then shown in the figure.
 - When measuring deflection, apply 98 N (10 kg, 22 lb) at the then marked point.
 - Adjust if belt deflection exceeds the limit or if belt tension is not within specifications.



KBIA1731J

Fig. 6: Checking Drive Belts

Courtesy of NISSAN MOTOR CO., U.S.A.

CAUTION:

- When checking belt deflection or tension immediately after installation, first adjust it to the specified value. Then, after turning the crankshaft two turns or more, re-adjust to the specified value to avoid variation in deflection between pulleys.
- Tighten idler pulley lock nut by hand and measure the deflection or tension without looseness.

Belt deflection and tension**BELT DEFLECTION AND TENSION**

	Deflection adjustment		Unit: mm (in)	Tension adjustment ⁽¹⁾		Unit: N (kg, lb)
	Used belt		New belt	Used belt		New belt
	Limit	After adjustment		Limit	After adjustment	
Alternator and power	7	4 - 5 (0.16 -	3.5 - 4.5 (0.138 -	294 (30,	730 - 818 (74.5 -	838 - 926 (85.5 - 94.5, 188 -

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steering oil pump belt	(0.28)	0.20)	0.177)	66)	83.5, 164 - 184)	208)
A/C compressor belt	12 (0.47)	9 - 10 (0.35 - 0.39)	8 - 9 (0.31 - 0.35)	196 (20, 44)	348 - 436 (35.5 - 44.5, 78 - 98)	470 - 559 (48 - 57, 106 - 126)
Applied pushing force	98 N (10 kg, 22 lb)			-		

(1) If belt tension gauge cannot be installed at check points shown, check drive belt tension at different location on the belt.

TENSION ADJUSTMENT**TENSION ADJUSTMENT**

Portion	Belt tightening method for adjustment
Alternator and power steering oil pump belt	Adjusting bolt on idler pulley
A/C compressor belt	Adjusting bolt on idler pulley

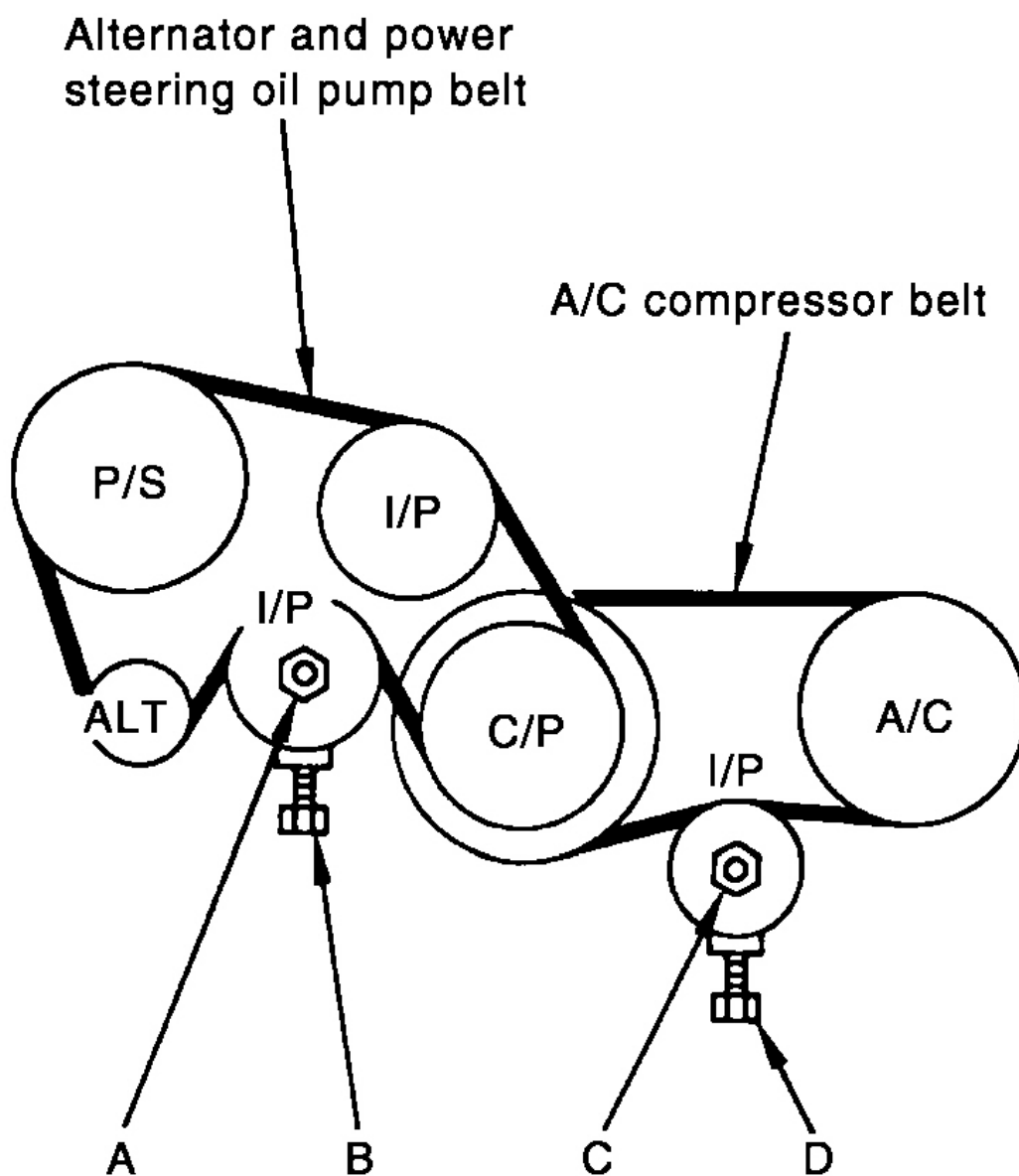
CAUTION:

- When belt is replaced with a new one, adjust it to value for "New belt" to accommodate for insufficient adaptability with pulley grooves.
- When deflection or tension of belt being used exceeds "Limit", adjust it to value for "After adjustment".
- When checking belt deflection or tension immediately after installation, first adjust it to the specified value. Then, after turning crankshaft two turns or more, re-adjust to the specified value to avoid variation in deflection between pulleys.
- When installing belt, make sure that it is correctly engaged with pulley groove.
- Keep oil and water away from belt.
- Do not twist or bend belt excessively.

ALTERNATOR AND POWER STEERING OIL PUMP BELT

1. Remove undercover with power tool.
2. Loosen idler pulley lock nut (A) and adjust tension by turning adjusting bolt (B).
 - For specified belt tension, refer to "Checking Drive Belts".
3. Tighten nut (A).

: 34.8 N.m (3.5 kg-m, 26 ft-lb)



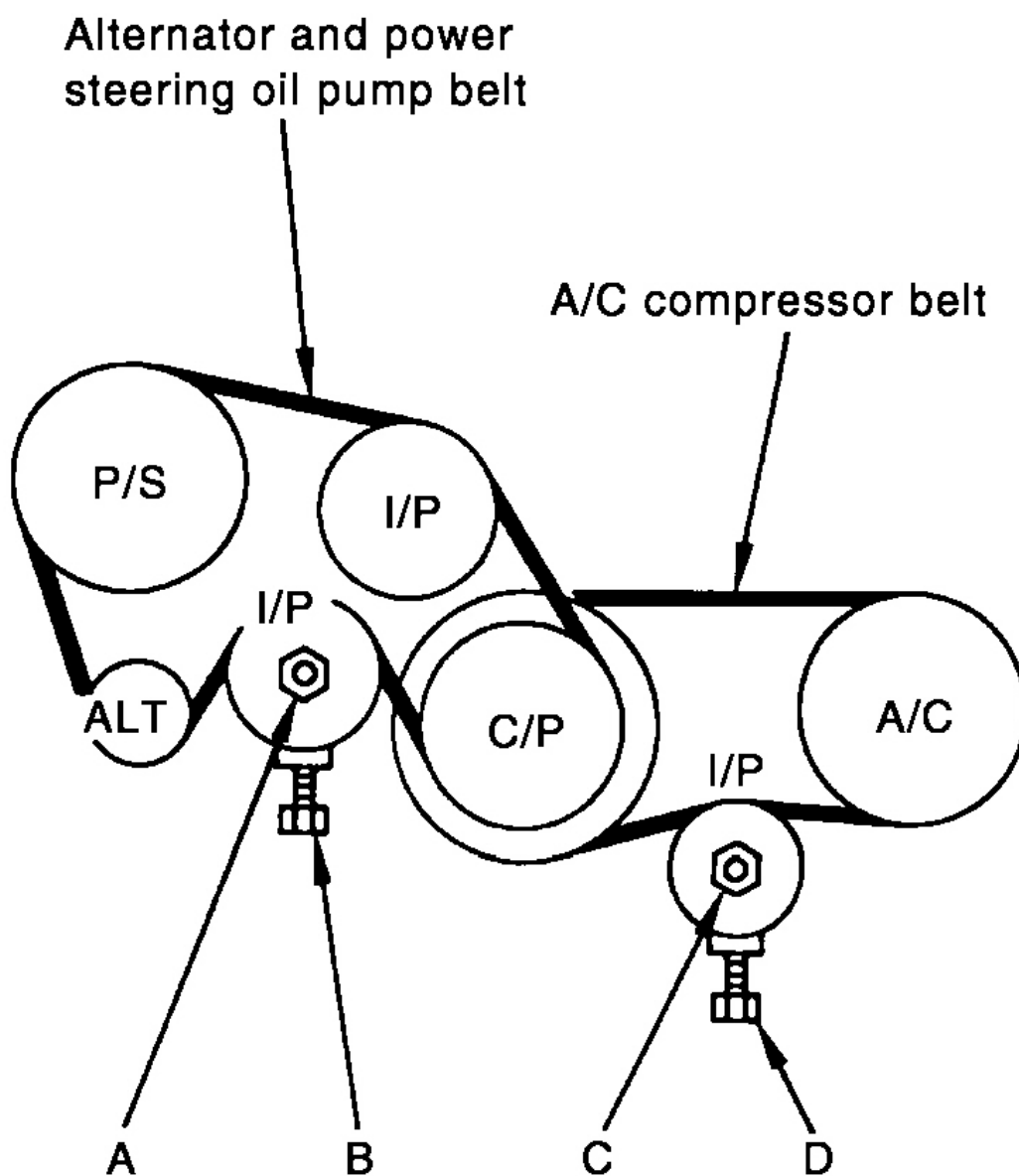
SBIA0532E

Fig. 7: Adjusting Alternator And Power Steering Oil Pump Belt Tension
Courtesy of NISSAN MOTOR CO., U.S.A.

A/C COMPRESSOR BELT

1. Remove undercover with power tool.
2. Loosen idler pulley lock nut (C) and adjust tension by turning adjusting bolt (D).
 - For specified belt tension, refer to "**Checking Drive Belts**".
3. Tighten nut (C).

: 34.8 N.m (3.5 kg-m, 26 ft-lb)



SBIA0532E

Fig. 8: Adjusting A/C Compressor Belt Tension
Courtesy of NISSAN MOTOR CO., U.S.A.

REMOVAL AND INSTALLATION

REMOVAL

1. Remove undercover with power tool.
2. Remove alternator and power steering oil pump belt. Refer to "**ALTERNATOR AND POWER STEERING OIL PUMP BELT**".
3. Remove A/C compressor belt. Refer to "**A/C COMPRESSOR BELT**".

CAUTION: Grease is applied to idler pulley adjusting bolt. Be careful to keep grease away from belt.

INSTALLATION

1. Install belts to pulley in the reverse order of removal.

CAUTION:

- Make sure belt is correctly engaged with the pulley groove.
- Check for engine oil and engine coolant are not adhered to belt and each pulley groove.

2. Adjust belt tension. Refer to "**Tension Adjustment**".
3. Tighten each adjusting bolt and nut to the specified torque.
4. Make sure that tension of each belt is within the standard. Refer to "**CHECKING DRIVE BELTS**".

AIR CLEANER AND AIR DUCT**COMPONENTS**

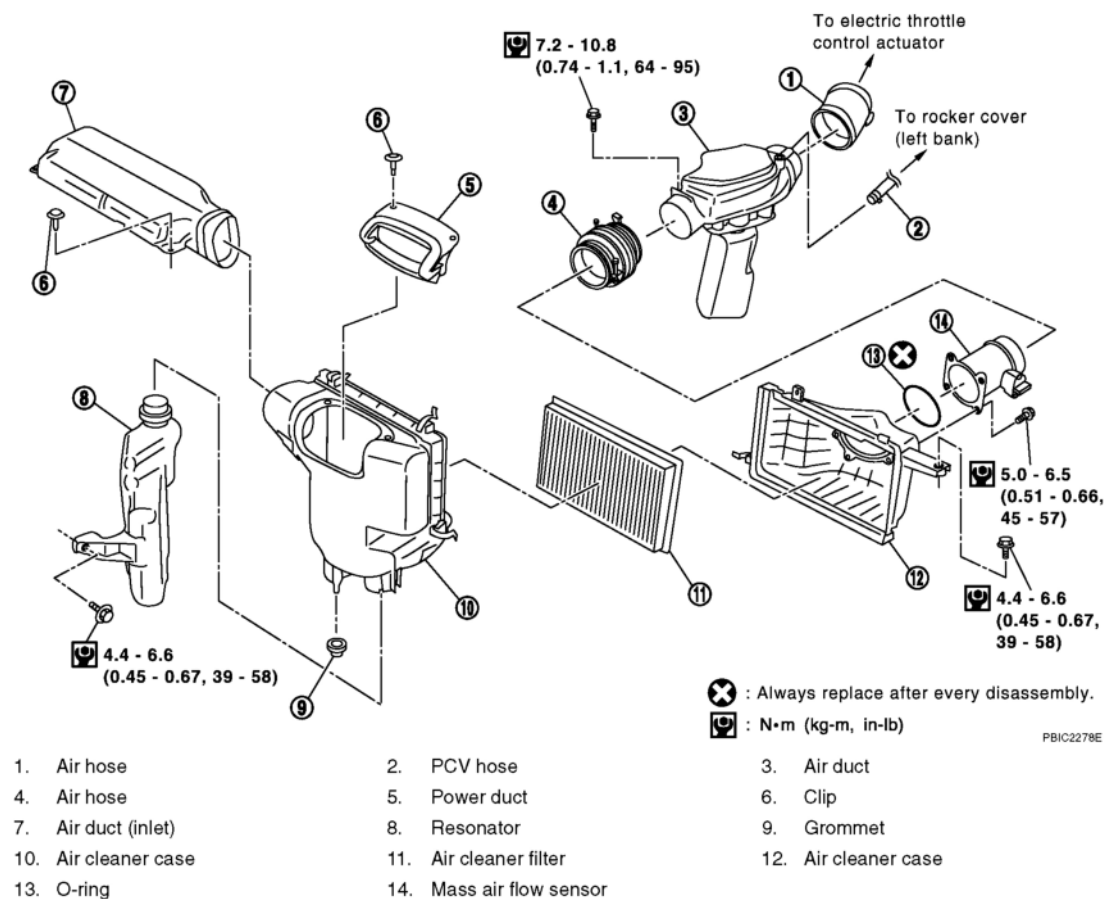


Fig. 9: Identifying Air Cleaner And Air Duct Components With Torque Specifications
Courtesy of NISSAN MOTOR CO., U.S.A.

REMOVAL AND INSTALLATION

REMOVAL

1. Remove engine cover with power tool. Refer to "**INTAKE MANIFOLD COLLECTOR**".
 - This work is unnecessary when parts located forward of mass air flow sensor are removed/installed.
2. Remove air duct (inlet).
3. Disconnect harness connector from mass air flow sensor.
4. Disconnect PCV hose.
5. Remove air cleaner case/mass air flow sensor assembly and air duct disconnecting their joints.
 - Add marks as necessary for easier installation.
6. Remove mass air flow sensor from air cleaner case.

CAUTION: Handle mass air flow sensor with care.

- Do not shock it.
- Do not disassemble it.
- Do not touch its sensor.

7. Remove resonator in fender, lifting left fender protector.

INSTALLATION

Note the following, and install in the reverse order of removal.

- Align marks. Attach each joint. Screw clamps firmly.
- To position air cleaner case, refer to "**Changing Air Cleaner Filter**".

CHANGING AIR CLEANER FILTER

INSPECTION

- Check status (fouling, damage, etc.) of air cleaner filter at power duct hole.

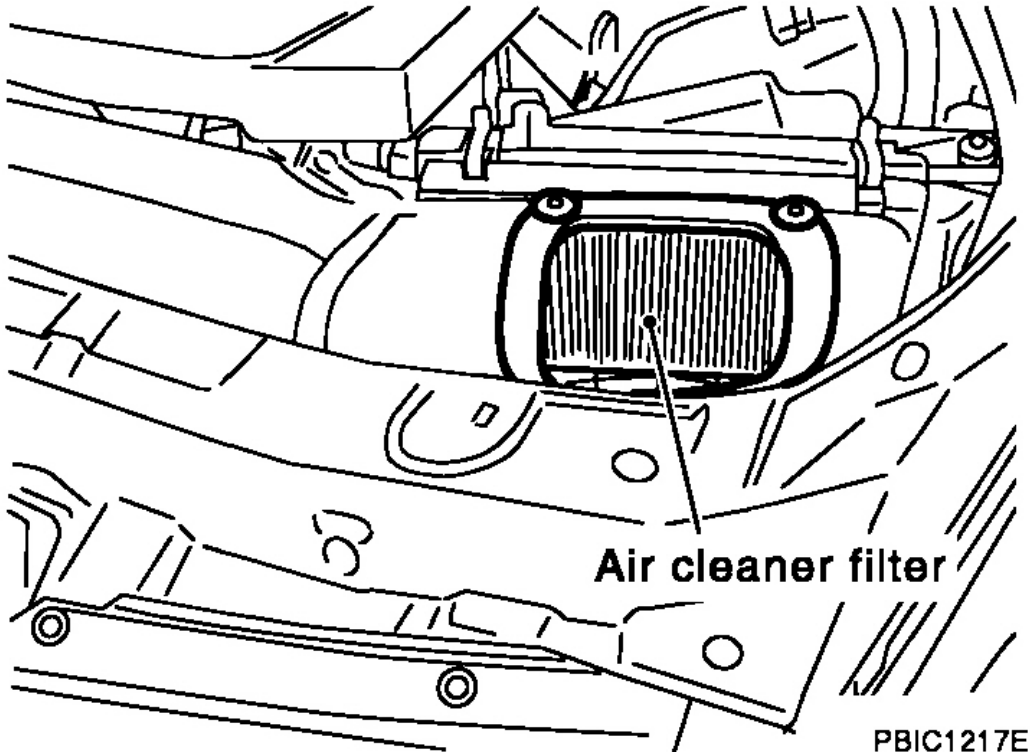


Fig. 10: Identifying Air Cleaner Filter
Courtesy of NISSAN MOTOR CO., U.S.A.

REMOVAL

1. Remove air duct (inlet) from air cleaner case.
2. Disconnect harness connector from mass air flow sensor.
3. Loosen clamp bolts of air hose.
4. Remove mounting bolts for air cleaner case. Remove air cleaner case/mass air flow sensor/air hose assembly.

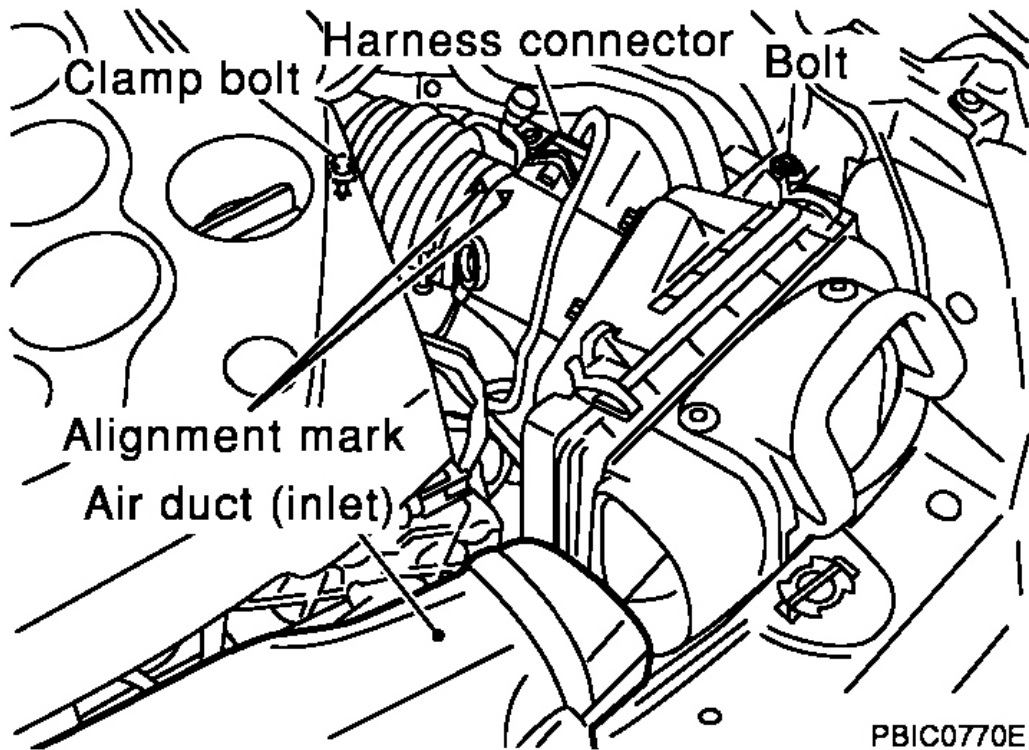
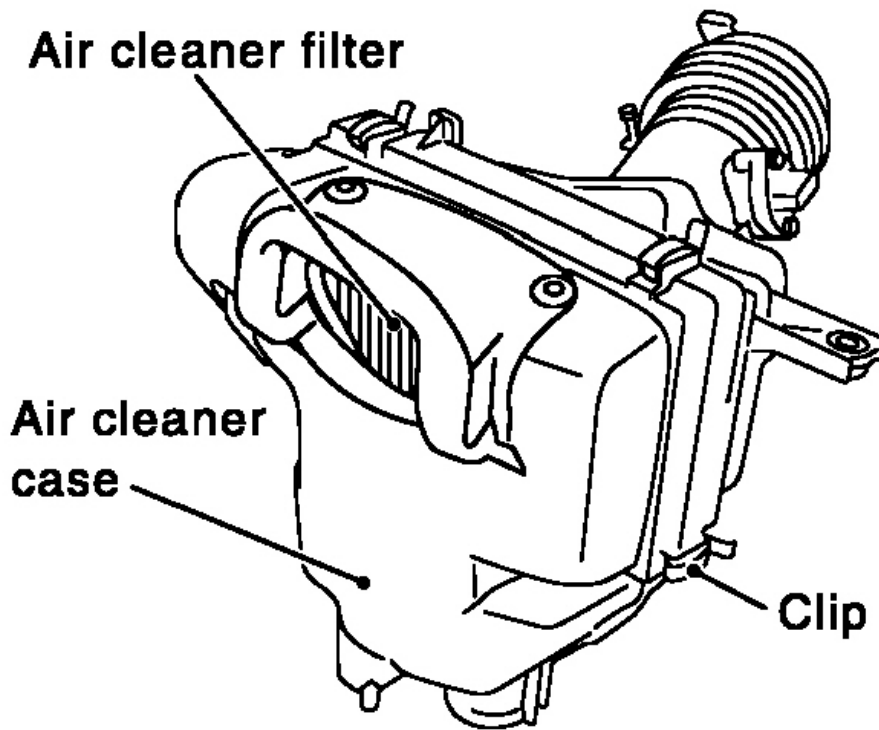


Fig. 11: Identifying Air Duct (Inlet) From Air Cleaner Case
Courtesy of NISSAN MOTOR CO., U.S.A.

5. Unfasten clips and open air cleaner case, and remove air cleaner filter.



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Fig. 12: Identifying Air Cleaner Filter
Courtesy of NISSAN MOTOR CO., U.S.A.

INSTALLATION

Note the following, and install in the reverse order of removal.

- If grommet at bottom of air cleaner case comes off together with air cleaner case, fix it to vehicle before installation.
- Look at internal bottom face through power duct hole, and position air cleaner case with resonator upper end circle and air cleaner case round hole aligned. Then push air cleaner case straight down.
- At this time, check by hand if protrusion at bottom of air cleaner case has been inserted into grommet on vehicle side.
- Clip power duct with bulge on reverse side of lower end engaged with air cleaner case.

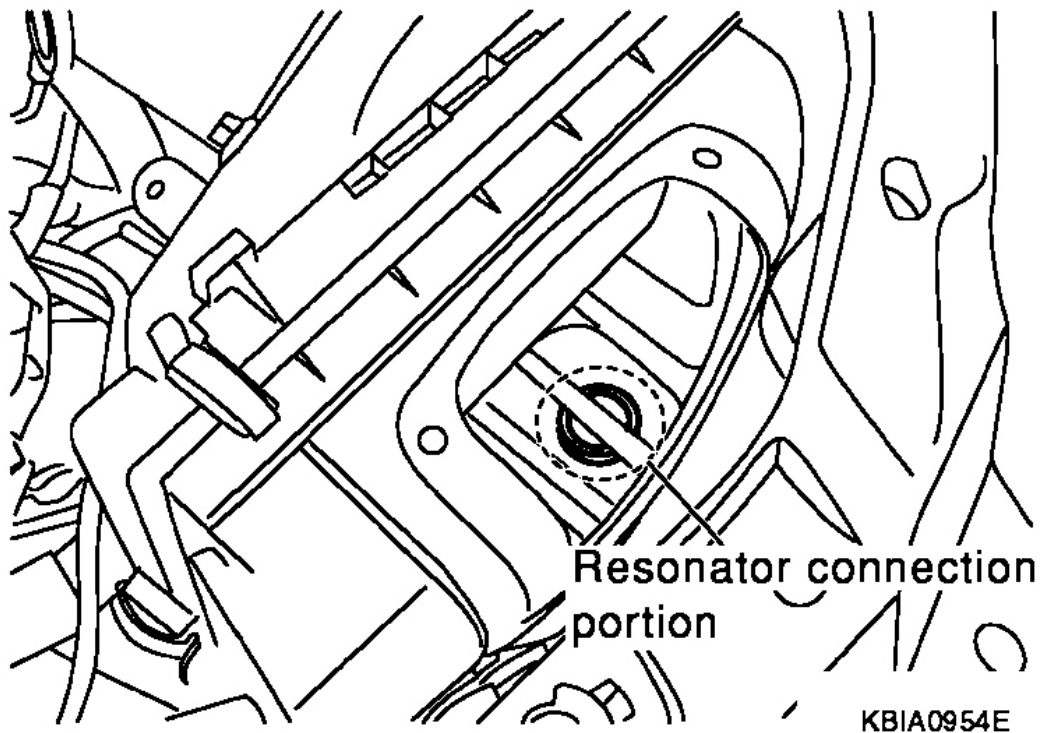


Fig. 13: Identifying Resonator Connection Portion
Courtesy of NISSAN MOTOR CO., U.S.A.

INTAKE MANIFOLD COLLECTOR

COMPONENTS

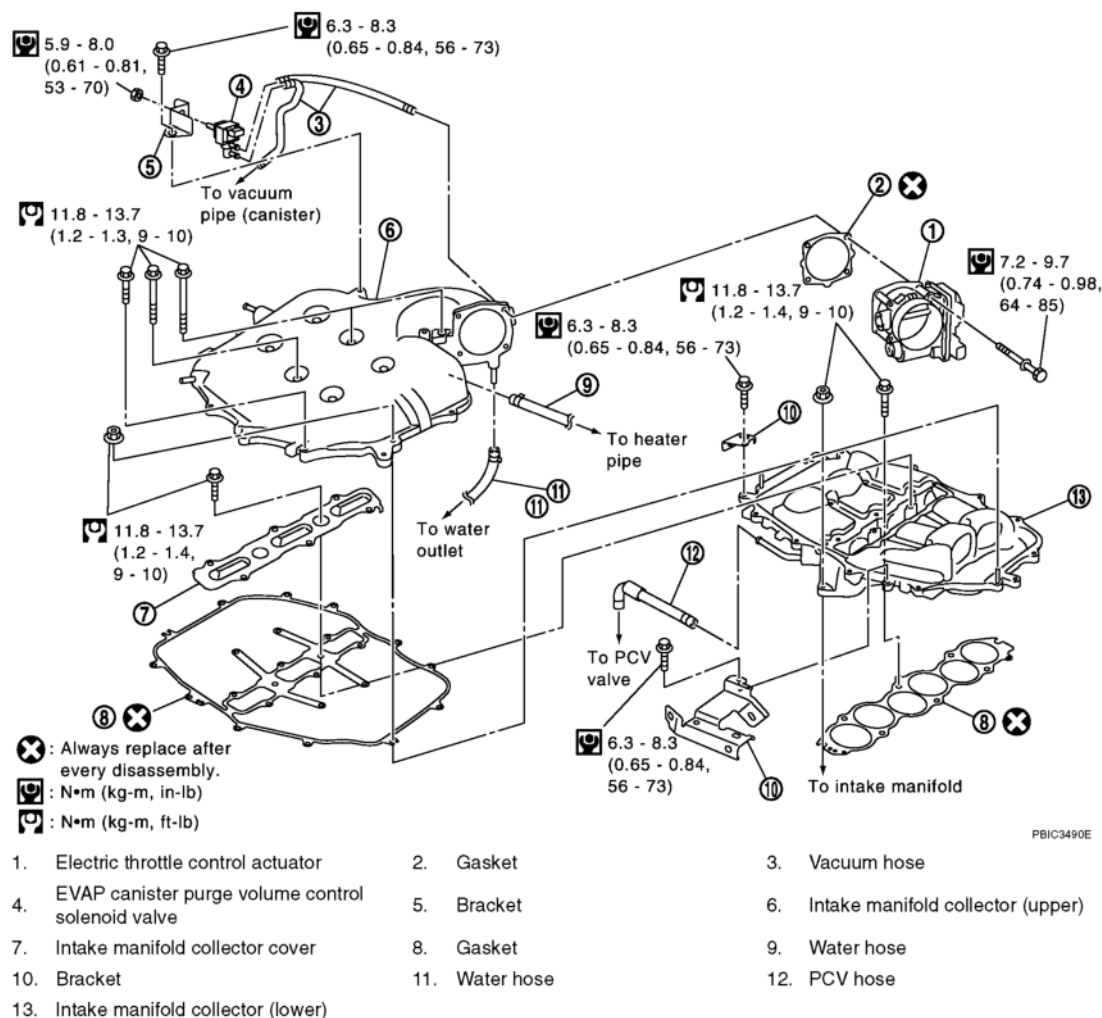


Fig. 14: Identifying Intake Manifold Collector Components With Torque Specifications
 Courtesy of NISSAN MOTOR CO., U.S.A.

REMOVAL AND INSTALLATION

REMOVAL

WARNING:

- To avoid the danger of being scalded, do not drain the engine coolant when the engine is hot.
- Gasket for intake manifold collector (upper) is secured together with mounting bolt for intake manifold collector (lower). Thus, even when only gasket for upper side is replaced, gasket for lower side must be also replaced.

1. Remove engine cover with power tool.

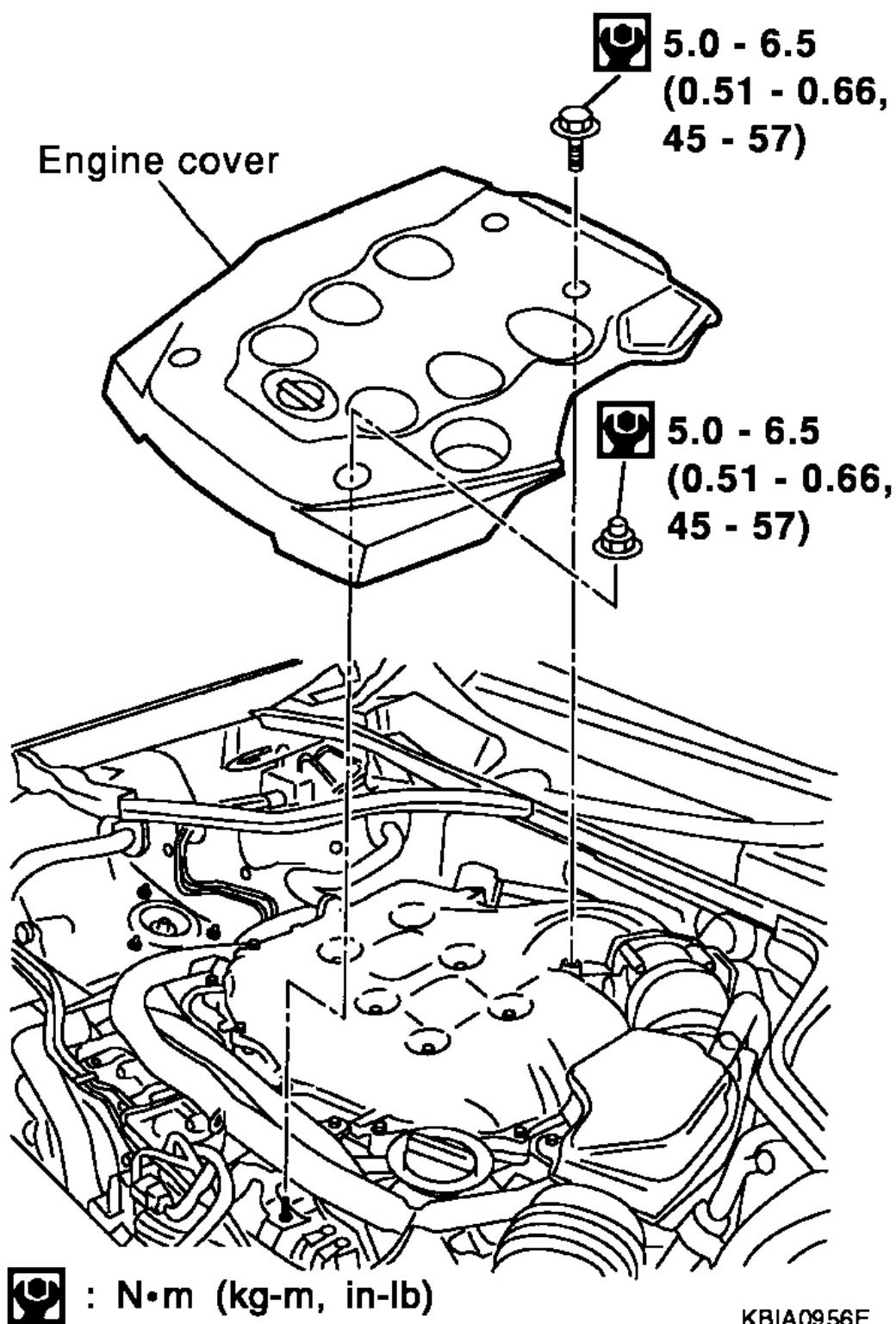


Fig. 15: Identifying Engine Cover With Torque Specifications
Courtesy of NISSAN MOTOR CO., U.S.A.

2. Drain engine coolant, or when water hose is disconnected, attach plug to prevent engine coolant leakage. Refer to "**CHANGING ENGINE COOLANT**".

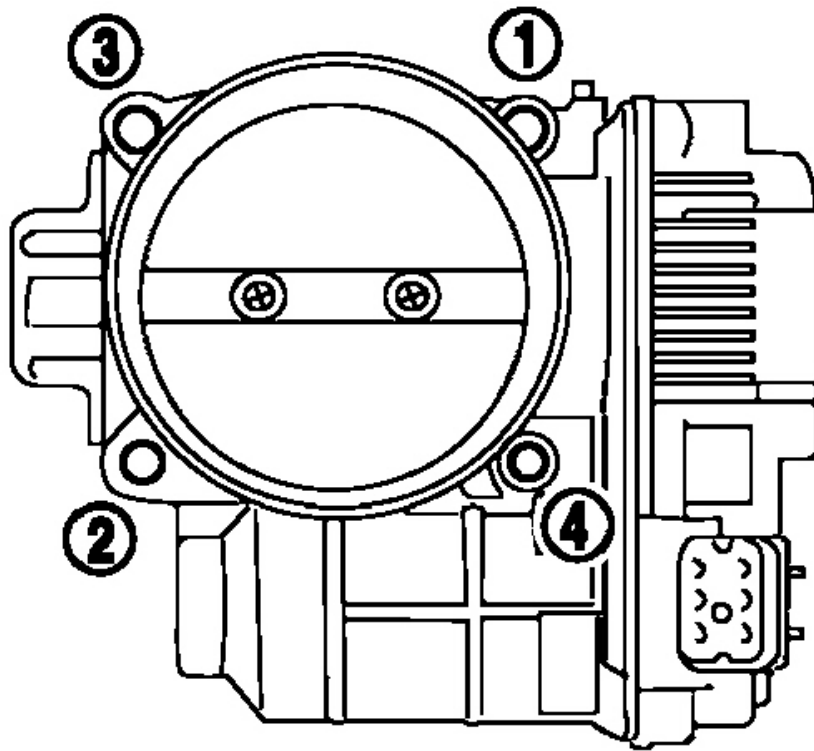
CAUTION:

- Perform this step when engine is cold.
- Do not spill engine coolant on drive belts.

3. Remove air cleaner case and air duct. Refer to "**AIR CLEANER AND AIR DUCT**".
4. Remove electric throttle control actuator as follows:
 - a. Disconnect harness connector.
 - b. Loosen bolts in reverse order as shown in the figure.

CAUTION:

- Handle carefully to avoid any shock to electric throttle control actuator.
- Do not disassemble.



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Fig. 16: Identifying Electric Throttle Actuator Bolts Removal Sequence
Courtesy of NISSAN MOTOR CO., U.S.A.

5. Remove fuel sub-tube mounting bolt to disconnect from rear of intake manifold collector (lower). Refer to "**FUEL INJECTOR AND FUEL TUBE**".
6. Disconnect vacuum hose and water hose from intake manifold collector (upper).
7. Remove EVAP canister purge volume control solenoid valve bracket mounting bolt from intake manifold collector (upper).
8. Loosen bolts in reverse order as shown in the figure to remove intake manifold collector (upper) with power tool.

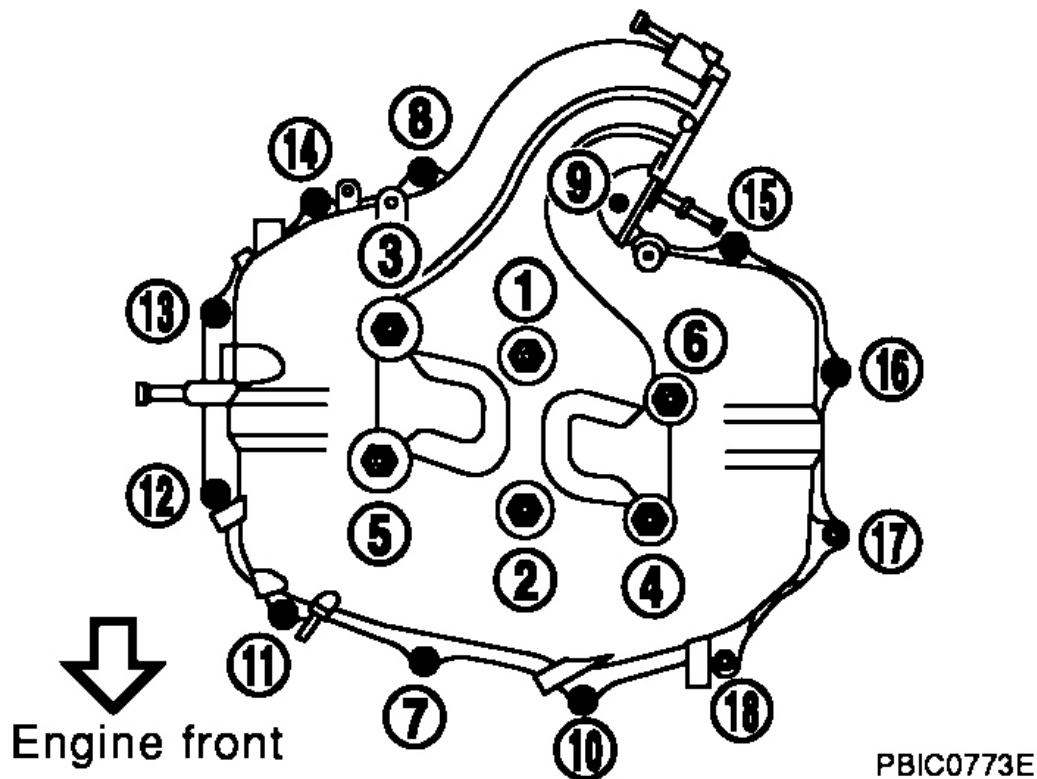


Fig. 17: Identifying Intake Manifold Collector (Upper) Bolts Removal Sequence
Courtesy of NISSAN MOTOR CO., U.S.A.

9. Remove PCV hose [between intake manifold collector (lower) and rocker cover (right bank)].
10. Loosen bolts in reverse order as shown in the figure, and remove the intake manifold collector cover, gasket, intake manifold collector (lower) and gasket with power tool.

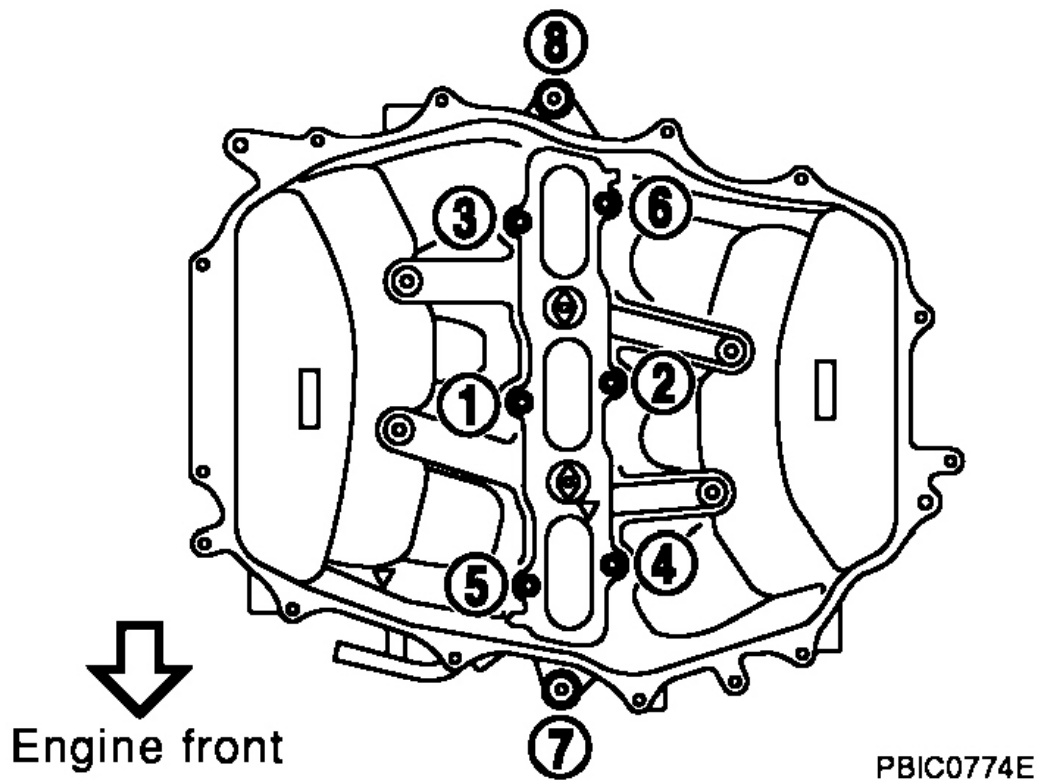


Fig. 18: Identifying Intake Manifold Collector (Lower) Bolts Removal Sequence
Courtesy of NISSAN MOTOR CO., U.S.A.

INSPECTION AFTER REMOVAL

Surface Distortion

- Check the surface distortion of both the intake manifold collector (upper and lower) mating surfaces with straightedge and feeler gauge.

Limit : 0.1 mm (0.004 in)

- If it exceeds the limit, replace intake manifold collector (upper and/or lower).

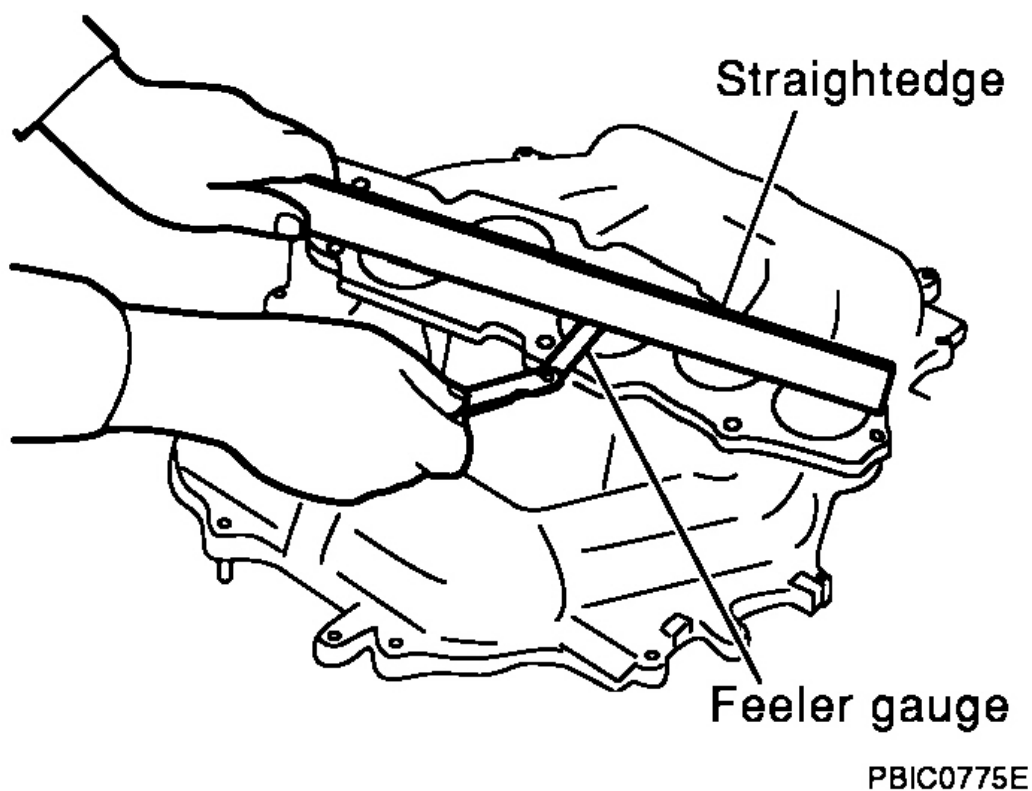


Fig. 19: Checking Surface Distortion Of Both Intake Manifold Collector (Upper And Lower) Mating Surfaces

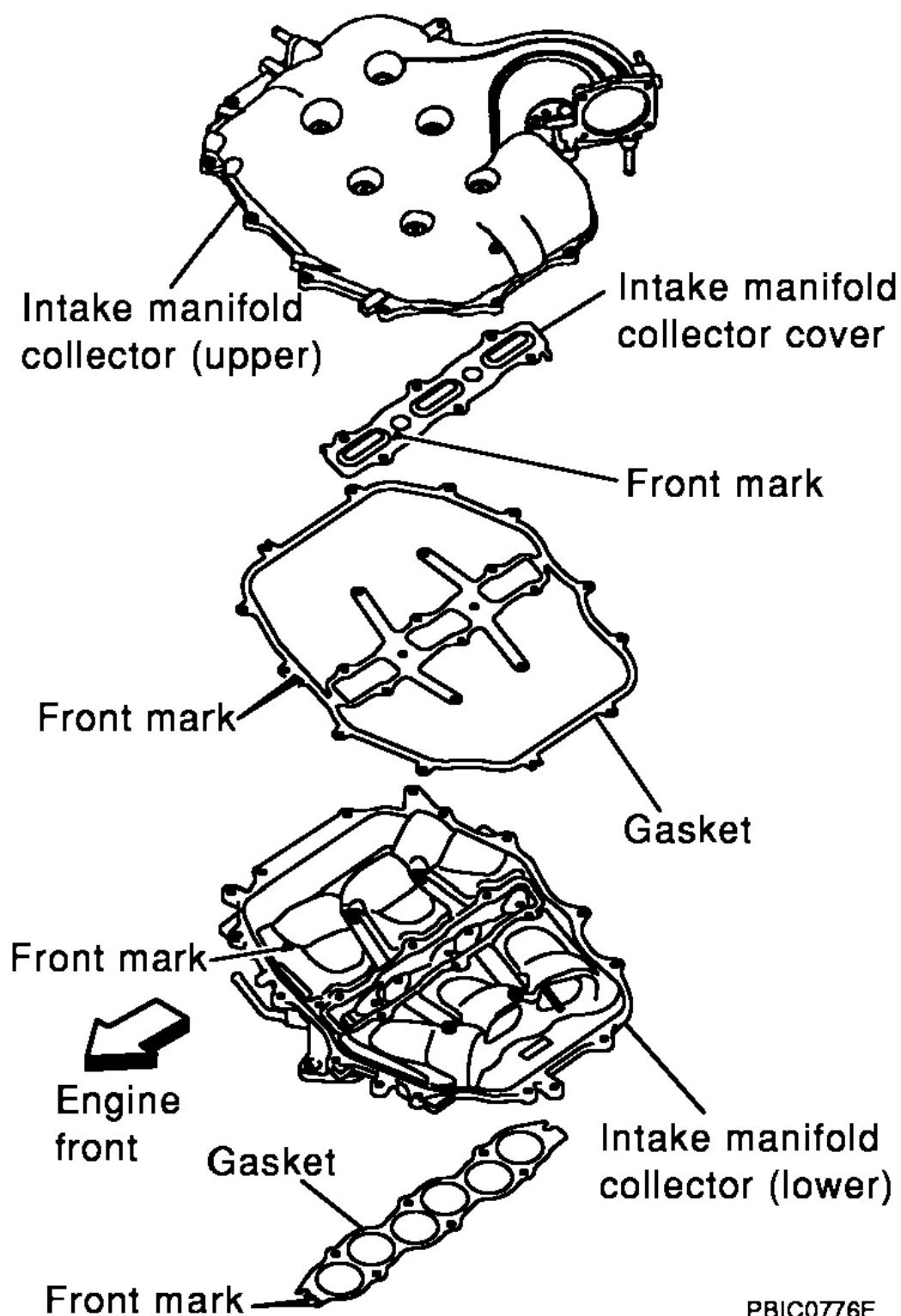
Courtesy of NISSAN MOTOR CO., U.S.A.

INSTALLATION

Note the following, and install in the reverse order of removal.

Indication of Part Installation Direction

Referring to front marks, install parts shown in the figure.



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Fig. 20: Identifying Intake Manifold Collector Parts Installation Direction
 Courtesy of NISSAN MOTOR CO., U.S.A.

Intake Manifold Collector (Lower)

Tighten in numerical order as shown in the figure.

NOTE: Tighten mounting bolts to secure gasket (lower), intake manifold collector (lower), gasket (upper), and intake manifold collector cover.

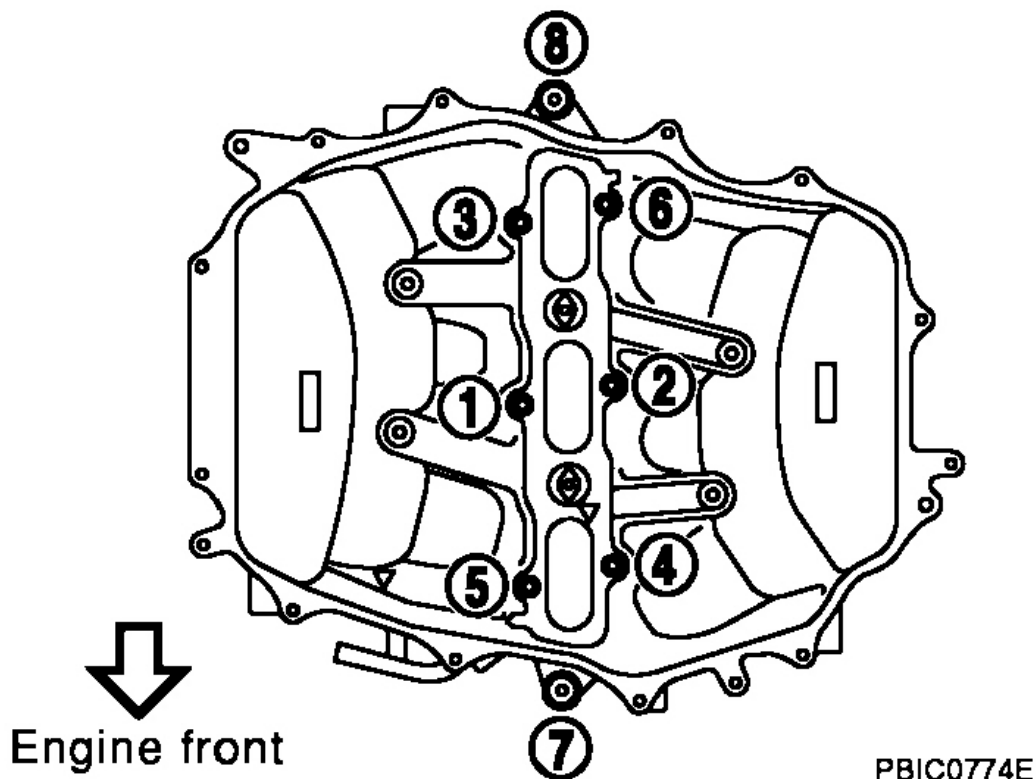


Fig. 21: Identifying Intake Manifold Collector (Lower) Mounting Bolts Tightening Sequence
 Courtesy of NISSAN MOTOR CO., U.S.A.

Intake Manifold Collector (Upper)

- If stud bolts were removed, install them and tighten to the torque specified below.
 : 4.9 - 6.9 N.m (0.5 - 0.7 kg-m, 44 - 61 in-lb)
- Shank length under bolt head varies with bolt location. Install bolts while referring to numbers shown

below and in the figure. (Bolt length does not include pilot portion.)

Bolt

M6 x 25 mm (0.98 in) : 7, 8, 10, 11, 13, 14, 15, 16, 18

M6 x 45 mm (1.77 in) : 2, 4, 5

M6 x 60 mm (2.36 in) : 1, 3, 6, 9

M6 Nut : 12, 17

- Tighten in numerical order as shown in the figure.

Water Hose

- Insert hose by 27 to 32 mm (1.06 to 1.26 in) from connector end.

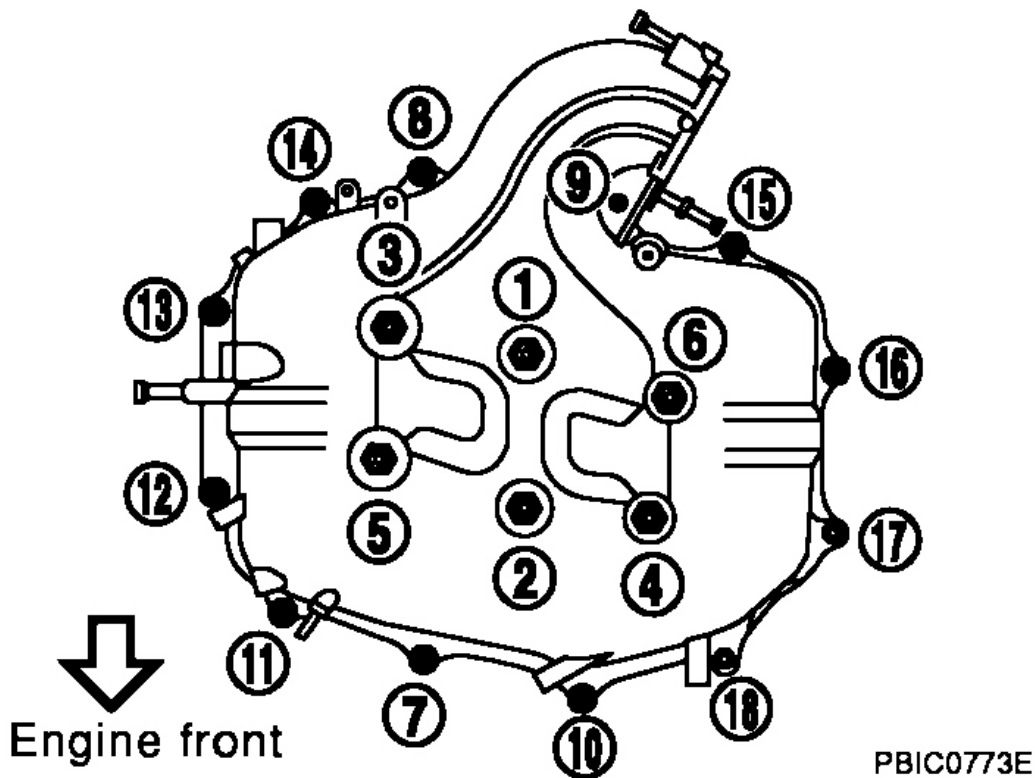
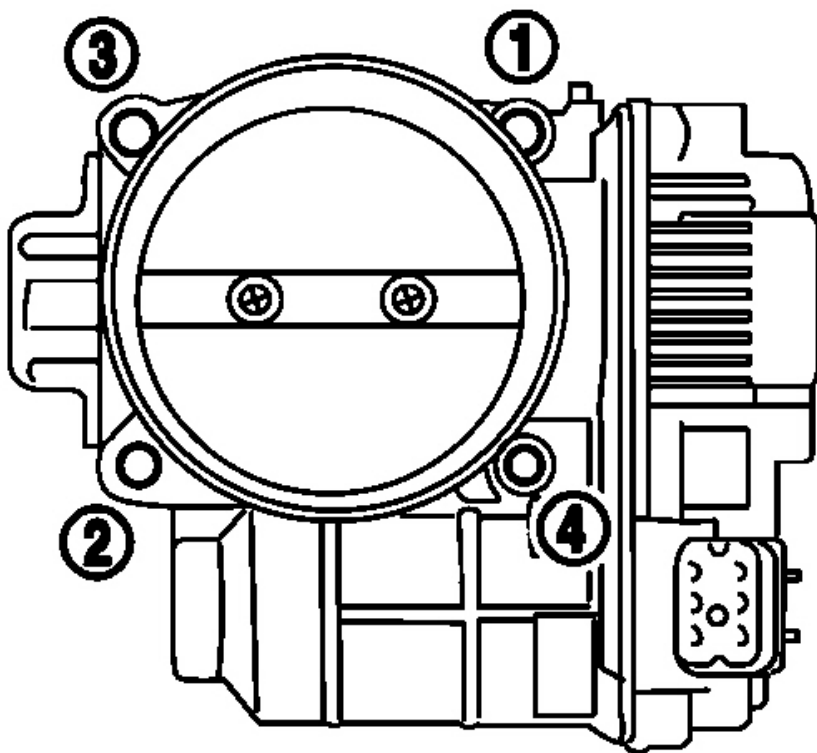


Fig. 22: Identifying Intake Manifold Collector (Upper) Bolts Tightening Sequence
 Courtesy of NISSAN MOTOR CO., U.S.A.

- Clamp hose at location of 3 to 7 mm (0.12 to 0.28 in) from hose end.

Electric Throttle Control Actuator

- Install gasket with three protrusions for installation check facing any direction other than upward.
- Tighten in numerical order as shown in the figure.
- Perform the "Throttle Valve Closed Position Learning" when harness connector of electric throttle control actuator is disconnected. Refer to "**THROTTLE VALVE CLOSED POSITION LEARNING**".
- 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**".



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Fig. 23: Identifying Electric Throttle Control Actuator Bolts Tightening Sequence
Courtesy of NISSAN MOTOR CO., U.S.A.

INTAKE MANIFOLD

COMPONENTS

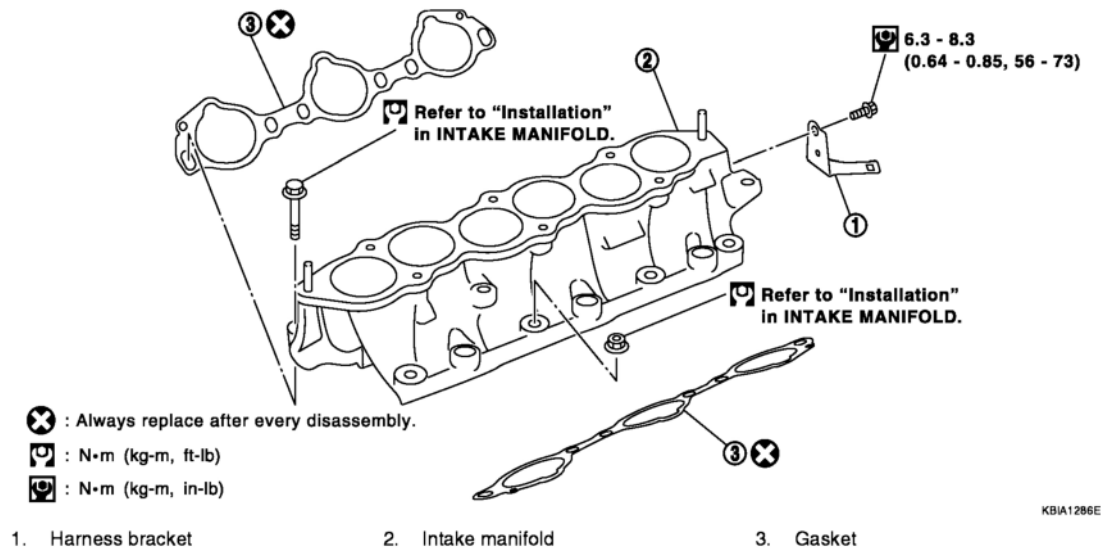
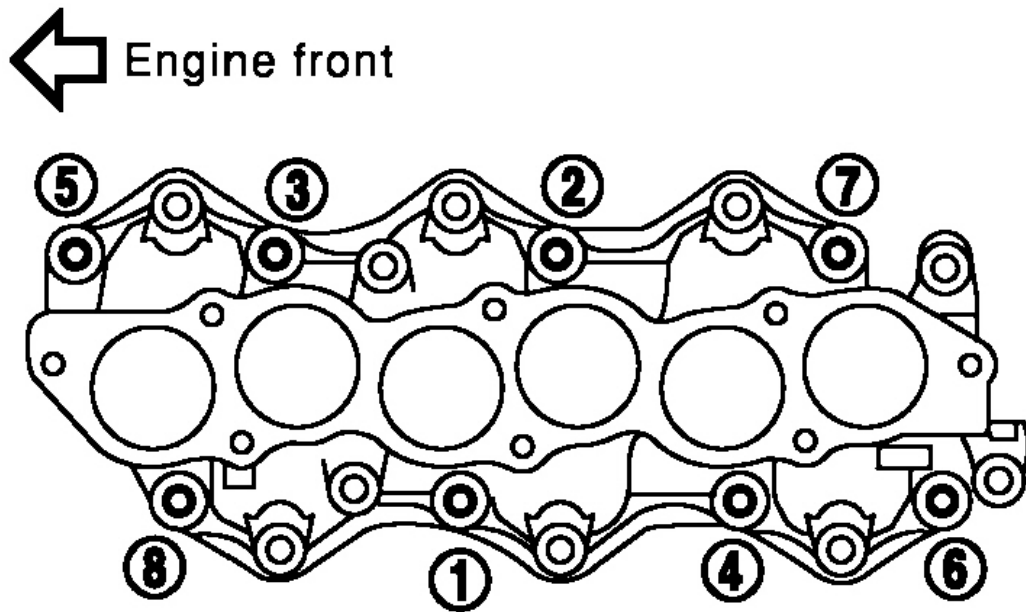


Fig. 24: Identifying Intake Manifold Components With Torque Specifications
 Courtesy of NISSAN MOTOR CO., U.S.A.

REMOVAL AND INSTALLATION

REMOVAL

1. Release fuel pressure. Refer to "**FUEL PRESSURE RELEASE**".
2. Remove intake manifold collectors (upper and lower). Refer to "**INTAKE MANIFOLD COLLECTOR**".
3. Remove fuel tube and fuel injector assembly. Refer to "**FUEL INJECTOR AND FUEL TUBE**".
4. Loosen bolts and nuts in reverse order as shown in the figure to remove intake manifold.



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Fig. 25: Identifying Intake Manifold Nuts And Bolts Loosening Sequence
Courtesy of NISSAN MOTOR CO., U.S.A.

5. Remove intake manifold gaskets.

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

INSPECTION AFTER REMOVAL

Surface Distortion

- Check the surface distortion of the intake manifold mating surface with straightedge and feeler gauge.

Limit : 0.1 mm (0.004 in)

- If it exceeds the limit, replace intake manifold.

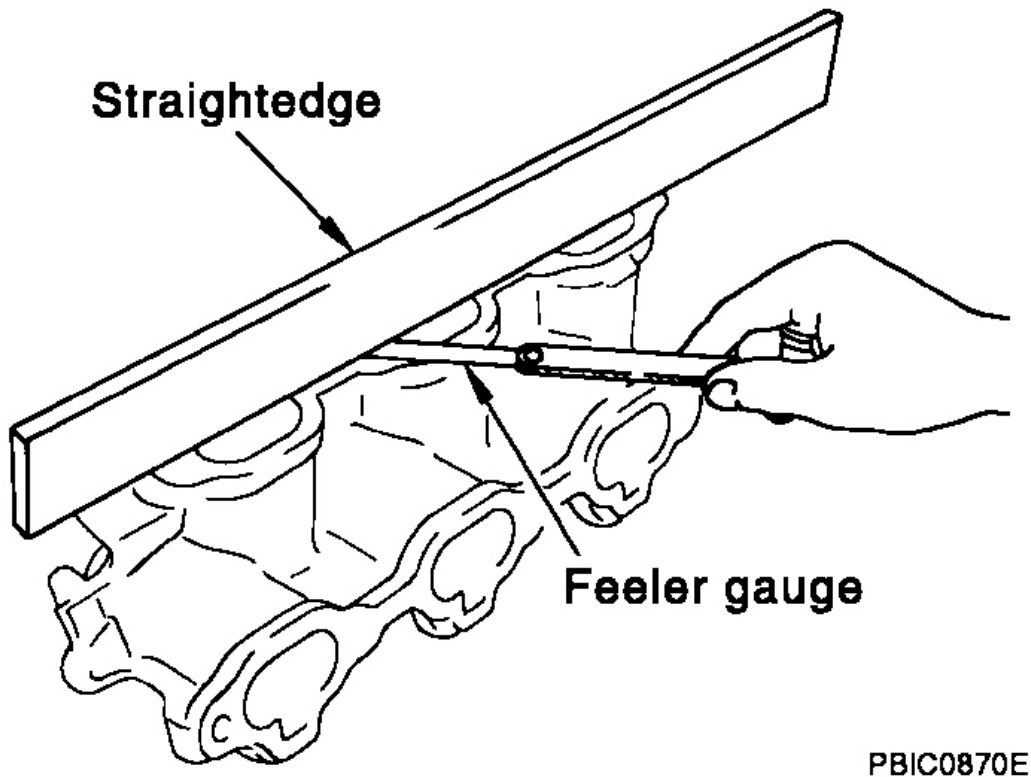


Fig. 26: Checking Surface Distortion Of Intake Manifold Mating Surface
Courtesy of NISSAN MOTOR CO., U.S.A.

INSTALLATION

Note the following, and install in the reverse order of removal.

Intake Manifold

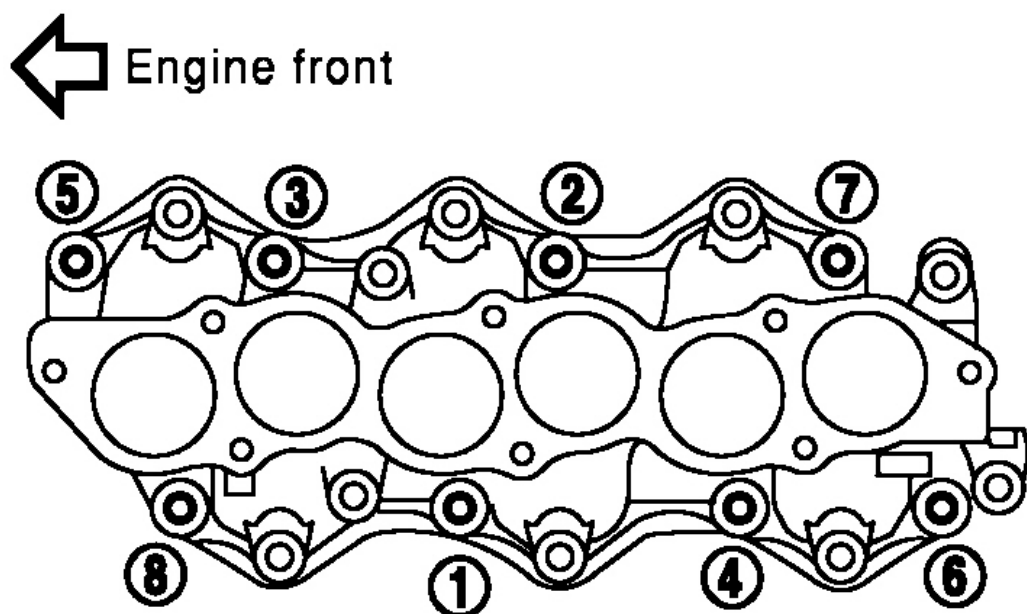
- If stud bolts were removed, install them and tighten to the specified torque below.

: 9.8 - 11.8 N.m (1.0 - 1.2 kg-m, 87 - 104 in-lb)

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

1st step: 4.9 - 9.8 N.m (0.5 - 1.0 kg-m, 4 - 7 ft-lb)

2nd step and after: 26.5 - 31.4 N.m (2.7 - 3.2 kg-m, 20 - 23 ft-lb)



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Fig. 27: Identifying Intake Manifold Bolts Tightening Sequence
Courtesy of NISSAN MOTOR CO., U.S.A.

EXHAUST MANIFOLD AND THREE WAY CATALYST COMPONENTS

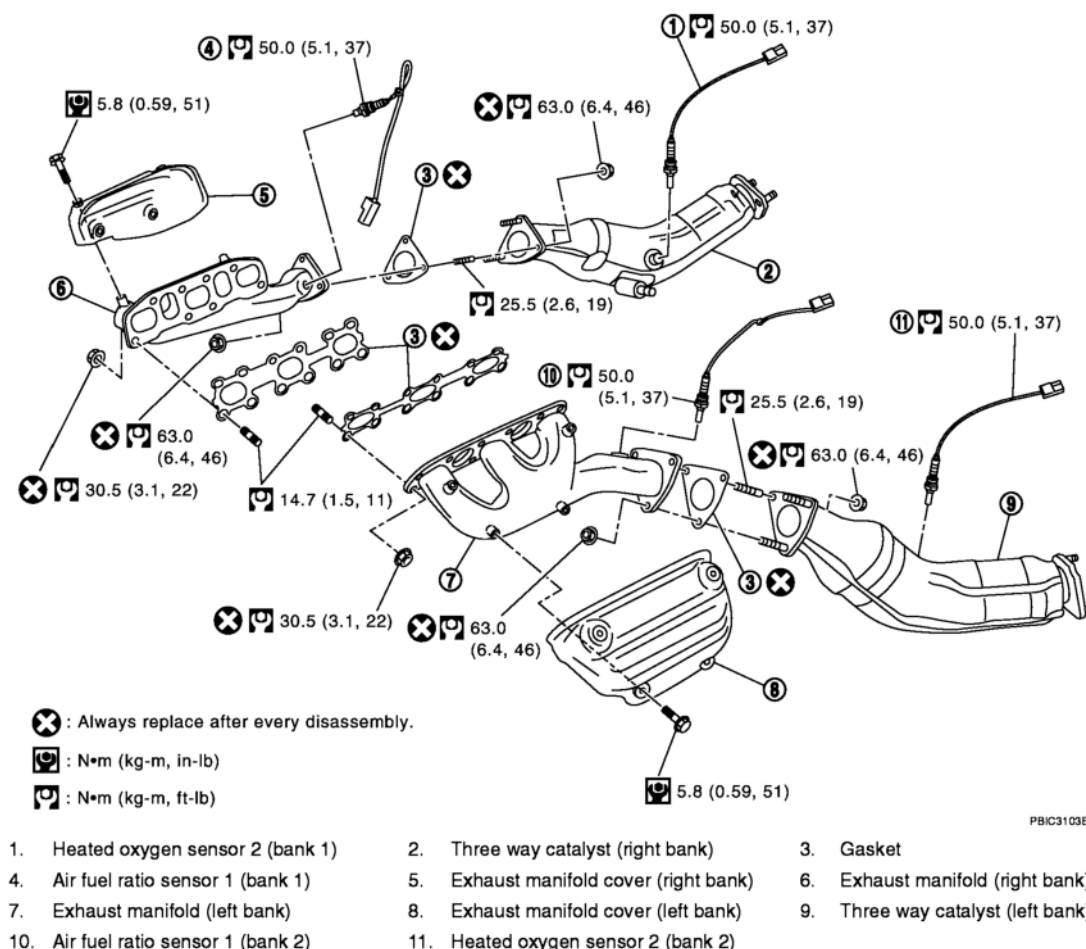


Fig. 28: Identifying Exhaust Manifold And Three Way Catalyst Components With Torque Specifications
 Courtesy of NISSAN MOTOR CO., U.S.A.

REMOVAL AND INSTALLATION

REMOVAL

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

1. Drain engine coolant. Refer to "CHANGING ENGINE COOLANT".

CAUTION:

- Perform this step when engine is cold.
- Do not spill engine coolant on drive belts.

2. Remove engine cover with power tool. Refer to "INTAKE MANIFOLD COLLECTOR".
3. Remove air cleaner case and air duct. Refer to "AIR CLEANER AND AIR DUCT".

4. Remove undercover with power tool.
5. Disconnect harness connector and remove heated oxygen sensor 2 on both banks with heated oxygen sensor wrench [SST].
 - Put marks to identify installation positions of each heated oxygen sensor 2.

CAUTION:

- Be careful not to damage heated oxygen sensor 2.
- Discard any heated oxygen sensor 2 which has been dropped from a height of more than 0.5 m (19.7 in) onto a hard surface such as a concrete floor; replace with a new sensor.

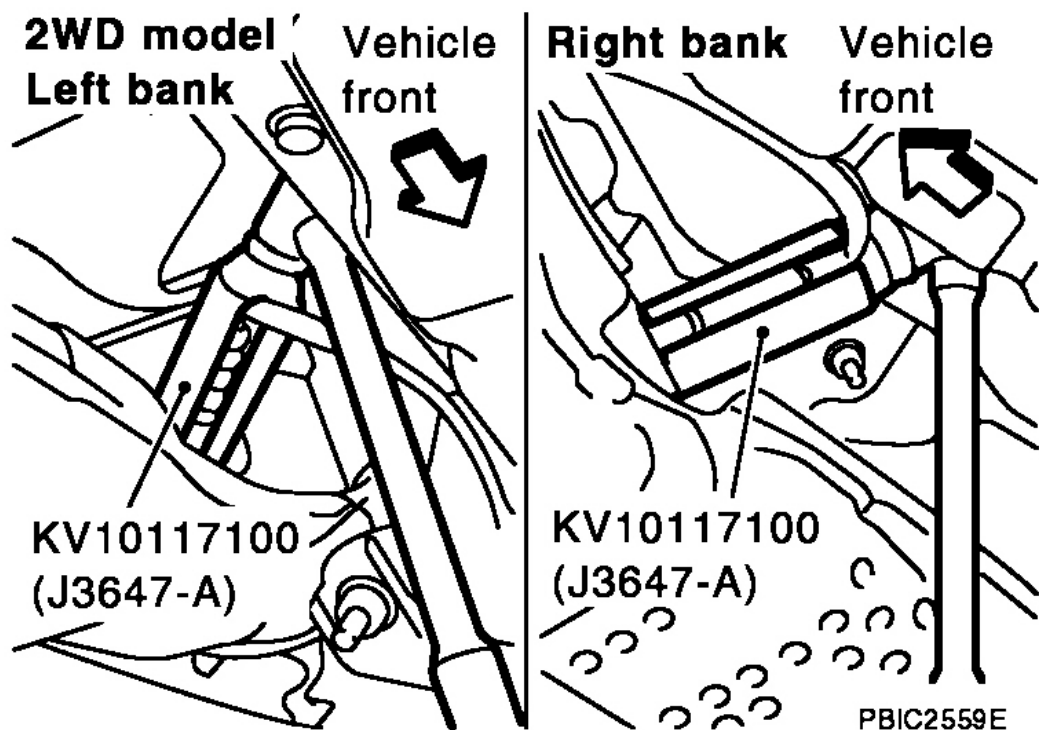


Fig. 29: Identifying Heated Oxygen Sensor 2 With Heated Oxygen Sensor Wrench (2WD Model)
Courtesy of NISSAN MOTOR CO., U.S.A.

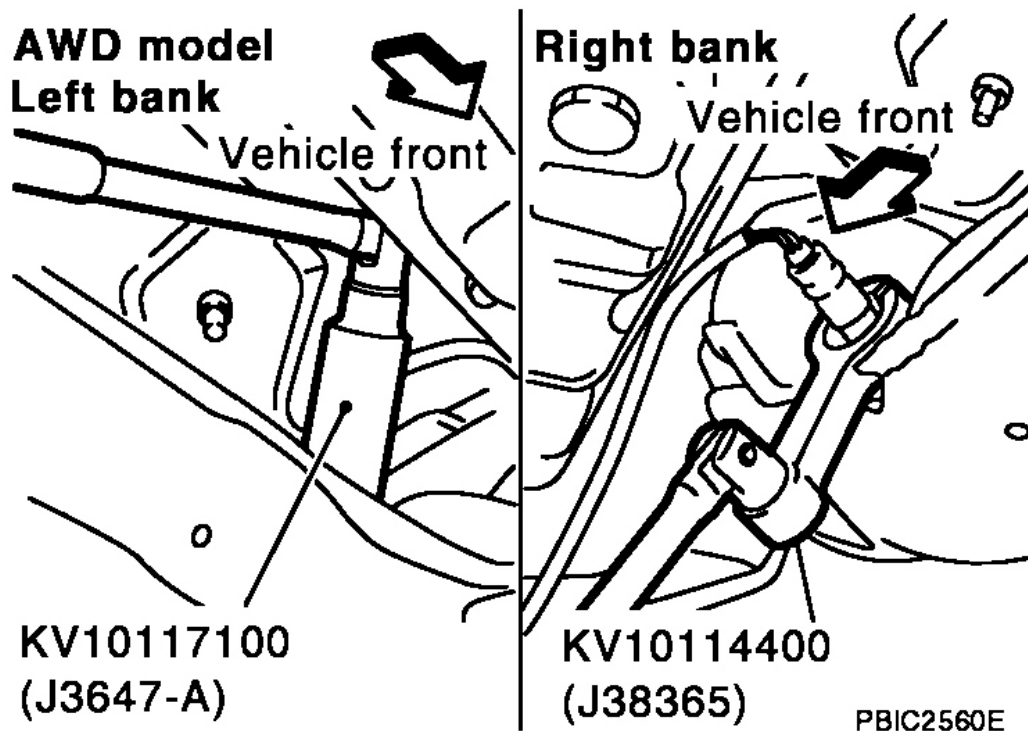


Fig. 30: Identifying Heated Oxygen Sensor 2 With Heated Oxygen Sensor Wrench (AWD Model)
 Courtesy of NISSAN MOTOR CO., U.S.A.

6. Remove exhaust mounting bracket between three way catalyst (right and left bank) and transmission. Refer to "**EXHAUST SYSTEM**".
7. Remove three way catalyst.
8. Disconnect harness connector and remove air fuel ratio sensor 1 on both banks with heated oxygen sensor wrench [SST].
 - Put marks to identify installation positions of each air fuel ratio sensor 1.

CAUTION:

- Be careful not to damage air fuel ratio sensor 1.
- Discard any air fuel ratio sensor 1 which has been dropped from a height of more than 0.5 m (19.7 in) onto a hard surface such as a concrete floor; replace with a new sensor.

9. Remove water pipe and heater pipe on both right and left side. Refer to "**WATER OUTLET AND WATER PIPING**".
10. Remove exhaust manifold covers (right and left banks).

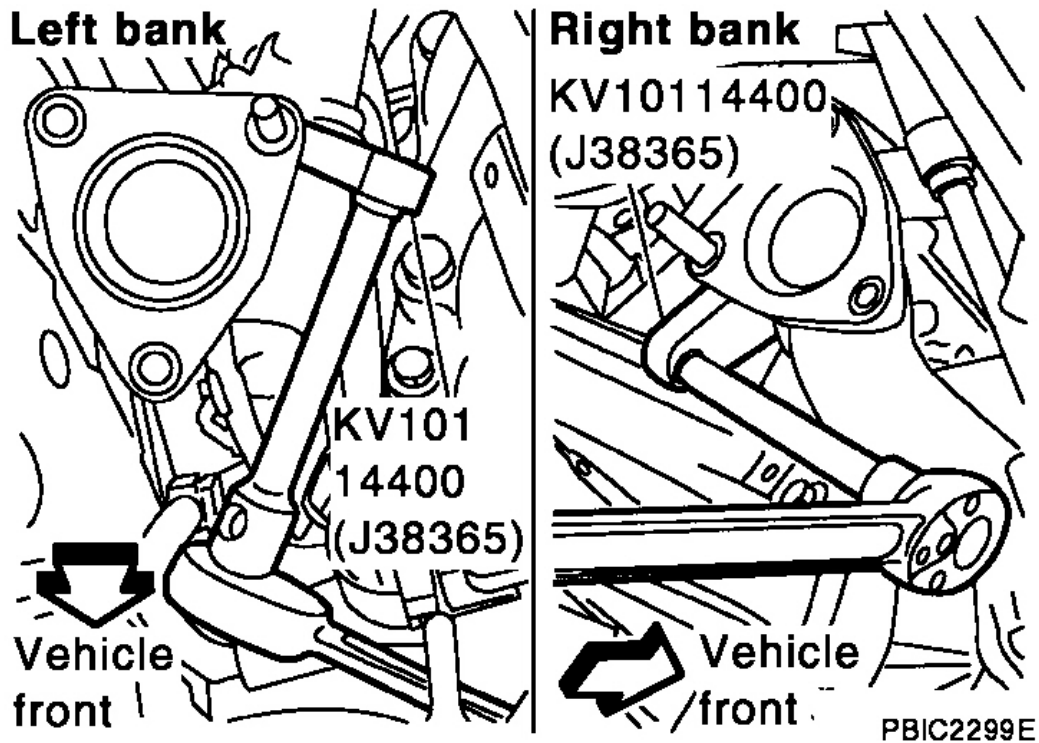
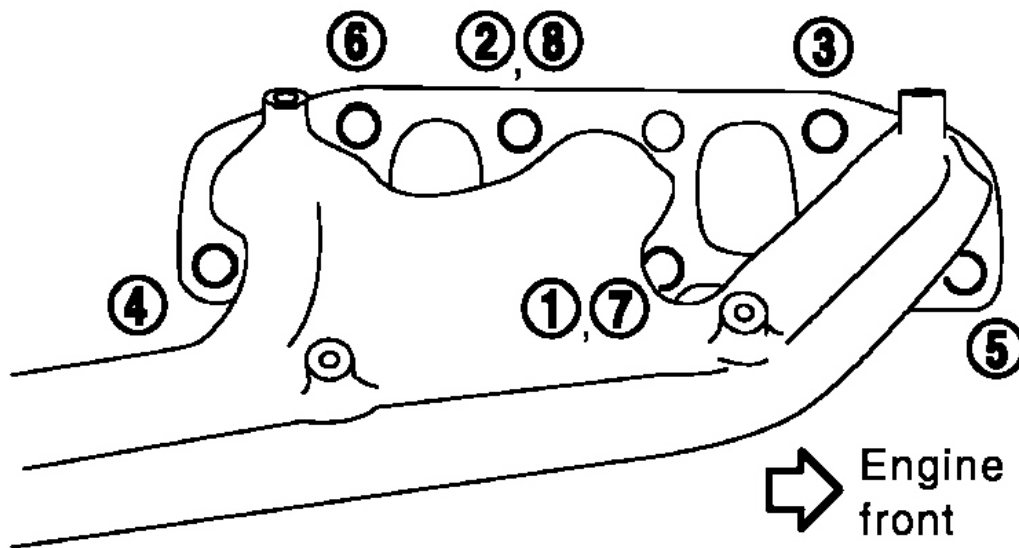


Fig. 31: Identifying Air Fuel Ratio Sensor 1 With Heated Oxygen Sensor Wrench
Courtesy of NISSAN MOTOR CO., U.S.A.

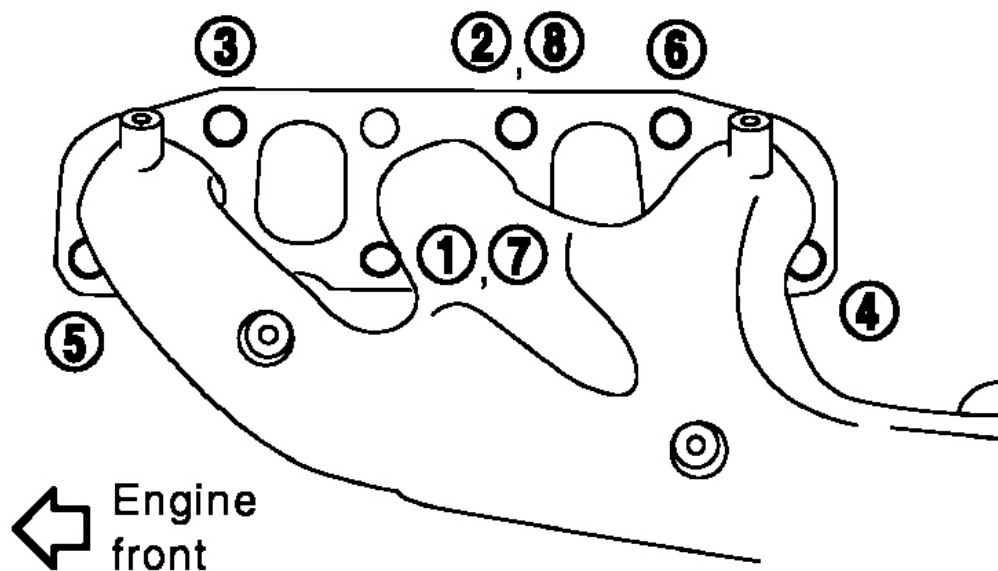
11. Loosen mounting nuts with power tool in reverse order as shown in the figure to remove exhaust manifold.

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

Right bank



Left bank



PBIC2042E

Fig. 32: Identifying Exhaust Manifold Mounting Nuts Loosening Sequence
Courtesy of NISSAN MOTOR CO., U.S.A.

12. Remove gaskets.

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

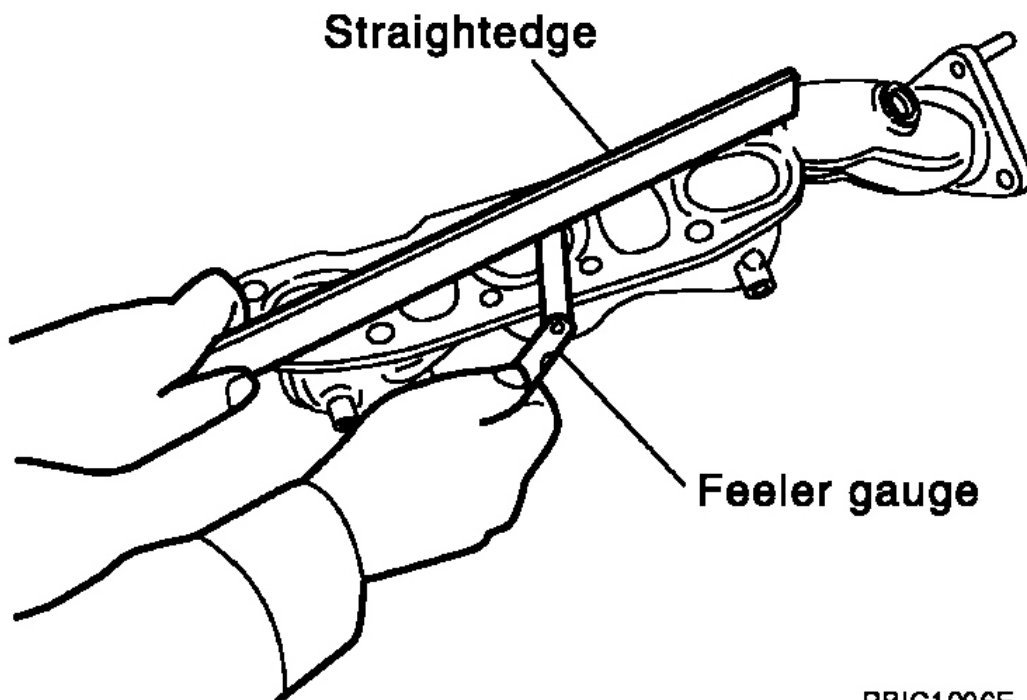
INSPECTION AFTER REMOVAL

Surface Distortion

- Check the surface distortion of the exhaust manifold mating surface with straightedge and feeler gauge.

Limit : 0.3 mm (0.012 in)

- If it exceeds the limit, replace exhaust manifold.



PBIC1096E

Fig. 33: Checking Surface Distortion Of Exhaust Manifold Mating Surface
Courtesy of NISSAN MOTOR CO., U.S.A.

INSTALLATION

Note the following, and install in the reverse order of removal.

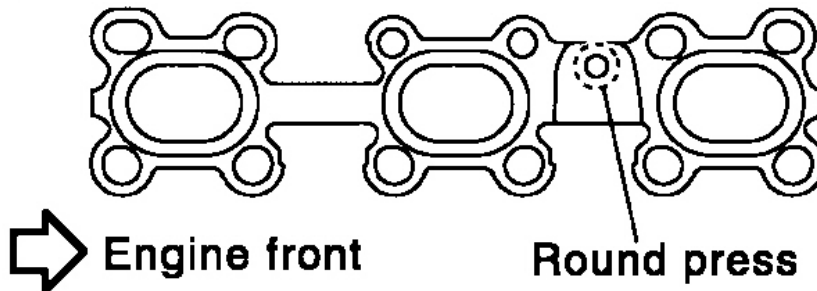
Exhaust Manifold Gasket

- Install in direction shown below. (Follow same procedure for both banks.)
- Locate thick side of port connecting part on right side from technician's view.
- Locate round press in thick side of port connecting part above center level line of port.

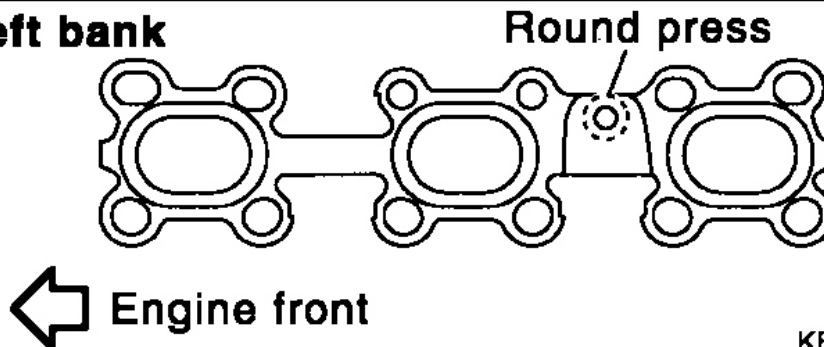
Exhaust Manifold

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

Right bank



Left bank



KBIA1051E

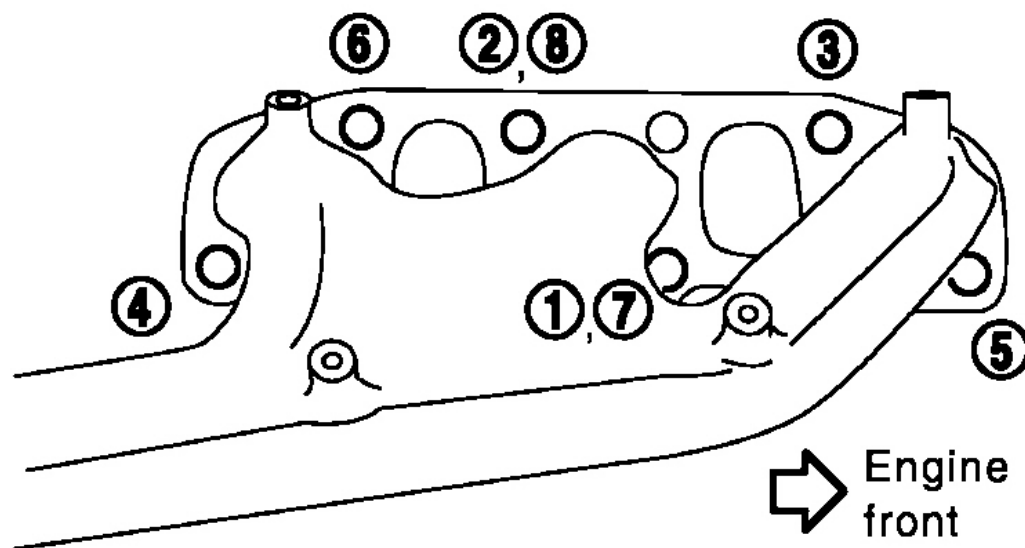
Fig. 34: Identifying Installation Direction Of Exhaust Manifold Gasket
Courtesy of NISSAN MOTOR CO., U.S.A.

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

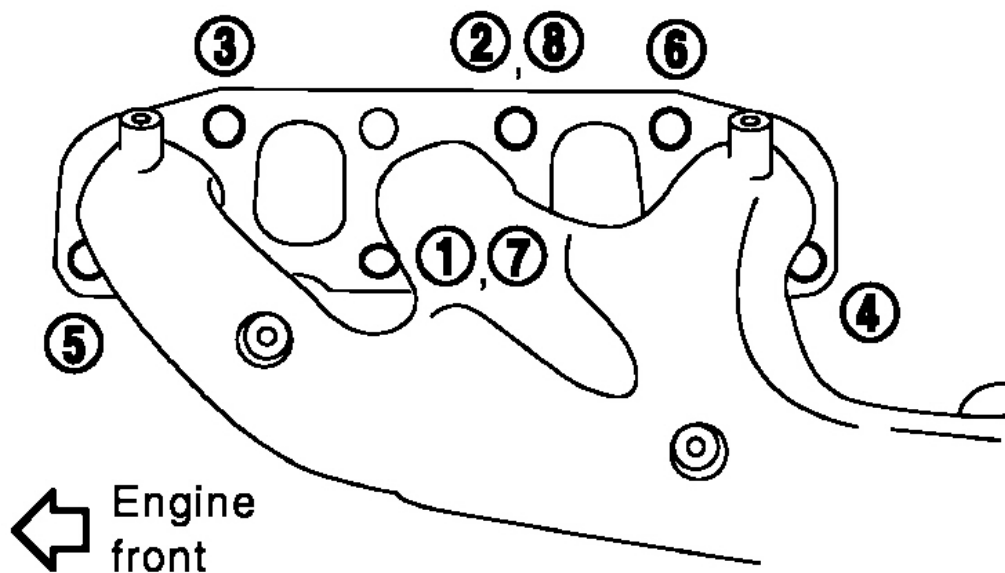
- Install exhaust manifold in numerical order as shown in the figure.

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

Right bank



Left bank



PBIC2042E

Fig. 35: Identifying Exhaust Manifold Nuts Tightening Sequence

Courtesy of NISSAN MOTOR CO., U.S.A.

Heated Oxygen Sensor

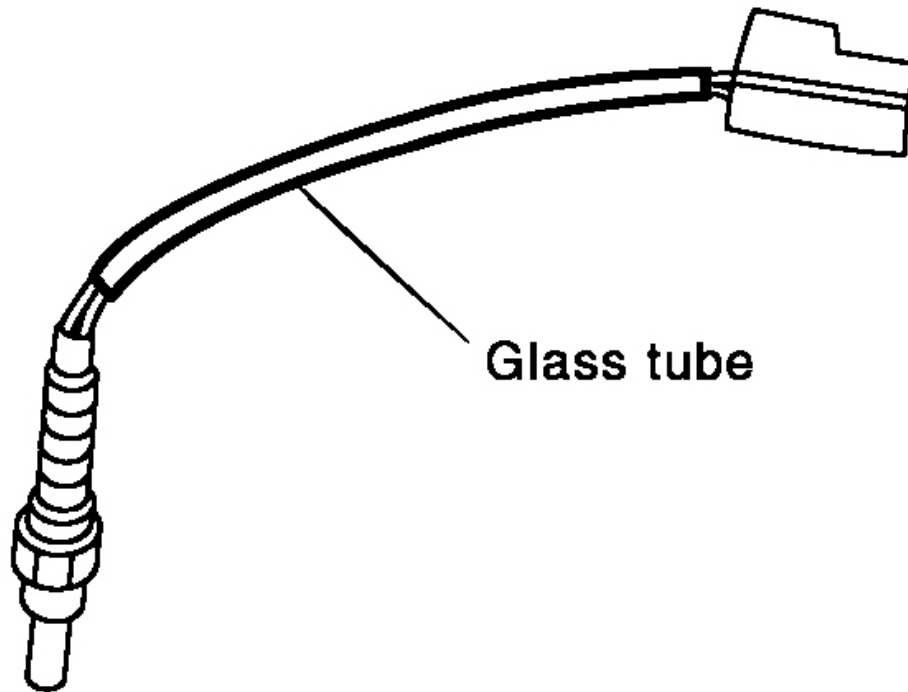
- Install air fuel ratio sensor 1 and heated oxygen sensor 2 in the original position.
- Install referring the following if the installation positions cannot be identified.

Glass tube color

Air fuel ratio sensor 1* : Black

Heated oxygen sensor 2 (bank 1) : White

Heated oxygen sensor 2 (bank 2) : White



PBIC2652E

Fig. 36: Identifying Heated Oxygen Sensor Glass Tube

Courtesy of NISSAN MOTOR CO., U.S.A.

*: Air fuel ratio sensor 1 are same parts both bank 1 and bank 2.

CAUTION:

- Before installing a new air fuel ratio sensor and a new heated oxygen

sensor, clean exhaust system threads using oxygen sensor thread cleaner (commercial service tool: J-43897-18 or J-43897-12) and apply anti-seize lubricant (commercial service tool).

- Do not over torque the air fuel ratio sensor 1 and the heated oxygen sensor 2. Doing so may cause damage to the air fuel ratio sensor and heated oxygen sensor 2, resulting in the "MIL" coming on.

Heated Oxygen Sensor 2 (Bank 1) Harness (AWD model)

The section of the harness between heated oxygen sensor 2 (bank 1) and the clamp should be installed tensely due to the secure clearance with front propeller shaft.

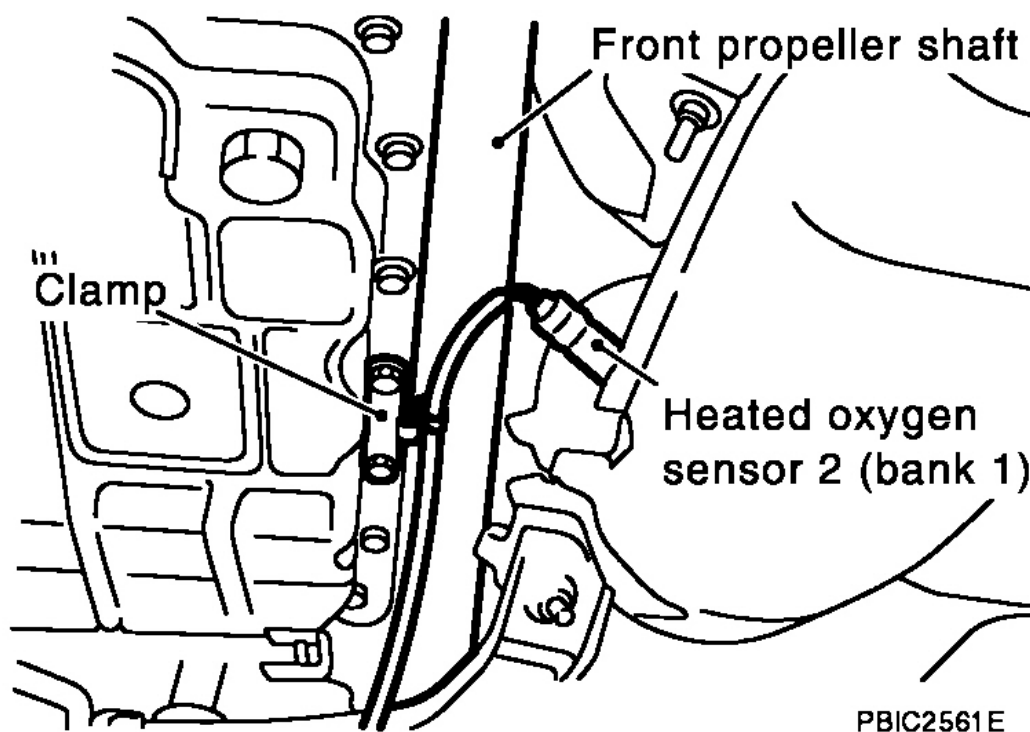


Fig. 37: Identifying Heated Oxygen Sensor 2 (Bank 1) (AWD Model)

Courtesy of NISSAN MOTOR CO., U.S.A.

OIL PAN AND OIL STRAINER

COMPONENTS (2WD MODEL)

For GI, go to GENERAL INFORMATION -- SEDAN .



Courtesy of NISSAN MOTOR CO., U.S.A.

REMOVAL

WARNING: To avoid the danger of being scalded, do not drain the engine oil when

the engine is hot.

NOTE: To remove oil pan (lower) only, take step 4 and step 5, then step 21. Step 1 to 3 and 6 to 20 are unnecessary.

1. Remove hood assembly. Refer to "HOOD".
2. Remove engine cover with power tool. Refer to "INTAKE MANIFOLD COLLECTOR".
3. Remove air duct. Refer to "AIR CLEANER AND AIR DUCT".
4. Remove undercover with power tool.
5. Drain engine oil. Refer to "CHANGING ENGINE OIL".

CAUTION:

- Perform this step when engine is cold.
- Do not spill engine oil on drive belts.

6. Drain engine coolant. Refer to "CHANGING ENGINE COOLANT".

CAUTION:

- Perform this step when engine is cold.
- Do not spill engine coolant on drive belts.

7. Disconnect heater hose from heater pipe. Refer to "WATER OUTLET AND WATER PIPING".
8. Install engine slinger to sling engine assembly for positioning. Refer to "ENGINE ASSEMBLY".
9. Remove front suspension member. Refer to "FRONT SUSPENSION ASSEMBLY".
10. Remove drive belts. Refer to "DRIVE BELTS".
11. Remove alternator. Refer to "CHARGING SYSTEM".
12. Remove idler pulley. Refer to "TIMING CHAIN".
13. Remove starter motor. Refer to "STARTING SYSTEM".
14. Disconnect oil cooler water hoses, and remove oil cooler water pipe mounting bolt. Refer to "OIL COOLER".
15. Remove oil filter, as necessary. Refer to "OIL FILTER".
16. Remove oil cooler, as necessary. Refer to "OIL COOLER".
17. Remove oil pressure switch, as necessary. Refer to "OIL PRESSURE CHECK".
18. Remove oil temperature sensor, as necessary.(M/T models)
19. Disconnect A/T fluid cooler hoses, and remove A/T fluid cooler tube (A/T models). Refer to "TRANSMISSION ASSEMBLY".
20. Remove crankshaft position sensor (POS).

CAUTION:

- Handle carefully to avoid dropping and shocks.
- Do not disassemble.
- Do not allow metal powder to adhere to magnetic part at sensor

tip.

- Do not place sensors in a location where they are exposed to magnetism.

21. Remove oil pan (lower) as follows:

- a. Loosen mounting bolts with power tool in reverse order as shown in the figure to remove.

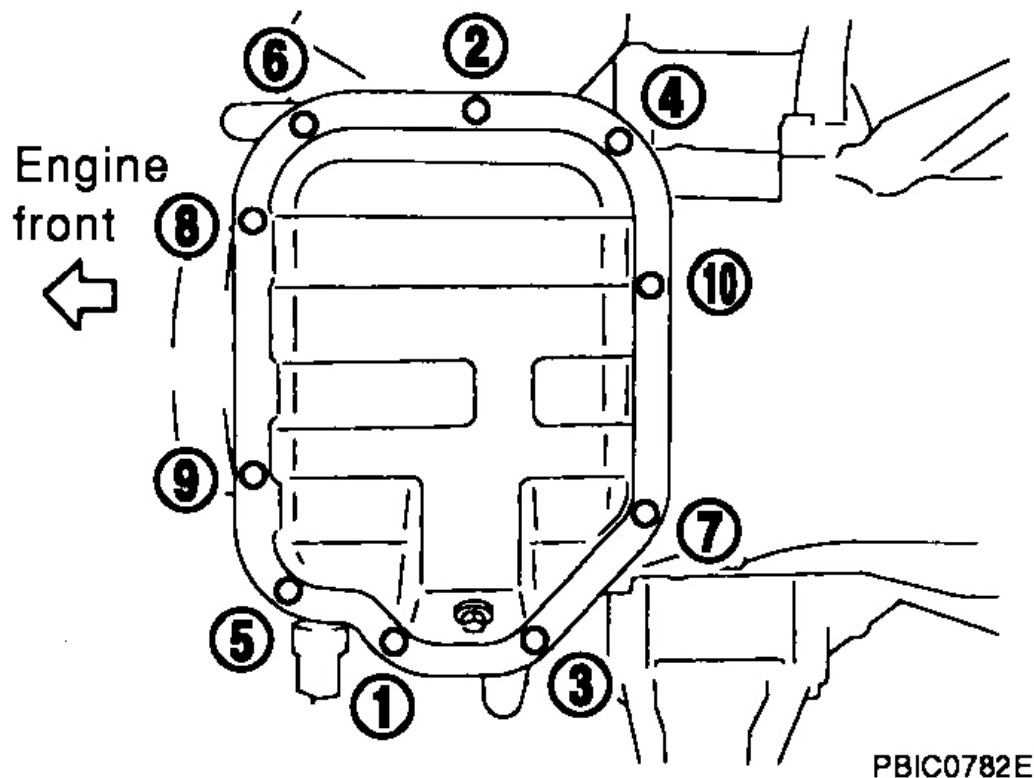


Fig. 39: Identifying Oil Pan Bolts Loosening Sequence
Courtesy of NISSAN MOTOR CO., U.S.A.

- b. Insert seal cutter [SST] between oil pan (upper) and oil pan (lower).

CAUTION:

- Be careful not to damage the mating surface.
- Do not insert screwdriver, this will damage the mating surface.

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

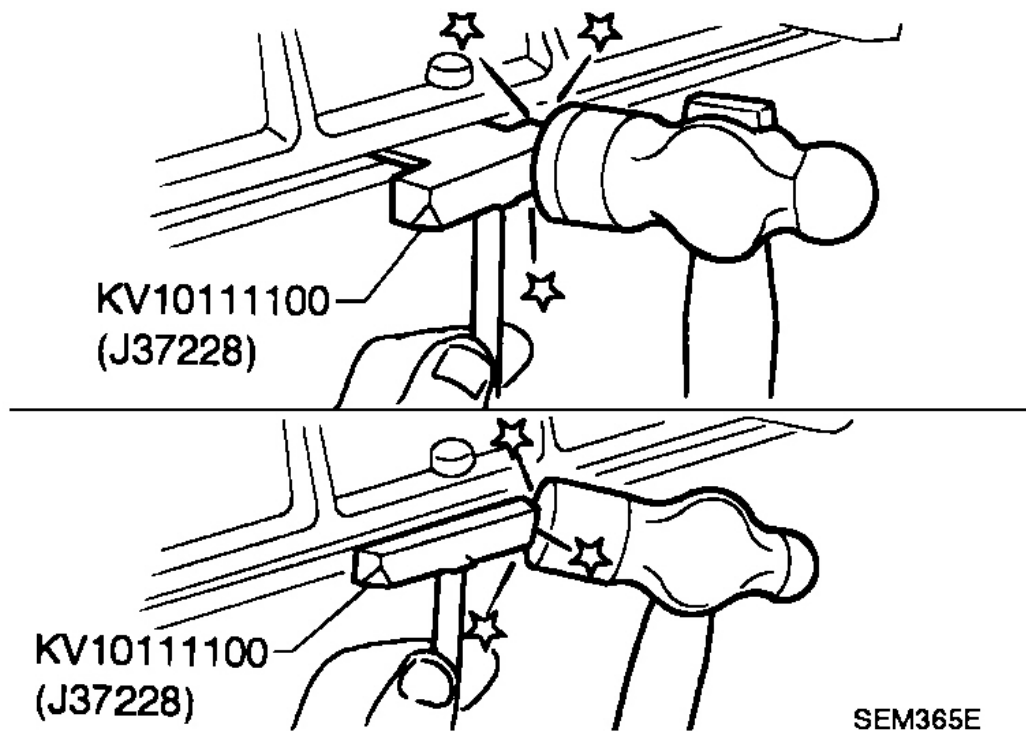


Fig. 40: Identifying Oil Pan (Lower)

Courtesy of NISSAN MOTOR CO., U.S.A.

22. Remove baffle plate.
23. Remove oil strainer.
24. Remove transmission joint bolts which pierce oil pan (upper). Refer to "**TRANSMISSION ASSEMBLY**" (M/T models) or "**TRANSMISSION ASSEMBLY**" (A/T models).
25. Remove rear plate cover.
26. Loosen mounting bolts with power tool in reverse order as shown in the figure to remove oil pan (upper).
 - Insert seal cutter [SST: KV10111100 (J37228)] between oil pan (upper) and cylinder block. Slide seal cutter by tapping on the side of tool with hammer. Remove oil pan (upper).

CAUTION:

- Be careful not to damage the mating surface.
- Do not insert screwdriver, this will damage the mating surfaces.

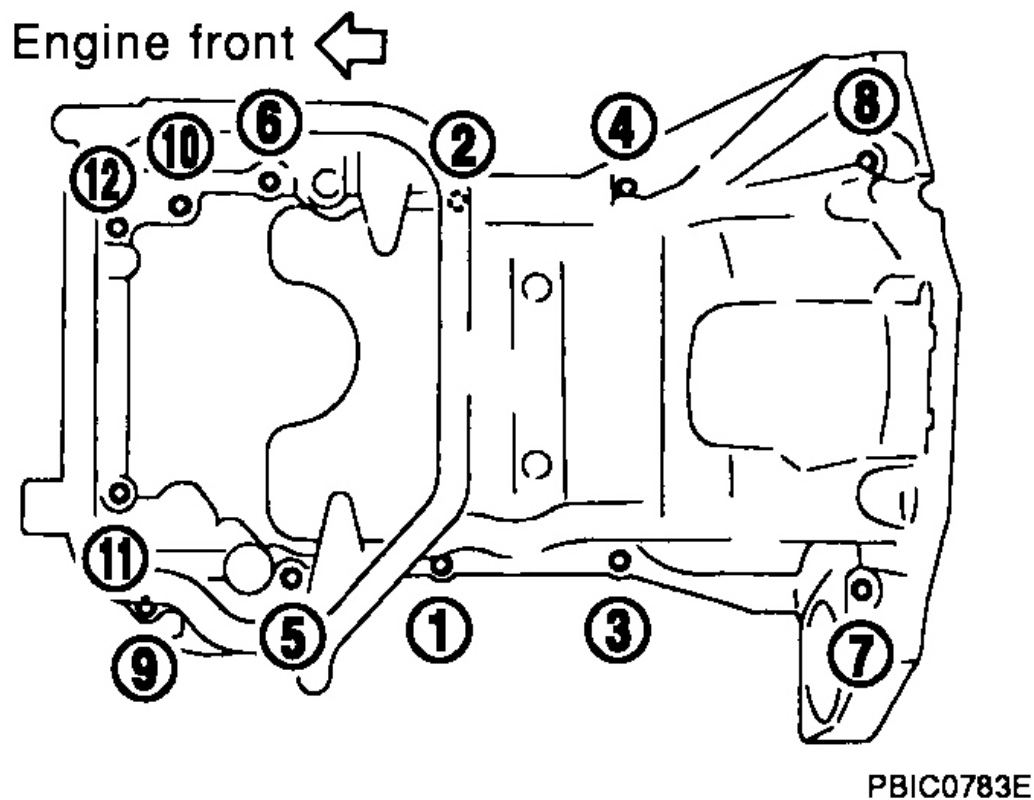


Fig. 41: Identifying Oil Pan (Upper) Mounting Bolts Loosening Sequence
Courtesy of NISSAN MOTOR CO., U.S.A.

27. Remove O-rings from bottom of cylinder block and oil pump.

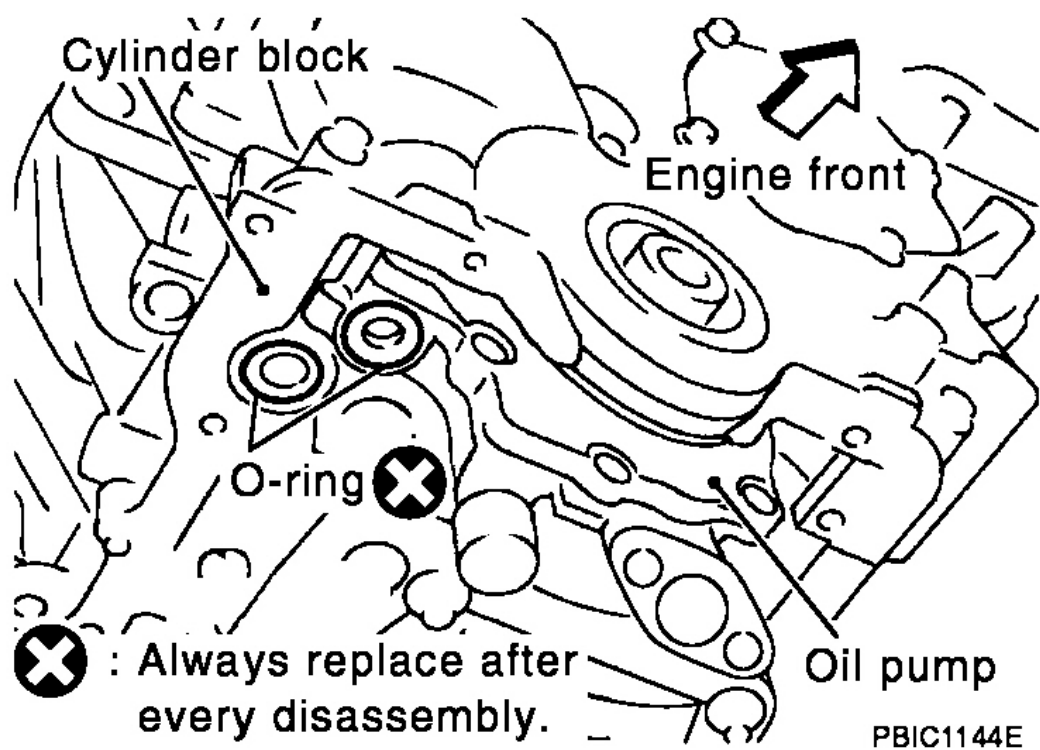


Fig. 42: Identifying O-Rings From Bottom Of Cylinder Block And Oil Pump
Courtesy of NISSAN MOTOR CO., U.S.A.

28. Remove oil pan gaskets.

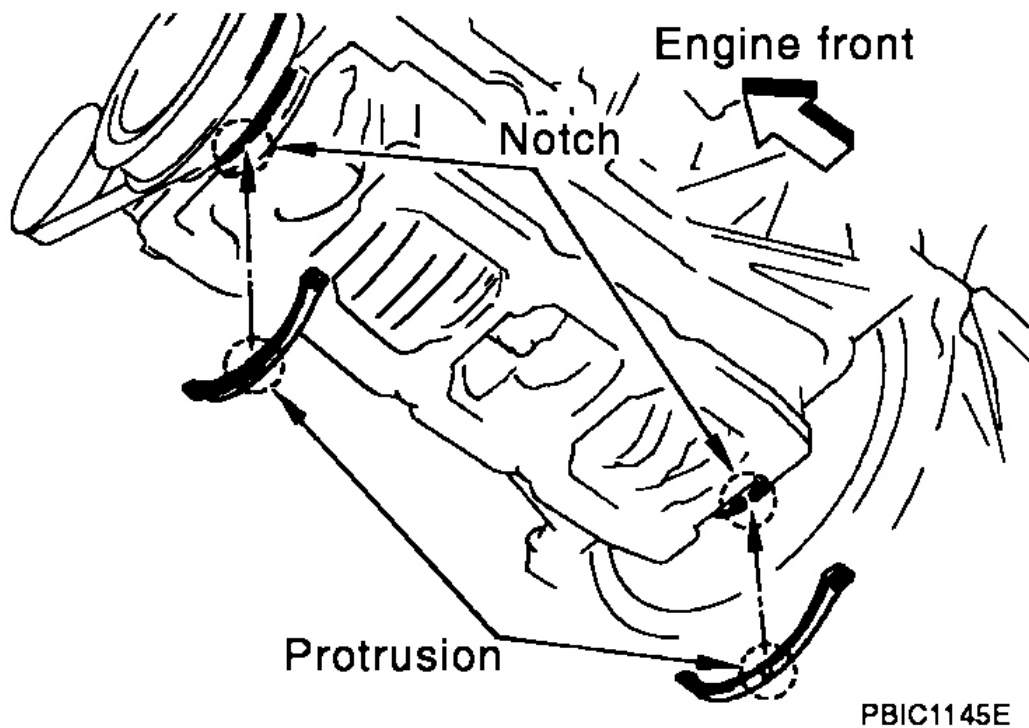


Fig. 43: Aligning Protrusion Of Oil Pan Gasket With Notches
Courtesy of NISSAN MOTOR CO., U.S.A.

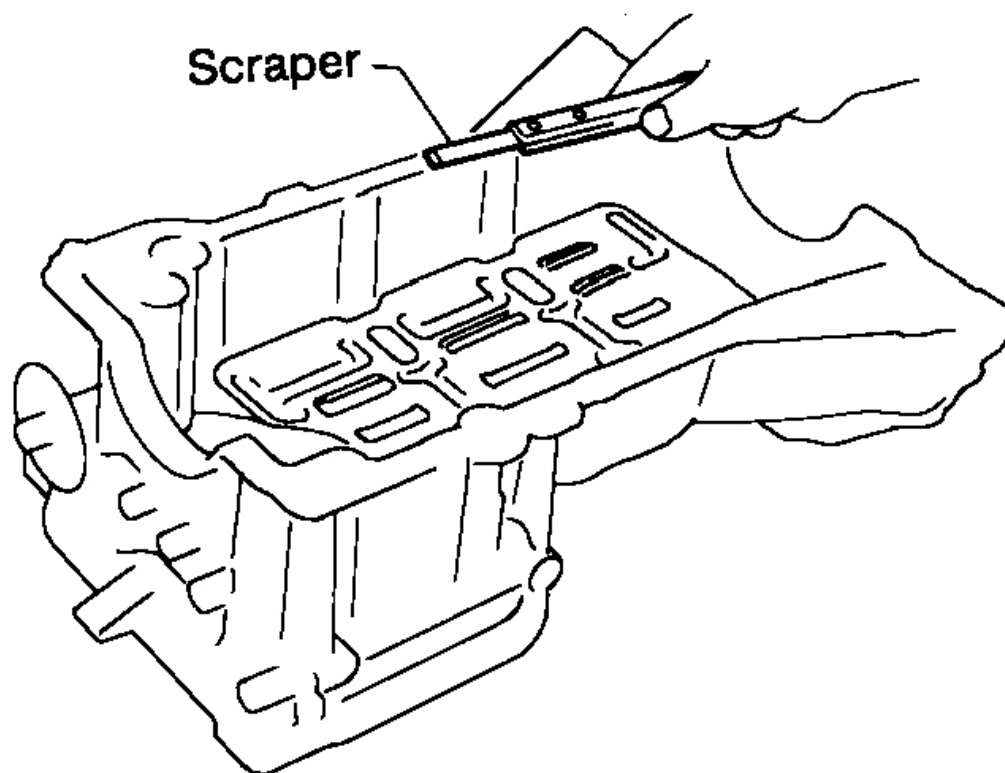
INSPECTION AFTER REMOVAL

Clean oil strainer if any object attached.

INSTALLATION

1. Install oil pan (upper) as follows:
 - a. Use scraper to remove old liquid gasket from mating surfaces.
 - Also remove the old liquid gasket from mating surface of cylinder block.
 - Remove old liquid gasket from the bolt holes and threads.

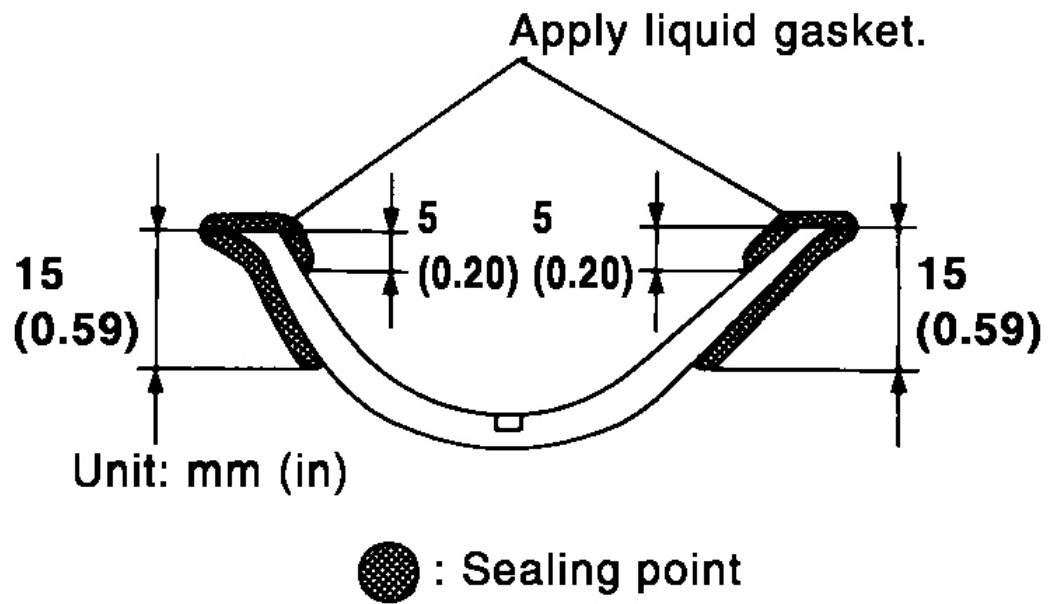
CAUTION: Do not scratch or damage the mating surfaces when cleaning off old liquid gasket.



MEM108A

Fig. 44: Removing Old Liquid Gasket With Scraper
Courtesy of NISSAN MOTOR CO., U.S.A.

- b. Install new oil pan gaskets.
 - Apply liquid gasket to oil pan gaskets as shown in the figure. Use **Genuine RTV Silicone Sealant** or equivalent. Refer to "**RECOMMENDED CHEMICAL PRODUCTS AND SEALANTS**".



PBIC2630E

Fig. 45: Applying Liquid Gasket To Oil Pan Gaskets
Courtesy of NISSAN MOTOR CO., U.S.A.

- To install, align protrusion of oil pan gasket with notches of front timing chain case and rear oil seal retainer.
- Install oil pan gasket with smaller arc to front timing chain case side.

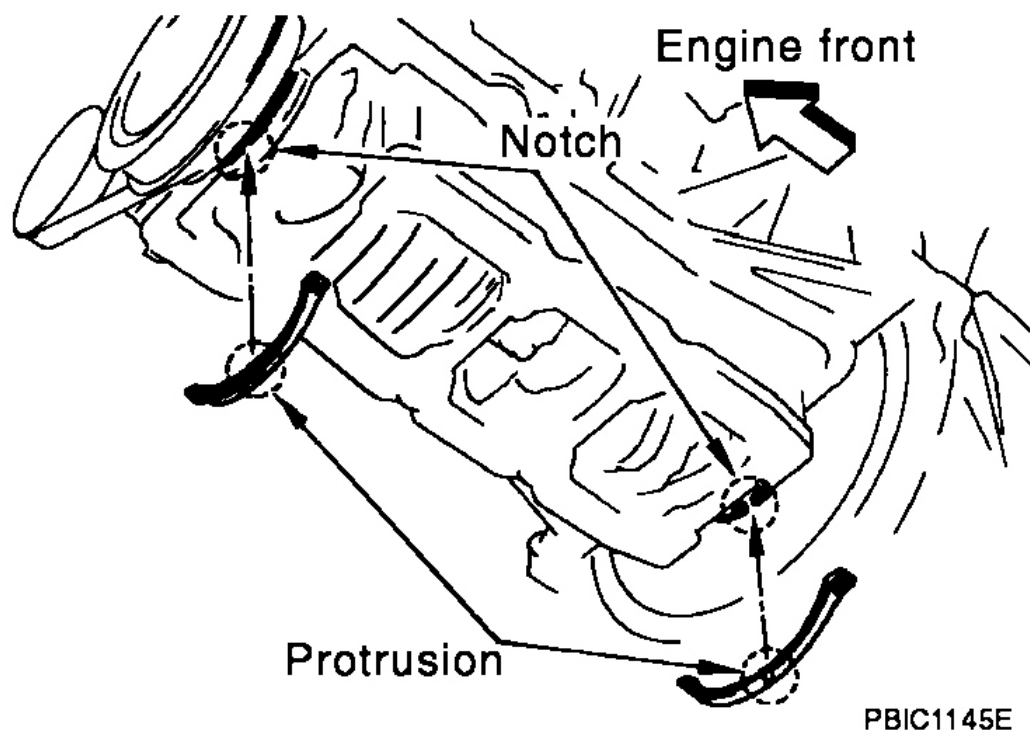


Fig. 46: Aligning Protrusion Of Oil Pan Gasket With Notches
Courtesy of NISSAN MOTOR CO., U.S.A.

- c. Install new O-rings on the bottom of cylinder block and oil pump.

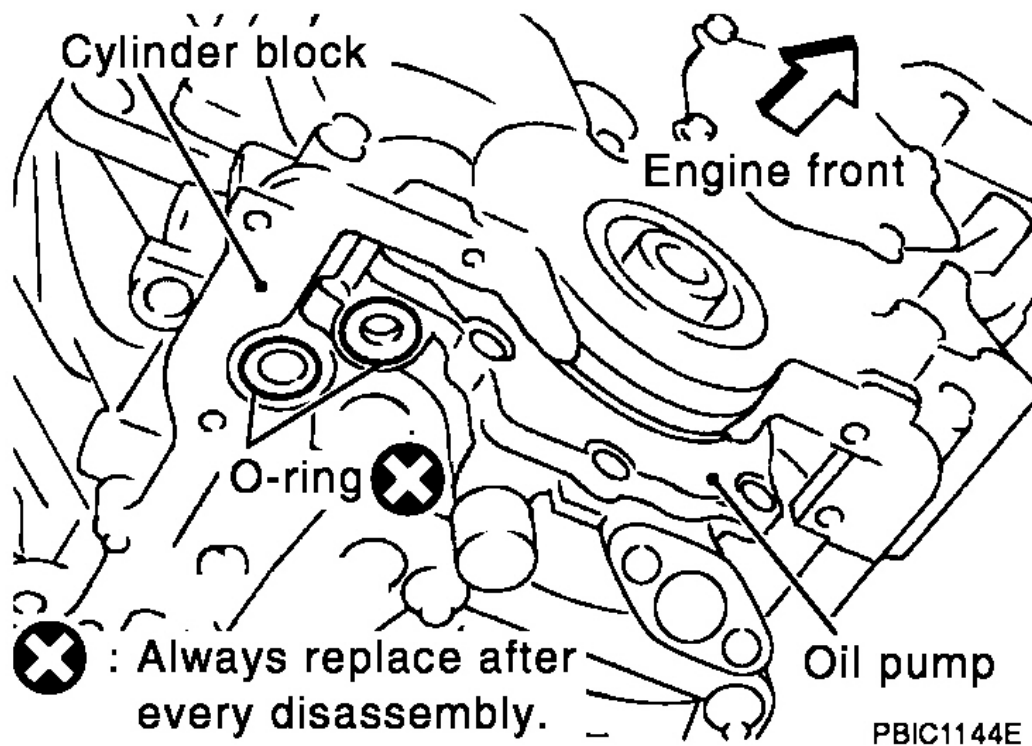
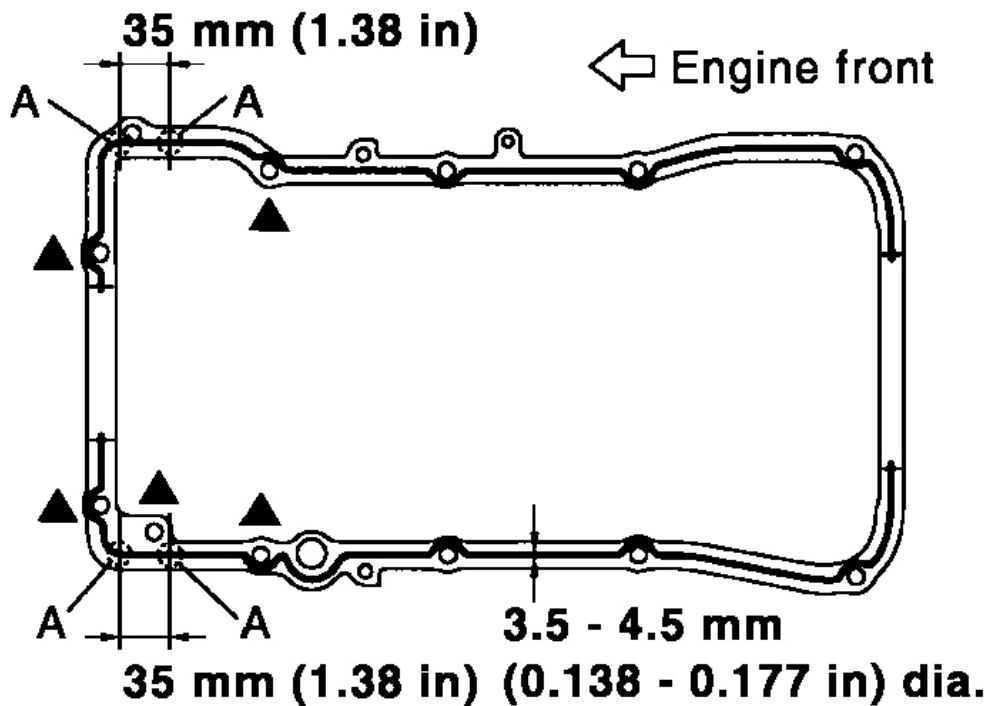


Fig. 47: Identifying O-Rings On Bottom Of Cylinder Block And Oil Pump

Courtesy of NISSAN MOTOR CO., U.S.A.

- d. Apply a continuous bead of liquid gasket with tube presser [SST: WS39930000 (-)] to the cylinder block mating surface of oil pan (upper) to a limited portion as shown in the figure.

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



PBIC2300E

Fig. 48: Identifying Oil Pan (Upper) Cylinder Block Mating Surface Gasket Application Area
 Courtesy of NISSAN MOTOR CO., U.S.A.

CAUTION:

- For bolt holes with Upper Arrow marks (five locations), apply liquid gasket outside the holes.
- Apply a bead of 4.5 to 5.5 mm (0.177 to 0.217 in) in diameter to area "A".
- Attaching should be done within 5 minutes after coating.

e. Install the oil pan (upper).

- 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.

M8 x 100 mm (3.97 in) : 5, 7, 8, 11

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

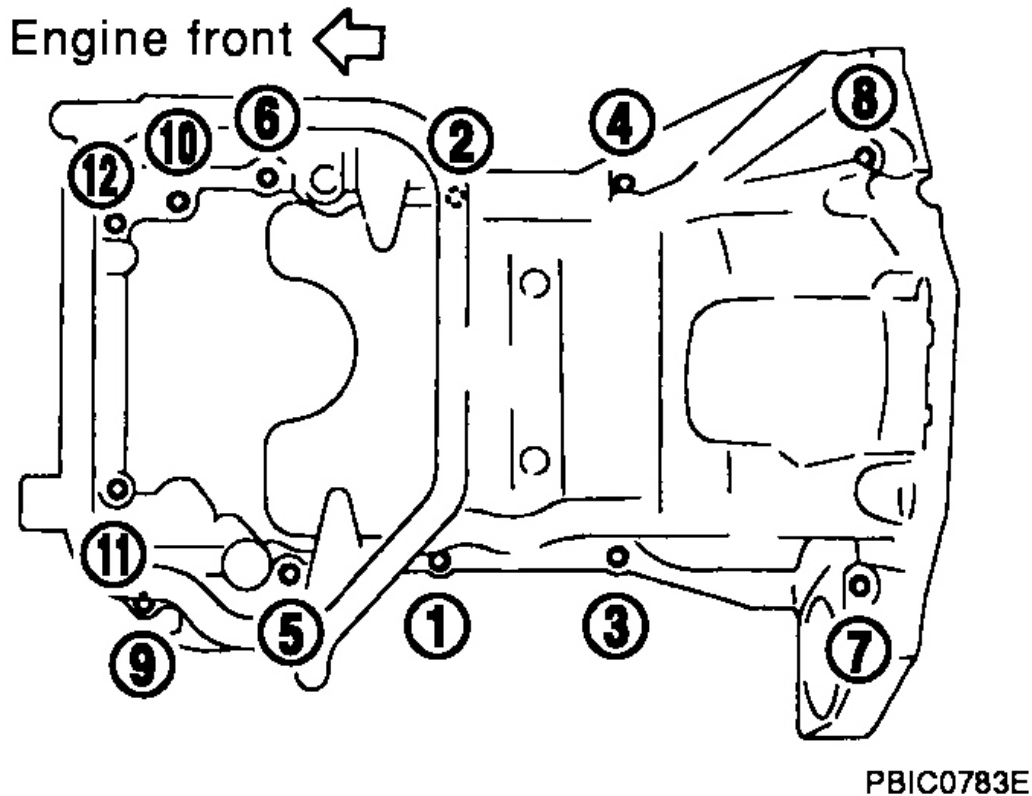


Fig. 49: Identifying Oil Pan (Upper) Mounting Bolts Tightening Sequence
 Courtesy of NISSAN MOTOR CO., U.S.A.

- f. Tighten transmission joint bolts. Refer to "**TRANSMISSION ASSEMBLY**" (M/T models) or "**TRANSMISSION ASSEMBLY**" (A/T models).
2. Install oil strainer to oil pump.
3. Install baffle plate.
 - Apply locking sealant to the thread of mounting bolts.

Use Genuine High Strength Thread Locking Sealant or equivalent. Refer to "RECOMMENDED CHEMICAL PRODUCTS AND SEALANTS**" .**

4. Install oil pan (lower) as follows:
 - a. Use scraper to remove old liquid gasket from mating surfaces.
 - Also remove old liquid gasket from mating surface of oil pan (upper).
 - Remove old liquid gasket from the bolt holes and thread.

CAUTION: Do not scratch or damage the mating surfaces when cleaning off old liquid gasket.

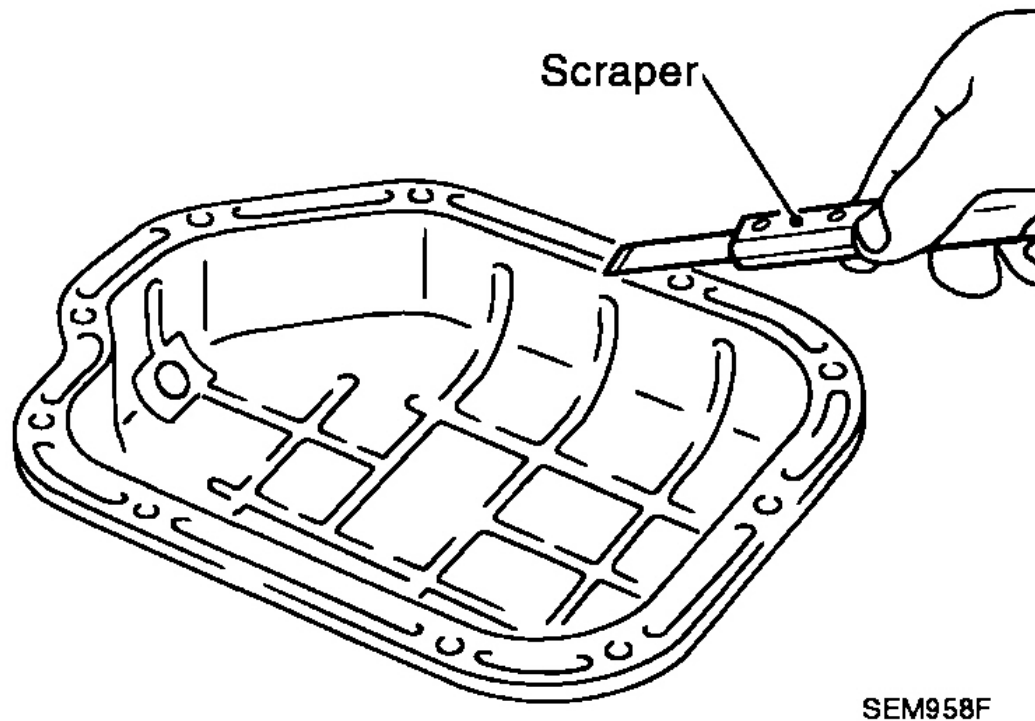


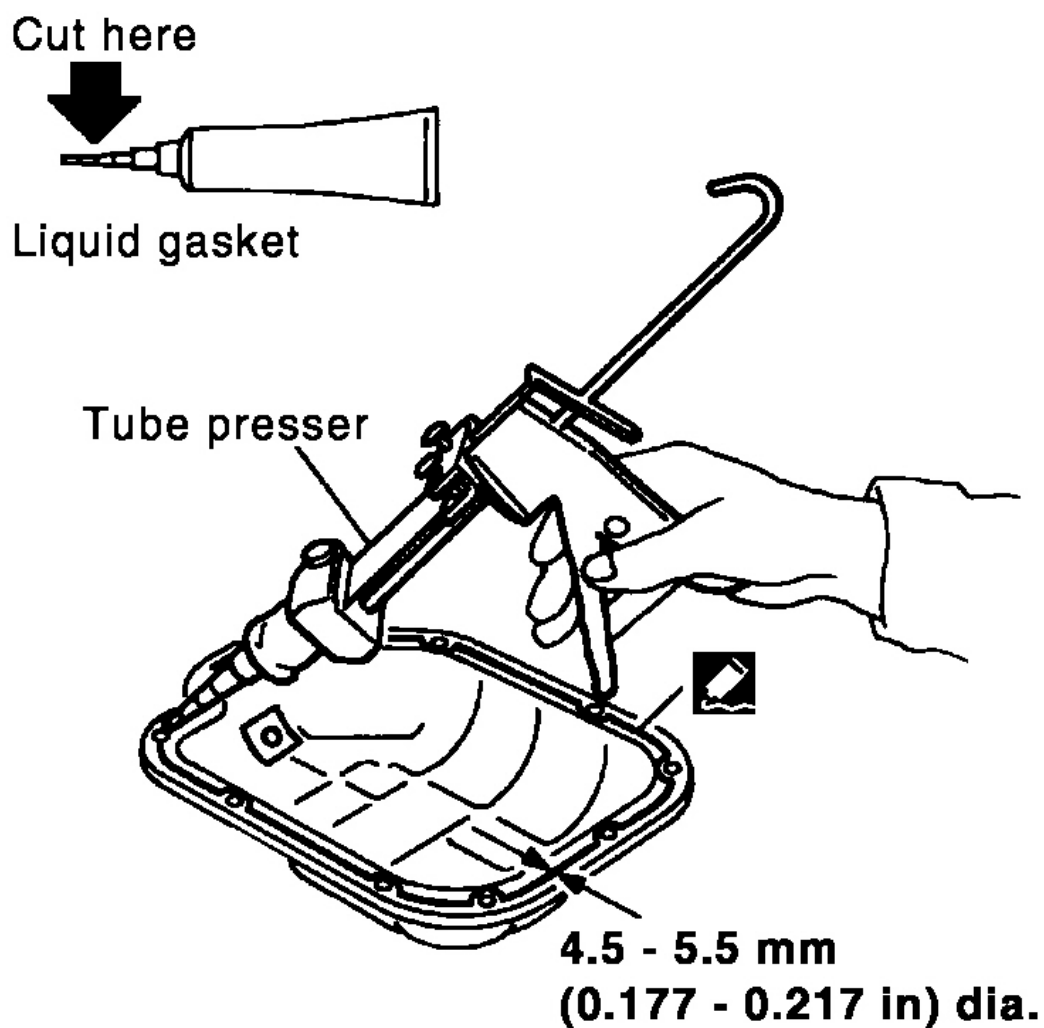
Fig. 50: Removing Liquid Gasket From Oil Pan (Lower) With Scraper
Courtesy of NISSAN MOTOR CO., U.S.A.

- b. Apply a continuous bead of liquid gasket with tube presser [SST: WS39930000 (-)] to the oil pan (lower) as shown in the figure.

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

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

For GI, go to **GENERAL INFORMATION -- SEDAN**.



 : Apply Genuine RTV silicone sealant or equivalent. Refer to GI section.

PBIC2657E

Fig. 51: Applying Liquid Gasket To Oil Pan (Lower)
Courtesy of NISSAN MOTOR CO., U.S.A.

c. Install oil pan (lower).

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

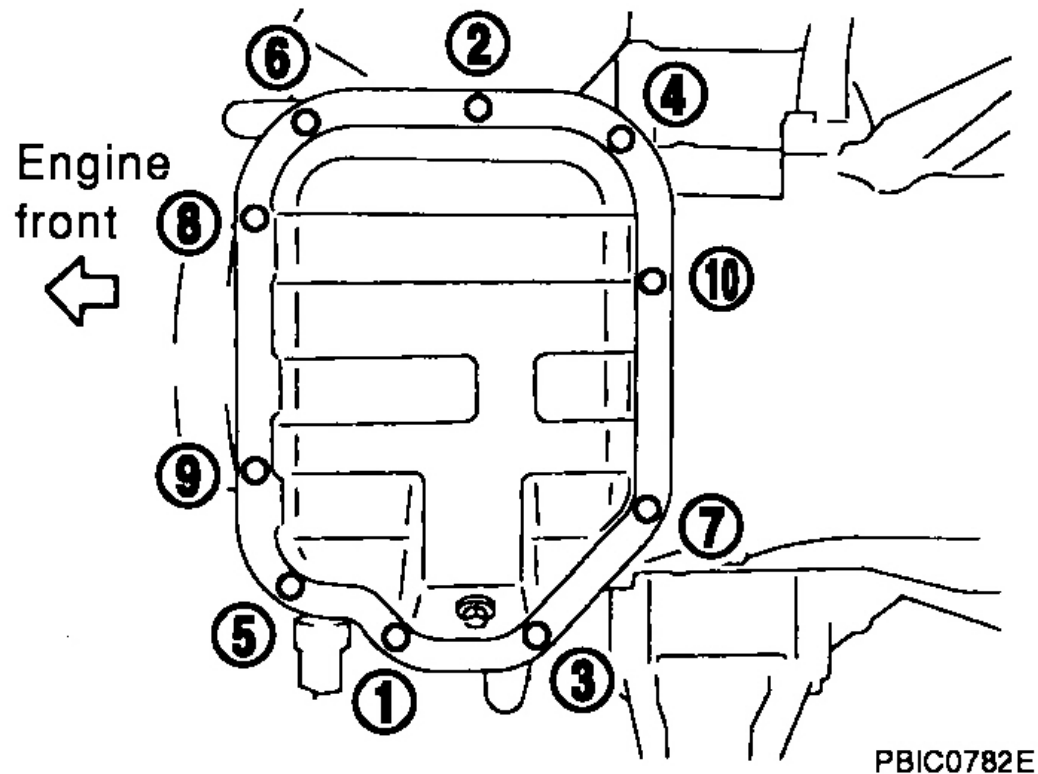


Fig. 52: Identifying Oil Pan (Lower) Mounting Bolts Tightening Sequence
Courtesy of NISSAN MOTOR CO., U.S.A.

5. Install oil pan drain plug.

- Refer to the figure of components of former page for the installation direction of drain plug washer. Refer to "**Components (2WD Model)**".

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

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

INSPECTION AFTER INSTALLATION

1. Check engine oil level and adjust engine oil. Refer to "**ENGINE OIL**".
2. Start engine, and check there is no leak of engine oil.
3. Stop engine and wait for 10 minutes.

is hot.

NOTE: When removing oil pan (lower) or oil strainer only, take step 1 then step 25 and 26.

1. Drain engine oil. Refer to "CHANGING ENGINE OIL".

CAUTION:

- Perform this step when engine is cold.
- Do not spill engine oil on drive belts.

2. Drain engine coolant. Refer to "CHANGING ENGINE COOLANT".

CAUTION:

- Perform when engine is cold.
- Do not spill engine coolant on drive belts.

3. Remove hood assembly. Refer to "HOOD".
4. Remove engine cover with power tool. Refer to "INTAKE MANIFOLD COLLECTOR".
5. Remove air hose and air duct to mass air flow sensor side and electric throttle control actuator side. Refer to "AIR CLEANER AND AIR DUCT".
6. Remove front and rear undercover with power tool.
7. Disconnect heater hose from heater pipe. Refer to "WATER OUTLET AND WATER PIPING".
8. Install engine front slinger and engine rear slinger to sling engine assembly for positioning. Refer to "ENGINE ASSEMBLY".

Slinger bolts:

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

9. Remove drive belts. Refer to "DRIVE BELTS".
10. Remove front suspension member. Refer to "FRONT SUSPENSION ASSEMBLY".
11. Remove front drive shaft (LH and RH). Refer to "FRONT DRIVE SHAFT".
12. Remove side shaft. Refer to "FRONT FINAL DRIVE ASSEMBLY".
13. Remove engine mounting bracket (RH) (Upper and Lower), engine mounting bracket (LH) and insulator (RH and LH). Refer to "ENGINE ASSEMBLY".
14. Remove front propeller shaft. Refer to "FRONT PROPELLER SHAFT".
15. Remove alternator stay. Refer to "CHARGING SYSTEM".
16. Remove idler pulley. Refer to "TIMING CHAIN".
17. Remove starter motor. Refer to "STARTING SYSTEM".
18. Disconnect oil cooler water hoses, and remove oil cooler water pipe mounting bolt. Refer to "OIL COOLER".
19. Remove oil filter, as necessary. Refer to "OIL FILTER".
20. Remove oil cooler, as necessary. Refer to "OIL COOLER".
21. Remove oil filter bracket, as necessary. Refer to "OIL FILTER BRACKET (AWD)".

22. Disconnect A/T fluid cooler hoses, and remove A/T fluid cooler tube. Refer to "TRANSMISSION ASSEMBLY".
23. Remove front final drive assembly. Refer to "FRONT FINAL DRIVE ASSEMBLY".
24. Remove crankshaft position sensor (POS).

CAUTION:

- Handle carefully to avoid dropping and shocks.
- Do not disassemble.
- Do not allow metal powder to adhere to magnetic part at sensor tip.
- Do not place sensor in a location where it is exposed to magnetism.

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

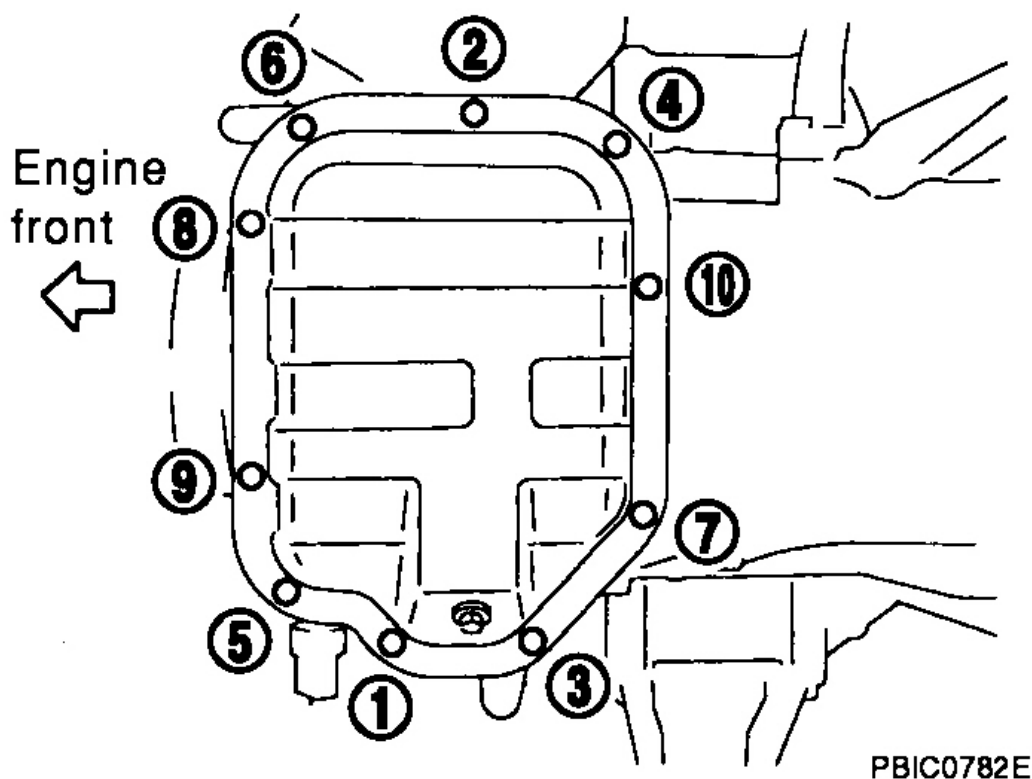


Fig. 54: Identifying Oil Pan (Lower) Mounting Bolts Loosening Sequence
Courtesy of NISSAN MOTOR CO., U.S.A.

- b. Insert seal cutter [SST] between oil pan (lower) and oil pan (upper).

CAUTION:

- Be careful not to damage the mating surfaces.
- Do not insert screwdriver, this will damage the mating surface.

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

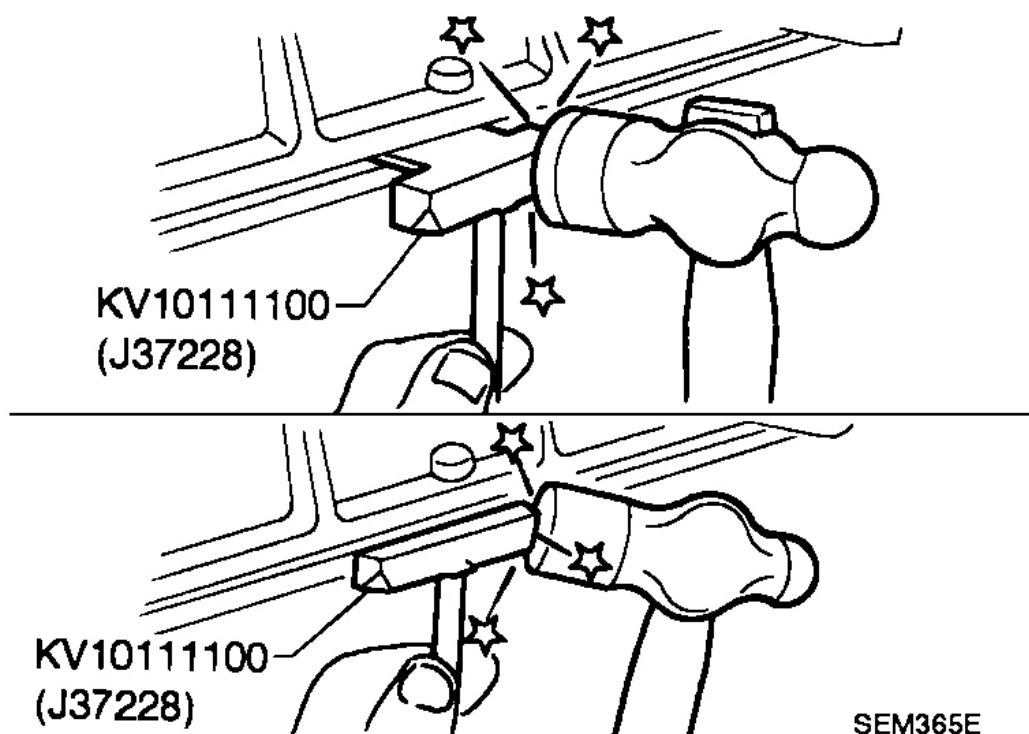


Fig. 55: Removing Oil Pan (Lower)

Courtesy of NISSAN MOTOR CO., U.S.A.

26. Remove oil strainer.
27. Remove transmission joint bolts which pierce oil pan (upper). Refer to "**TRANSMISSION ASSEMBLY**" (M/T models) or "**TRANSMISSION ASSEMBLY**" (A/T models).
28. Remove rear plate cover.
29. Loosen oil pan (upper) bolts with power tool in reverse order as shown in the figure to remove.
 - Insert seal cutter [SST: KV10111100 (J37228)] between oil pan (upper) and 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 surface.
- Do not insert screwdriver, this will damage the mating surfaces.

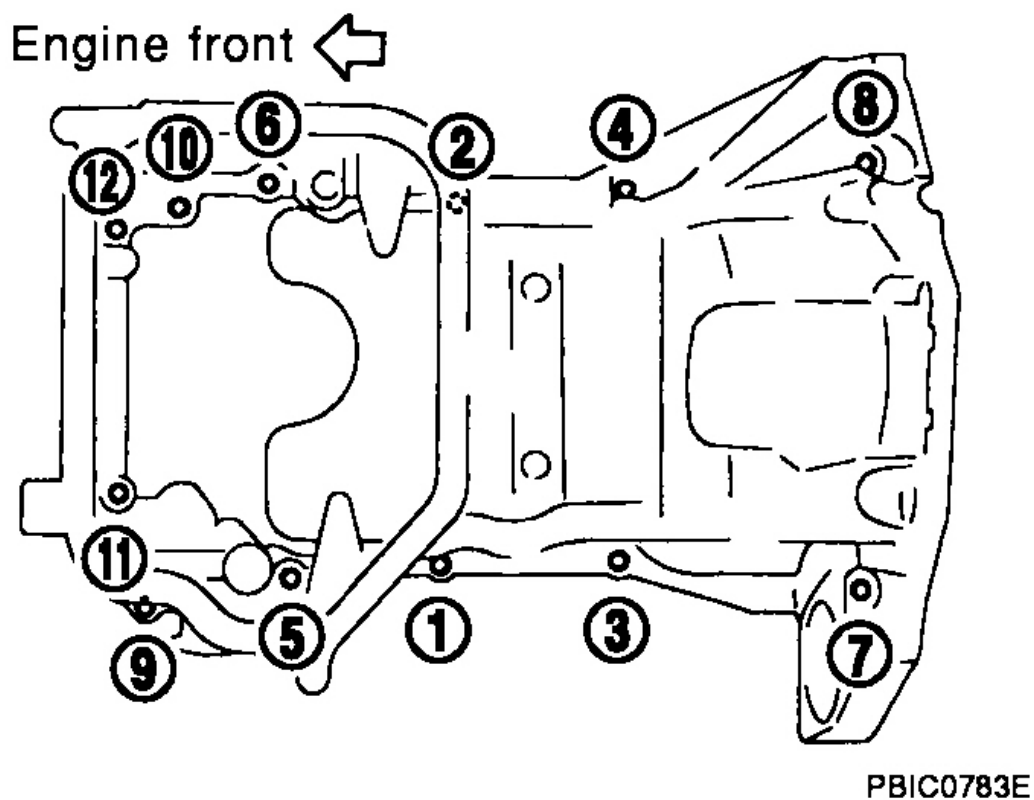


Fig. 56: Identifying Oil Pan (Upper) Bolts Loosening Sequence
Courtesy of NISSAN MOTOR CO., U.S.A.

30. Remove O-rings from bottom of cylinder block and oil pump.

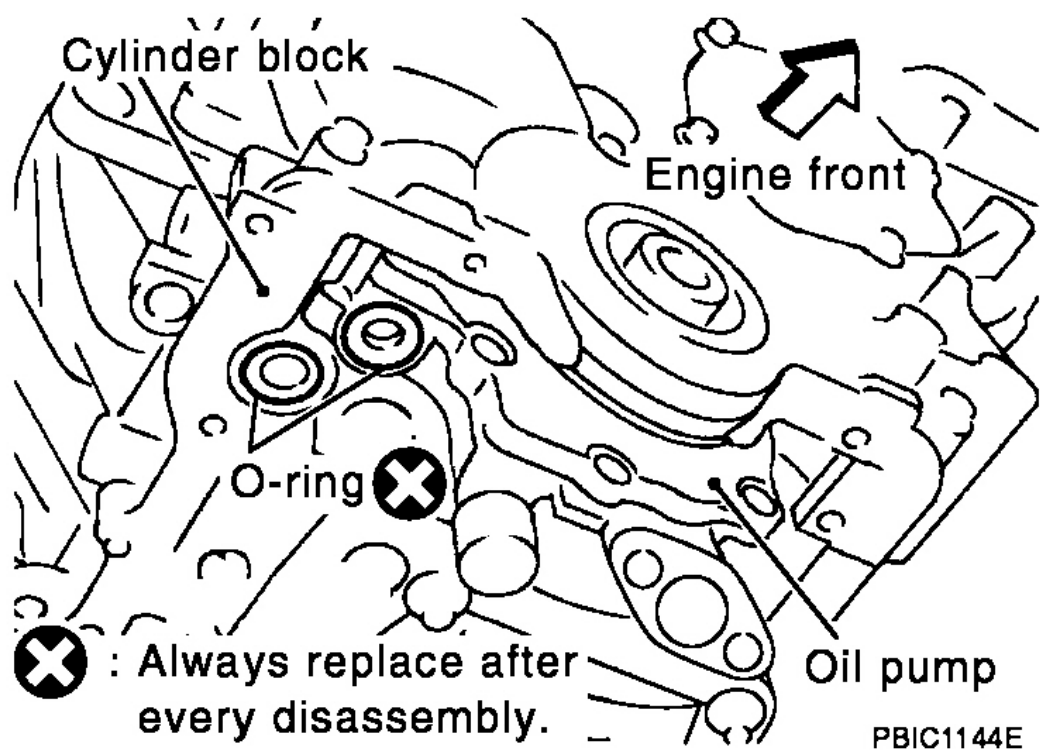
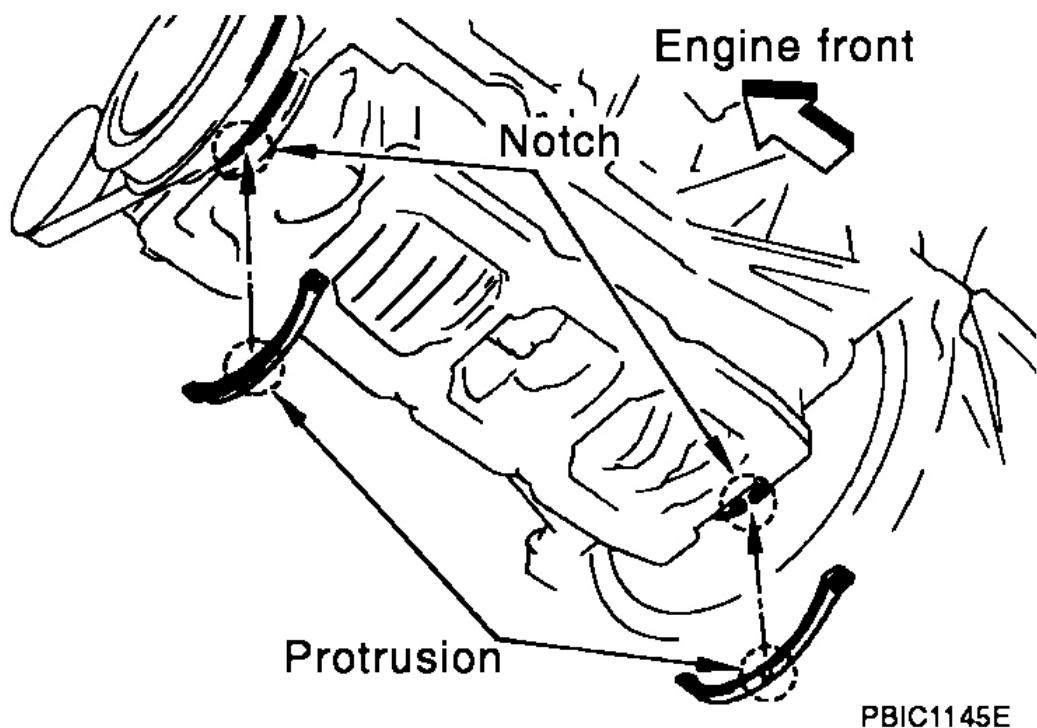


Fig. 57: Identifying O-Rings From Bottom Of Cylinder Block And Oil Pump
Courtesy of NISSAN MOTOR CO., U.S.A.

31. Remove oil pan gaskets.



PBIC1145E

Fig. 58: Aligning Protrusion Of Oil Pan Gasket With Notches
Courtesy of NISSAN MOTOR CO., U.S.A.

32. Remove axle pipe, as necessary.
 - Remove axle pipe from oil pan (upper) using a suitable drift [37 mm (1.46 in)].

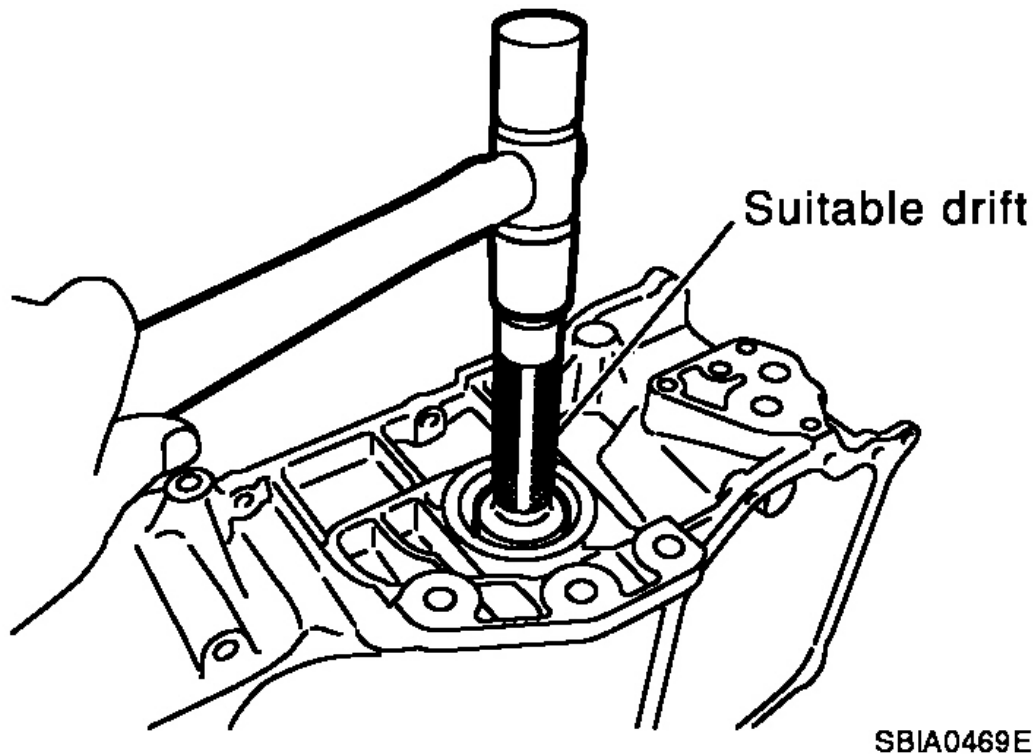


Fig. 59: Removing Axle Pipe From Oil Pan (Upper)
Courtesy of NISSAN MOTOR CO., U.S.A.

INSPECTION AFTER REMOVAL

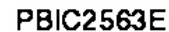
Clean oil strainer if any object attached.

INSTALLATION

1. Install axle pipe to oil pan, if removed.
 - Lubricate O-ring groove of axle pipe, O-ring, and O-ring joint of oil pan with new engine oil.

AXLE PIPE O-RING INNER DIAMETER

Unit: mm (in)	
Item	O-ring inner diameter
Final drive side (RH side)	32 (1.26)
Axle pipe flange side (LH side)	34 (1.34)



Courtesy of NISSAN MOTOR CO., U.S.A.

- $$(1.69 - 2.24 \text{ in})].$$

CAUTION: Insert it with care to prevent O-ring from sliding.

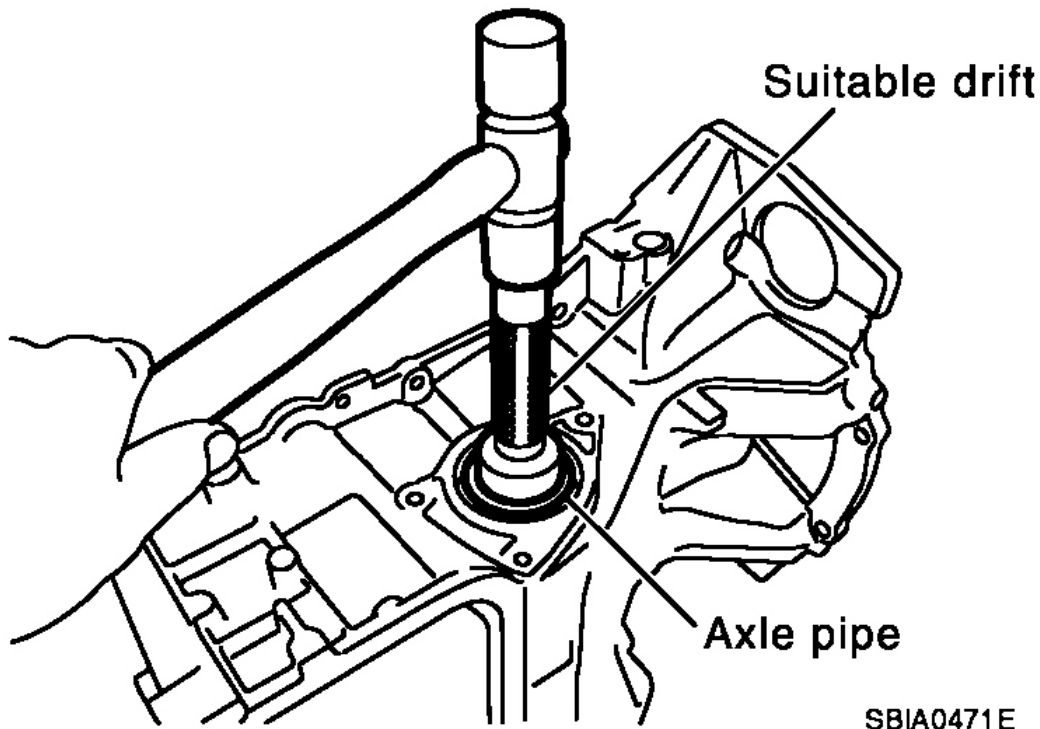
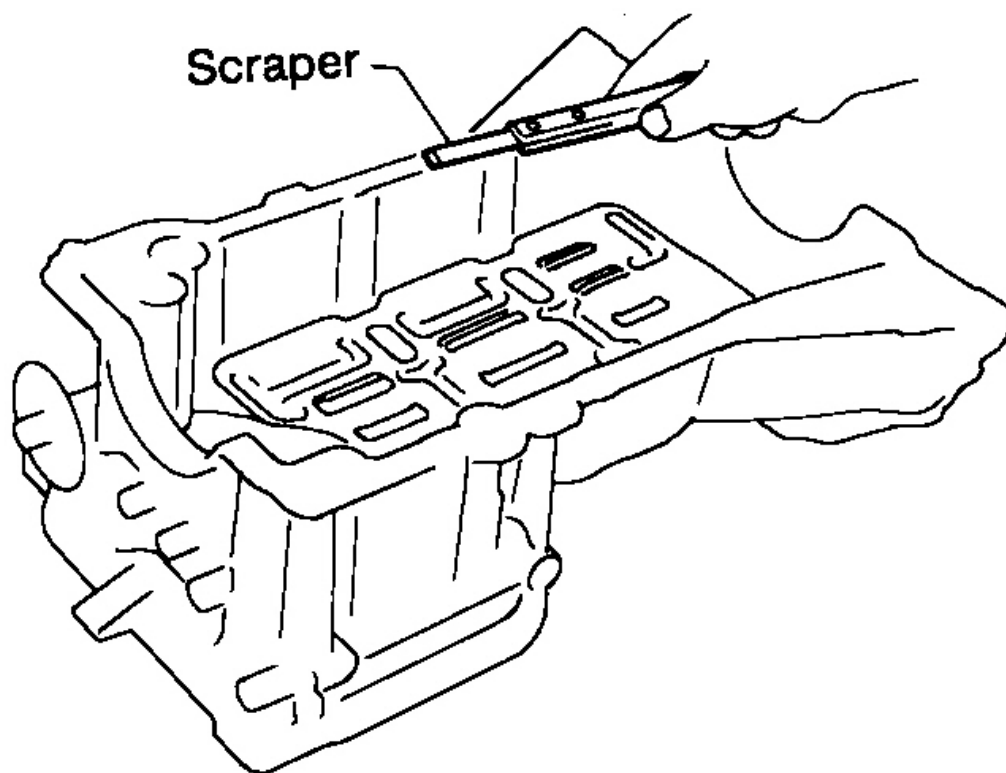


Fig. 61: Installing Axle Pipe To Oil Pan
Courtesy of NISSAN MOTOR CO., U.S.A.

2. Install oil pan (upper) as the following:
 - a. Use scraper to remove old liquid gasket from mating surfaces.
 - Also remove old liquid gasket from mating surface of cylinder block.
 - Remove old liquid gasket from the bolt holes and threads.

CAUTION: Do not scratch or damage the mating surfaces when cleaning off old liquid gasket.

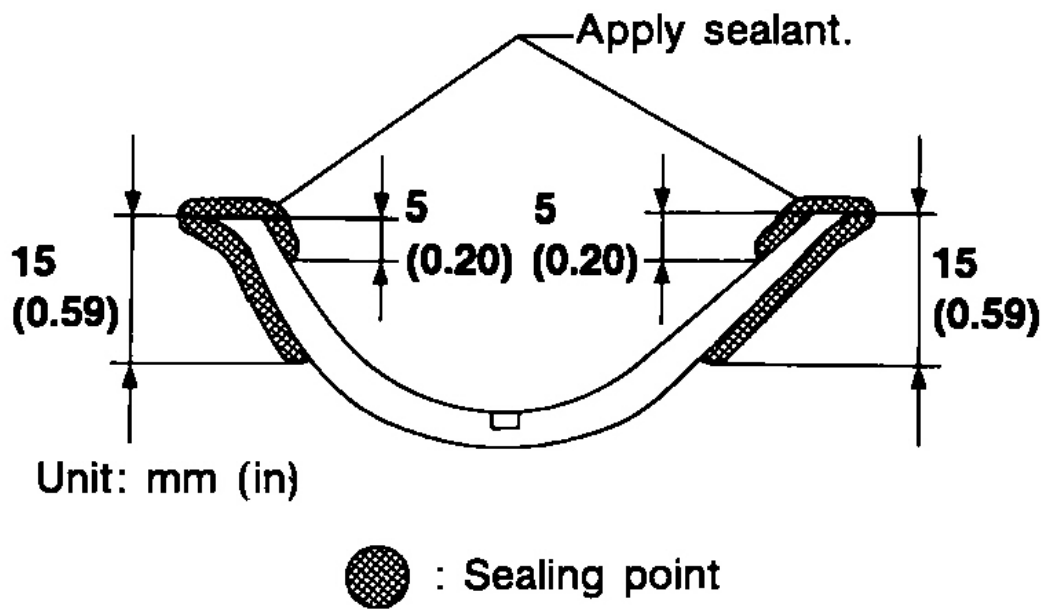


MEM108A

Fig. 62: Removing Oil Pan (Upper) Liquid Gasket With Scraper
Courtesy of NISSAN MOTOR CO., U.S.A.

- b. Apply liquid gasket to oil pan gaskets as shown in the figure.

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



SEM964E

Fig. 63: Applying Liquid Gasket To Oil Pan Gaskets
Courtesy of NISSAN MOTOR CO., U.S.A.

- To install, align protrusion of oil pan gasket with notches of front timing chain case and rear oil seal retainer.
- Install oil pan gasket with smaller arc to front timing chain case side.

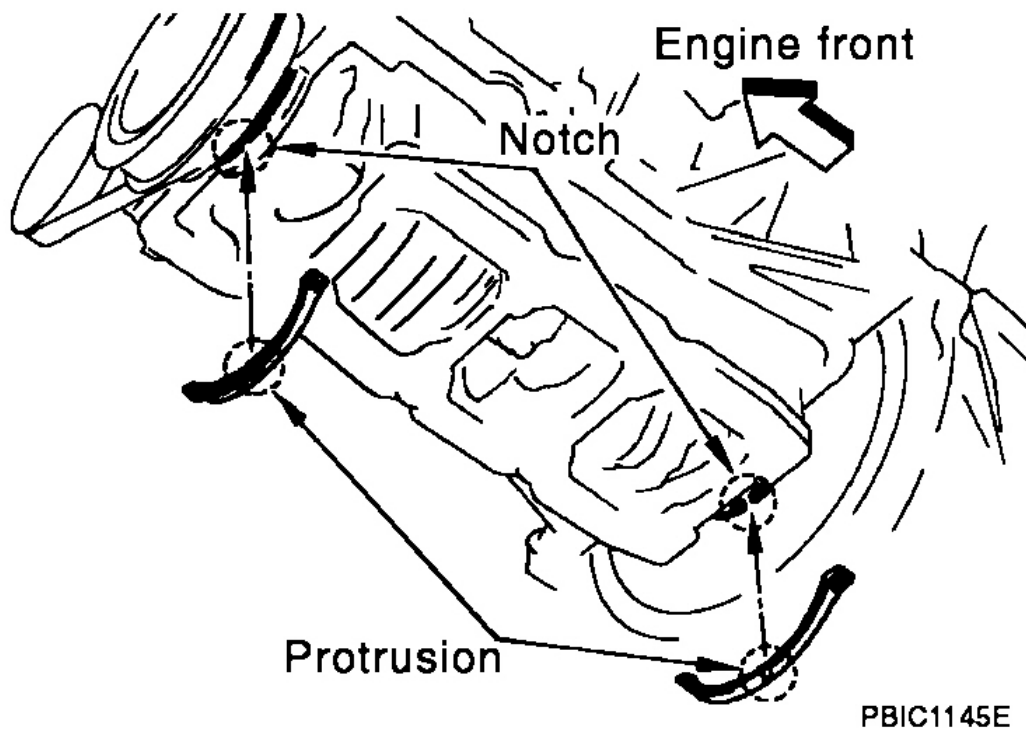


Fig. 64: Aligning Protrusion Of Oil Pan Gasket With Notches
Courtesy of NISSAN MOTOR CO., U.S.A.

- c. Install new O-rings on the bottom of cylinder block and oil pump.

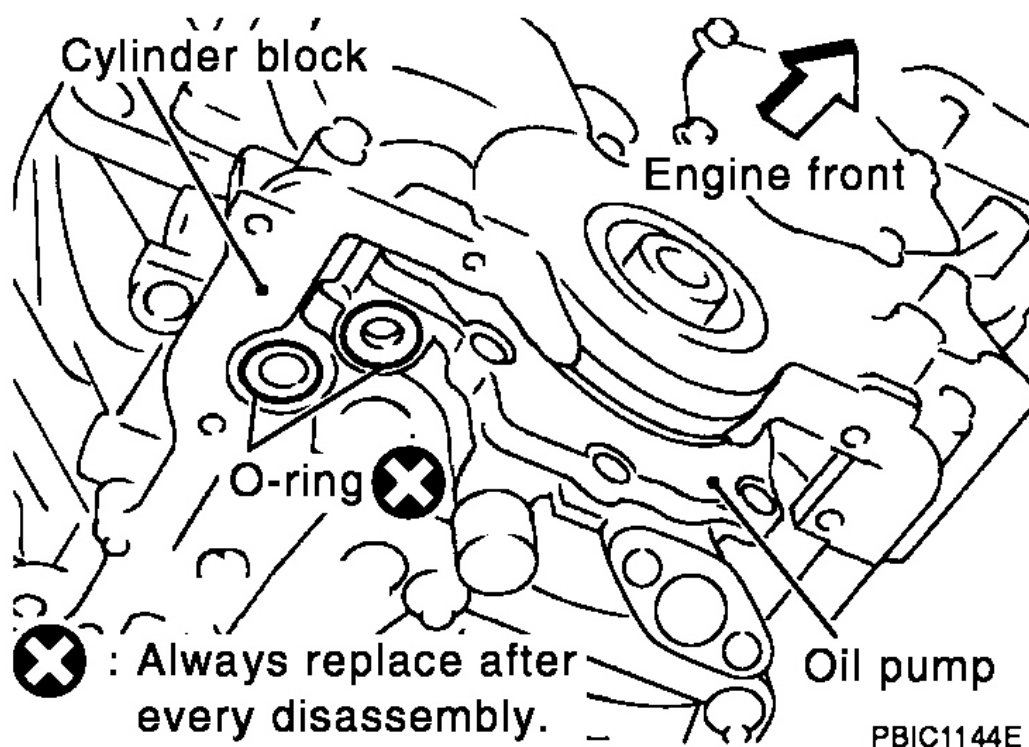


Fig. 65: Identifying O-Rings On Bottom Of Cylinder Block And Oil Pump
 Courtesy of NISSAN MOTOR CO., U.S.A.

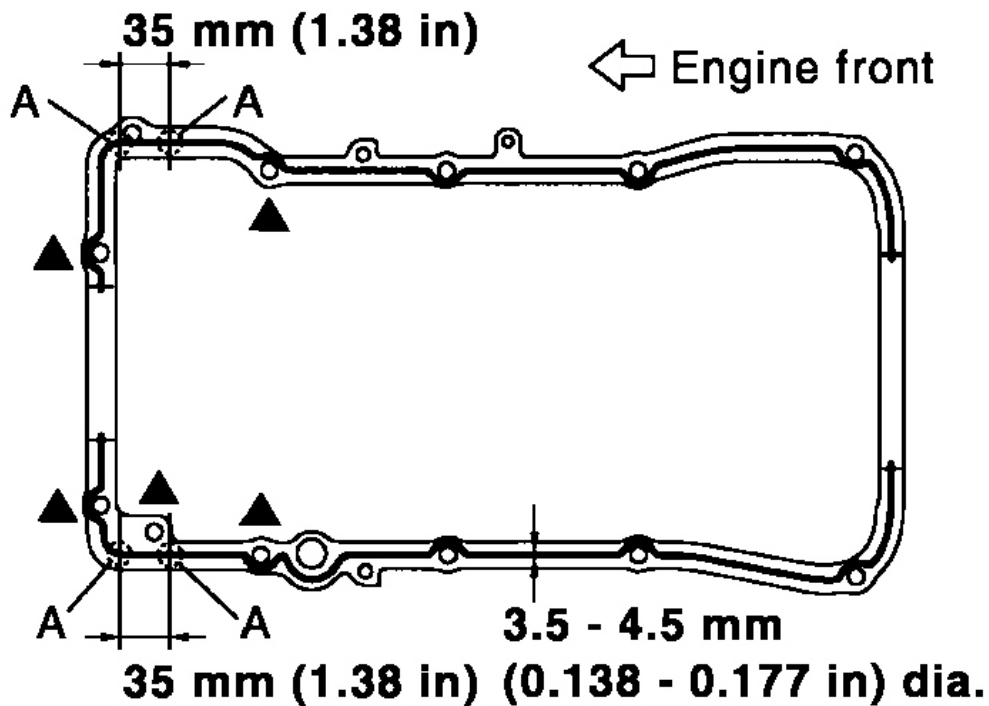
- d. Apply a continuous bead of liquid gasket with tube presser [SST: WS39930000 (-)] to the cylinder block mating surface of oil pan (upper) to a limited portion as shown in the figure.

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

CAUTION:

- For bolt holes with Upper Arrow marks (5 locations), apply liquid gasket outside the holes.
- Apply a bead of 4.5 to 5.5 mm (0.177 to 0.217 in) in diameter to area "A".
- Attaching should be done within 5 minutes after coating.

- e. Install oil pan (upper).



PBIC2300E

Fig. 66: Applying Liquid Gasket To Cylinder Block Mating Surface Of Oil Pan (Upper)
 Courtesy of NISSAN MOTOR CO., U.S.A.

- Tighten bolts in numerical order as shown in the figure.
- There are two types of mounting bolts. Refer to the following for locating bolts.

M8 x 100 mm (3.97 in) : 5, 7, 8, 11

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

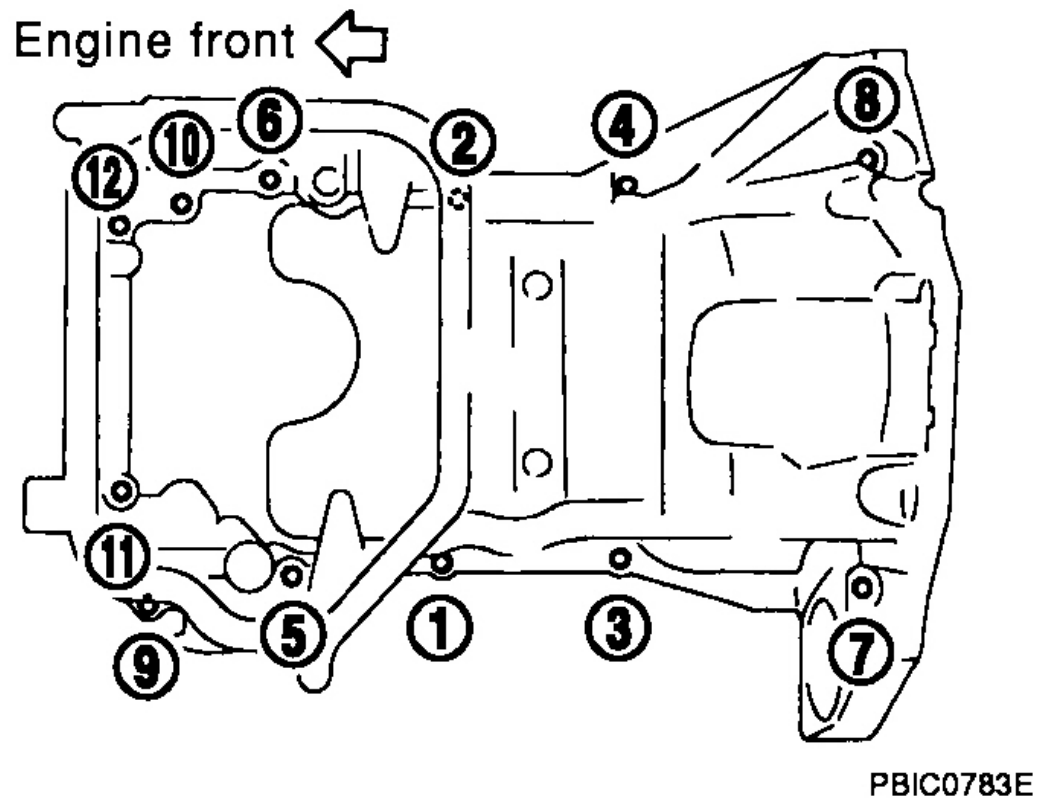


Fig. 67: Identifying Oil Pan (Upper) Mounting Bolts Tightening Sequence
Courtesy of NISSAN MOTOR CO., U.S.A.

- f. Tighten transmission joint bolts. Refer to "**TRANSMISSION ASSEMBLY**" (M/T models) or "**TRANSMISSION ASSEMBLY**" (A/T models).
3. Install oil strainer to oil pump.
4. Install oil pan (lower) as follows.
 - a. Use scraper to remove old liquid gasket from mating surfaces.
 - Also remove old liquid gasket from mating surface of oil pan (upper).

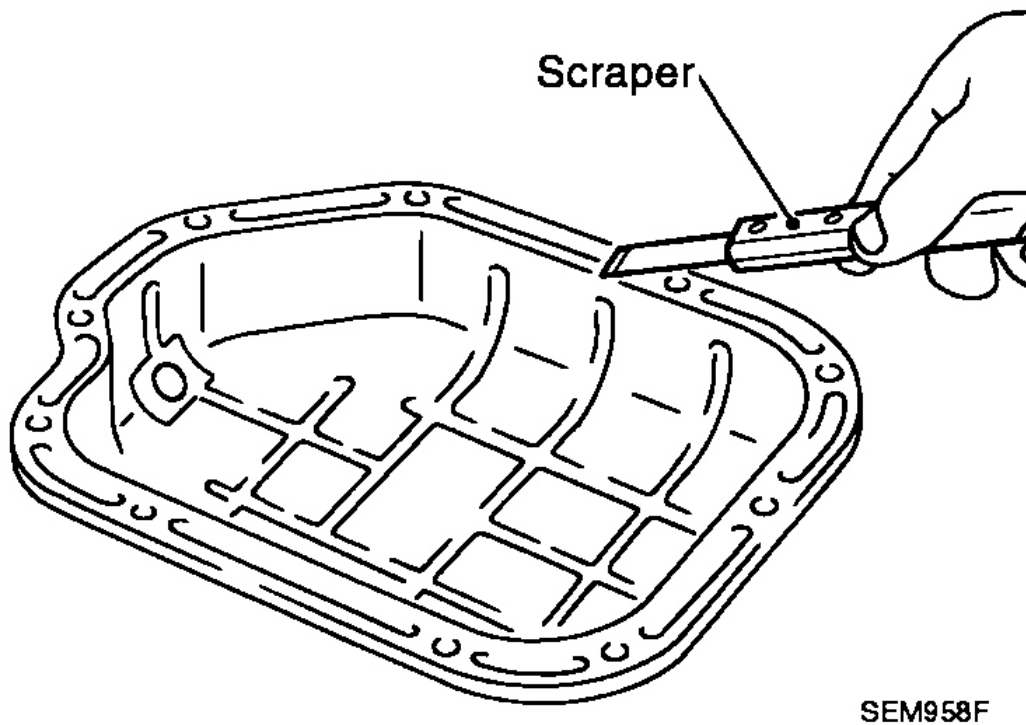


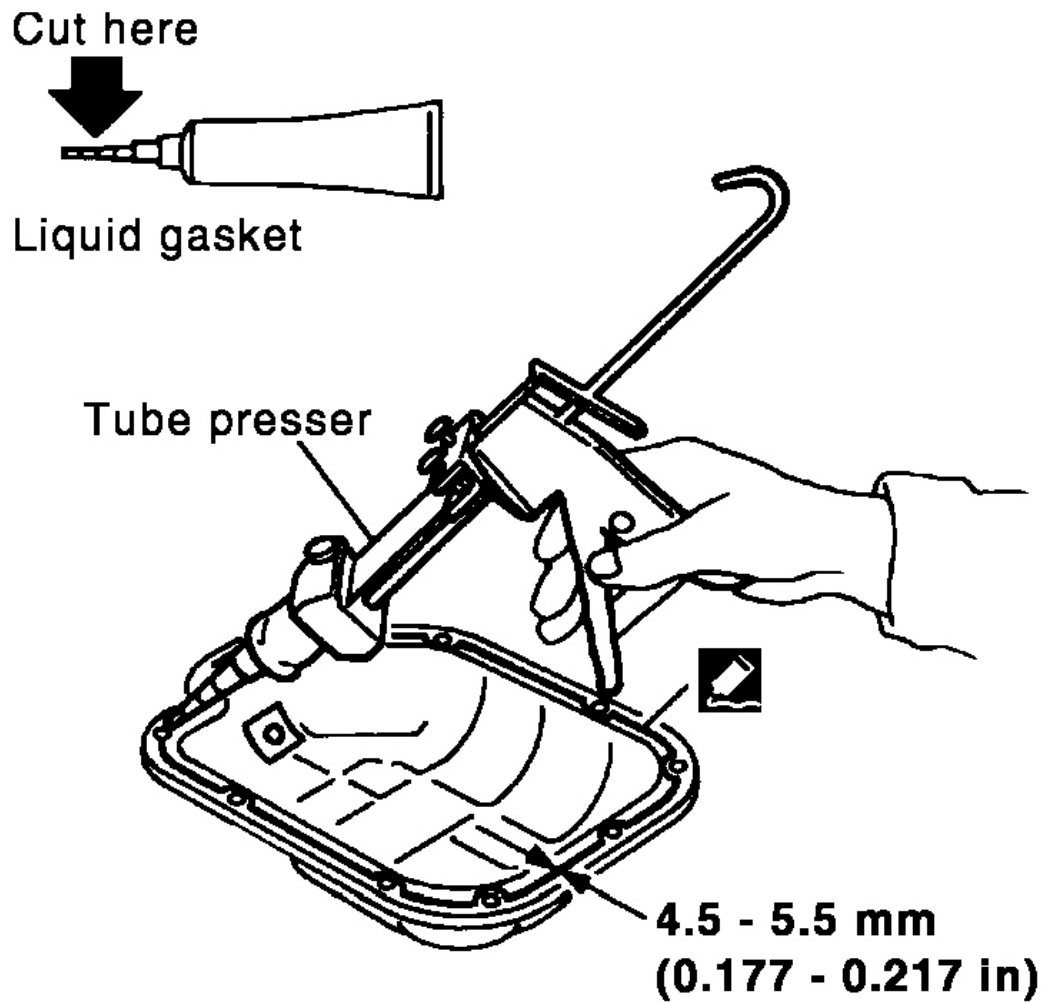
Fig. 68: Removing Oil Pan (Lower) Liquid Gasket With Scraper
Courtesy of NISSAN MOTOR CO., U.S.A.

- b. Apply a continuous bead of liquid gasket thoroughly with tube presser [SST: WS39930000 (-)] to oil pan (lower) as shown in the figure.

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

- CAUTION:**
- Be sure liquid gasket is 4.5 - 5.5 mm (0.177 - 0.217 in) wide.
 - Attaching should be done within 5 minutes after coating.

For GI, go to GENERAL INFORMATION -- SEDAN.



 : Apply liquid gasket. (Use Genuine RTV silicone sealant or equivalent. Refer to GI section.)

PBIC1146E

Fig. 69: Applying Liquid Gasket To Oil Pan (Lower)
Courtesy of NISSAN MOTOR CO., U.S.A.

c. Install oil pan (lower).

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

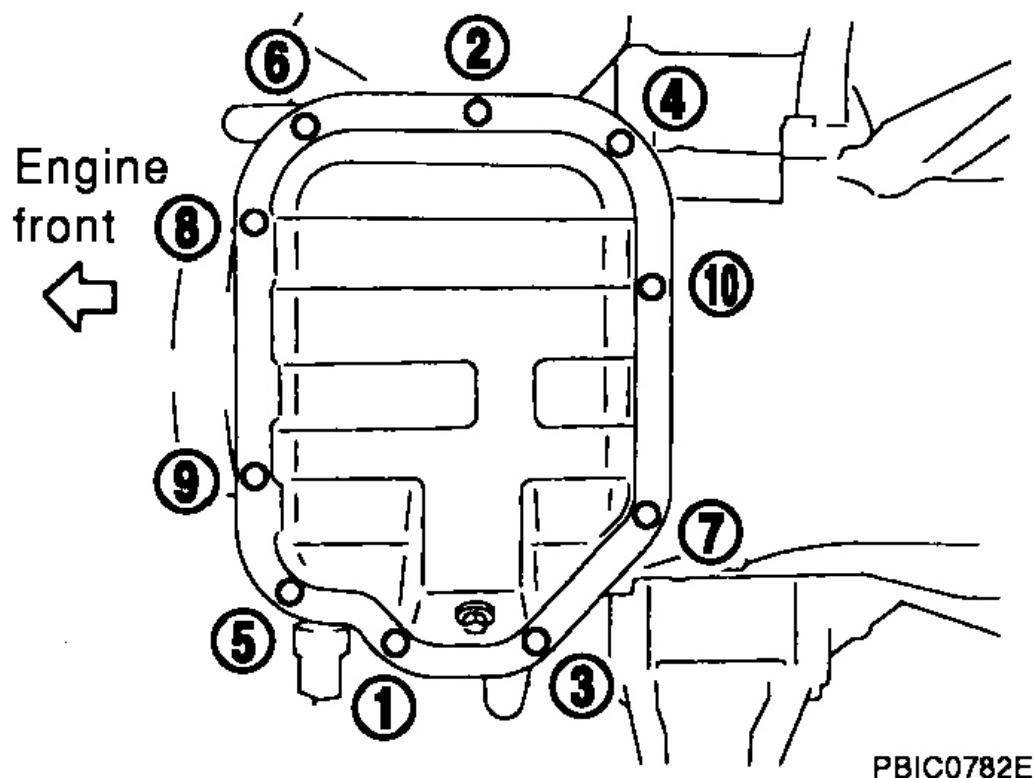


Fig. 70: Identifying Oil Pan (Lower) Bolts Tightening Sequence
Courtesy of NISSAN MOTOR CO., U.S.A.

5. Install oil pan drain plug.

- Refer to the figure of components of former page for the installation direction of drain plug washer. Refer to "**Components (AWD Model)**".

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

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

INSPECTION AFTER INSTALLATION

1. Check the engine oil level and adjust engine oil. Refer to "**ENGINE OIL**".
2. Start engine, and check there is no leak of engine oil.
3. Stop engine and wait for 10 minutes.

4. Check the engine oil level again. Refer to "ENGINE OIL".

IGNITION COIL

COMPONENTS

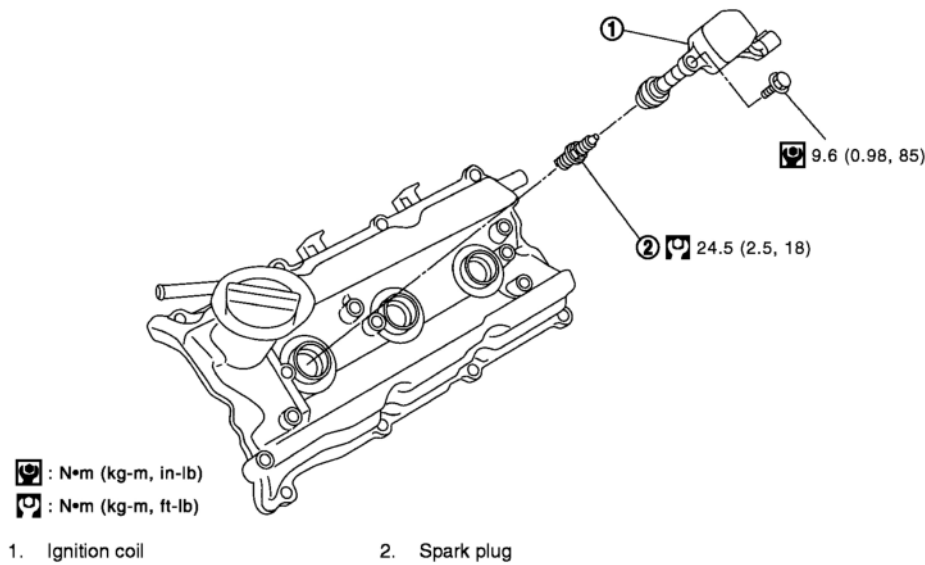


Fig. 71: Identifying Ignition Coil Components With Torque Specifications
 Courtesy of NISSAN MOTOR CO., U.S.A.

REMOVAL AND INSTALLATION

REMOVAL

1. Remove engine cover with power tool. Refer to "INTAKE MANIFOLD COLLECTOR".
2. Remove air cleaner case and air duct (for ignition coil of left bank side). Refer to "AIR CLEANER AND AIR DUCT".
3. Move aside harness, harness bracket, and hoses located above ignition coil.
4. Disconnect harness connector from ignition coil.
5. Remove ignition coil.

CAUTION: Do not shock it.

INSTALLATION

Install in the reverse order of removal.

SPARK PLUG (PLATINUM-TIPPED TYPE)

COMPONENTS

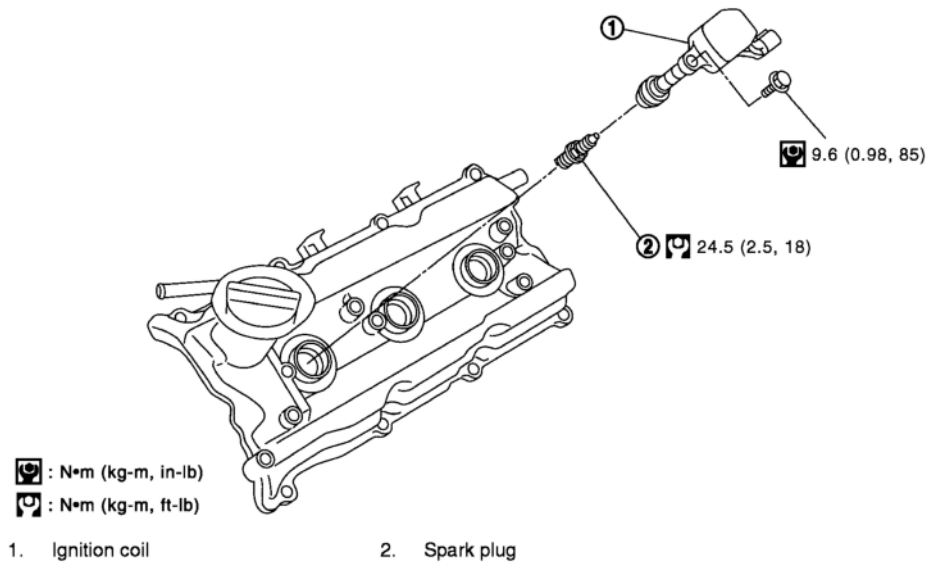
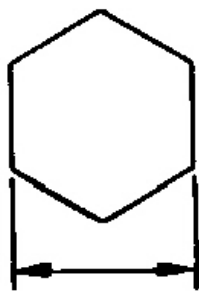


Fig. 72: Identifying Spark Plug (Platinum-Tipped Type) Components With Torque Specifications
Courtesy of NISSAN MOTOR CO., U.S.A.

REMOVAL AND INSTALLATION

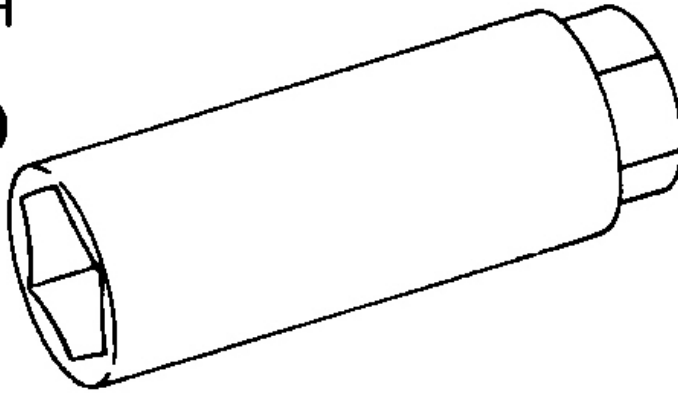
REMOVAL

1. Remove engine cover with power tool. Refer to "INTAKE MANIFOLD COLLECTOR".
2. Remove ignition coil. Refer to "IGNITION COIL".
3. Remove spark plug using spark plug wrench (commercial service tool).



**16 mm
(0.63 in)**

**Wrench with a magnet
to hold spark plug**



SEM294A

Fig. 73: View Of Spark Plug Socket
Courtesy of NISSAN MOTOR CO., U.S.A.

INSPECTION AFTER REMOVAL

Use standard type spark plug for normal condition.

Hot type spark plug is suitable when fouling occurs with standard type spark plug under conditions such as:

- Frequent engine starts
- Low ambient temperatures

Cold type spark plug is suitable when spark plug knock occurs with standard type spark plug under conditions such as:

- Extended highway driving
- Frequent high engine revolution

SPARK PLUG TYPES

Make	NGK
-------------	------------

2006 Infiniti G35

2006 ENGINE Engine Mechanical - G35 Sedan

Standard type	PLFR5A-11
Hot type	PLFR4A-11
Cold type	PLFR6A-11

Gap (Nominal) : 1.1 mm (0.043 in)

CAUTION:

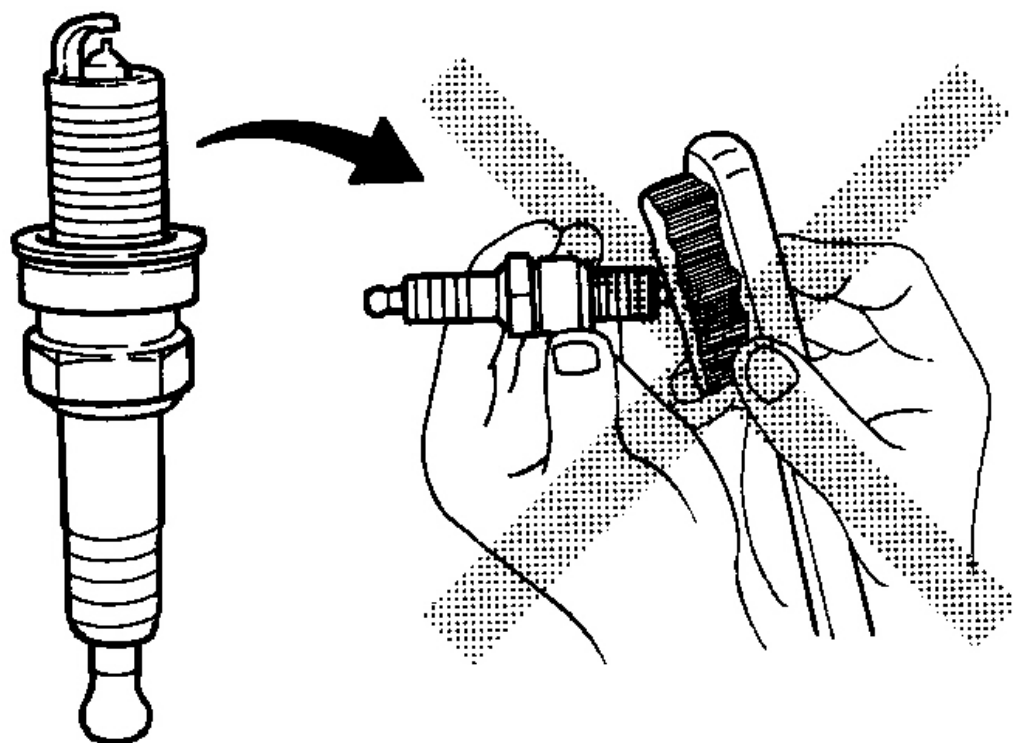
- Do not drop or shock spark plug.
- Do not use wire brush for cleaning.
- If plug tip is covered with carbon, spark plug cleaner may be used.

Cleaner air pressure:

Less than 588 kPa (6 kg/cm² , 85 psi)

Cleaning time:

Less than 20 seconds

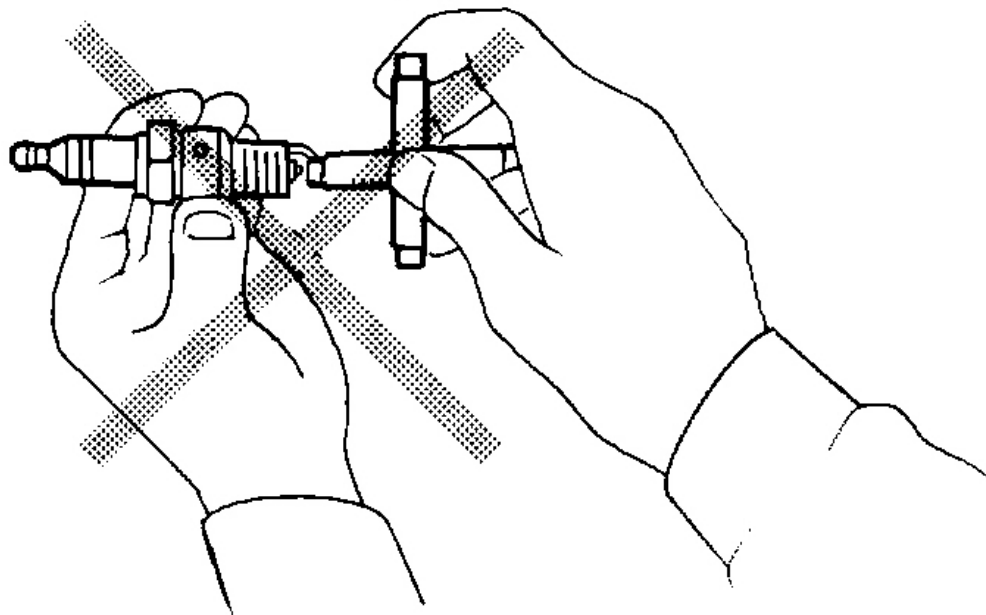


SMA773C

Fig. 74: Precaution For Cleaning Spark Plugs
Courtesy of NISSAN MOTOR CO., U.S.A.

- Checking and adjusting plug gap is not required between change intervals.

Do not adjust gap.



SMA806CA

Fig. 75: Precaution - Spark Plug Gap Adjustment
Courtesy of NISSAN MOTOR CO., U.S.A.

INSTALLATION

Install in the reverse order of removal.

FUEL INJECTOR AND FUEL TUBE

COMPONENTS

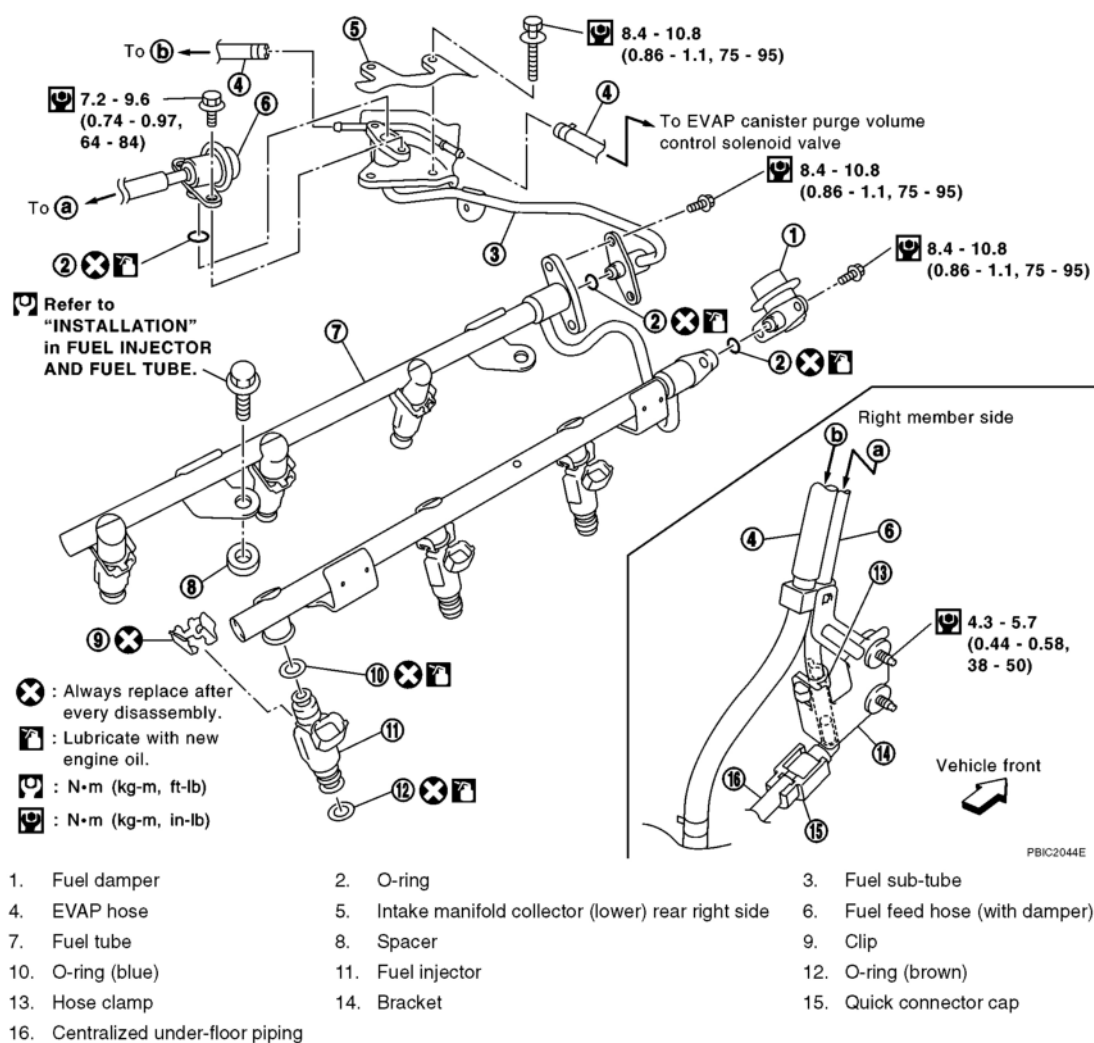


Fig. 76: Exploded View Of Fuel Injector And Fuel Tube Components With Torque Specifications
 Courtesy of NISSAN MOTOR CO., U.S.A.

CAUTION: Do not remove or disassemble parts unless instructed as shown in the figure.

REMOVAL AND INSTALLATION

REMOVAL

1. Remove engine cover with power tool. Refer to "INTAKE MANIFOLD COLLECTOR".
2. Release fuel pressure. Refer to "FUEL PRESSURE RELEASE".
3. Remove fuel feed hose (with damper) from fuel sub-tube.

NOTE: There is no fuel return route.

CAUTION:

- While hoses are disconnected, plug them to prevent fuel from draining.
- Do not separate fuel damper and fuel feed hose.

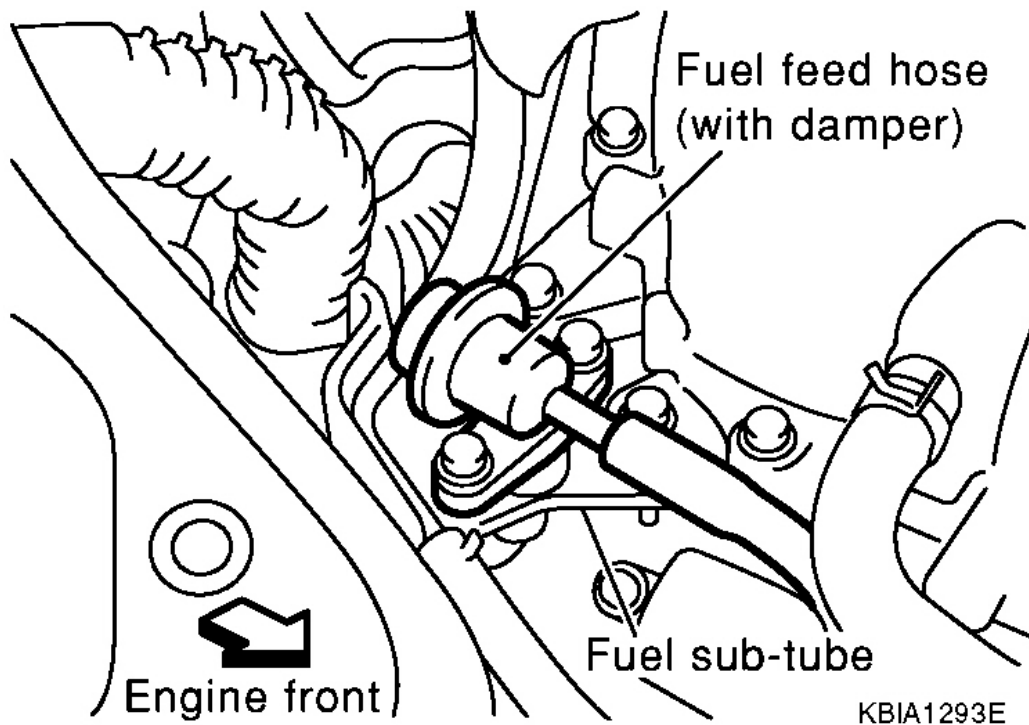


Fig. 77: Identifying Fuel Feed Hose With Damper

Courtesy of NISSAN MOTOR CO., U.S.A.

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

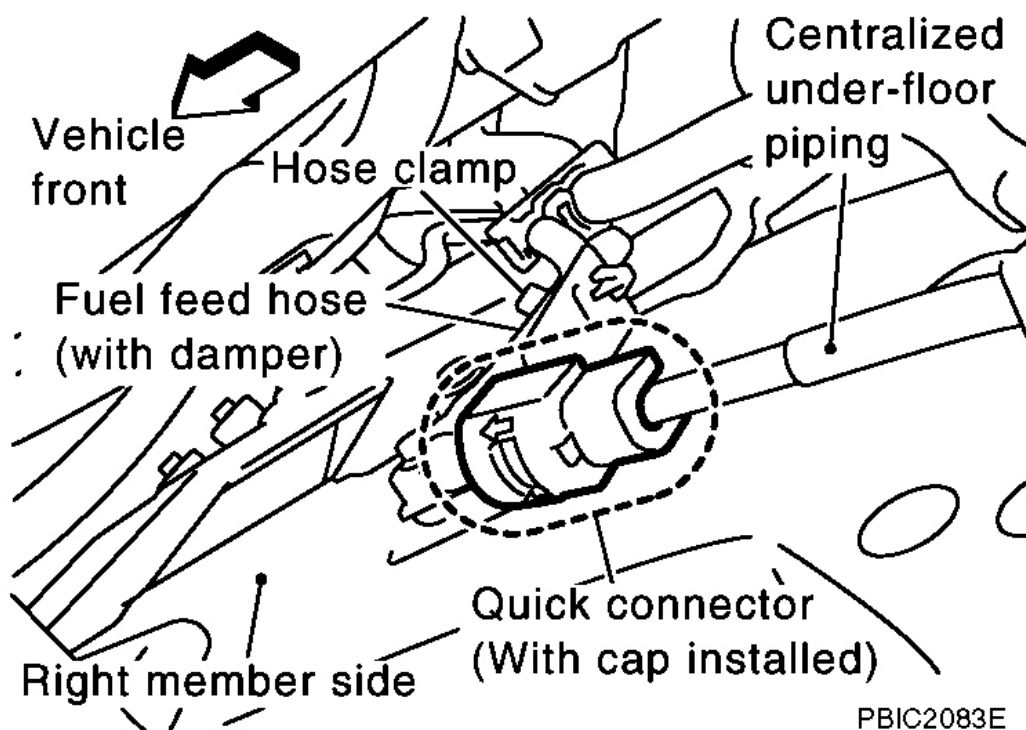


Fig. 78: Identifying Fuel Feed Hose With Damper From Bracket Hose Clamp
 Courtesy of NISSAN MOTOR CO., U.S.A.

- c. Disconnect quick connector from centralized under-floor piping as follows:

CAUTION: Disconnect quick connector by using quick connector release [SST: - (J-45488)], not by picking out retainer tabs.

- i. With the sleeve side of quick connector release facing quick connector, install quick connector release onto fuel tube.
- ii. Insert quick connector release into quick connector until sleeve contacts and goes no further. Hold quick connector release on that position.

CAUTION: Inserting quick connector release hard will not disconnect quick connector. Hold quick connector release where it contacts and goes no further.

- iii. Draw and pull out quick connector straight from centralized under-floor piping.

CAUTION: • Pull quick connector holding "A" position as shown in the fi

- Do not pull with lateral force applied. O-ring inside quick connector can 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 working performed around them.
- Do not expose parts to battery electrolyte or other acids.

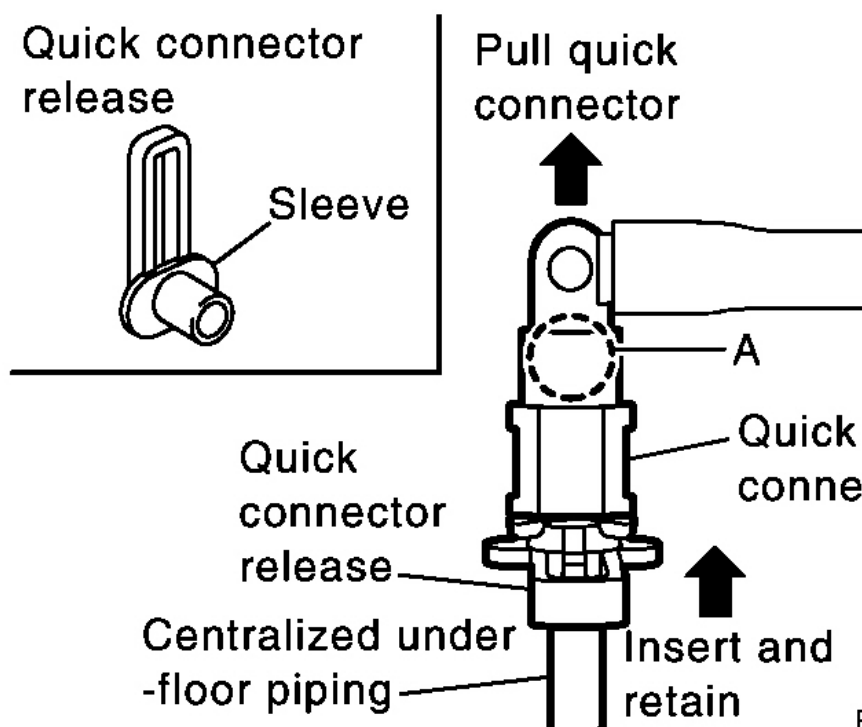


Fig. 79: Pulling Quick Connector
 Courtesy of NISSAN MOTOR CO., U.S.A.

- Do not bend or twist connection between quick connector and pipe (with damper) during installation/removal.
- To keep clean the connecting portion and to avoid damage to materials, cover them completely with plastic bags or some other protective material.

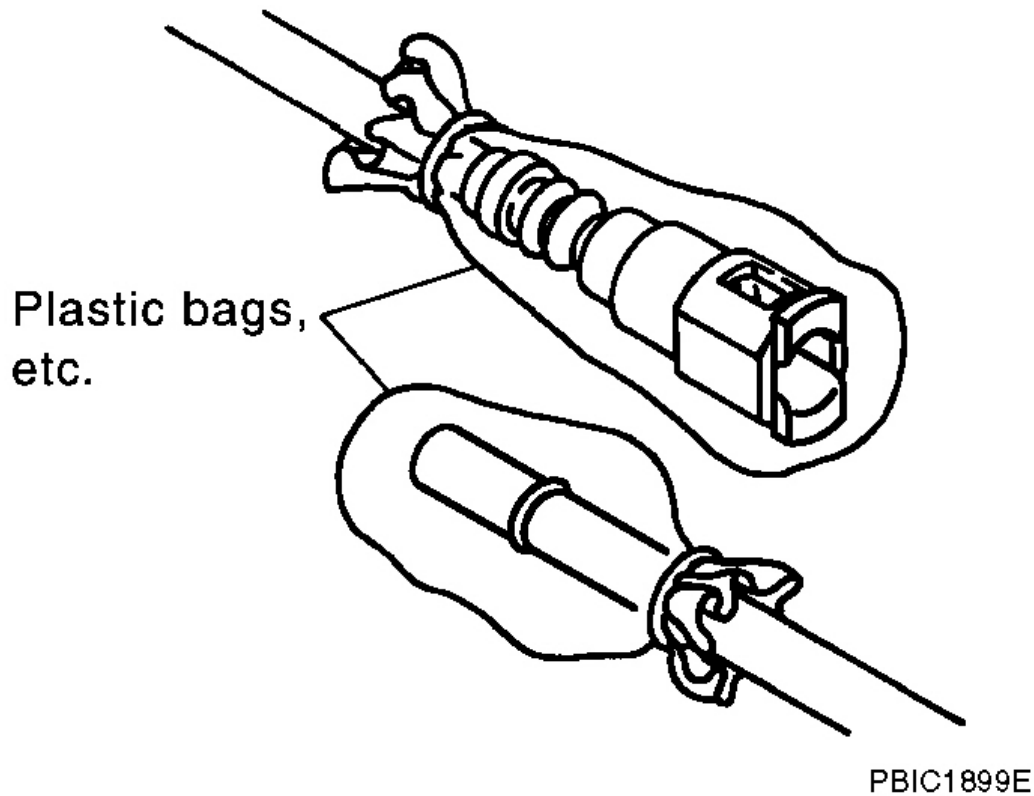
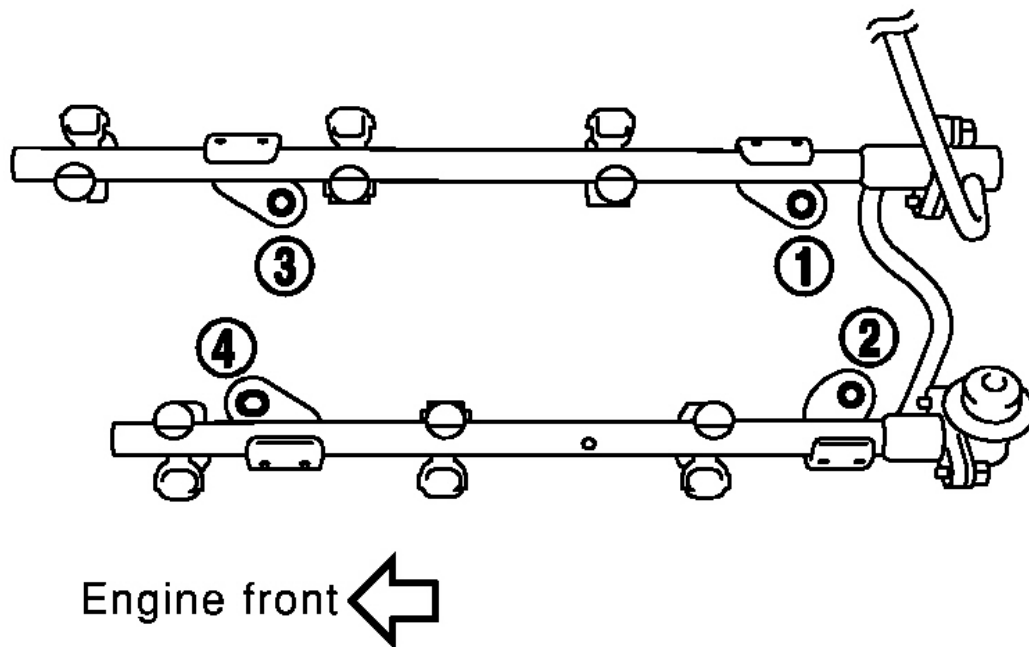


Fig. 80: Disposing Quick Connector And Fuel Hose
Courtesy of NISSAN MOTOR CO., U.S.A.

5. Remove intake manifold collectors (upper and lower). Refer to "INTAKE MANIFOLD COLLECTOR"
6. Disconnect harness connector from fuel injector.
7. Loosen mounting bolts in reverse order as shown in the figure, and remove fuel tube and fuel injector assembly.

CAUTION: Do not tilt it, or remaining fuel in pipes may flow out from pipes.



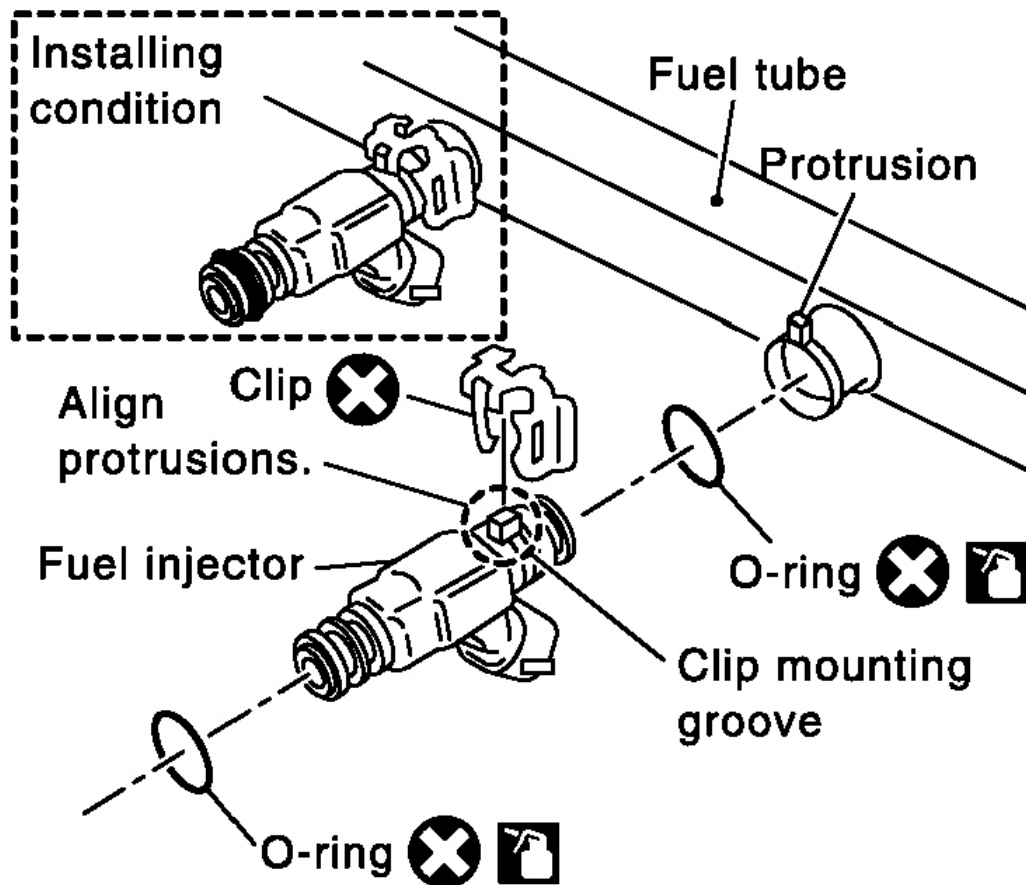
KBIA1296E

Fig. 81: Identifying Fuel Tube And Fuel Injector Assembly Mounting Bolts Loosening Sequence
Courtesy of NISSAN MOTOR CO., U.S.A.

8. Remove spacers on intake manifold.
9. Remove fuel injector from fuel tube as follows:
 - a. Open and remove clip.
 - 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.
- Do not bump or drop fuel injectors.
- Do not disassemble fuel injectors.



✕ : Always replace after every disassembly.

🛢 : Lubricate with new engine oil.

SBIA0364E

Fig. 82: Identifying Fuel Injector From Fuel Tube
 Courtesy of NISSAN MOTOR CO., U.S.A.

10. Remove fuel sub-tube and fuel damper.

INSTALLATION

1. Install fuel damper and fuel sub-tube.
 - When handling O-rings, be careful of the following caution.

CAUTION:

- Handle O-ring with bare hands. Do not wear gloves.
- Lubricate O-ring with new engine oil.
- Do not clean O-ring with solvent.
- Make sure 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, do not insert it quickly into fuel tube.

- Insert O-ring straight into fuel tube. Do not decenter or twist it.
 - Insert fuel damper and fuel sub-tube straight into fuel tube.
 - Tighten mounting bolts evenly in turn.
 - After tightening mounting bolts, make sure that there is no gap between flange and fuel tube.
2. Note the following, and install O-rings to fuel injector.

CAUTION:

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

Fuel tube side : Blue

Nozzle side : Brown

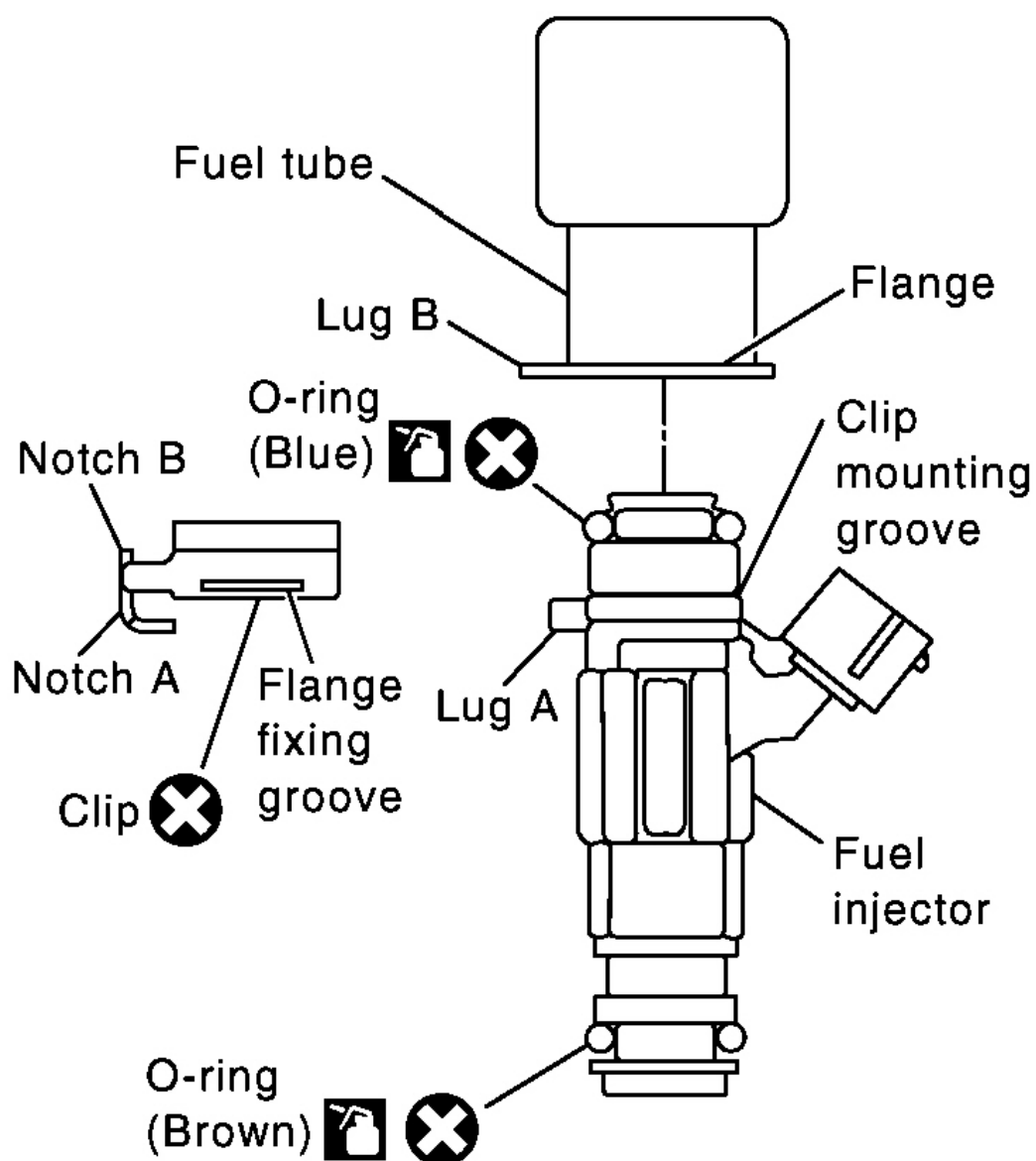
- Handle O-ring with bare hands. Do not wear gloves.
- Lubricate O-ring with new engine oil.
- Do not clean O-ring with solvent.
- Make sure that O-ring and its mating part are free of foreign material.
- When installing O-ring, be careful not to scratch it with tool or fingernails. Also be careful not to twist or stretch O-ring. If O-ring was stretched while it was being attached, do not insert it quickly into fuel tube.
- Insert O-ring straight into fuel tube. Do not decenter or twist it.

3. Install fuel injector to fuel tube as follows:
 - a. Insert clip into clip mounting groove on fuel injector.
 - Insert clip so that lug "A" of fuel injector matches notch "A" of clip.

CAUTION:

- **Do not reuse clip. Replace it with a new one.**
- **Be careful to keep clip from interfering with O-ring. If interference occurs, replace O-ring.**

- b. Insert fuel injector into fuel tube with clip attached.
 - Insert it while matching it to the axial center.
 - Insert fuel injector so that lug "B" of fuel tube matches notch "B" of the clip.
 - Make sure that fuel tube flange is securely fixed in flange fixing groove on clip.
- c. Make sure that installation is complete by checking that fuel injector does not rotate or come off.



: Lubricate with new engine oil.



: Always replace after every disassembly.

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Fig. 83: Identifying Fuel Injector

Courtesy of NISSAN MOTOR CO., U.S.A.

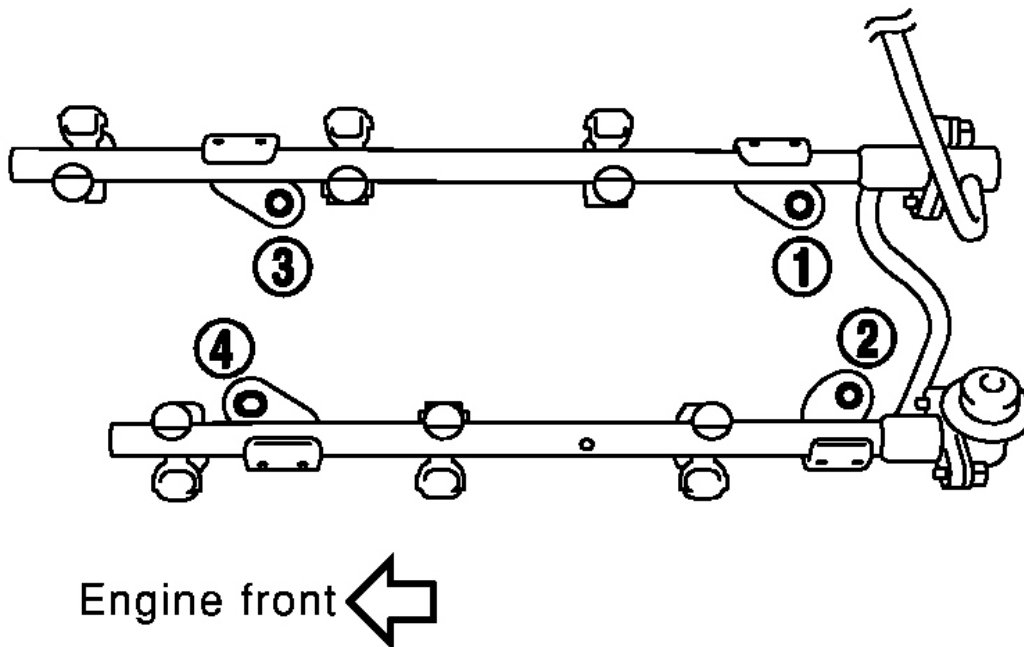
4. Install spacers on intake manifold.
5. Install fuel tube and fuel injector assembly to intake manifold.

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.

1st step : 9.3 - 10.8 N.m (0.95 - 1.1 kg-m, 6.9 - 7.9 ft-lb)

2nd step : 20.6 - 26.5 N.m (2.1 - 2.7 kg-m, 16 - 19 ft-lb)

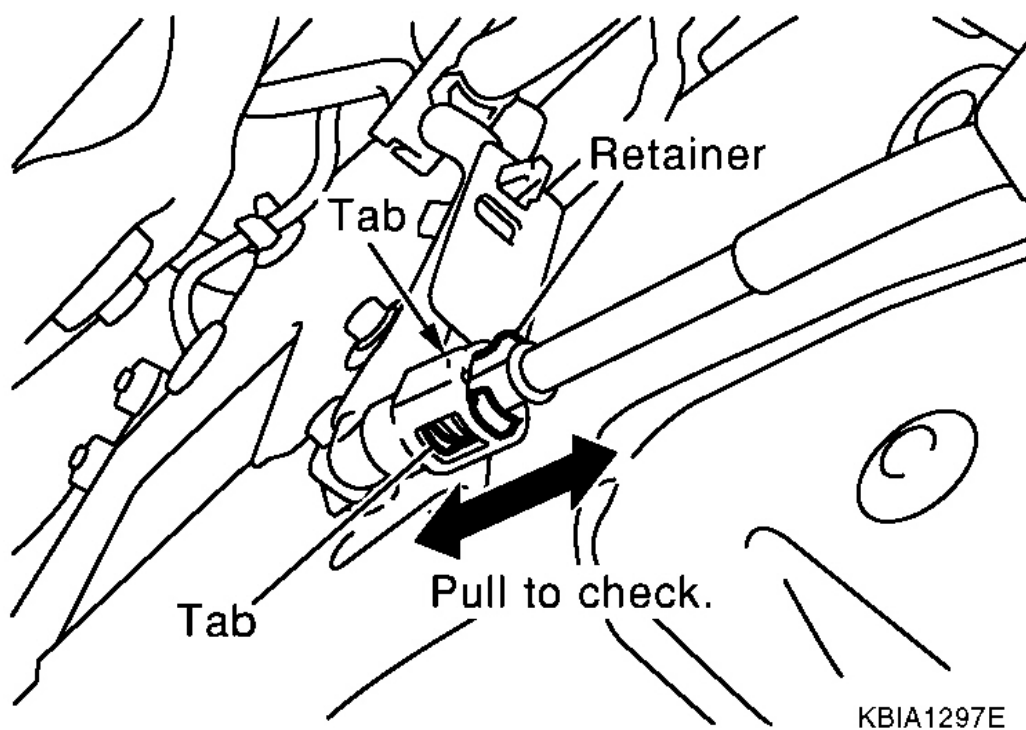


KBIA1296E

Fig. 84: Identifying Fuel Tube And Fuel Injector Assembly Mounting Bolts Tightening Sequence
 Courtesy of NISSAN MOTOR CO., U.S.A.

6. Connect fuel injector harness connector.
7. Install intake manifold collectors (upper and lower). Refer to "**INTAKE MANIFOLD COLLECTOR**"
8. Install fuel sub-tube on rear end of intake manifold collector (lower).

9. 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, make sure that there is no gap between flange and fuel sub-tube.
10. Connect quick connector between fuel feed hose (with damper) and centralized under-floor piping connection as follows:
 - a. Check the connection for damage and foreign materials.
 - b. Align the connector with tube, then insert the connector straight into the tube until a click is heard.
 - c. After connecting quick connector, use the following method to make sure it is full connected.
 - Visually confirm that the two retainer tabs are connected to the connector.
 - Pull the tube and the connector to make sure they are securely connected.



KBIA1297E

Fig. 85: Checking Quick Connector Connection
Courtesy of NISSAN MOTOR CO., U.S.A.

- d. Install quick connector cap to quick connector connection.
 - Install quick connector cap with arrow on surface facing in direction of quick connector (fuel feed hose side).

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

- e. Secure fuel feed hose (with damper) to clamp.
11. Install in the reverse order of removal after this step.

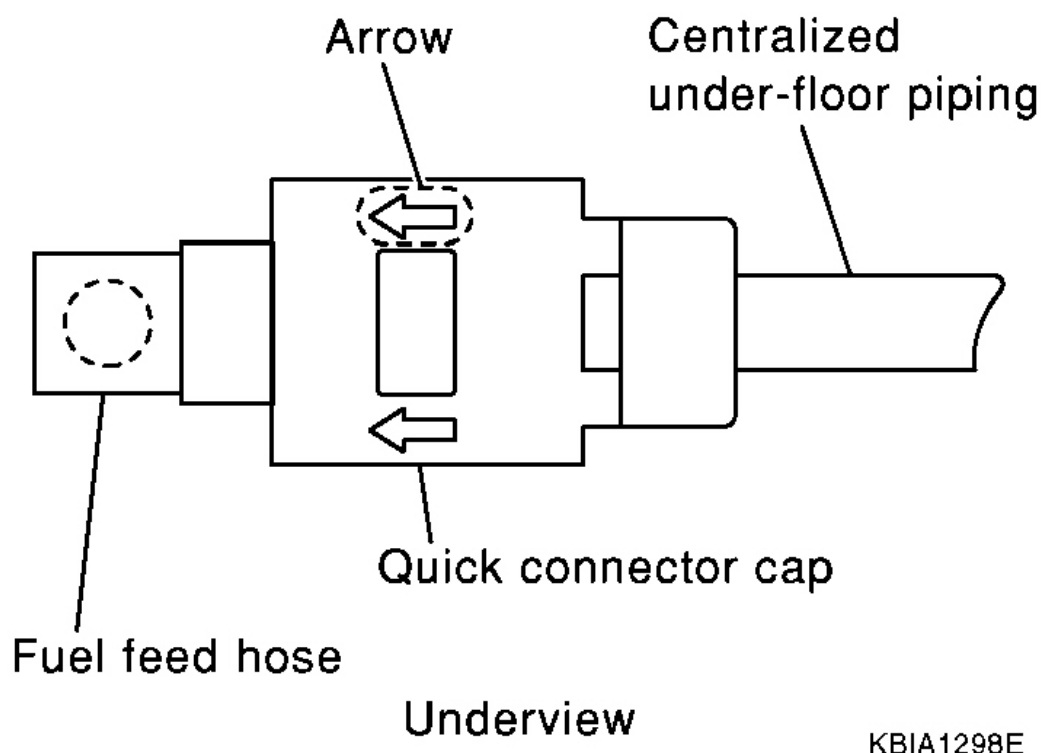


Fig. 86: Identifying Quick Connector Cap To Quick Connector Connection
Courtesy of NISSAN MOTOR CO., U.S.A.

INSPECTION AFTER INSTALLATION

Check on Fuel Leakage

1. Turn ignition switch "ON" (with engine stopped). With fuel pressure applied to fuel piping, check for fuel leakage at connection points.
2. Start engine. With engine speed increased, check again for fuel leakage at connection points.

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

CAUTION: Do not touch engine immediately after stopped, as engine becomes extremely hot.

ROCKER COVER

COMPONENTS

For GL, go to GENERAL INFORMATION -- SEDAN .

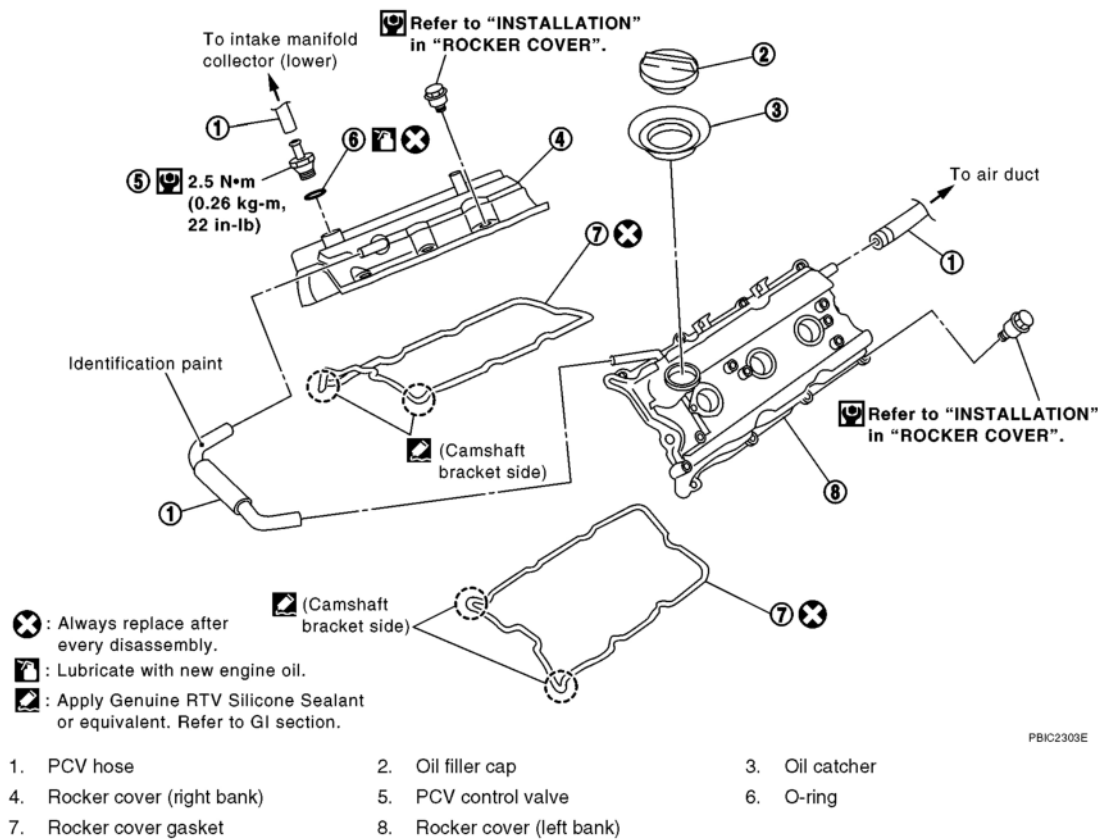


Fig. 87: Exploded View Of Rocker Cover Components With Torque Specifications
 Courtesy of NISSAN MOTOR CO., U.S.A.

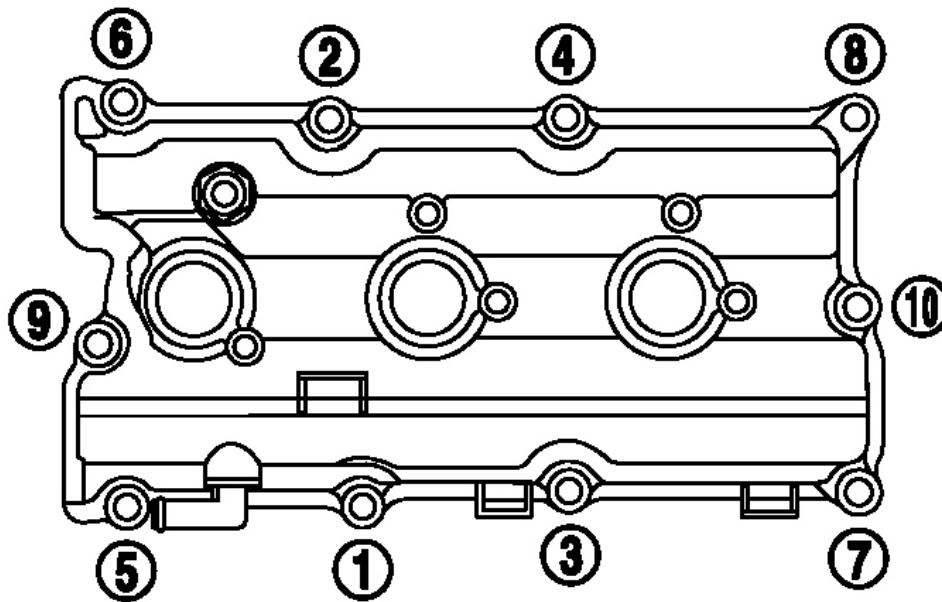
REMOVAL AND INSTALLATION

REMOVAL

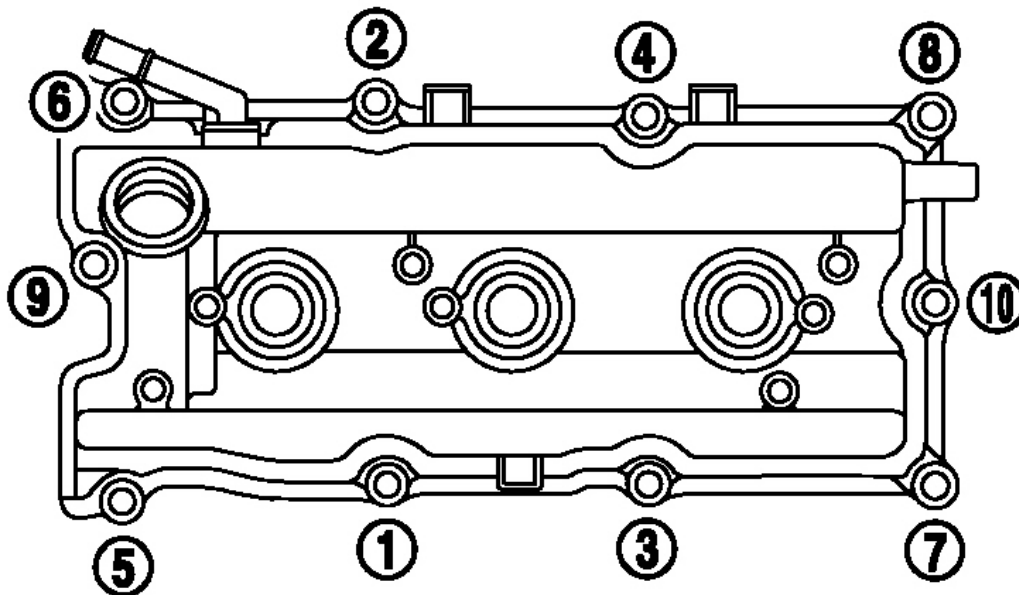
1. Remove intake manifold collectors (upper and lower) with power tool. Refer to "INTAKE MANIFOLD COLLECTOR".
2. Separate engine harness removing their brackets from rocker covers.
3. Remove ignition coil. Refer to "IGNITION COIL".
4. Remove PCV hoses from rocker covers.

5. Loosen bolts in reverse order as shown in the figure (with power tool).

Right bank



← Engine front



Left bank

KBIA0985E

Fig. 88: Identifying Rocker Cover Bolts Loosening Sequence
 Courtesy of NISSAN MOTOR CO., U.S.A.

6. Use scraper to remove all traces of liquid gasket from cylinder head and camshaft bracket (No. 1).

INSTALLATION

1. Apply liquid gasket of 3.0 mm (0.12 in) diameter to position shown in the figure [both edges of camshaft bracket (No. 1)] (on both banks).

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

- First, apply it to engine longitudinal direction [5.0 mm (0.197 in) + 5.0 mm (0.197 in) side in figure].

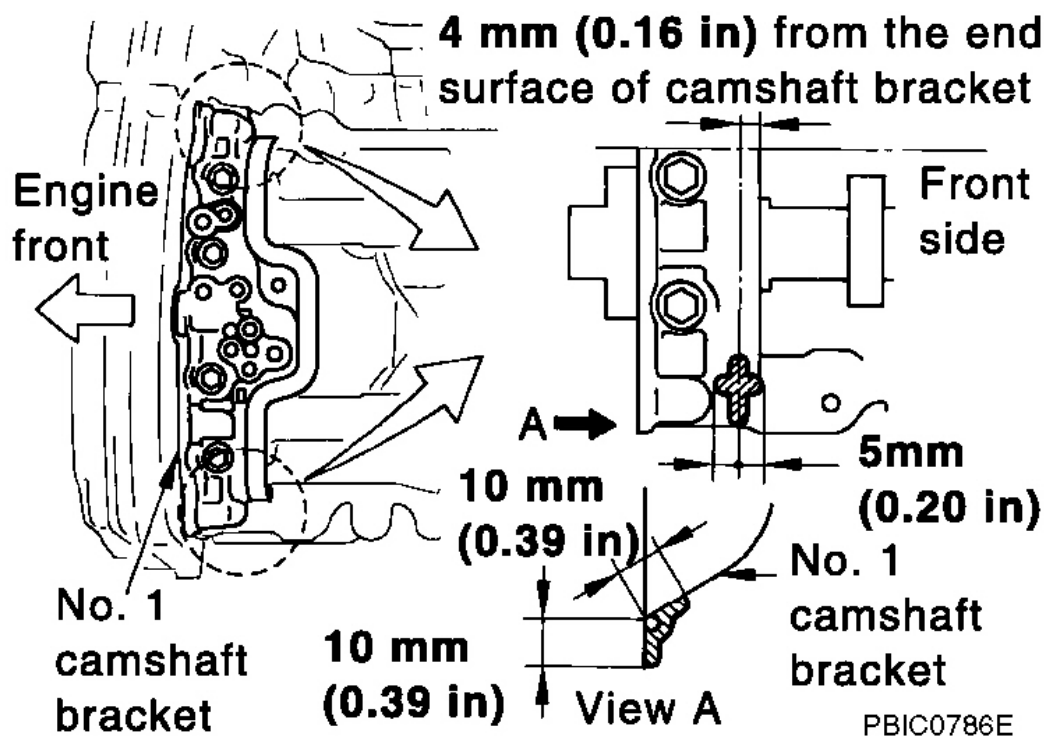


Fig. 89: Identifying Camshaft Bracket (No. 1) Gasket Application Area
 Courtesy of NISSAN MOTOR CO., U.S.A.

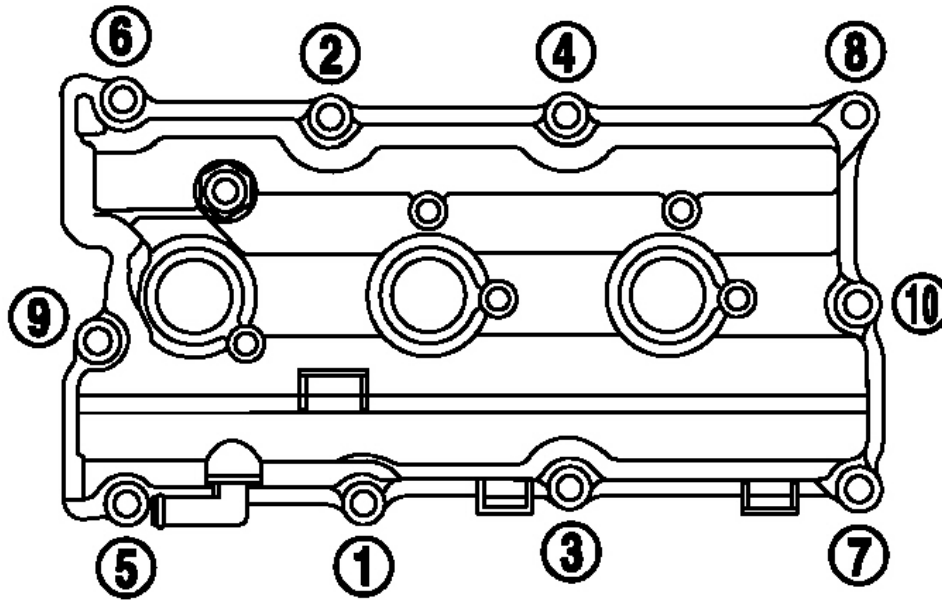
2. Install rocker cover.
 - Check if rocker cover gasket is not dropped from installation groove of rocker cover.

3. Tighten bolts in two steps separately in numerical order as shown in the figure.

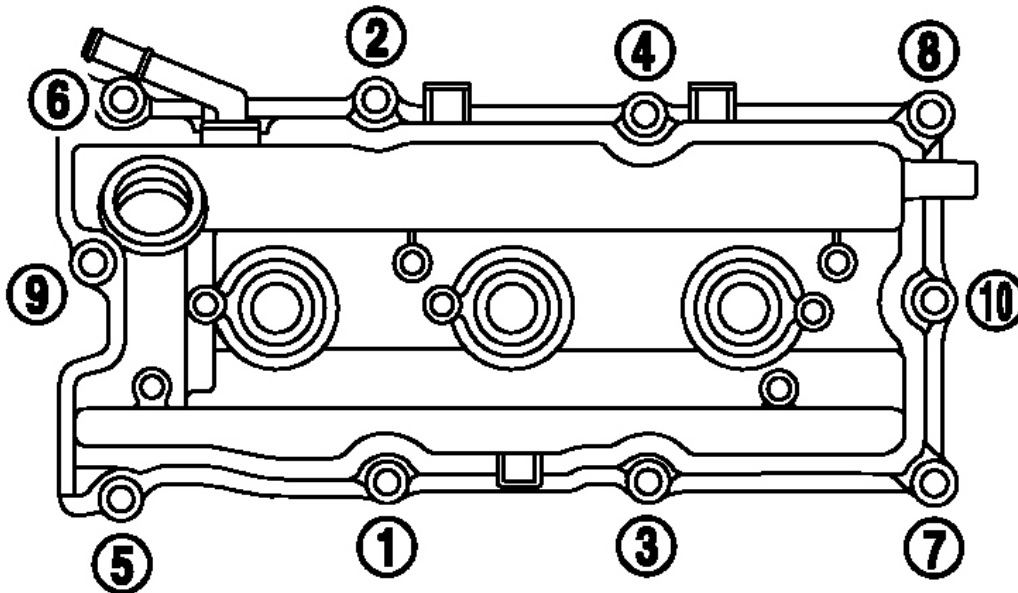
1st step : 0.96 - 2.96 N.m (0.10 - 0.30 kg-m, 9 - 26 in-lb)

2nd step : 7.33 - 9.33 N.m (0.75 - 0.95 kg-m, 65 - 82 in-lb)

Right bank



← Engine front



Left bank

KBIA0985E

Fig. 90: Identifying Rocker Cover Bolts Tightening Sequence
Courtesy of NISSAN MOTOR CO., U.S.A.

4. Install PCV hose.
 - Insert PCV hose by 25 to 30 mm (0.98 to 1.18 in) from connector end.
 - When installing, be careful not to twist or come in contact with other parts.
 - Install PCV hose between right and left rocker covers with its identification paint facing upward (right rocker cover side). Refer to component figure in "**Components**".
5. Install in the reverse order of removal after this step.

FRONT TIMING CHAIN CASE

REMOVAL AND INSTALLATION

NOTE:

- This section describes removal/installation procedure of front timing chain case and timing chain (primary) related parts without removing oil pan (upper) on vehicle.
- When oil pan (upper) needs to be removed or installed, or when rear timing chain case is removed or installed, remove oil pans (upper and lower) first. Then remove front timing chain case, timing chain (primary) related parts, and rear timing chain case in this order, and install in the reverse order of removal. Refer to "**TIMING CHAIN**".
- Refer to "**TIMING CHAIN**" for component parts location.

REMOVAL

1. Remove engine cover with power tool. Refer to "**INTAKE MANIFOLD COLLECTOR**".
2. Release the fuel pressure. Refer to "**FUEL PRESSURE RELEASE**".
3. Drain engine oil. Refer to "**CHANGING ENGINE OIL**".

CAUTION:

- Perform this step when engine is cold.
- Do not spill engine oil on drive belts.

4. Drain engine coolant from radiator. Refer to "**CHANGING ENGINE COOLANT**".

CAUTION:

- Perform this step when engine is cold.
- Do not spill engine coolant on drive belts.

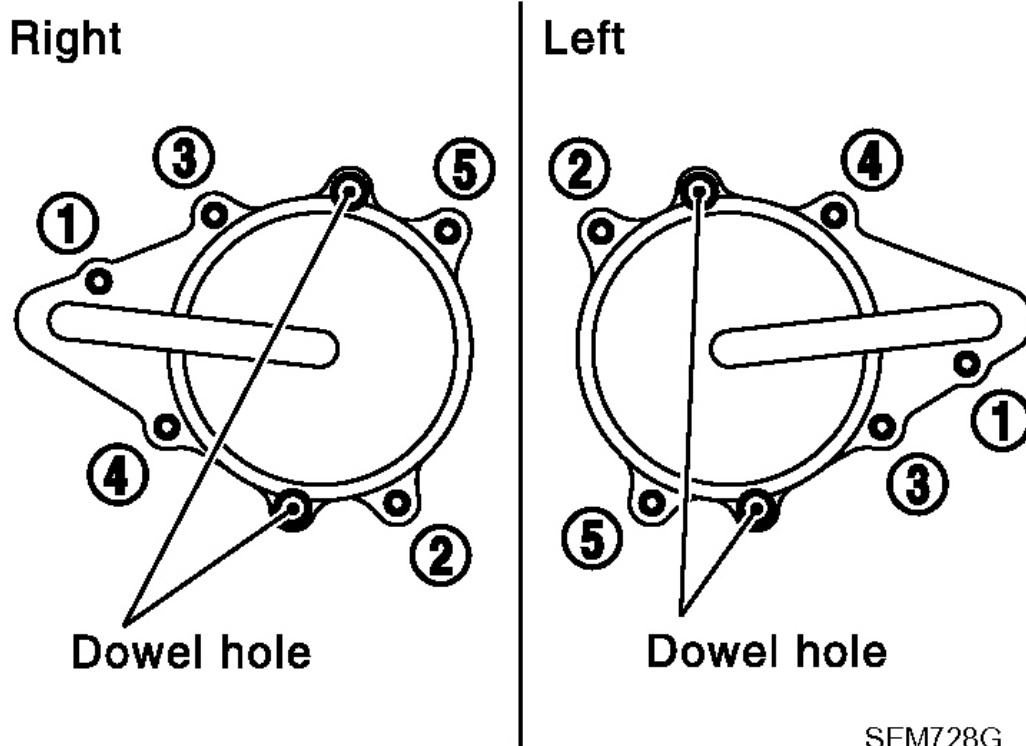
5. Separate engine harnesses removing their brackets from front timing chain case.
6. Remove radiator cooling fan assembly. Refer to "**COOLING FAN**".
7. Remove drive belts. Refer to "**DRIVE BELTS**".
8. Remove power steering oil pump from bracket with piping connected, and temporarily secure it aside.

Refer to "**POWER STEERING OIL PUMP**".

9. Remove power steering oil pump bracket. Refer to "**POWER STEERING OIL PUMP**".
10. Remove alternator. Refer to "**CHARGING SYSTEM**".
11. Remove water bypass hose, water hose clamp and idler pulley bracket from front timing chain case.
12. Remove right and left intake valve timing control covers. (A/T models)
 - Loosen bolts in reverse order as shown in the figure.
 - Use seal cutter [SST: KV10111100 (J37228)] or an equivalent tool to cut liquid gasket for removal.

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

13. Remove left and right valve timing control covers (including magnet retarder and cover) with the following procedure. (M/T models)

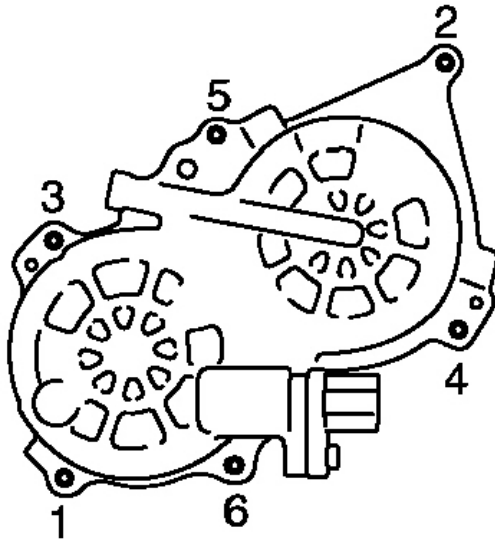


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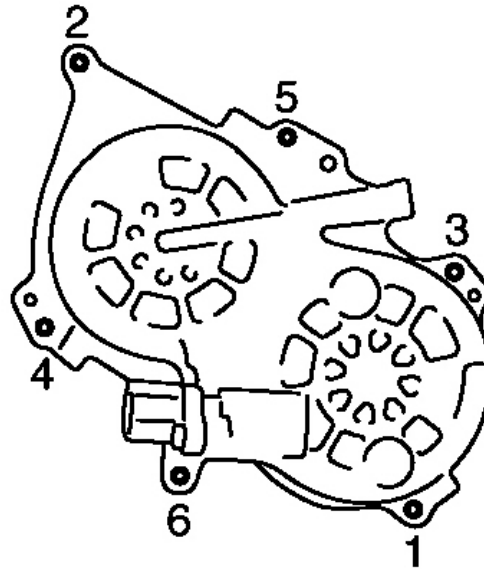
Fig. 91: Locating Left And Right Dowel Holes
Courtesy of NISSAN MOTOR CO., U.S.A.

- a. Loosen mounting bolts in reverse order as shown in the figure.

Right



Left



PBIC3560E

Fig. 92: Identifying Left And Right Valve Timing Control Covers (M/T) Bolts Loosening Sequence

Courtesy of NISSAN MOTOR CO., U.S.A.

- b. 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 may be fitted with the exhaust side camshaft sprocket via the engine oil. Open valve timing control cover 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.

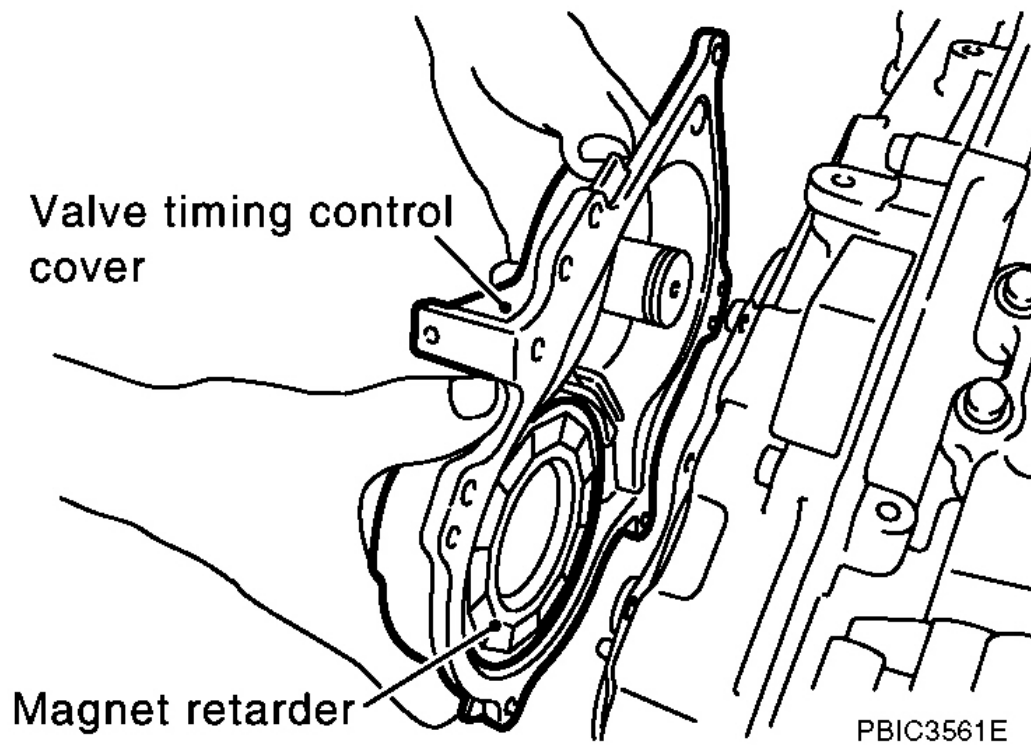


Fig. 93: Removing Valve Timing Control Cover
Courtesy of NISSAN MOTOR CO., U.S.A.

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.
- Do not remove magnet retarder from valve timing control cover. (Disassembly prohibited parts)

14. Remove collared O-ring from front timing chain case (left and right side). (A/T models)

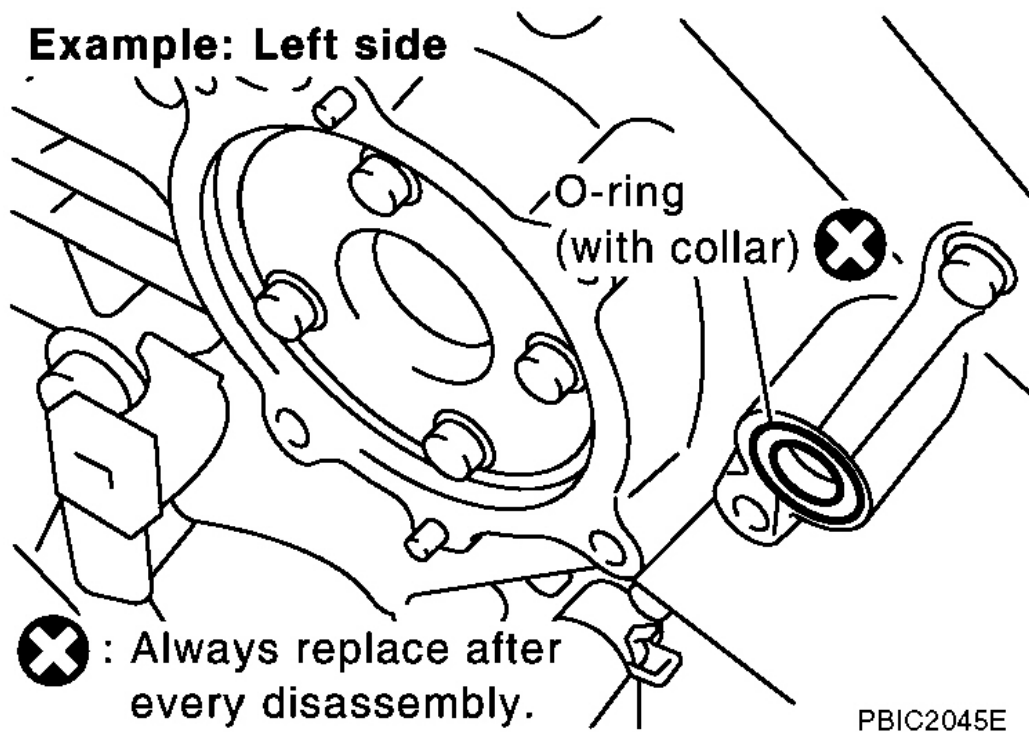


Fig. 94: Identifying Collared O-Ring From Front Timing Chain Case (A/T Models)
Courtesy of NISSAN MOTOR CO., U.S.A.

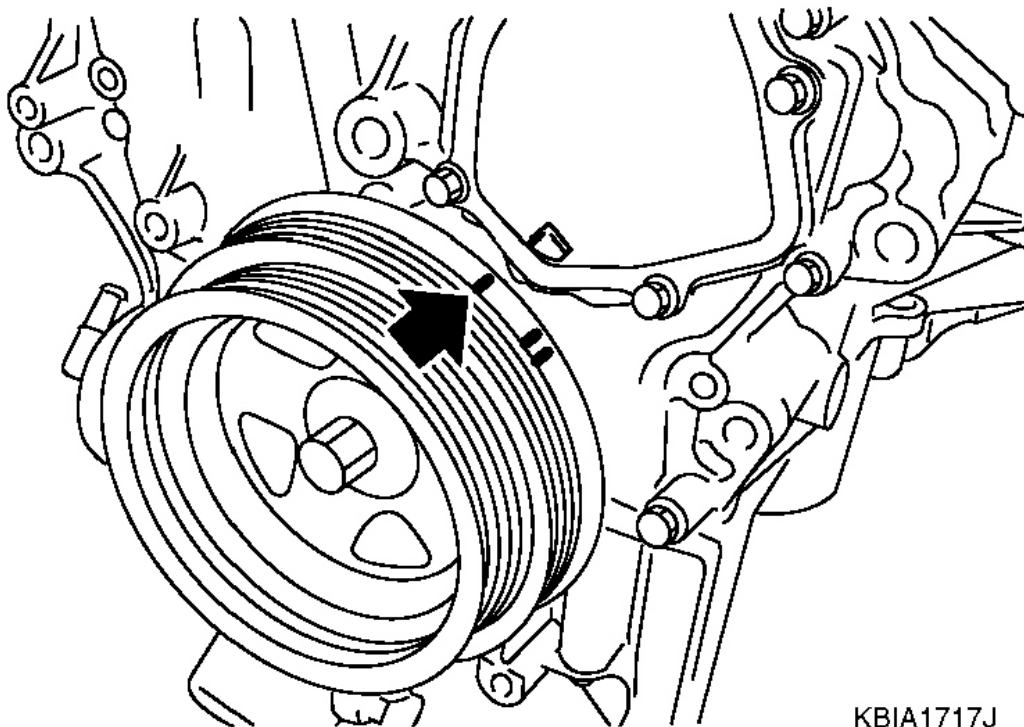
15. Remove rocker covers (right and left banks) with power tool. Refer to "**ROCKER COVER**".

NOTE: When only timing chain (primary) is removed, rocker cover does not need to be removed.

16. Obtain No. 1 cylinder at TDC of its compression stroke as follows:

NOTE: When timing chain is not removed/installed, this step is not required.

- a. Rotate crankshaft pulley clockwise to align timing mark (grooved line without color) with timing indicator.



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Fig. 95: Aligning Crankshaft Pulley Timing Mark With Timing Indicator
Courtesy of NISSAN MOTOR CO., U.S.A.

- b. Make sure that intake and exhaust cam noses on No. 1 cylinder (engine front side of right bank) are located as shown in the figure.
- If not, turn crankshaft one revolution (360 degrees) and align as shown in the figure.

NOTE: When only timing chain (primary) is removed, rocker cover does not need to be removed. To make sure that No. 1 cylinder is at its compression TDC, remove front timing chain case first. Then check mating marks on camshaft sprockets. Refer to "INSTALLATION" (M/T models) or "INSTALLATION" (A/T models).

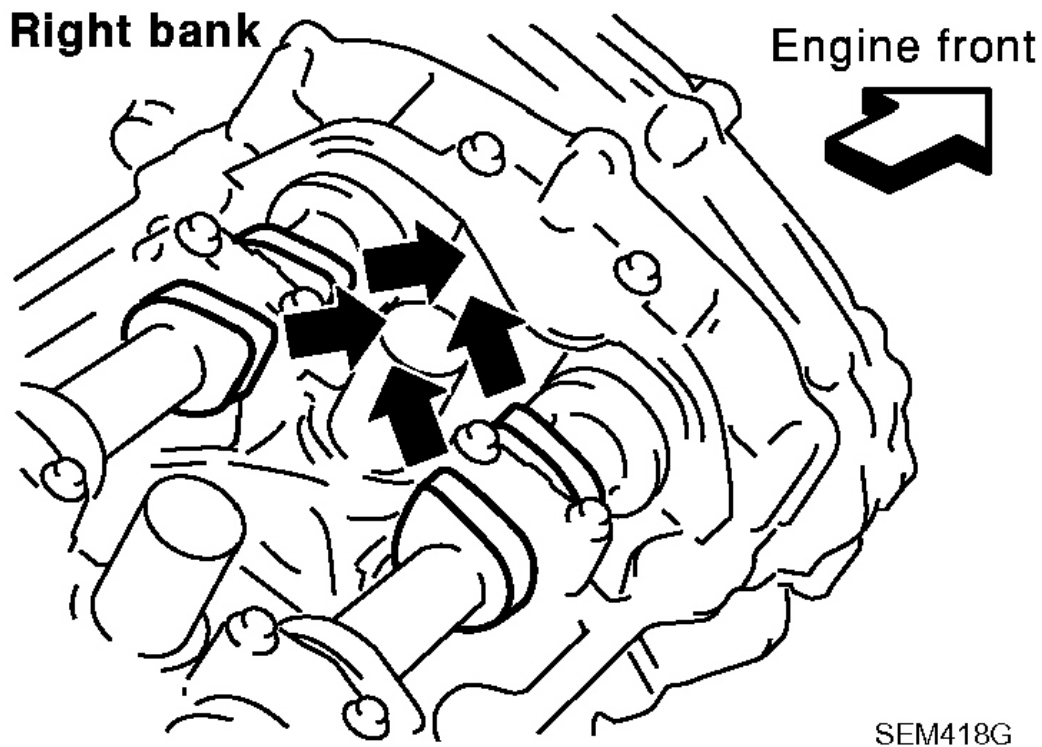


Fig. 96: Locating No. 1 Cylinder Intake And Exhaust Cam Lobe Noses
Courtesy of NISSAN MOTOR CO., U.S.A.

17. Remove crankshaft pulley as follows:
 - a. Remove starter motor (2WD) or rear plate cover (AWD) and set ring gear stopper [SST] as shown in the figure. Refer to "STARTING SYSTEM".

NOTE: Figure shows 2WD models.

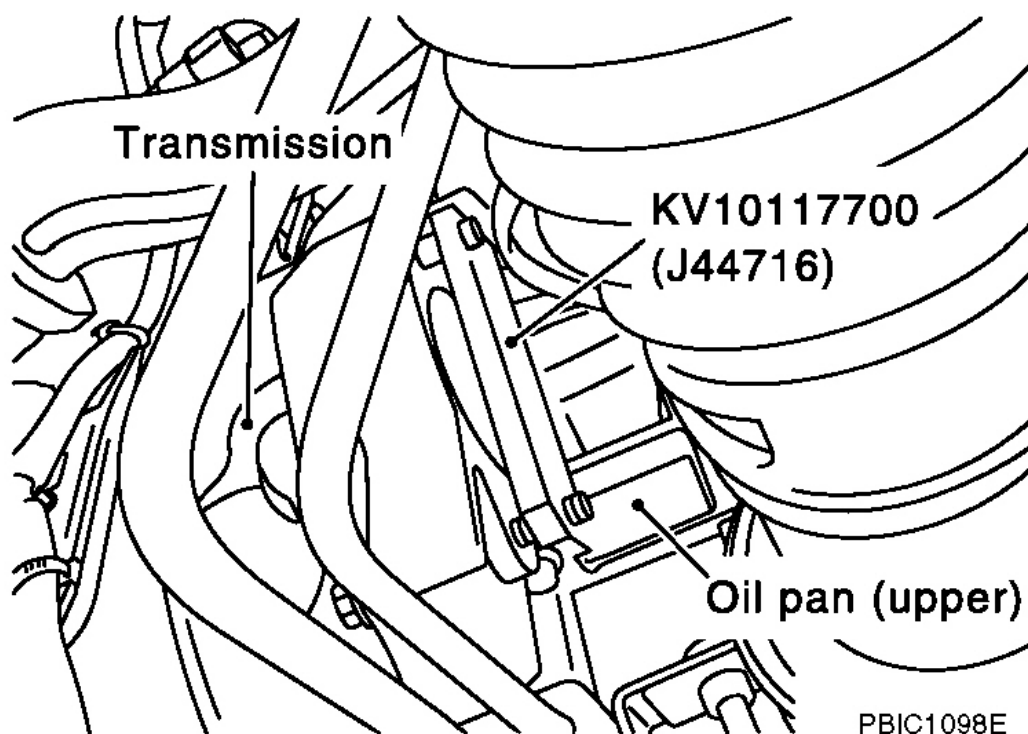


Fig. 97: Identifying Oil Pan (Upper)

Courtesy of NISSAN MOTOR CO., U.S.A.

- b. Loosen crankshaft pulley bolt and locate bolt seating surface as 10 mm (0.39 in) from its original position.

CAUTION: Do not remove crankshaft pulley bolt as it will be used as a supporting point for suitable puller.

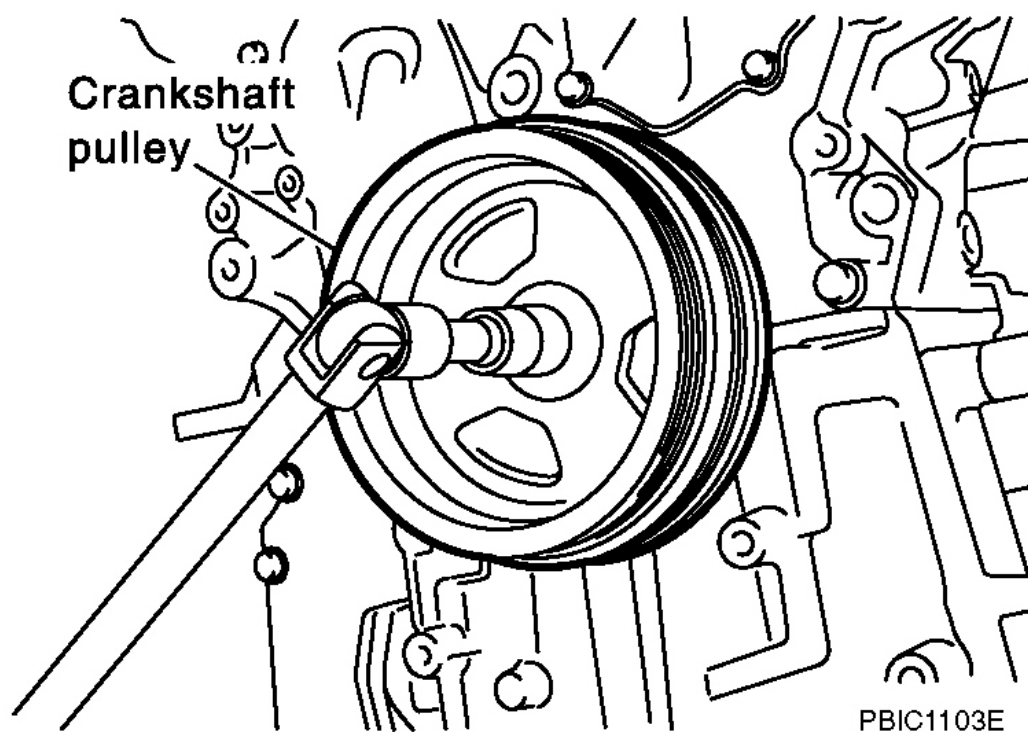


Fig. 98: Identifying Crankshaft Pulley Bolt
Courtesy of NISSAN MOTOR CO., U.S.A.

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

CAUTION: Do not put suitable puller tab on crankshaft pulley periphery, as this will damage internal damper.

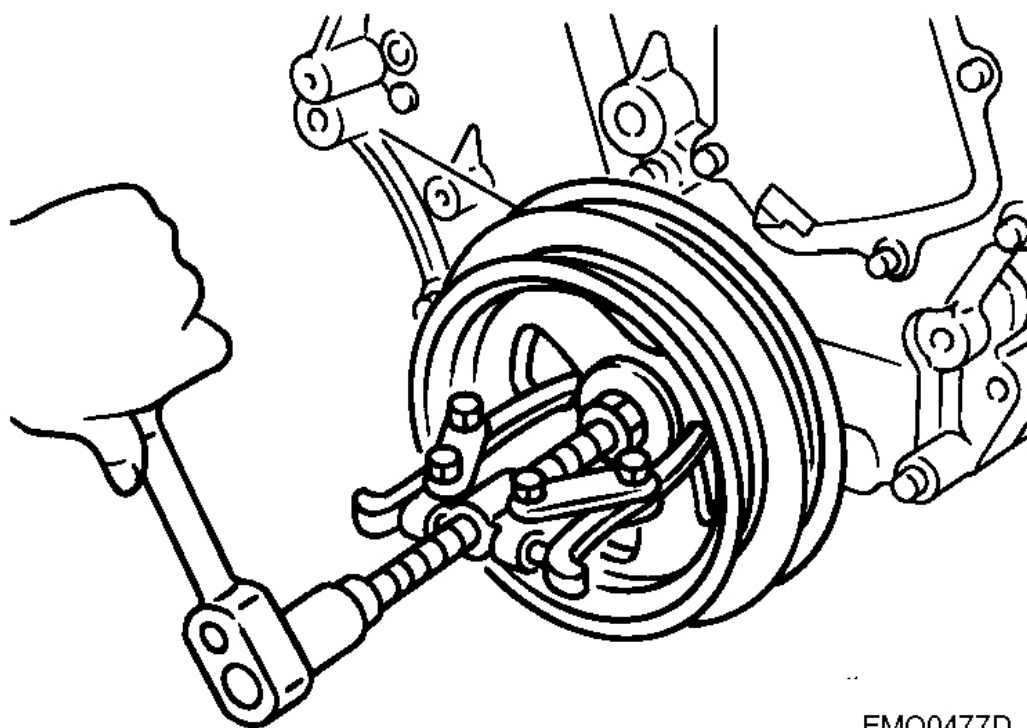


Fig. 99: Removing Crankshaft Pulley
Courtesy of NISSAN MOTOR CO., U.S.A.

18. Remove oil pan (lower). Refer to "OIL PAN AND OIL STRAINER".
19. Loosen two mounting bolts in front of oil pan (upper) in reverse order as shown in the figure.

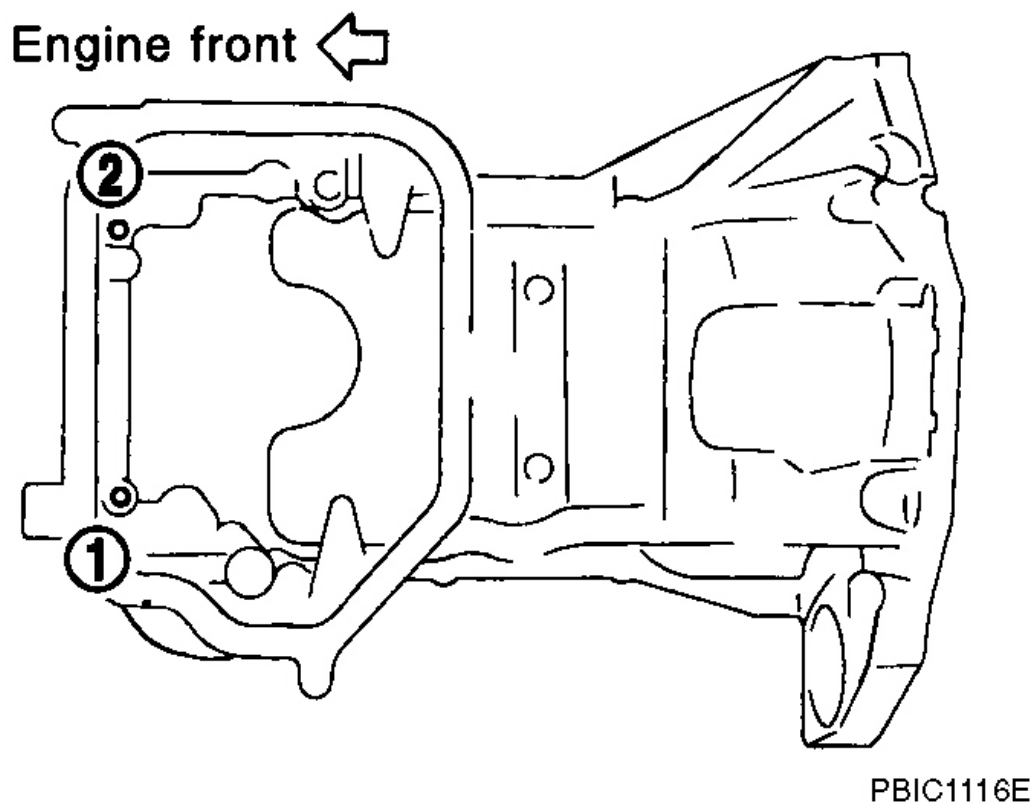
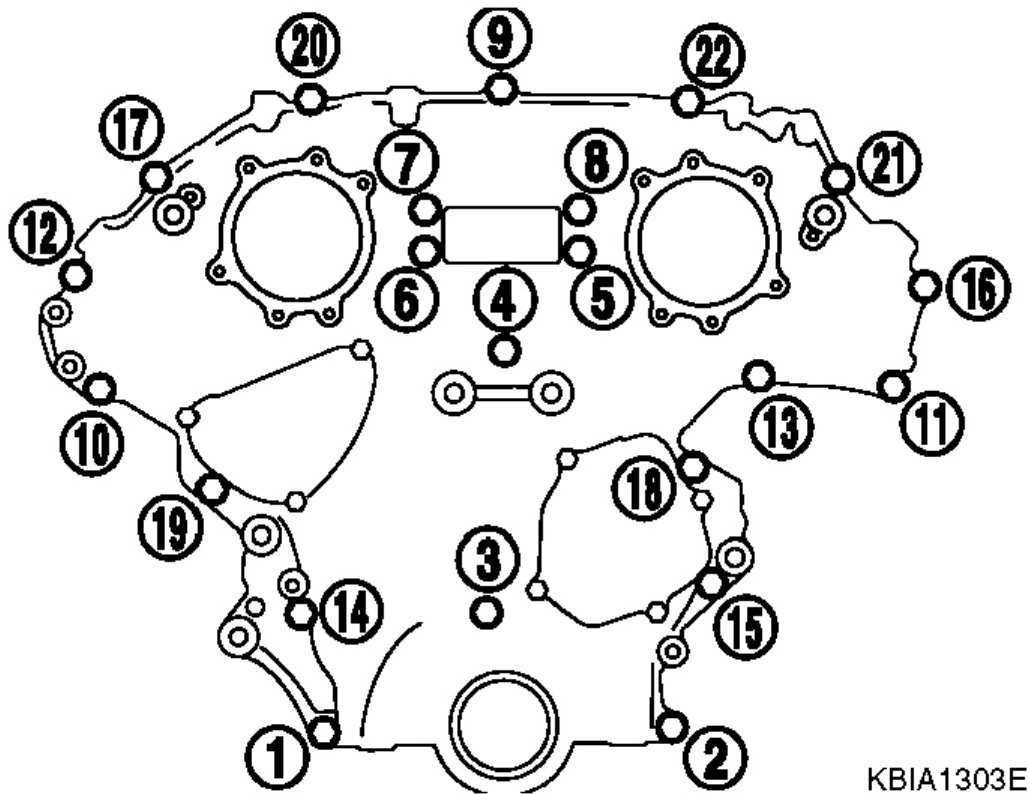


Fig. 100: Identifying Front Of Oil Pan (Upper) Mounting Bolts Loosening Sequence
Courtesy of NISSAN MOTOR CO., U.S.A.

20. Remove front timing chain case as follows:
 - a. Loosen mounting bolts in reverse order as shown in the figure.

NOTE: Figure shows A/T models.



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Fig. 101: Identifying Front Timing Chain Case Mounting Bolts Loosening Sequence
 Courtesy of NISSAN MOTOR CO., U.S.A.

- b. Insert suitable tool into the notch at the top of the front timing chain case as shown (1).
- c. Pry off case by moving tool as shown (2).
 - Use seal cutter [SST: KV10111100 (J37228)] or equivalent tool to cut liquid gasket for removal.

CAUTION:

- Do not use screwdriver or something similar.
- After removal, handle front timing chain case carefully so it does not tilt, cant, or warp under a load.

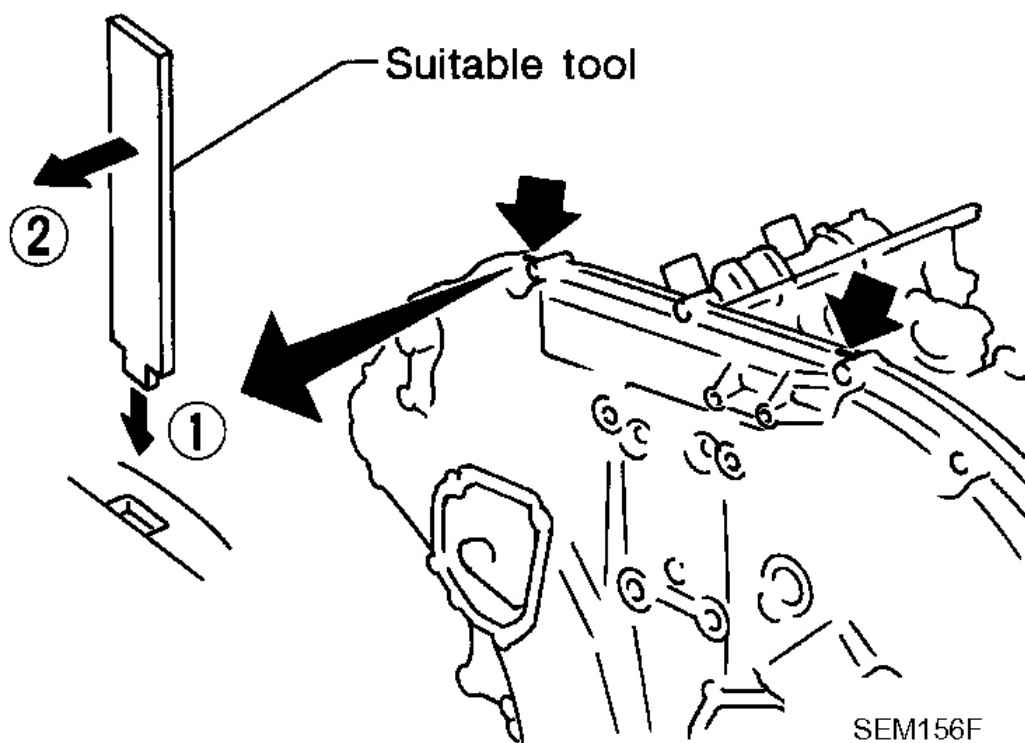


Fig. 102: Inserting Suitable Tool Into Notch At Top Of Front Timing Chain Case
Courtesy of NISSAN MOTOR CO., U.S.A.

21. Remove O-rings from rear timing chain case.

NOTE: Figure shows A/T models.

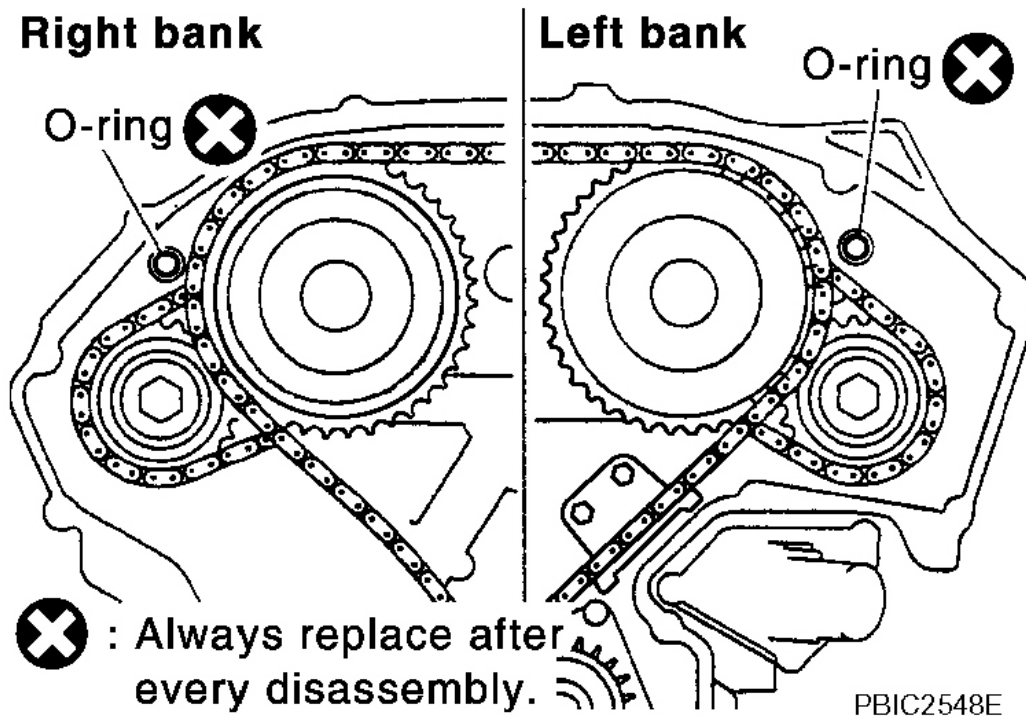
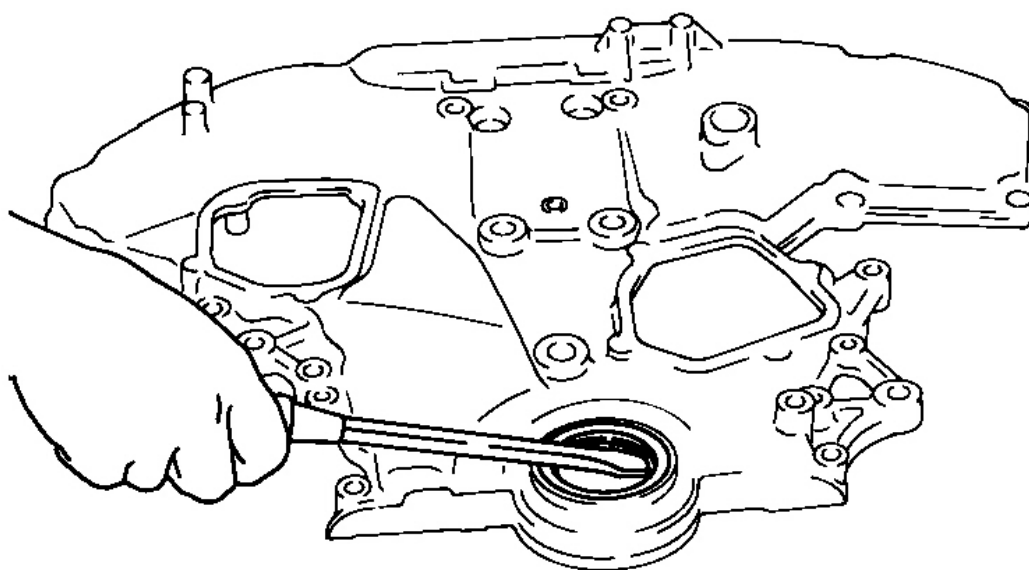


Fig. 103: Locating Right Bank And Left Bank O Rings
Courtesy of NISSAN MOTOR CO., U.S.A.

22. Remove oil pan gasket. Refer to "**OIL PAN AND OIL STRAINER**".
23. Remove water pump cover and chain tensioner cover from front timing chain case.
 - Use seal cutter [SST: KV10111100 (J37228)] or equivalent tool to cut liquid gasket for removal.
24. Remove front oil seal from front timing chain case using suitable tool.
 - Use screwdriver for removal.

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



EMQ0032D

Fig. 104: Removing Front Oil Seal
Courtesy of NISSAN MOTOR CO., U.S.A.

25. Remove timing chain (primary) and related parts. Refer to "**TIMING CHAIN**".
26. Use 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.

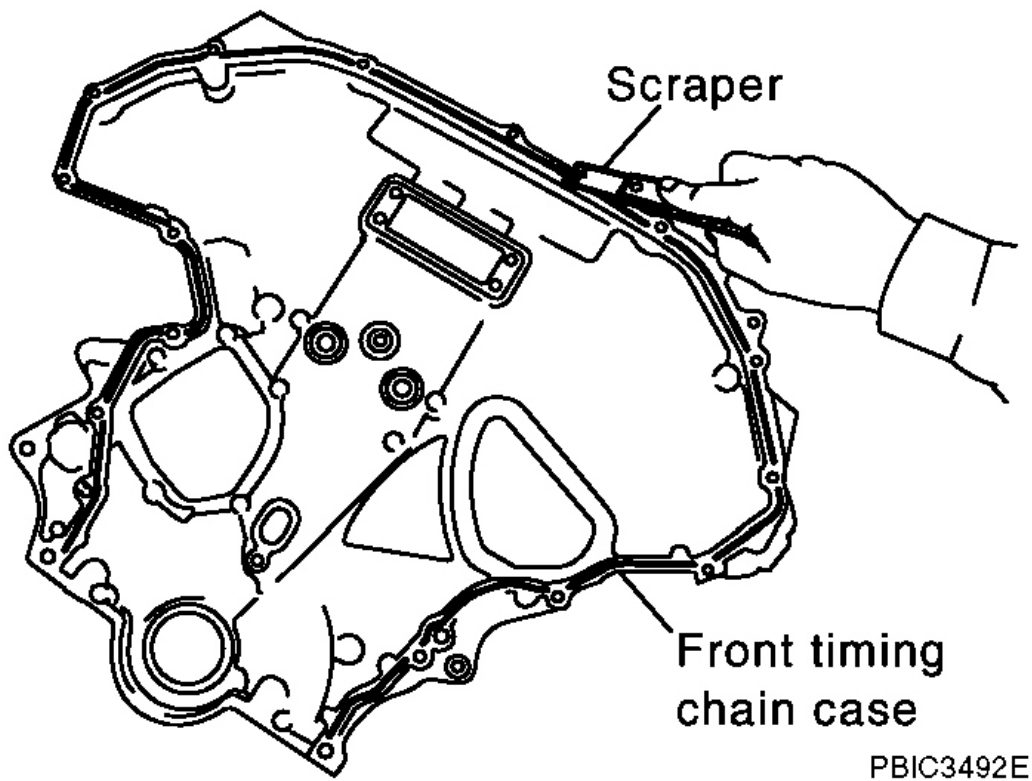
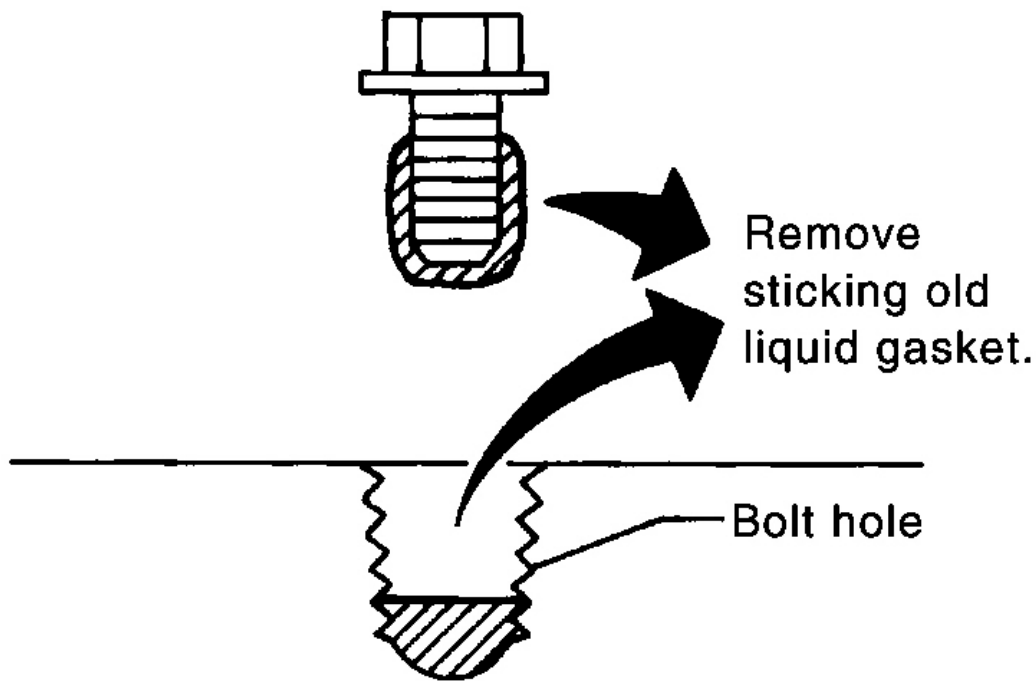


Fig. 105: Removing Front Timing Chain Case Gasket
Courtesy of NISSAN MOTOR CO., U.S.A.

- Remove old liquid gasket from bolt hole and thread.



PBIC2084E

Fig. 106: Identifying Liquid Gasket From Bolt Hole And Thread
Courtesy of NISSAN MOTOR CO., U.S.A.

27. Use a scraper to remove all traces of liquid gasket from water pump cover, chain tensioner cover and intake valve timing control covers.

INSTALLATION

1. Install timing chain (primary) and related parts. Refer to "**TIMING CHAIN**".

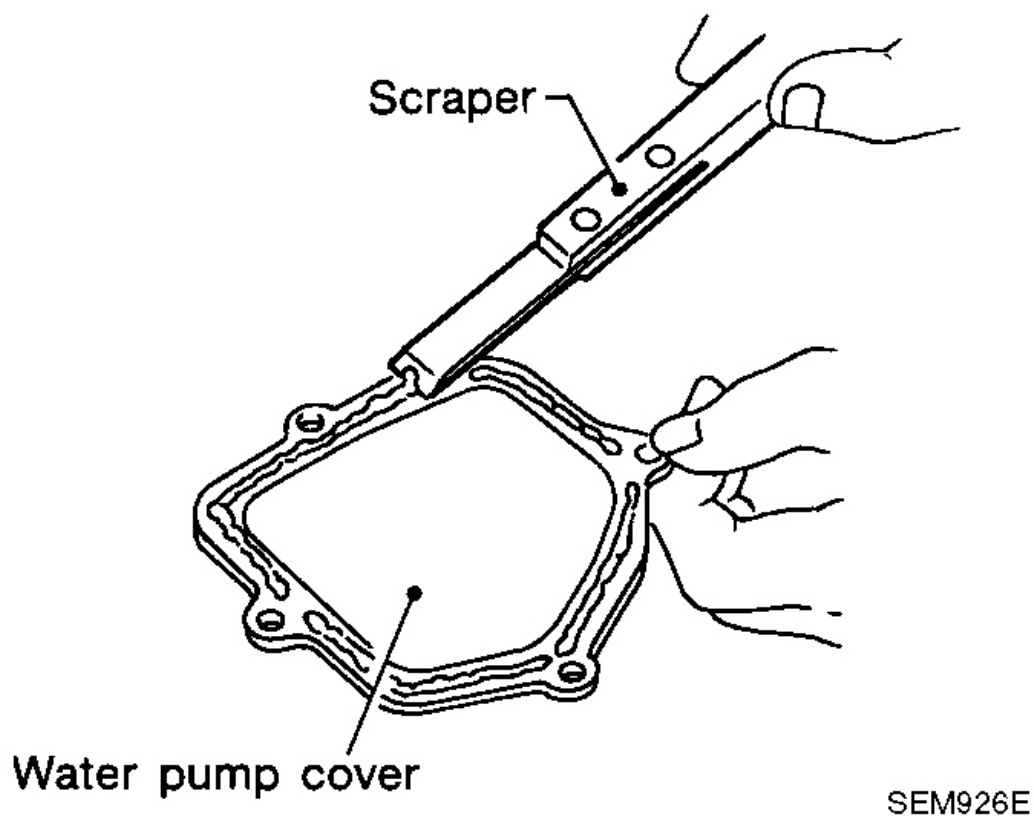


Fig. 107: Removing Liquid Gasket From Water Pump Cover
Courtesy of NISSAN MOTOR CO., U.S.A.

2. Hammer dowel pins (right and left) into front timing chain case up to a point close to taper in order to shorten protrusion length.

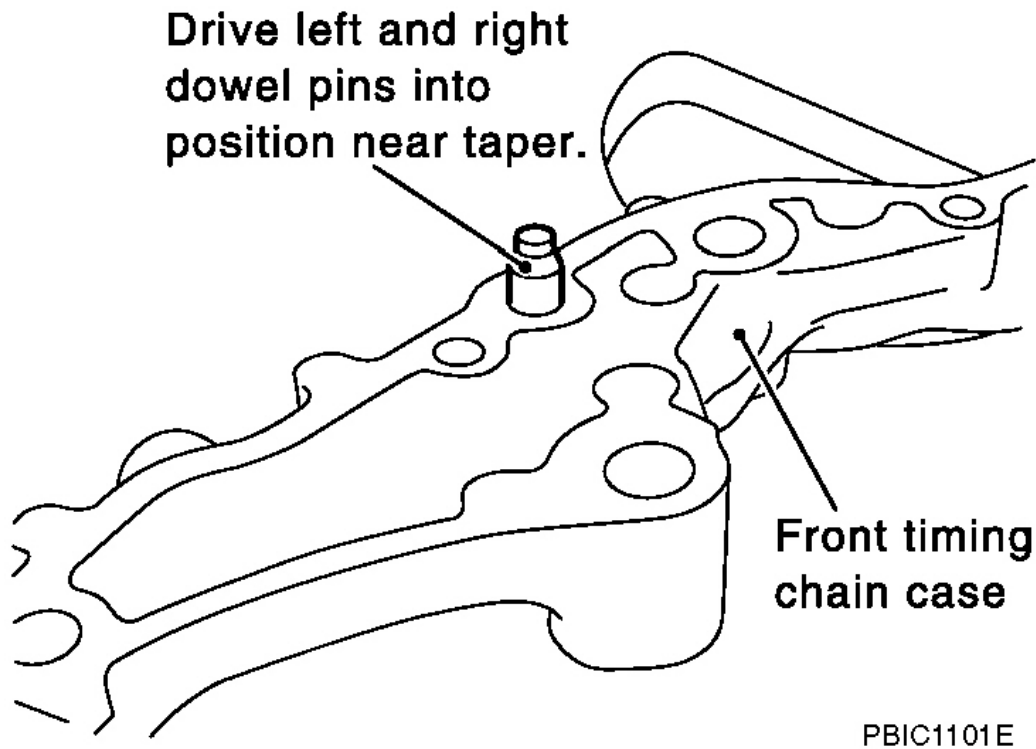
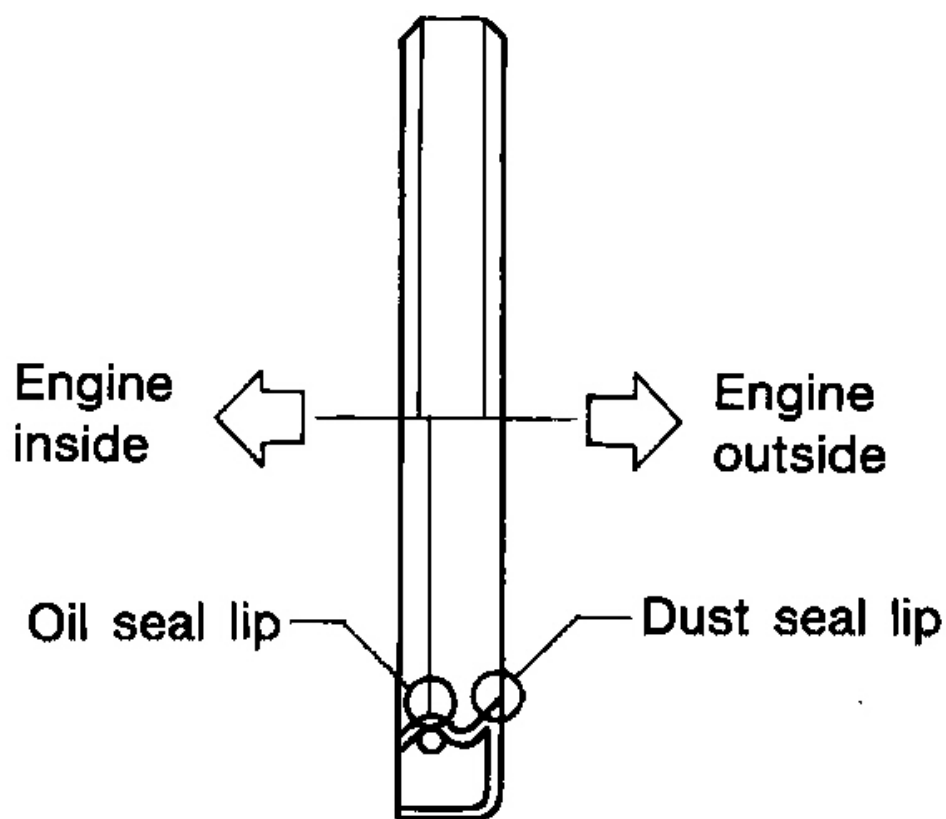


Fig. 108: Identifying Front Timing Chain Case Dowel Pins

Courtesy of NISSAN MOTOR CO., U.S.A.

3. Install front oil seal on the front timing chain case. Apply new engine oil to the oil seal lip, dust seal lip and outer round of oil seal.
 - Install it so that each seal lip is oriented as shown in the figure.



SEM715A

Fig. 109: Identifying Inner & Outer Seal Lips
Courtesy of NISSAN MOTOR CO., U.S.A.

- Using suitable drift [outer diameter: 60 mm (2.36 in)], press-fit oil seal until it becomes flush with front timing chain case end face.
- Make sure the garter spring is in position and seal lip is not inverted.

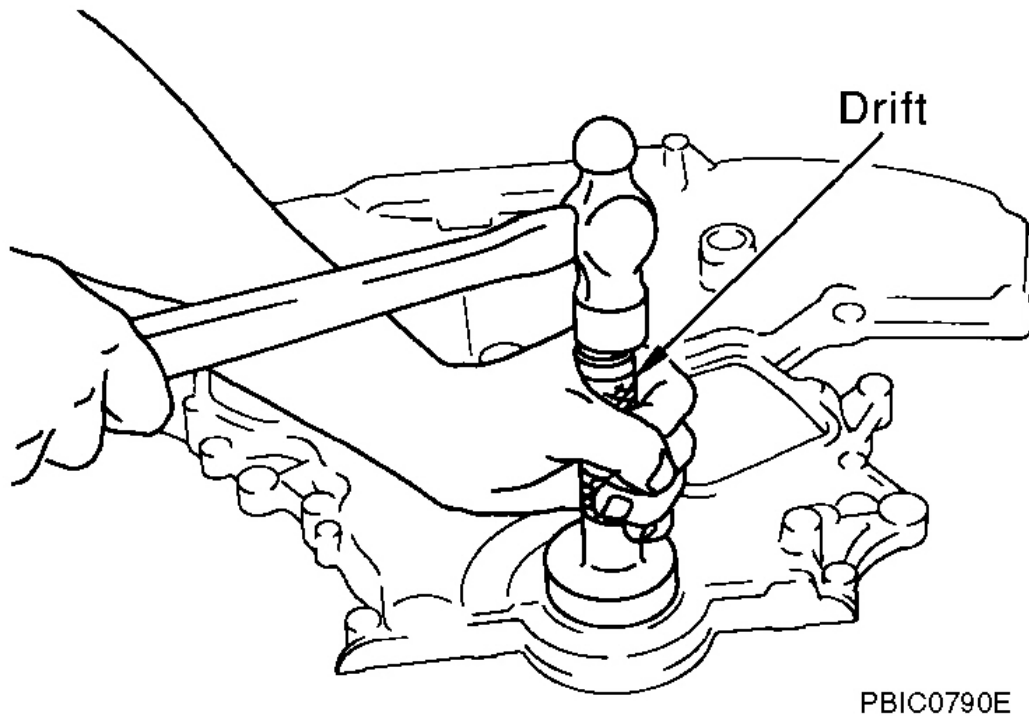
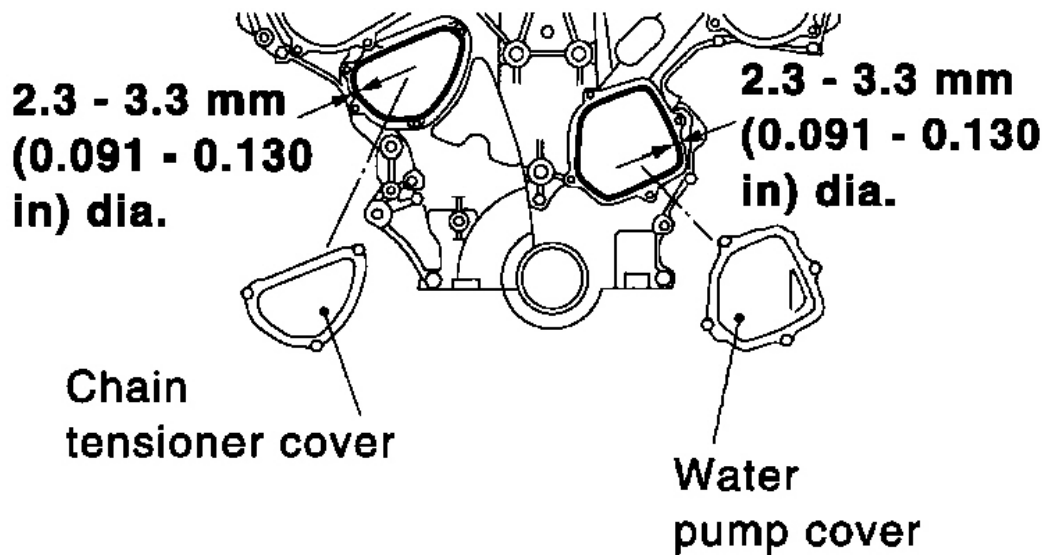


Fig. 110: Installing Front Timing Chain Case Oil Seal
Courtesy of NISSAN MOTOR CO., U.S.A.

4. Install water pump cover and chain tensioner cover to front timing chain case.
 - Apply a continuous bead of liquid gasket with tube presser [SST: WS39930000 (-)] to front timing chain case as shown in the figure.

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



SEM744GA

Fig. 111: Applying Liquid Gasket To Front Timing Chain Case
Courtesy of NISSAN MOTOR CO., U.S.A.

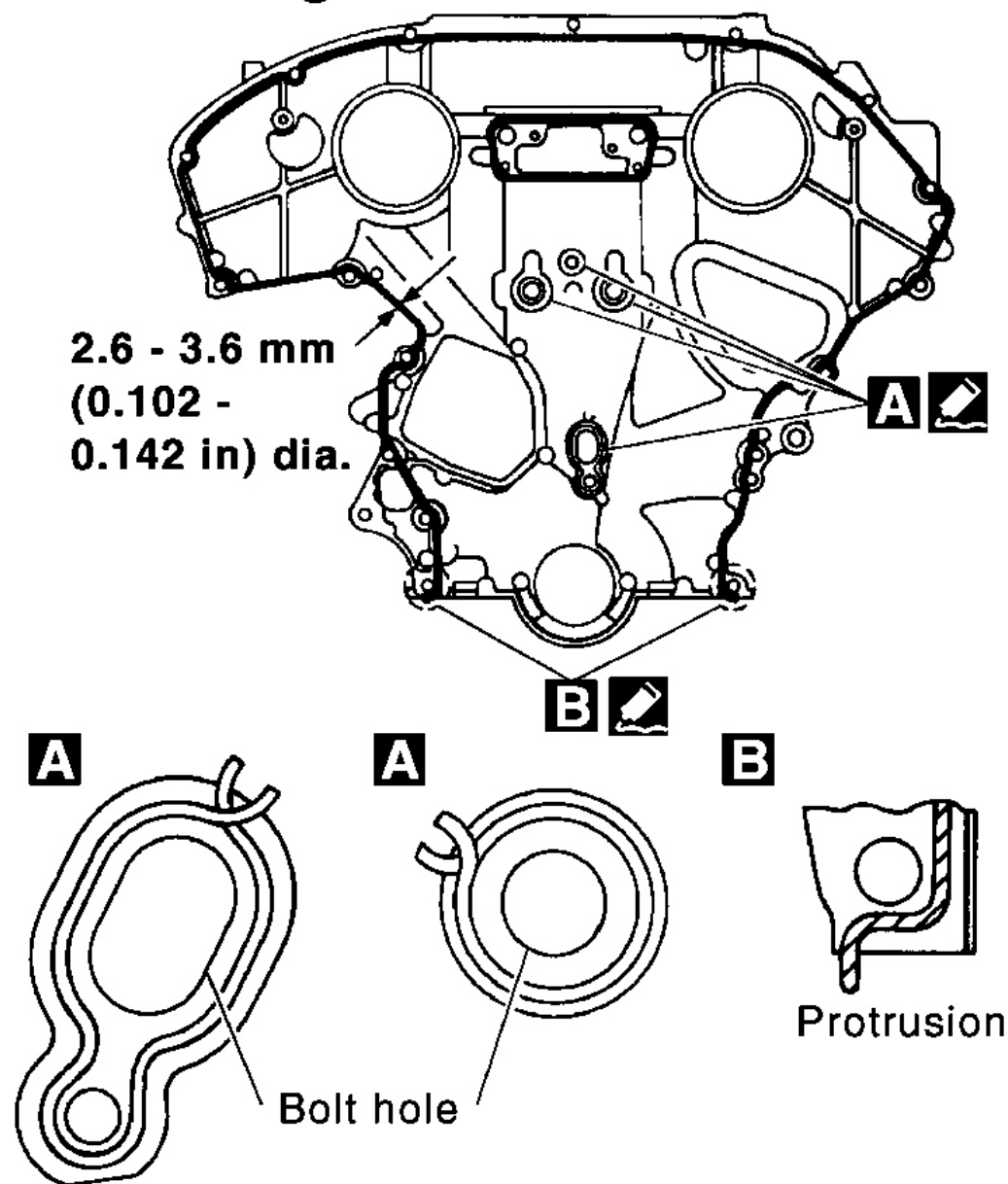
5. Install front timing chain case as follows:
 - a. Apply a continuous bead of liquid gasket with tube presser [SST: WS39930000 (-)] to front timing chain case back side as shown in the figure.

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

NOTE: Figure shows A/T models.

For GL, go to **GENERAL INFORMATION -- SEDAN** .

Front timing chain case



Liquid gasket protrusion away from bolt hole



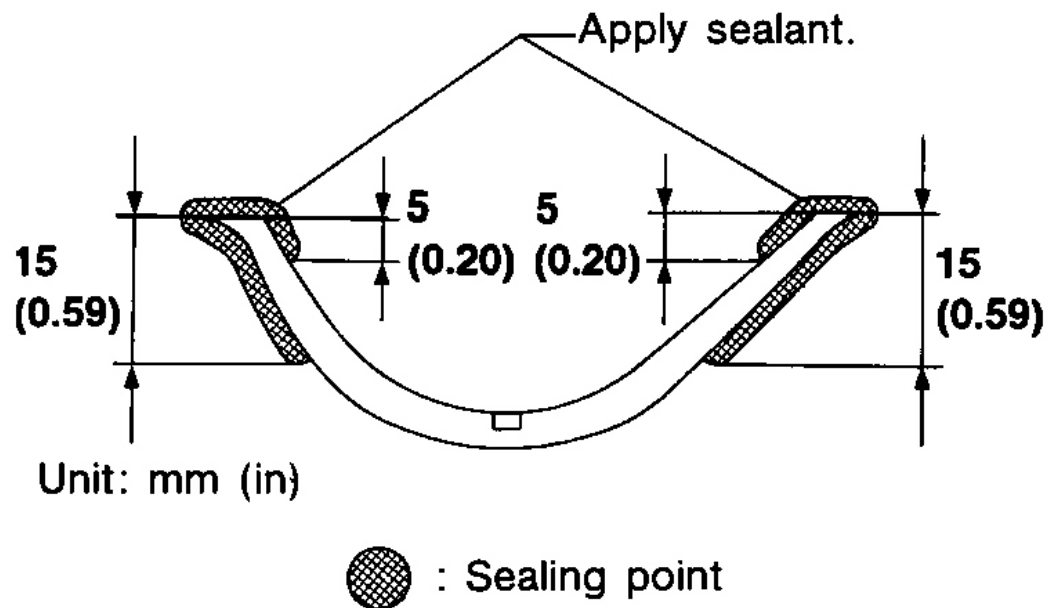
: Apply Genuine RTV silicone sealant or equivalent. Refer to GI section.

PBIC2658E

Fig. 112: Identifying Front Timing Chain Case Back Side Gasket Application Area
 Courtesy of NISSAN MOTOR CO., U.S.A.

- b. Install new oil pan gasket (front).
- Apply liquid gasket to oil pan gasket (front) as shown in the figure.

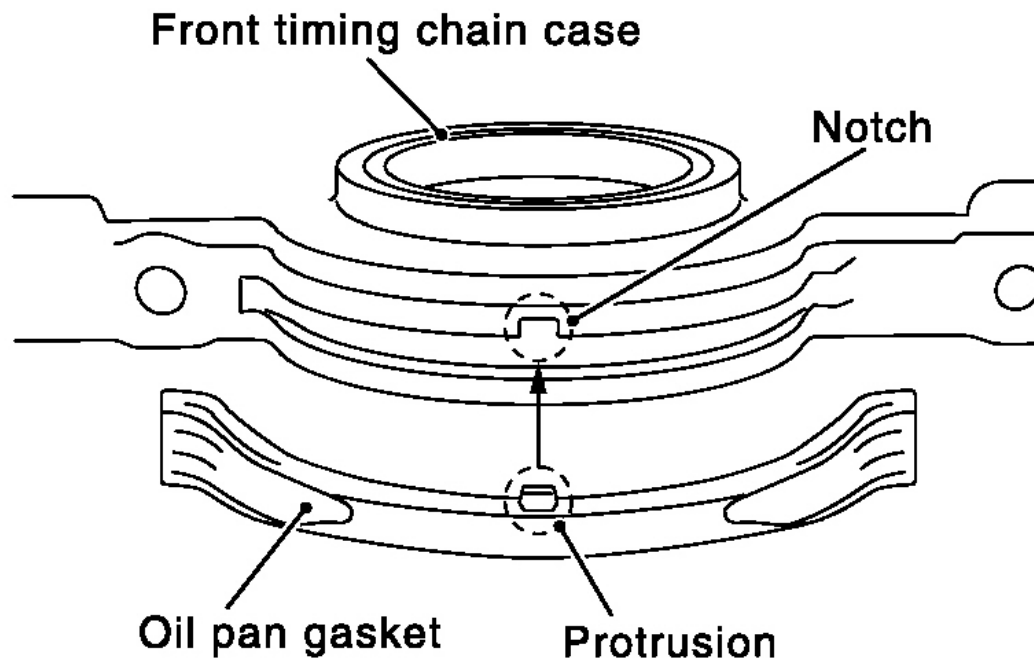
Use Genuine RTV Silicone Sealant or equivalent. Refer to "RECOMMENDED CHEMICAL PRODUCTS AND SEALANTS" .



SEM964E

Fig. 113: Applying Liquid Gasket To Oil Pan Gasket (Front)
 Courtesy of NISSAN MOTOR CO., U.S.A.

- Align notch of front timing chain case with protrusion of oil pan gasket.



PBIC1114E

Fig. 114: Aligning Front Timing Chain Case Notch With Oil Pan Gasket Protrusion
Courtesy of NISSAN MOTOR CO., U.S.A.

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

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

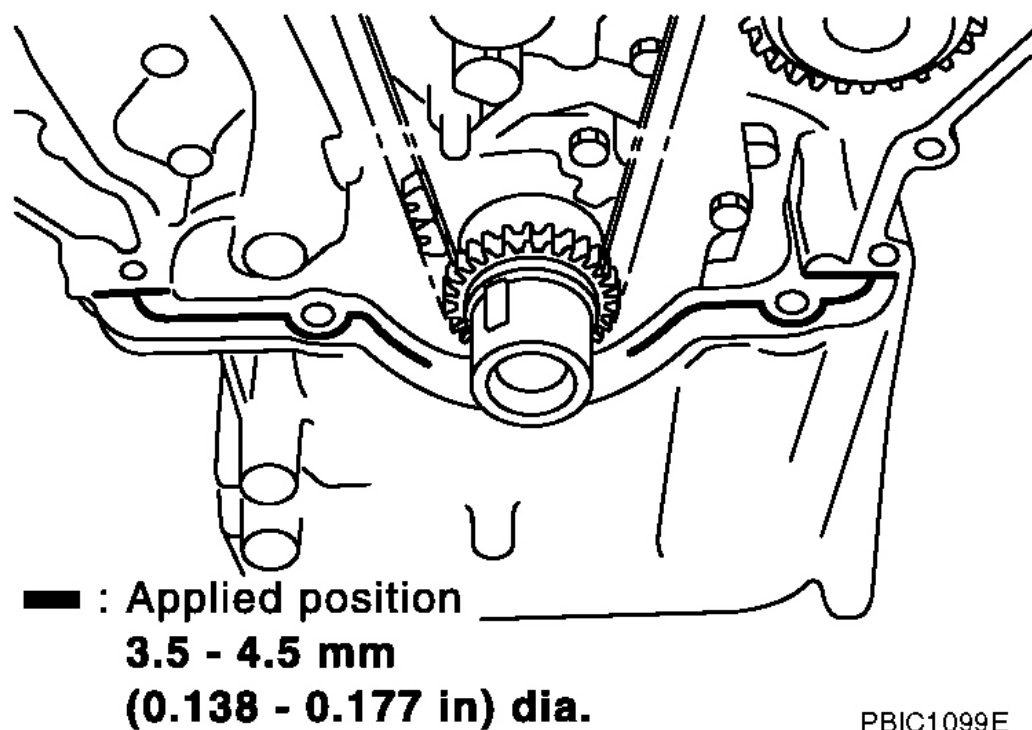


Fig. 115: Applying Liquid Gasket To Oil Pan Top Surface
Courtesy of NISSAN MOTOR CO., U.S.A.

- c. Install new O-rings on rear timing chain case.

NOTE: Figure shows A/T models.

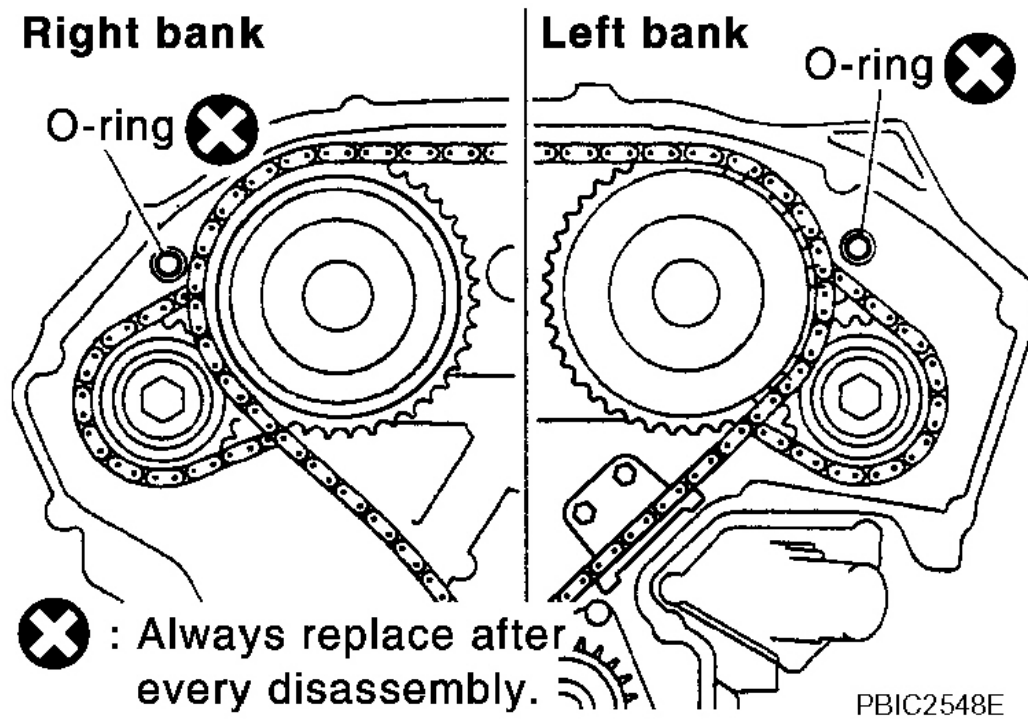


Fig. 116: Locating Right Bank And Left Bank O Rings
Courtesy of NISSAN MOTOR CO., U.S.A.

- d. Assemble front timing chain case as follows:
 - i. Fit lower end of front timing chain case tightly onto top face of oil pan (upper). From the fitting point, make entire front timing chain case contact rear timing chain case completely.

CAUTION: Be careful that oil pan gasket is in place.

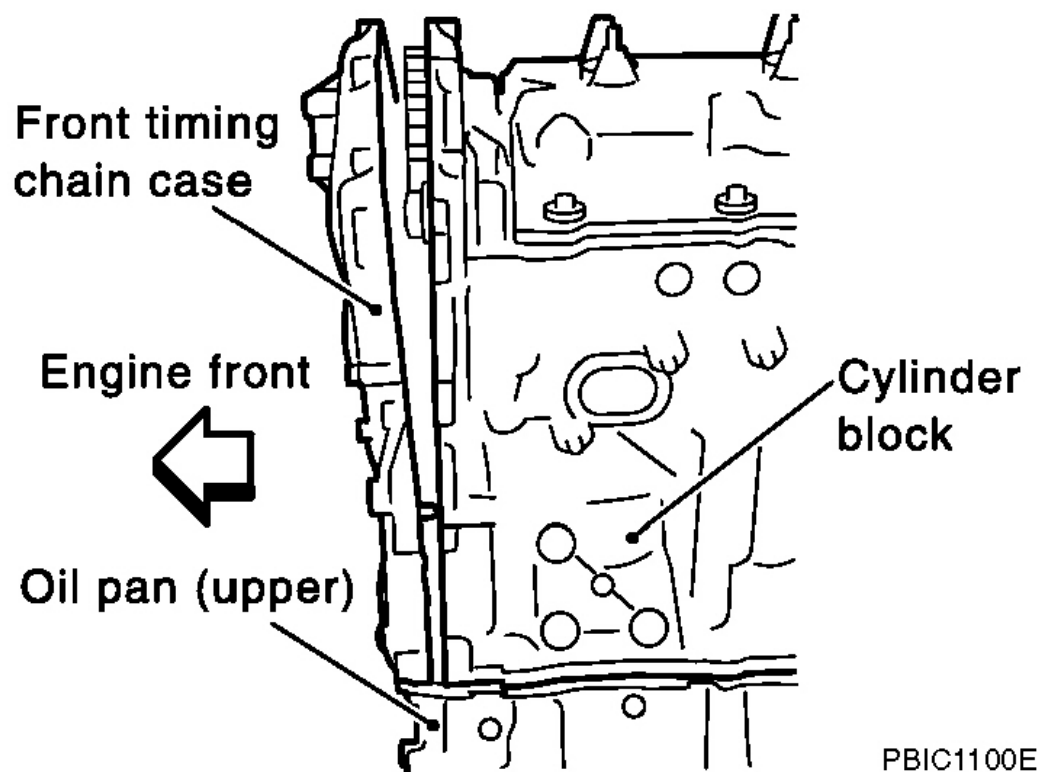


Fig. 117: Assembling Front Timing Chain Case
Courtesy of NISSAN MOTOR CO., U.S.A.

- ii. Since front timing chain case is offset for difference of bolt holes, tight bolts temporarily with holding front timing chain case from front and top as shown in the figure.
- iii. Same as the step ii, insert dowel pin with holding front timing chain case from front and top completely.

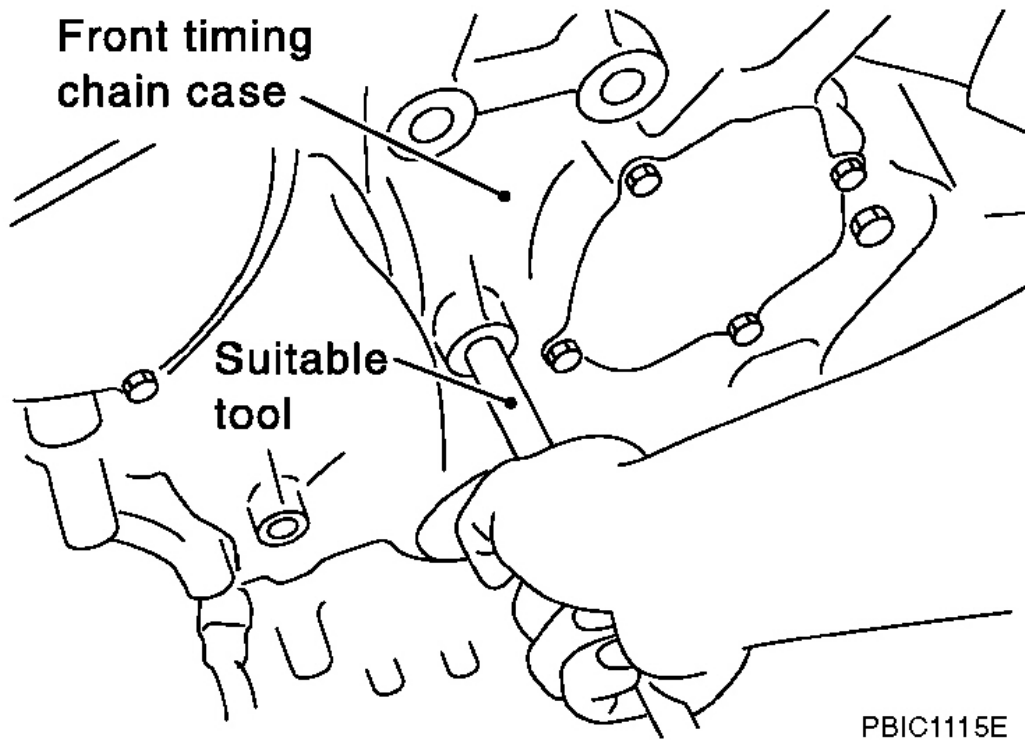


Fig. 118: Holding Front Timing Chain Case
Courtesy of NISSAN MOTOR CO., U.S.A.

- e. Tighten mounting bolts to the specified torque in numerical order as shown in the figure.
- There are two type of mounting bolts. Refer to the following for locating bolts.

M8 bolts : 1, 2

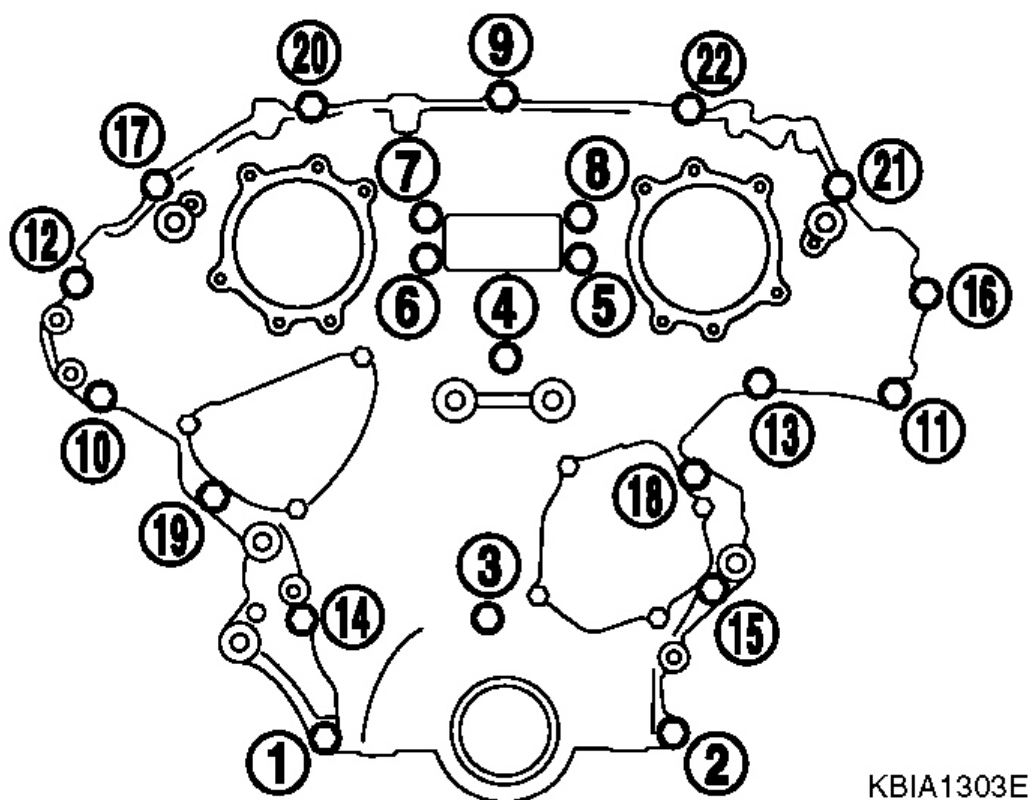
: 25.5 - 31.3 N.m (2.6 - 3.2 kg-m, 19 - 23 ft-lb)

M6 bolts : Except the above

: 11.7 - 13.7 N.m (1.2 - 1.4 kg-m, 9 - 10 ft-lb)

NOTE: Figure shows A/T models.

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



KBIA1303E

Fig. 119: Identifying Front Timing Chain Case Mounting Bolts Tightening Sequence
 Courtesy of NISSAN MOTOR CO., U.S.A.

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

: 15.7 - 18.6 N.m (1.6 - 1.9 kg-m, 12 - 13 ft-lb)

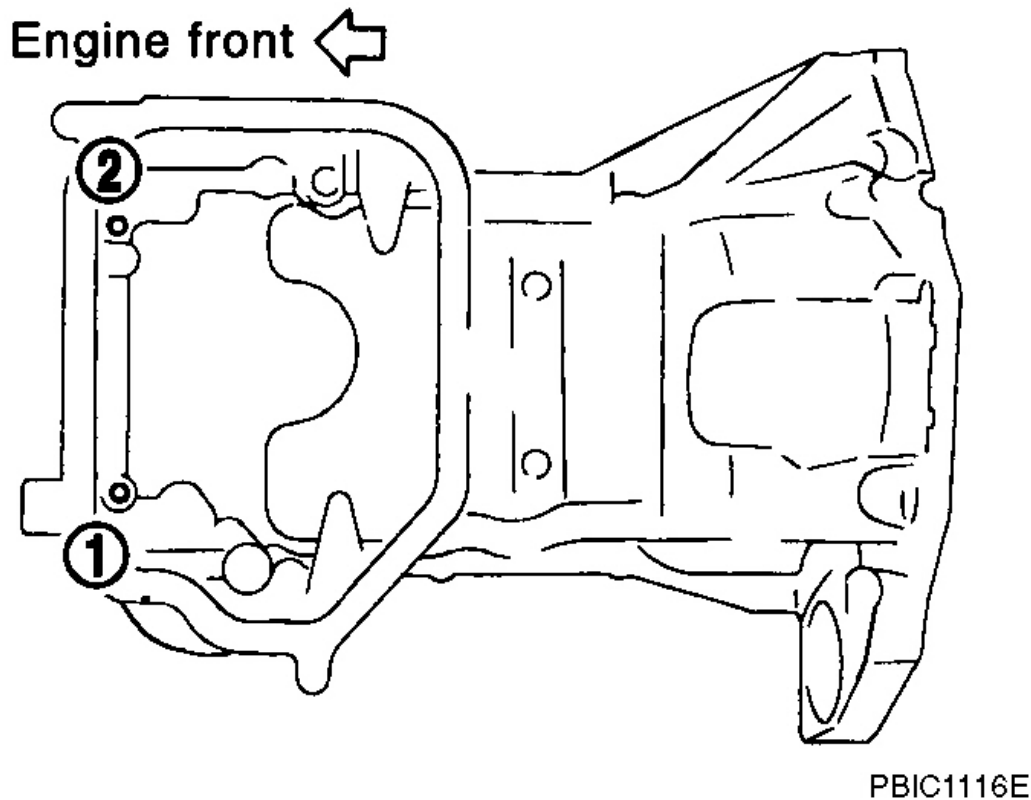
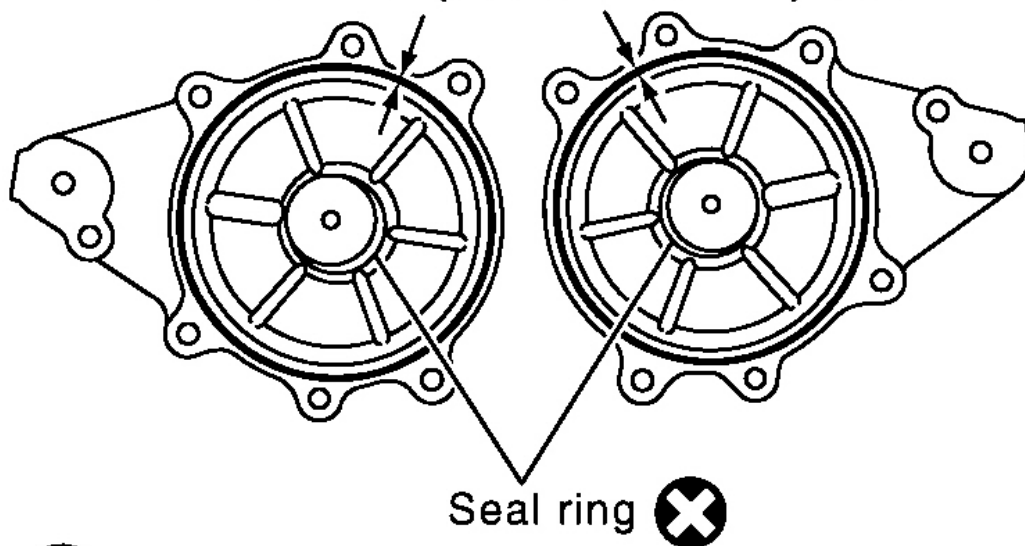


Fig. 120: Identifying Front Oil Pan (Upper) Mounting Bolts Tightening Sequence
Courtesy of NISSAN MOTOR CO., U.S.A.

7. Install oil pan (lower). Refer to "**OIL PAN AND OIL STRAINER**"
8. Install right and left intake valve timing control covers as follows. (A/T models)
 - a. Install seal rings in shaft grooves.
 - b. Apply a continuous bead of liquid gasket with tube presser [SST: WS39930000 (-)] to intake valve timing control covers as shown in the figure.

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

2.1 - 3.1 mm (0.083 - 0.122 in) dia.



⊗ : Always replace after every disassembly.

SBIA0492E

Fig. 121: Applying Liquid Gasket To Intake Valve Timing Control Covers
Courtesy of NISSAN MOTOR CO., U.S.A.

- c. Install new collared O-rings in front timing chain case oil hole (left and right sides).

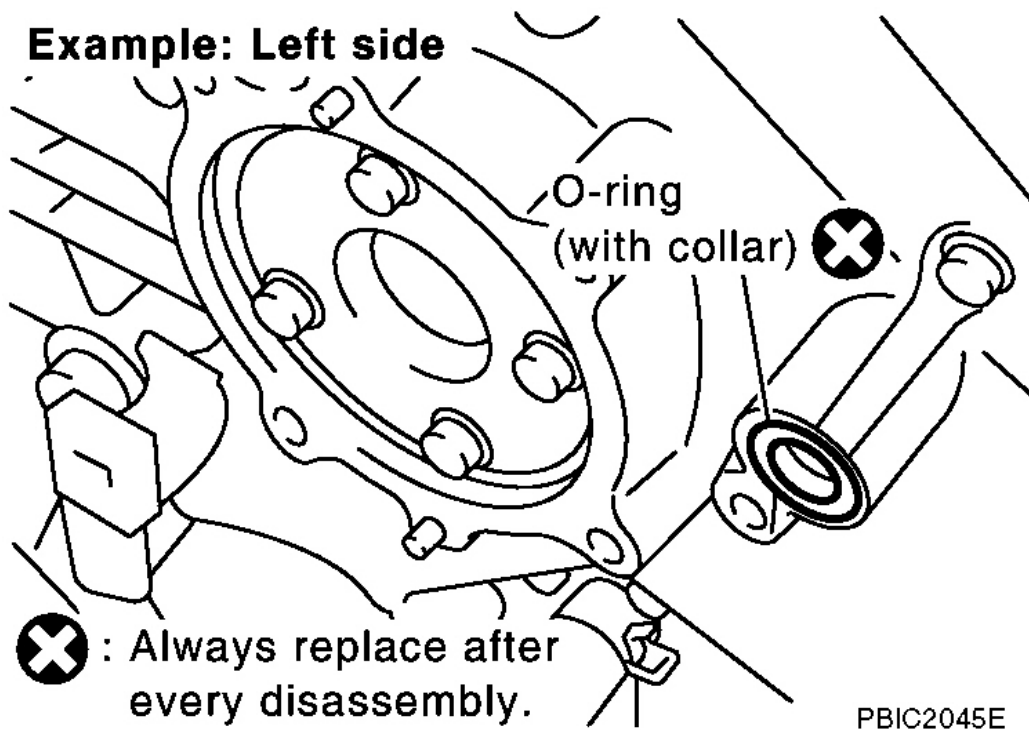
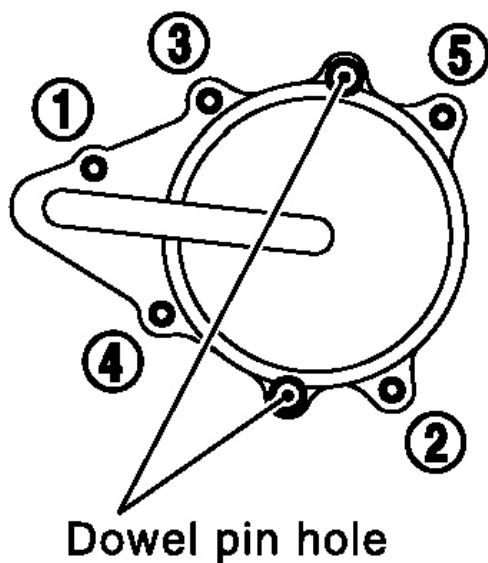


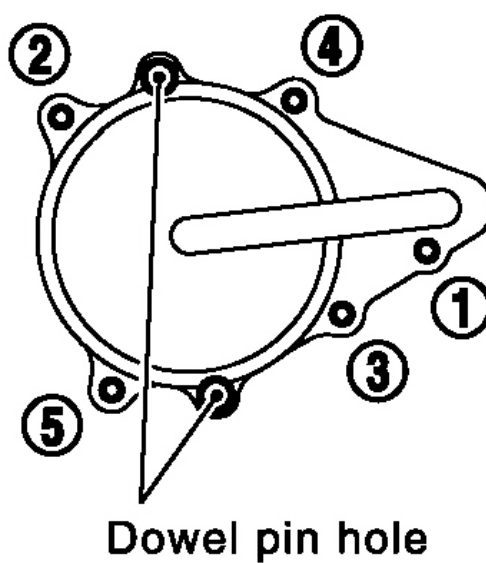
Fig. 122: Installing Collared O-Rings In Front Timing Chain Case Oil Hole
Courtesy of NISSAN MOTOR CO., U.S.A.

- d. Being careful not to move seal ring from the installation groove, align dowel pins on front timing chain case with the holes to install intake valve timing control covers.
- e. Tighten mounting bolts in numerical order as shown in the figure.

Right



Left



PBIC0918E

Fig. 123: Identifying Right And Left Valve Timing Control Covers Mounting Bolts Tightening Sequence

Courtesy of NISSAN MOTOR CO., U.S.A.

9. Install right and left valve timing control covers as follows. (M/T models)
 - a. Install new seal rings in shaft grooves.

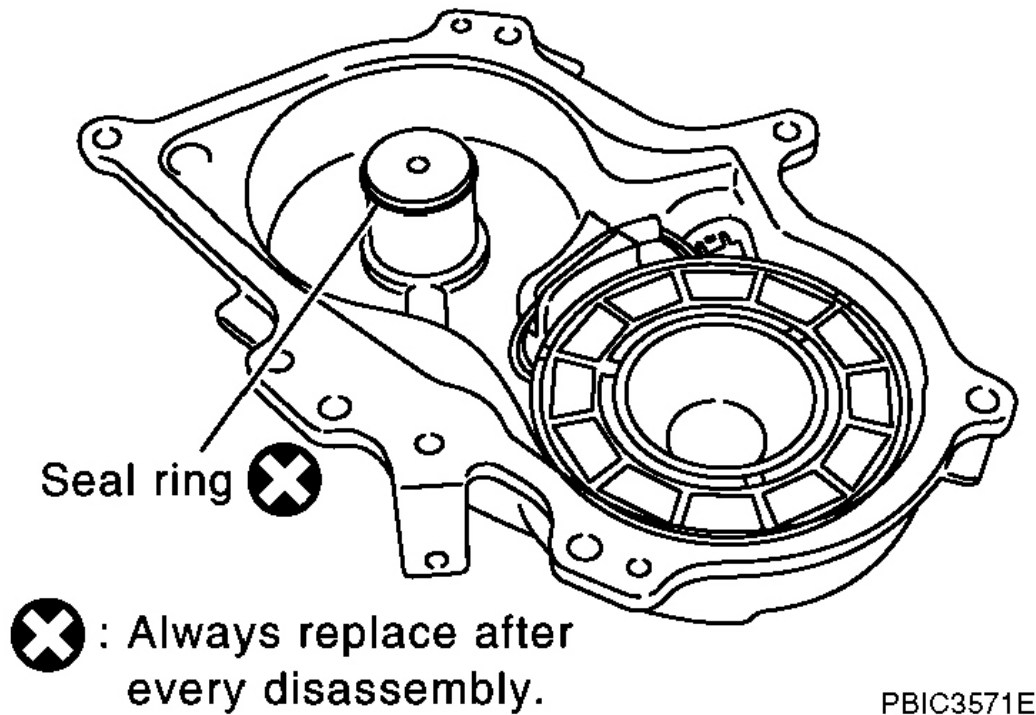
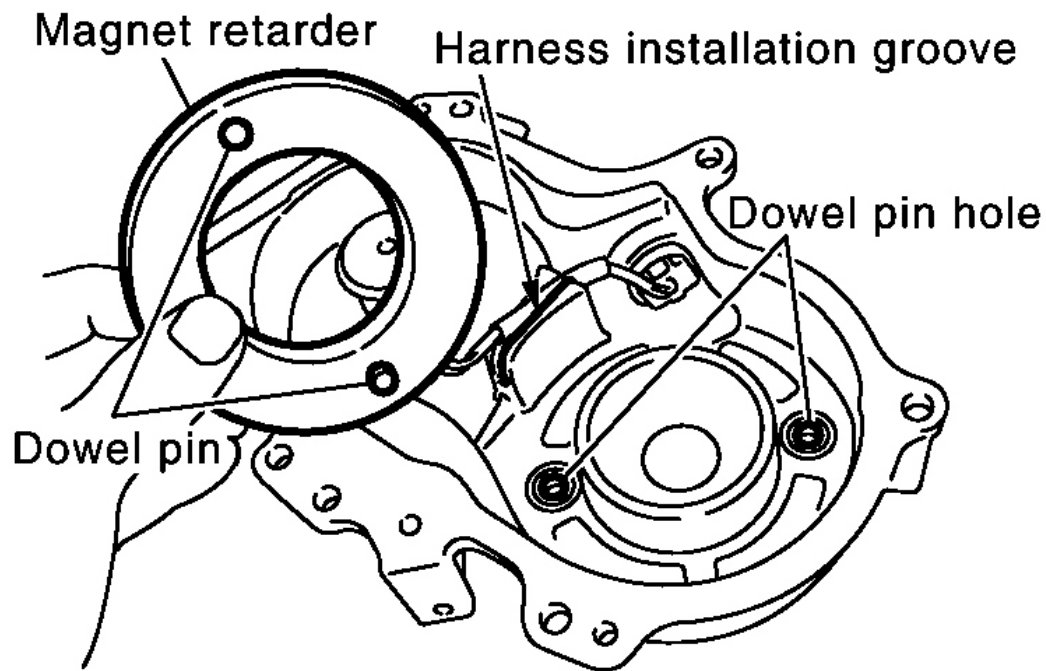


Fig. 124: Installing Seal Rings In Shaft Grooves
Courtesy of NISSAN MOTOR CO., U.S.A.

- b. Install magnet retarder aligning the dowel pins of the back with the cover side dowel pin holes securely. Simultaneously insert the harness into the installation groove securely.

NOTE: Figure shows the structure of the parts. Therefore, magnet retarder is being removed from the cover in this figure. But, if magnet retarder is in the correct position, omit step "b" and perform step "c".



PBIC3572E

Fig. 125: Installing Magnet Retarder
Courtesy of NISSAN MOTOR CO., U.S.A.

- c. To check the joint between dowel pins and dowel pin holes, check the looseness in the axle direction by pushing the mating surface of magnet retarder at several places and the circumferential looseness (between dowel pins and dowel pin holes) by twisting in the circumferential direction.

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

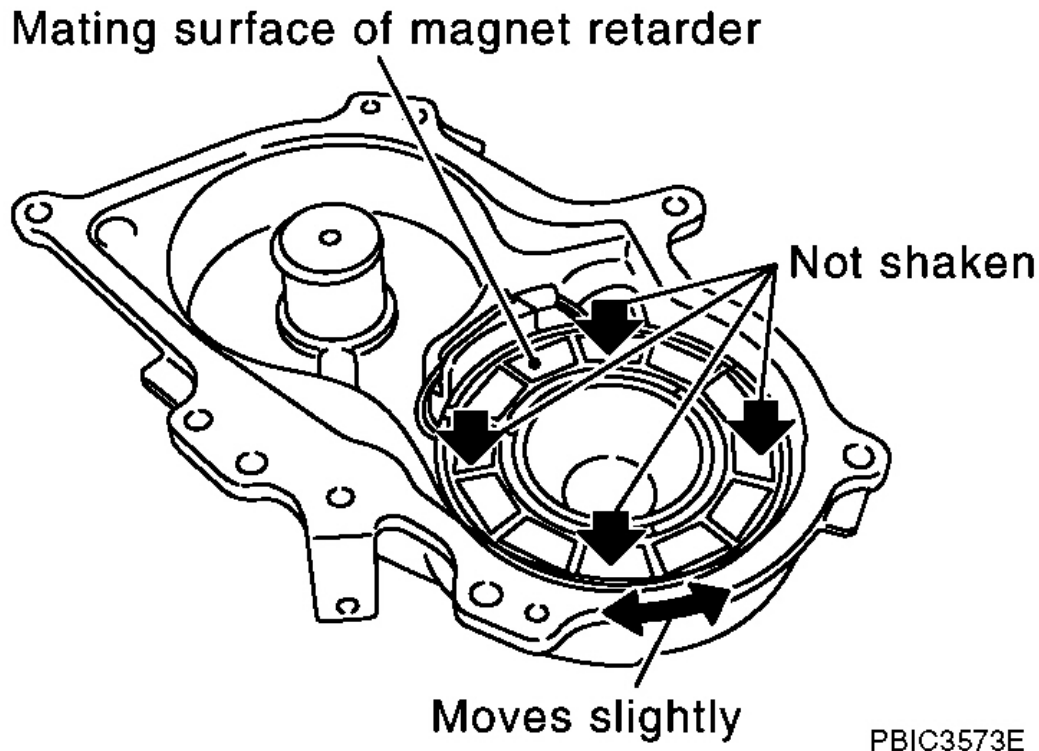


Fig. 126: Checking Joint Between Dowel Pins And Dowel Pin Holes
Courtesy of NISSAN MOTOR CO., U.S.A.

- d. Install valve timing control cover to front timing chain case.

CAUTION:

- Do not 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".

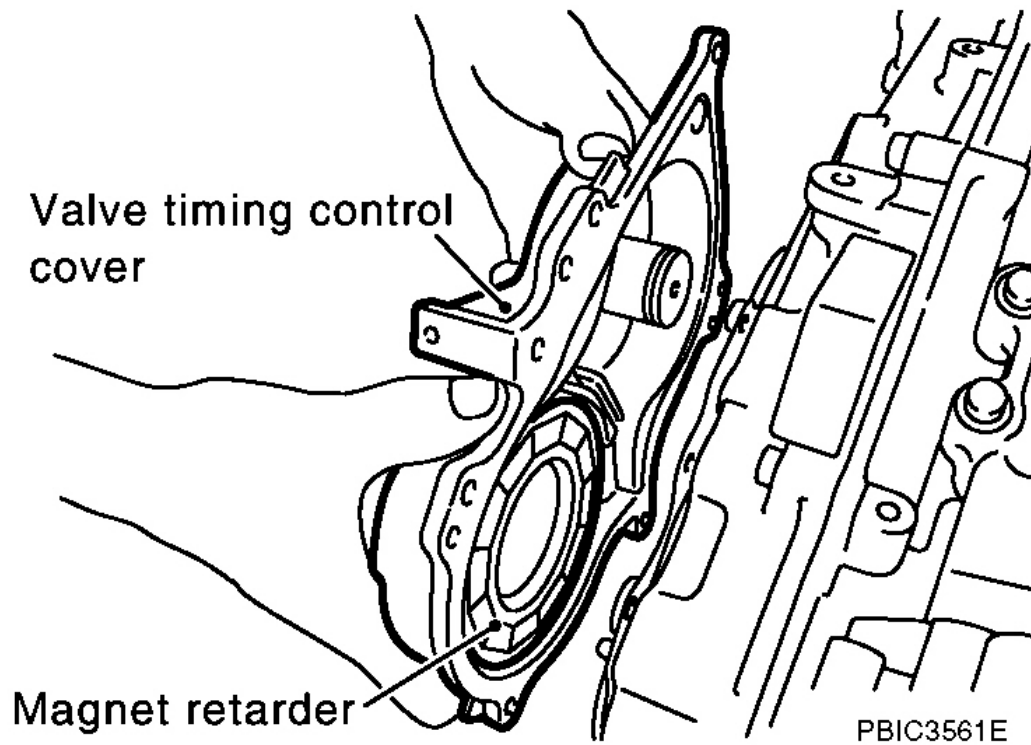


Fig. 127: Identifying Valve Timing Control Cover
Courtesy of NISSAN MOTOR CO., U.S.A.

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

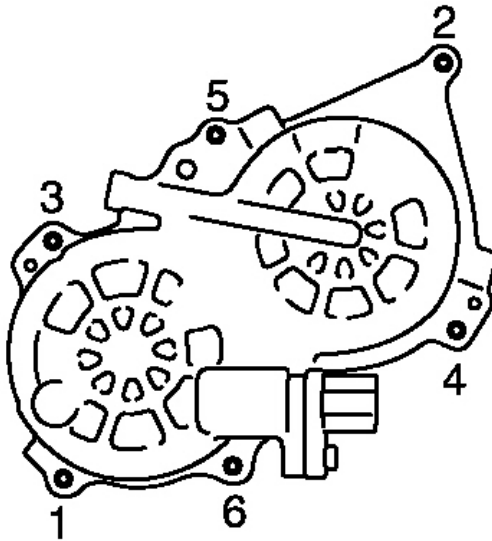
CAUTION: Completely tighten the mounting bolts with the seat surface of valve timing control cover contacting with the front timing chain.

10. Install crankshaft pulley as follows:

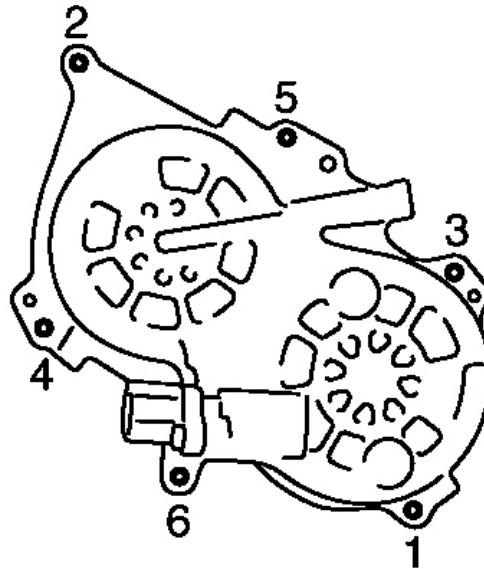
- a. Fix crankshaft using ring gear stopper [SST: KV10117700 (J44716)].
- b. Install crankshaft pulley, taking care not to damage front oil seal.
 - When press-fitting crankshaft pulley with plastic hammer, tap on its center portion (not circumference).
- c. Tighten crankshaft pulley bolt.

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

Right



Left



PBIC3560E

Fig. 128: Identifying Valve Timing Control Cover Mounting Bolts Tightening Sequence
Courtesy of NISSAN MOTOR CO., U.S.A.

- d. Turn crankshaft pulley bolt 90 degrees clockwise (angle tightening).

CAUTION: Check the tightening angle by using the angle wrench [SST]. Avoid judgement by visual inspection without SST.

- Check tightening angle indicated on the angle wrench indicator plate.

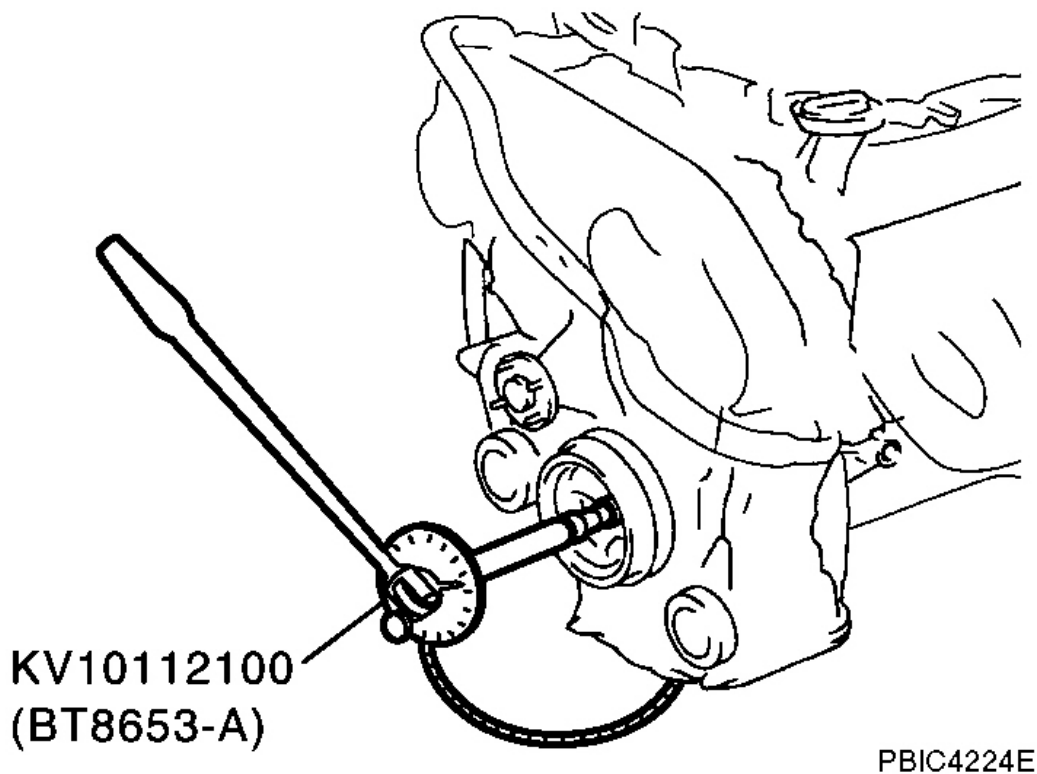


Fig. 129: Checking Crankshaft Pulley Bolt Tightening Angle
Courtesy of NISSAN MOTOR CO., U.S.A.

11. Rotate crankshaft pulley in normal direction (clockwise when viewed from front) to confirm it turns smoothly.
12. Install in the reverse order of removal after this step.

INSPECTION AFTER INSTALLATION

Inspection for Leaks

The following are procedures for checking fluid leak, lubricates leak and exhaust gases leak.

- 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 "**RECOMMENDED FLUIDS AND LUBRICANTS**".
- 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 make sure there is no leakage of 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.

Summary of the inspection items:**INSPECTION ITEMS SUMMARY**

Item	Before starting engine	Engine running	After engine stopped
Engine coolant	Level	Leakage	Level
Engine oil	Level	Leakage	Level
Other oils and fluid ⁽¹⁾	Level	Leakage	Level
(1) Transmission/transaxle/CVT fluid, power steering fluid, brake fluid, etc.			

TIMING CHAIN**COMPONENTS (M/T MODEL)**

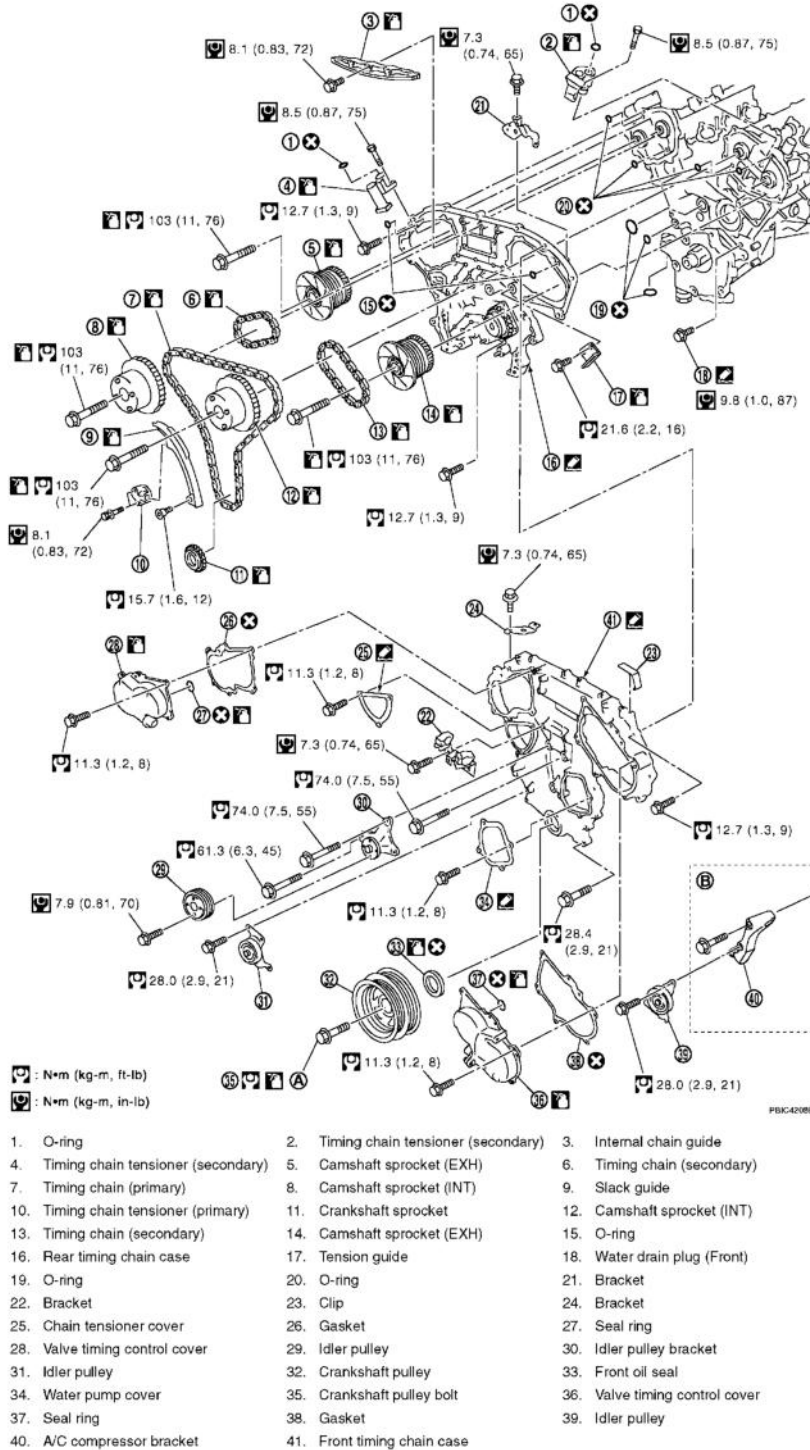


Fig. 130: Exploded View Of Timing Chain Components With Torque Specifications (M/T Model)
 Courtesy of NISSAN MOTOR CO., U.S.A.

- Refer to "COMPONENTS" for symbol mark in the figure.

COMPONENTS (A/T MODEL)

For GI, go to **GENERAL INFORMATION -- SEDAN**.

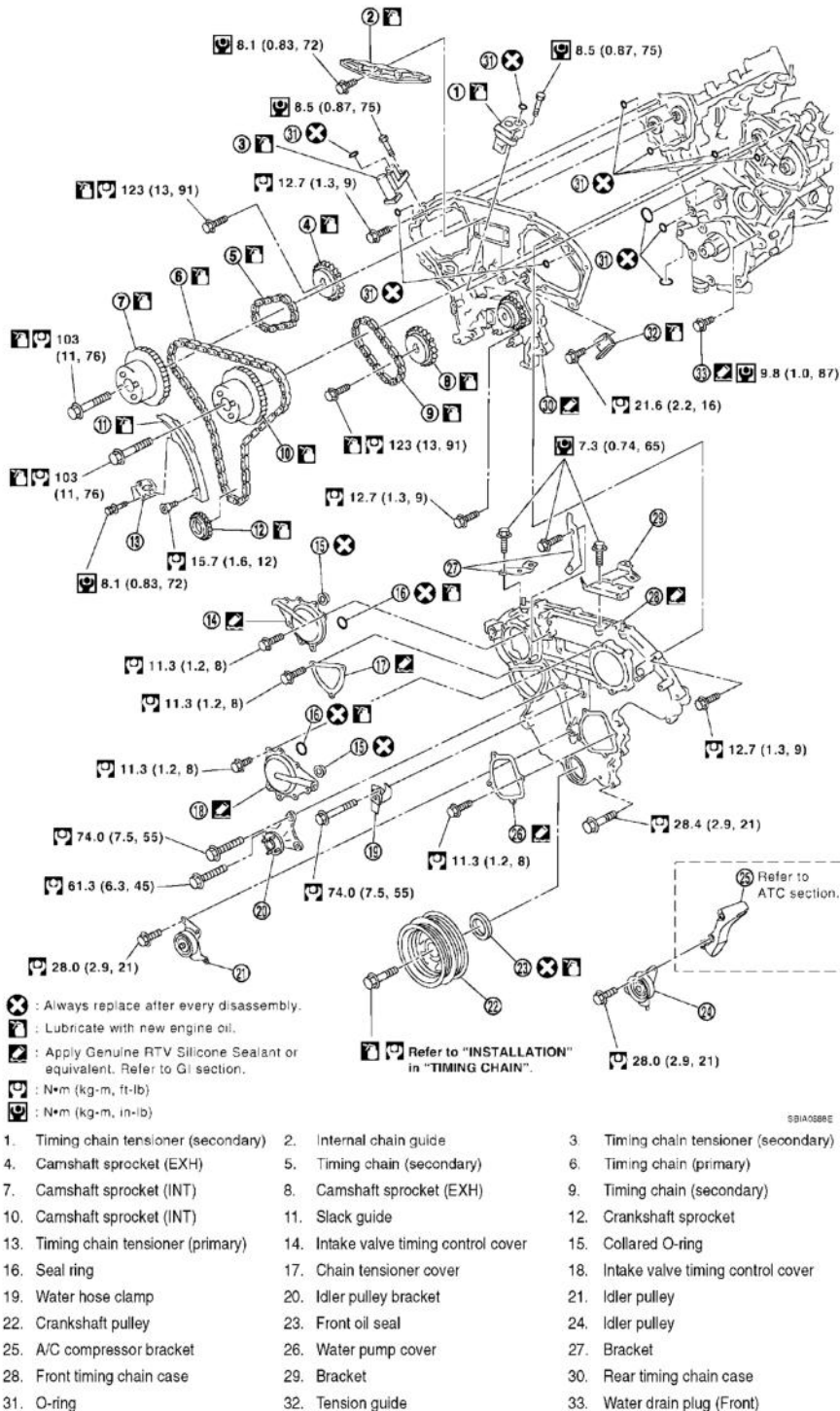


Fig. 131: Exploded View Of Timing Chain Components With Torque Specifications (A/T Model)

Courtesy of NISSAN MOTOR CO., U.S.A.

REMOVAL AND INSTALLATION (M/T MODEL)

NOTE:

- This section describes procedures for removing/installing front timing chain case and timing chain related parts, and rear timing chain case, when oil pan (upper) needs to be removed/installed for engine overhaul, etc.
- To remove/install front timing chain case, timing chain, and its related parts without removing oil pan (upper), refer to "FRONT TIMING CHAIN CASE".

REMOVAL

1. Remove engine cover with power tool. Refer to "INTAKE MANIFOLD COLLECTOR".
2. Remove air cleaner case assembly. Refer to "AIR CLEANER AND AIR DUCT".
3. Remove undercover with power tool.
4. Drain engine coolant from radiator. Refer to "CHANGING ENGINE COOLANT".

CAUTION:

- Perform this step when engine is cold.
- Do not spill engine coolant on drive belts.

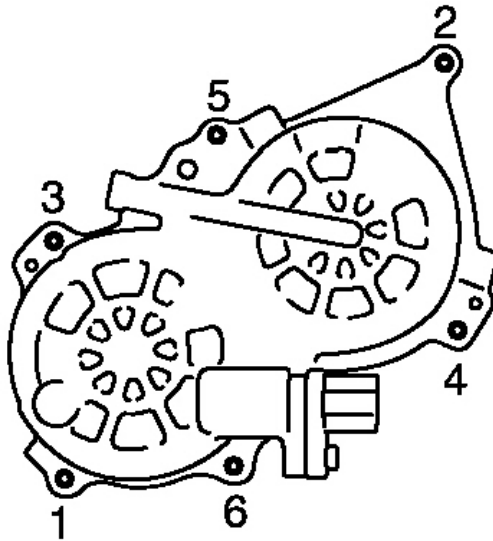
5. Drain engine oil. Refer to "CHANGING ENGINE OIL".

CAUTION:

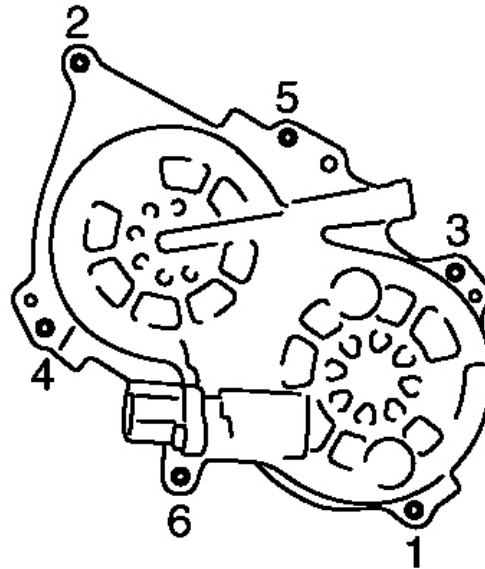
- Perform this step when engine is cold.
- Do not spill engine oil on drive belts.

6. Separate engine harnesses removing their brackets from front timing chain case.
7. Remove intake manifold collectors (upper and lower). Refer to "INTAKE MANIFOLD COLLECTOR".
8. Remove radiator cooling fan assembly. Refer to "COOLING FAN".
9. Remove drive belts. Refer to "DRIVE BELTS".
10. Remove A/C compressor from bracket with piping connected, and temporarily secure it aside. Refer to "COMPONENTS".
11. Remove power steering oil pump from bracket with piping connected, and temporarily secure it aside. Refer to "POWER STEERING OIL PUMP".
12. Remove power steering oil pump bracket. Refer to "POWER STEERING OIL PUMP".
13. Remove alternator. Refer to "CHARGING SYSTEM".
14. Remove water bypass hose, water hose clamp and idler pulley bracket from front timing chain case.
15. Remove left and right valve timing control covers (including magnet retarder and cover) with the following procedure.
 - a. Loosen mounting bolts in reverse order as shown in the figure.

Right



Left



PBIC3560E

Fig. 132: Identifying Valve Timing Control Cover Mounting Bolts Loosening Sequence
Courtesy of NISSAN MOTOR CO., U.S.A.

- b. 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 may be fitted with the exhaust side camshaft sprocket via the engine oil. Open valve timing control cover 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.

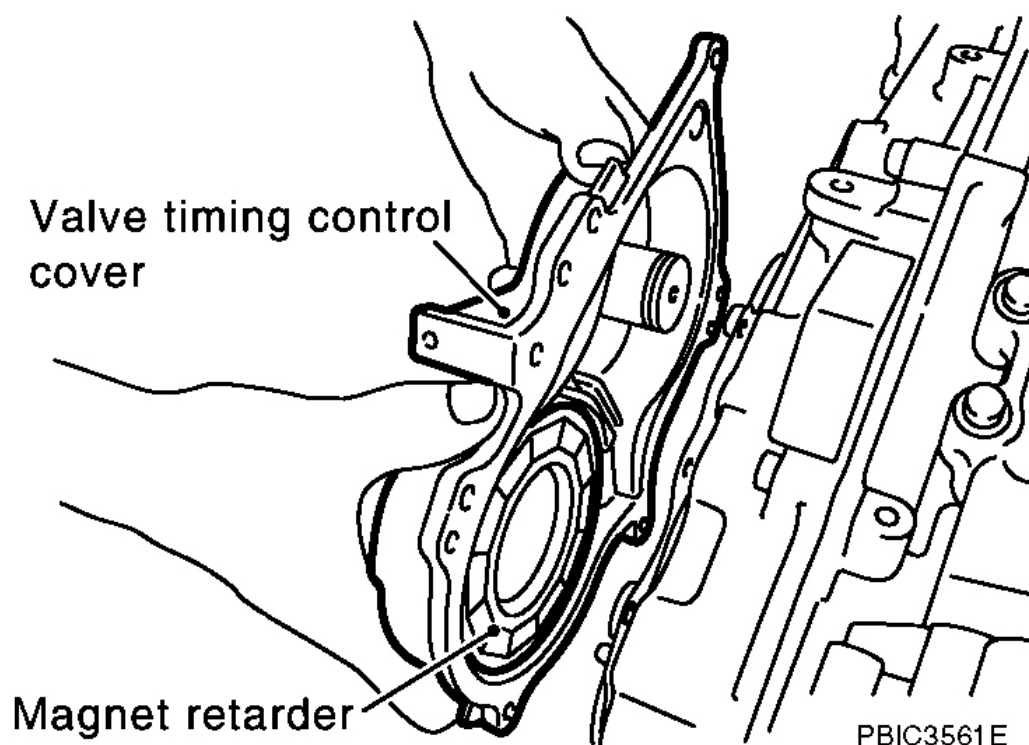


Fig. 133: Removing Valve Timing Control Cover
Courtesy of NISSAN MOTOR CO., U.S.A.

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.
- Do not remove magnet retarder from valve timing control cover. (Disassembly prohibited parts)

16. Remove rocker covers (right and left banks). Refer to "**ROCKER COVER**".
17. Obtain No. 1 cylinder at TDC of its compression stroke as follows:
 - a. Rotate crankshaft pulley clockwise to align timing mark (grooved line without color) with timing indicator.

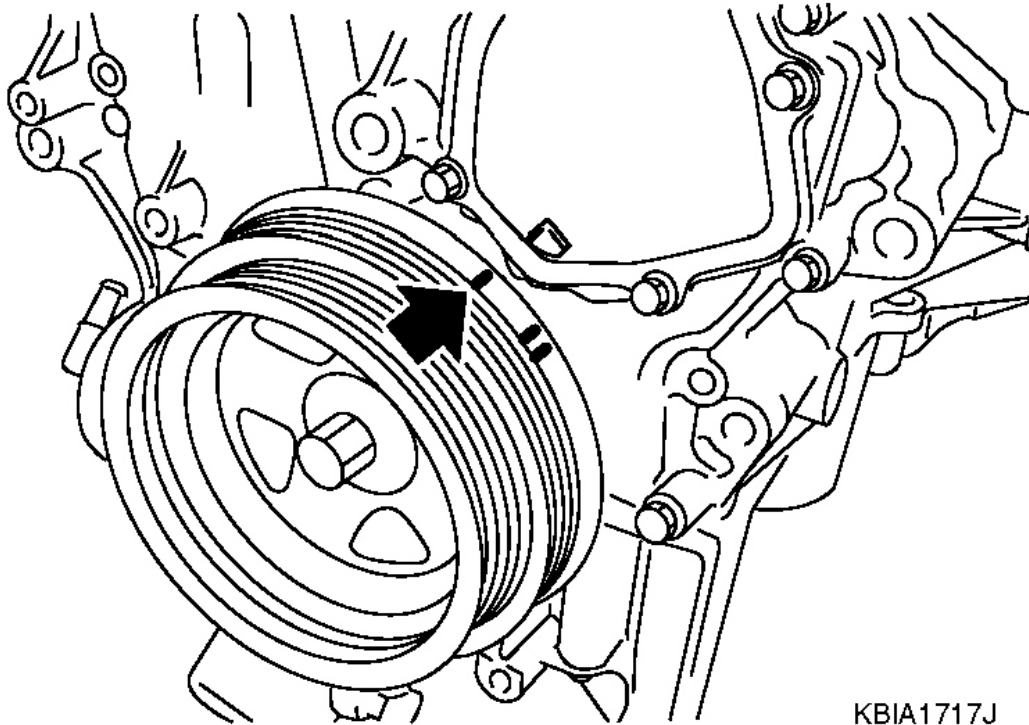


Fig. 134: Aligning Crankshaft Pulley Timing Mark With Timing Indicator
Courtesy of NISSAN MOTOR CO., U.S.A.

- b. Make sure that intake and exhaust cam noses on No. 1 cylinder (engine front side of right bank) are located as shown in the figure.
 - If not, turn crankshaft one revolution (360 degrees) and align as shown in the figure.

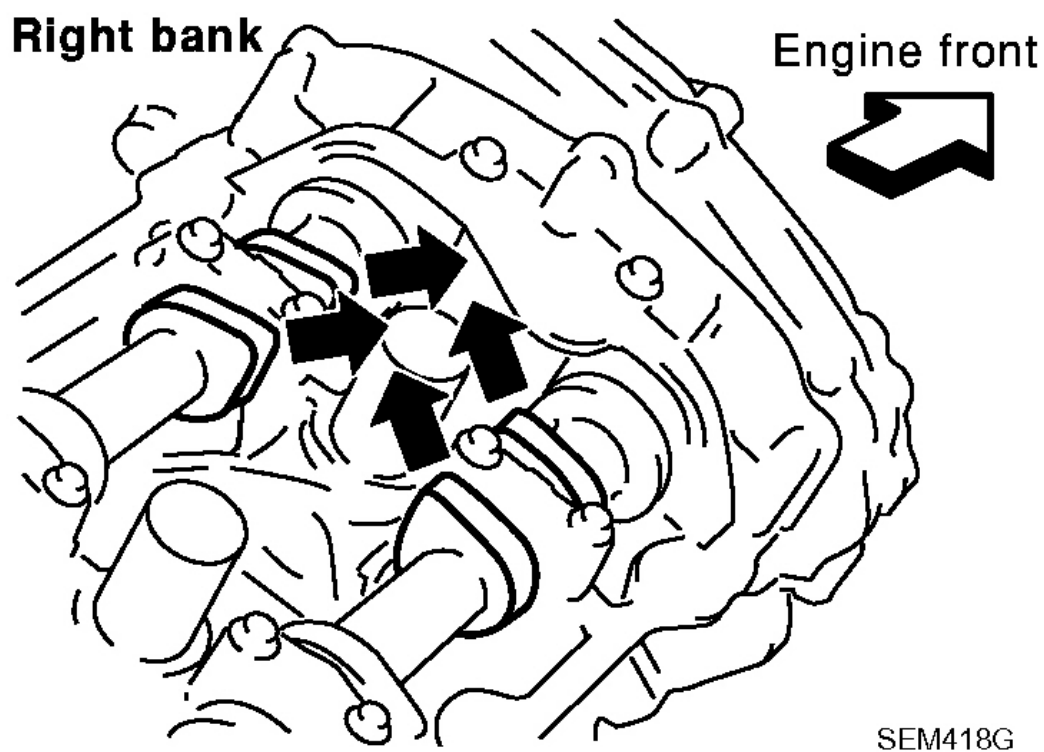


Fig. 135: Locating No. 1 Cylinder Intake And Exhaust Cam Lobe Noses
Courtesy of NISSAN MOTOR CO., U.S.A.

18. Remove crankshaft pulley as follows:
 - a. Remove starter motor and set ring gear stopper [SST] as shown in the figure. Refer to "STARTING SYSTEM".

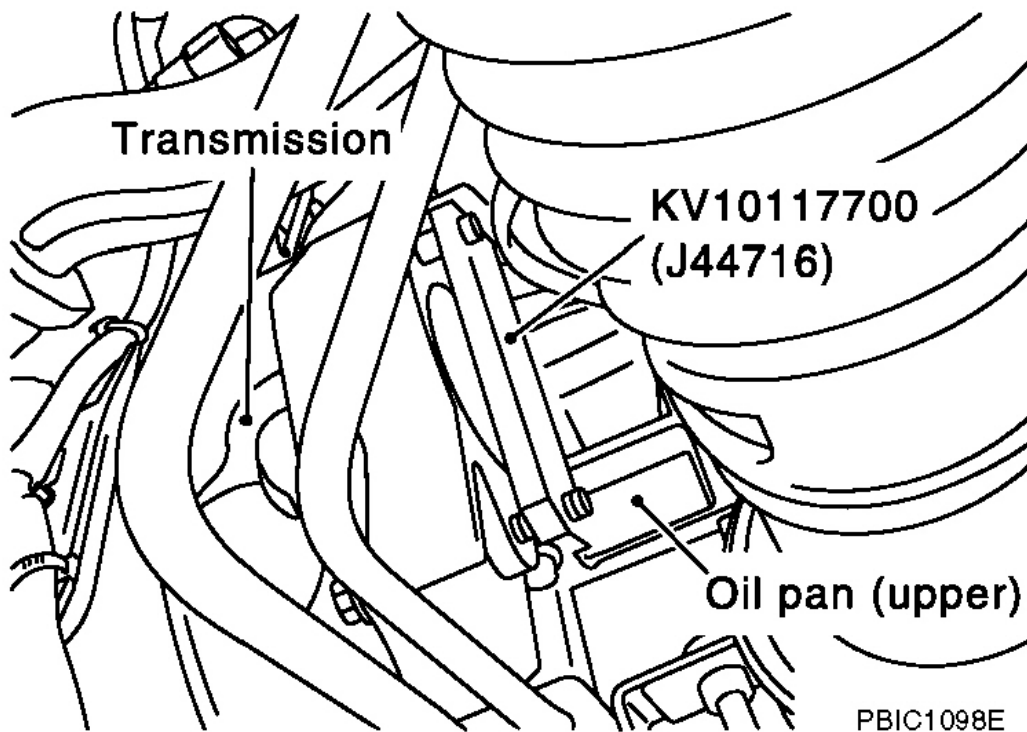


Fig. 136: Identifying Oil Pan (Upper)
Courtesy of NISSAN MOTOR CO., U.S.A.

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

CAUTION: Do not remove crankshaft pulley bolt as it will be used as a supporting point for suitable puller.

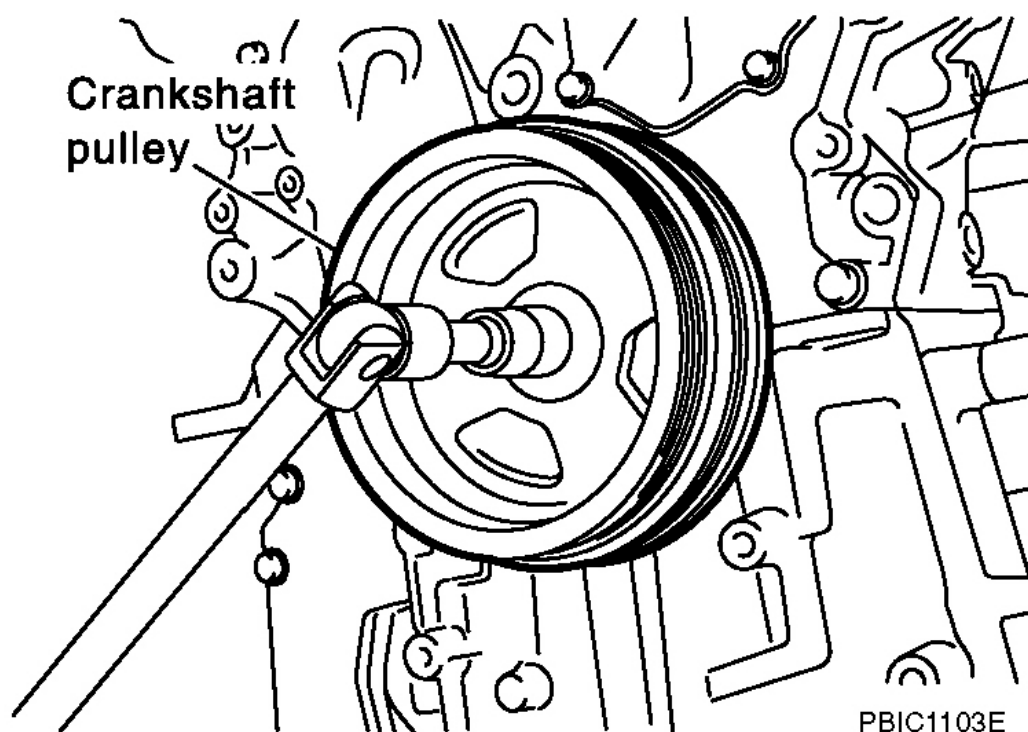


Fig. 137: Loosening Crankshaft Pulley Bolt
Courtesy of NISSAN MOTOR CO., U.S.A.

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

CAUTION: Do not put suitable puller tab on crankshaft pulley periphery, as this will damage internal damper.

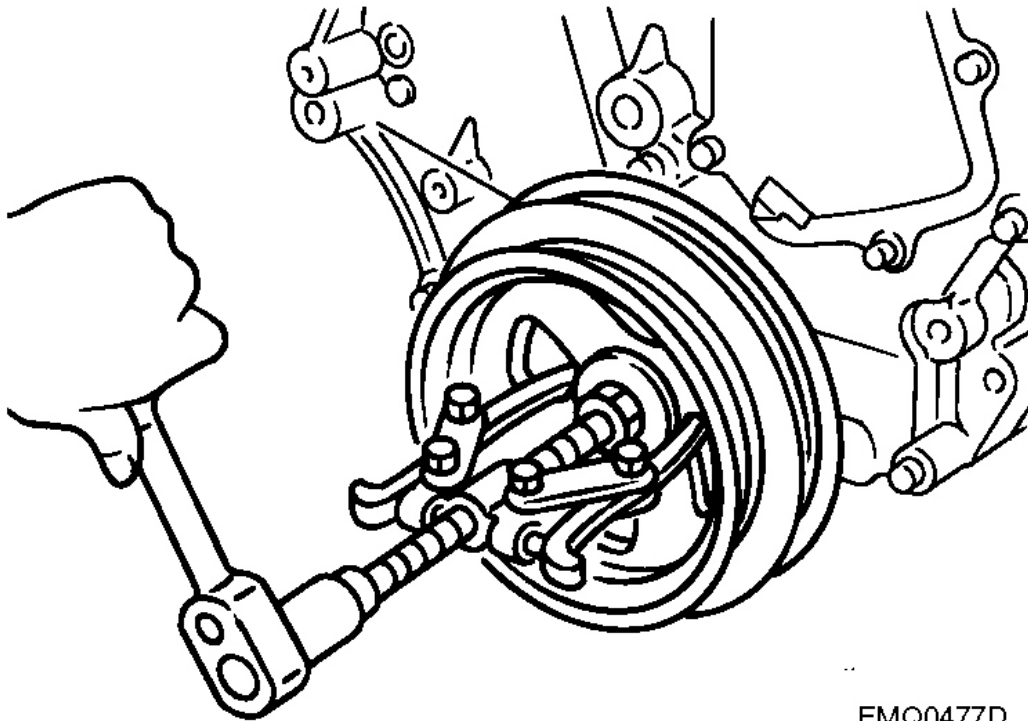
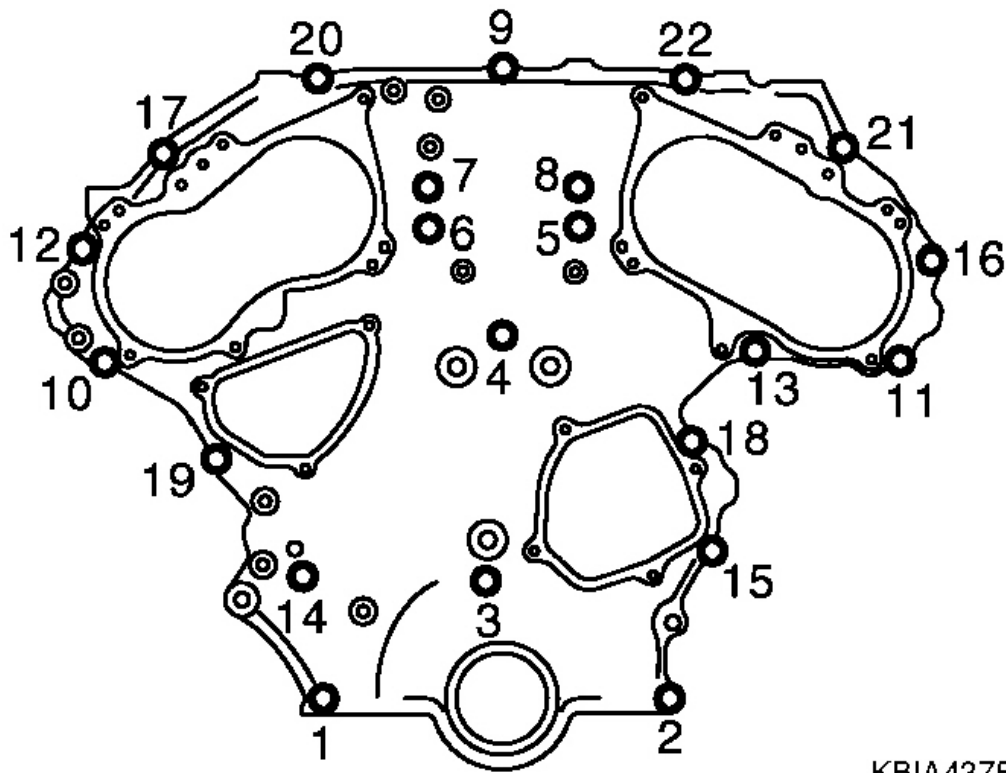


Fig. 138: Removing Crankshaft Pulley
Courtesy of NISSAN MOTOR CO., U.S.A.

19. Remove oil pans (upper and lower). Refer to "**OIL PAN AND OIL STRAINER**"
20. Remove front timing chain case as follows:
 - a. Loosen mounting bolts in reverse order as shown in the figure.



KBIA4375J

Fig. 139: Identifying Front Timing Chain Case Mounting Bolts Loosening Sequence
 Courtesy of NISSAN MOTOR CO., U.S.A.

- b. Insert suitable tool into the notch at the top of the front timing chain case as shown (1).
- c. Pry off case by moving the tool as shown (2).
 - Use seal cutter [SST: KV10111100 (J37228)] to cut liquid gasket for removal.

CAUTION:

- Do not use screwdriver or something similar.
- After removal, handle front timing chain case carefully so it does not tilt, cant, or warp under a load.

21. Remove O-rings from rear timing chain case.

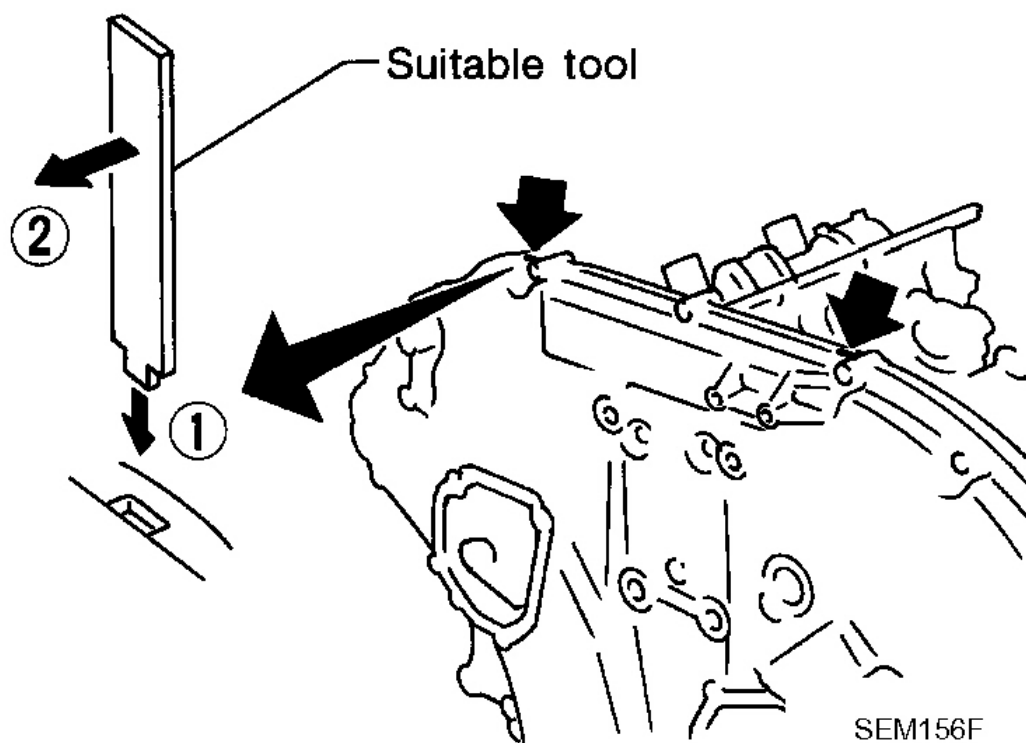


Fig. 140: Inserting Suitable Tool Into Notch At Top Of Front Timing Chain Case
 Courtesy of NISSAN MOTOR CO., U.S.A.

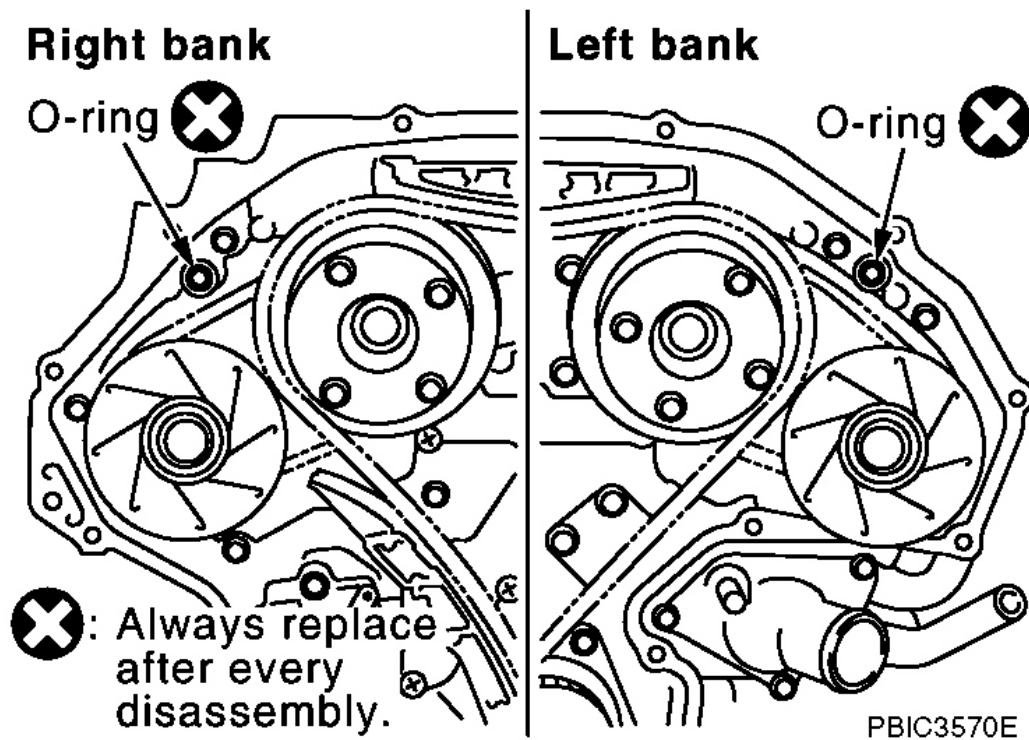
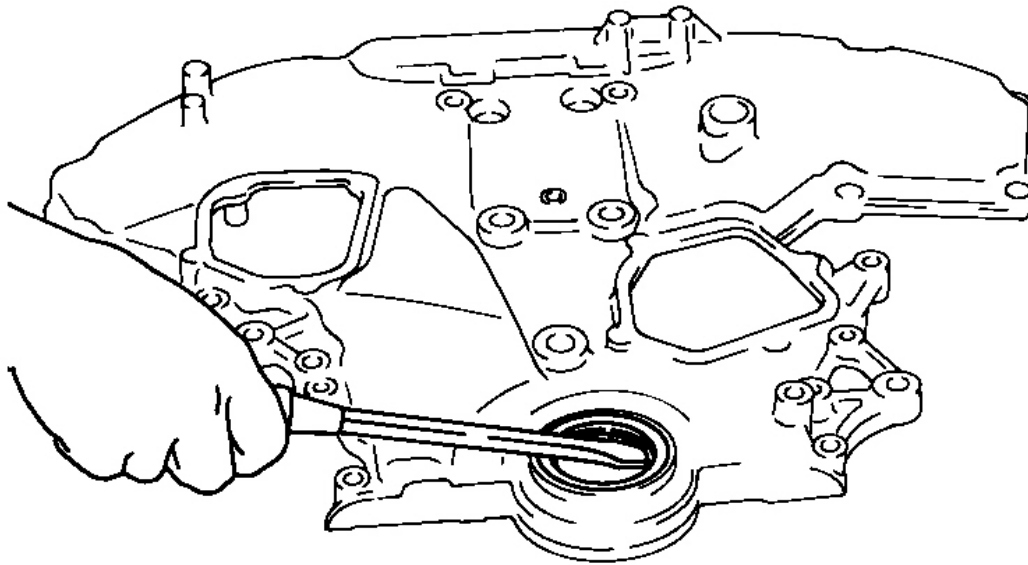


Fig. 141: Removing Rear Timing Chain Case O-Rings
Courtesy of NISSAN MOTOR CO., U.S.A.

22. Remove water pump cover and chain tensioner cover from front timing chain case.
 - Use seal cutter [SST: KV10111100 (J37228)] to cut liquid gasket for removal.
23. Remove front oil seal from front timing chain case using suitable tool.
 - Use screwdriver for removal.

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



EMQ0032D

Fig. 142: Removing Front Timing Chain Case Front Oil Seal
Courtesy of NISSAN MOTOR CO., U.S.A.

24. Remove timing chain tensioner (primary) as follows:
- Remove lower mounting bolt.
 - Loosen upper mounting bolt slowly, and then turn timing chain tensioner (primary) on the mounting bolt so that plunger 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).

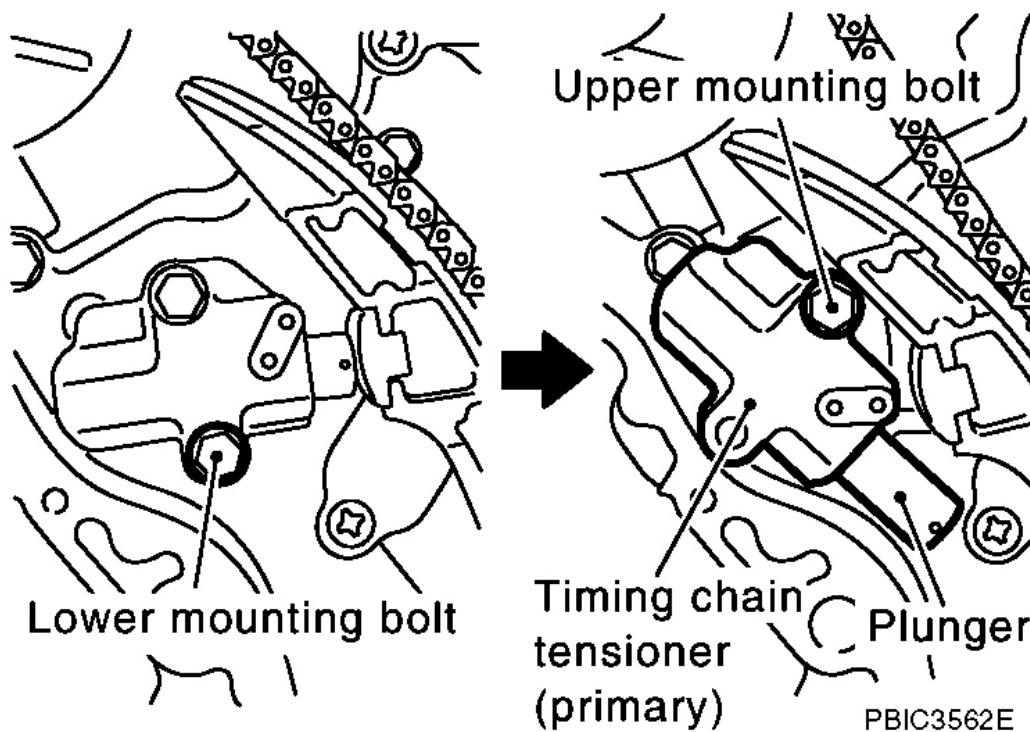
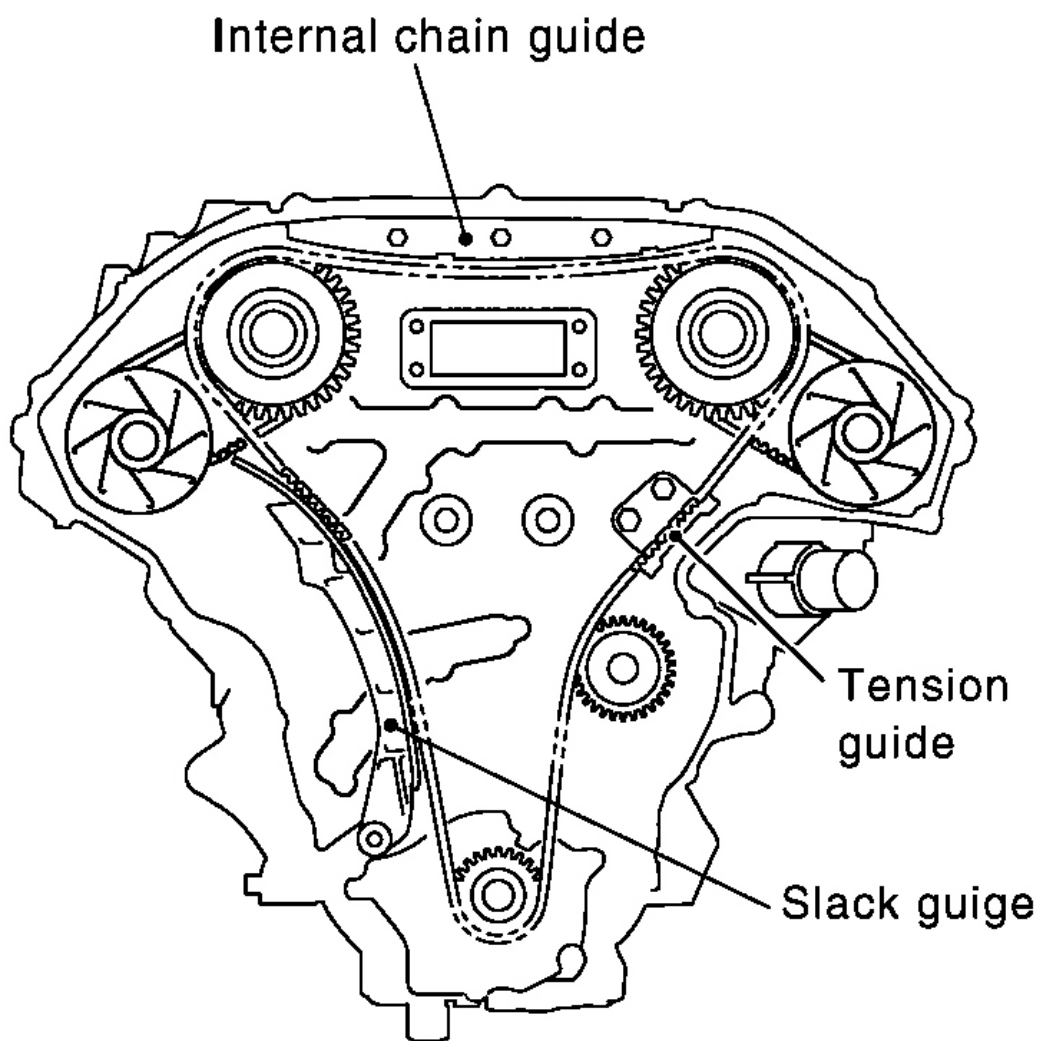


Fig. 143: Identifying Timing Chain Tensioner (Primary) Upper And Lower Mounting Bolts
Courtesy of NISSAN MOTOR CO., U.S.A.

25. Remove internal chain guide, tension guide and slack guide.

NOTE: Tension guide can be removed after removing timing chain (primary).



PBIC3563E

Fig. 144: Identifying Internal Chain Guide, Tension Guide And Slack Guide
Courtesy of NISSAN MOTOR CO., U.S.A.

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

CAUTION: After removing timing chain (primary), do not turn crankshaft and camshaft separately, or valves will strike the piston heads.

27. Remove timing chain (secondary) and camshaft sprockets as follows:

- a. Attach suitable stopper pin to the right and left timing chain tensioners (secondary).

NOTE:

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

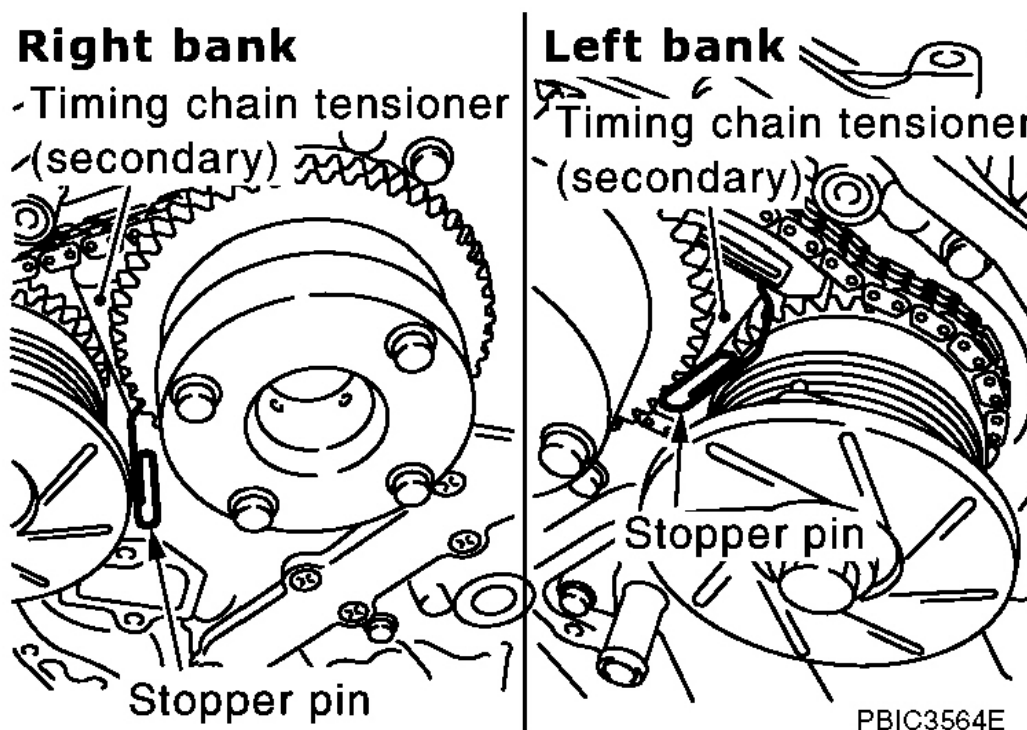


Fig. 145: Attaching Stopper Pin To Timing Chain Tensioners(Secondary)
Courtesy of NISSAN MOTOR CO., U.S.A.

- b. Remove intake and exhaust camshaft sprocket bolts.
 - Secure the hexagonal portion of camshaft using wrench to loosen mounting bolts.

CAUTION: Do not loosen mounting bolts with securing anything other than the camshaft hexagonal portion or with tensioning the timing

chain.

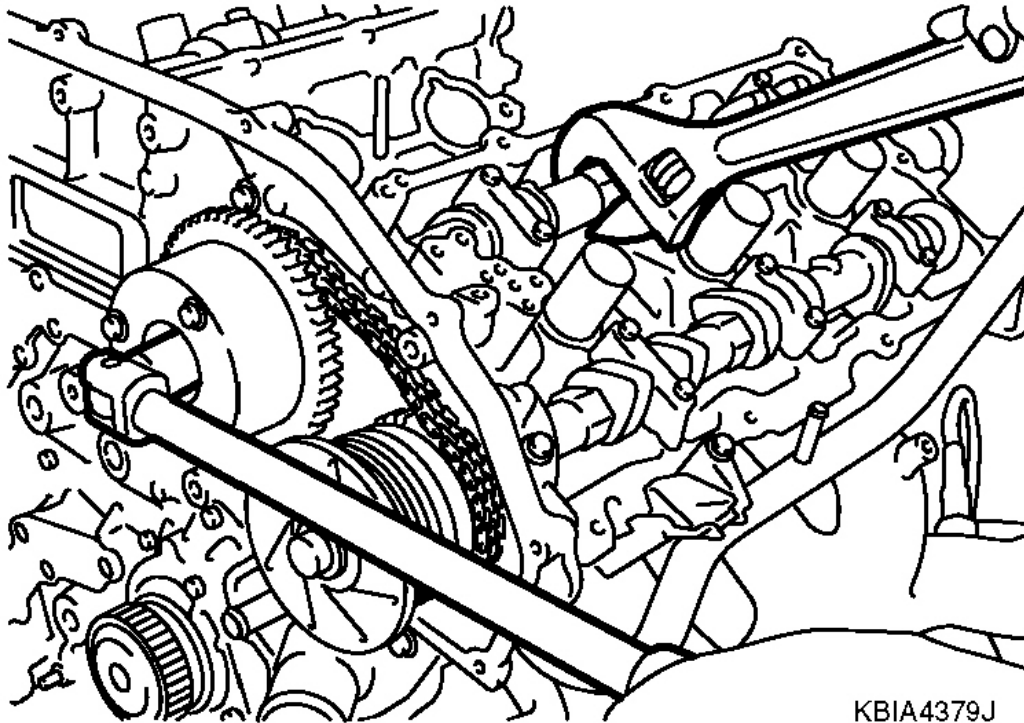


Fig. 146: Identifying Intake And Exhaust Camshaft Sprocket Bolts
Courtesy of NISSAN MOTOR CO., U.S.A.

- c. Remove timing chain (secondary) together with camshaft sprockets.

CAUTION:

- Handle carefully to avoid any shock to camshaft sprocket.
- Do not disassemble. (Do not loosen bolts "A" and "B" as shown in the figure).

NOTE:

Camshaft sprocket (INT) is two-for-one structure of primary and secondary sprockets.

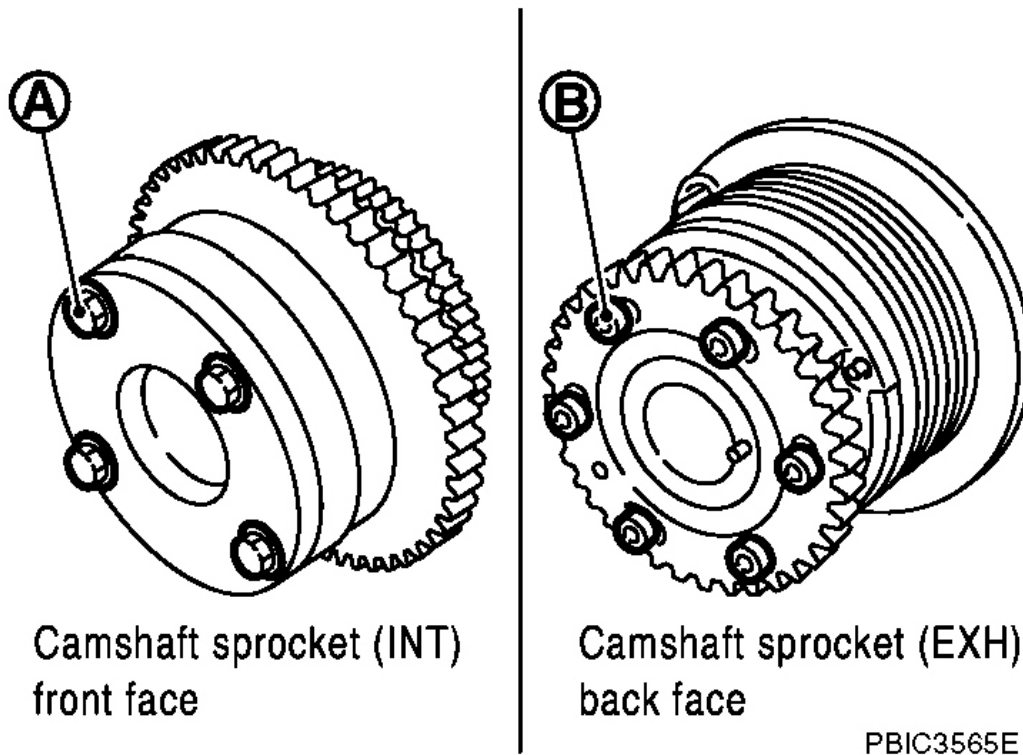


Fig. 147: Identifying Camshaft Sprockets (INT And EXH)
Courtesy of NISSAN MOTOR CO., U.S.A.

28. Remove water pump. Refer to "**WATER PUMP**".
29. Remove rear timing chain case as follows:
 - a. Loosen and remove mounting bolts in reverse order as shown in the figure.
 - b. Cut liquid gasket using seal cutter [SST: KV10111100 (J37228)] and remove rear timing chain case.

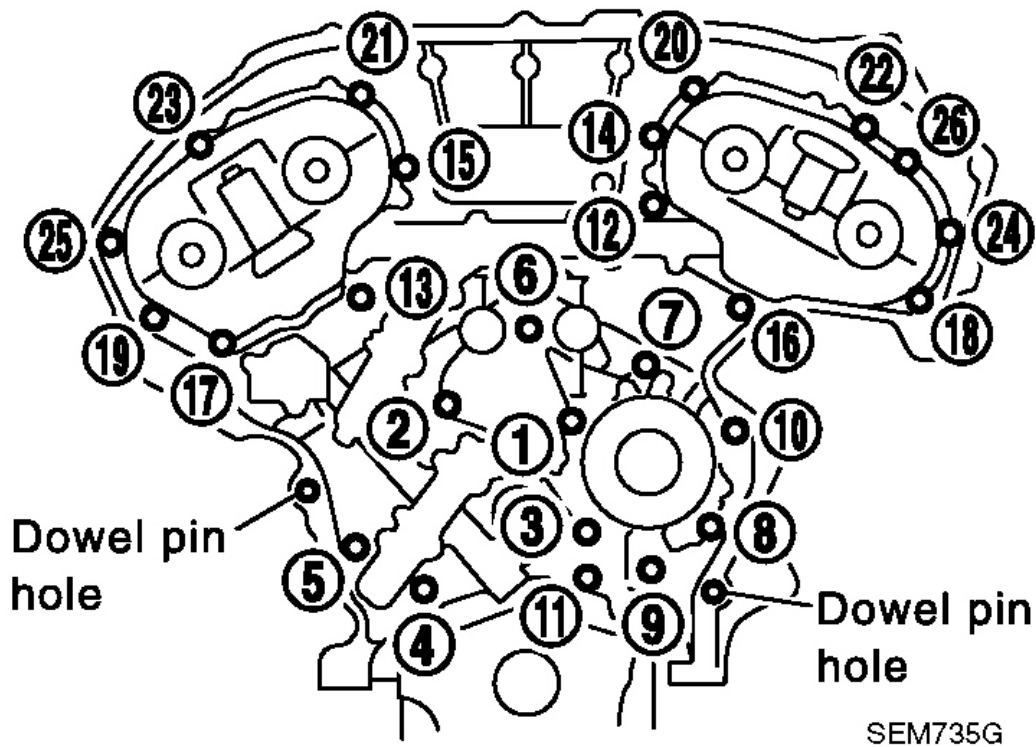
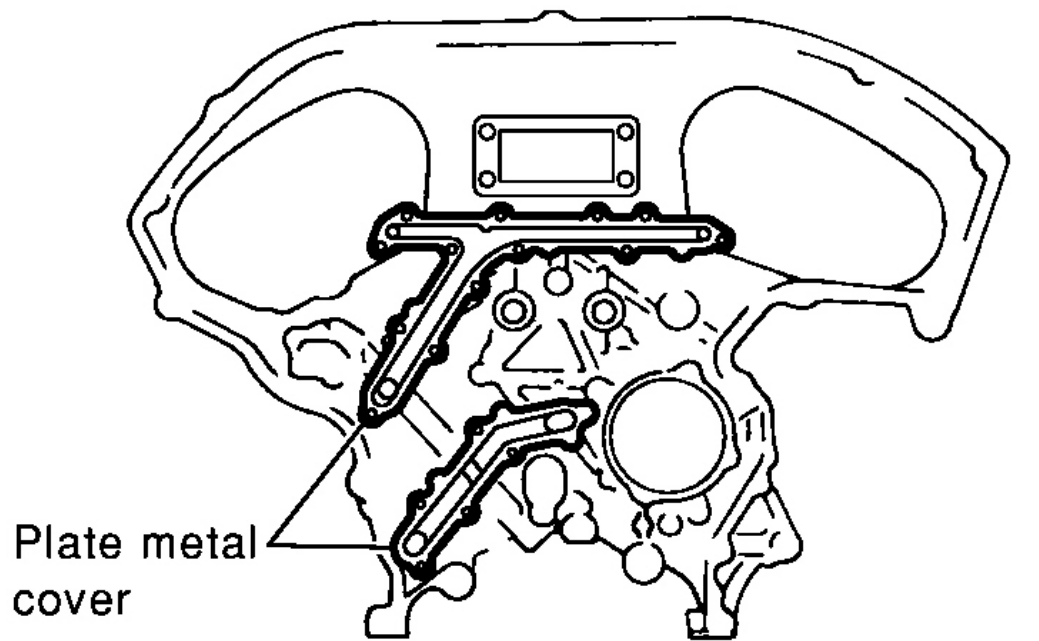


Fig. 148: Identifying Rear Timing Chain Case Mounting Bolts Loosening Sequence
Courtesy of NISSAN MOTOR CO., U.S.A.

CAUTION:

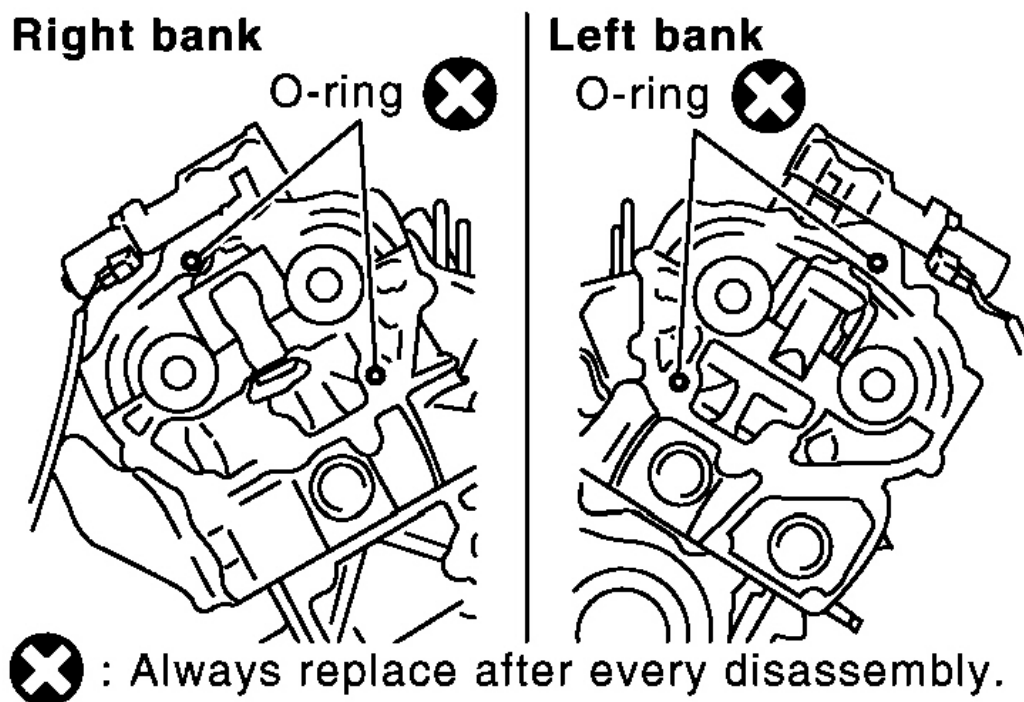
- Do not remove plate metal cover of oil passage.
- After removal, handle rear timing chain case carefully so it does not tilt, cant, or warp under a load.



KBIA1307E

Fig. 149: Identifying Plate Metal Covers
Courtesy of NISSAN MOTOR CO., U.S.A.

30. Remove O-rings from cylinder head.



SBIA0496E

Fig. 150: Identifying Cylinder Head O-Rings
Courtesy of NISSAN MOTOR CO., U.S.A.

31. Remove O-rings from cylinder block.

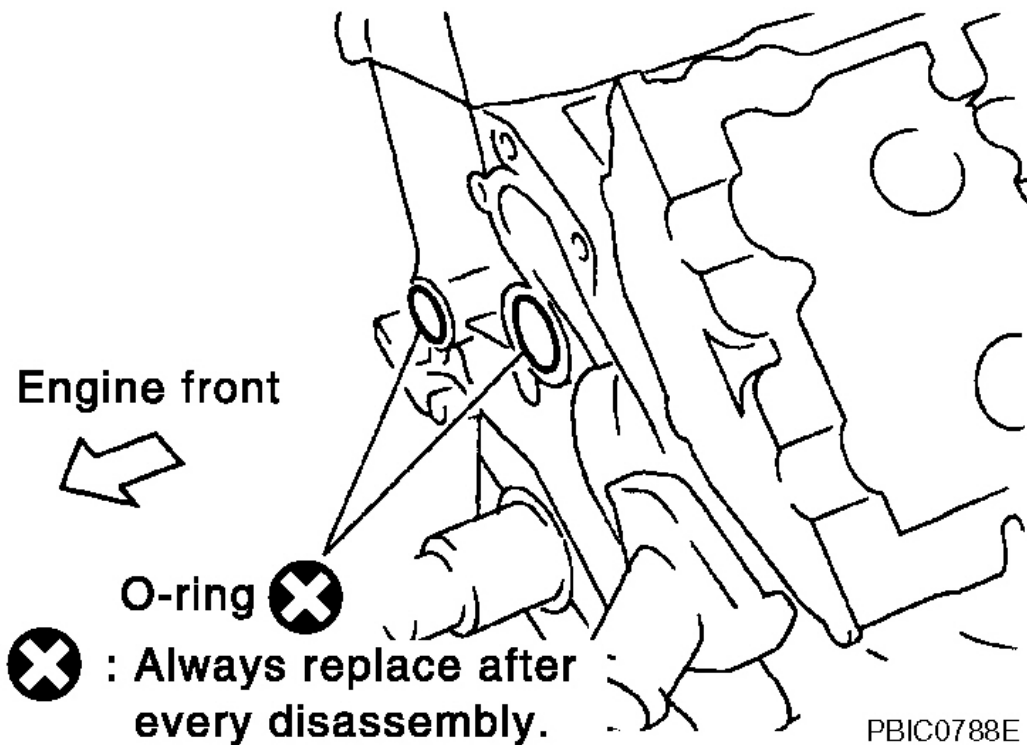


Fig. 151: Locating Cylinder Block O Rings

Courtesy of NISSAN MOTOR CO., U.S.A.

32. Remove timing chain tensioners (secondary) from cylinder head as follows, if necessary.
 - a. Remove camshaft brackets (No. 1). Refer to "**REMOVAL**".
 - b. Remove timing chain tensioners (secondary) with stopper pin attached.
33. Use scraper to remove all traces of old liquid gasket from front and rear timing chain cases, and opposite mating surfaces.

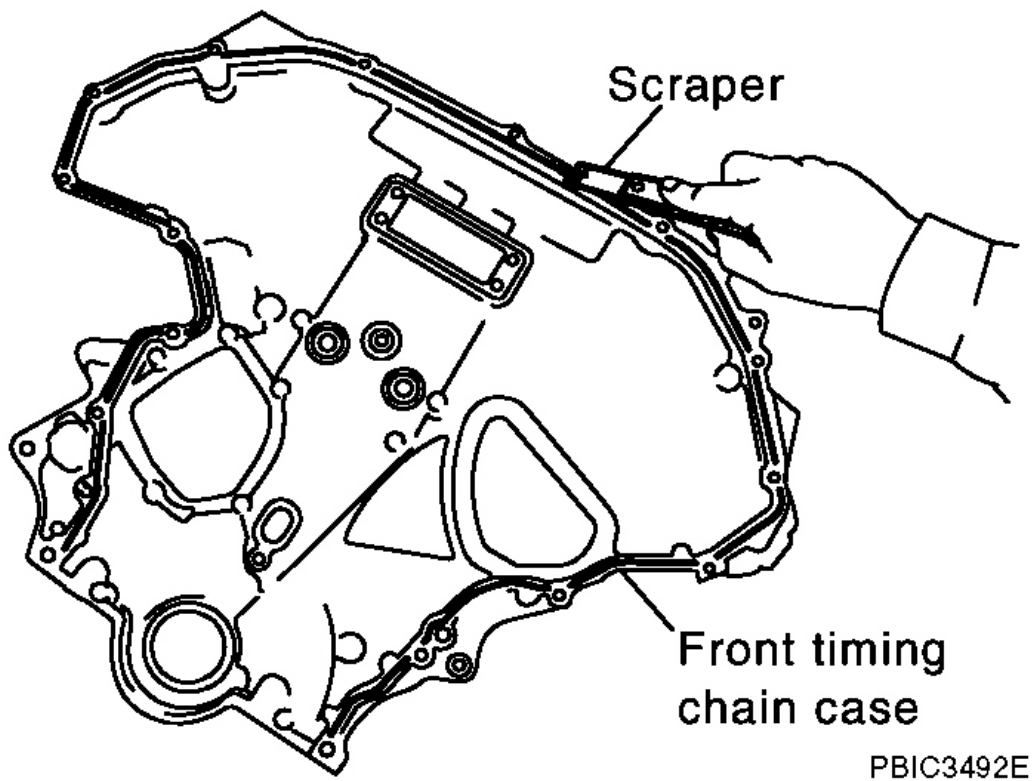
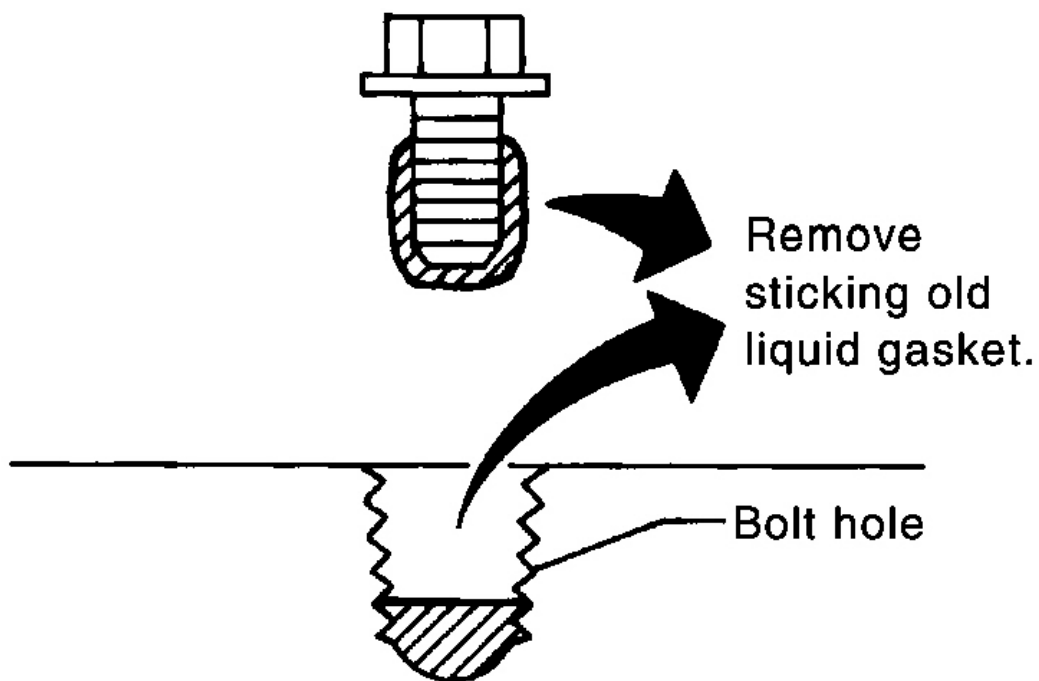


Fig. 152: Removing Front Timing Chain Case Gasket
Courtesy of NISSAN MOTOR CO., U.S.A.

- Remove old liquid gasket from bolt hole and thread.



PBIC2084E

Fig. 153: Identifying Liquid Gasket From Bolt Hole And Thread
Courtesy of NISSAN MOTOR CO., U.S.A.

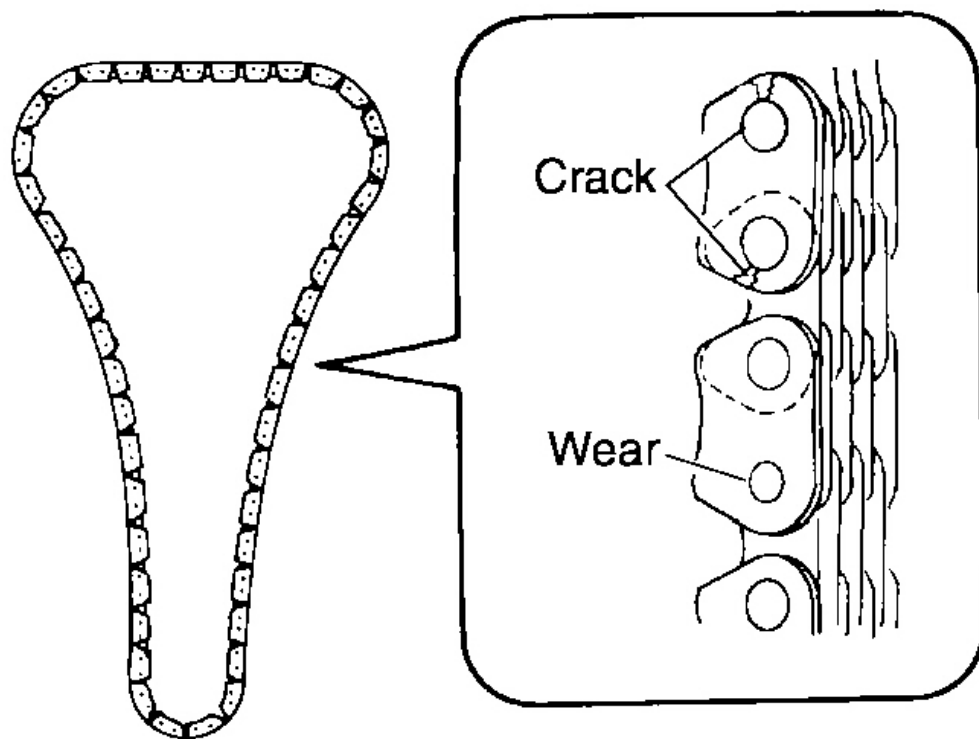
34. Use scraper to remove all traces of liquid gasket from water pump cover, chain tensioner cover and intake valve timing control covers.



Courtesy of NISSAN MOTOR CO., U.S.A.

Timing Chain

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



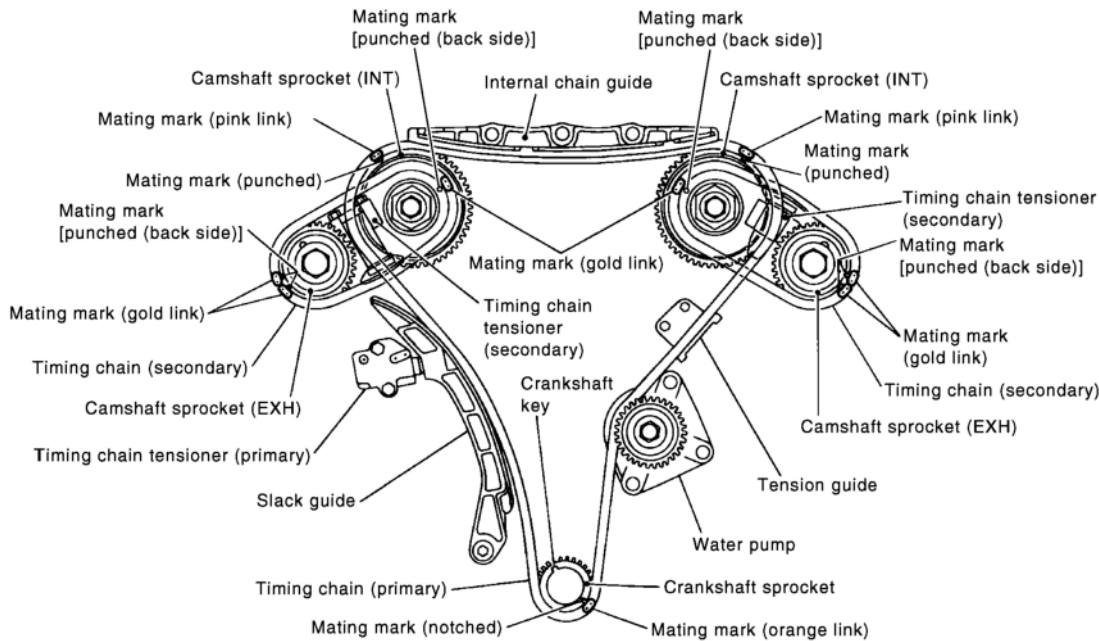
PBIC0282E

Fig. 155: Inspecting Timing Chain (Crack And Wear)
Courtesy of NISSAN MOTOR CO., U.S.A.

INSTALLATION

NOTE:

- The below figure shows the relationship between the mating mark on each timing chain and that on the corresponding sprocket, with the components installed.
- In this figure, the drum of exhaust side camshaft sprocket has been omitted.



PBIC3590E

Fig. 156: Identifying Relationship Between Timing Chain And Sprocket Mating Marks
 Courtesy of NISSAN MOTOR CO., U.S.A.

1. Install timing chain tensioners (secondary) to cylinder head as follows if removed. Refer to **"INSTALLATION"**.
 - a. Install timing chain tensioners (secondary) with stopper pin attached and new O-ring.
 - b. Install camshaft brackets (No. 1). Refer to **"INSTALLATION"**.
2. Install rear timing chain case as follows:
 - a. Install new O-rings onto cylinder block.

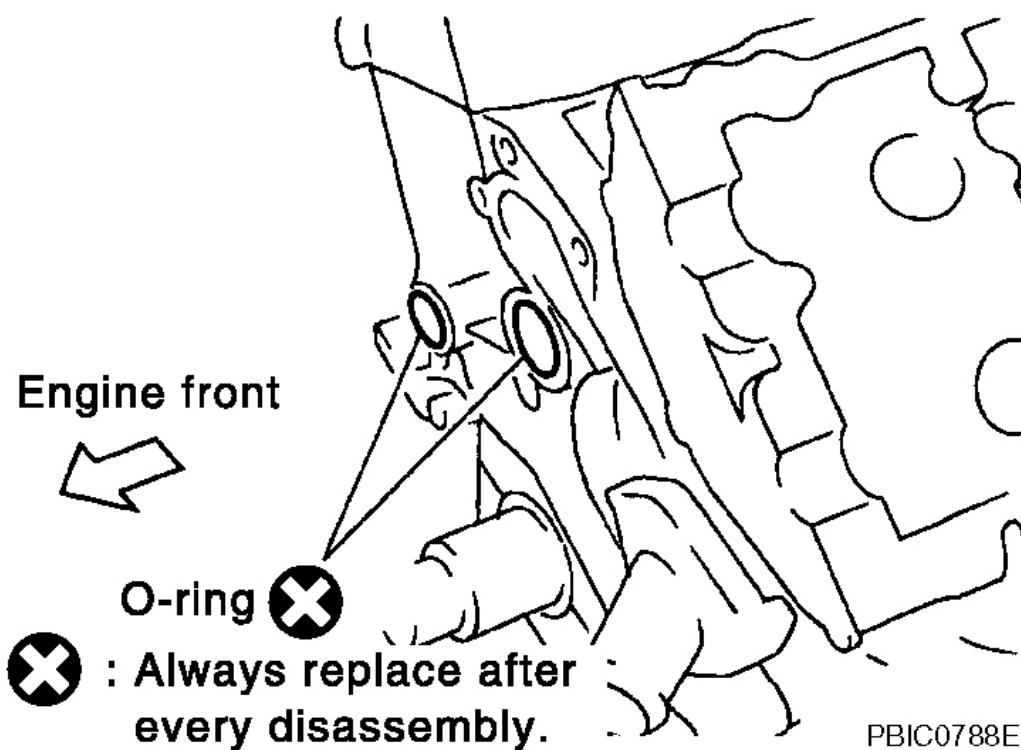
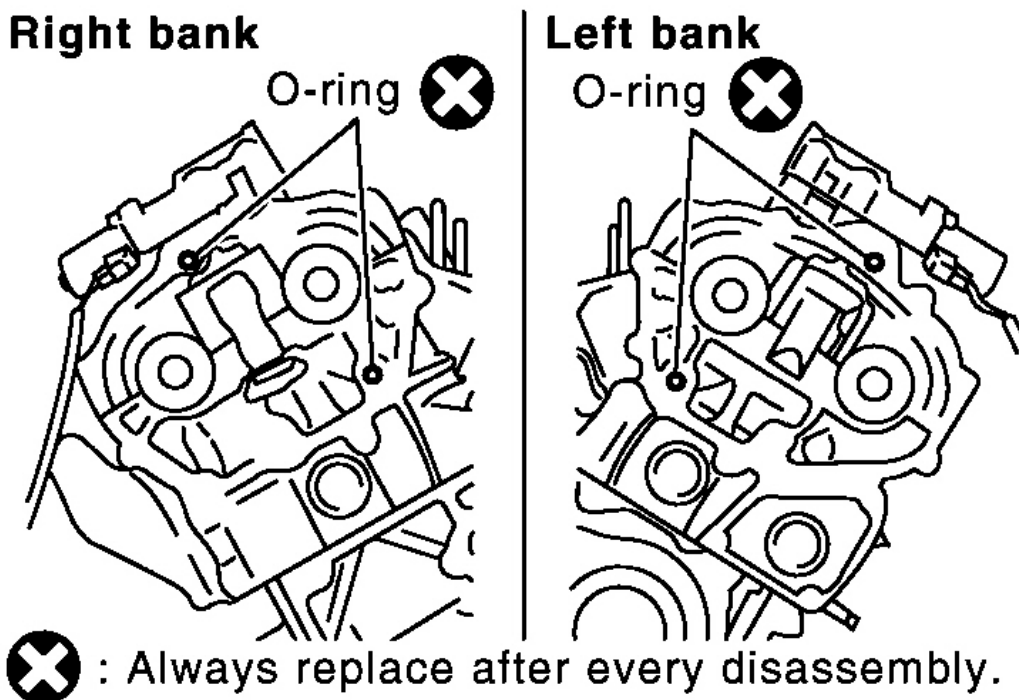


Fig. 157: Locating Cylinder Block O Rings
Courtesy of NISSAN MOTOR CO., U.S.A.

- b. Install new O-rings to cylinder head.



SBIA0496E

Fig. 158: Installing Cylinder Head O-Rings

Courtesy of NISSAN MOTOR CO., U.S.A.

- c. Apply liquid gasket with tube presser [SST: WS39930000 (-)] to rear timing chain case back side as shown in the figure.

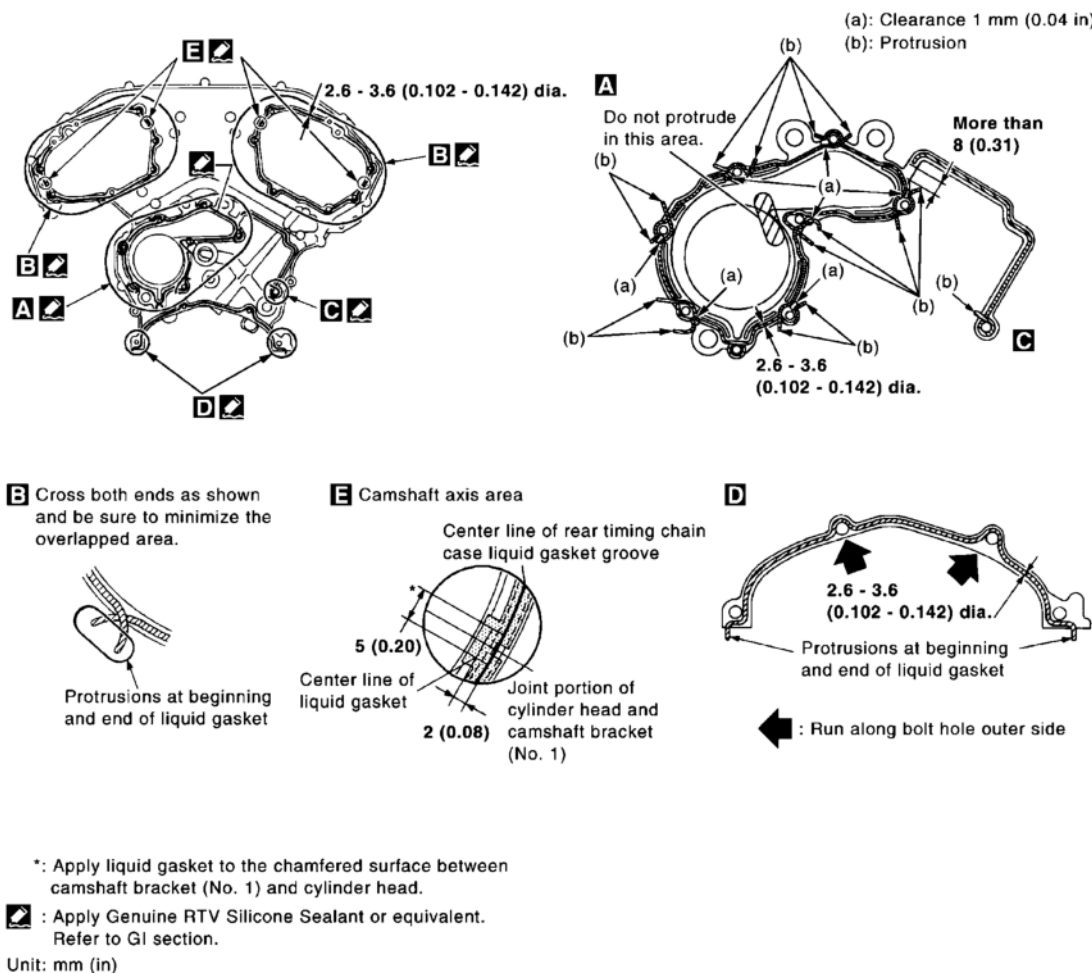
Use Genuine RTV Silicone Sealant or equivalent. Refer to "RECOMMENDED CHEMICAL PRODUCTS AND SEALANTS".

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.

For GI, go to GENERAL INFORMATION -- SEDAN.

Rear timing chain case: Back side



PB/C2650E

Fig. 159: Identifying Gasket Application Area (Rear Timing Chain Case Back Side)
 Courtesy of NISSAN MOTOR CO., U.S.A.

- d. Align rear timing chain case and water pump assembly with dowel pins (right and left) on cylinder block and install rear timing chain case.
 - Make sure O-rings stay in place during installation to cylinder block and cylinder head.
- e. Tighten mounting bolts in numerical order as shown in the figure.
 - There are two type 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) : Except the above

: 11.7 - 13.7 N.m (1.2 - 1.4 kg-m, 9 - 10 ft-lb)

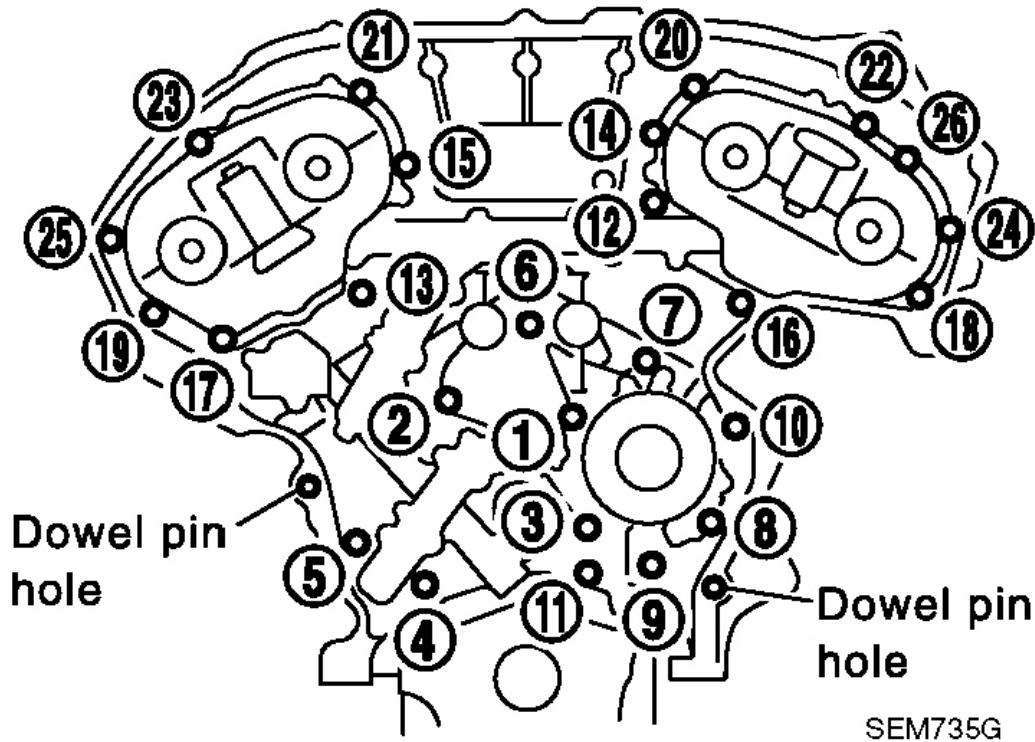


Fig. 160: Identifying Rear Timing Chain Case Mounting Bolts Tightening Sequence
Courtesy of NISSAN MOTOR CO., U.S.A.

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

Standard

Rear timing chain case to cylinder block:

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

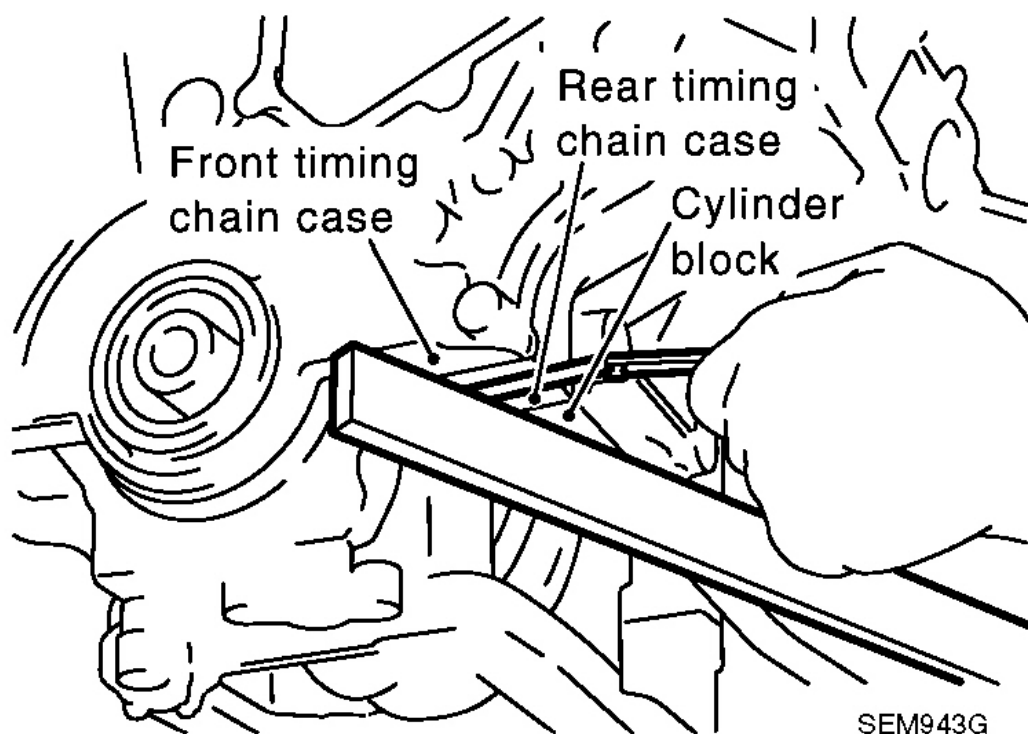


Fig. 161: Checking Rear Timing Chain Case To Cylinder Block Surface Height Difference
 Courtesy of NISSAN MOTOR CO., U.S.A.

- If not within standard, repeat the installation procedure.
- 3. Install water pump with new O-rings. Refer to "**WATER PUMP**".
- 4. Make sure that dowel pin holes (small dia. side) and crankshaft key 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 hole (intake side)

: At cylinder head upper face side in each bank.

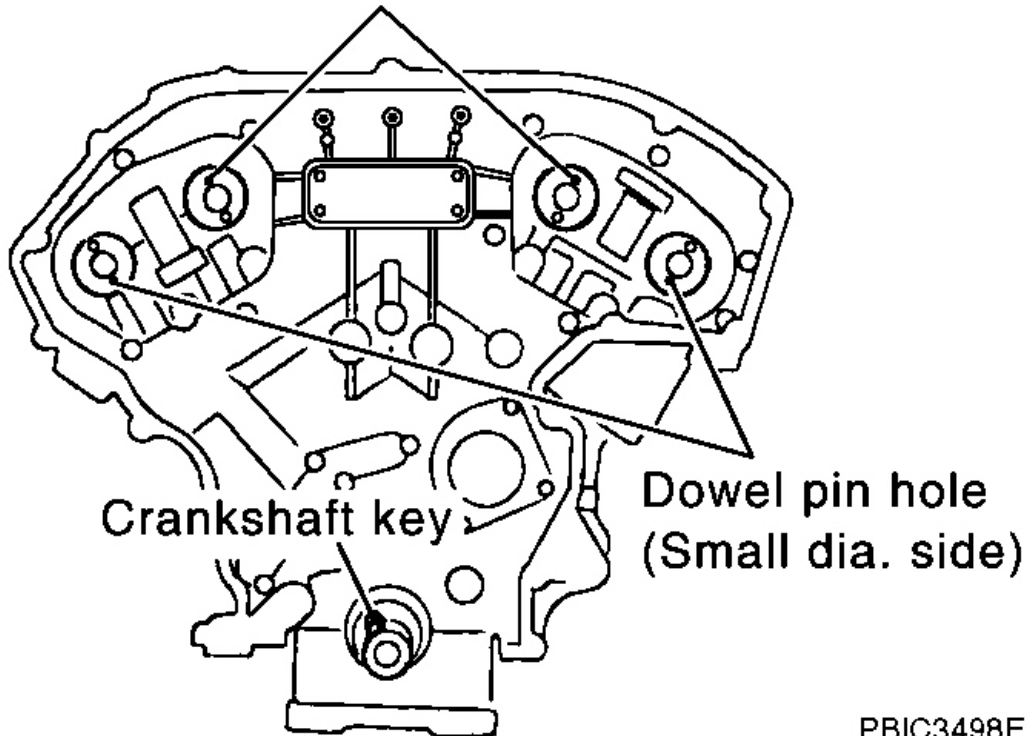
Camshaft dowel pin hole (exhaust side)

: At cylinder head lower face side in each bank.

Crankshaft key

: At cylinder head side of right bank.

Dowel pin hole (Small dia. side)



PBIC3498E

Fig. 162: Identifying Dowel Pin Holes And Crankshaft Key
Courtesy of NISSAN MOTOR CO., U.S.A.

CAUTION: The small dia. side of camshaft dowel pin holes should be used. (The large dia. side is not used.)

5. Install timing chains (secondary) and camshaft sprockets as follows:

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

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

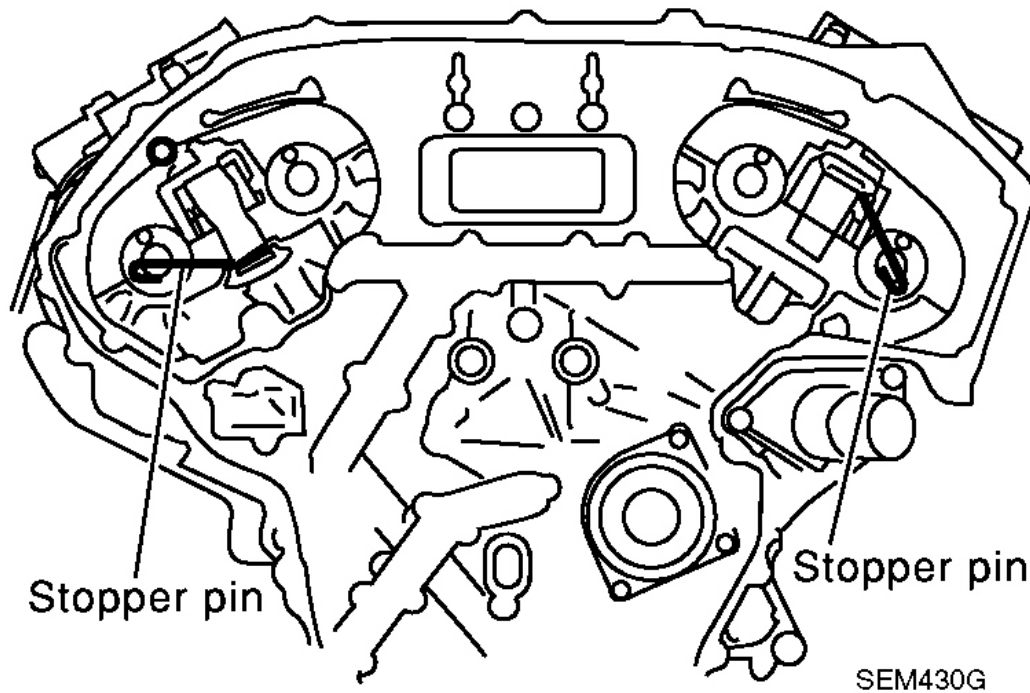


Fig. 163: Pressing Timing Chain Tensioner (Secondary) Plunger With Stopper Pin
Courtesy of NISSAN MOTOR CO., U.S.A.

- b. Install timing chains (secondary) and camshaft sprockets.
- Align the mating marks on timing chain (secondary) (gold link) with the ones on intake and exhaust camshaft sprockets (punched), and install them.

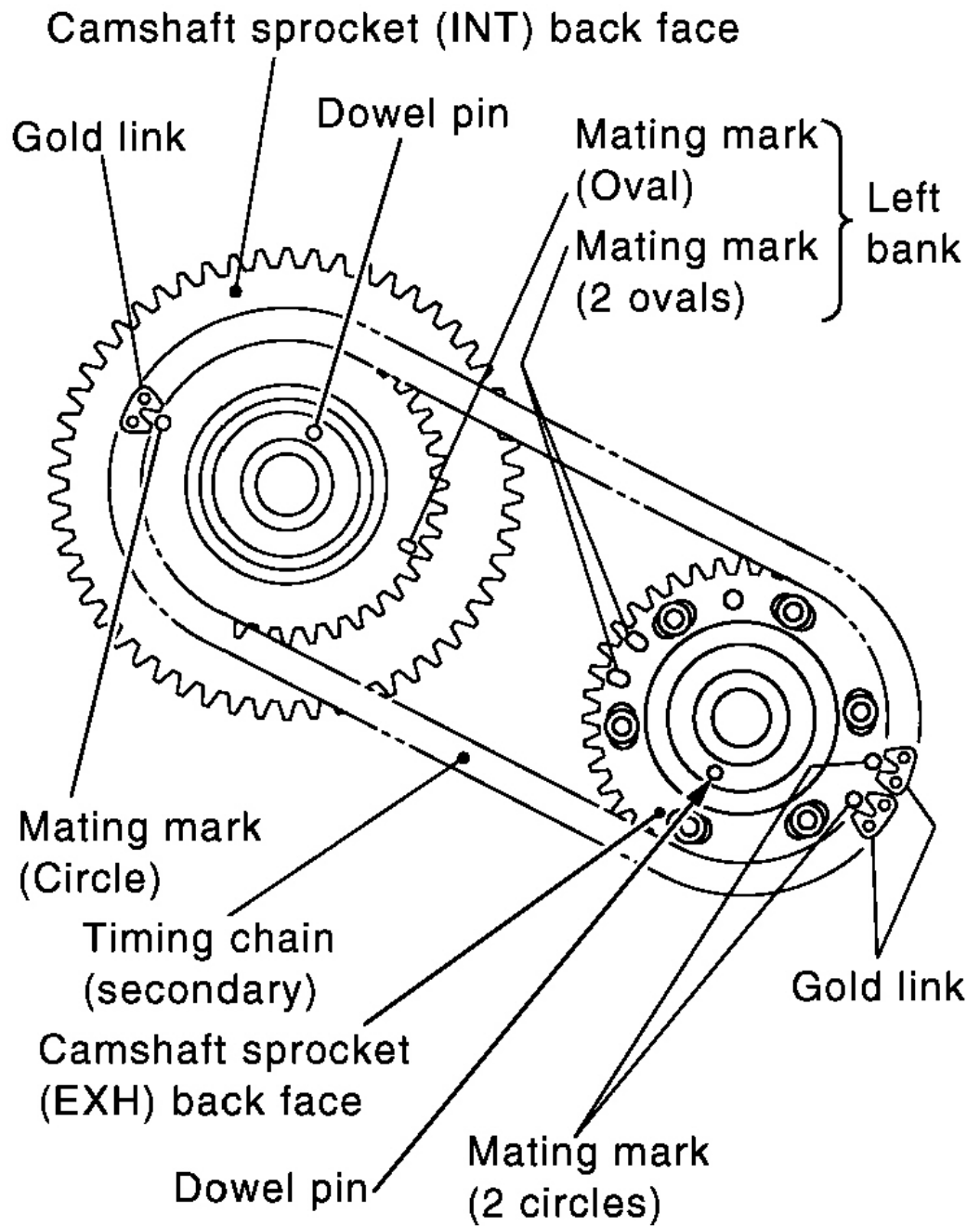
NOTE:

- Mating marks for intake camshaft sprocket are on the back side of camshaft sprocket (secondary).
- There are two types of mating marks, circle and oval types. They should be used for the right and left banks, respectively.

Right bank : Use circle type.

Left bank : Use oval type.

Example: Right bank (Rear view)



PBIC3566E

Fig. 164: Aligning Timing Chain With Intake And Exhaust Camshaft Sprockets Mating Marks
 Courtesy of NISSAN MOTOR CO., U.S.A.

- Align dowel pin hole on the small diameter side of the camshaft front end with dowel pin on the back side of camshaft sprockets, and install them.
 - In case that positions of each mating mark and each dowel pin are not on mating parts, make fine adjustment to the position holding the hexagonal portion on camshaft with wrench or equivalent.
 - Mounting bolts for camshaft sprockets must be tightened in the step "c". Tightening them by hand is enough to prevent the dislocation of dowel pins.
- c. Make sure that timing chain (secondary) is not loose from each camshaft sprocket.
- Make sure the mating marks (punched) on each camshaft sprocket are positioned on the mating marks (gold link) on timing chain (secondary).

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

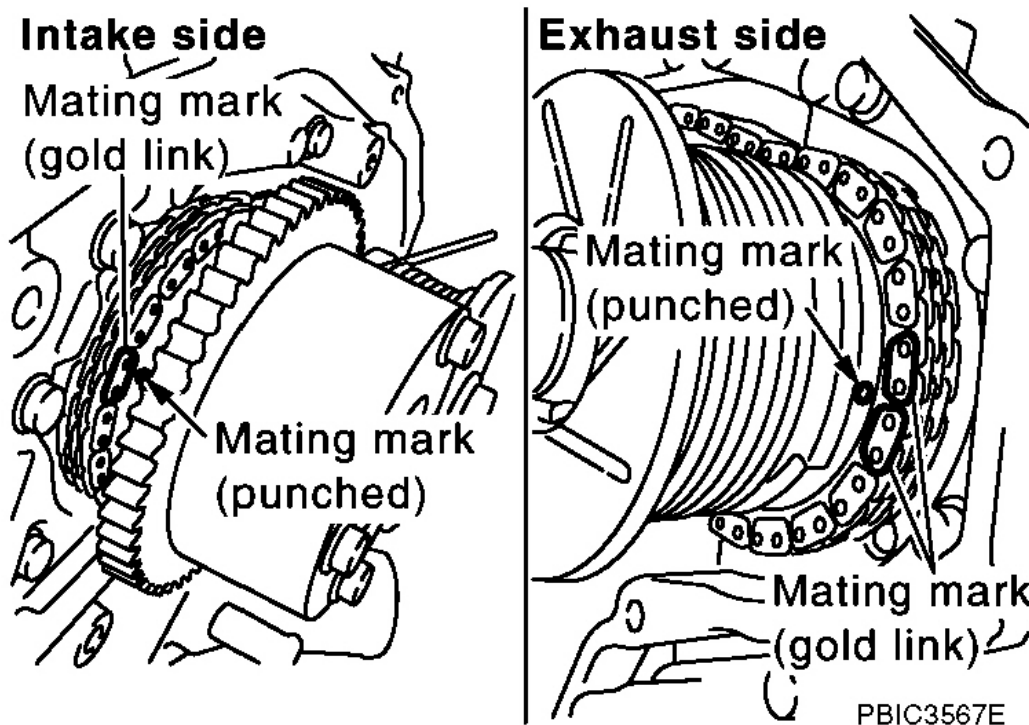
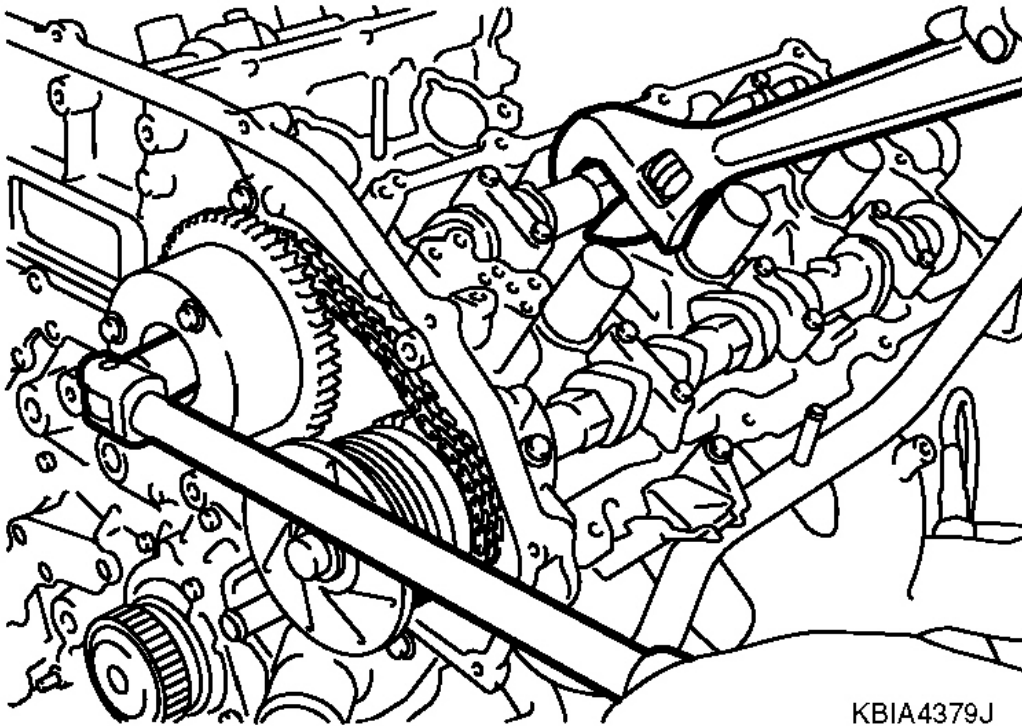


Fig. 165: Identifying Camshaft Sprocket And Timing Chain (Secondary) Mating Marks

Positioning**Courtesy of NISSAN MOTOR CO., U.S.A.**

- d. Tighten camshaft sprocket mounting bolts.
- Secure camshaft using wrench at the hexagonal portion to tighten mounting bolts.

**Fig. 166: Tightening Camshaft Sprocket Mounting Bolts****Courtesy of NISSAN MOTOR CO., U.S.A.**

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

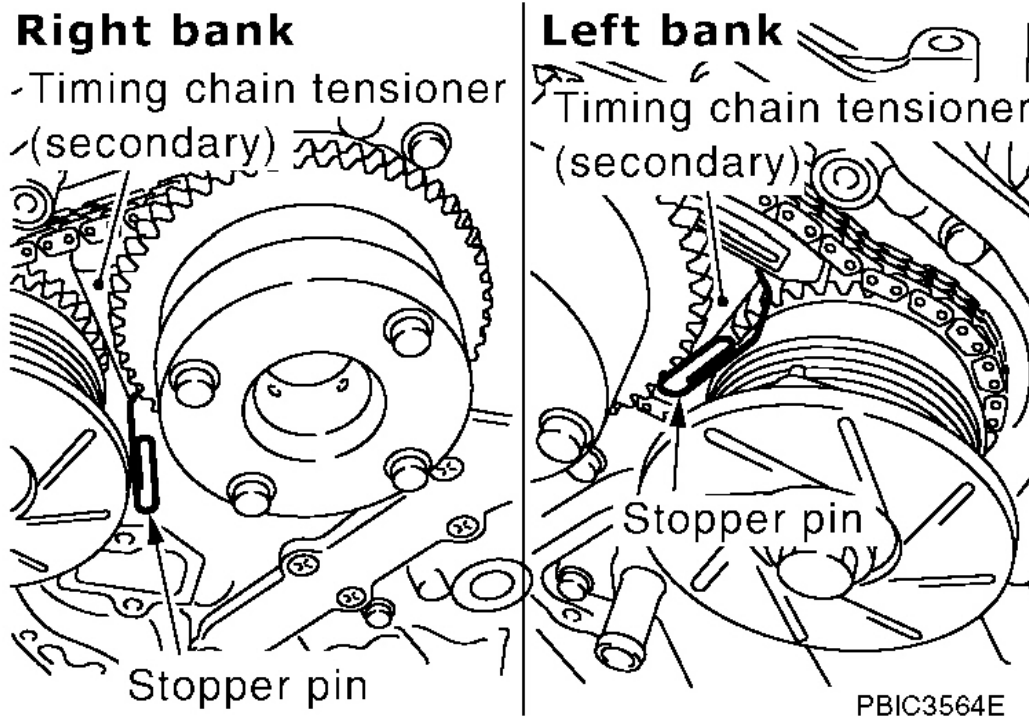


Fig. 167: Identifying Timing Chain Tensioners (Secondary) Stopper Pins
Courtesy of NISSAN MOTOR CO., U.S.A.

6. Install tension guide.
7. Install timing chain (primary) as follows:
 - a. Install crankshaft sprocket.
 - Make sure the mating marks on crankshaft sprocket face the front of engine.

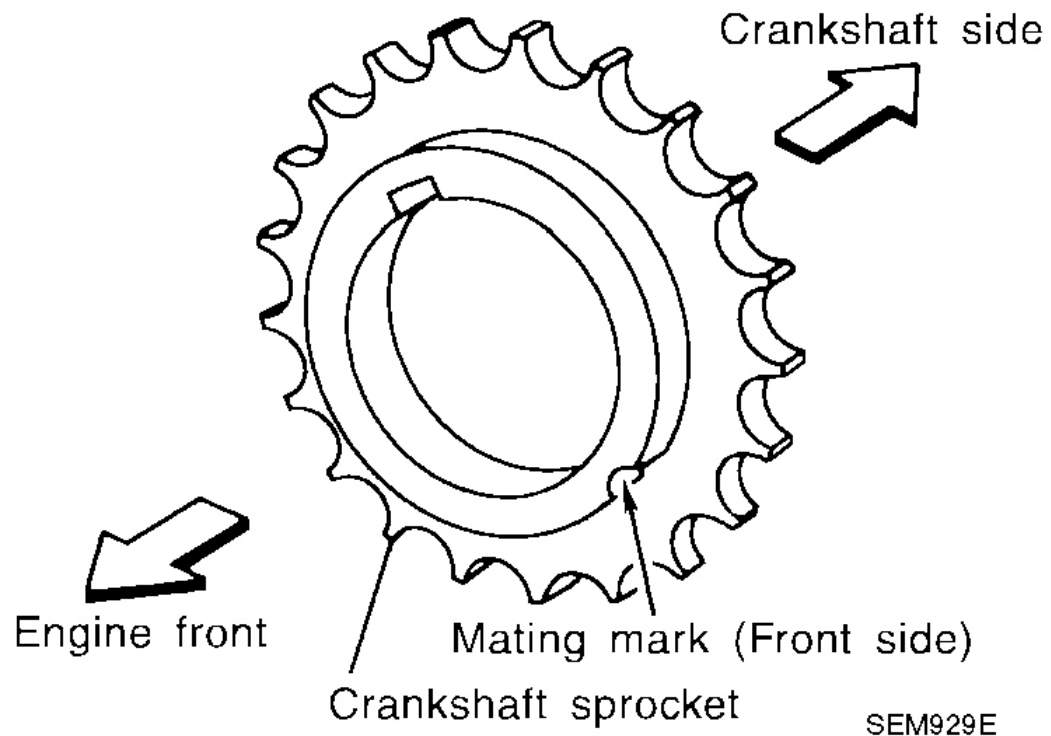
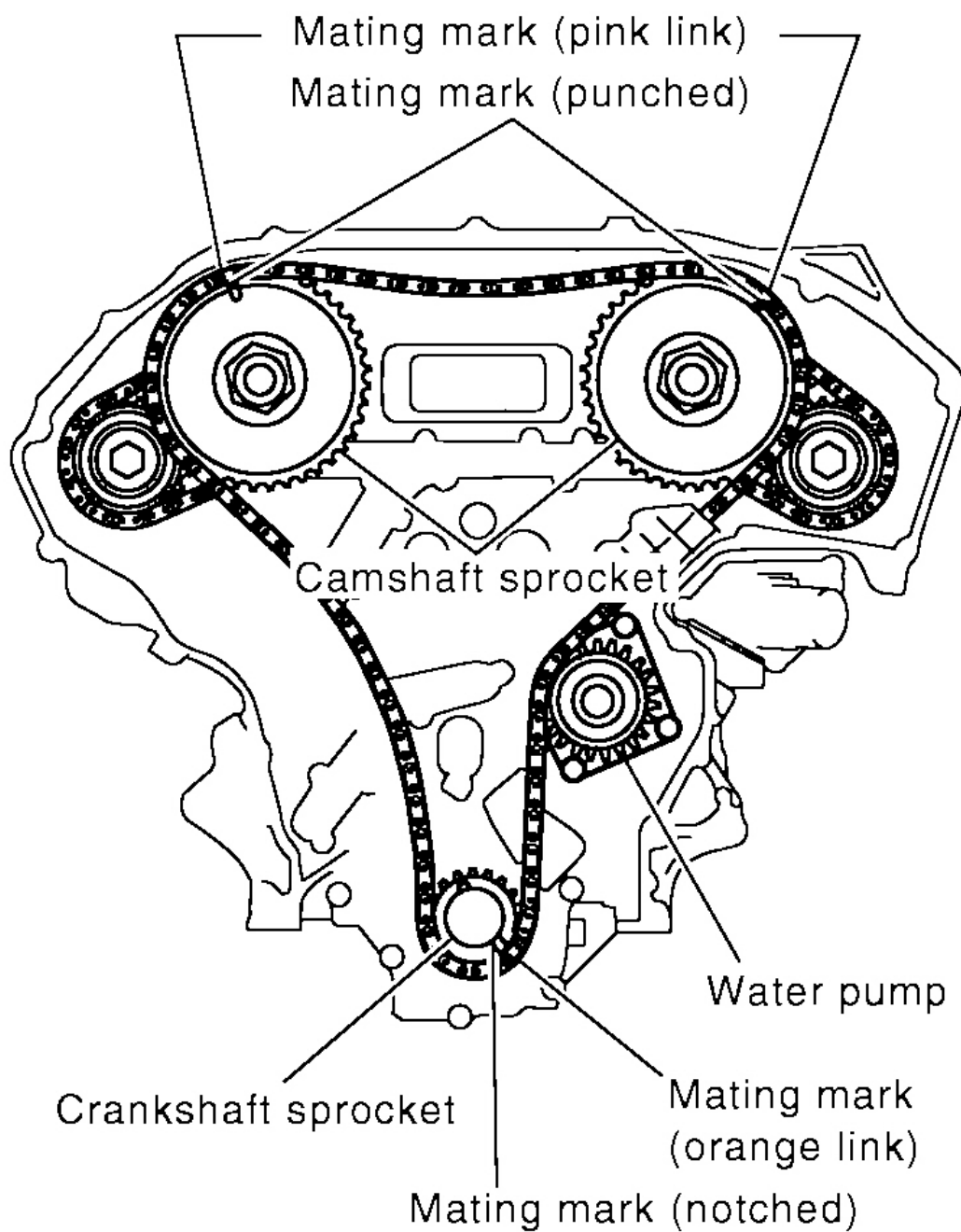


Fig. 168: Identifying Crankshaft Sprocket Mating Marks
Courtesy of NISSAN MOTOR CO., U.S.A.

b. Install timing chain (primary).

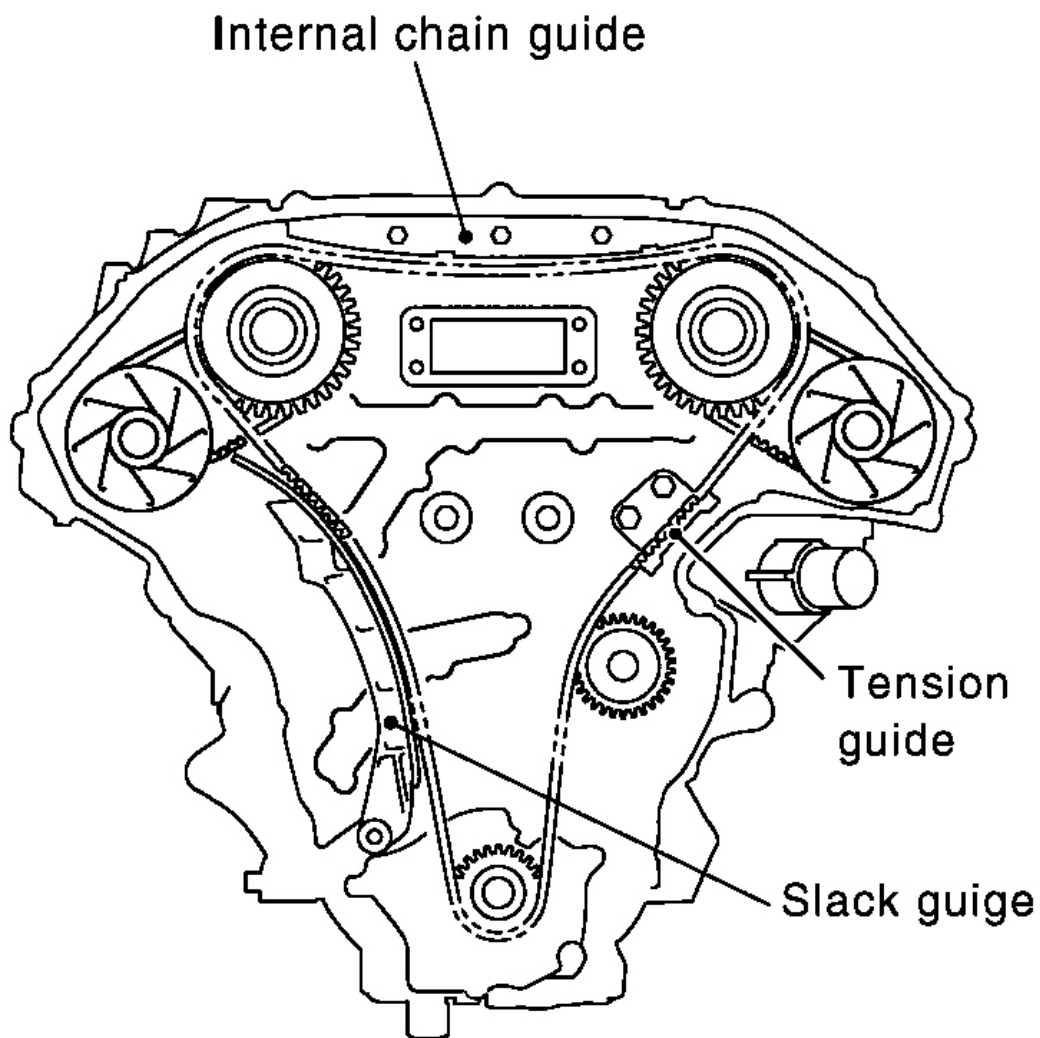
- Install timing chain (primary) so the mating mark (punched) on camshaft sprocket is aligned with the pink link on timing chain, while the mating mark (notched) on crankshaft sprocket is aligned with the orange one on timing chain, as shown in the figure.
- When it is difficult to align mating marks of timing chain (primary) with each sprocket, gradually turn camshaft using wrench on the hexagonal portion to align it with the mating marks.
- During alignment, be careful to prevent dislocation of mating mark alignments of timing chains (secondary).



PBIC3494E

Fig. 169: Identifying Timing Chain (Primary)
 Courtesy of NISSAN MOTOR CO., U.S.A.

8. Install internal chain guide, slack guide and timing chain tensioner (primary).



PBIC3563E

Fig. 170: Identifying Internal Chain Guide, Slack Guide And Timing Chain Tensioner (Primary)
Courtesy of NISSAN MOTOR CO., U.S.A.

CAUTION: Do not overtighten slack guide mounting bolts. It is normal for a gap to exist under the bolt seats when mounting bolts are tightened to specification.

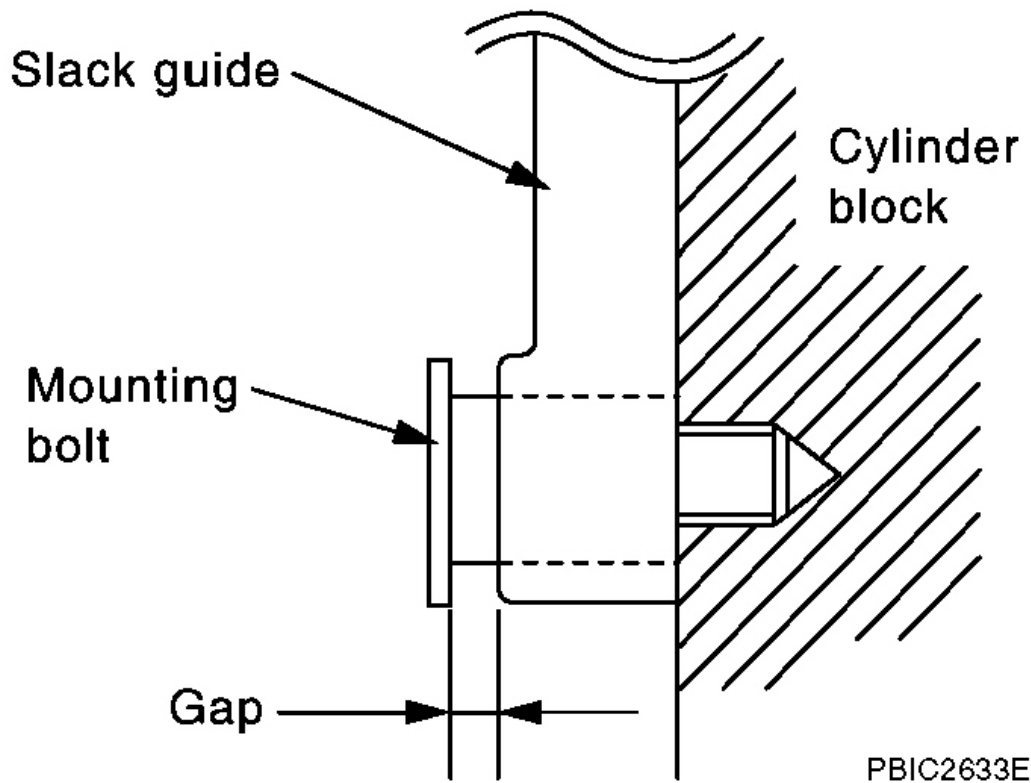


Fig. 171: Identifying Mounting Bolts Gap
Courtesy of NISSAN MOTOR CO., U.S.A.

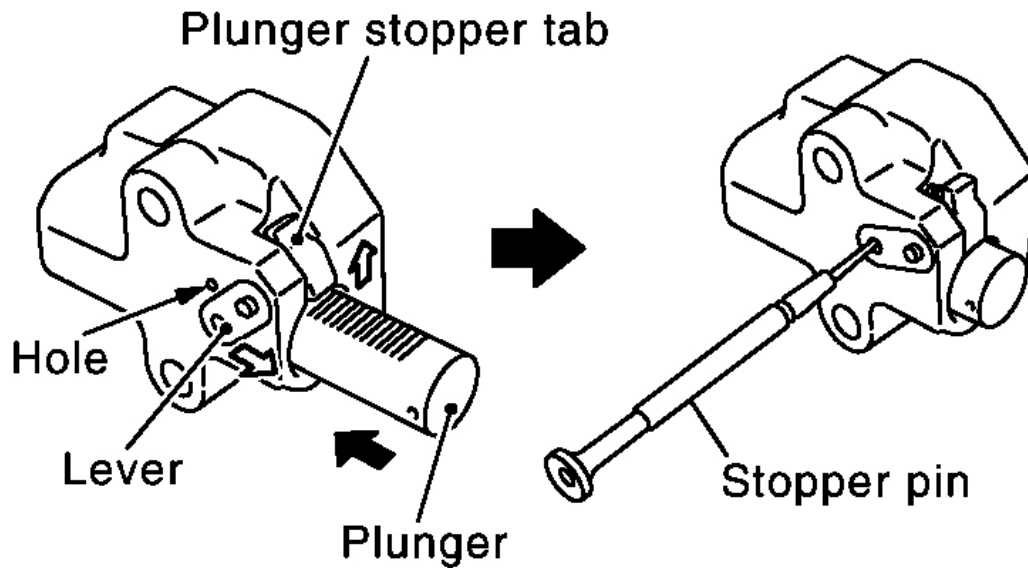
9. Install the timing chain tensioner (primary) with the following procedure:
 - a. Pull plunger stopper tab up (or turn lever downward) so as to remove plunger stopper tab from the ratchet of plunger.

NOTE: Plunger stopper tab and lever 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 through hole of lever into tensioner body hole.
 - The lever parts and the 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.



PBIC3568E

Fig. 172: Identifying Plunger Stopper Tab
Courtesy of NISSAN MOTOR CO., U.S.A.

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

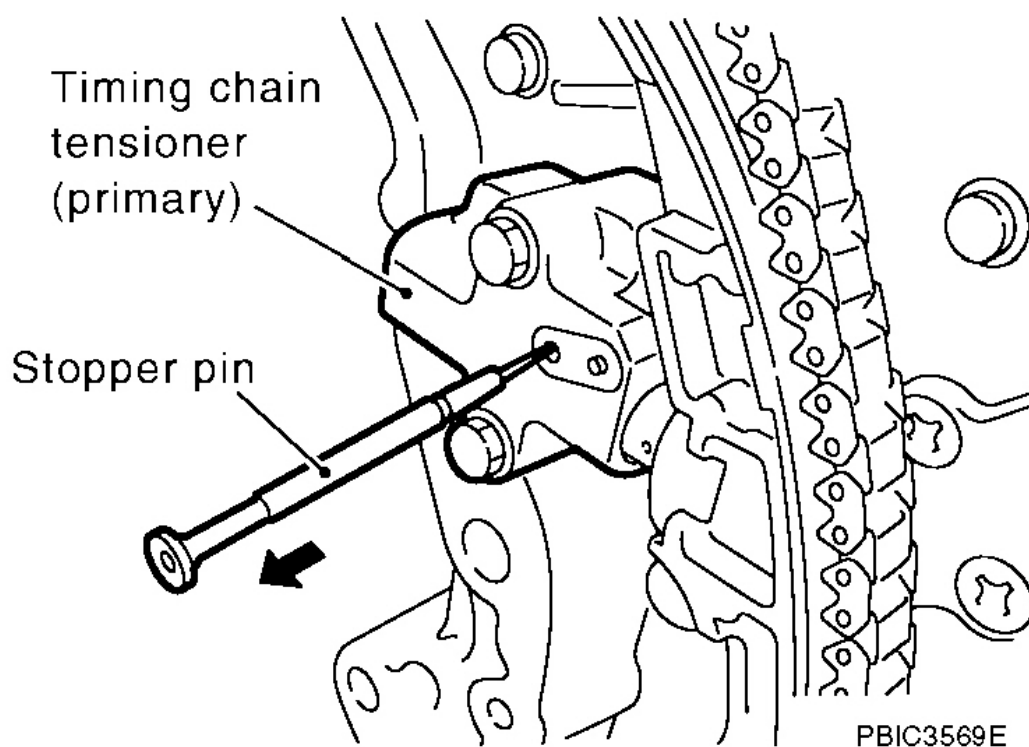


Fig. 173: Pulling Out Stopper Pin
Courtesy of NISSAN MOTOR CO., U.S.A.

10. Make sure again that the mating marks on sprockets and timing chain have not slipped out of alignment.
11. Install new O-rings on rear timing chain case.

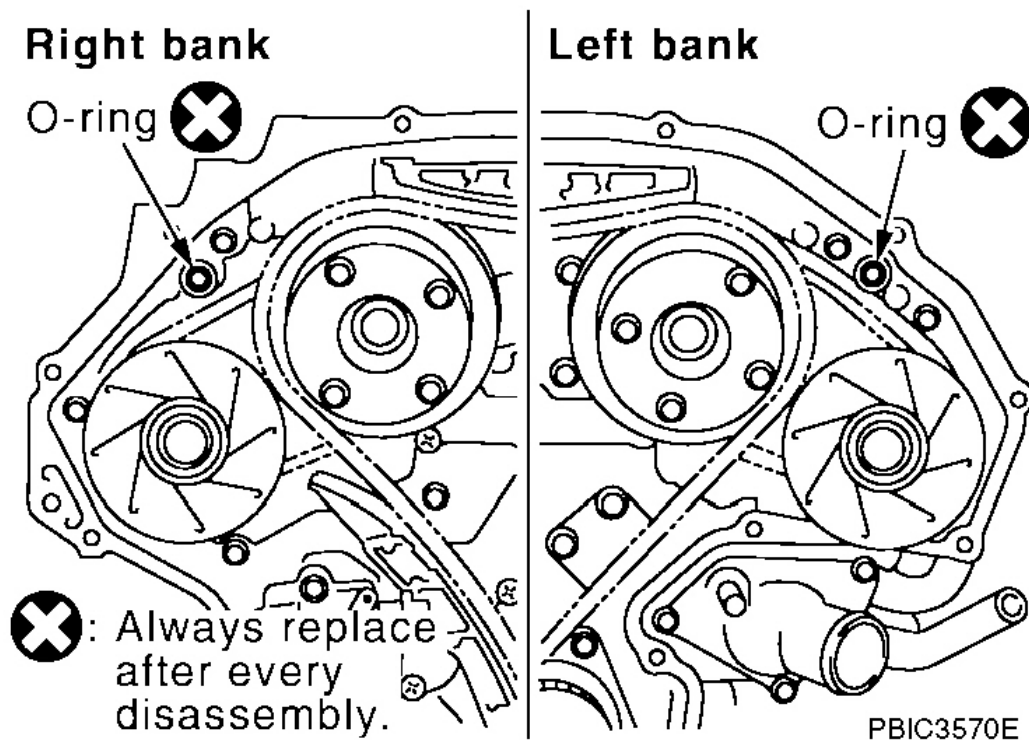
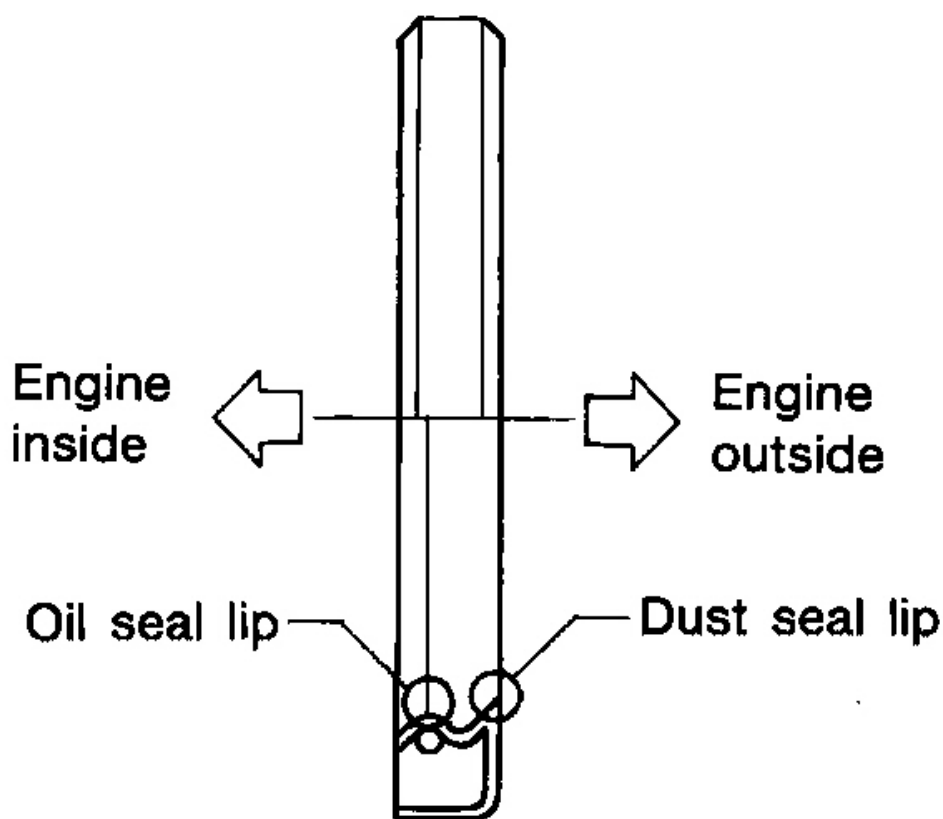


Fig. 174: Identifying Rear Timing Chain Case O-Rings
Courtesy of NISSAN MOTOR CO., U.S.A.

12. Install new front oil seal on front timing chain case.
 - Apply new engine oil to both oil seal lip and dust seal lip.
 - Install it so that each seal lip is oriented as shown in the figure.
 - Using suitable drift, press-fit oil seal until it becomes flush with front timing chain case end face.
 - Make sure the garter spring is in position and seal lip is not inverted.



SEM715A

Fig. 175: Identifying Inner & Outer Seal Lips
Courtesy of NISSAN MOTOR CO., U.S.A.

13. Install water pump cover and chain tensioner cover to front timing chain case.

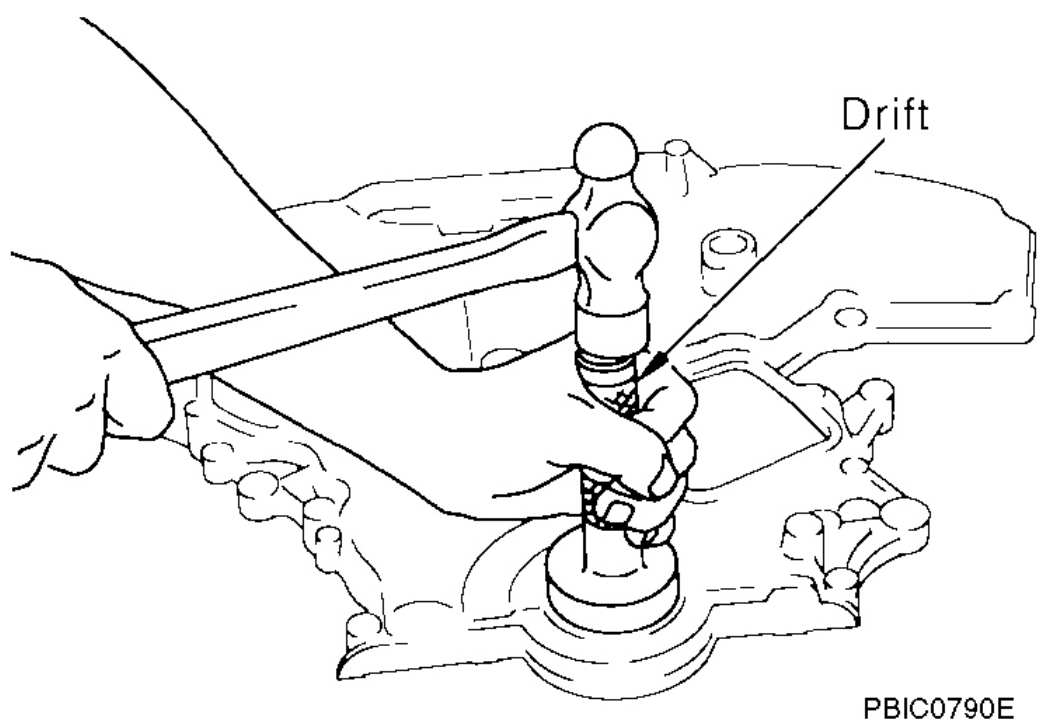
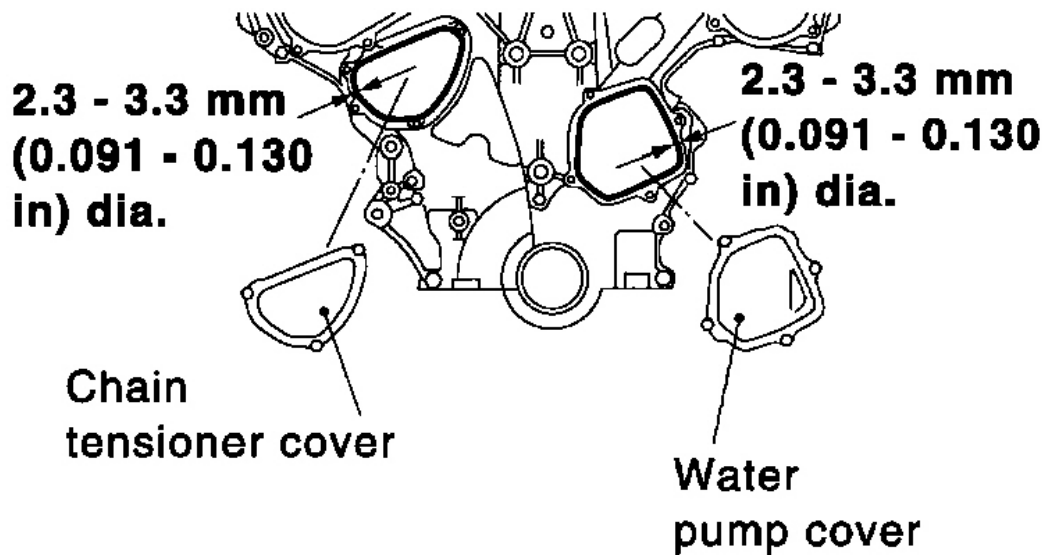


Fig. 176: Identifying Front Timing Chain Case Front Oil Seal
Courtesy of NISSAN MOTOR CO., U.S.A.

- Apply a continuous bead of liquid gasket with tube presser [SST: WS39930000 (-)] to front timing chain case as shown in the figure.

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



SEM744GA

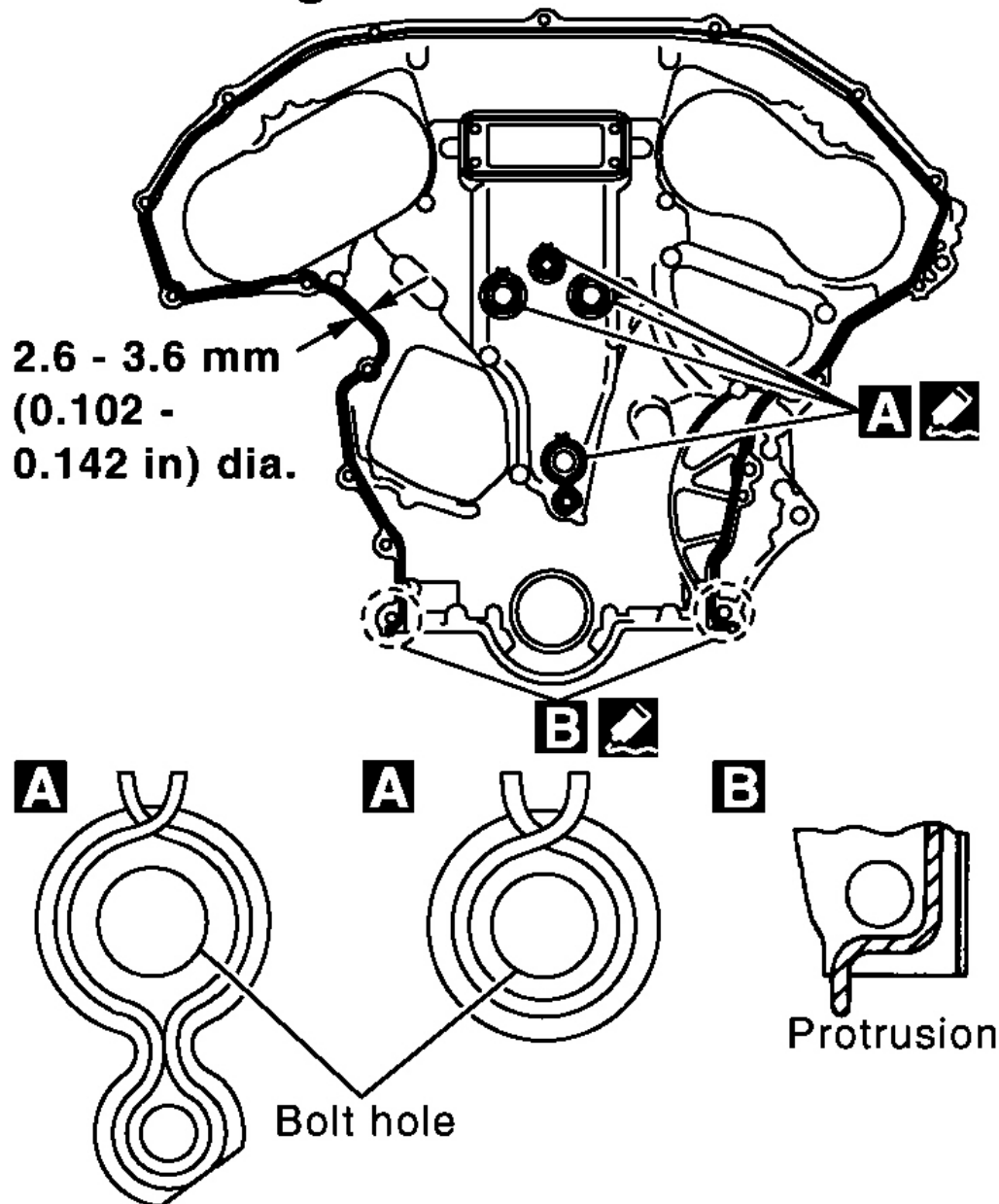
Fig. 177: Identifying Gasket Application Area (Front Timing Chain Case)
Courtesy of NISSAN MOTOR CO., U.S.A.

14. Install front timing chain case as follows:
 - a. Apply a continuous bead of liquid gasket with tube presser [SST: WS39930000 (-)] to front timing chain case back side as shown in the figure.

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

For GI, go to **GENERAL INFORMATION -- SEDAN** .

Front timing chain case



Liquid gasket protrusion away from bolt hole



: Apply Genuine RTV silicone sealant or equivalent. Refer to GI section.

PBIC3495E

Fig. 178: Identifying Gasket Application Area (Front Timing Chain Case Back Side)
 Courtesy of NISSAN MOTOR CO., U.S.A.

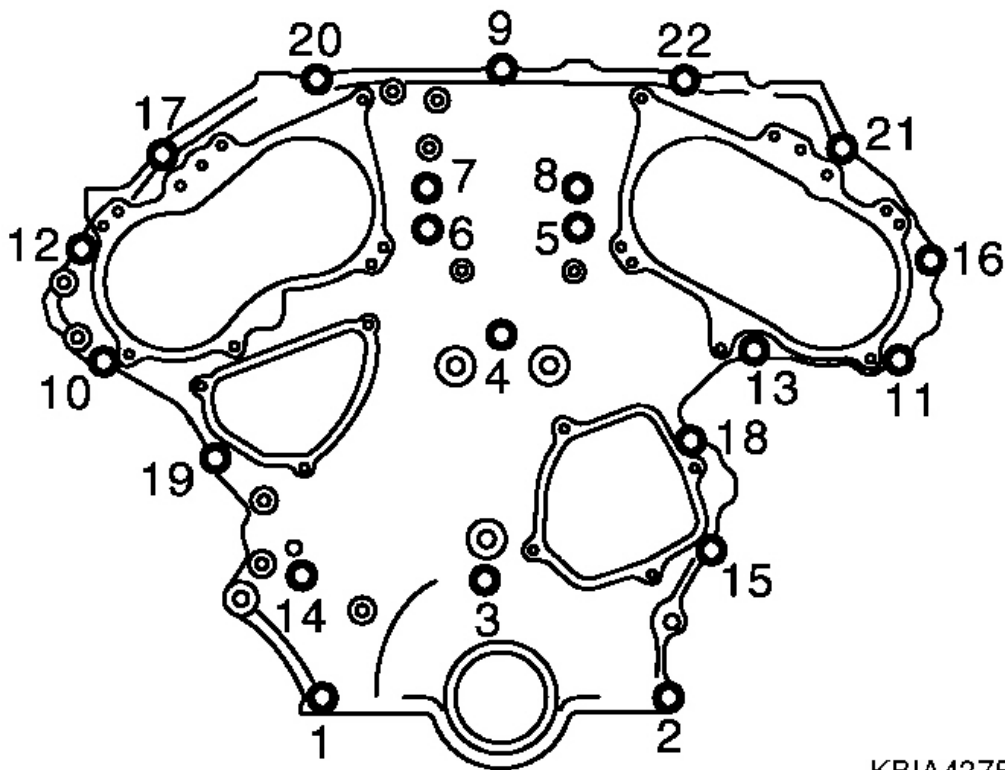
- b. Install front timing chain case as to fit its dowel pin hole together dowel pin on rear timing chain case.
- c. Tighten mounting bolts to the specified torque in numerical order as shown in the figure.
 - There are two type of mounting bolts. Refer to the following for locating bolts.

M8 bolts : 1, 2

: 25.5 - 31.3 N.m (2.6 - 3.2 kg-m, 19 - 23 ft-lb)

M6 bolts : Except the above

: 11.7 - 13.7 N.m (1.2 - 1.4 kg-m, 9 - 10 ft-lb)



KBIA4375J

Fig. 179: Identifying Front Timing Chain Case Mounting Bolts Tightening Sequence
 Courtesy of NISSAN MOTOR CO., U.S.A.

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

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

- e. After installing front timing chain case, check the surface height difference between the following parts on the oil pan (upper) mounting surface.

Standard

Front timing chain case to rear timing chain case:

-0.14 to 0.14 mm (-0.005 to 0.0055 in)

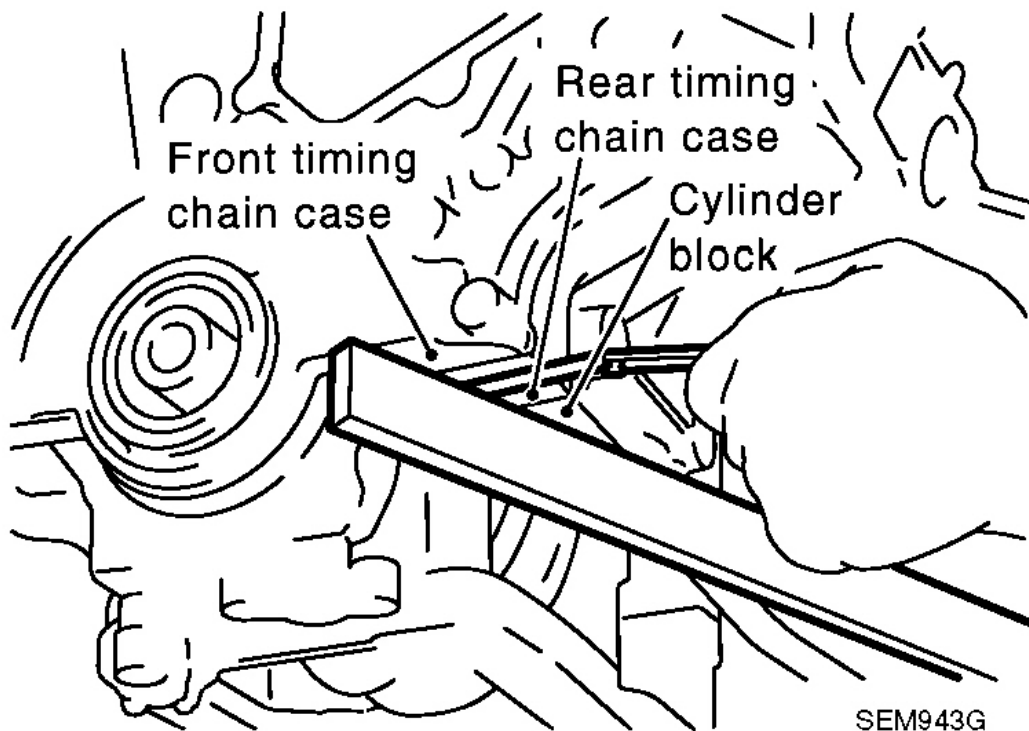
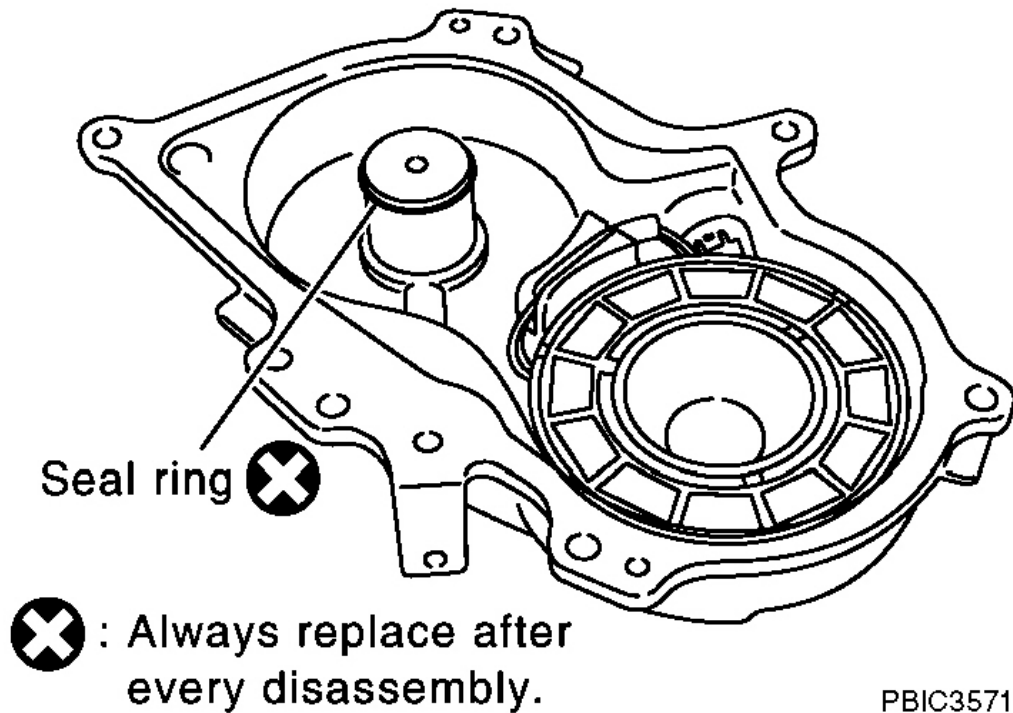


Fig. 180: Checking Front Timing Chain Case To Rear Timing Chain Case Surface Height Difference

Courtesy of NISSAN MOTOR CO., U.S.A.

- If not within standard, repeat the installation procedure.

15. Install right and left valve timing control covers as follows:
 - a. Install new seal rings in shaft grooves.

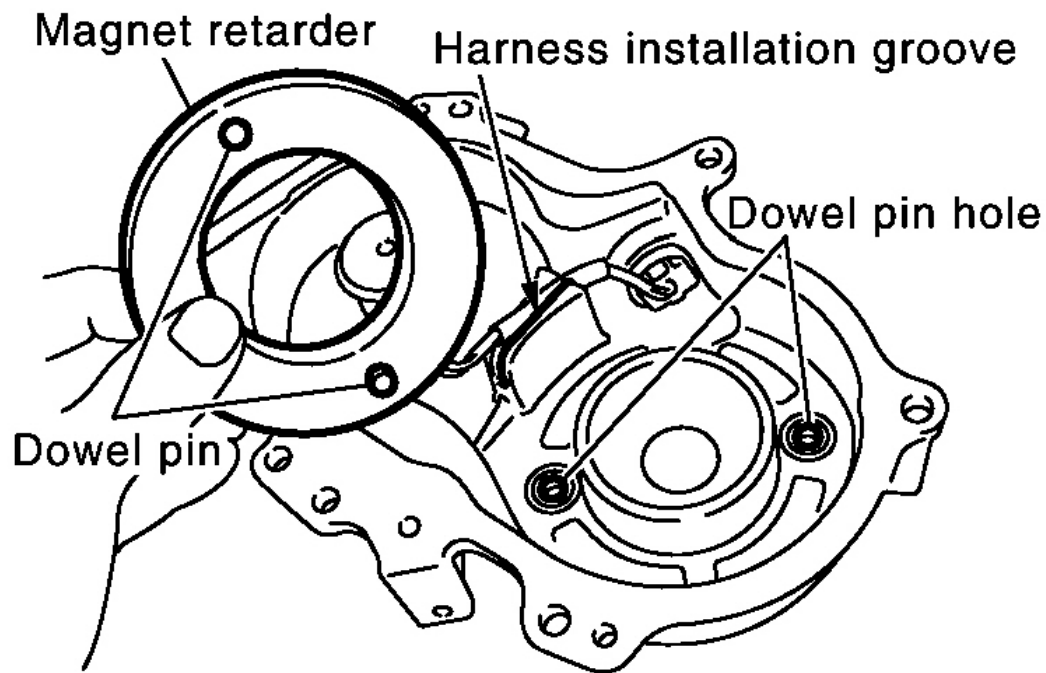


PBIC3571E

Fig. 181: Identifying Seal Rings In Shaft Grooves
Courtesy of NISSAN MOTOR CO., U.S.A.

- b. Install magnet retarder aligning the dowel pins of the back with the cover side dowel pin holes securely. Simultaneously insert the harness into the installation groove securely.

NOTE: Figure shows the structure of the parts. Therefore, magnet retarder is being removed from the cover in this figure. But, if magnet retarder is in the correct position, omit step "b" and perform step "c".



PBIC3572E

Fig. 182: Identifying Magnet Retarder
Courtesy of NISSAN MOTOR CO., U.S.A.

- c. To check the joint between dowel pins and dowel pin holes, check the looseness in the axle direction by pushing the mating surface of magnet retarder at several places and the circumferential looseness (between dowel pins and dowel pin holes) by twisting in the circumferential direction.

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

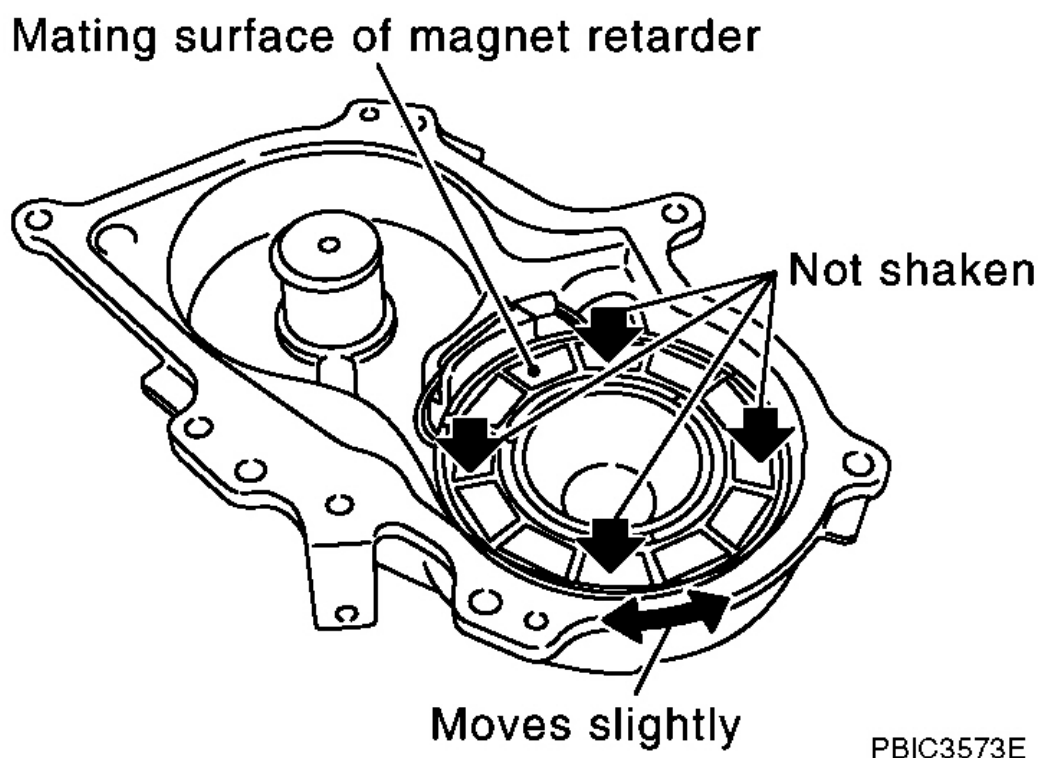


Fig. 183: Checking Joint Between Dowel Pins And Dowel Pin Holes
 Courtesy of NISSAN MOTOR CO., U.S.A.

- d. Install valve timing control cover to front timing chain case.

CAUTION:

- Do not 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".

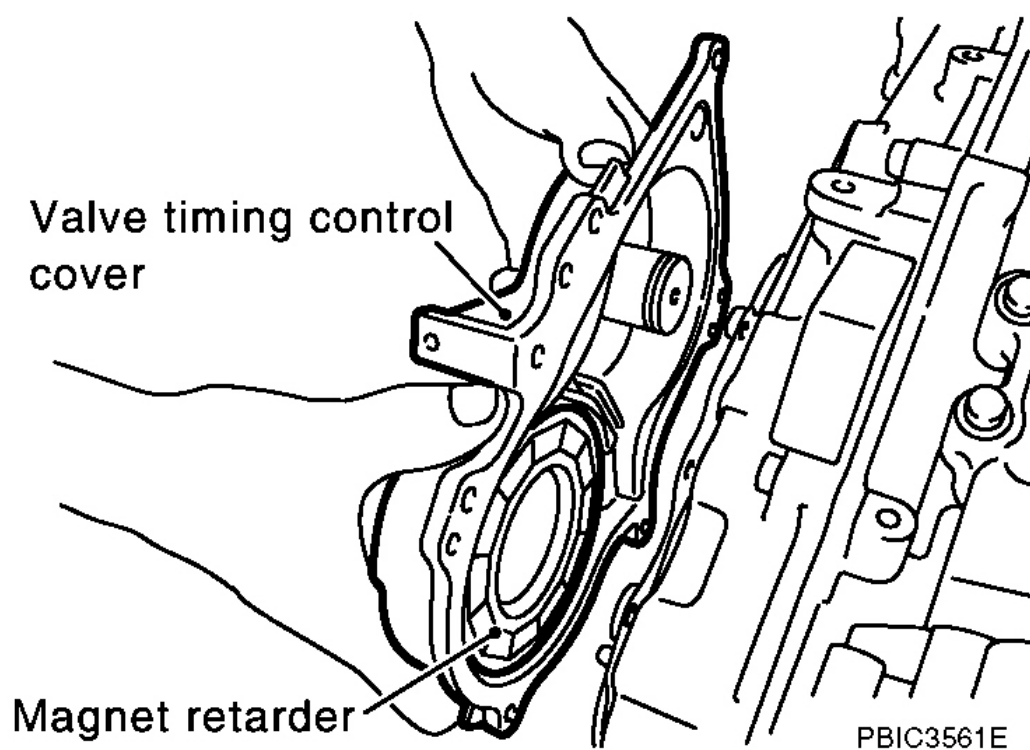
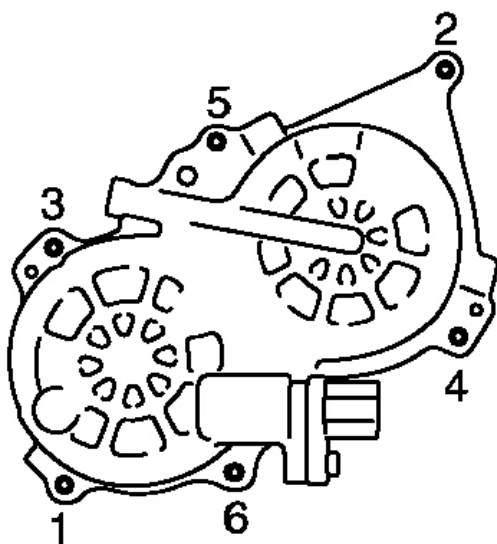


Fig. 184: Identifying Valve Timing Control Cover To Front Timing Chain Case
Courtesy of NISSAN MOTOR CO., U.S.A.

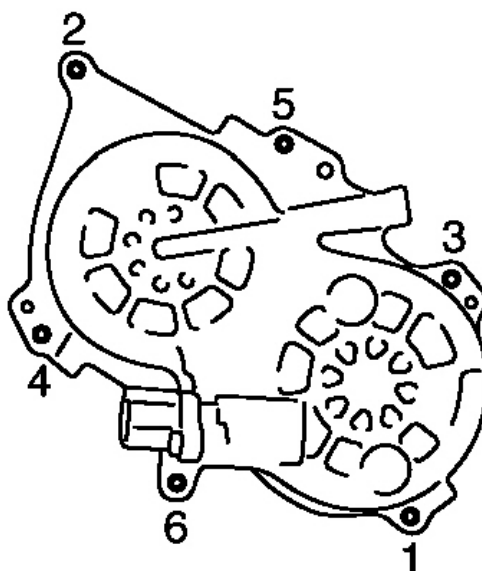
- e. Tighten mounting bolts in numerical order as shown in the figure.

CAUTION: Completely tighten the mounting bolts with the seat surface of valve timing control cover contacting with the front timing chain.

Right



Left



PBIC3560E

Fig. 185: Identifying Valve Timing Control Cover Mounting Bolts Tightening Sequence
 Courtesy of NISSAN MOTOR CO., U.S.A.

16. Install oil pans (upper and lower). Refer to "**OIL PAN AND OIL STRAINER**".
17. Install rocker covers (right and left banks). Refer to "**ROCKER COVER**".
18. Install crankshaft pulley as follows:
 - a. Fix crankshaft using ring gear stopper [SST: KV10117700 (J44716)].
 - 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.

: 44.1 N.m (4.5 kg-m, 33 ft-lb)
 - d. Turn crankshaft pulley bolt 90 degrees clockwise (angle tightening).

CAUTION: Check the tightening angle by using the angle wrench [SST]. Avoid judgement by visual inspection without SST.

- Check tightening angle indicated on the angle wrench indicator plate.

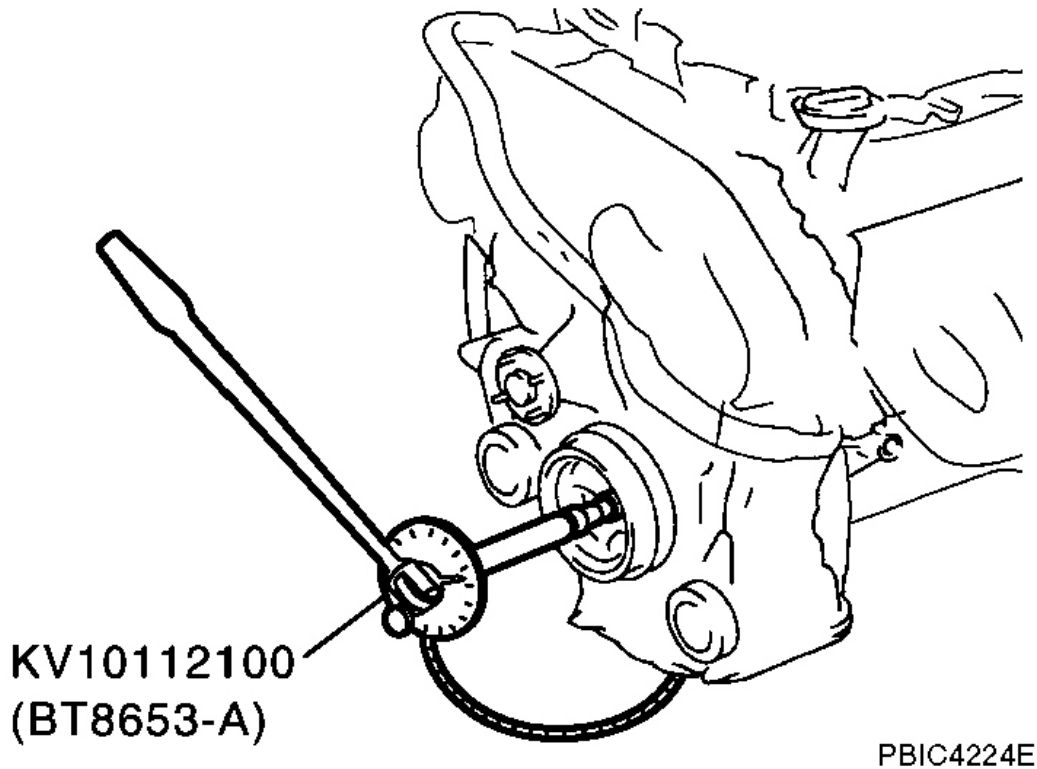


Fig. 186: Checking Crankshaft Pulley Bolt Tightening Angle
Courtesy of NISSAN MOTOR CO., U.S.A.

19. Rotate crankshaft pulley in normal direction (clockwise when viewed from engine front) to confirm it turns smoothly.
20. Install in the reverse order of removal after this step.

INSPECTION AFTER INSTALLATION

Inspection for Leaks

The following are procedures for checking fluids leak, lubricates leak and exhaust gases leak.

- 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 "**RECOMMENDED 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 make sure 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.

Summary of the inspection items:

INSPECTION ITEMS SUMMARY

Item	Before starting engine	Engine running	After engine stopped
Engine coolant	Level	Leakage	Level
Engine oil	Level	Leakage	Level
Other oils and fluid ⁽¹⁾	Level	Leakage	Level
Fuel	Leakage	Leakage	Leakage
Exhaust gases	-	Leakage	-
(1) Transmission/transaxle/CVT fluid, power steering fluid, brake fluid, etc.			

REMOVAL AND INSTALLATION (A/T MODEL)

NOTE:

- This section describes procedures for removing/installing front timing chain case and timing chain related parts, and rear timing chain case, when oil pan (upper) needs to be removed/installed for engine overhaul, etc.
- To remove/install front timing chain case, timing chain, and its related parts without removing oil pan (upper), refer to "FRONT TIMING CHAIN CASE".

REMOVAL

1. Remove engine cover with power tool. Refer to "INTAKE MANIFOLD COLLECTOR".
2. Remove air cleaner case assembly. Refer to "AIR CLEANER AND AIR DUCT".
3. Remove undercover with power tool.
4. Drain engine coolant from radiator. Refer to "CHANGING ENGINE COOLANT".

- CAUTION:**
- Perform this step when engine is cold.
 - Do not spill engine coolant on drive belts.

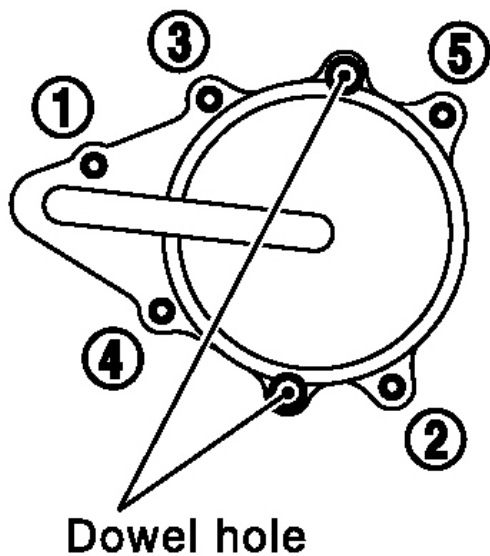
5. Drain engine oil. Refer to "CHANGING ENGINE OIL".

- CAUTION:**
- Perform this step when engine is cold.
 - Do not spill engine oil on drive belts.

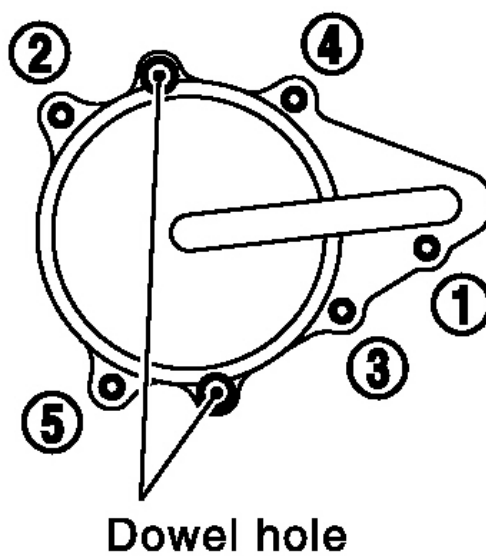
6. Separate engine harnesses removing their brackets from front timing chain case.
7. Remove intake manifold collectors (upper and lower) with power tool. Refer to "INTAKE MANIFOLD COLLECTOR".
8. Remove radiator cooling fan assembly. Refer to "COOLING FAN".
9. Remove drive belts. Refer to "DRIVE BELTS".
10. Remove A/C compressor from bracket with piping connected, and temporarily secure it aside. Refer to "COMPONENTS".
11. Remove power steering oil pump from bracket with piping connected, and temporarily secure it aside. Refer to "POWER STEERING OIL PUMP".
12. Remove power steering oil pump bracket. Refer to "POWER STEERING OIL PUMP".
13. Remove alternator. Refer to "CHARGING SYSTEM".
14. Remove water bypass hose, water hose clamp and idler pulley bracket from front timing chain case.
15. Remove right and left intake valve timing control covers.
 - Loosen bolts in reverse order as shown in the figure.
 - Use seal cutter [SST: KV10111100 (J37228)] or equivalent tool to cut liquid gasket for removal.

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

Right



Left



SEM728G

Fig. 187: Locating Left And Right Dowel Holes
Courtesy of NISSAN MOTOR CO., U.S.A.

16. Remove collared O-ring from front timing chain case (left and right side).

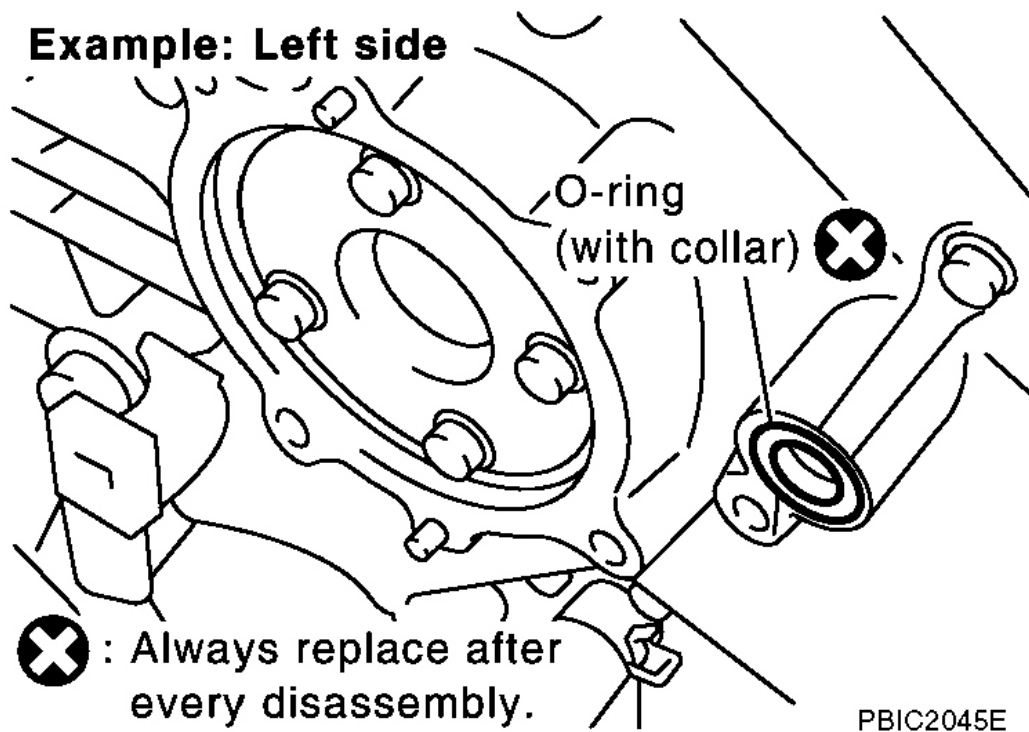
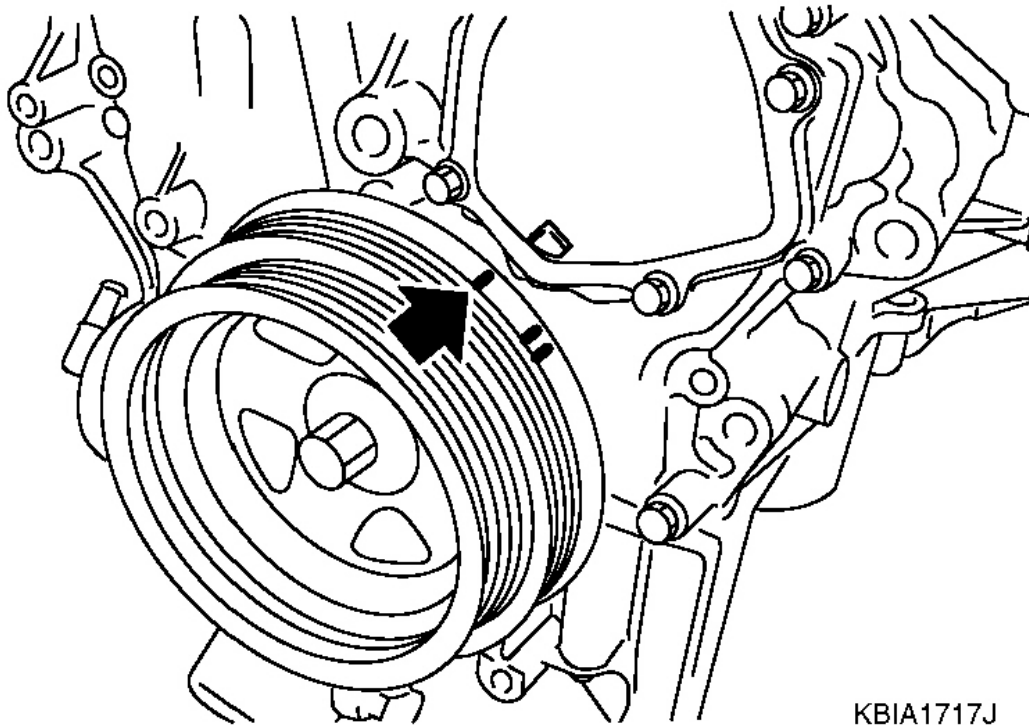


Fig. 188: Identifying Collared O-Ring From Front Timing Chain Case
Courtesy of NISSAN MOTOR CO., U.S.A.

17. Remove rocker covers (right and left banks) with power tool. Refer to "**ROCKER COVER**".
18. Obtain No. 1 cylinder at TDC of its compression stroke as follows:
 - a. Rotate crankshaft pulley clockwise to align timing mark (grooved line without color) with timing indicator.



KBIA1717J

Fig. 189: Aligning Crankshaft Pulley Timing Mark With Timing Indicator
Courtesy of NISSAN MOTOR CO., U.S.A.

- b. Make sure that intake and exhaust cam noses on No. 1 cylinder (engine front side of right bank) are located as shown in the figure.
 - If not, turn crankshaft one revolution (360 degrees) and align as shown in the figure.

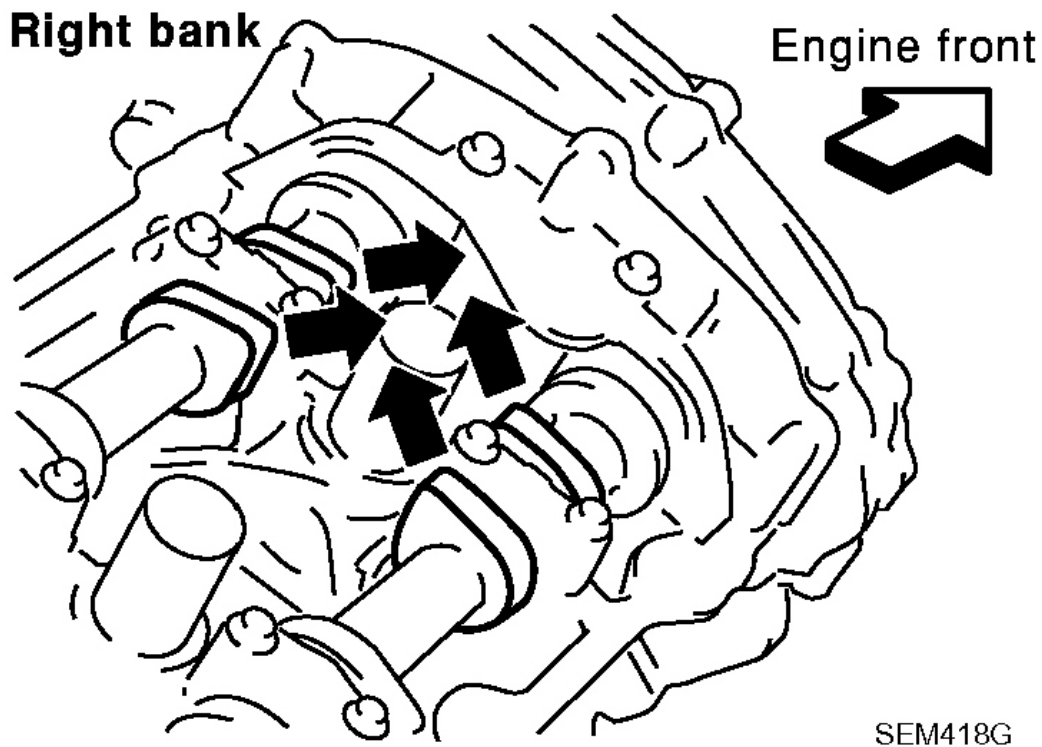


Fig. 190: Locating No. 1 Cylinder Intake And Exhaust Cam Lobe Noses
Courtesy of NISSAN MOTOR CO., U.S.A.

19. Remove crankshaft pulley as follows:
 - a. Remove starter motor (2WD) or rear plate cover (AWD) and set ring gear stopper [SST] as shown in the figure. Refer to "STARTING SYSTEM".

NOTE: Figure shows 2WD models.

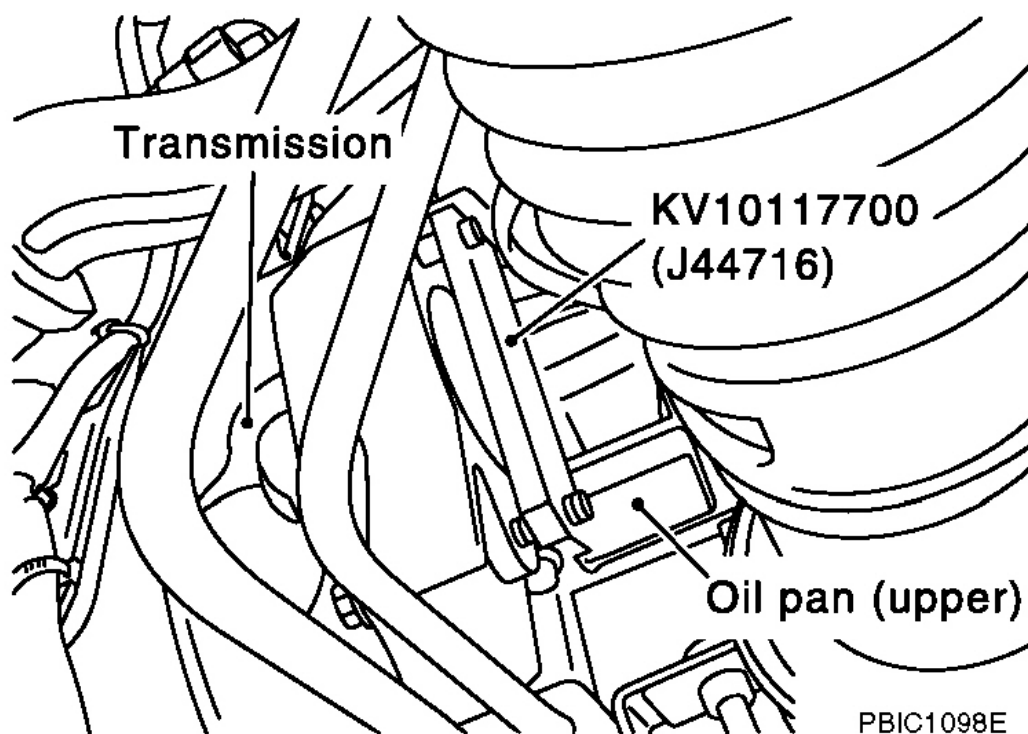


Fig. 191: Identifying Oil Pan (Upper)
Courtesy of NISSAN MOTOR CO., U.S.A.

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

CAUTION: Do not remove crankshaft pulley bolt as it will be used as a supporting point for suitable puller.

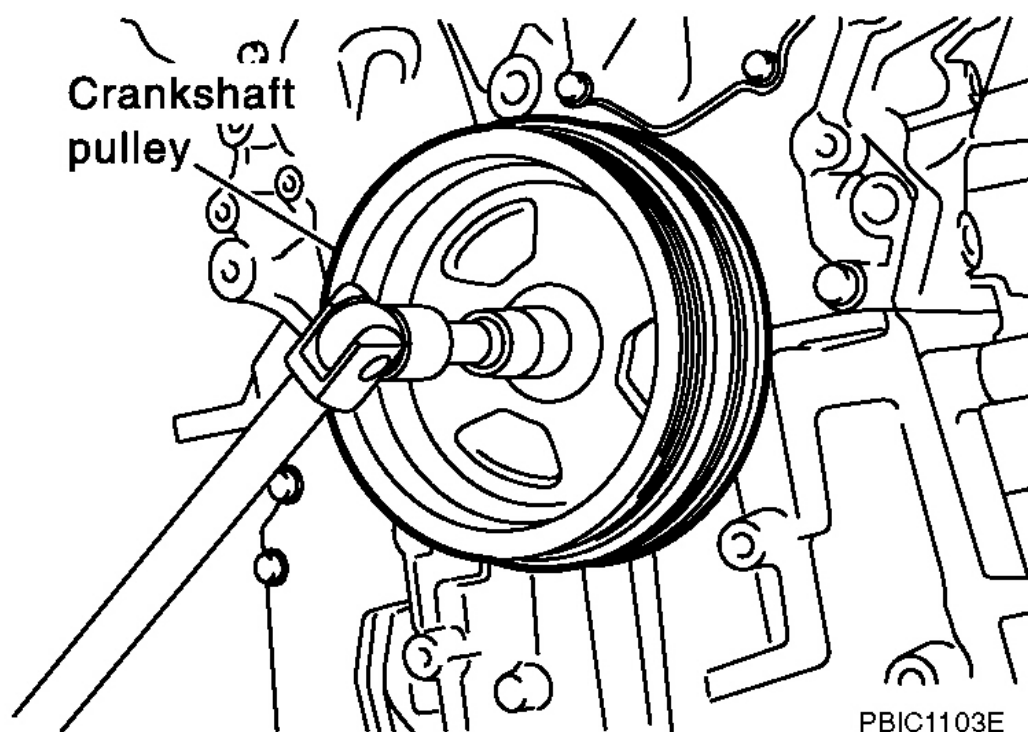


Fig. 192: Loosening Crankshaft Pulley Bolt
Courtesy of NISSAN MOTOR CO., U.S.A.

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

CAUTION: Do not put suitable puller tab on crankshaft pulley periphery, as this will damage internal damper.

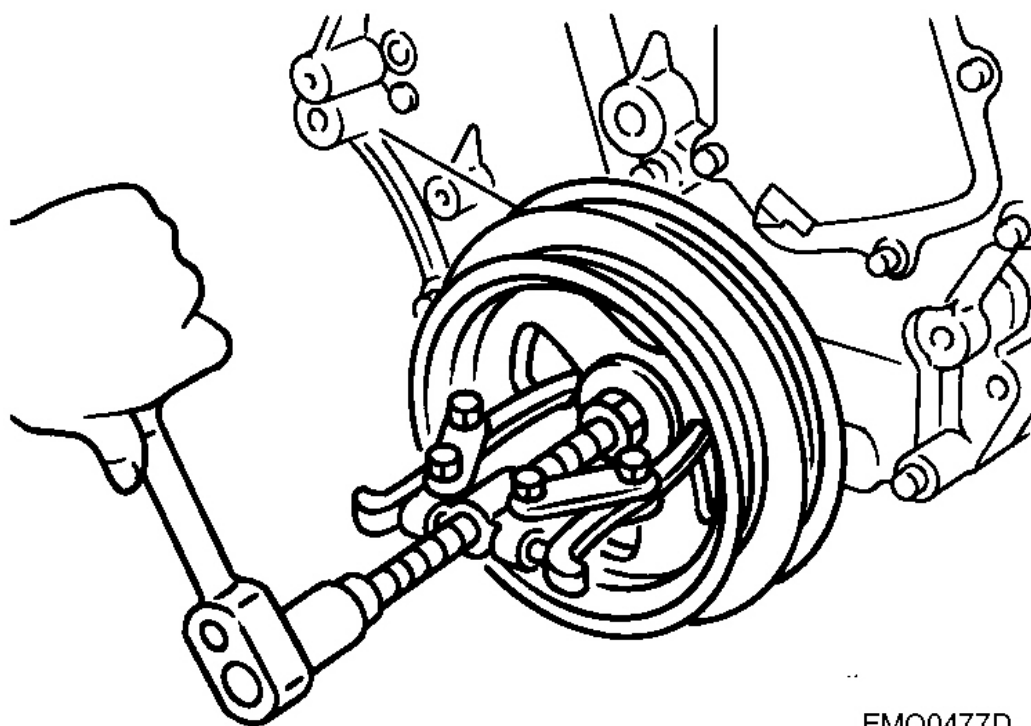
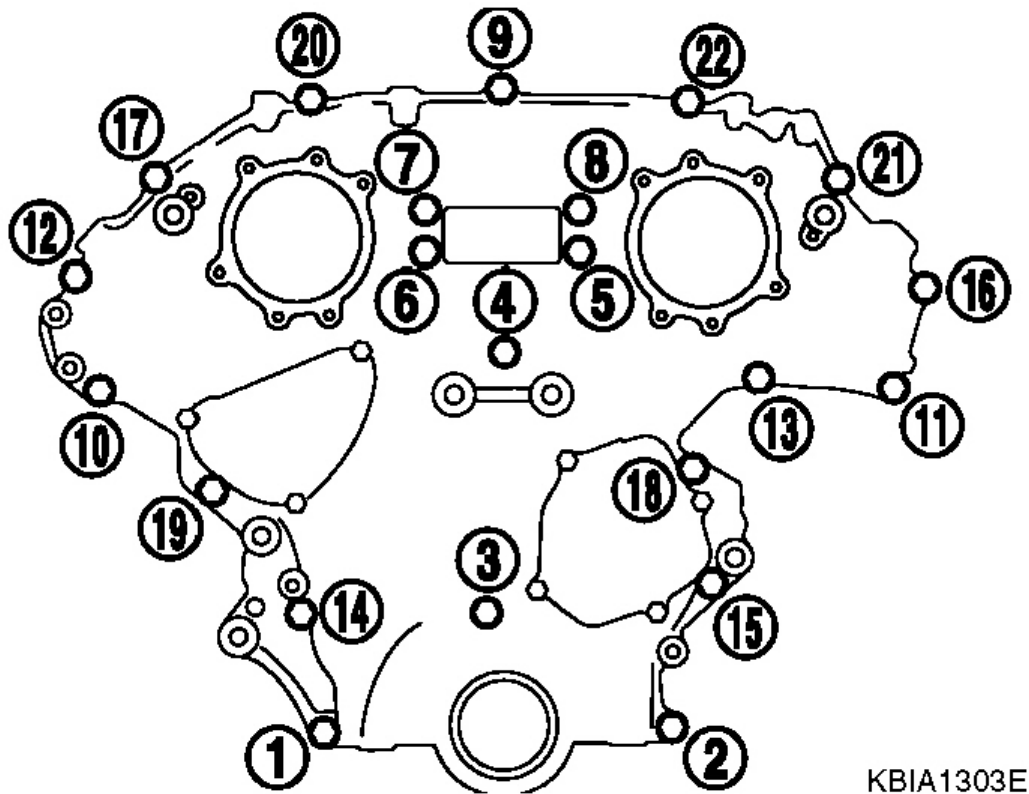


Fig. 193: Identifying Crankshaft Pulley
Courtesy of NISSAN MOTOR CO., U.S.A.

20. Remove oil pans (upper and lower). Refer to "**OIL PAN AND OIL STRAINER**"
21. Remove front timing chain case as follows:
 - a. Loosen mounting bolts in reverse order as shown in the figure.



KBIA1303E

Fig. 194: Identifying Front Timing Chain Case Mounting Bolts Loosening Sequence
 Courtesy of NISSAN MOTOR CO., U.S.A.

- b. Insert suitable tool into the notch at the top of the front timing chain case as shown (1).
- c. Pry off case by moving the tool as shown (2).
 - Use seal cutter [SST: KV10111100 (J37228)] to cut liquid gasket for removal.

CAUTION:

- Do not use screwdriver or something similar.
- After removal, handle front timing chain case carefully so it does not tilt, cant, or warp under a load.

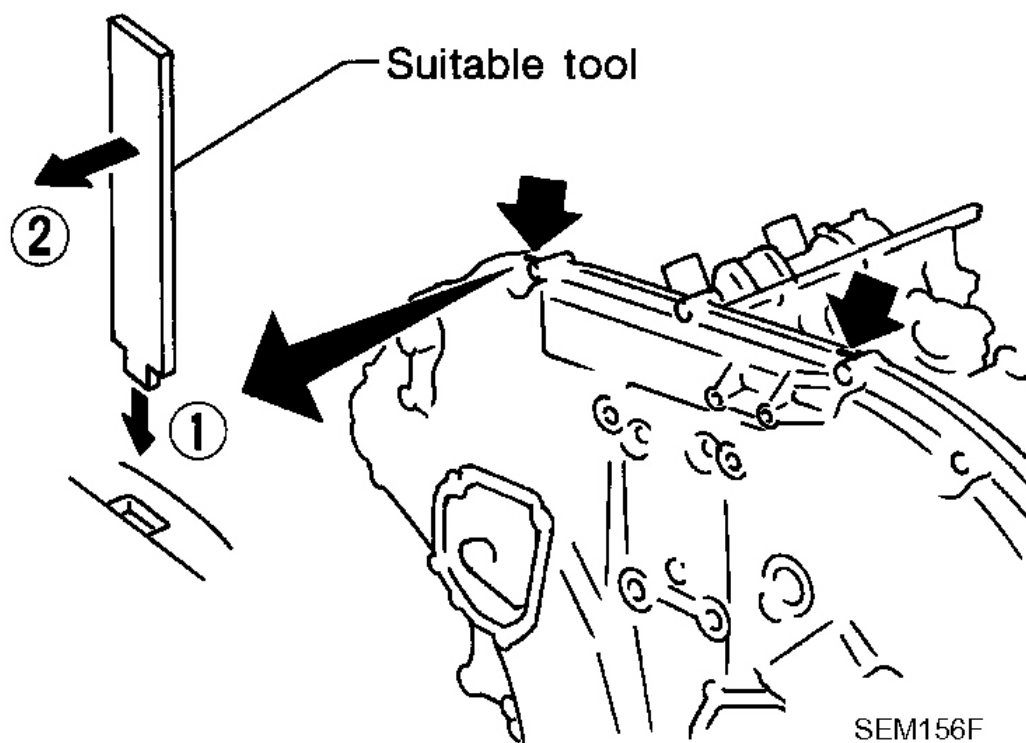


Fig. 195: Inserting Suitable Tool Into Notch At Top Of Front Timing Chain Case
 Courtesy of NISSAN MOTOR CO., U.S.A.

22. Remove O-rings from rear timing chain case.

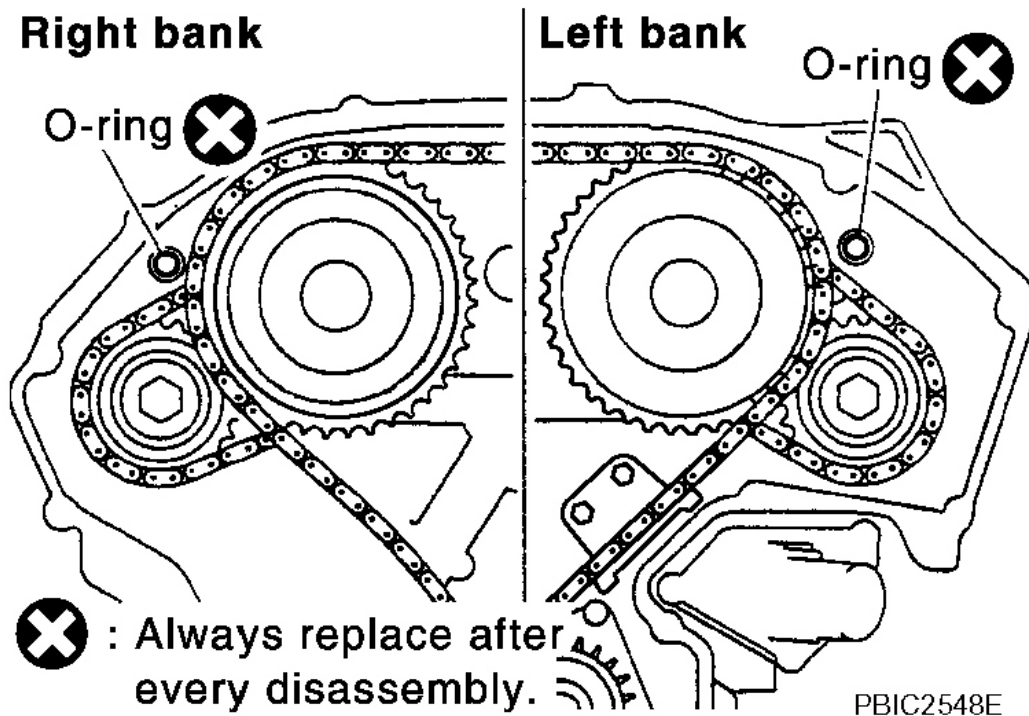
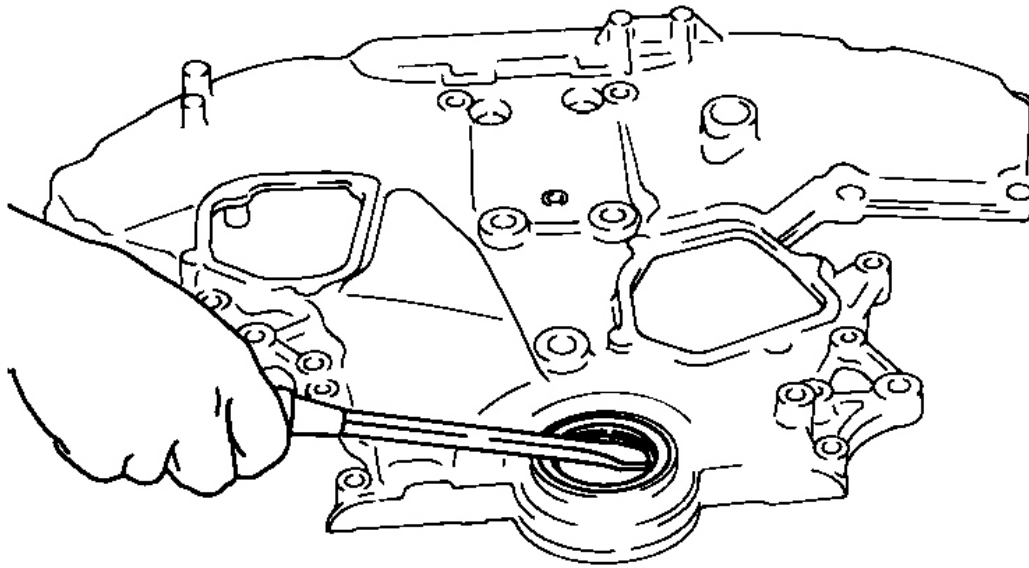


Fig. 196: Locating Right Bank And Left Bank O Rings
Courtesy of NISSAN MOTOR CO., U.S.A.

23. Remove water pump cover and chain tensioner cover from front timing chain case.
 - Use seal cutter [SST: KV10111100 (J37228)] to cut liquid gasket for removal.
24. Remove front oil seal from front timing chain case using suitable tool.
 - Use screwdriver for removal.

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



EMQ0032D

Fig. 197: Removing Front Oil Seal From Front Timing Chain Case
Courtesy of NISSAN MOTOR CO., U.S.A.

25. Remove timing chain tensioner (primary) as follows:
- Remove lower mounting bolt.
 - Loosen upper mounting bolt slowly, and then turn timing chain tensioner (primary) on the mounting bolt so that plunger 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).

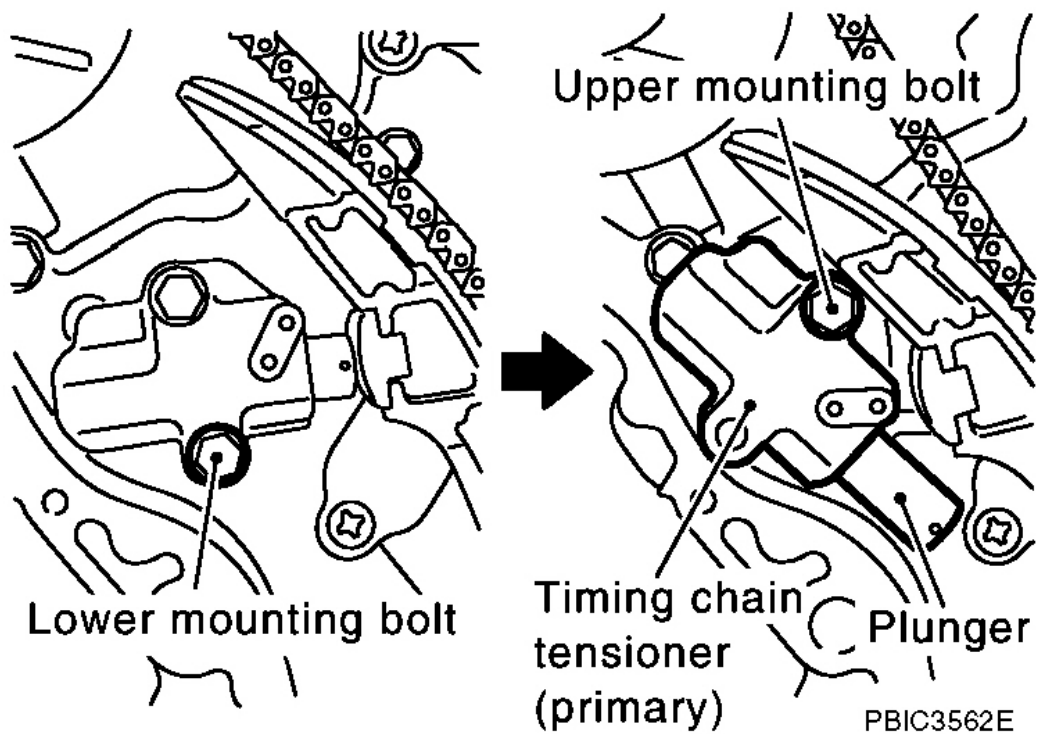
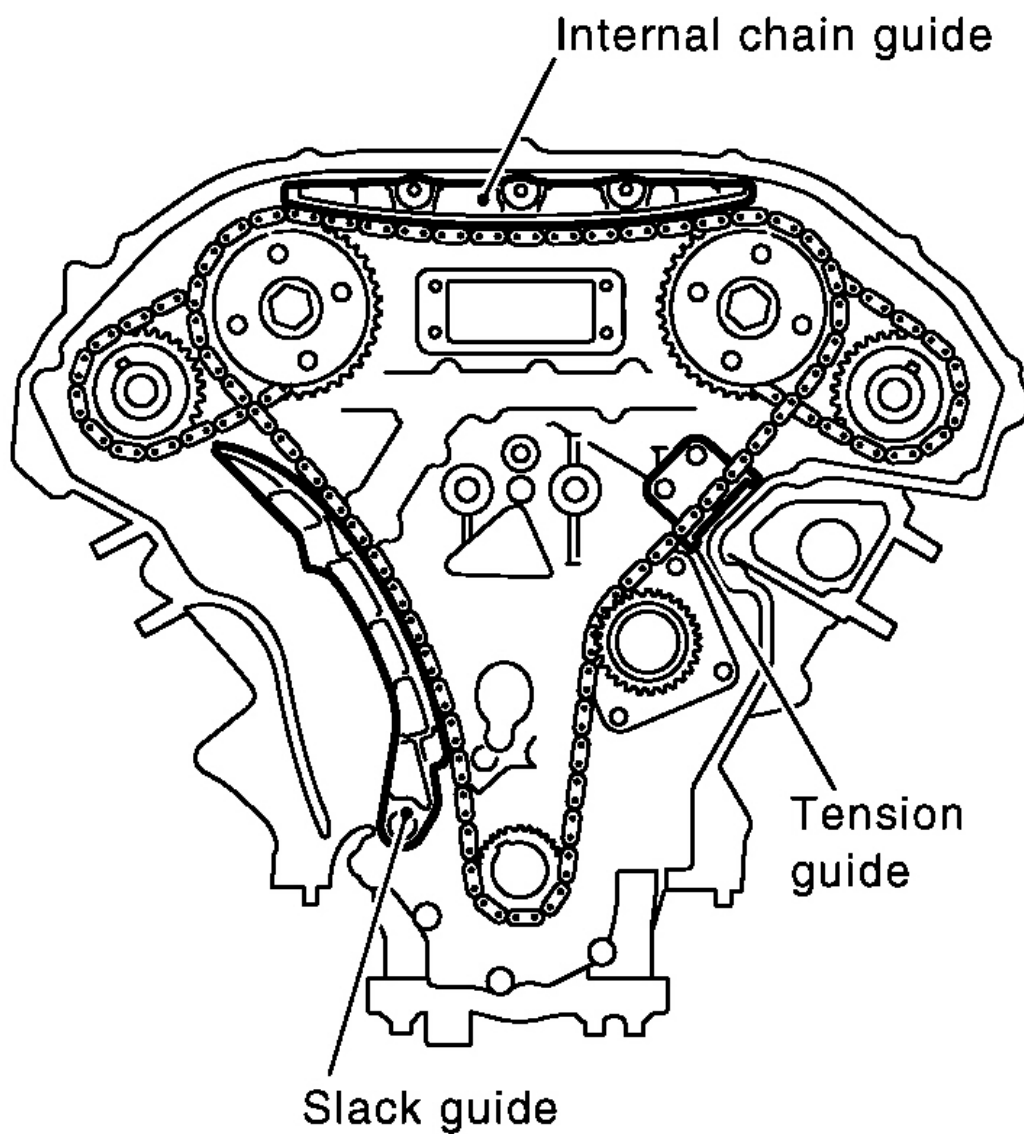


Fig. 198: Identifying Timing Chain Tensioner (Primary) Upper And Lower Mounting Bolts
Courtesy of NISSAN MOTOR CO., U.S.A.

26. Remove internal chain guide, tension guide and slack guide.

NOTE: Tension guide can be removed after removing timing chain (primary).



PBIC2266E

Fig. 199: Identifying Internal Chain Guide, Tension Guide And Slack Guide

Courtesy of NISSAN MOTOR CO., U.S.A.

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

CAUTION: After removing timing chain (primary), do not turn crankshaft and camshaft separately, or valves will strike the piston heads.

28. Remove timing chain (secondary) and camshaft sprockets as follows:

a. Attach suitable stopper pin to the right and left timing chain tensioners (secondary).

NOTE:

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

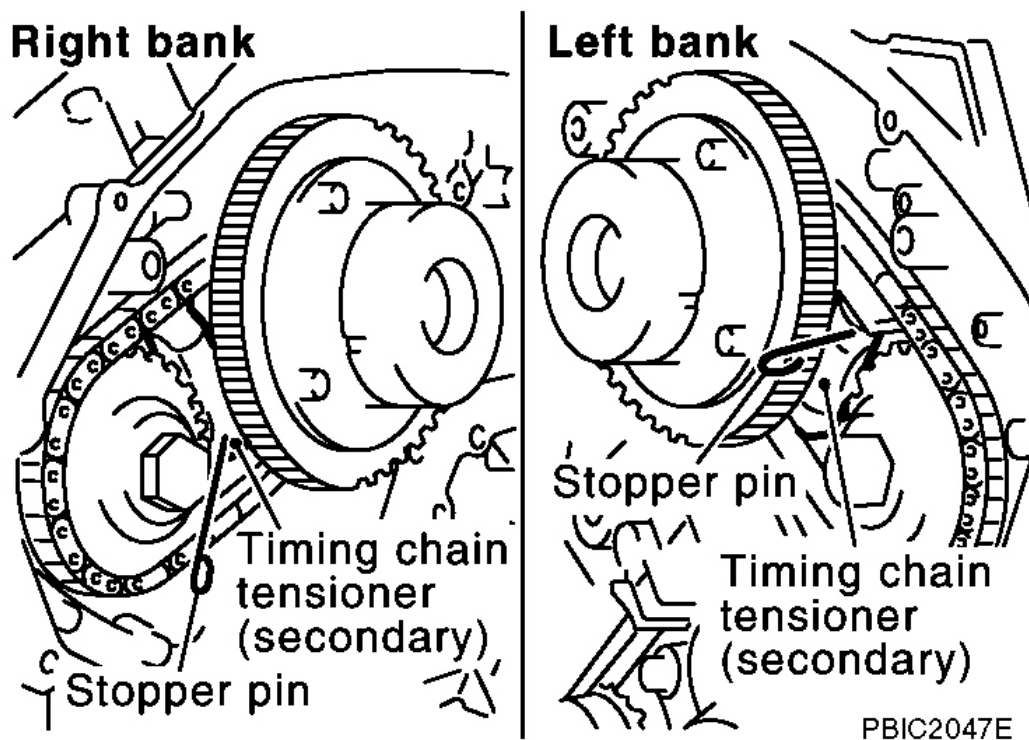
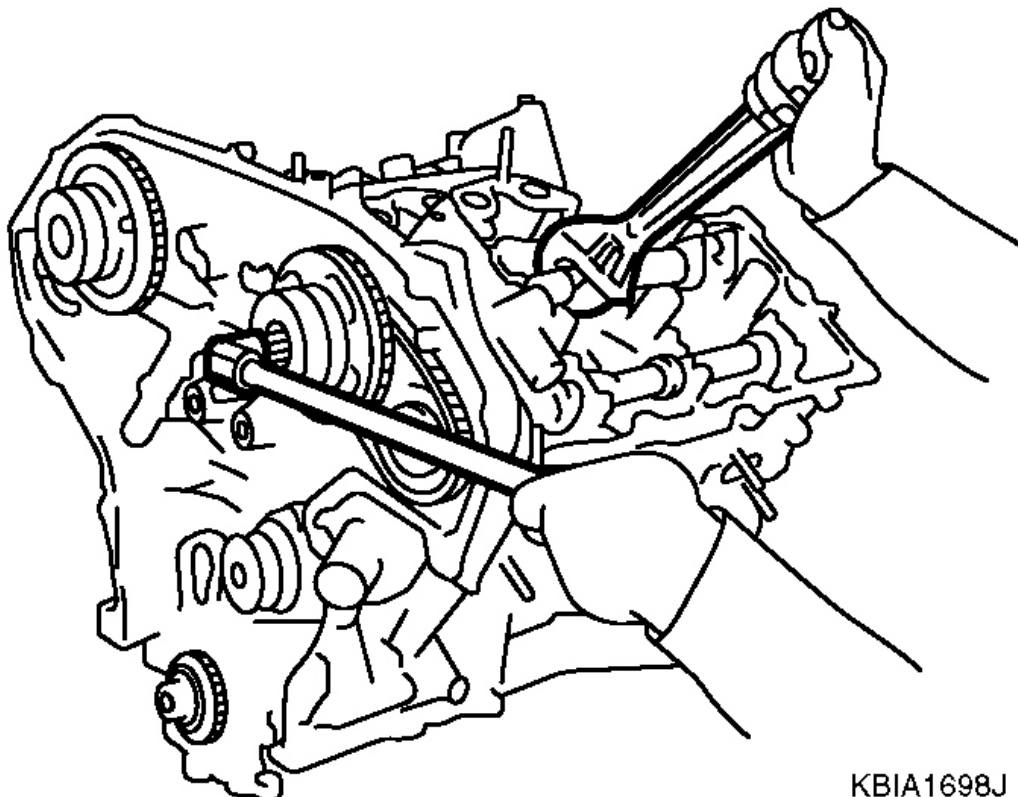


Fig. 200: Attaching Stopper Pin To Right And Left Timing Chain Tensioners (Secondary)
Courtesy of NISSAN MOTOR CO., U.S.A.

b. Remove intake and exhaust camshaft sprocket bolts.

- Secure the hexagonal portion of camshaft using wrench to loosen mounting bolts.

CAUTION: Do not loosen mounting bolts with securing anything other than the camshaft hexagonal portion or with tensioning the timing chain.



KBIA1698J

Fig. 201: Removing Intake And Exhaust Camshaft Sprocket Bolts
Courtesy of NISSAN MOTOR CO., U.S.A.

- c. Remove timing chain (secondary) together with camshaft sprockets.
 - Turn camshaft slightly to secure slackness of timing chain on timing chain tensioner (secondary) side.
 - Insert 0.5 mm (0.020 in)-thick metal or resin plate between timing chain and timing chain tensioner plunger (guide). Remove timing chain (secondary) together with camshaft sprockets with timing chain loose from guide groove.

CAUTION: Be careful of plunger coming-off when removing timing chain (secondary). This is because plunger of timing chain

tensioner (secondary) moves during operation, leading to coming-off of fixed stopper pin.

NOTE: Camshaft sprocket (INT) is two-for-one structure of primary and secondary sprockets.

- When handling camshaft sprocket (INT), be careful of the following caution:

CAUTION:

- Handle carefully to avoid any shock to camshaft sprocket.
- Do not disassemble. (Do not loosen bolts "A" as shown in the figure).

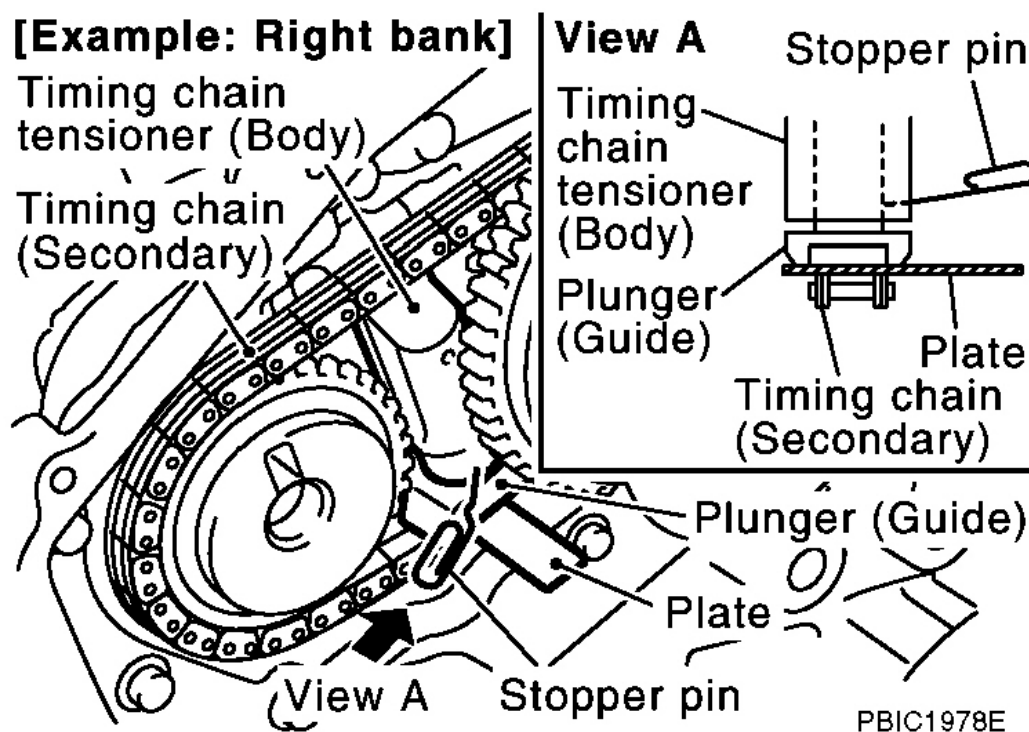
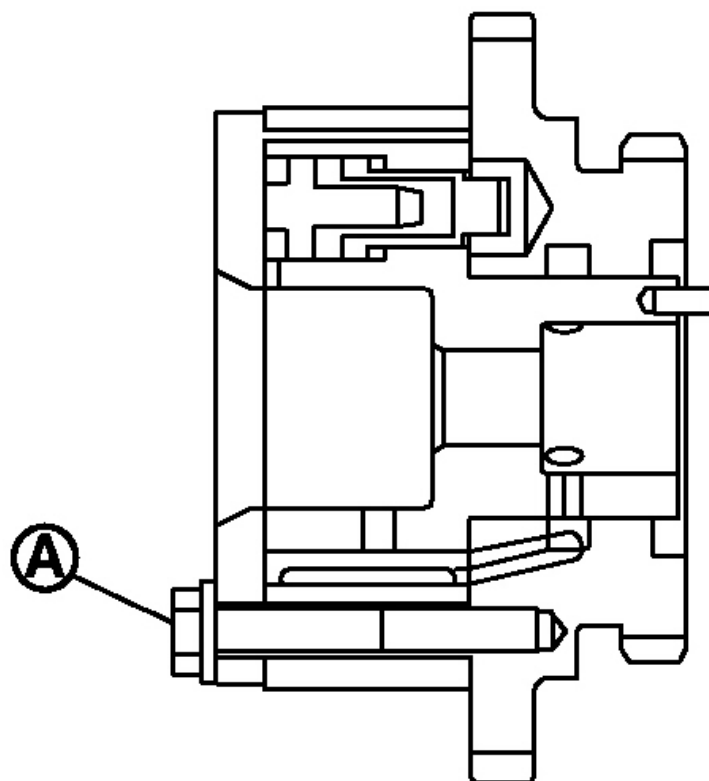


Fig. 202: Identifying Timing Chain (Secondary) Together With Camshaft Sprockets
Courtesy of NISSAN MOTOR CO., U.S.A.



PBIC2980E

Fig. 203: Identifying Camshaft Sprocket (INT) Bolt
Courtesy of NISSAN MOTOR CO., U.S.A.

29. Remove water pump. Refer to "**WATER PUMP**".
30. Remove rear timing chain case as follows:
 - a. Loosen and remove mounting bolts in reverse order as shown in the figure.
 - b. Cut liquid gasket using seal cutter [SST: KV10111100 (J37228)] and remove rear timing chain case.

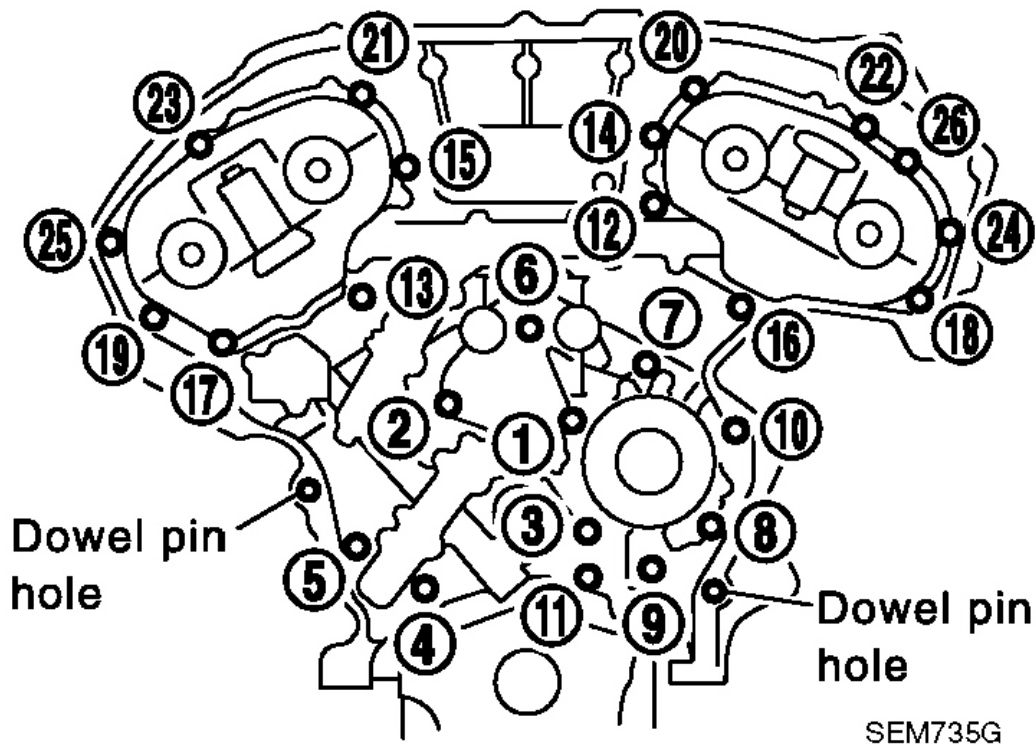
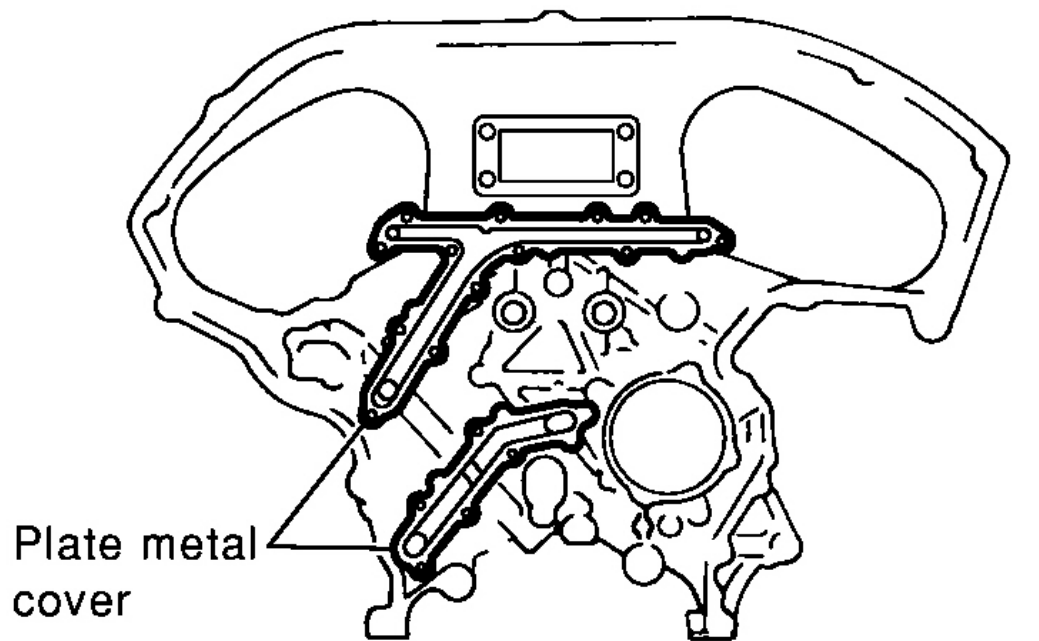


Fig. 204: Identifying Rear Timing Chain Case Mounting Bolts Loosening Sequence
Courtesy of NISSAN MOTOR CO., U.S.A.

CAUTION:

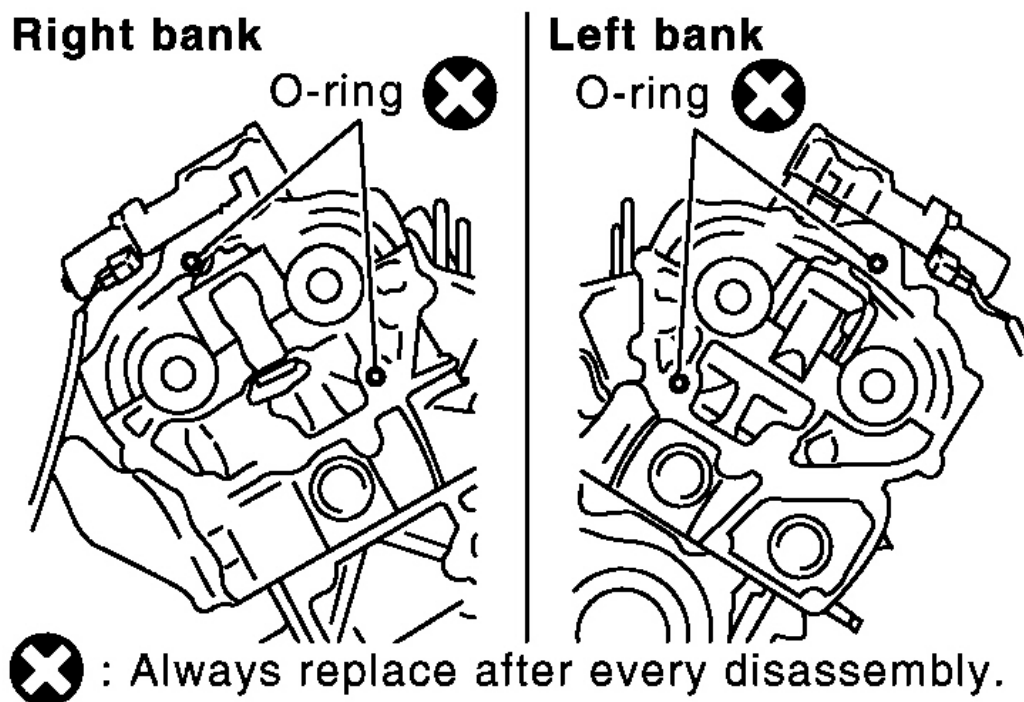
- Do not remove plate metal cover of oil passage.
- After removal, handle rear timing chain case carefully so it does not tilt, cant, or warp under a load.



KBIA1307E

Fig. 205: Identifying Plate Metal Cover Of Oil Passage
Courtesy of NISSAN MOTOR CO., U.S.A.

31. Remove O-rings from cylinder head.



SBIA0496E

Fig. 206: Identifying O-Rings From Cylinder Head
Courtesy of NISSAN MOTOR CO., U.S.A.

32. Remove O-rings from cylinder block.

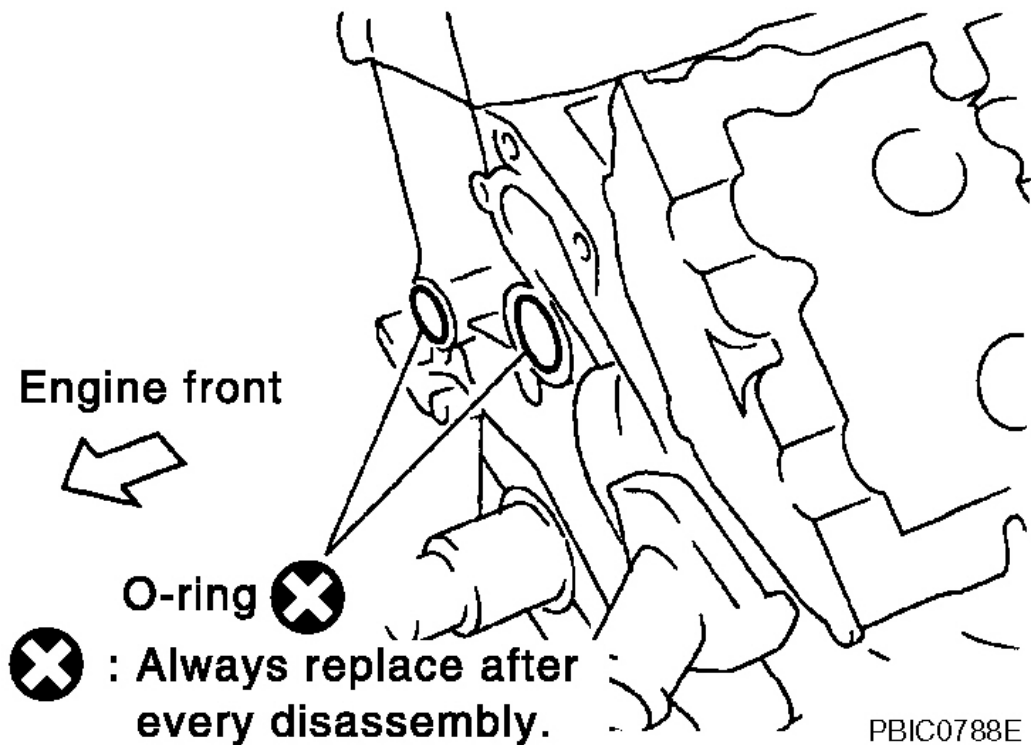


Fig. 207: Locating Cylinder Block O Rings

Courtesy of NISSAN MOTOR CO., U.S.A.

33. Remove timing chain tensioners (secondary) from cylinder head as follows, if necessary.
 - a. Remove camshaft brackets (No. 1). Refer to "**REMOVAL**".
 - b. Remove timing chain tensioners (secondary) with stopper pin attached.
34. Use scraper to remove all traces of old liquid gasket from front and rear timing chain cases, and opposite mating surfaces.

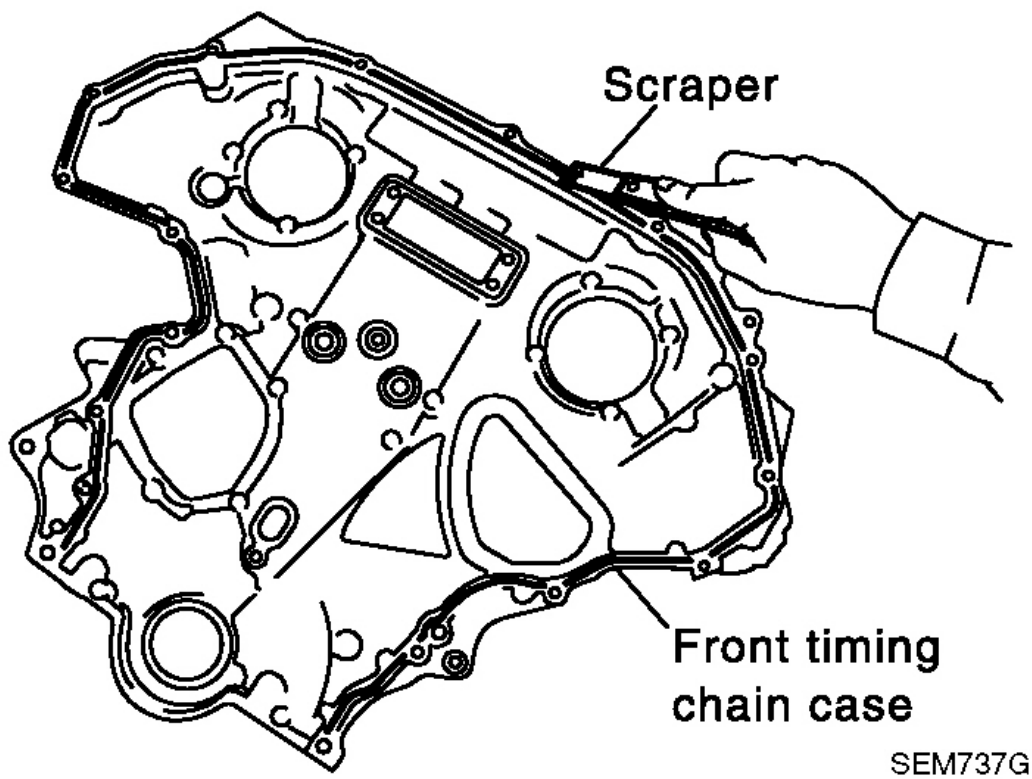
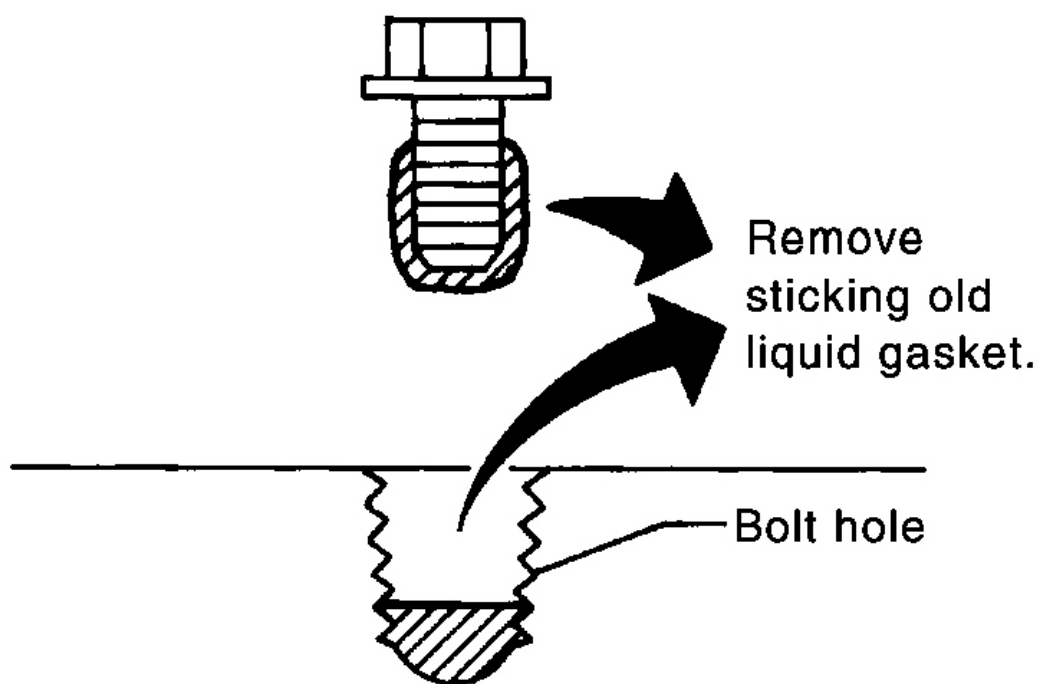


Fig. 208: Removing Gasket From Front And Rear Timing Chain Cases
Courtesy of NISSAN MOTOR CO., U.S.A.

- Remove old liquid gasket from bolt hole and thread.



PBIC2084E

Fig. 209: Removing Liquid Gasket From Bolt Hole And Thread
Courtesy of NISSAN MOTOR CO., U.S.A.

35. Use scraper to remove all traces of liquid gasket from water pump cover, chain tensioner cover and intake valve timing control covers.

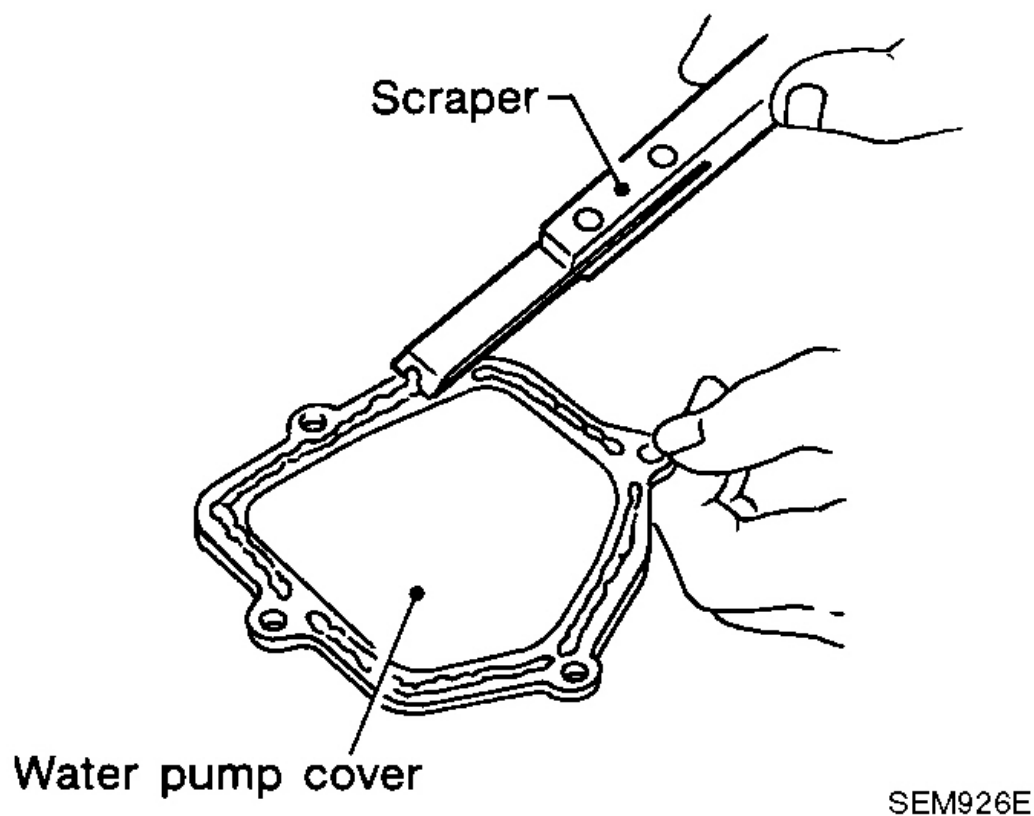
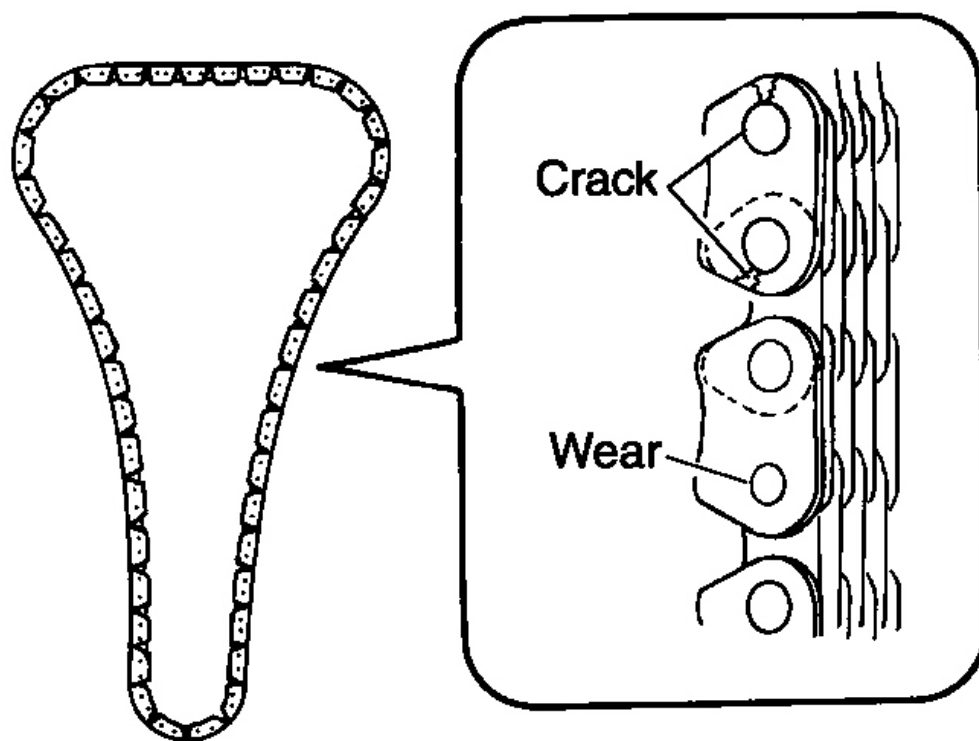


Fig. 210: Identifying Gasket From Water Pump Cover
Courtesy of NISSAN MOTOR CO., U.S.A.

INSPECTION AFTER REMOVAL

Timing Chain

Check for cracks and any excessive wear at the roller links of timing chain. Replace timing chain as necessary.

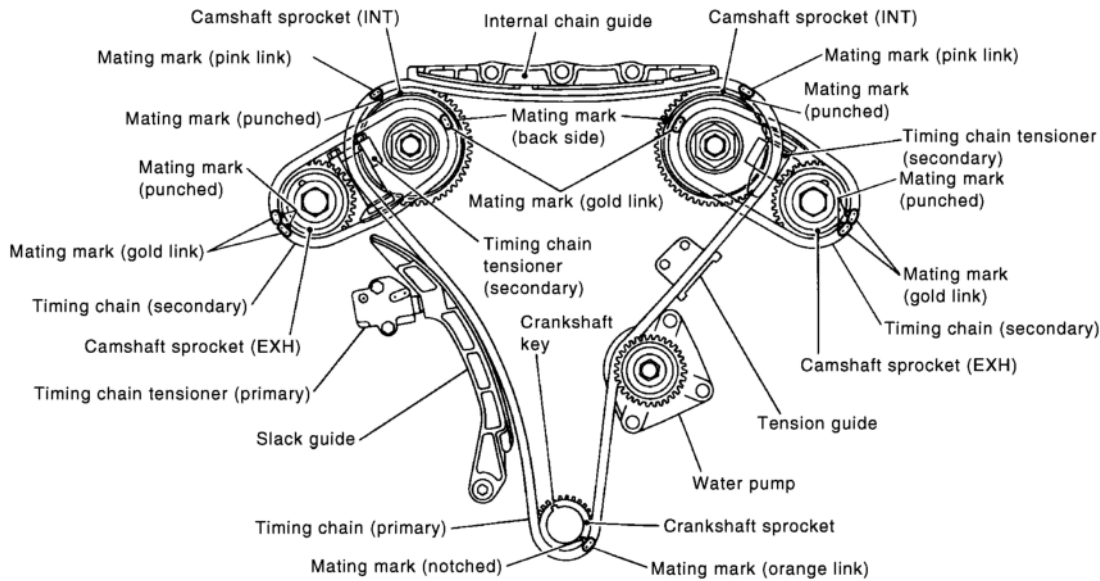


PBIC0282E

Fig. 211: Inspecting Timing Chain (Crack And Wear)
Courtesy of NISSAN MOTOR CO., U.S.A.

INSTALLATION

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



PBIC3493E

Fig. 212: Identifying Relationship Between Timing Chain And Sprocket Mating Marks
 Courtesy of NISSAN MOTOR CO., U.S.A.

1. Install timing chain tensioners (secondary) to cylinder head as follows if removed. Refer to "**INSTALLATION**".
 - a. Install timing chain tensioners (secondary) with stopper pin attached and new O-ring.
 - b. Install camshaft brackets (No. 1). Refer to "**INSTALLATION**".
2. Install rear timing chain case as follows:
 - a. Install new O-rings onto cylinder block.

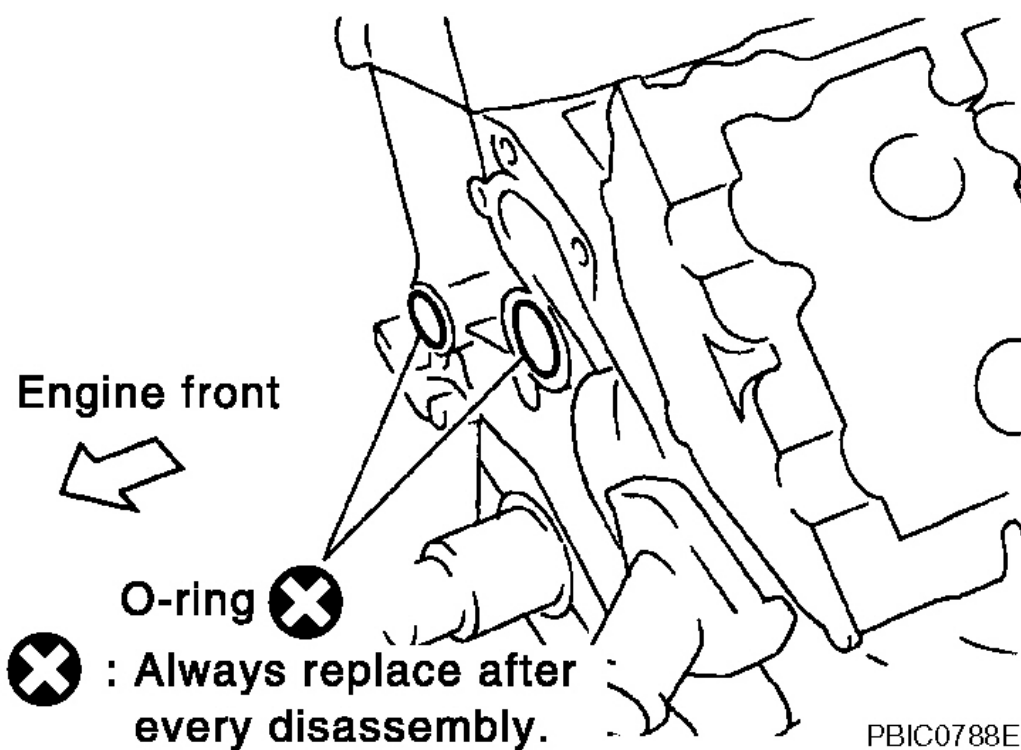
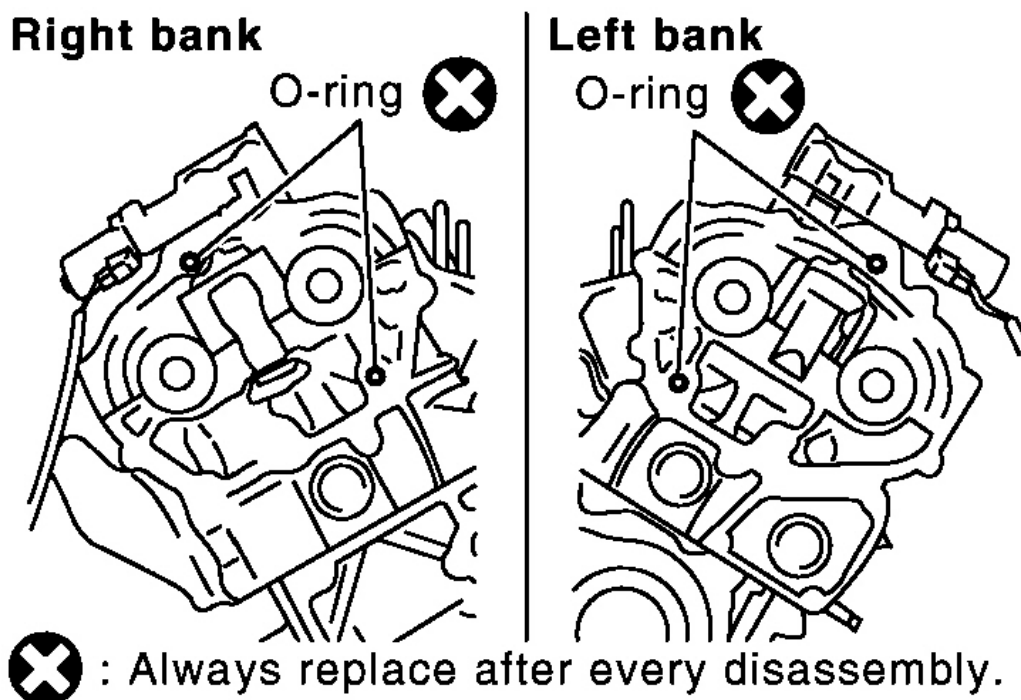


Fig. 213: Locating Cylinder Block O Rings
Courtesy of NISSAN MOTOR CO., U.S.A.

- b. Install new O-rings to cylinder head.



SBIA0496E

Fig. 214: Identifying O-Rings To Cylinder Head

Courtesy of NISSAN MOTOR CO., U.S.A.

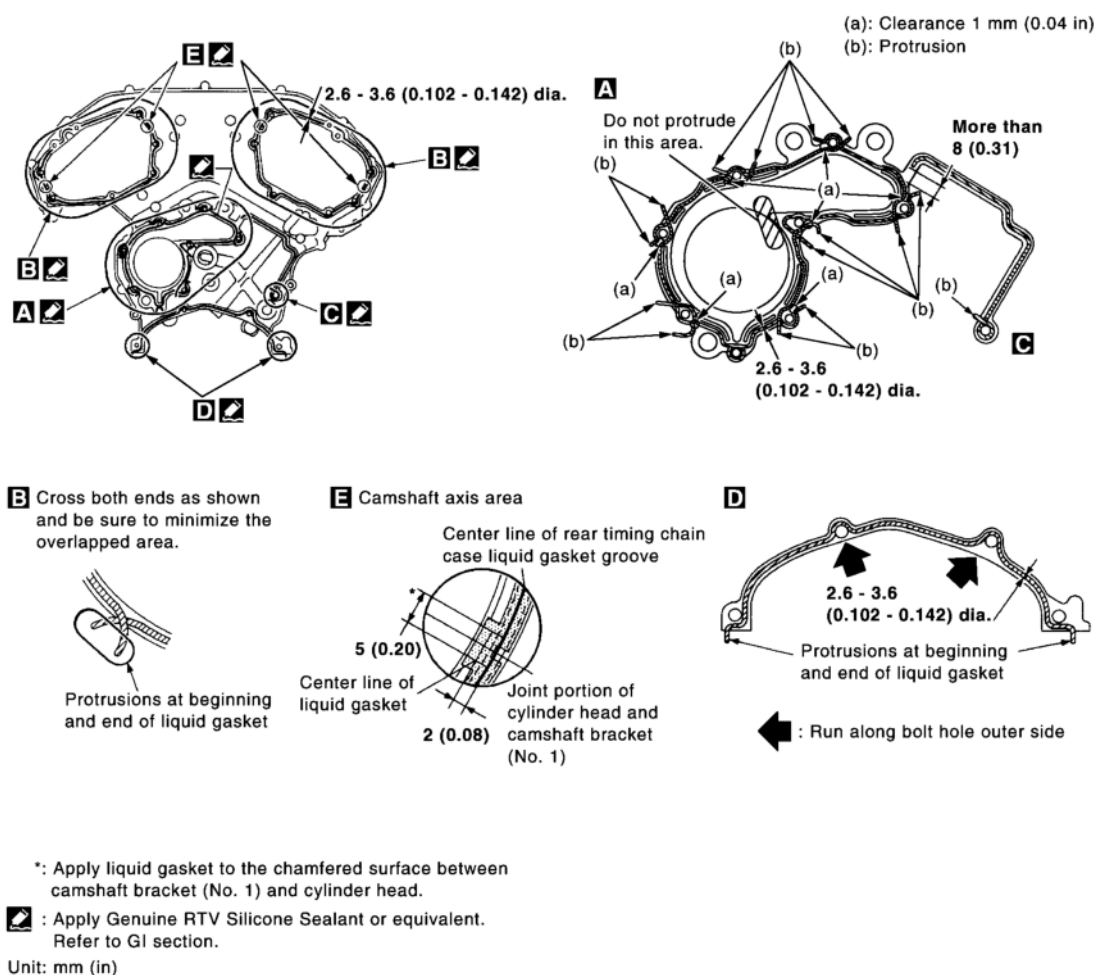
- c. Apply liquid gasket with tube presser [SST: WS39930000 (-)] to rear timing chain case back side as shown in the figure.

Use Genuine RTV Silicone Sealant or 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.

For GI, go to GENERAL INFORMATION -- SEDAN.

Rear timing chain case: Back side

PBIC2659E

Fig. 215: Identifying Gasket Application Area (Rear Timing Chain Case Back Side)
 Courtesy of NISSAN MOTOR CO., U.S.A.

- d. Align rear timing chain case and water pump assembly with dowel pins (right and left) on cylinder block and install rear timing chain case.
 - Make sure O-rings stay in place during installation to cylinder block and cylinder head.
- e. Tighten mounting bolts in numerical order as shown in the figure.
 - There are two type 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) : Except the above

: 11.7 - 13.7 N.m (1.2 - 1.4 kg-m, 9 - 10 ft-lb)

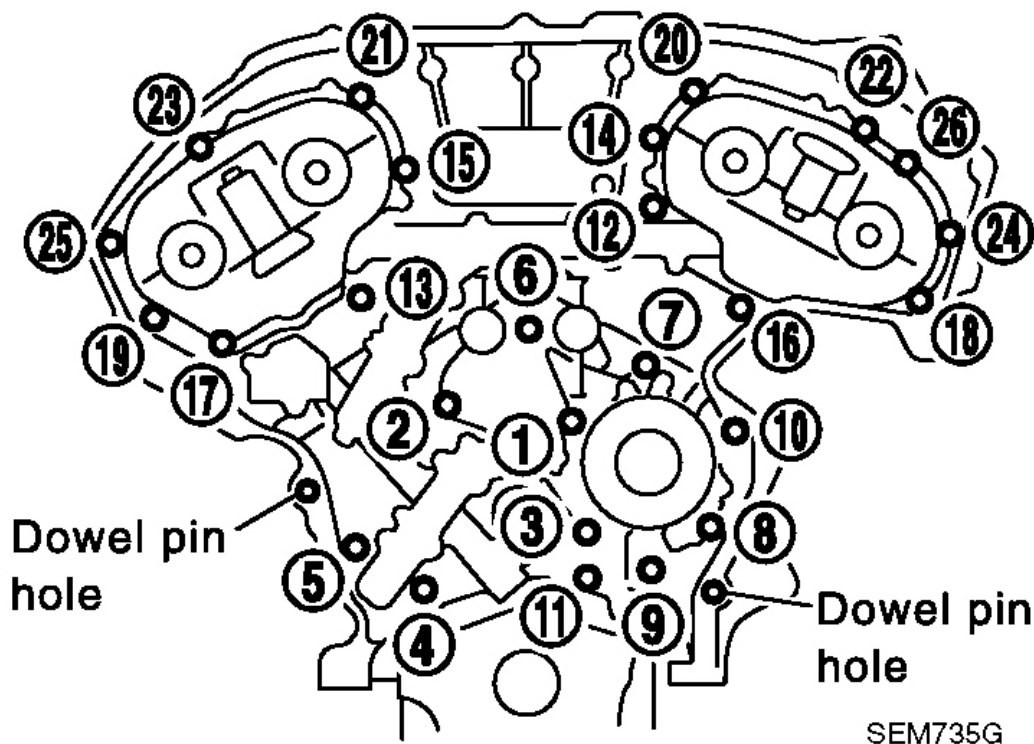


Fig. 216: Identifying Rear Timing Chain Case Mounting Bolts Tightening Sequence
Courtesy of NISSAN MOTOR CO., U.S.A.

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

Standard

Rear timing chain case to cylinder block:

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

- If not within standard, repeat the installation procedure.

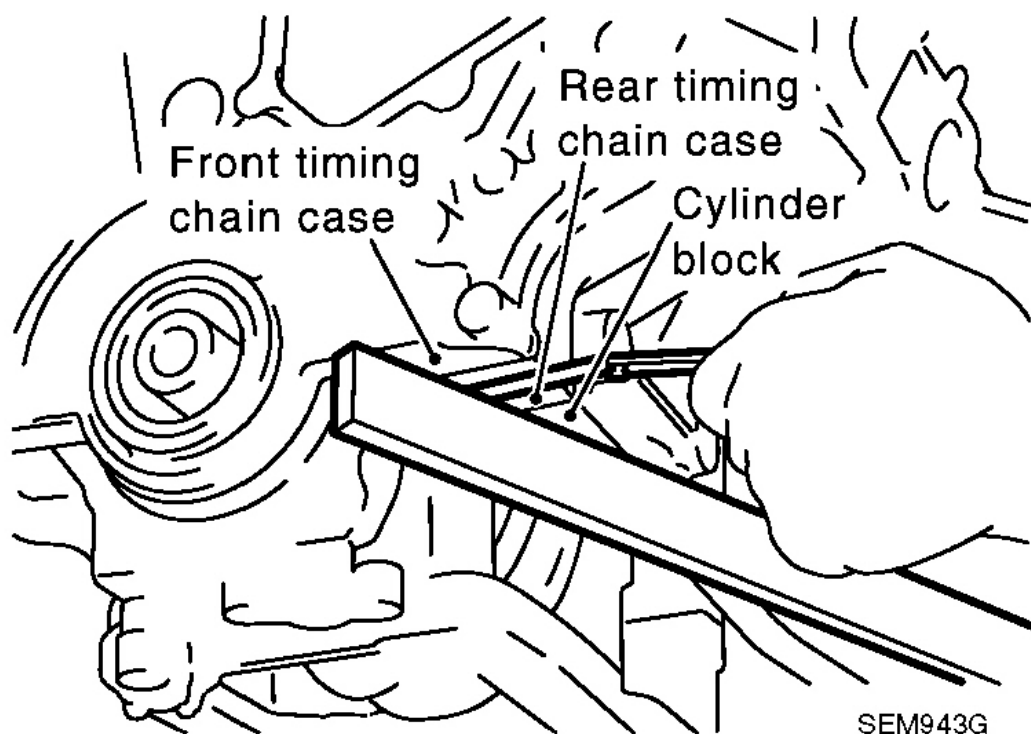
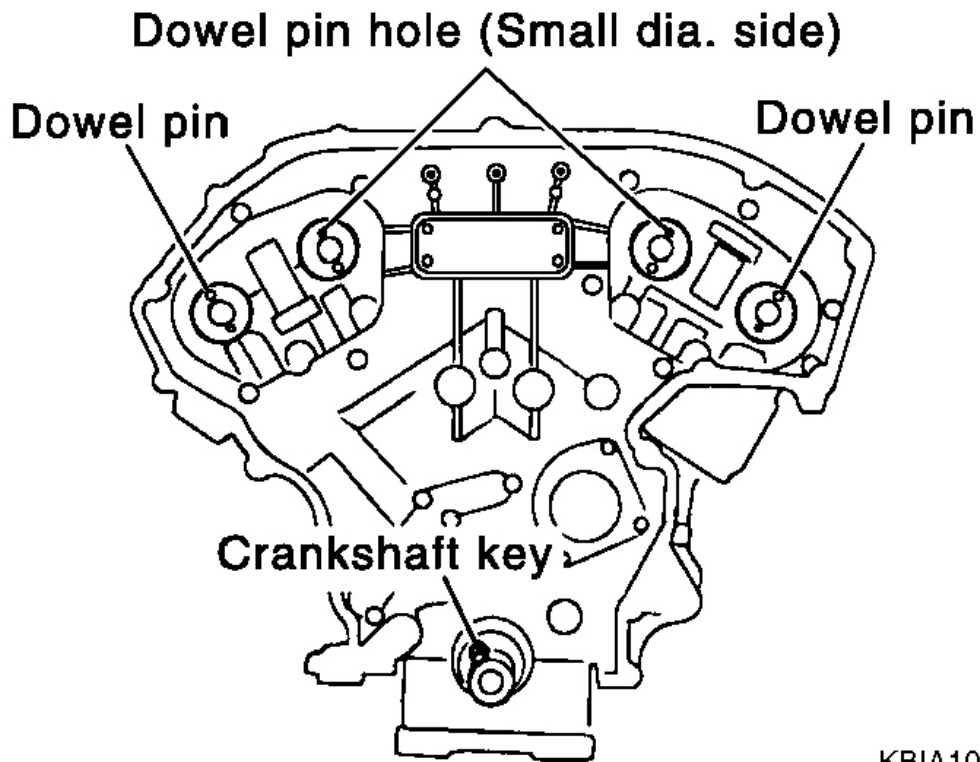


Fig. 217: Checking Rear Timing Chain Case To Cylinder Block Surface Height Difference
Courtesy of NISSAN MOTOR CO., U.S.A.

3. Install water pump with new O-rings. Refer to "**WATER PUMP**".
4. Make sure that dowel pin hole, dowel pin and crankshaft key 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.



KBIA1073E

Fig. 218: Identifying Dowel Pin Hole And Crankshaft Key
 Courtesy of NISSAN MOTOR CO., U.S.A.

Camshaft dowel pin hole (intake side)

: At cylinder head upper face side in each bank.

Camshaft dowel pin (exhaust side)

: At cylinder head upper face side in each bank.

Crankshaft key

: At cylinder head side of right bank.

CAUTION: Hole on small dia. side must be used for intake side dowel pin hole.
 Do not misidentify (ignore big dia. side).

5. Install timing chains (secondary) and camshaft sprockets as follows:

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

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

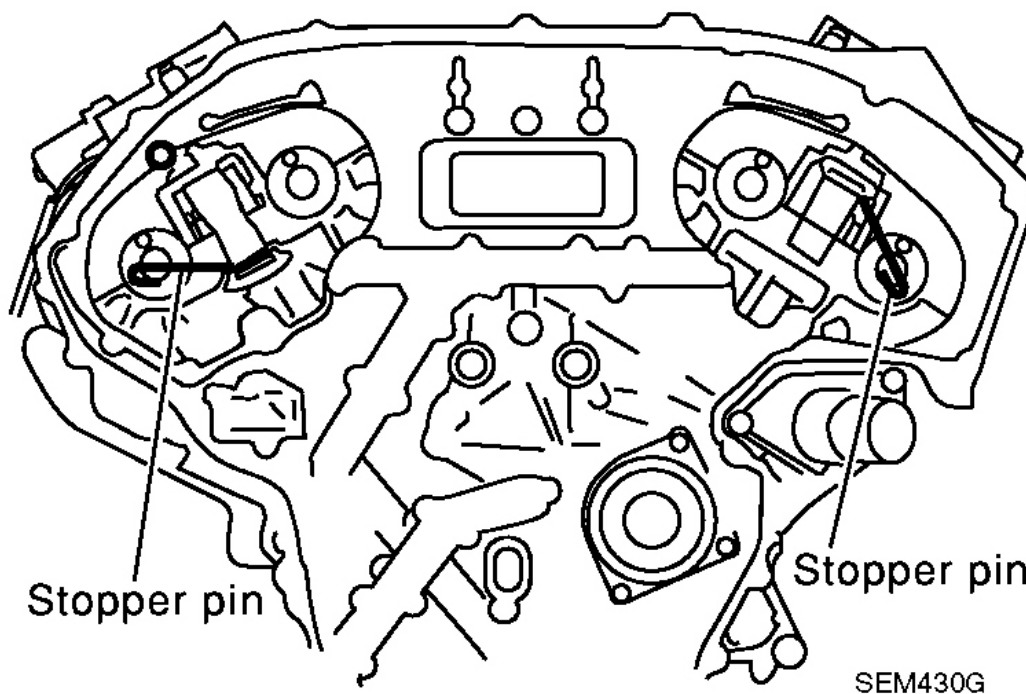


Fig. 219: Pressing Timing Chain Tensioner (Secondary) Plunger With Stopper Pin
Courtesy of NISSAN MOTOR CO., U.S.A.

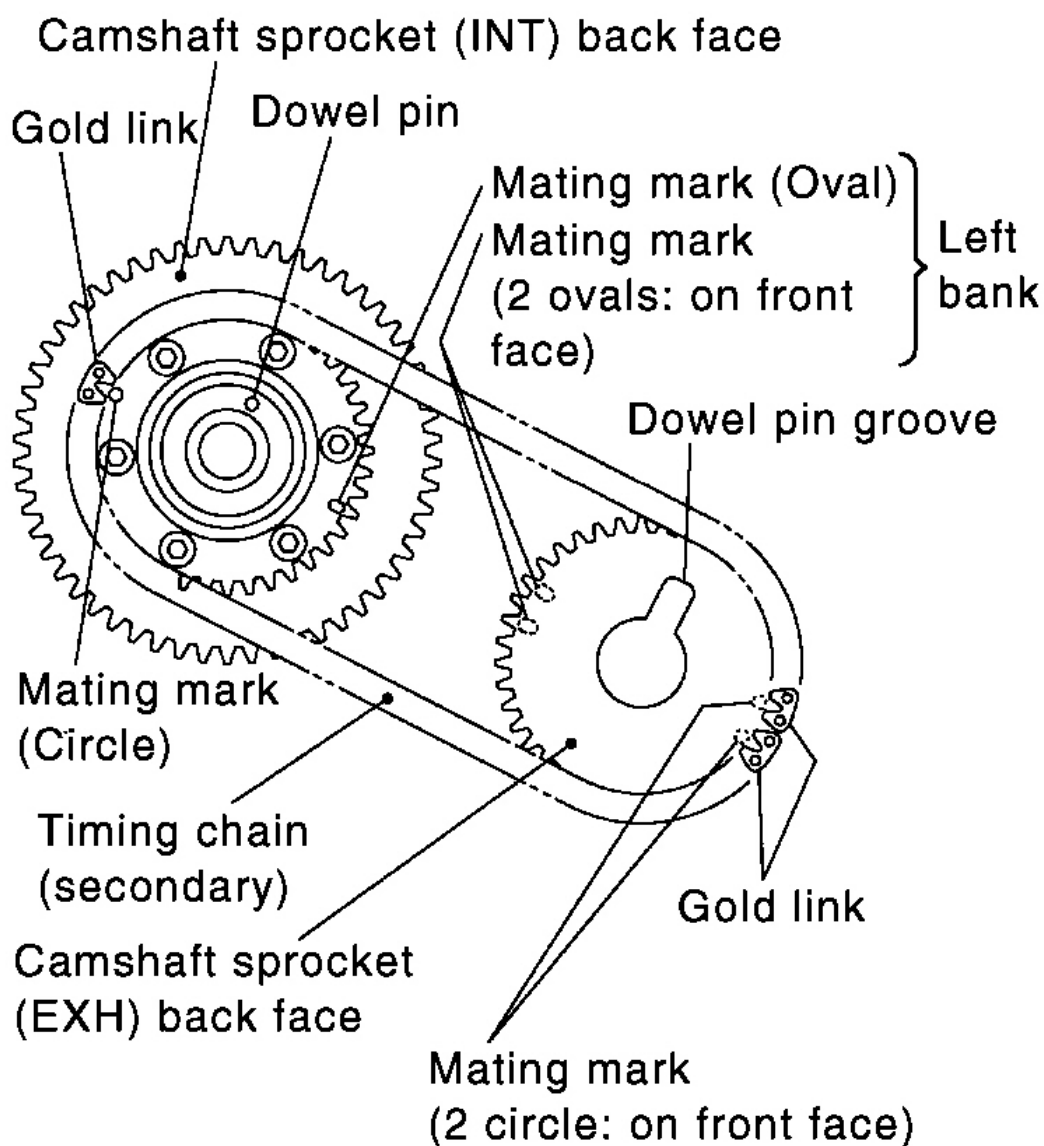
- b. Install timing chains (secondary) and camshaft sprockets.
- Align the mating marks on timing chain (secondary) (gold link) with the ones on intake and exhaust camshaft sprockets (punched), and install them.

NOTE:

- Mating marks for intake camshaft sprocket are on the back side of camshaft sprocket (secondary).
- There are two types of mating marks, circle and oval types. They should be used for the right and left banks, respectively.

Right bank : Use circle type.

Left bank : Use oval type.

Example: Right bank (Rear view)

PBIC2049E

Fig. 220: Aligning Timing Chain With Ones On Intake And Exhaust Camshaft Sprockets
Mating Marks

Courtesy of NISSAN MOTOR CO., U.S.A.

- Align dowel pin and pin hole on camshafts with the groove and dowel pin on sprockets, and install them.
- On the intake side, align pin hole on the small diameter side of the camshaft front end with dowel pin on the back side of camshaft sprocket, and install them.
- On the exhaust side, align dowel pin on camshaft front end with pin groove on camshaft sprocket, and install them.
- In case that positions of each mating mark and each dowel pin are not fit on mating parts, make fine adjustment to the position holding the hexagonal portion on camshaft with wrench or 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.
- It may be difficult to visually check the dislocation of mating marks during and after installation. To make the matching easier, make a mating mark on the top of sprocket teeth and its extended line in advance with paint.

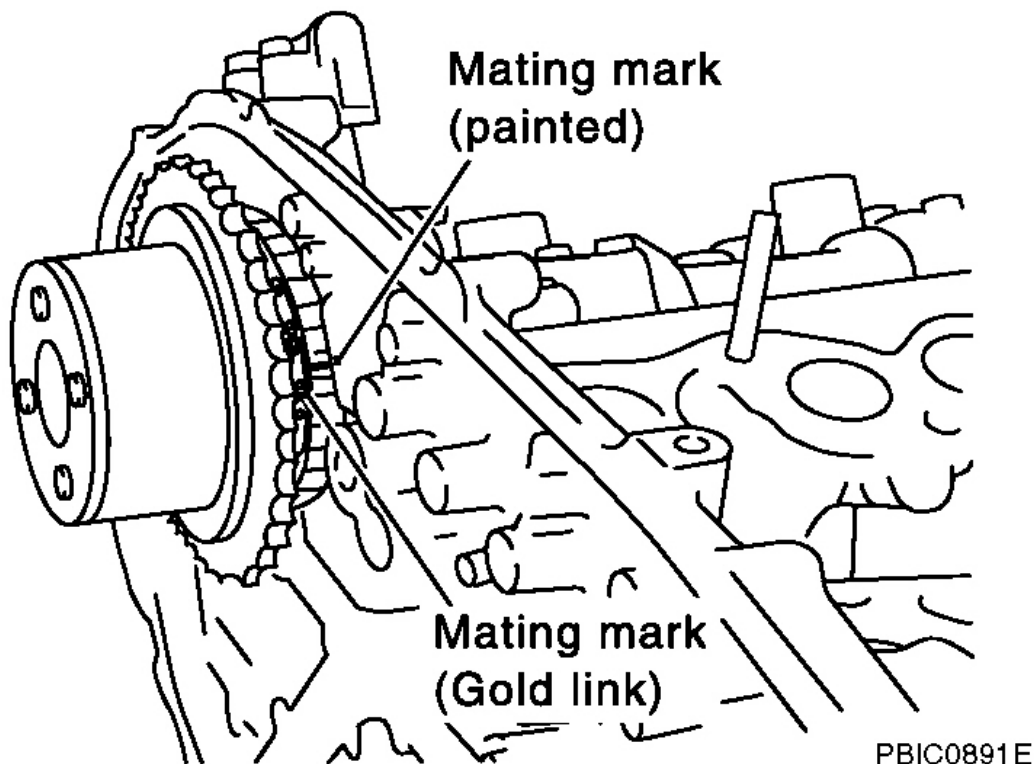
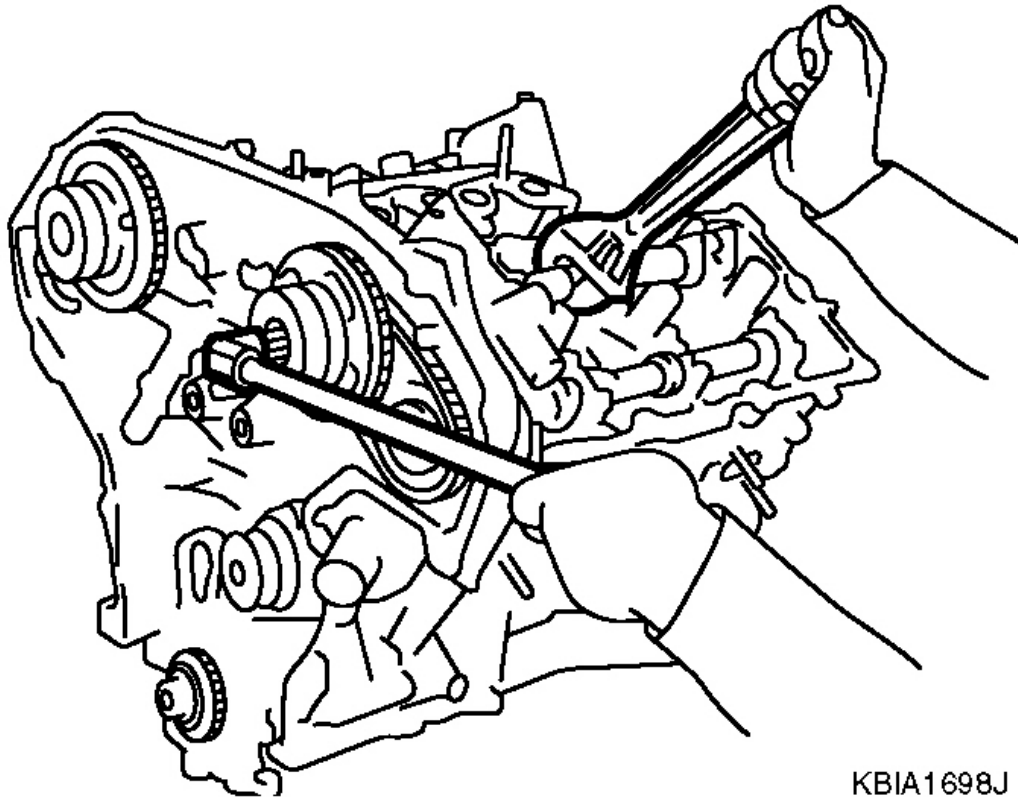


Fig. 221: Identifying Mating Marks (Painted And Gold Link)

Courtesy of NISSAN MOTOR CO., U.S.A.

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



KBIA1698J

Fig. 222: Tightening Camshaft Sprocket Mounting Bolts

Courtesy of NISSAN MOTOR CO., U.S.A.

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

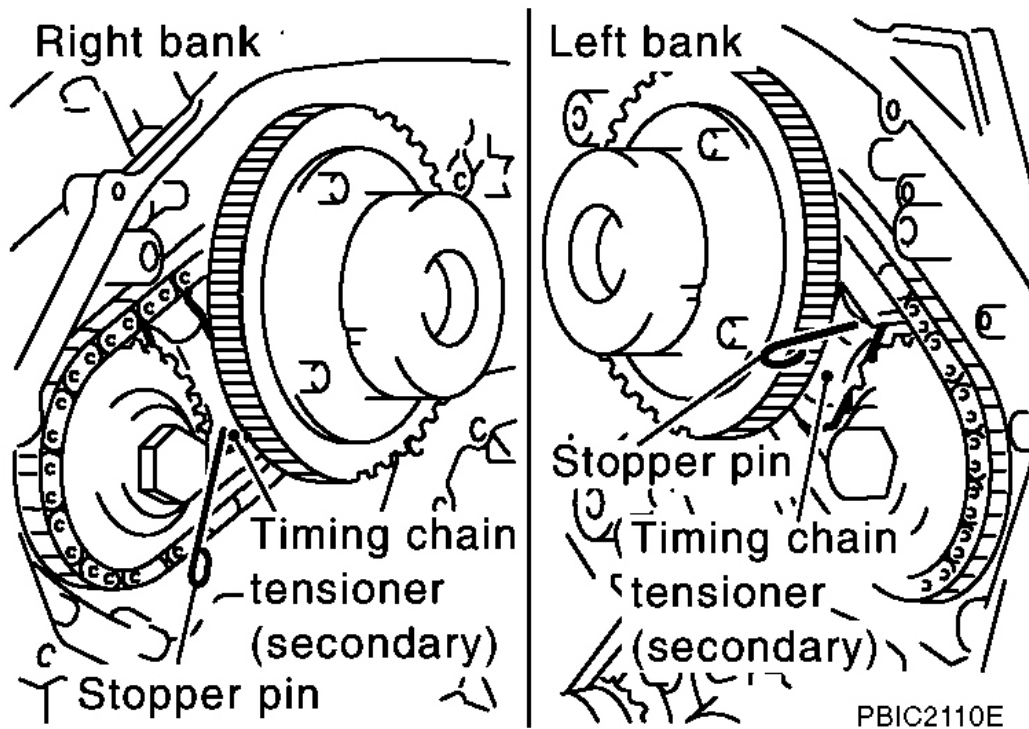


Fig. 223: Pulling Stopper Pins Out From Timing Chain Tensioners (Secondary)
Courtesy of NISSAN MOTOR CO., U.S.A.

6. Install tension guide.
7. Install timing chain (primary) as follows:
 - a. Install crankshaft sprocket.
 - Make sure the mating marks on crankshaft sprocket face the front of engine.

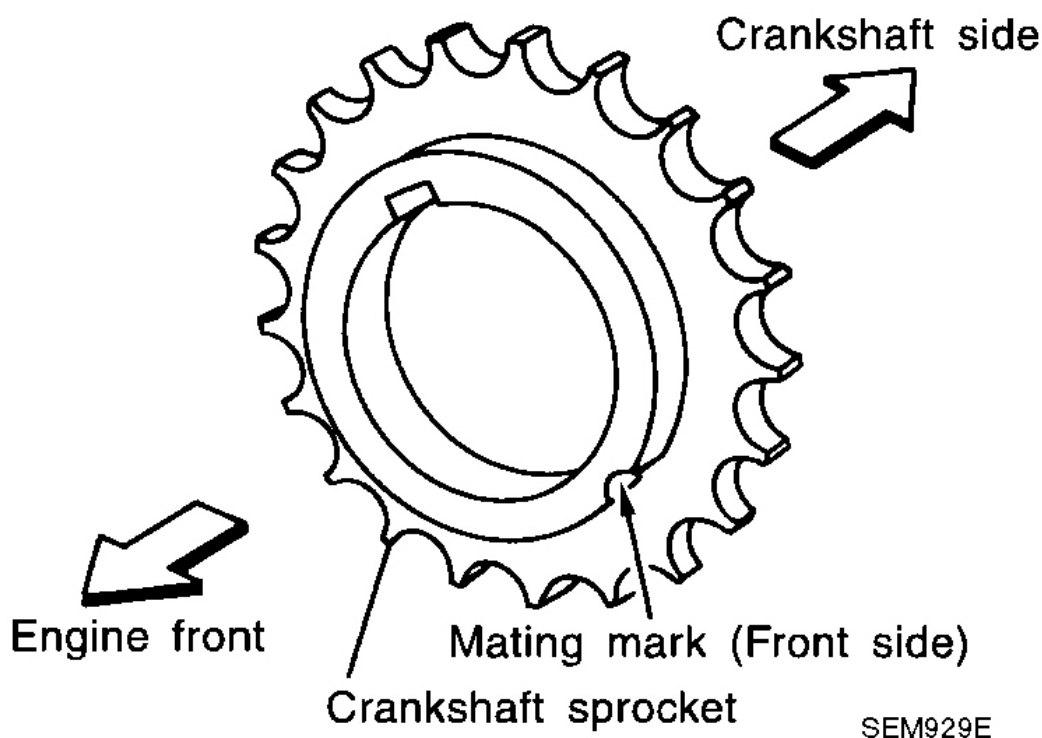
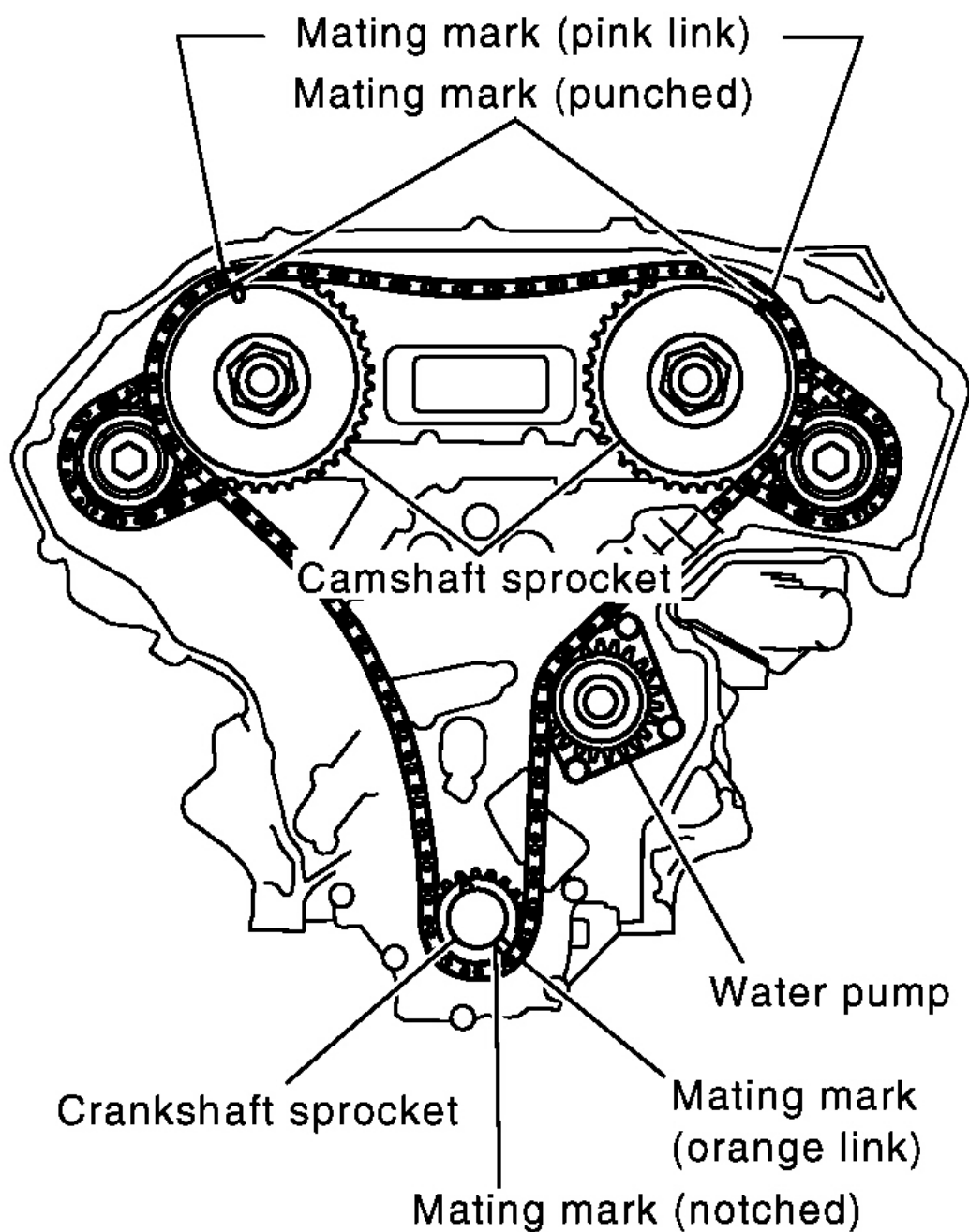


Fig. 224: Identifying Crankshaft Sprocket Mating Marks
Courtesy of NISSAN MOTOR CO., U.S.A.

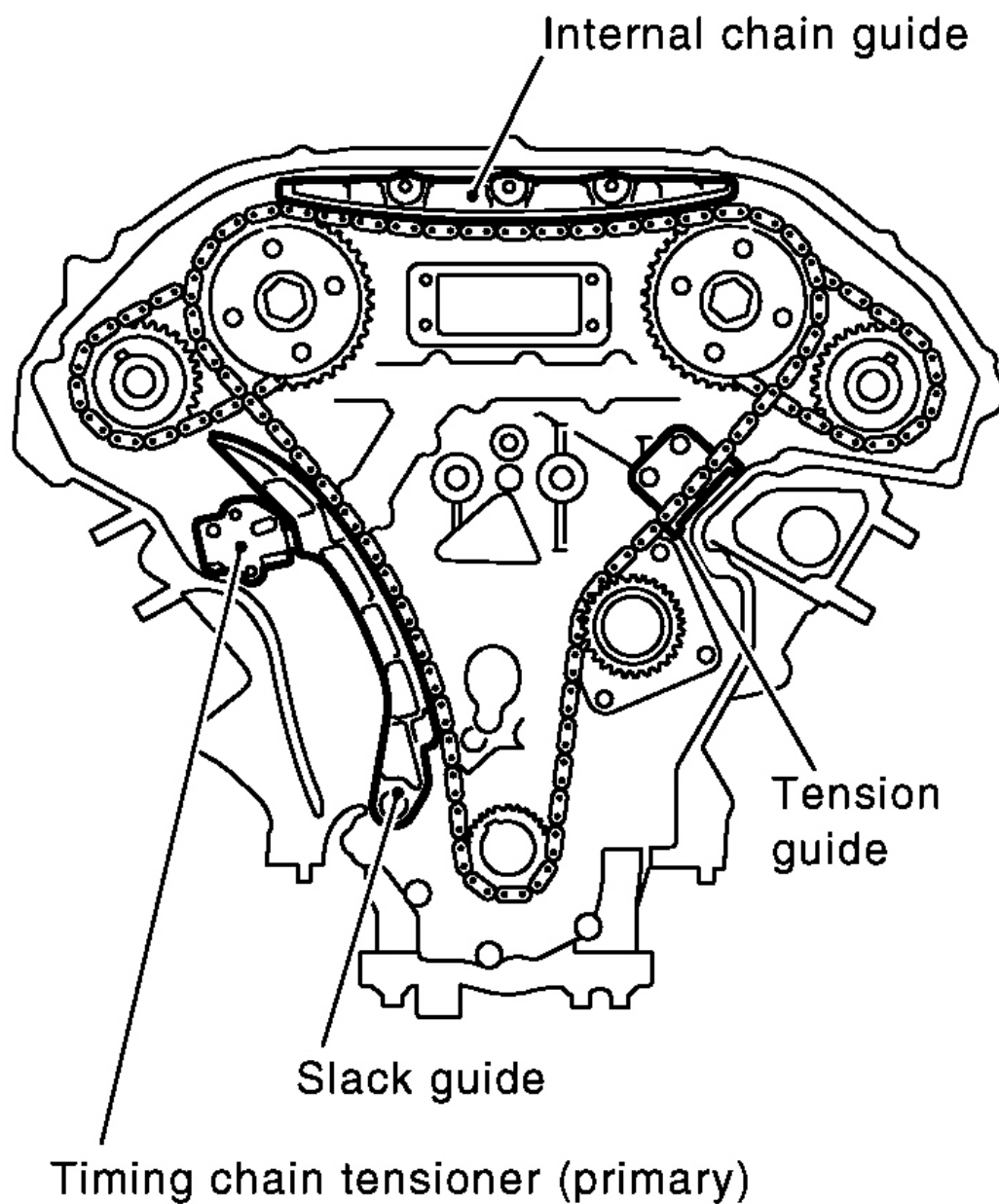
- b. Install timing chain (primary).
- Install timing chain (primary) so the mating mark (punched) on camshaft sprocket is aligned with the pink link on timing chain, while the mating mark (notched) on crankshaft sprocket is aligned with the orange one on timing chain, as shown in the figure.
 - When it is difficult to align mating marks of timing chain (primary) with each sprocket, gradually turn camshaft using wrench on the hexagonal portion to align it with the mating marks.
 - During alignment, be careful to prevent dislocation of mating mark alignments of timing chains (secondary).



PBIC3494E

Fig. 225: Identifying Timing Chain (Primary)
Courtesy of NISSAN MOTOR CO., U.S.A.

8. Install internal chain guide, slack guide and timing chain tensioner (primary).



PBIC2109E

Fig. 226: Identifying Internal Chain Guide, Slack Guide And Timing Chain Tensioner (Primary)

Courtesy of NISSAN MOTOR CO., U.S.A.

CAUTION: Do not overtighten slack guide mounting bolts. It is normal for a gap to exist under the bolt seats when mounting bolts are tightened to specification.

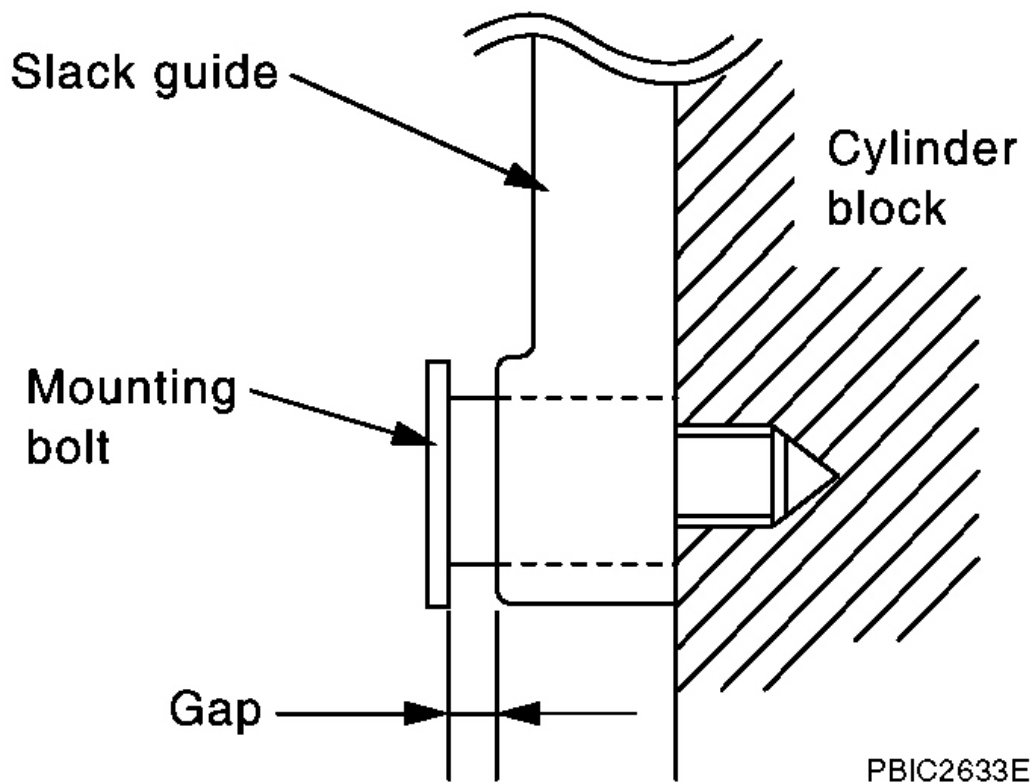


Fig. 227: Identifying Mounting Bolt Gap
Courtesy of NISSAN MOTOR CO., U.S.A.

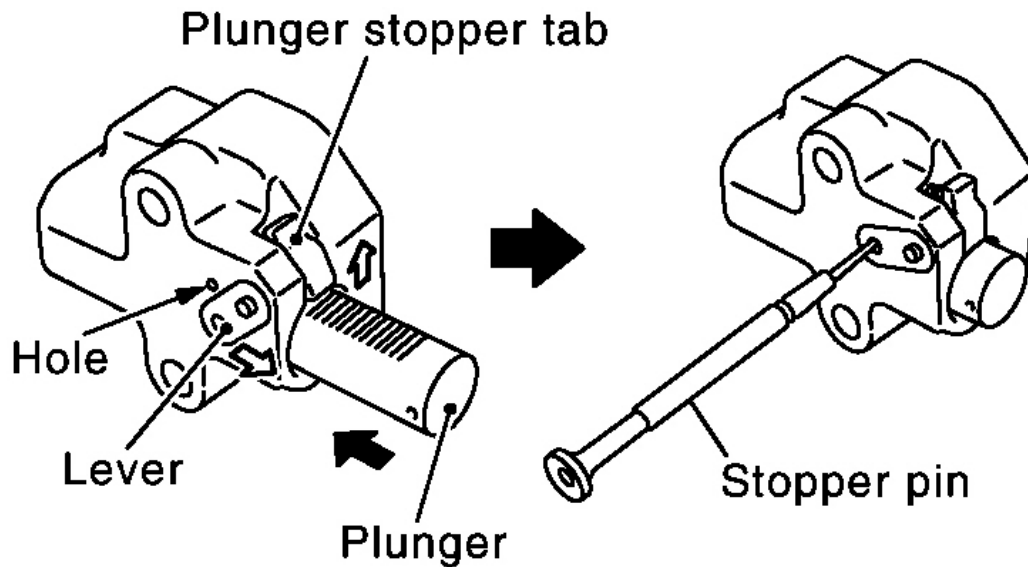
9. Install the timing chain tensioner (primary) with the following procedure:
 - a. Pull plunger stopper tab up (or turn lever downward) so as to remove plunger stopper tab from the ratchet of plunger.

NOTE: Plunger stopper tab and lever 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 through hole of lever into tensioner body hole.
- The lever parts and the 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.



PBIC3568E

Fig. 228: Inserting Stopper Pin Through Hole Of Lever Into Tensioner Body Hole
Courtesy of NISSAN MOTOR CO., U.S.A.

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

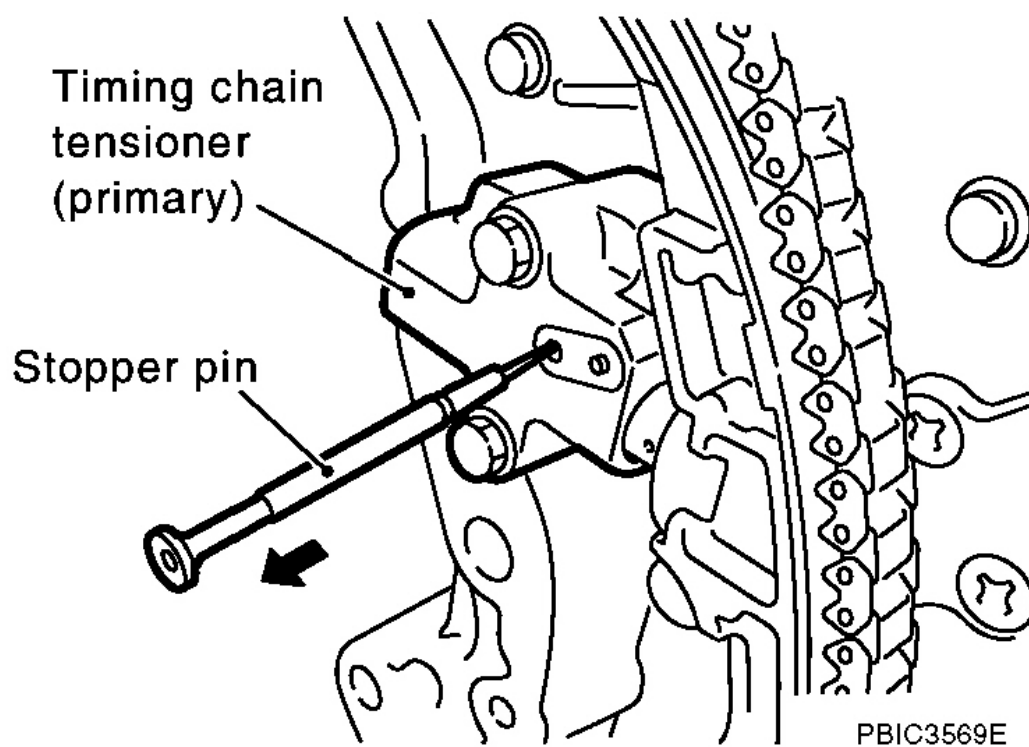


Fig. 229: Pulling Out Stopper Pin
Courtesy of NISSAN MOTOR CO., U.S.A.

10. Make sure again that the mating marks on sprockets and timing chain have not slipped out of alignment.
11. Install new O-rings on rear timing chain case.

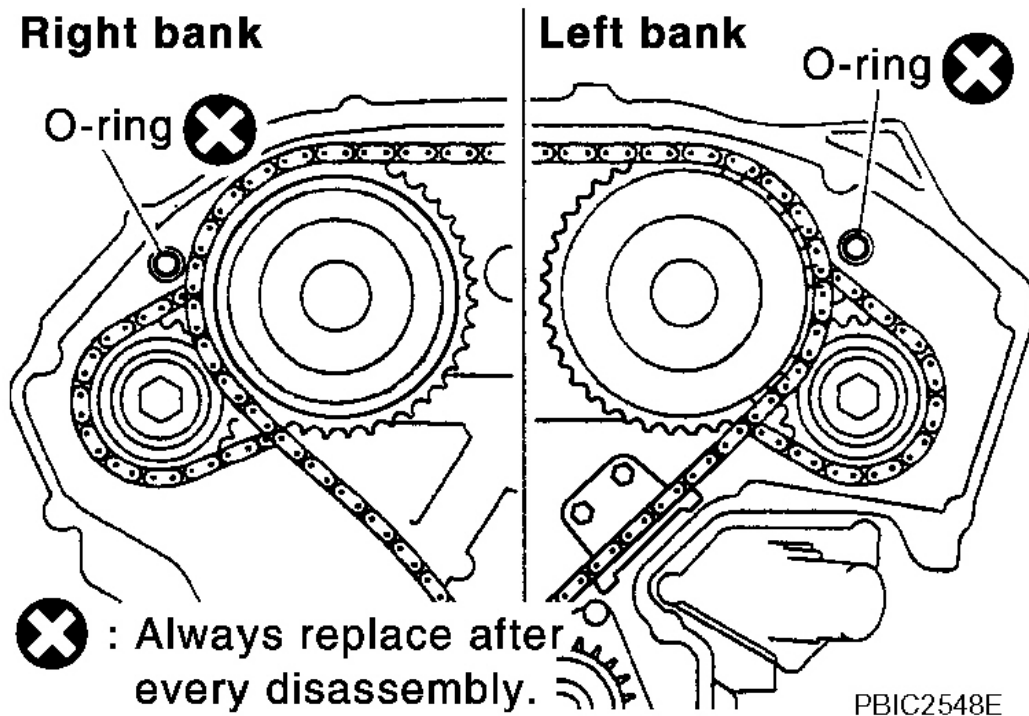
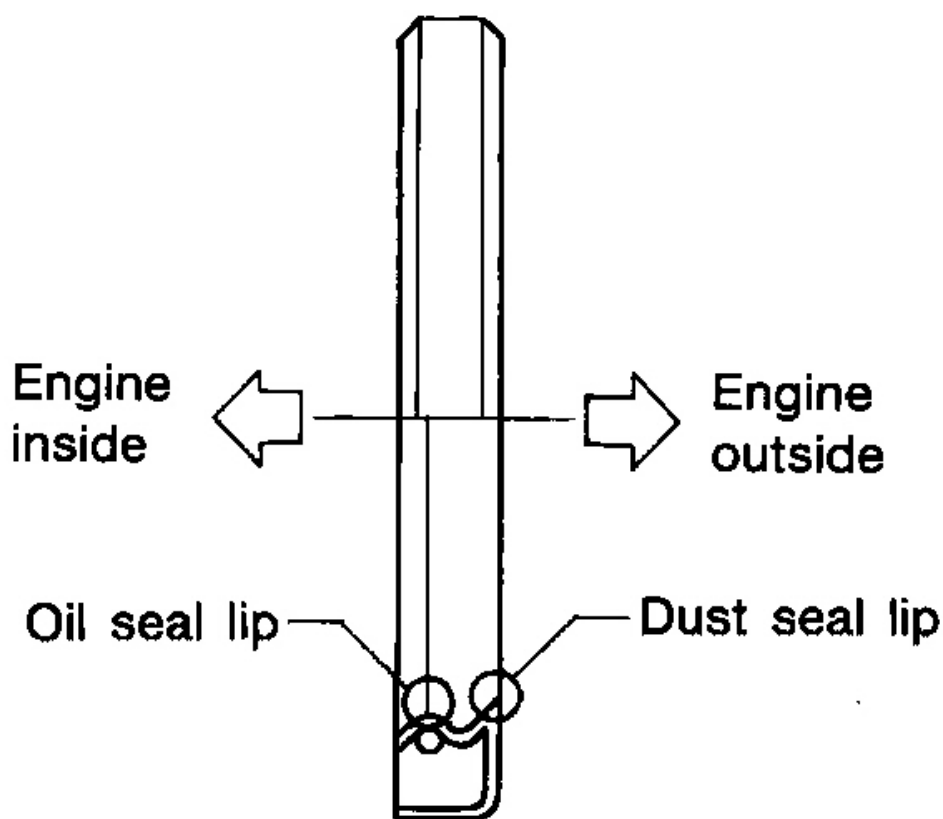


Fig. 230: Locating Right Bank And Left Bank O Rings
Courtesy of NISSAN MOTOR CO., U.S.A.

12. Install new front oil seal on front timing chain case.
 - Apply new engine oil to both oil seal lip and dust seal lip.
 - Install it so that each seal lip is oriented as shown in the figure.



SEM715A

Fig. 231: Identifying Inner & Outer Seal Lips
Courtesy of NISSAN MOTOR CO., U.S.A.

- Using suitable drift, press-fit oil seal until it becomes flush with front timing chain case end face.
- Make sure the garter spring is in position and seal lip is not inverted.

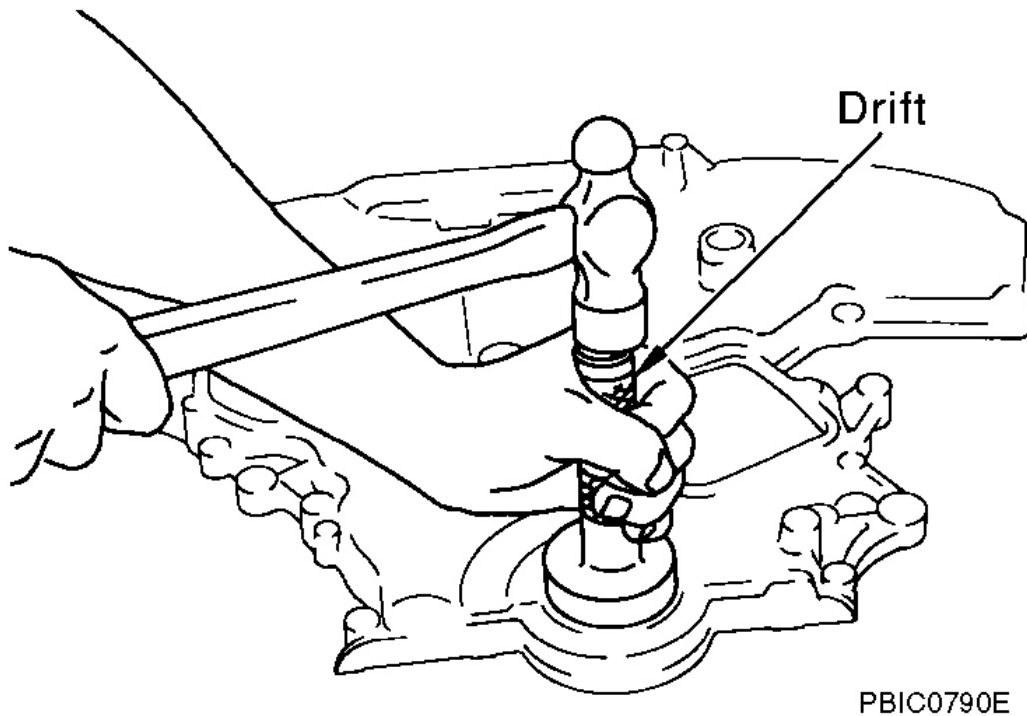
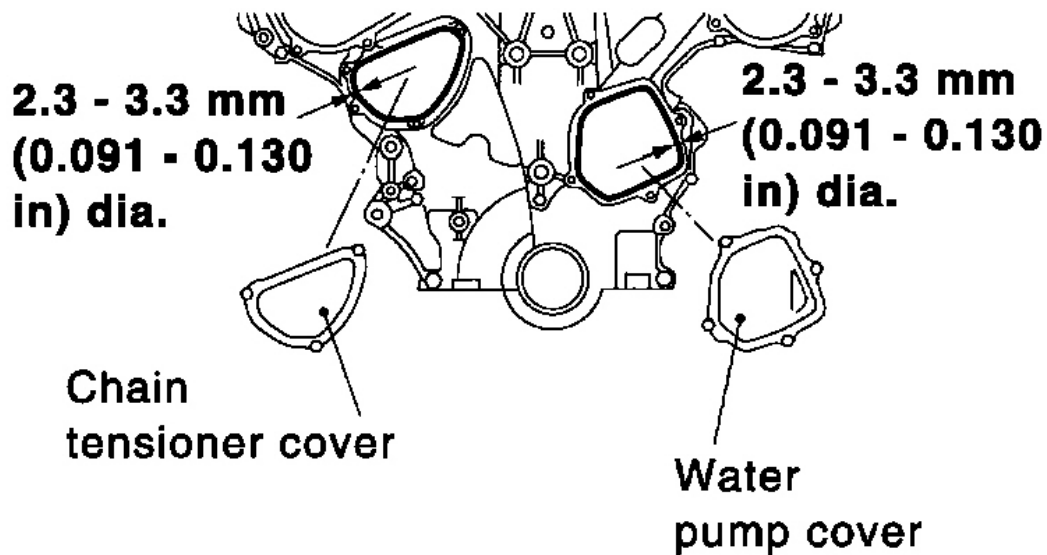


Fig. 232: Installing Front Timing Chain Case Oil Seal
Courtesy of NISSAN MOTOR CO., U.S.A.

13. Install water pump cover and chain tensioner cover to front timing chain case.
 - Apply a continuous bead of liquid gasket with tube presser [SST: WS39930000 (-)] to front timing chain case as shown in the figure.

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



SEM744GA

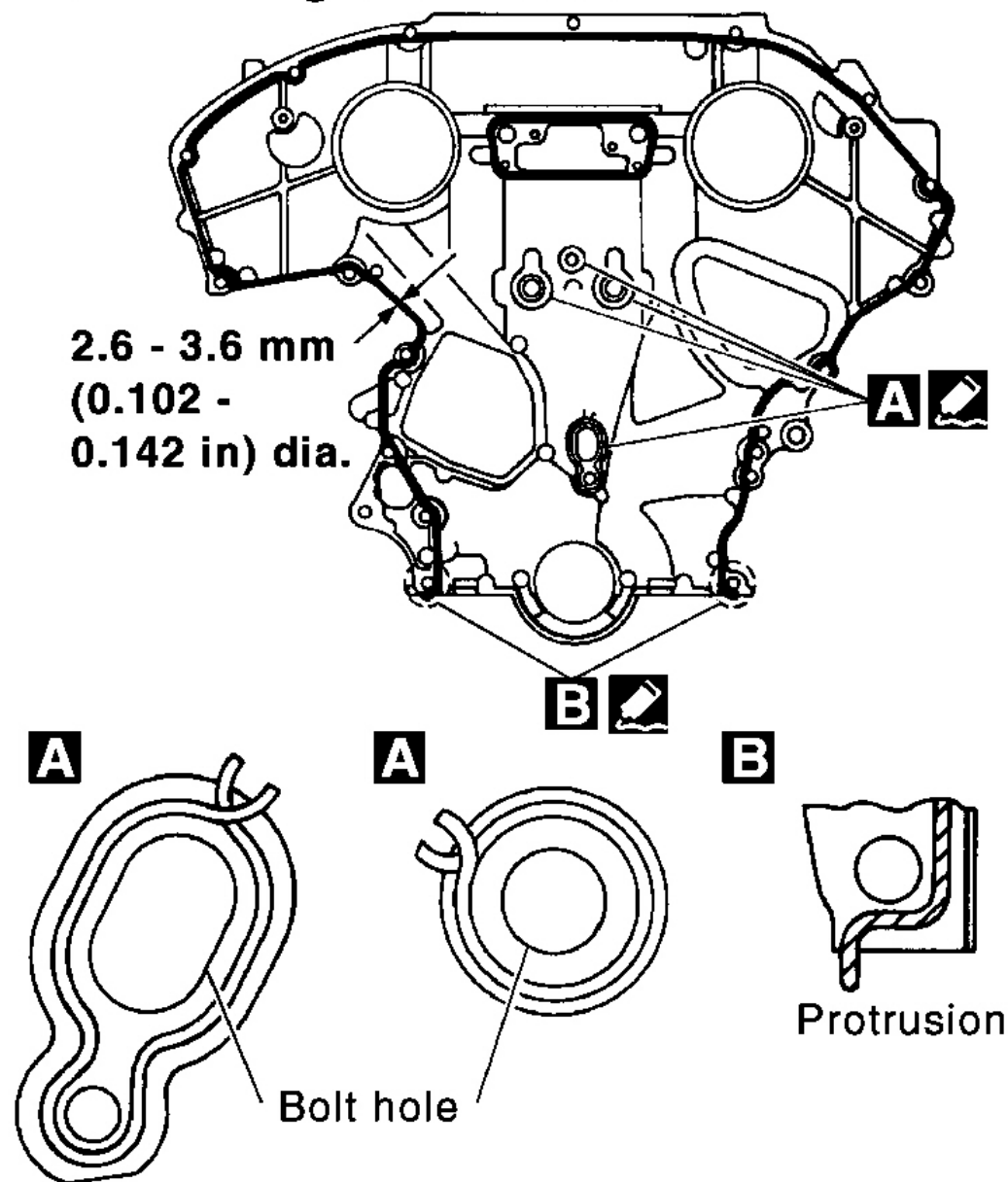
Fig. 233: Identifying Gasket Application Area (Front Timing Chain Case)
Courtesy of NISSAN MOTOR CO., U.S.A.

14. Install front timing chain case as follows:
 - a. Apply a continuous bead of liquid gasket with tube presser [SST: WS39930000 (-)] to front timing chain case back side as shown in the figure.

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

For GI, go to **GENERAL INFORMATION -- SEDAN** .

Front timing chain case



Liquid gasket protrusion away from bolt hole



: Apply Genuine RTV silicone sealant or equivalent. Refer to GI section.

PBIC2658E

Fig. 234: Identifying Gasket Application Area (Front Timing Chain Case Back Side)
Courtesy of NISSAN MOTOR CO., U.S.A.

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

M8 bolts : 1, 2

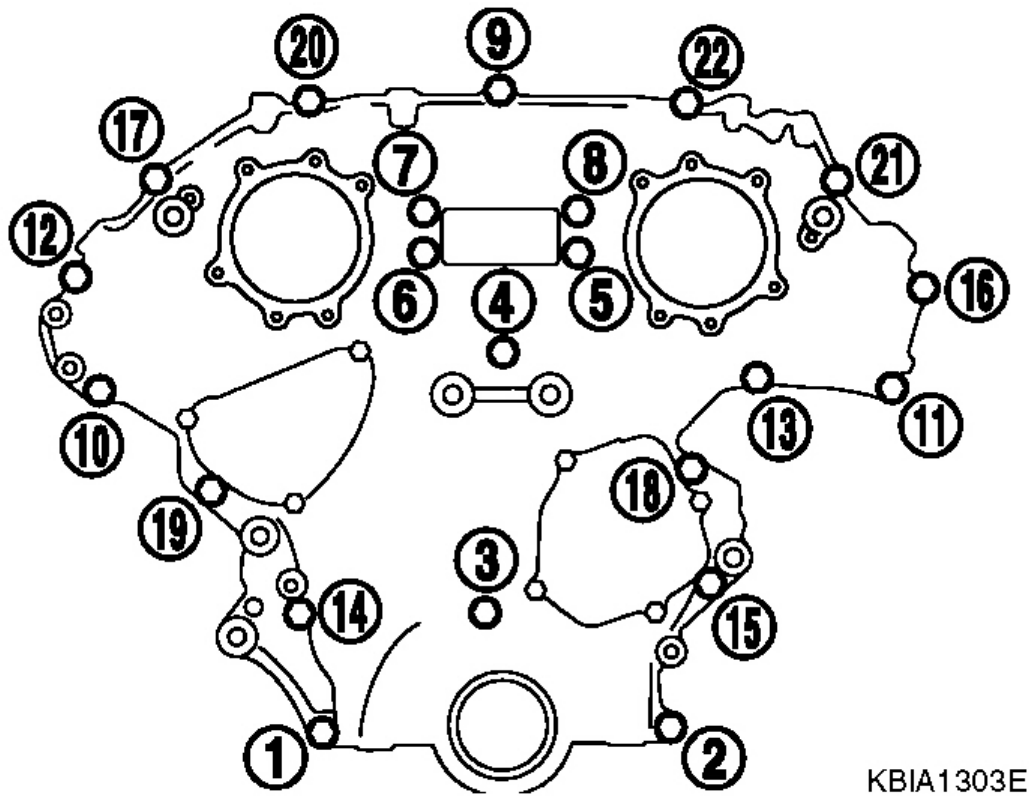
: 25.5 - 31.3 N.m (2.6 - 3.2 kg-m, 19 - 23 ft-lb)

M6 bolts : Except the above

: 11.7 - 13.7 N.m (1.2 - 1.4 kg-m, 9 - 10 ft-lb)

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

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



KBIA1303E

Fig. 235: Identifying Front Timing Chain Case Mounting Bolts Tightening Sequence
Courtesy of NISSAN MOTOR CO., U.S.A.

- e. After installing front timing chain case, check the surface height difference between the following parts on the oil pan (upper) mounting surface.

Standard

Front timing chain case to rear timing chain case:

-0.14 to 0.14 mm (-0.005 to 0.0055 in)

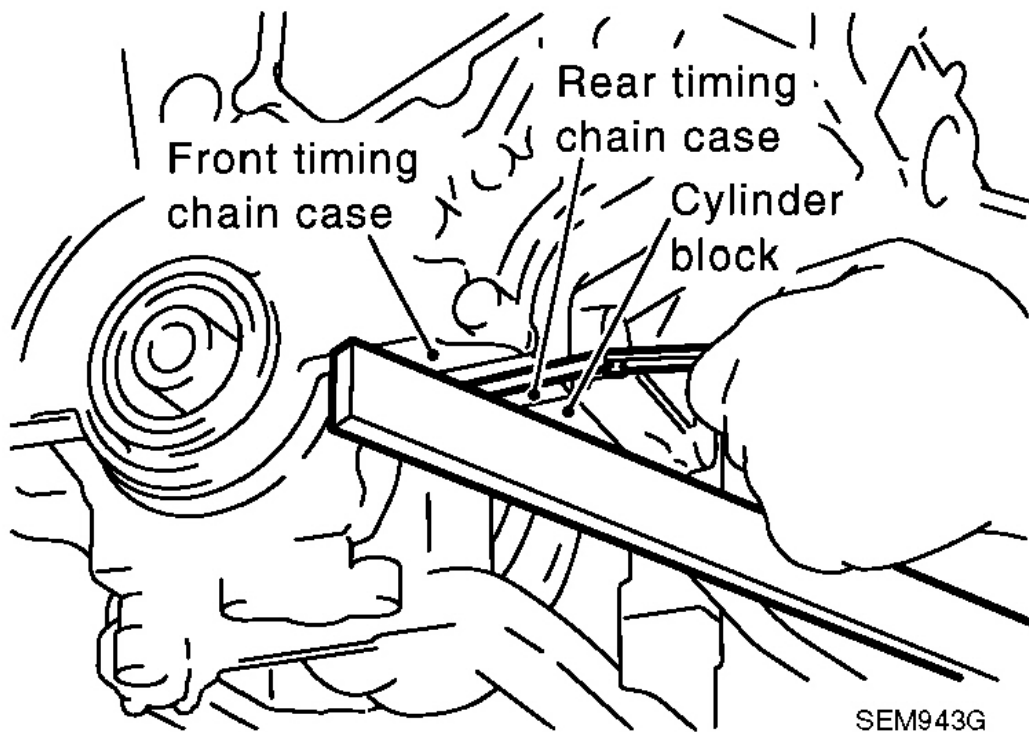


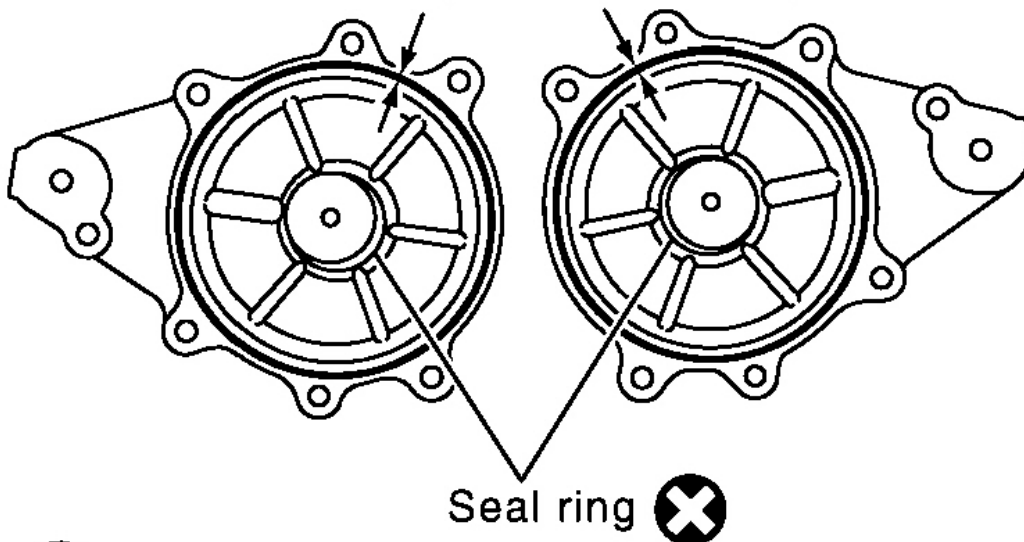
Fig. 236: Checking Front Timing Chain Case To Rear Timing Chain Case Surface Height Difference

Courtesy of NISSAN MOTOR CO., U.S.A.

- If not within standard, repeat the installation procedure.
15. Install right and left intake valve timing control covers as follows:
- a. Install new seal rings in shaft grooves.
 - b. Apply a continuous bead of liquid gasket with tube presser [SST: WS39930000 (-)] to intake valve timing control covers as shown in the figure.

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

2.1 - 3.1 mm (0.083 - 0.122 in) dia.



⊗ : Always replace after every disassembly.

SBIA0492E

Fig. 237: Identifying Gasket Application Area (Intake Valve Timing Control Covers)
Courtesy of NISSAN MOTOR CO., U.S.A.

- c. Install new collared O-rings in front timing chain case oil hole (left and right sides).

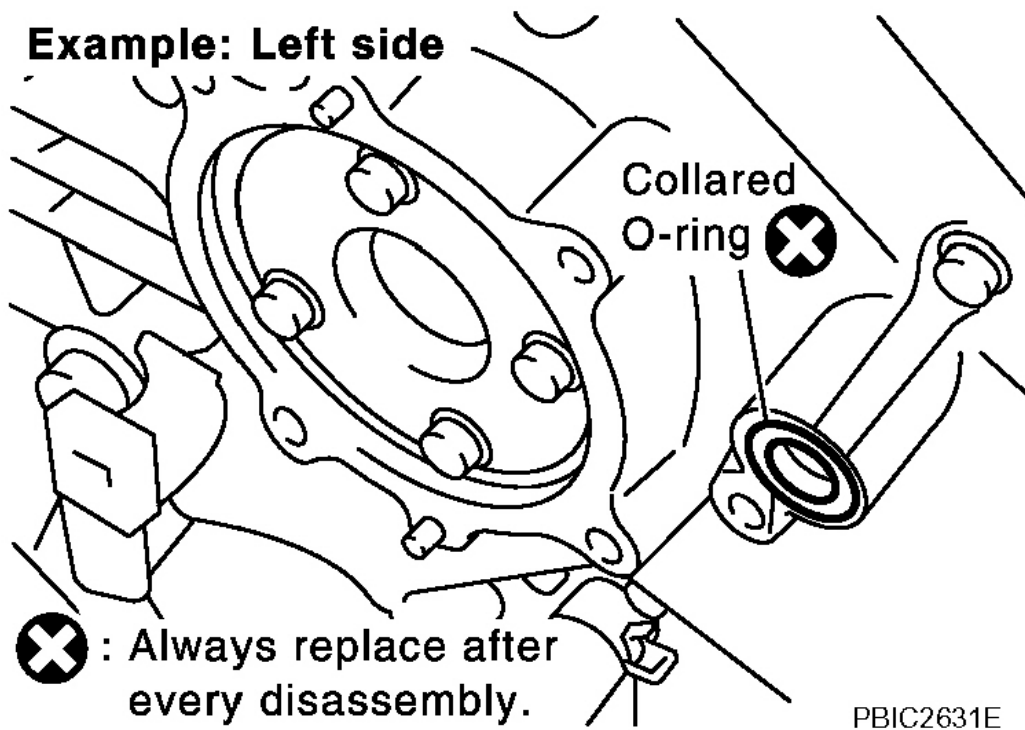
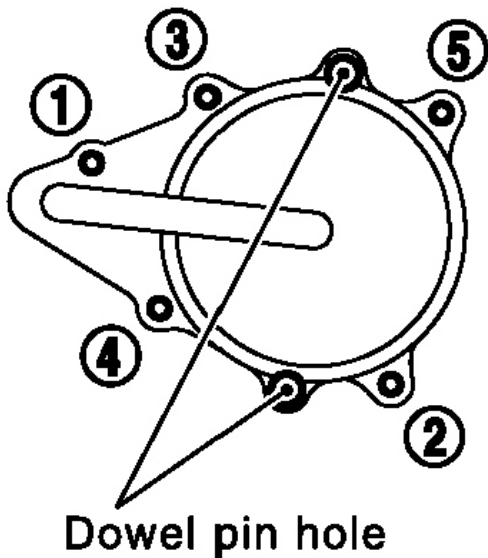


Fig. 238: Locating O Ring

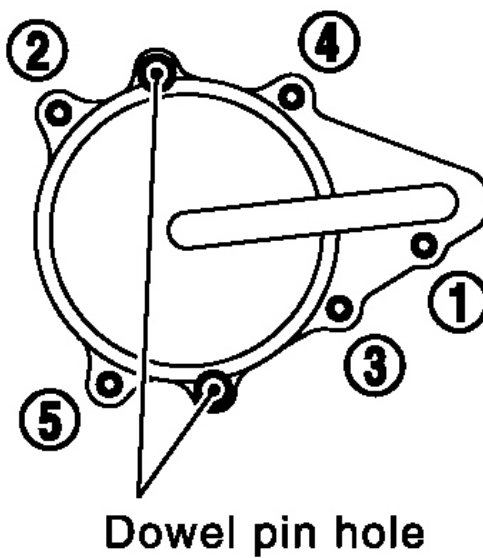
Courtesy of NISSAN MOTOR CO., U.S.A.

- d. Being careful not to move seal ring from the installation groove, align dowel pins on front timing chain case with holes to install intake valve timing control covers.
- e. Tighten mounting bolts in numerical order as shown in the figure.

Right



Left



PBIC0918E

Fig. 239: Identifying Intake Valve Timing Control Covers Mounting Bolts Tightening Sequence
Courtesy of NISSAN MOTOR CO., U.S.A.

16. Install oil pans (upper and lower). Refer to "**OIL PAN AND OIL STRAINER**".
17. Install rocker covers (right and left banks). Refer to "**ROCKER COVER**".
18. Install crankshaft pulley as follows:
 - a. Fix crankshaft using ring gear stopper [SST: KV10117700 (J44716)].
 - 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.

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

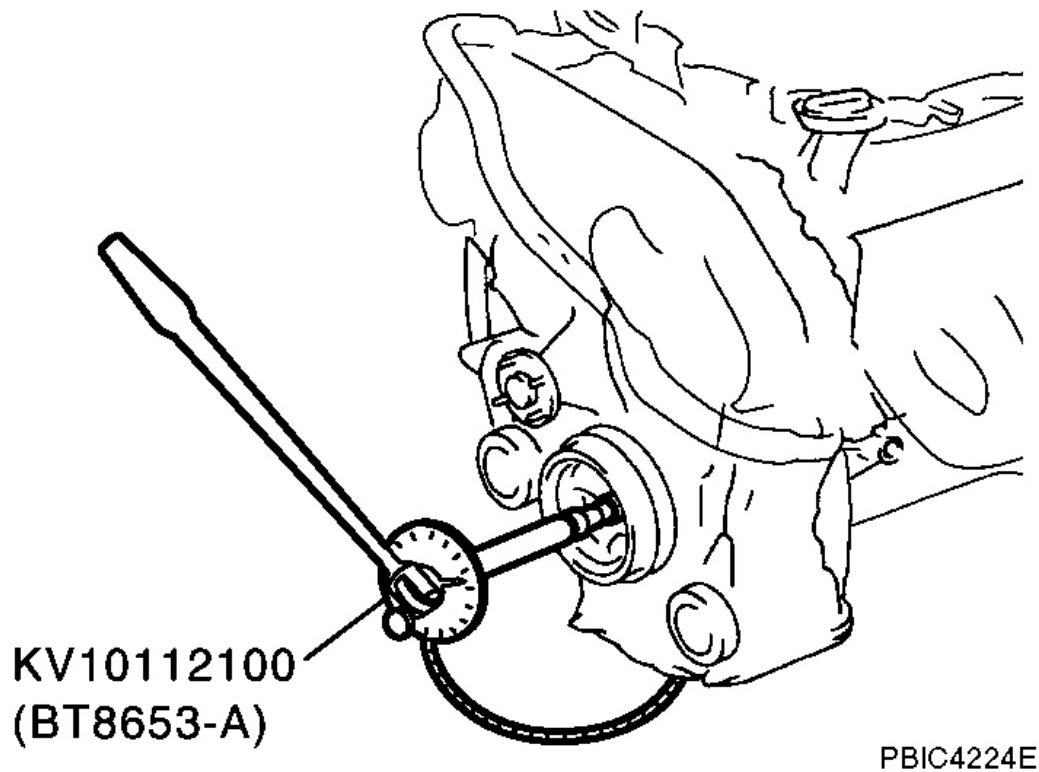


Fig. 240: Checking Crankshaft Pulley Bolt Tightening Angle
Courtesy of NISSAN MOTOR CO., U.S.A.

- d. Turn crankshaft pulley bolt 90 degrees clockwise (angle tightening).

**CAUTION: Check the tightening angle by using the angle wrench [SST].
Avoid judgement by visual inspection without SST.**

- Check tightening angle indicated on the angle wrench indicator plate.
19. Rotate crankshaft pulley in normal direction (clockwise when viewed from engine front) to confirm it turns smoothly.
 20. Install in the reverse order of removal after this step.

INSPECTION AFTER INSTALLATION

Inspection for Leaks

The following are procedures for checking fluids leak, lubricates leak and exhaust gases leak.

- 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 "**RECOMMENDED 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 make sure 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.

Summary of the inspection items:

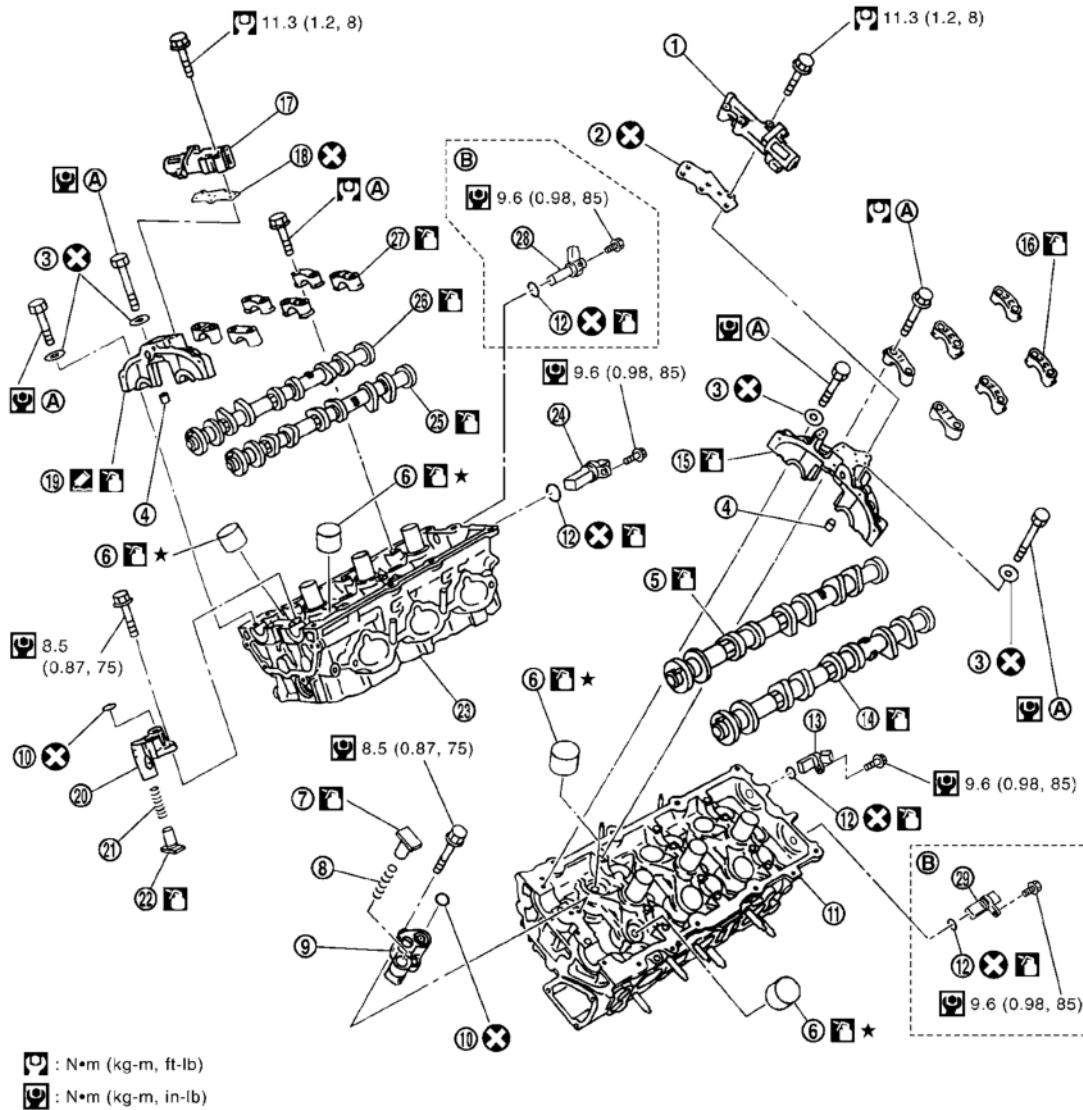
INSPECTION ITEMS SUMMARY

Item	Before starting engine	Engine running	After engine stopped
Engine coolant	Level	Leakage	Level
Engine oil	Level	Leakage	Level
Other oils and fluid ⁽¹⁾	Level	Leakage	Level
Fuel	Leakage	Leakage	Leakage
Exhaust gases	-	Leakage	-

(1) Transmission/transaxle/CVT fluid, power steering fluid, brake fluid, etc.

CAMSHAFT

COMPONENTS



KBIA4263J

- | | | |
|---|--|---|
| 1. Intake valve timing control solenoid valve | 2. Gasket | 3. Seal washer |
| 4. Dowel pin | 5. Camshaft (INT) | 6. Valve lifter |
| 7. Plunger | 8. Spring | 9. Timing chain tensioner (Secondary) |
| 10. O-ring | 11. Cylinder head (left bank) | 12. O-ring |
| 13. Camshaft position sensor (PHASE) (left bank) | 14. Camshaft (EXH) | 15. Camshaft bracket (No. 1) |
| 16. Camshaft bracket (No. 2 to No. 4) | 17. Intake valve timing control solenoid valve | 18. Gasket |
| 19. Camshaft bracket (No. 1) | 20. Timing chain tensioner (Secondary) | 21. Spring |
| 22. Plunger | 23. Cylinder head (right bank) | 24. Camshaft position sensor (PHASE) (right bank) |
| 25. Camshaft (INT) | 26. Camshaft (EXH) | 27. Camshaft bracket (No. 2 to No. 4) |
| 28. Exhaust valve timing control position sensor (right bank) | 29. Exhaust valve timing control position sensor (left bank) | |

Fig. 241: Exploded View Of Camshaft Components With Torque Specifications
 Courtesy of NISSAN MOTOR CO., U.S.A.

- Refer to "**COMPONENTS**" for symbol mark in the figure.

REMOVAL AND INSTALLATION

REMOVAL

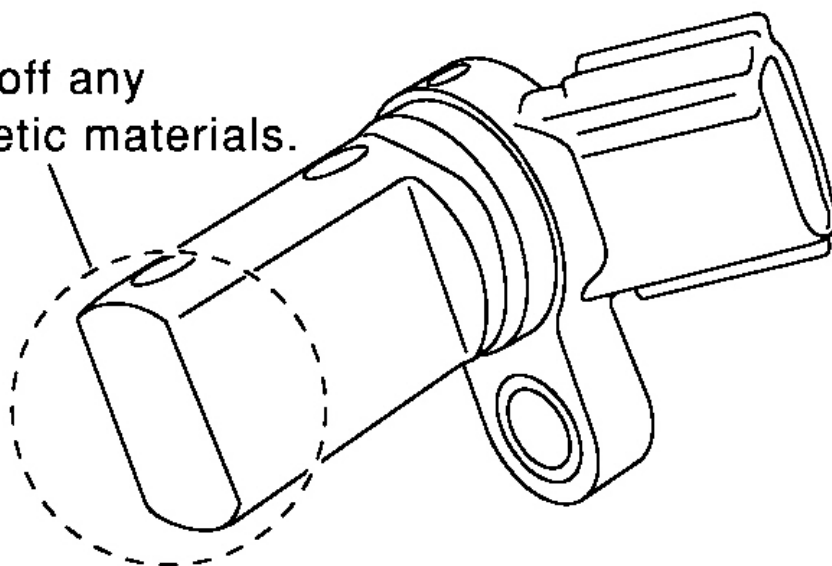
1. Remove front timing chain case, camshaft sprocket, timing chain and rear timing chain case. Refer to "**TIMING CHAIN**".
2. Remove camshaft position sensor (PHASE) (right and left banks) and exhaust valve timing control position sensor (right and left banks) (only for M/T models) from cylinder head back side.

CAUTION:

- Handle carefully to avoid dropping and shocks.
- Do not disassemble.
- Do not allow metal powder to adhere to magnetic part at sensor tip.
- Do not place sensors in a location where they are exposed to magnetism.

Example: Left bank

Keep off any
magnetic materials.

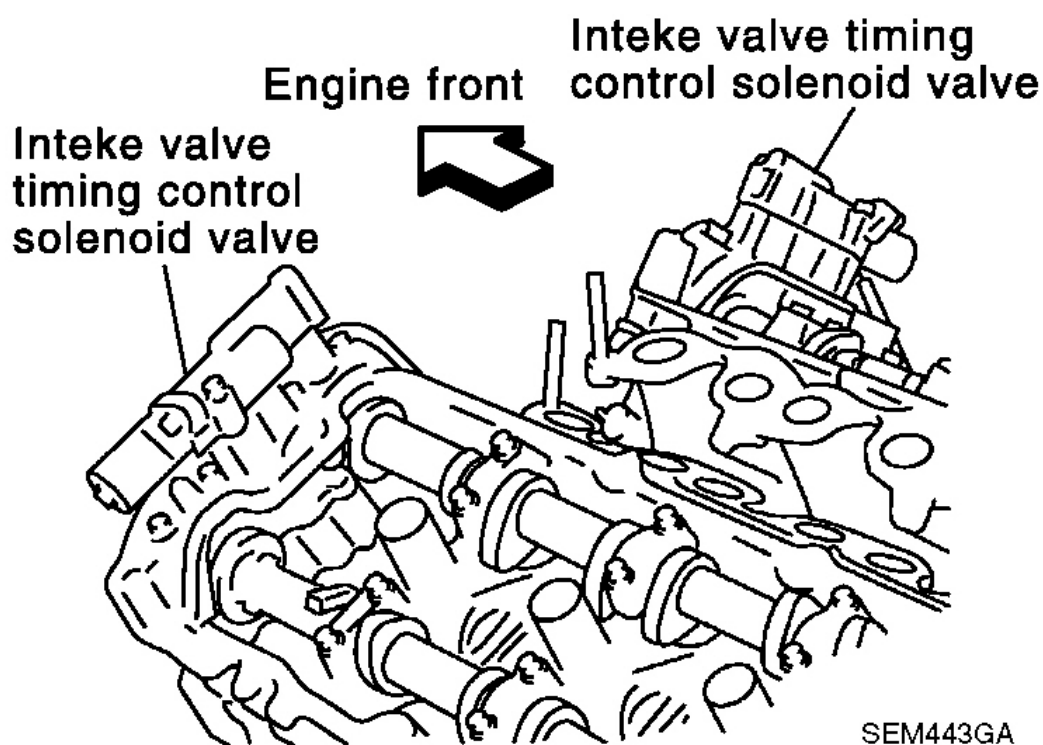


KBIA1046E

Fig. 242: Identifying Camshaft Position Sensor (PHASE)

Courtesy of NISSAN MOTOR CO., U.S.A.

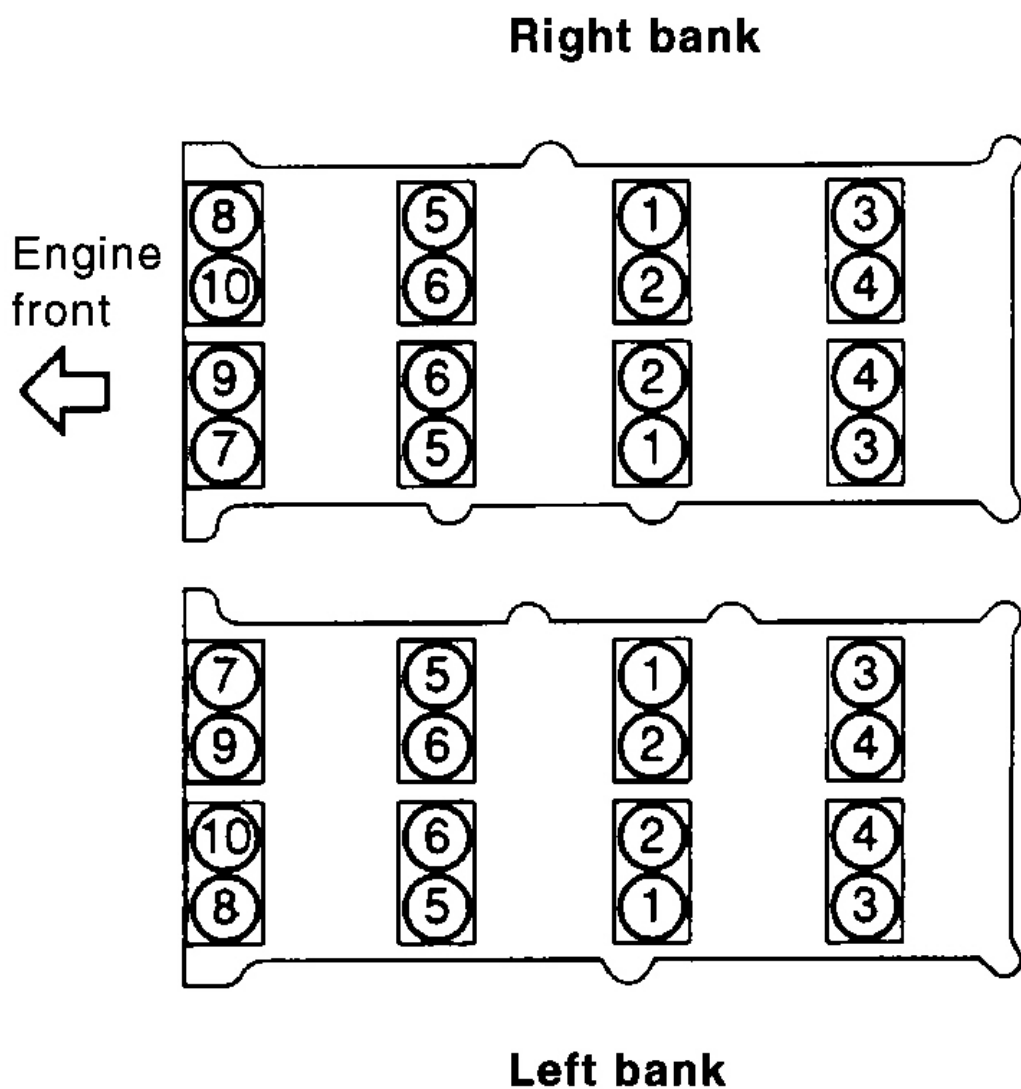
3. Remove intake valve timing control solenoid valves.
 - Discard intake valve timing control solenoid valve gaskets and use new gaskets for installation.



SEM443GA

Fig. 243: Identifying Intake Valve Timing Control Solenoid Valves
Courtesy of NISSAN MOTOR CO., U.S.A.

4. Remove intake and exhaust 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.



PBIC2050F

Fig. 244: Identifying Camshaft Bracket Bolts Loosening Sequence
Courtesy of NISSAN MOTOR CO., U.S.A.

5. Remove camshaft.

6. Remove valve lifter.
 - Identify installation positions, and store them without mixing them up.
7. Remove timing chain tensioner (secondary) from cylinder head.
 - Remove timing chain tensioner (secondary) with its stopper pin attached.

NOTE: Stopper pin was attached when timing chain (secondary) was removed.

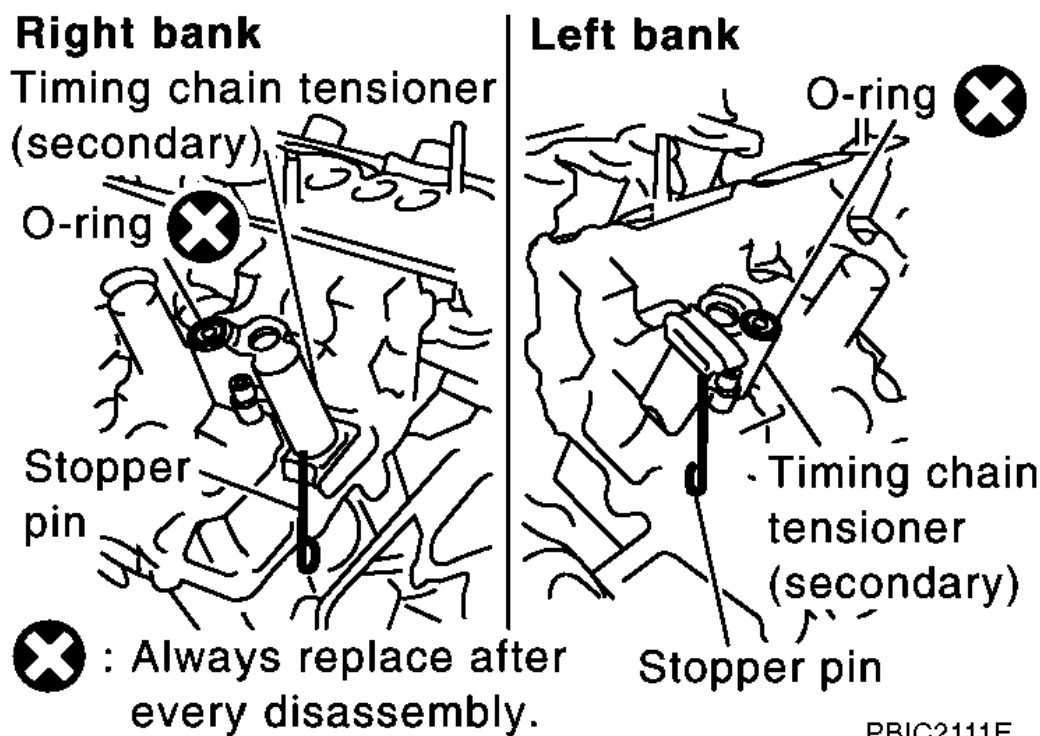


Fig. 245: Identifying Timing Chain Tensioner (Secondary)

Courtesy of NISSAN MOTOR CO., U.S.A.

INSPECTION AFTER REMOVAL

Camshaft Runout

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

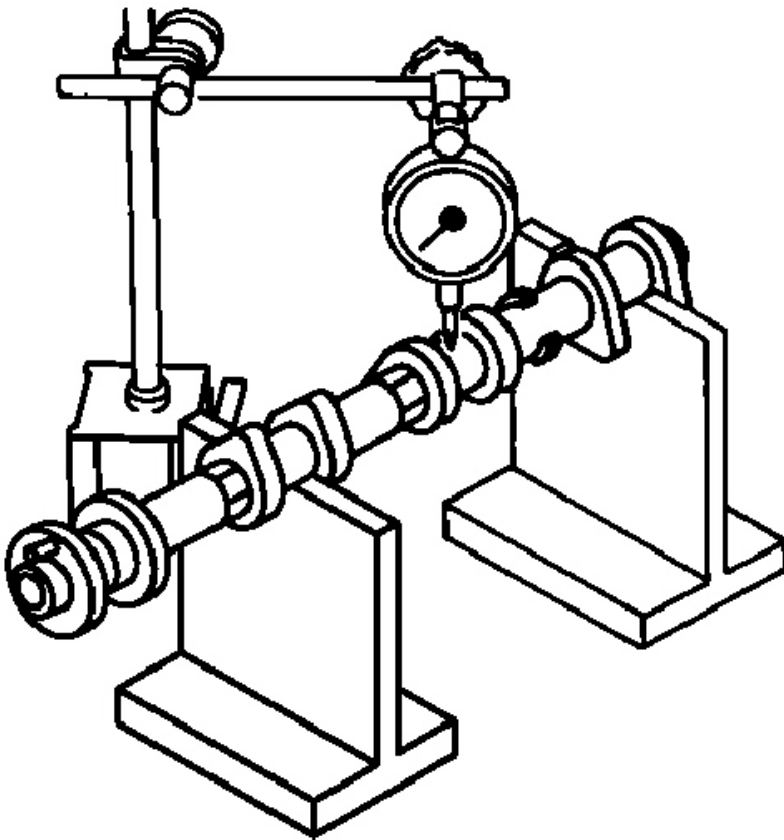
CAUTION: Do not support journal No. 1 (on the side of camshaft sprocket) because it has a different diameter from the other three locations.

2. Set 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 : Less than 0.02 mm (0.0008 in)

Limit : 0.05 mm (0.0020 in)

4. If it exceeds the limit, replace camshaft.



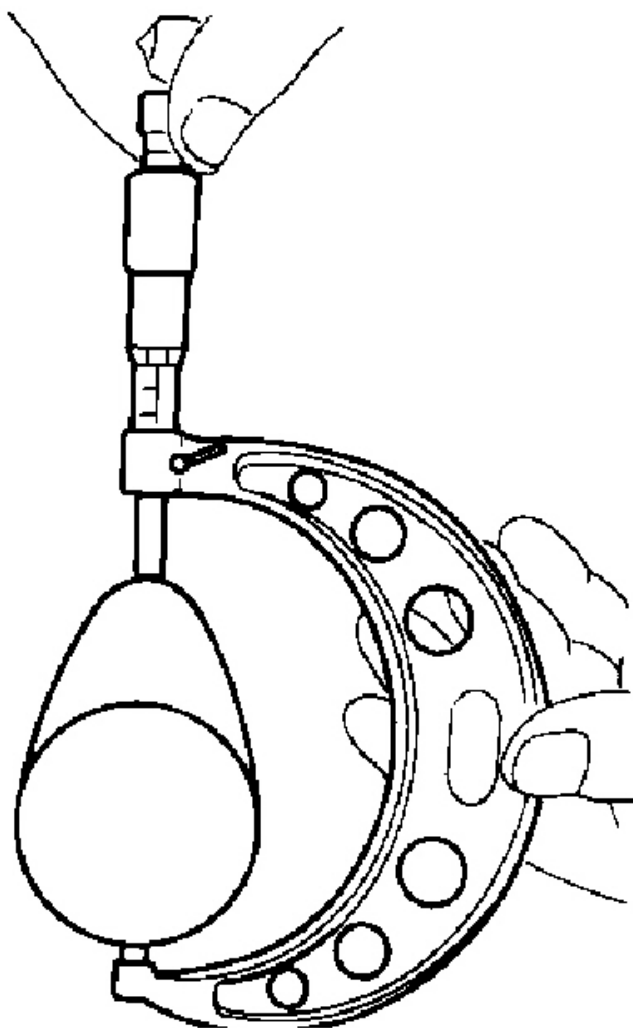
PBIC0929E

Fig. 246: Checking Camshaft Runout
Courtesy of NISSAN MOTOR CO., U.S.A.

Camshaft Cam Height

1. Measure the camshaft cam height with a micrometer.

Standard cam height:**M/T models****Intake : 45.865 - 46.055 mm (1.8057 - 1.8132 in)****Exhaust : 45.875 - 46.065 mm (1.8061 - 1.8136 in)****A/T models****Intake : 44.865 - 45.055 mm (1.7663 - 1.7738 in)****Exhaust : 44.865 - 45.055 mm (1.7663 - 1.7738 in)****Cam wear limit : 0.2 mm (0.008 in)**



EMQ0072D

Fig. 247: Checking Camshaft Cam Height
Courtesy of NISSAN MOTOR CO., U.S.A.

2. If wear is beyond the limit, replace camshaft.

Camshaft Journal Oil Clearance

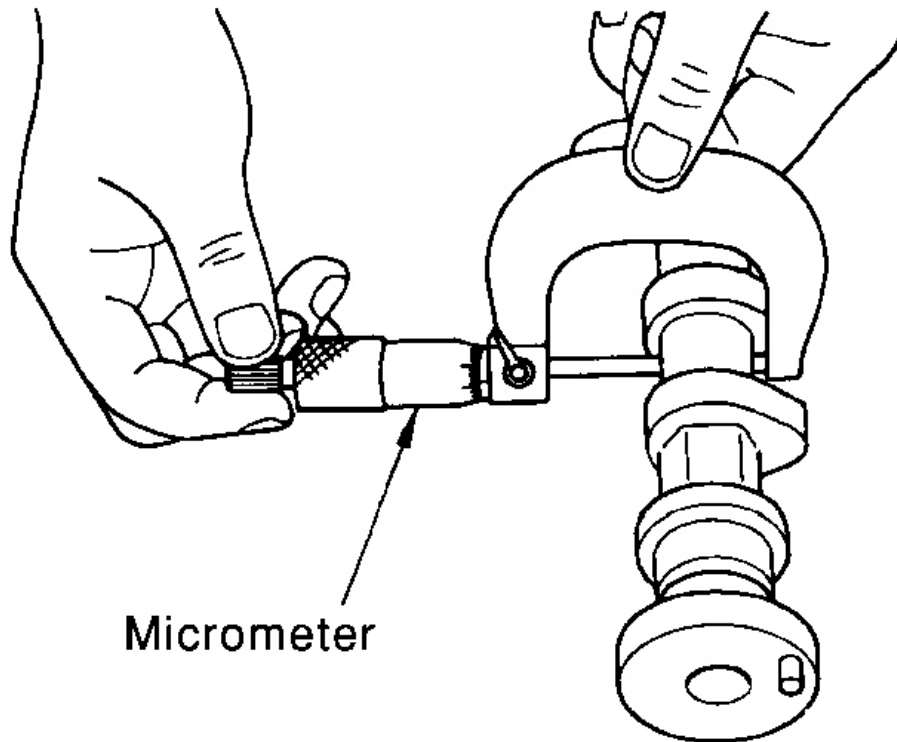
CAMSHAFT JOURNAL DIAMETER

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

Standard:

No. 1 : 25.935 - 25.955 mm (1.0211 - 1.0218 in)

No. 2, 3, 4 : 23.445 - 23.465 mm (0.9230 - 0.9238 in)



PBIC0040E

Fig. 248: Checking Camshaft Journal Diameter
Courtesy of NISSAN MOTOR CO., U.S.A.

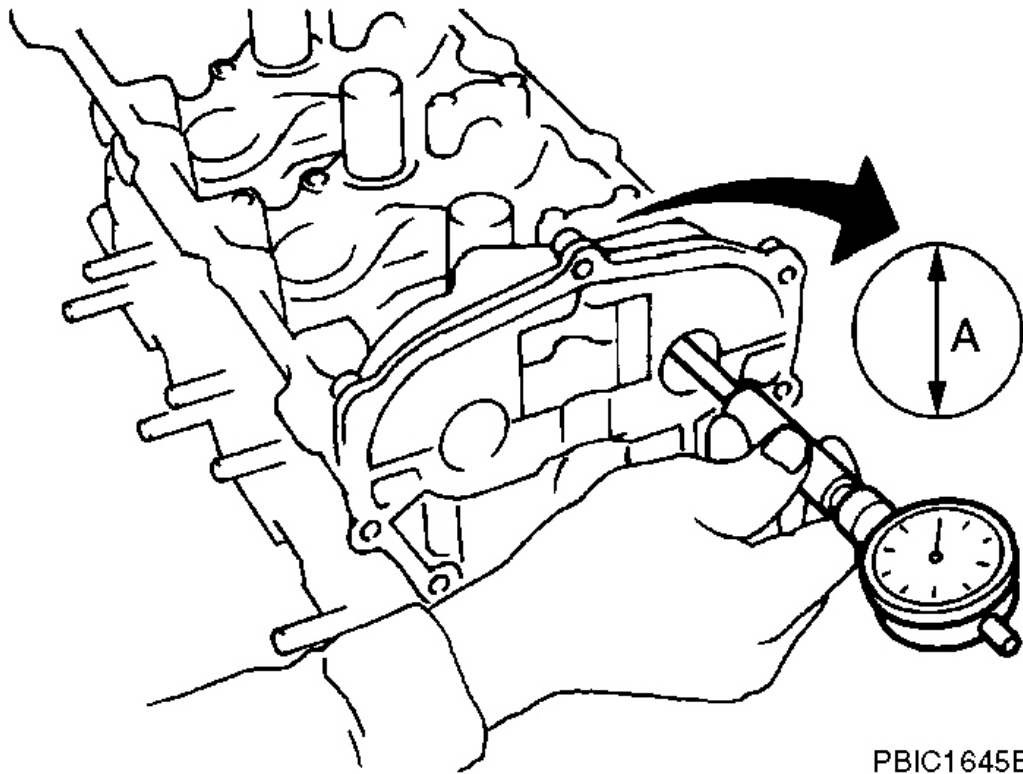
CAMSHAFT BRACKET INNER DIAMETER

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

Standard:

No. 1 : 26.000 - 26.021 mm (1.0236 - 1.0244 in)

No. 2, 3, 4 : 23.500 - 23.521 mm (0.9252 - 0.9260 in)



PBIC1645E

Fig. 249: Checking Camshaft Bracket Inner Diameter
Courtesy of NISSAN MOTOR CO., U.S.A.

CAMSHAFT JOURNAL OIL CLEARANCE

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

Standard:

No. 1 : 0.045 - 0.086 mm (0.0018 - 0.0034 in)

No. 2, 3, 4 : 0.035 - 0.076 mm (0.0014 - 0.0030 in)

Limit : 0.15 mm (0.0059 in)

- If it 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 : 0.115 - 0.188 mm (0.0045 - 0.0074 in)

Limit : 0.24 mm (0.0094 in)

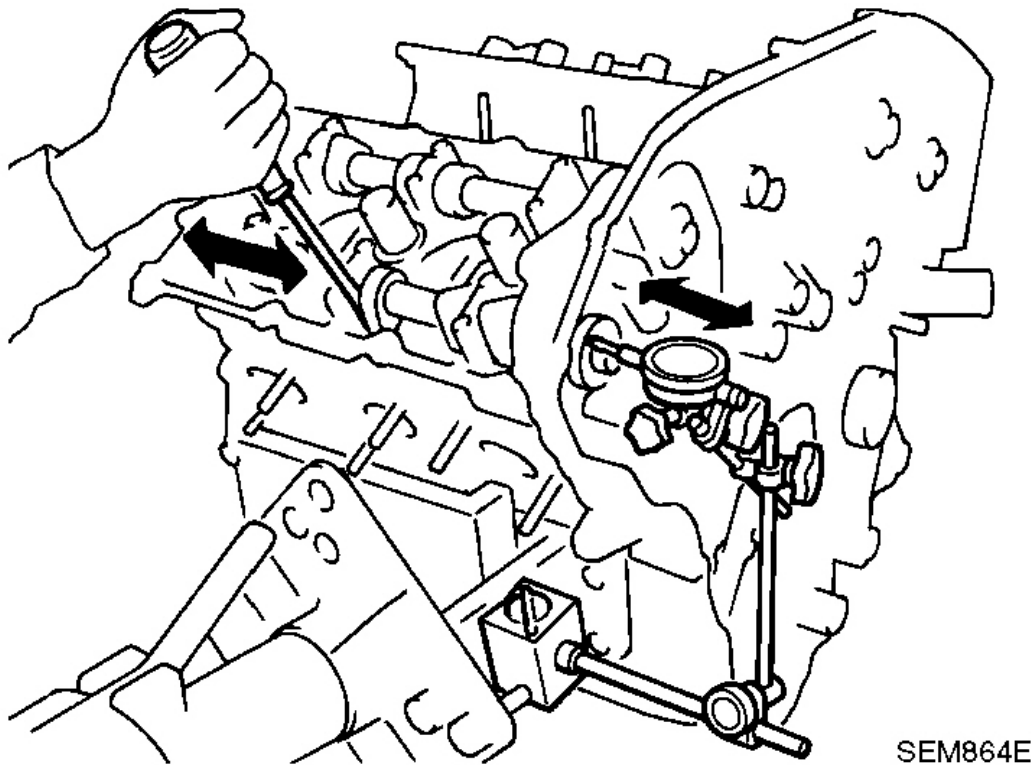


Fig. 250: Checking Camshaft End Play
Courtesy of NISSAN MOTOR CO., U.S.A.

- 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

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

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

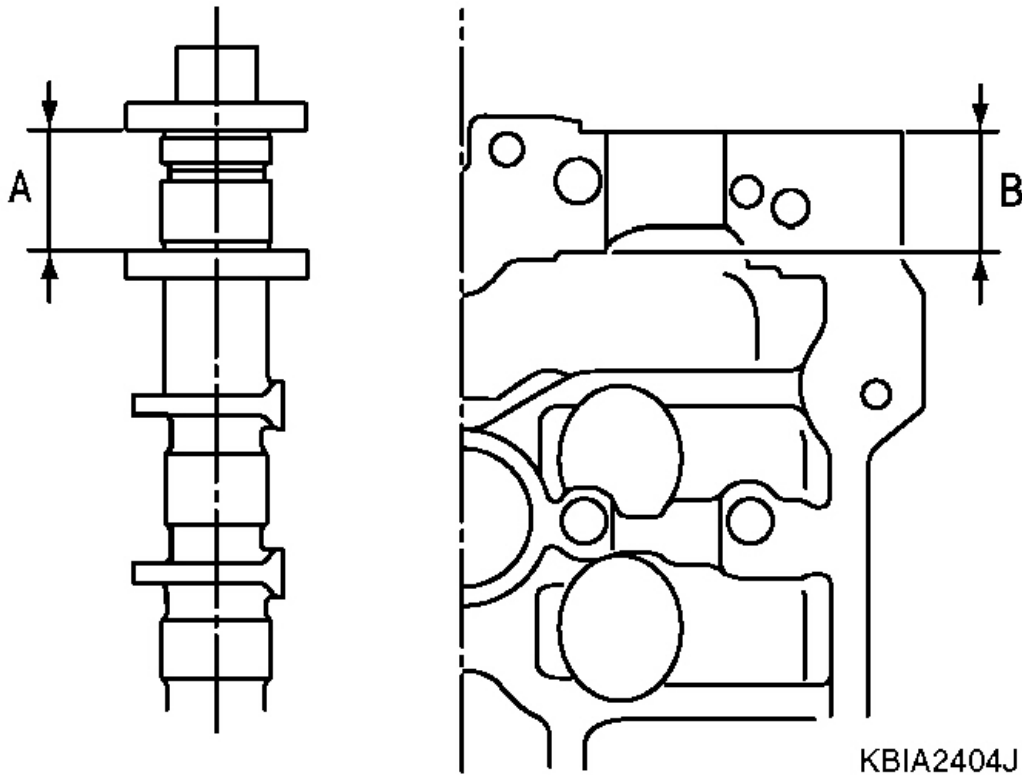


Fig. 251: Identifying Camshaft No. 1 Journal Dimensions A And B
Courtesy of NISSAN MOTOR CO., U.S.A.

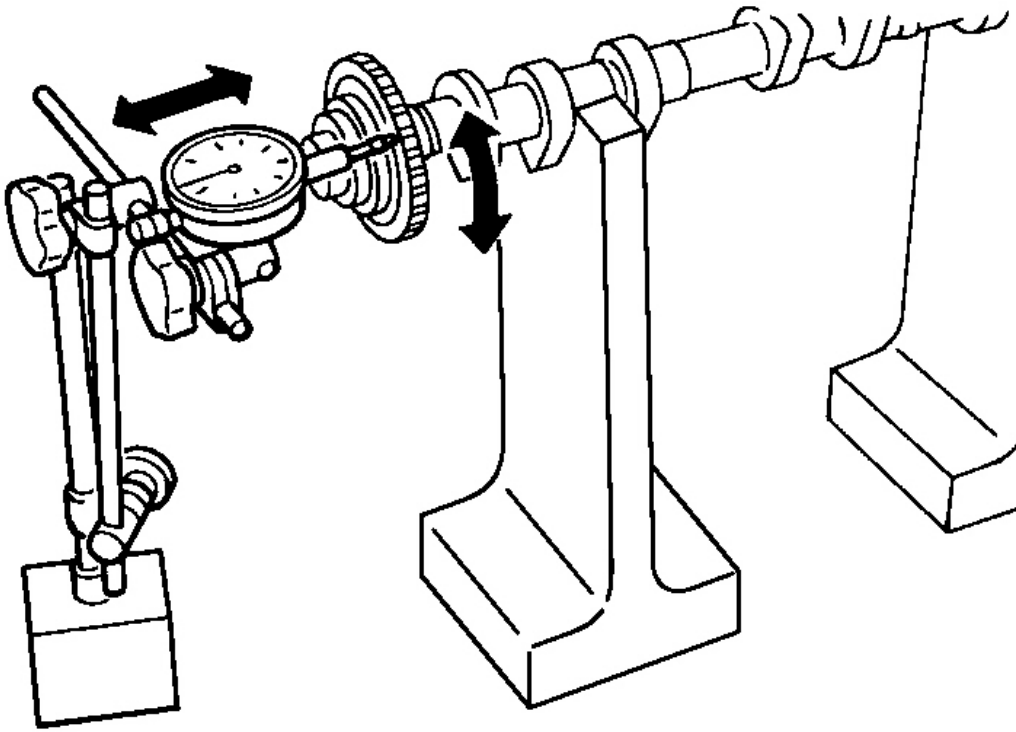
Camshaft Sprocket Runout

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

CAUTION: Do not support journal No. 1 (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 : 0.15 mm (0.0059 in)



PBIC0930E

Fig. 252: Checking Camshaft Sprocket Runout

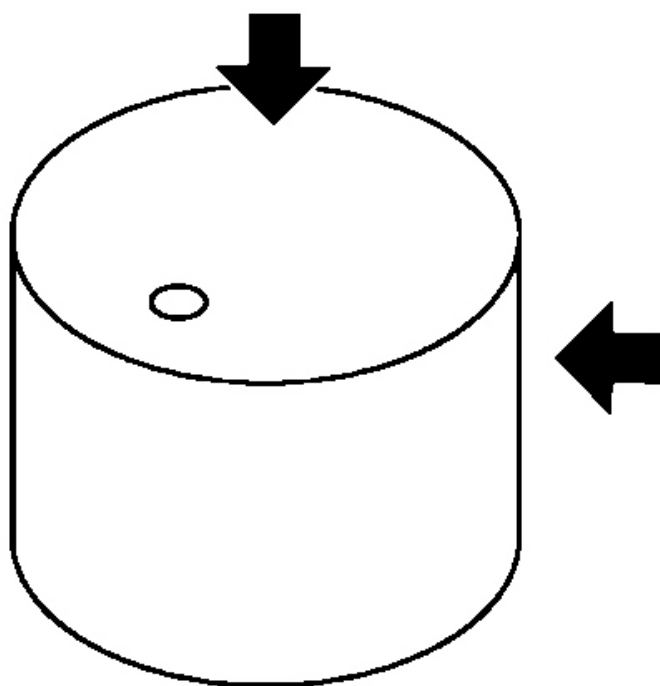
Courtesy of NISSAN MOTOR CO., U.S.A.

- 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 "[Available Valve Lifter](#)".



KBIA0182E

Fig. 253: Checking Valve Lifter

Courtesy of NISSAN MOTOR CO., U.S.A.

Valve Lifter Clearance**VALVE LIFTER OUTER DIAMETER**

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

Standard (Intake and exhaust) : 33.977 - 33.987 mm (1.3377 - 1.3381 in)

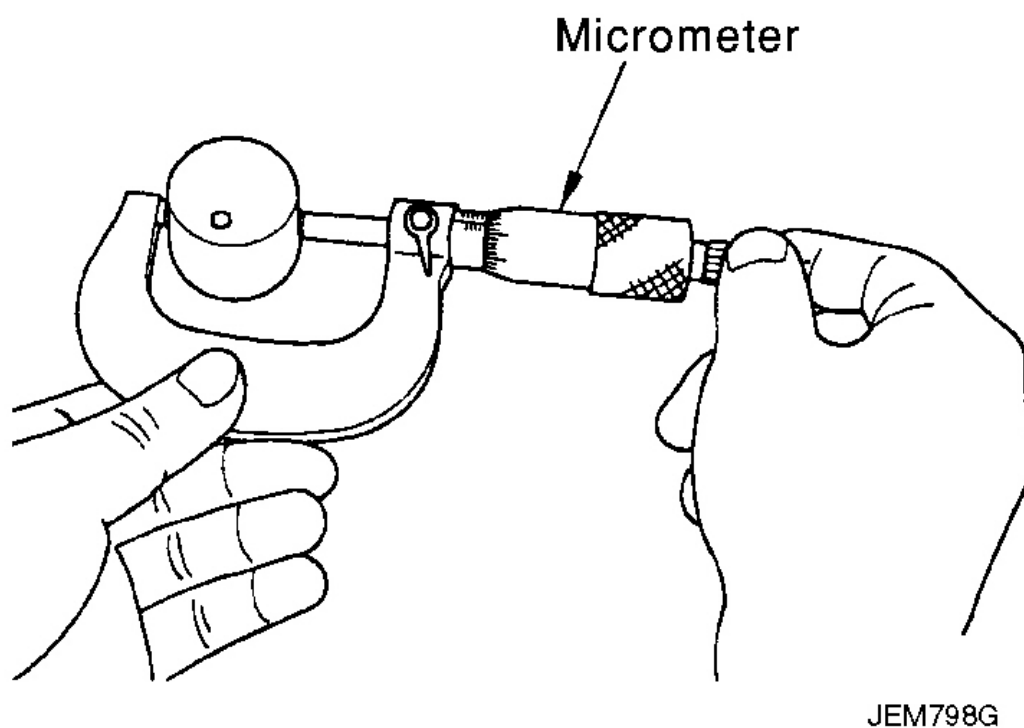


Fig. 254: Checking Valve Lifter Outer Diameter
Courtesy of NISSAN MOTOR CO., U.S.A.

VALVE LIFTER HOLE DIAMETER

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

Standard (Intake and exhaust) : 34.000 - 34.016 mm (1.3386 - 1.3392 in)

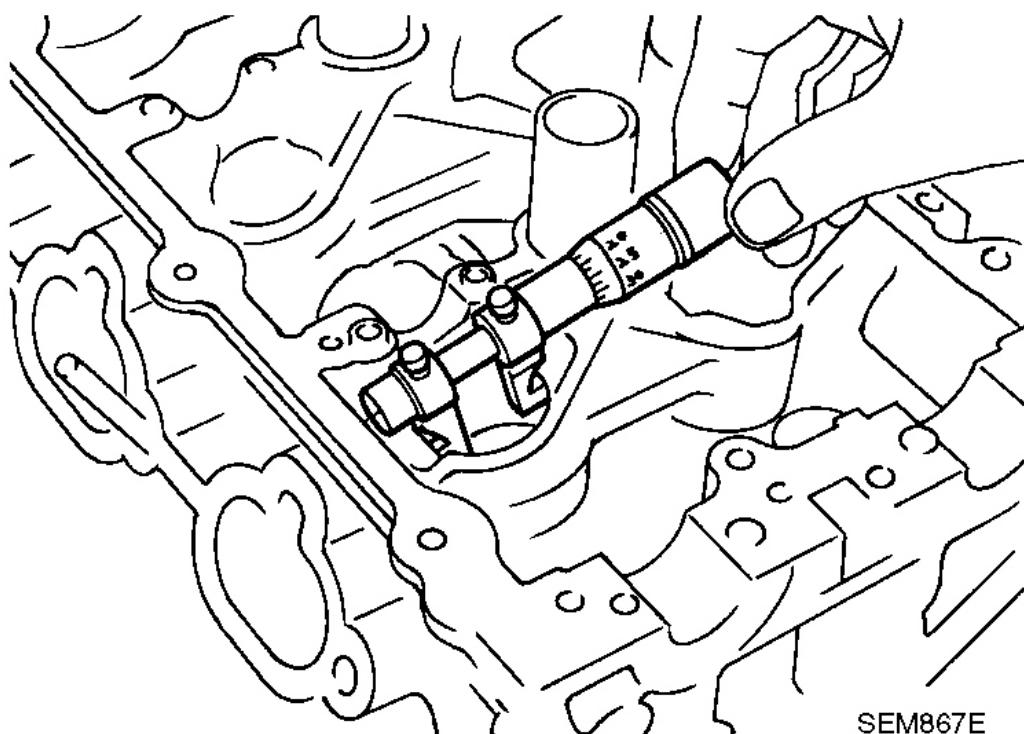


Fig. 255: Checking Valve Lifter Hole Diameter
Courtesy of NISSAN MOTOR CO., U.S.A.

VALVE LIFTER CLEARANCE

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

Standard (Intake and exhaust) : 0.013 - 0.039 mm (0.0005 - 0.0015 in)

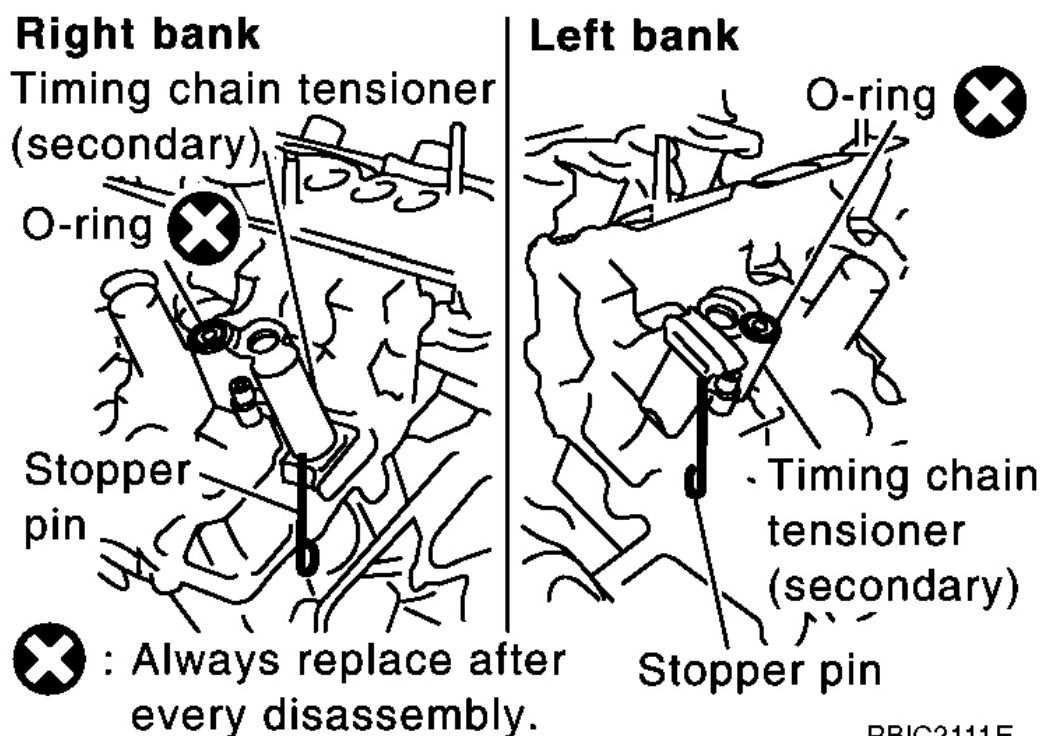


Fig. 256: Identifying Timing Chain Tensioners (Secondary)

Courtesy of NISSAN MOTOR CO., U.S.A.

- 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.

INSTALLATION

1. Install timing chain tensioners (secondary) on both sides of cylinder head.
 - Install timing chain tensioner with its stopper pin attached.
 - Install timing chain tensioner with sliding part facing downward on right-side cylinder head, and with sliding part facing upward on left-side cylinder head.
 - Install new O-ring as shown in the figure.
2. Install valve lifter.
 - Install it in the original position.
3. Install camshafts. (A/T models)
 - Install camshaft with dowel pin attached to its front end face on the exhaust side.

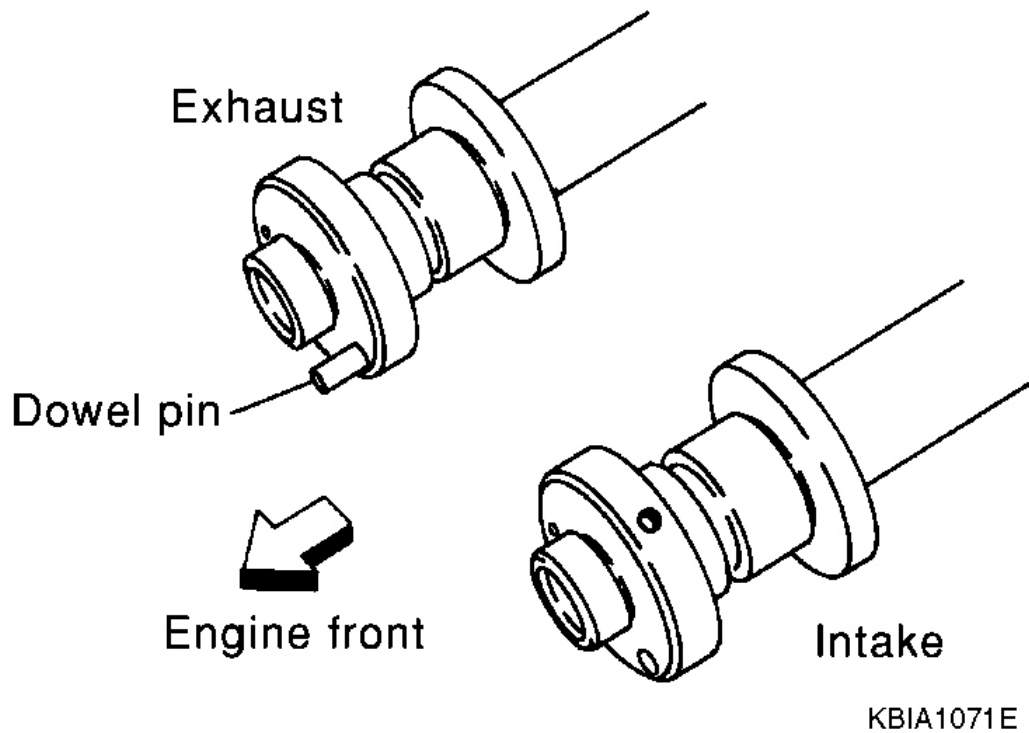


Fig. 257: Identifying Camshaft Dowel Pin
 Courtesy of NISSAN MOTOR CO., U.S.A.

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

CAMSHAFT IDENTIFICATION MARKS

Bank	INT/EXH	Dowel pin	Paint marks		Identification mark
			M1	M2	
RH	INT	No	Pink	No	RE
	EXH	Yes	No	Orange	RE
LH	INT	No	Pink	No	LH
	EXH	Yes	No	Orange	LH

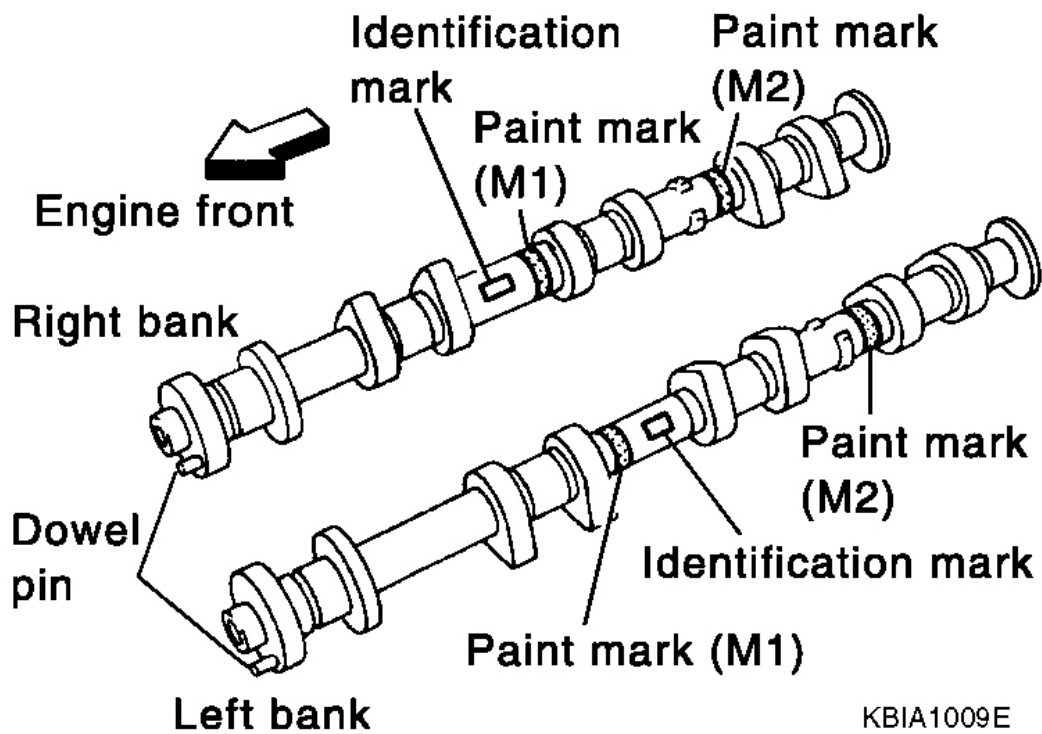
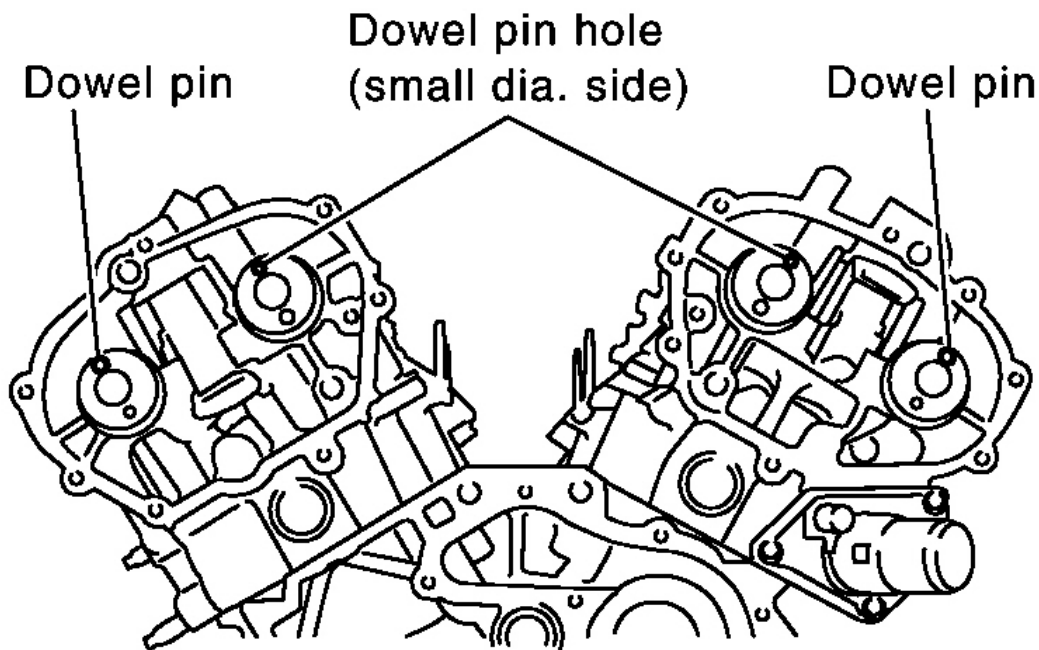


Fig. 258: Identifying Camshaft Identification Marks
 Courtesy of NISSAN MOTOR CO., U.S.A.



PBIC2478E

Fig. 259: Identifying Dowel Pin Holes

Courtesy of NISSAN MOTOR CO., U.S.A.

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

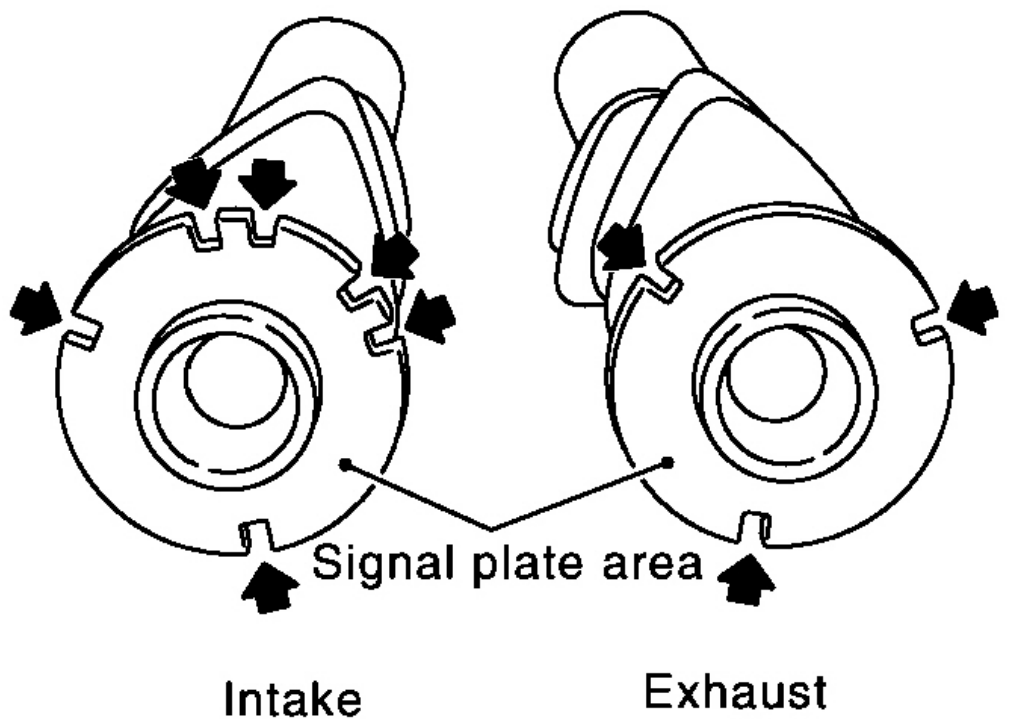
NOTE:

- Large and small pin holes are located on front end face of camshaft (INT), at intervals of 180 degrees. Face small dia. side pin hole upward (in cylinder head upper face direction).
- 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 camshafts. (M/T models)

- The distinguishing between intake and exhaust depends on the difference of the shape (the number of the notch) of the signal plate area on rear end of camshaft.

Intake : 6 notches**Exhaust : 3 notches**



PBIC3574E

Fig. 260: Identifying Camshaft (Intake And Exhaust) Signal Plate Areas
 Courtesy of NISSAN MOTOR CO., U.S.A.

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

CAMSHAFT IDENTIFICATION MARKS

Bank	INT/EXH	Paint marks		Identification mark
		M1	M2	
RH	INT	Brown	No	RE
	EXH	No	Brown	RE
LH	INT	Brown	No	LH
	EXH	No	Brown	LH

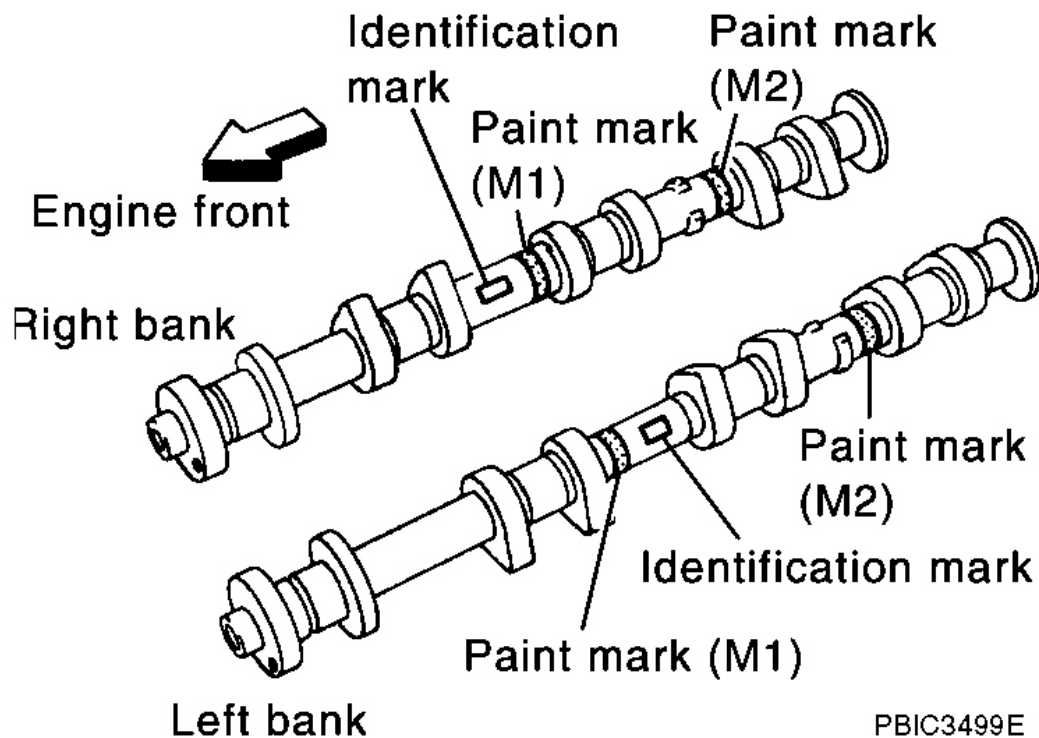
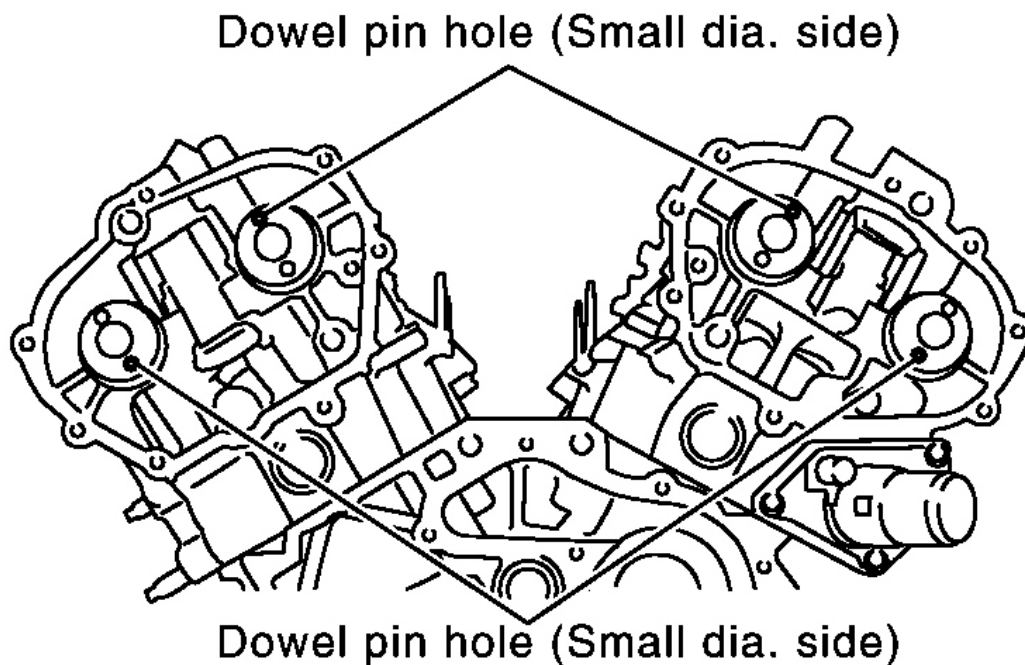


Fig. 261: Identifying Camshaft Identification Marks
 Courtesy of NISSAN MOTOR CO., U.S.A.

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

Intake : On cylinder head upper surface

Exhaust : On cylinder head lower surface



PBIC3500E

Fig. 262: Identifying Dowel Pin Holes
Courtesy of NISSAN MOTOR CO., U.S.A.

NOTE:

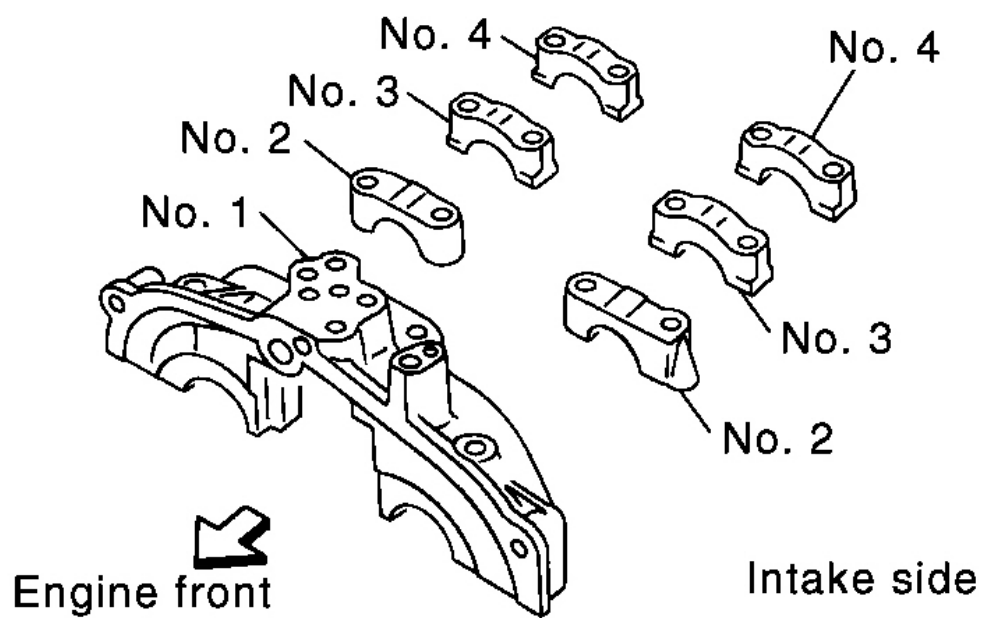
- Large and small dowel pin holes are located on the front end of camshaft at 180 degree intervals. Only the small dowel pin hole position is described in this text because the large dowel pin hole is not used for assembly of engine.
- Though camshaft does not stop at the portion as shown in the figure, for the placement of cam nose, it is generally accepted camshaft is placed for the same direction of the figure.

5. Install camshaft brackets.

- 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 the figure.

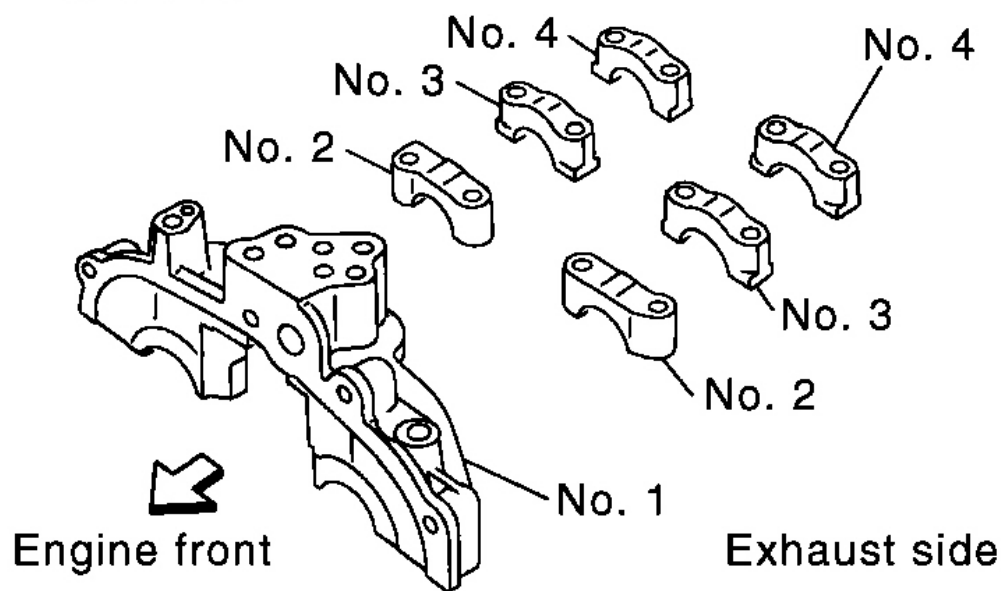
Right camshaft brackets

Exhaust side



Left camshaft brackets

Intake side



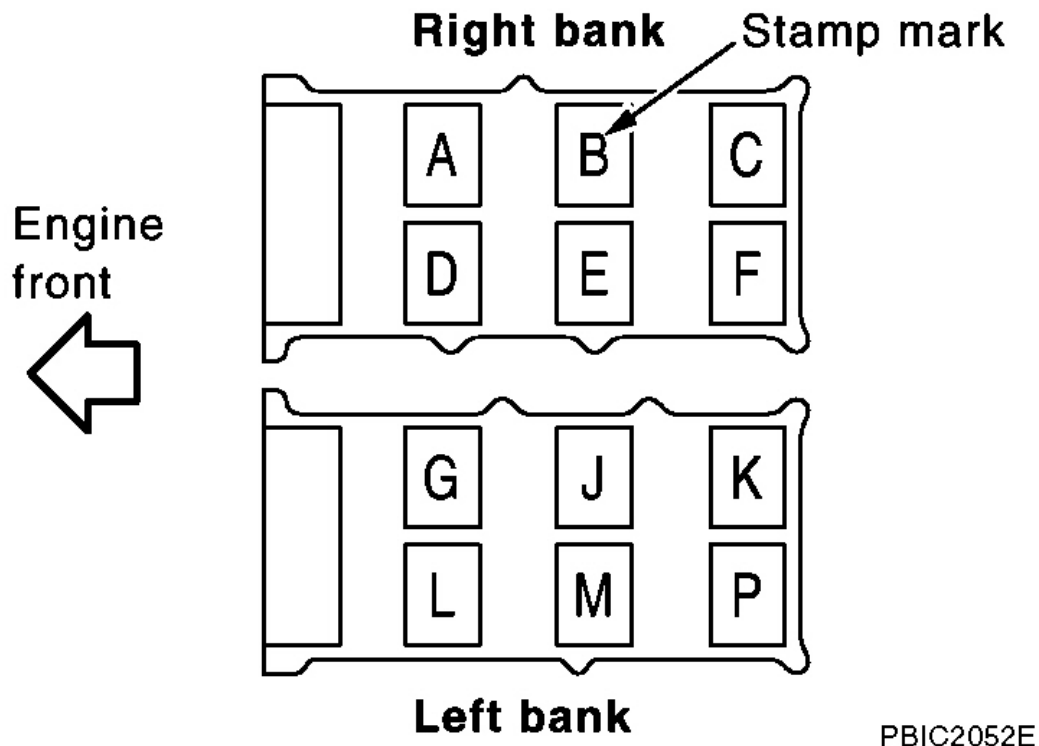
PBIC2051E

Fig. 263: Identifying Camshaft Brackets

Courtesy of NISSAN MOTOR CO., U.S.A.

- Install camshaft brackets (No. 2 to 4) aligning the stamp marks as shown in the figure.

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



PBIC2052E

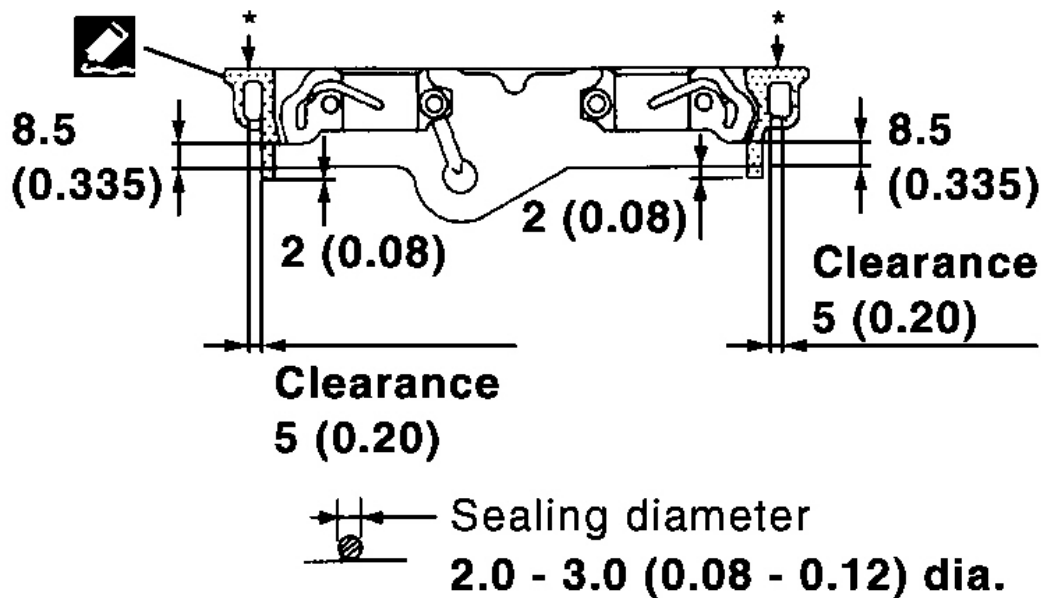
Fig. 264: Identifying Camshaft Brackets Stamp Marks

Courtesy of NISSAN MOTOR CO., U.S.A.

- Apply liquid gasket to mating surface of camshaft bracket (No. 1) as shown on right and left banks.

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

Camshaft bracket (No. 1)



- * : Remove the protruding liquid gasket from front face. (Remove the hardened liquid gasket from surface only.)
-  : Apply Genuine RTV Silicone Sealant or equivalent. Refer to GI section.

Unit: mm (in)

PBIC2660E

Fig. 265: Identifying Gasket Application Area (Camshaft Bracket No. 1)
Courtesy of NISSAN MOTOR CO., U.S.A.

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

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

: 1.96 N.m (0.2 kg-m, 17 in-lb)

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

: 1.96 N.m (0.2 kg-m, 17 in-lb)

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

: 5.88 N.m (0.6 kg-m, 52 in-lb)

- d. Tighten No. 1 to 6 in numerical order as shown.

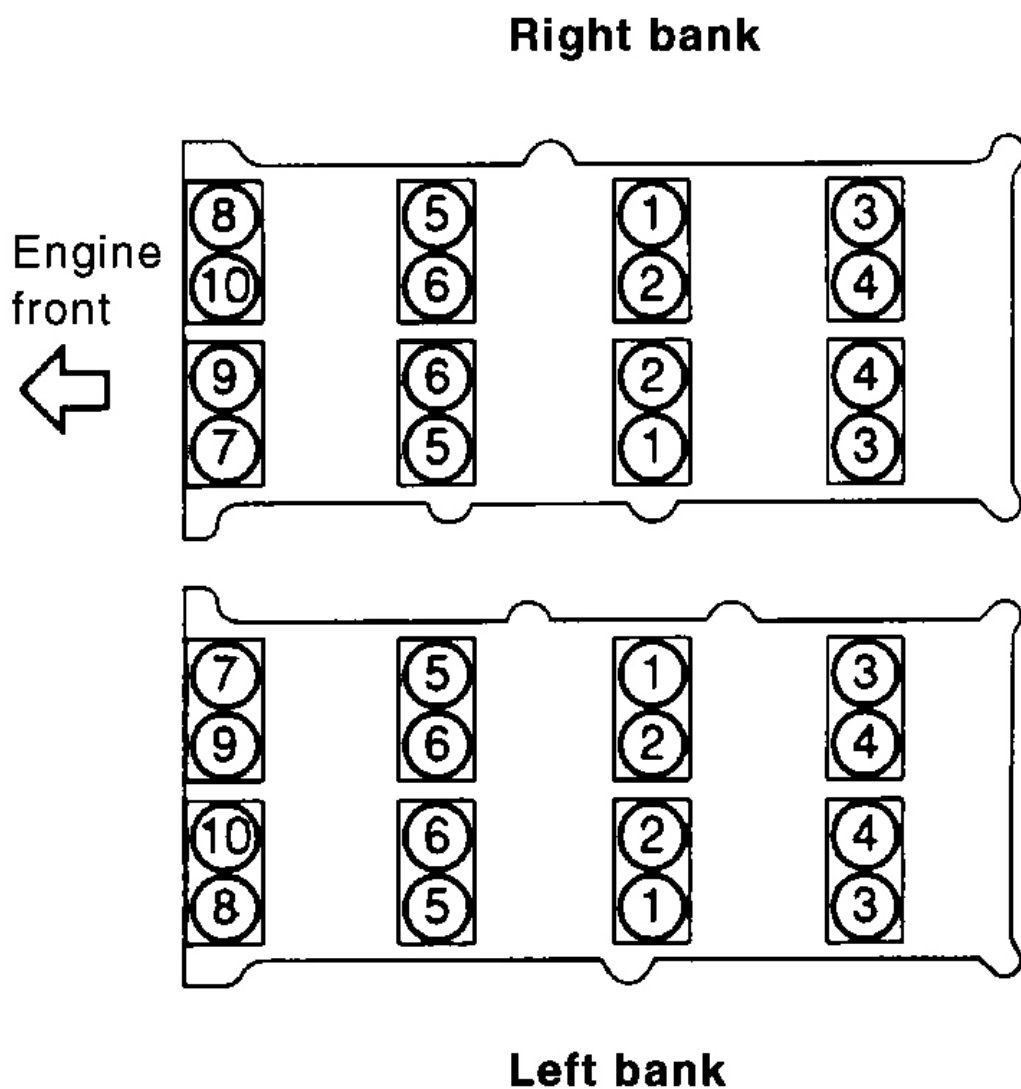
: 9.02 - 11.8 N.m (0.92 - 1.20 kg-m, 80 - 104 in-lb)

- e. Tighten No. 7 to 10 in numerical order as shown.

: 8.3 - 10.3 N.m (0.85 - 1.0 kg-m, 74 - 91 in-lb)

CAUTION: After tightening mounting bolts of camshaft brackets (No. 1), be sure to wipe off excessive liquid gasket from the parts list below.

- Mating surface of rocker cover



PBIC2050E

Fig. 266: Identifying Camshaft Bracket Bolts Tightening Sequence
Courtesy of NISSAN MOTOR CO., U.S.A.

- Mating surface of rear timing chain case

7. Measure difference in levels between front end faces of camshaft bracket (No. 1) and cylinder head.

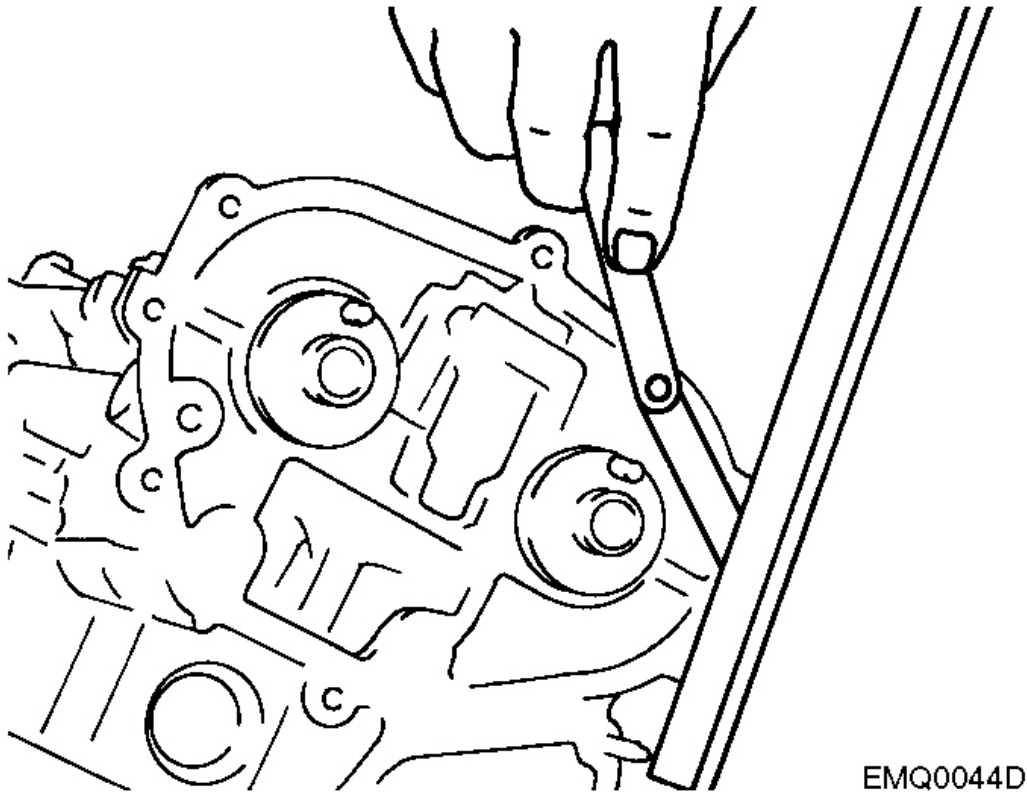


Fig. 267: Measuring Difference In Levels
Courtesy of NISSAN MOTOR CO., U.S.A.

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).
8. Inspect and adjust the valve clearance. Refer to "**Valve Clearance**".
 9. Install camshaft position sensor (PHASE) (right and left banks) and exhaust valve timing control position sensor (right and left banks) (only for M/T models) to the rear side of cylinder head.
 - Install them in the position shown in the figure.
 10. Install in the reverse order of removal after this step.

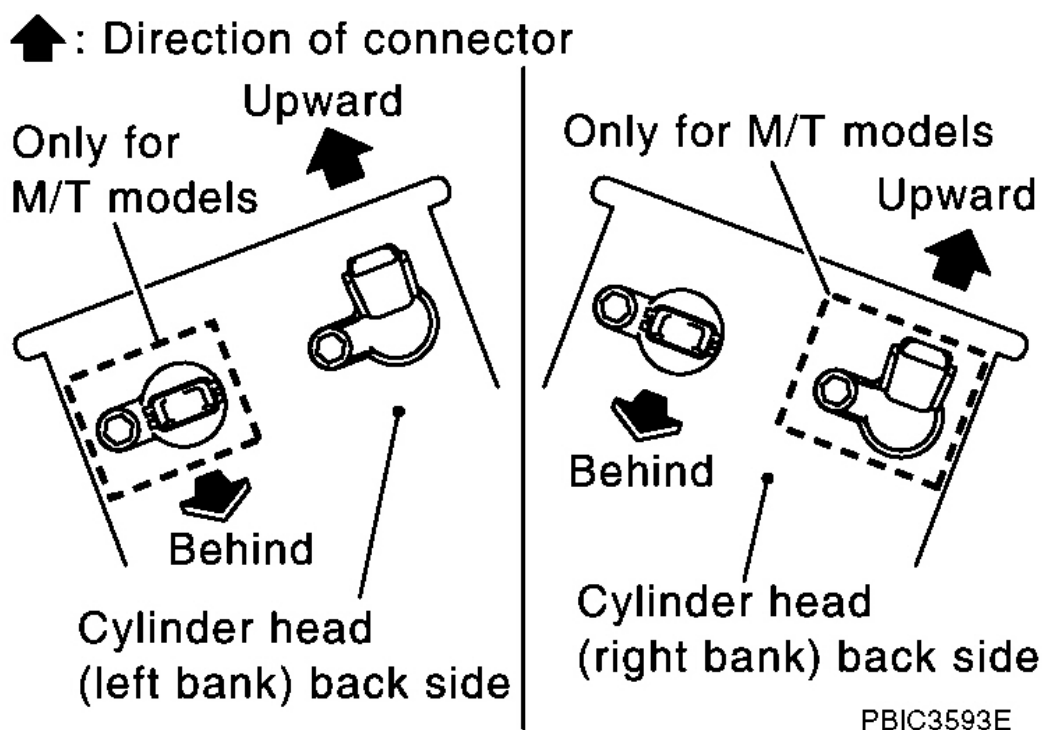


Fig. 268: Identifying Camshaft Position Sensor And Exhaust Valve Timing Control Position Sensor Installation

Courtesy of NISSAN MOTOR CO., U.S.A.

INSPECTION AFTER INSTALLATION

Inspection of Camshaft Sprocket (INT) Oil Groove

CAUTION:

- Perform this inspection only when DTC P0011 or P0021 are detected in self-diagnostic results of CONSULT-II and it is directed according to inspection procedure of EC section. Refer to "SELF-DIAG RESULTS MODE".
- Check when engine is cold so as to prevent burns from any splashing engine oil.

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

3. Remove intake valve timing control solenoid valve. Refer to "CAMSHAFT".
4. Crank the engine, and then make sure that engine oil comes out from camshaft bracket (No. 1) oil hole. End crank after checking.

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

CAUTION: Engine oil may squirt from intake valve timing control solenoid valve installation hole during cranking. Use a shop cloth to prevent the engine components and the vehicle. Do not allow engine oil to get on rubber components such as drive belt or engine mounting insulators. Immediately wipe off any splashed engine oil.

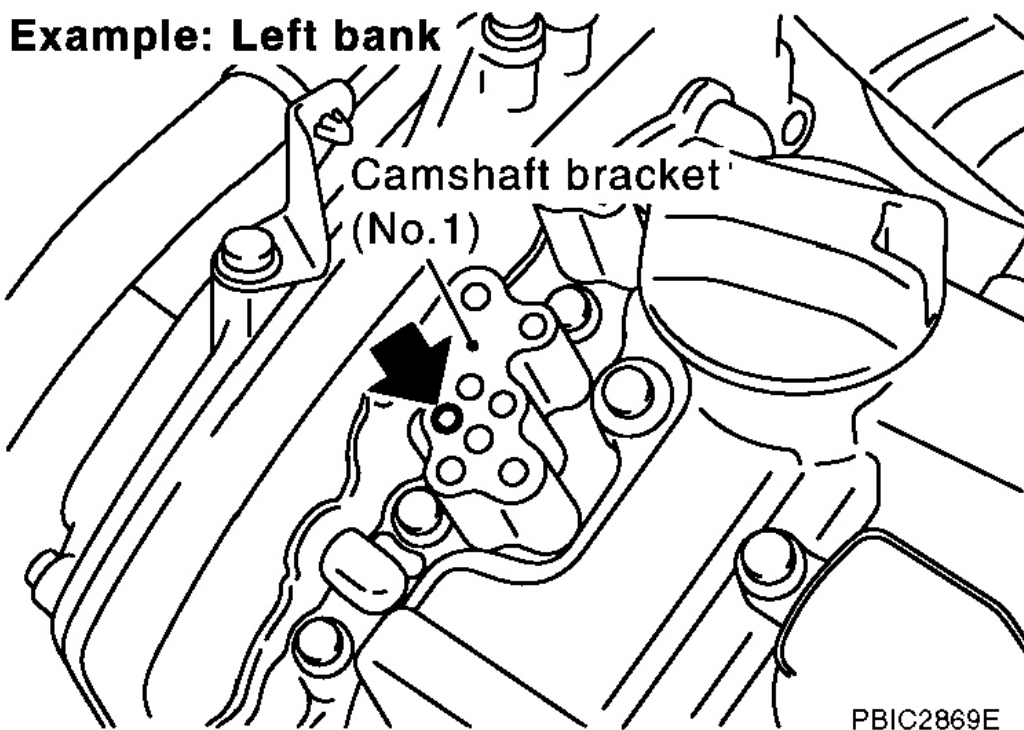


Fig. 269: Inspecting Camshaft Sprocket (INT) Oil Groove
Courtesy of NISSAN MOTOR CO., U.S.A.

- Clean oil groove between oil strainer and intake valve timing control solenoid valve if engine oil does not come out from camshaft bracket (No. 1) oil hole. Refer to "LUBRICATION SYSTEM".
5. 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 "**LUBRICATION SYSTEM**".
6. After inspection, install removed parts.

Inspection for Leaks

The following are procedures for checking fluids leak, lubricates leak and exhaust gases leak.

- 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 "**RECOMMENDED 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 make sure 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.

Summary of the inspection items:

INSPECTION ITEMS SUMMARY

Item	Before starting engine	Engine running	After engine stopped
Engine coolant	Level	Leakage	Level
Engine oil	Level	Leakage	Level
Other oils and fluid ⁽¹⁾	Level	Leakage	Level
Fuel	Leakage	Leakage	Leakage
Exhaust gases	-	Leakage	-

(1) Transmission/transaxle/CVT fluid, power steering fluid, brake fluid, etc.

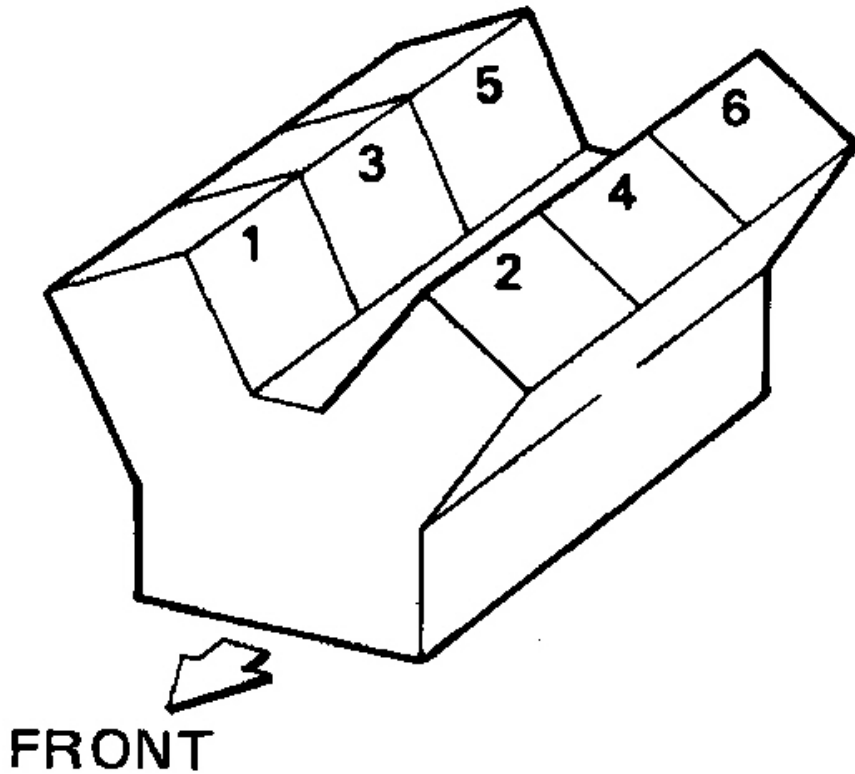
VALVE CLEARANCE

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:

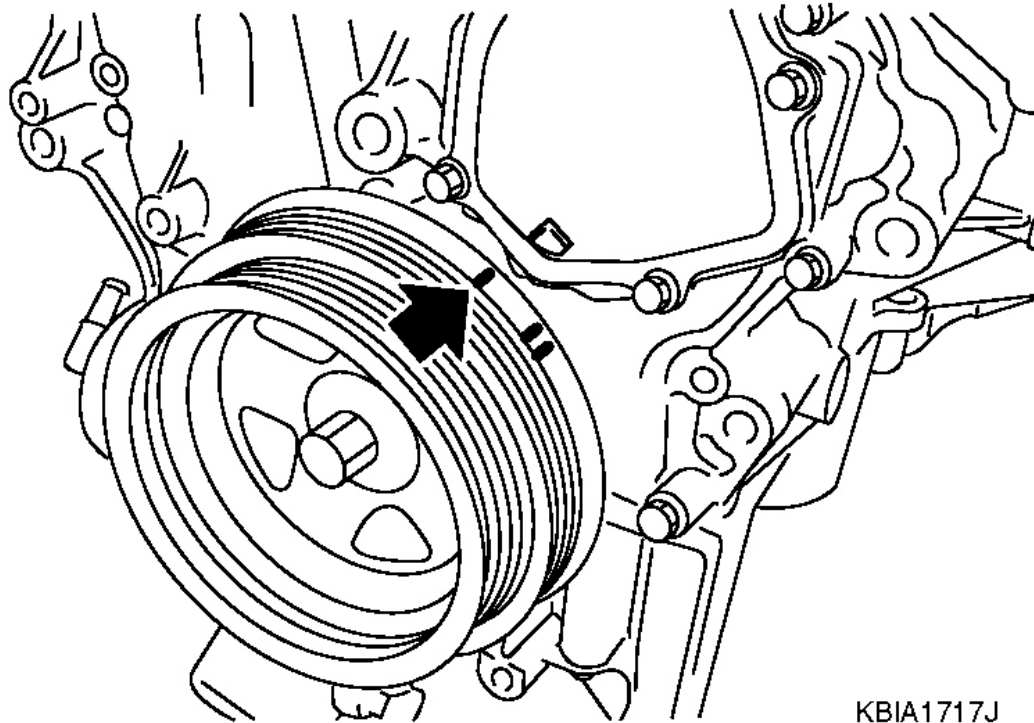


SEM713A

Fig. 270: Identifying Cylinder Block Bank Numbering

Courtesy of NISSAN MOTOR CO., U.S.A.

1. Remove rocker covers (right and left bank). Refer to "**ROCKER COVER**".
2. Measure the valve clearance as follows:
 - 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.



KBIA1717J

Fig. 271: Aligning Crankshaft Pulley Timing Mark With Timing Indicator
Courtesy of NISSAN MOTOR CO., U.S.A.

- Make sure that intake and exhaust cam nose on No. 1 cylinder (engine front side of right bank) are located as shown in the figure.
- If not, turn crankshaft one revolution (360 degrees) and align as shown in the figure.

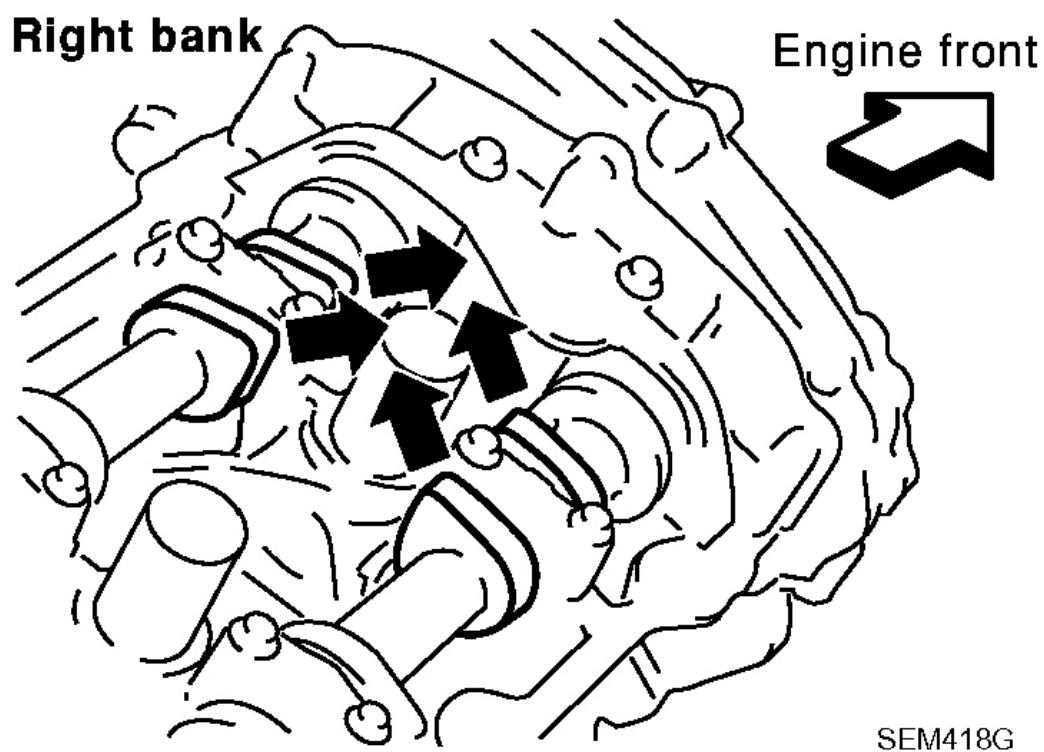


Fig. 272: Locating No. 1 Cylinder Intake And Exhaust Cam Lobe Noses
Courtesy of NISSAN MOTOR CO., U.S.A.

- b. Use a feeler gauge, measure the clearance between valve lifter and camshaft.

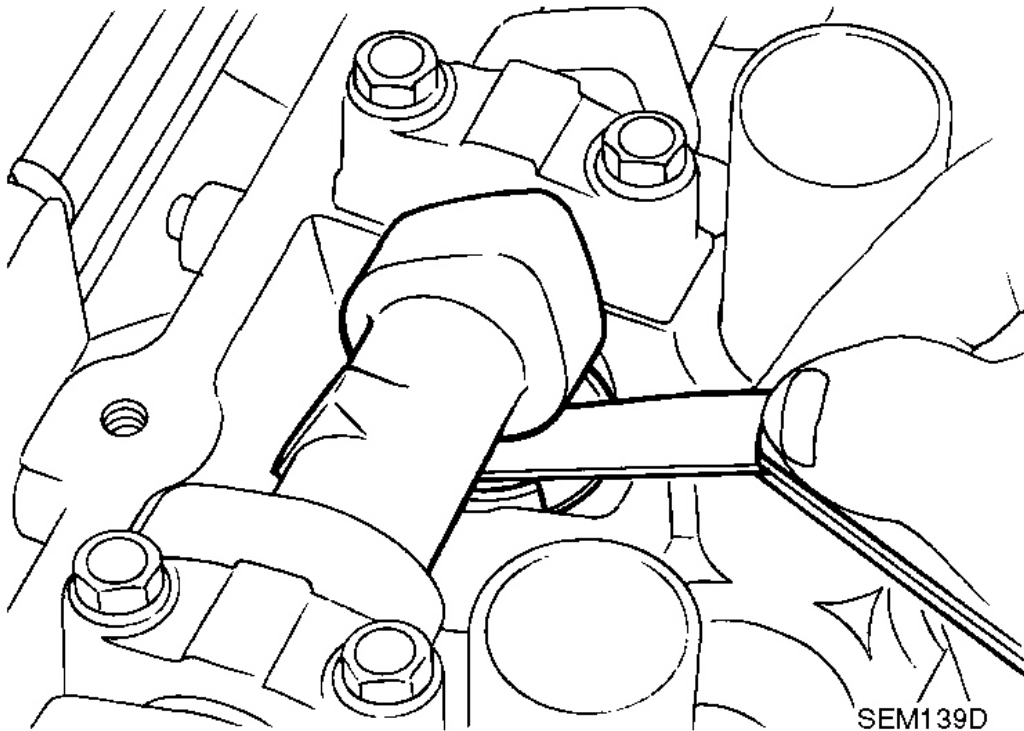


Fig. 273: Measuring Clearance Between Valve Lifter And Camshaft
Courtesy of NISSAN MOTOR CO., U.S.A.

Valve clearance:

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)		

- By referring to the figure, measure the valve clearances at locations marked "x" as shown in the table below (locations indicated in the figure).
- No. 1 cylinder at compression TDC

VALVE CLEARANCE MEASURING LOCATIONS

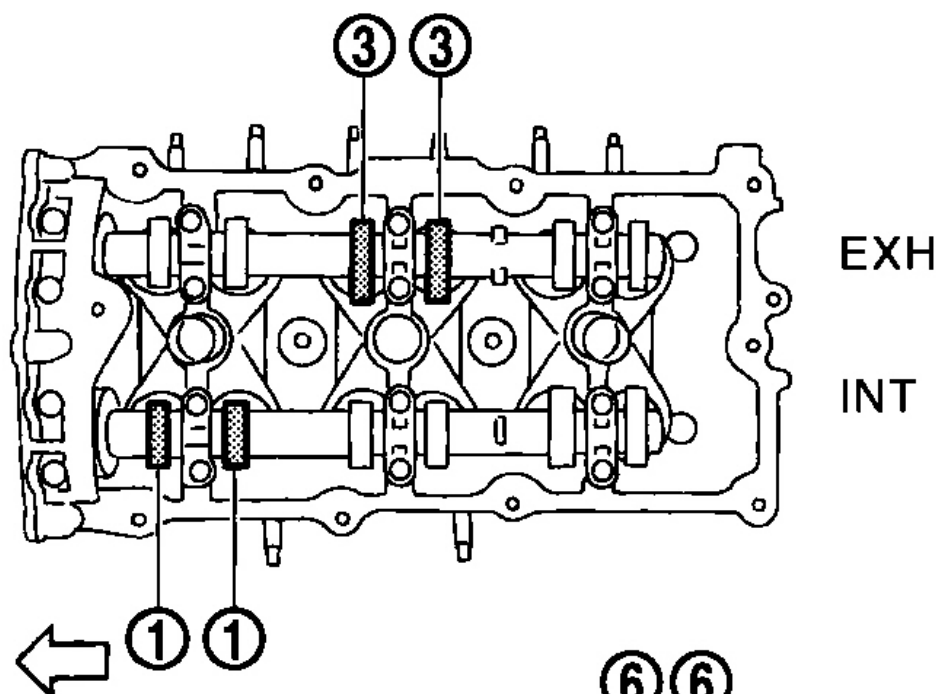
Measuring position (right bank)	No. 1 CYL.	No. 3 CYL.	No. 5 CYL.
EXH		x	

2006 Infiniti G35

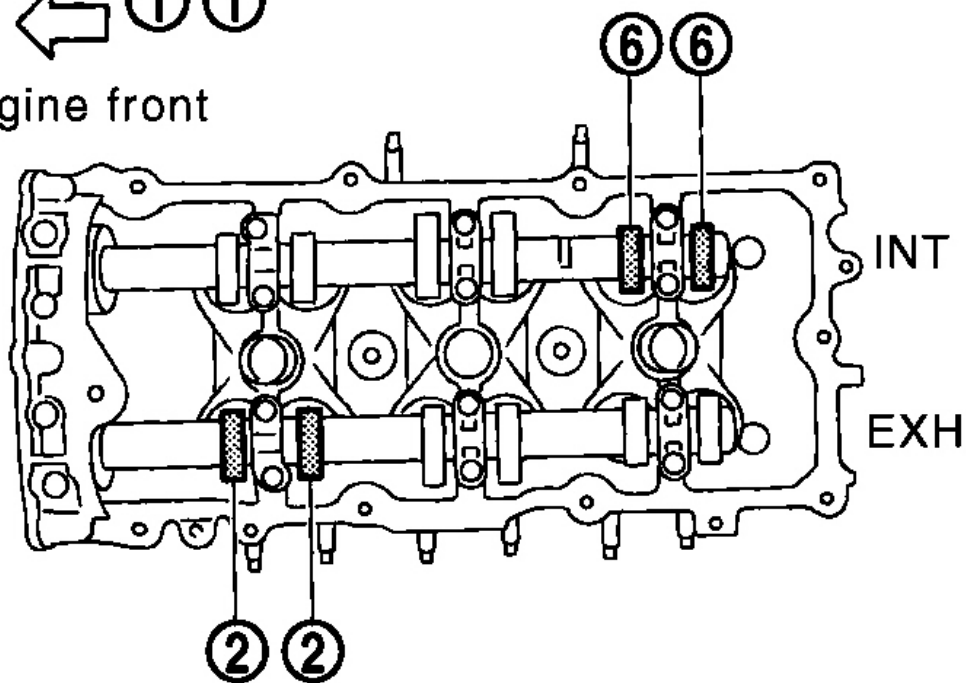
2006 ENGINE Engine Mechanical - G35 Sedan

No. 1 cylinder at compression TDC	INT	x		
Measuring position (left bank)		No. 2 CYL.	No. 4 CYL.	No. 6 CYL.
No. 1 cylinder at compression TDC	INT			x
	EXH	x		

Right bank



Engine front



Left bank

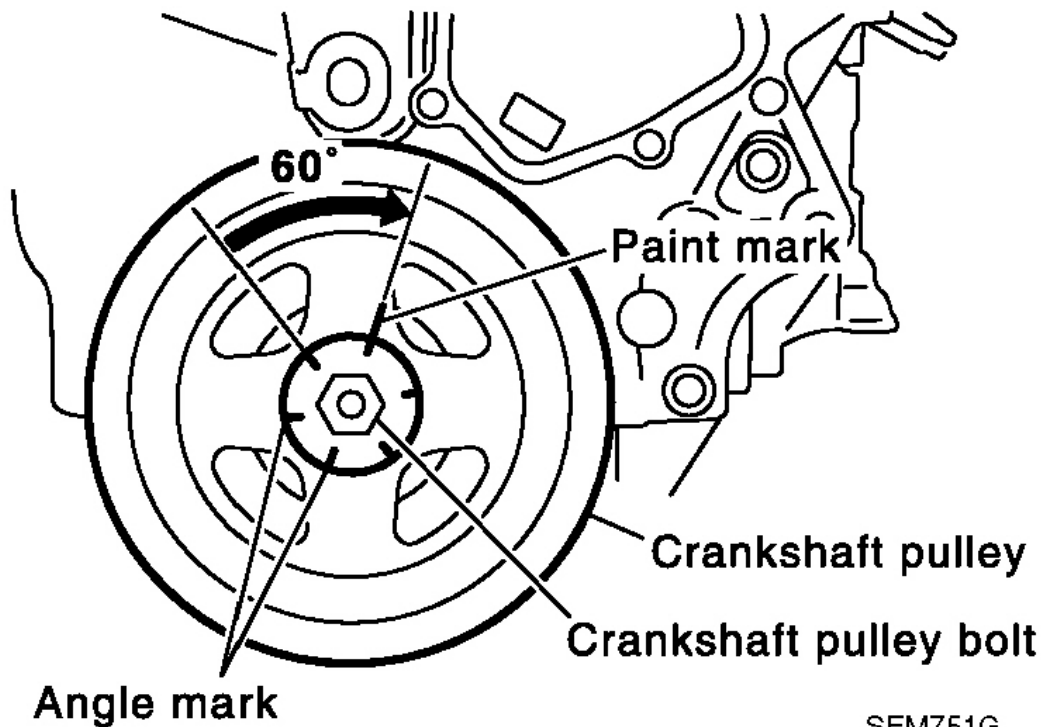
PBIC2054E

Fig. 274: Identifying Intake And Exhaust Valves

Courtesy of NISSAN MOTOR CO., U.S.A.

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

NOTE: Crankshaft pulley mounting bolt flange has a stamped line every 60 degrees. They can be used as a guide to rotation angle.



SEM751G

Fig. 275: Aligning No. 3 Cylinder At TDC Of Its Compression Stroke

Courtesy of NISSAN MOTOR CO., U.S.A.

- By referring to the figure, measure the valve clearances at locations marked "x" as shown in the table below (locations indicated in the figure).
- No. 3 cylinder at compression TDC

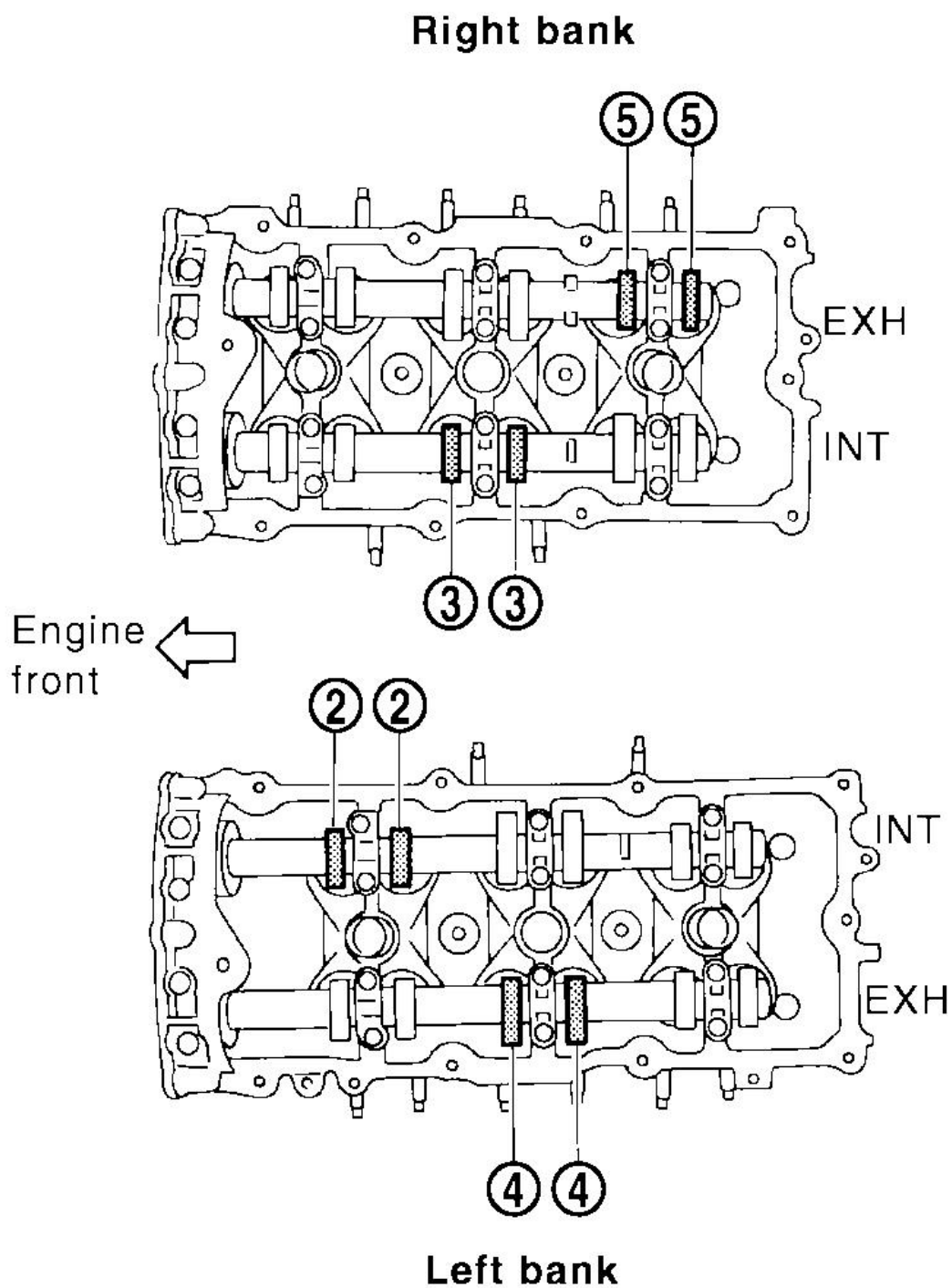
VALVE CLEARANCE MEASURING POSITIONS

Measuring position (right bank)		No. 1 CYL.	No. 3 CYL.	No. 5 CYL.
No. 3 cylinder at compression TDC	EXH			x
	INT		x	

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2006 ENGINE Engine Mechanical - G35 Sedan

Measuring position (left bank)		No. 2 CYL.	No. 4 CYL.	No. 6 CYL.
No. 3 cylinder at compression TDC	INT	x		
	EXH		x	

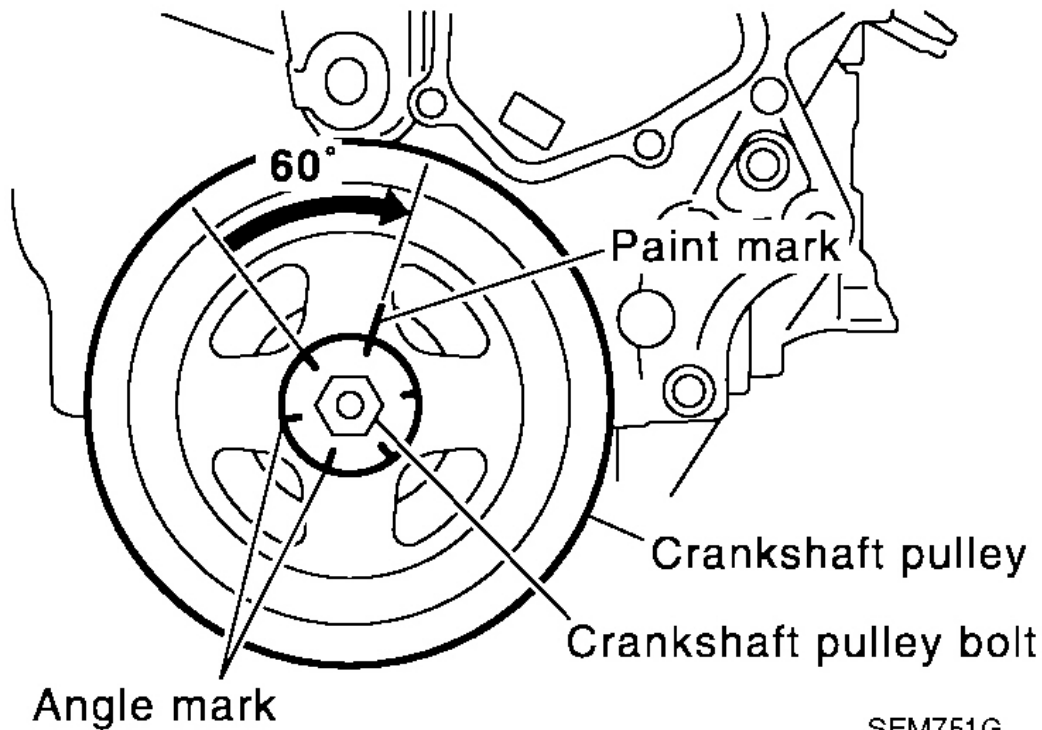


PBIC2055E

Fig. 276: Identifying Intake And Exhaust Valves Location

Courtesy of NISSAN MOTOR CO., U.S.A.

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

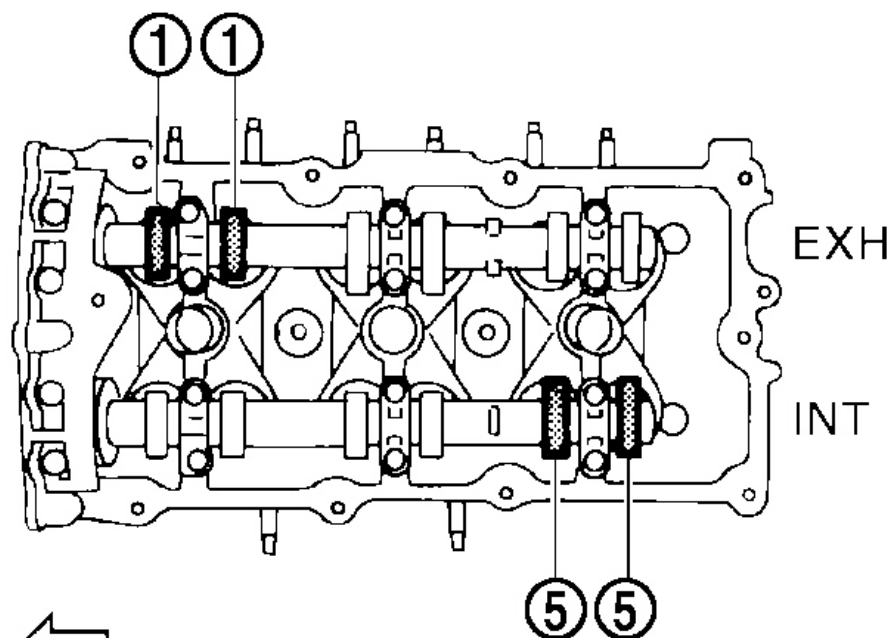


SEM751G

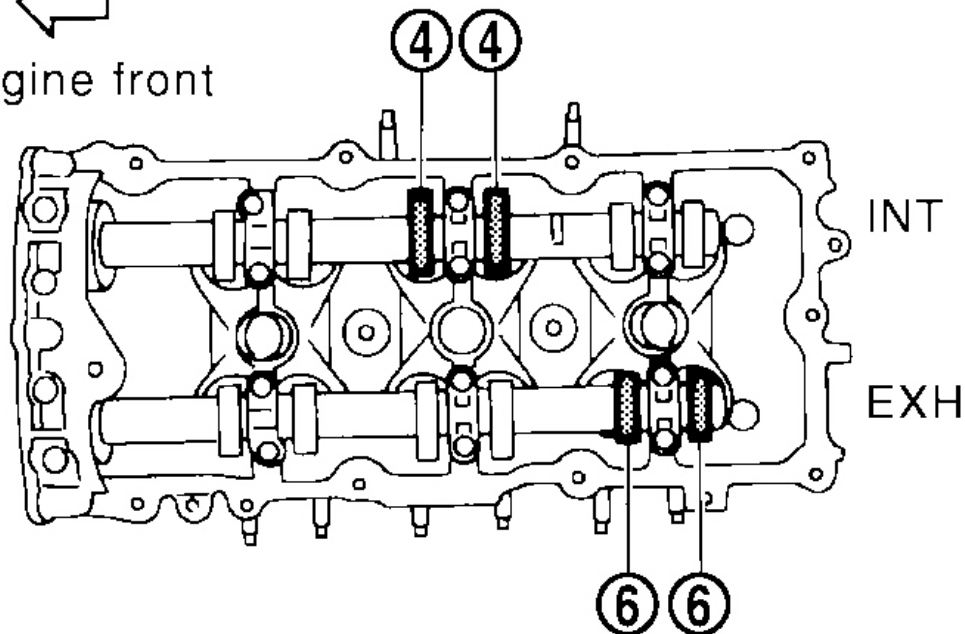
Fig. 277: Aligning No. 5 Cylinder At TDC Of Compression Stroke
Courtesy of NISSAN MOTOR CO., U.S.A.

- By referring to the figure, measure the valve clearances at locations marked "x" as shown in the table below (locations indicated in the figure).
- No. 5 cylinder at compression TDC

Right bank



←
Engine front



Left bank

PBIC2056E

Fig. 278: Identifying Intake And Exhaust Valves Locations
 Courtesy of NISSAN MOTOR CO., U.S.A.

VALVES MEASURING POSITIONS

Measuring position (right bank)		No. 1 CYL.	No. 3 CYL.	No. 5 CYL.
No. 5 cylinder at compression TDC	EXH	x		
	INT			x
Measuring position (left bank)		No. 2 CYL.	No. 4 CYL.	No. 6 CYL.
No. 5 cylinder at compression TDC	INT		x	
	EXH			x

- If the measured values are out of the standard, perform adjustment. Refer to "**ADJUSTMENT**".

ADJUSTMENT

- Perform adjustment depending on selected head thickness of valve lifter.
- Measure the valve clearance. Refer to "**INSPECTION**".
 - Remove camshaft. Refer to "**REMOVAL**".
 - Remove valve lifters at the locations that are out of the standard.
 - Measure the center thickness of removed valve lifters with a micrometer.

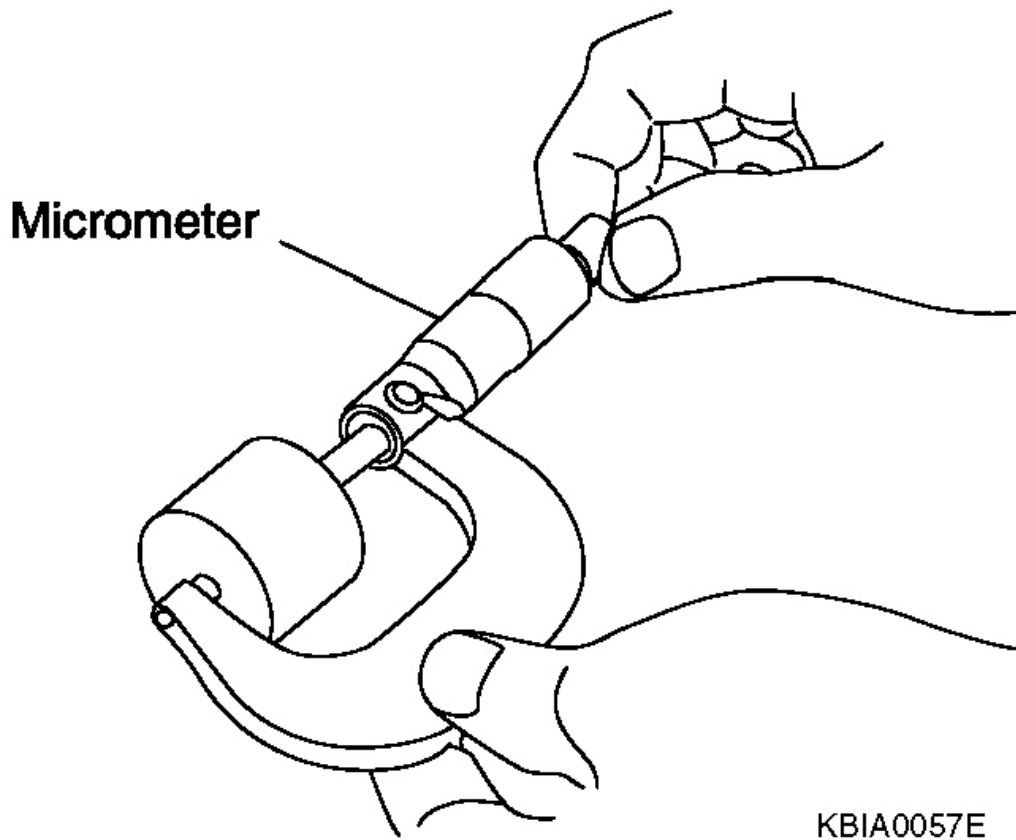


Fig. 279: Measuring Valve Lifter Center Thickness
Courtesy of NISSAN MOTOR CO., U.S.A.

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)*

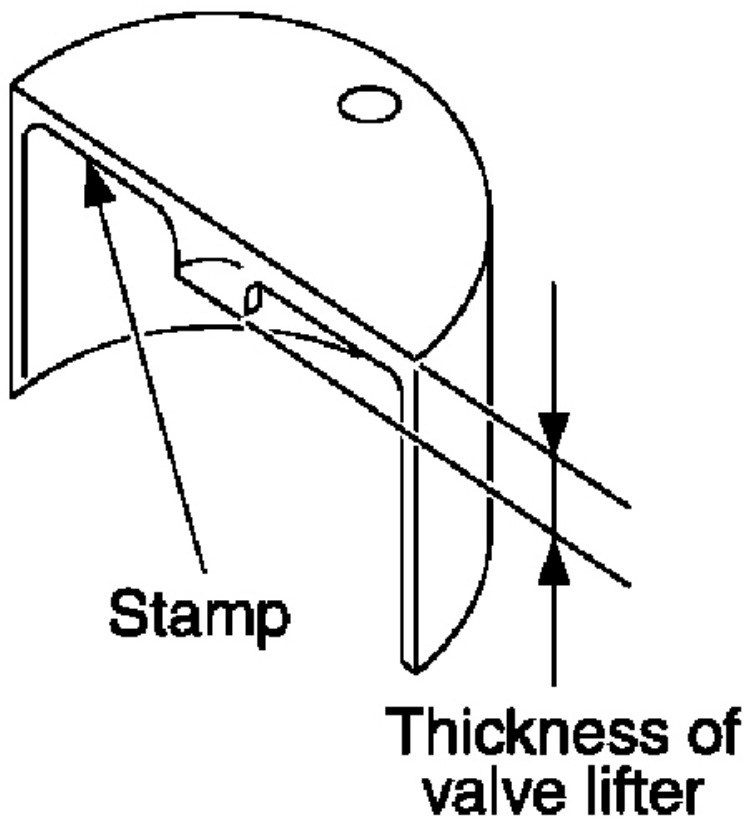
Exhaust : 0.33 mm (0.013 in)*

***: Approximately 20°C (68°F)**

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

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

NOTE: Two types of stamp marks are used for parallel setting and for manufacturer identification.



KBIA0119E

Fig. 280: Identifying Valve Lifter Thickness
Courtesy of NISSAN MOTOR CO., U.S.A.

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 "Available Valve Lifter".

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

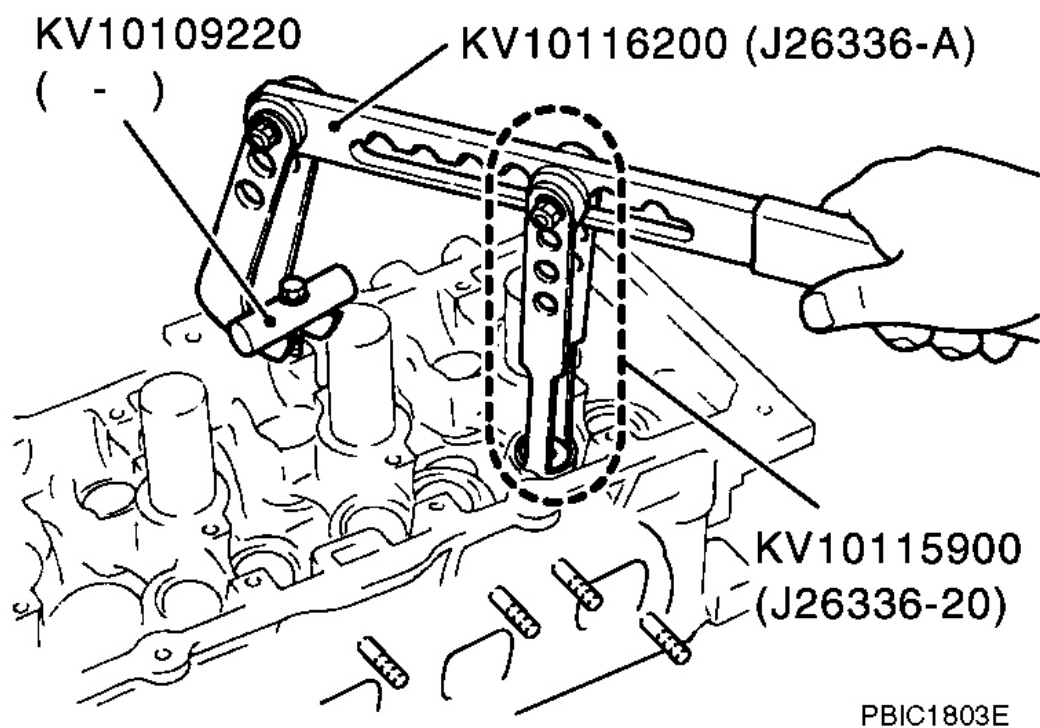
OIL SEAL

REMOVAL AND INSTALLATION OF VALVE OIL SEAL

REMOVAL

1. Remove camshaft relating to valve oil seal to be removed. Refer to "CAMSHAFT".
2. Remove valve lifter. Refer to "CAMSHAFT".
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 valve spring compressor, attachment, adapter [SST]. Remove valve collet with magnet hand.

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



PBIC1803E

Fig. 281: Removing Valve Collet
Courtesy of NISSAN MOTOR CO., U.S.A.

5. Remove valve spring retainer, valve spring.
6. Remove valve oil seal using valve oil seal puller [SST].

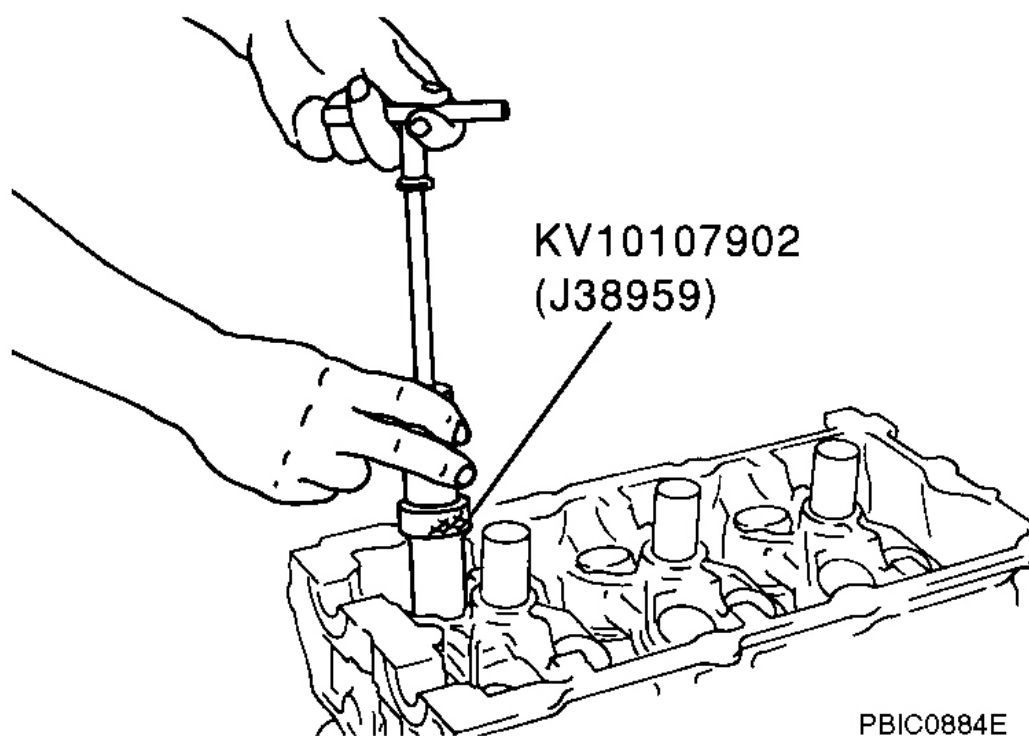


Fig. 282: Removing Valve Oil Seal Using Valve Oil Seal Puller [SST]
Courtesy of NISSAN MOTOR CO., U.S.A.

INSTALLATION

1. Apply new engine oil on new valve oil seal joint and seal lip.
2. Using valve oil seal drift [SST], press fit valve seal to height "H" shown in the figure.

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

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

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

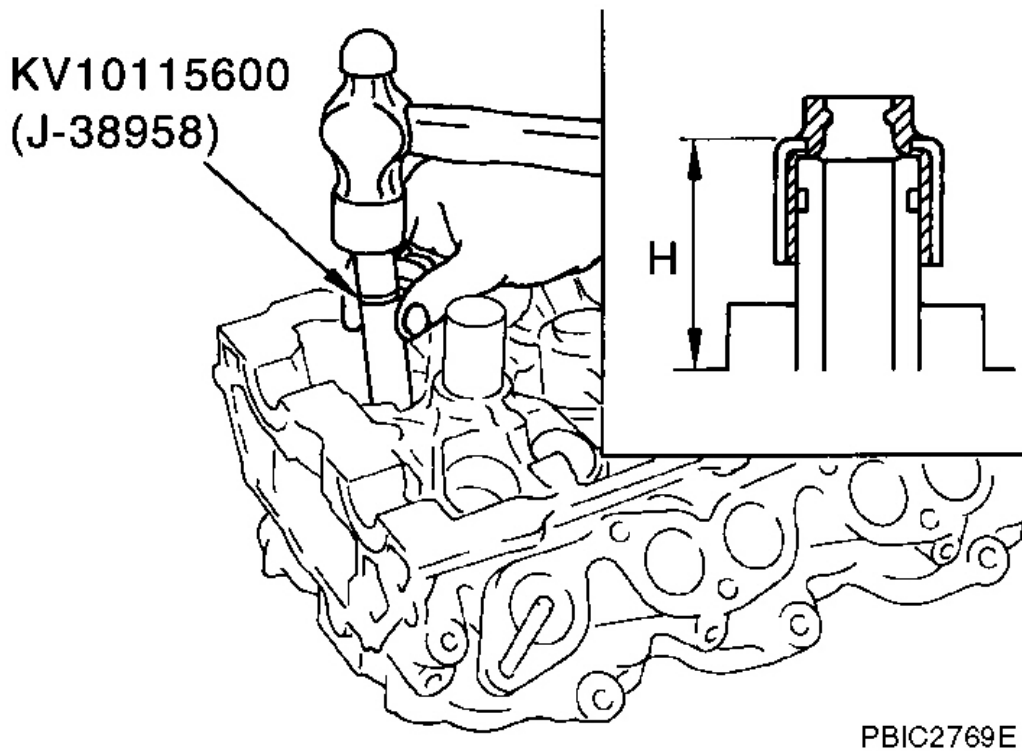


Fig. 283: Identifying Valve Seal Height
Courtesy of NISSAN MOTOR CO., U.S.A.

REMOVAL AND INSTALLATION OF FRONT OIL SEAL

REMOVAL

1. Remove the following parts:
 - Undercover
 - Drive belts; Refer to "**DRIVE BELTS**".
 - Radiator cooling fan assembly; Refer to "**COOLING FAN**".
 - Starter motor (2WD); Refer to "**STARTING SYSTEM**".
 - Rear plate cover (AWD); Refer to "**OIL PAN AND OIL STRAINER**".
 - Crankshaft pulley; Refer to "**TIMING CHAIN**".
2. Remove front oil seal using suitable tool.

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

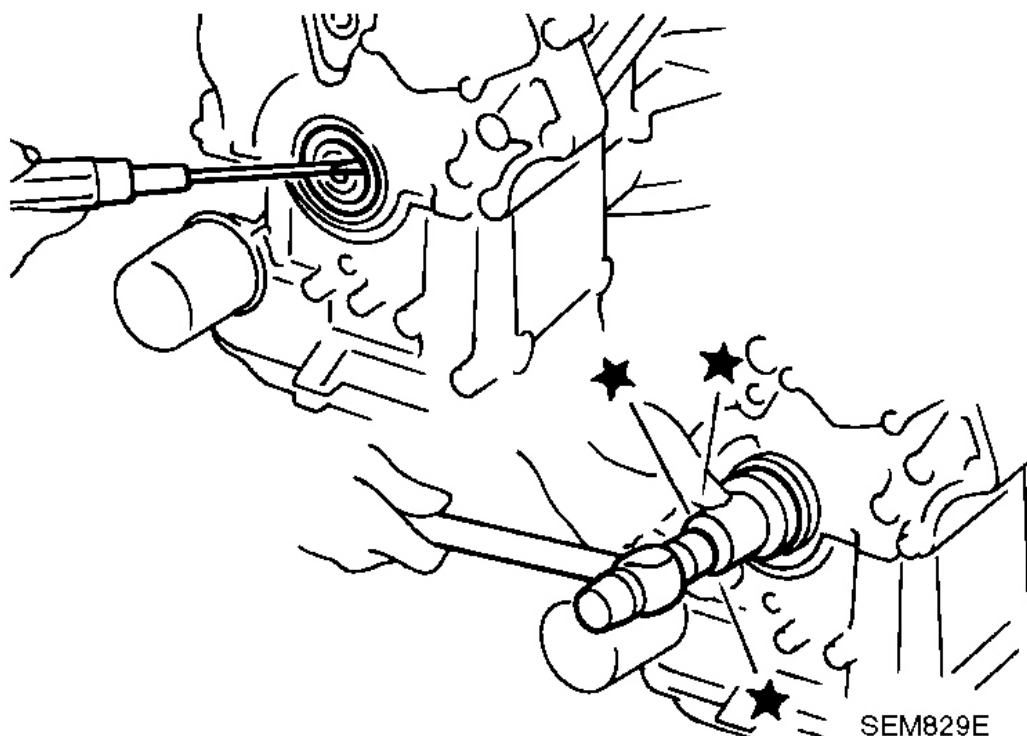


Fig. 284: Removing Front Oil Seal
Courtesy of NISSAN MOTOR CO., U.S.A.

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.

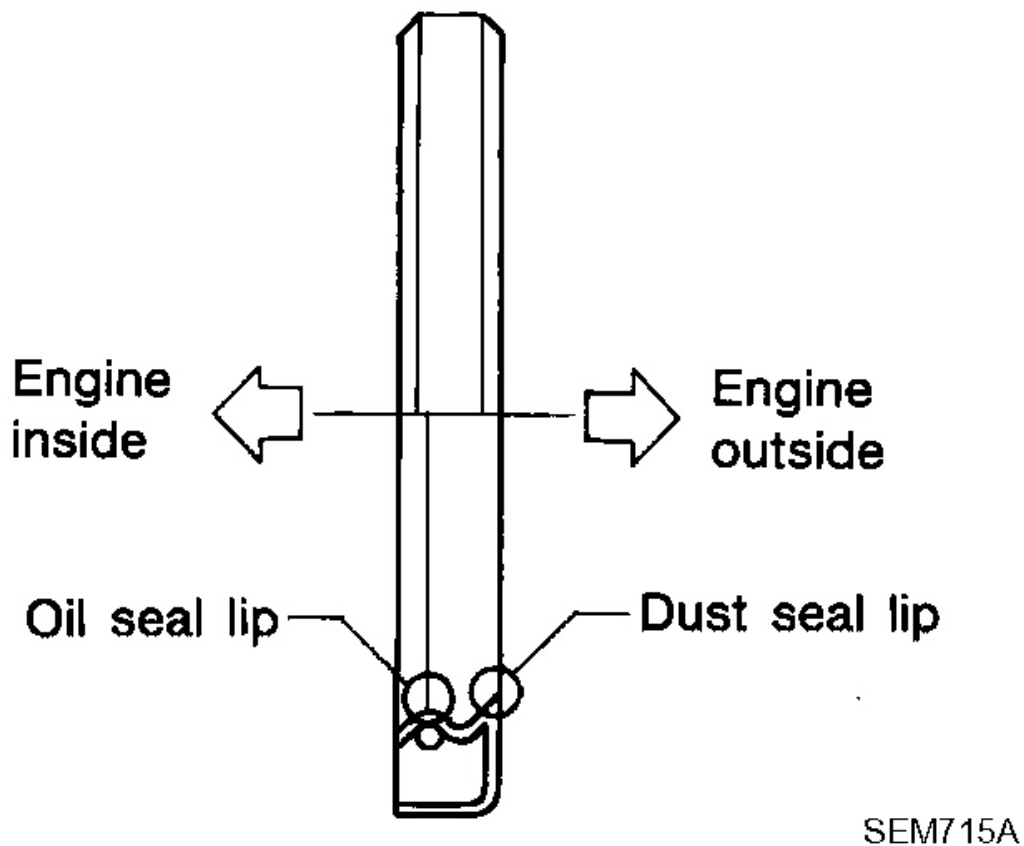


Fig. 285: Identifying Inner & Outer Seal Lips
Courtesy of NISSAN MOTOR CO., U.S.A.

- Using 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).

CAUTION:

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

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

REMOVAL AND INSTALLATION OF REAR OIL SEAL

REMOVAL

1. Remove oil pan (upper). Refer to "**OIL PAN AND OIL STRAINER**"
2. Remove transmission assembly. Refer to "**TRANSMISSION ASSEMBLY**" (M/T models) or "**TRANSMISSION ASSEMBLY**" (A/T models).
3. Remove clutch cover and clutch disk (M/T models). Refer to "**CLUTCH DISC, CLUTCH COVER**".
4. Remove flywheel (M/T models) or drive plate (A/T models). Refer to "**CYLINDER BLOCK**".

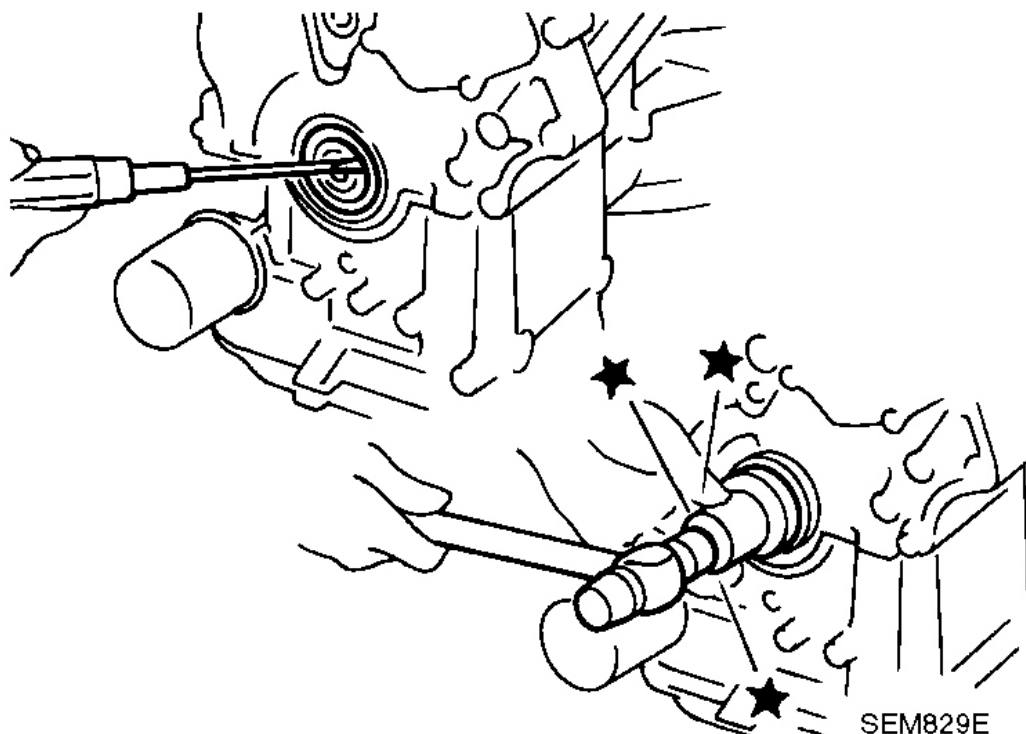


Fig. 286: Installing Front Oil Seal
Courtesy of NISSAN MOTOR CO., U.S.A.

5. Use seal cutter [SST] to cut away liquid gasket and remove rear oil seal retainer.

CAUTION: Be careful not to damage mating surfaces.

NOTE: Regard both rear oil seal and retainer as an assembly.

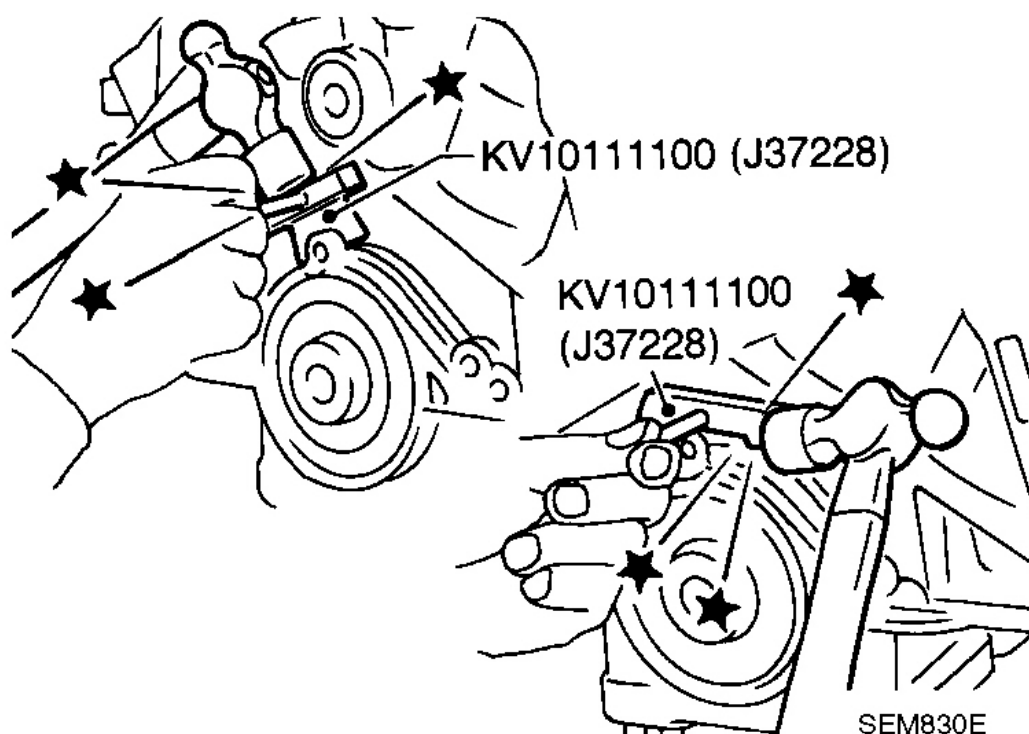


Fig. 287: Removing Rear Oil Seal Gasket
Courtesy of NISSAN MOTOR CO., U.S.A.

INSTALLATION

1. Remove old liquid gasket on mating surface of cylinder block and oil pan (upper) using scraper.
2. Apply new engine oil to both oil seal lip and dust seal lip of new rear oil seal retainer.
3. Apply a continuous bead of liquid gasket with tube presser [SST: WS39930000 (-)] to rear oil seal retainer as shown in the figure.

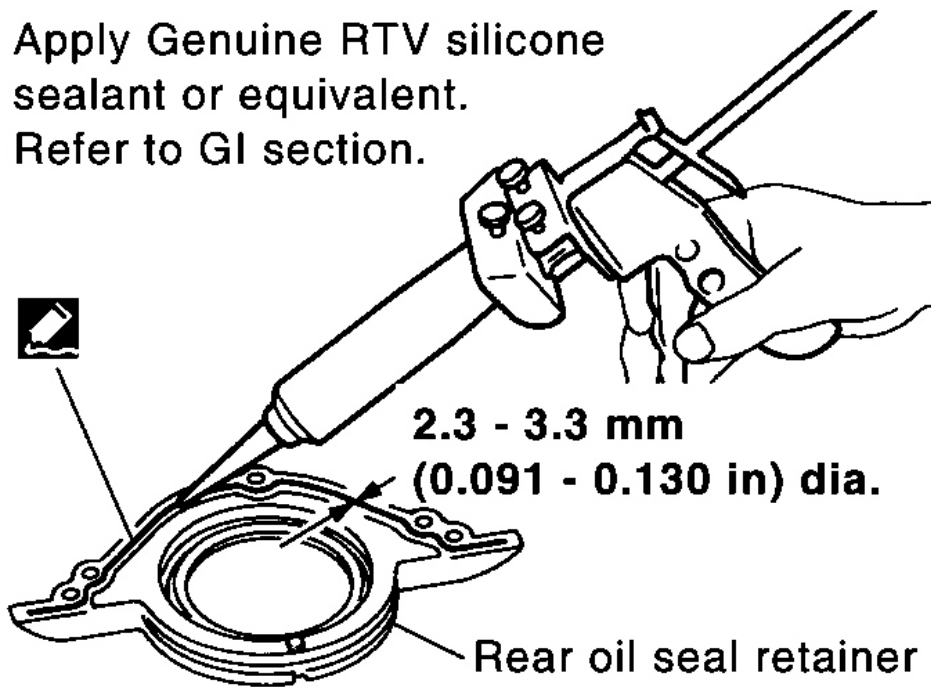
Use Genuine RTV Silicone Sealant or equivalent. Refer to "RECOMMENDED CHEMICAL PRODUCTS AND SEALANTS".

- Assembly should be done within 5 minutes after coating.
4. Install rear oil seal retainer to cylinder block. Refer to "CYLINDER BLOCK".
 5. Install in the reverse order of removal after this step.

For GI, go to GENERAL INFORMATION -- SEDAN .



: Apply Genuine RTV silicone sealant or equivalent. Refer to GI section.



PBIC2661E

Fig. 288: Applying Gasket To Rear Oil Seal Retainer

Courtesy of NISSAN MOTOR CO., U.S.A.

CYLINDER HEAD

ON-VEHICLE SERVICE

CHECKING COMPRESSION PRESSURE

1. Warm up engine thoroughly. Then, stop it.
2. Release fuel pressure. Refer to "**FUEL PRESSURE RELEASE**".
3. Disconnect fuel pump fuse to avoid fuel injection during measurement.

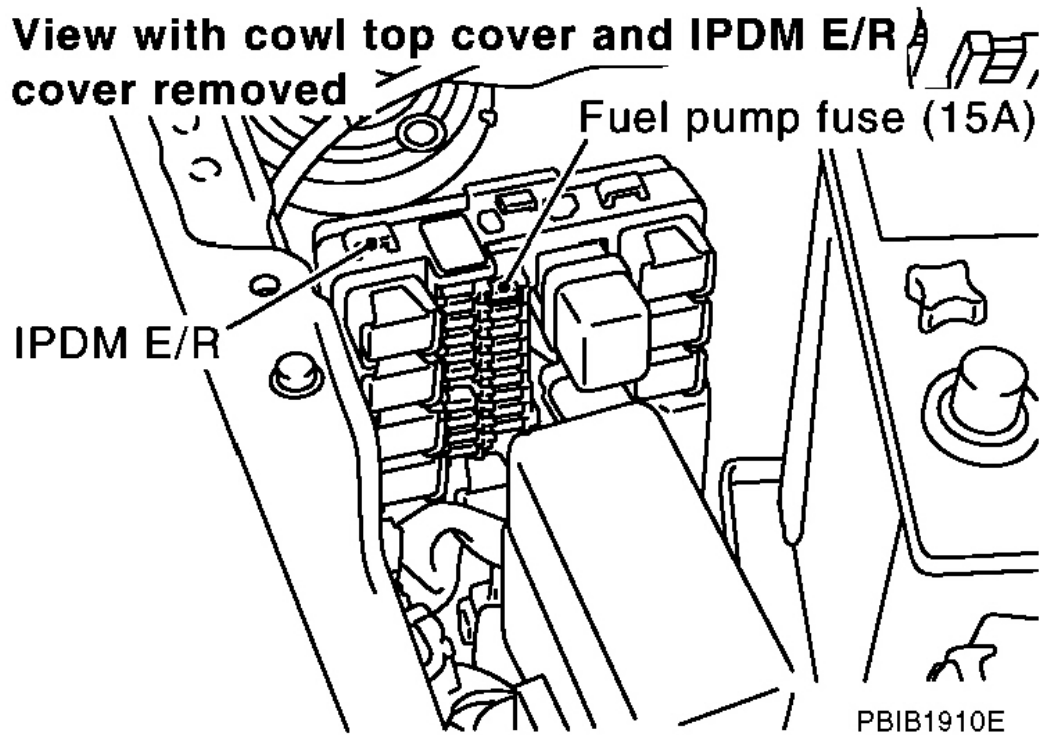
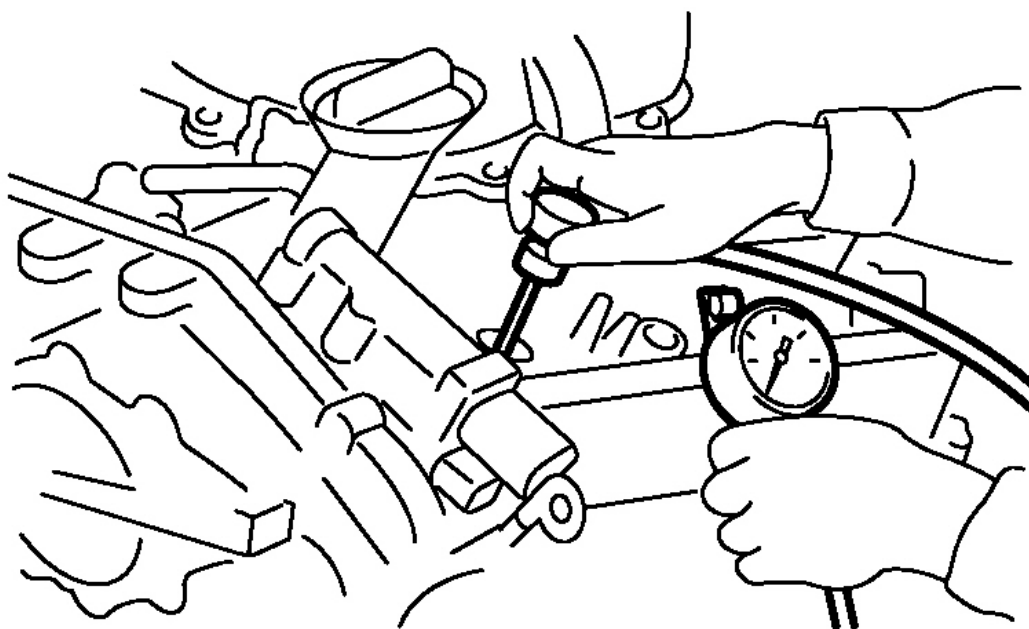


Fig. 289: Identifying IPDM E/R And Fuel Pump Fuses
Courtesy of NISSAN MOTOR CO., U.S.A.

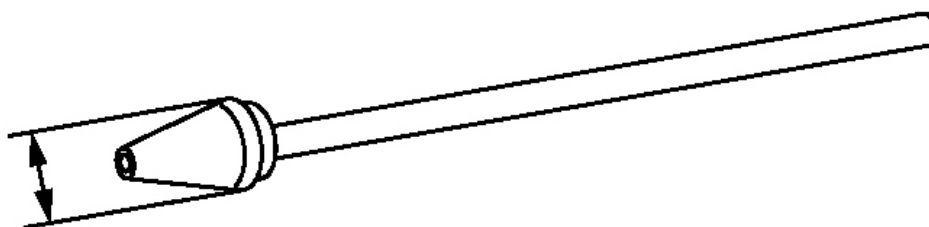
4. Remove engine cover with power tool. Refer to "**INTAKE MANIFOLD COLLECTOR**".
5. Remove ignition coil and spark plug from each cylinder. Refer to "**IGNITION COIL**" and "**SPARK PLUG (PLATINUM-TIPPED TYPE)**".
6. Connect engine tachometer (not required in use of CONSULT-II).
7. Install compression tester with adapter onto spark plug hole.



PBIC0900E

Fig. 290: Installing Compression Tester With Adapter Onto Spark Plug Hole
Courtesy of NISSAN MOTOR CO., U.S.A.

- Use compression gauge whose picking up end inserted to spark plug hole is smaller than 20 mm (0.79 in) in diameter. Otherwise, it may be caught by cylinder head during removal.



20 mm (0.79 in) dia.

SBIA0533E

Fig. 291: Identifying Compression Gauge Picking Up End Diameter
 Courtesy of NISSAN MOTOR CO., U.S.A.

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

Compression pressure:

COMPRESSION PRESSURE

Unit: kPa (kg/cm ² , psi)/rpm		
Standard	Minimum	Differential limit between cylinders
1,270 (13.0, 184) / 300	980 (10.0, 142) / 300	100 (1.0, 15) / 300

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

- If the engine speed is out of specified range, check battery liquid for proper gravity. Check engine speed again with normal battery gravity.
- 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 cylinders have 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

the 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 engine, and make sure that engine runs smoothly.
11. Perform trouble diagnosis. If DTC appears, erase it. Refer to "**TROUBLE DIAGNOSIS**".

COMPONENTS

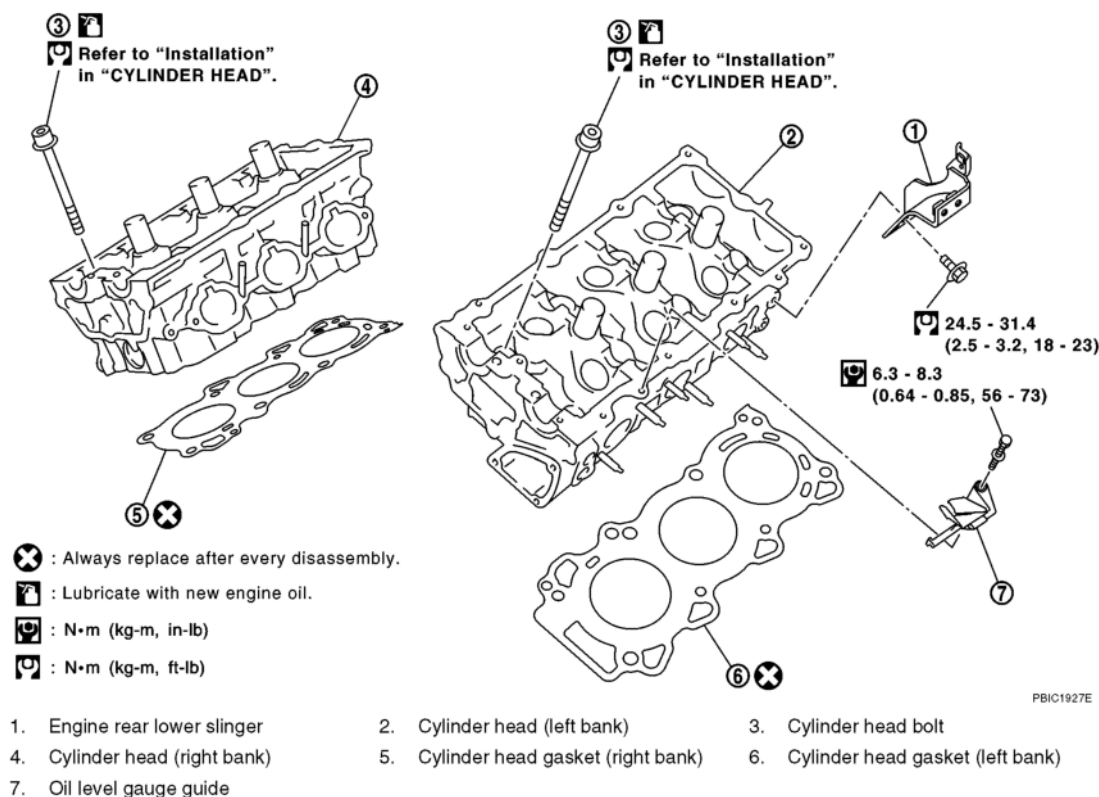


Fig. 292: Identifying Cylinder Head Components With Torque Specifications
 Courtesy of NISSAN MOTOR CO., U.S.A.

REMOVAL AND INSTALLATION

REMOVAL

1. Remove camshaft. Refer to "**CAMSHAFT**".

NOTE: It is also possible to perform the following steps 2 and 3 just before

removing the camshaft.

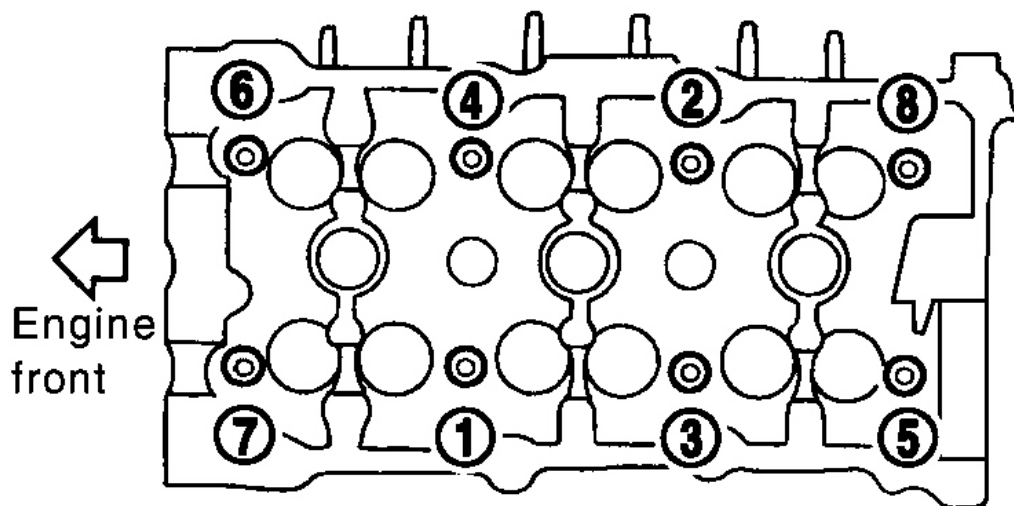
2. Temporarily fit front suspension member to support engine. Refer to "**FRONT SUSPENSION ASSEMBLY**" (2WD models) or "**FRONT SUSPENSION ASSEMBLY**" (AWD models).

CAUTION: Temporary fitting means the status that engine is adequately stable though the hoist is released from hanging.

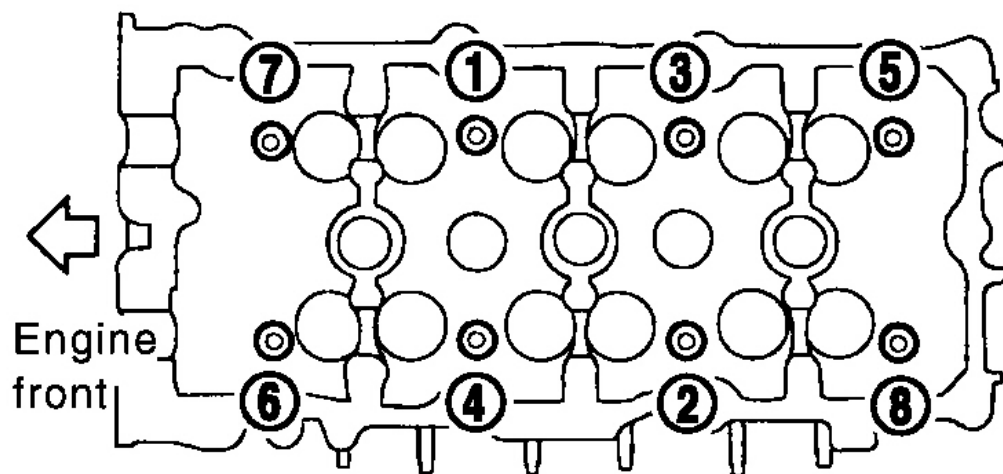
NOTE: At the time of the start of this procedure front suspension member is removed, and cylinder head is hanged by the hoist with engine slinger installed.

3. Release the hoist from hanging, then remove the engine slinger.
4. Remove the following components and related parts:
 - Fuel tube and fuel injector assembly. Refer to "**FUEL INJECTOR AND FUEL TUBE**".
 - Intake manifold. Refer to "**INTAKE MANIFOLD**".
 - Exhaust manifold. Refer to "**EXHAUST MANIFOLD AND THREE WAY CATALYST**".
 - Water inlet and thermostat assembly. Refer to "**WATER INLET AND THERMOSTAT ASSEMBLY**".
 - Water outlet and water pipe. Refer to "**WATER OUTLET AND WATER PIPING**".
5. Remove cylinder head bolts in reverse order as shown in the figure with cylinder head bolt wrench (commercial service tool) and power tool.

Right bank



Left bank



PBIC2057E

Fig. 293: Identifying Cylinder Head Bolts Loosening Sequence
 Courtesy of NISSAN MOTOR CO., U.S.A.

6. Remove cylinder head gaskets.

INSPECTION AFTER REMOVAL

Cylinder Head Bolts Outer Diameter

- Cylinder head bolts are tightened by plastic zone tightening method. Whenever the size difference between "d1" and "d2" exceeds the limit, replace them with new one.

Limit ("d1" - "d2") : 0.11 mm (0.0043 in)

- If reduction of outer diameter appears in a position other than "d2", use it as "d2" point.

Cylinder head bolt

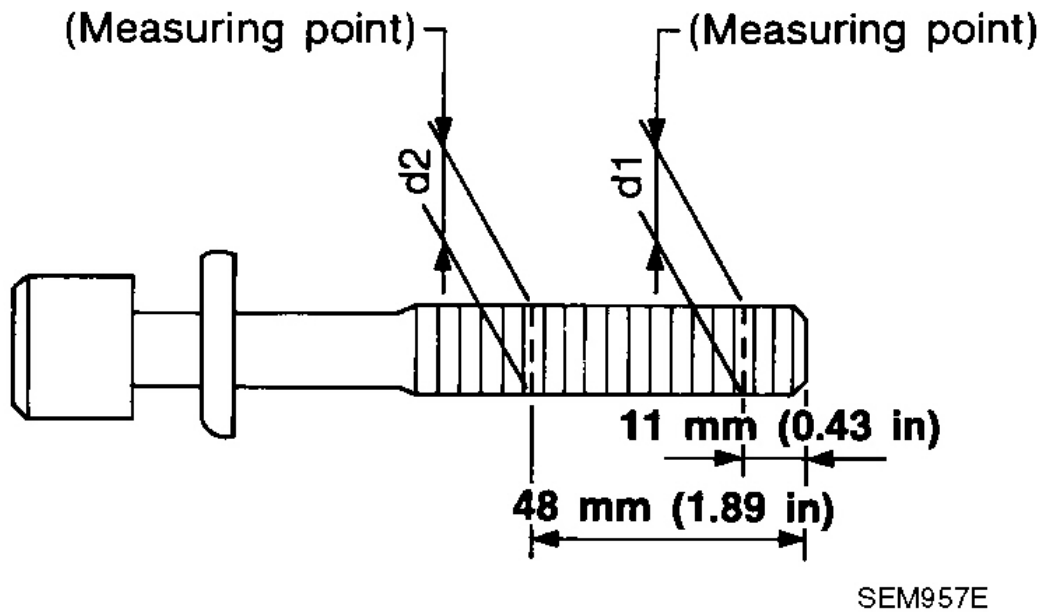


Fig. 294: Identifying Cylinder Head Bolts Outer Diameter
 Courtesy of NISSAN MOTOR CO., U.S.A.

Cylinder Head Distortion

NOTE: When performing this inspection, cylinder block distortion should be also

checking. Refer to "CYLINDER BLOCK DISTORTION".

1. Using scraper, wipe off oil, scale, gasket, sealant and carbon deposits from surface of cylinder head.

CAUTION: Do not 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.

Limit : 0.1 mm (0.004 in)

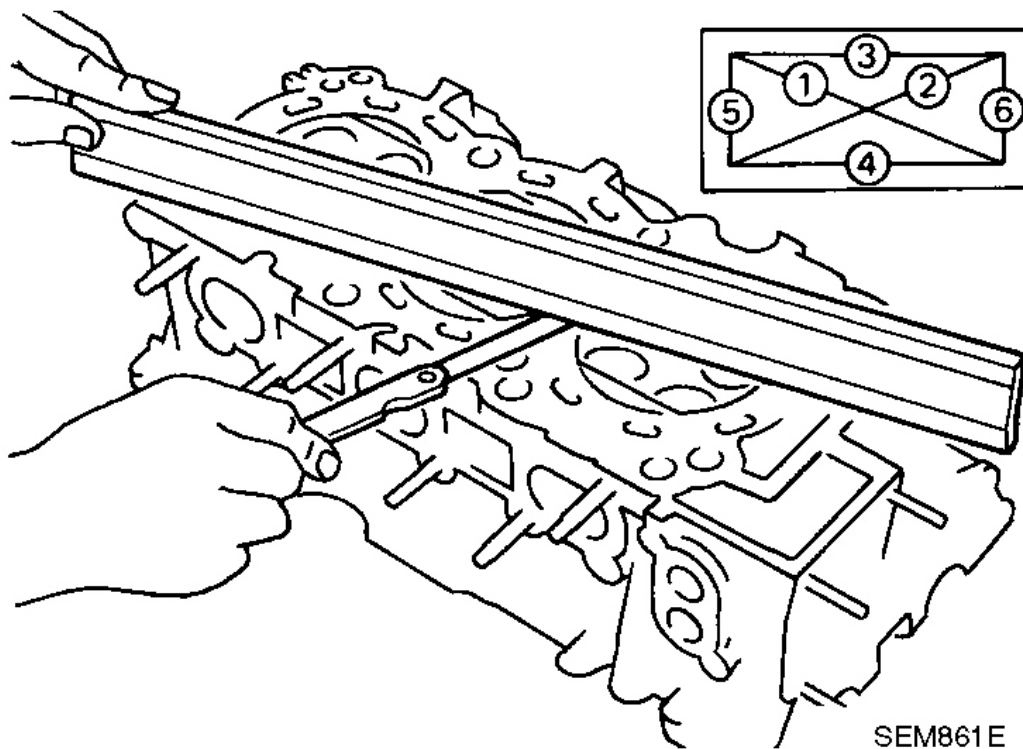


Fig. 295: Checking Cylinder Head Distortion
Courtesy of NISSAN MOTOR CO., U.S.A.

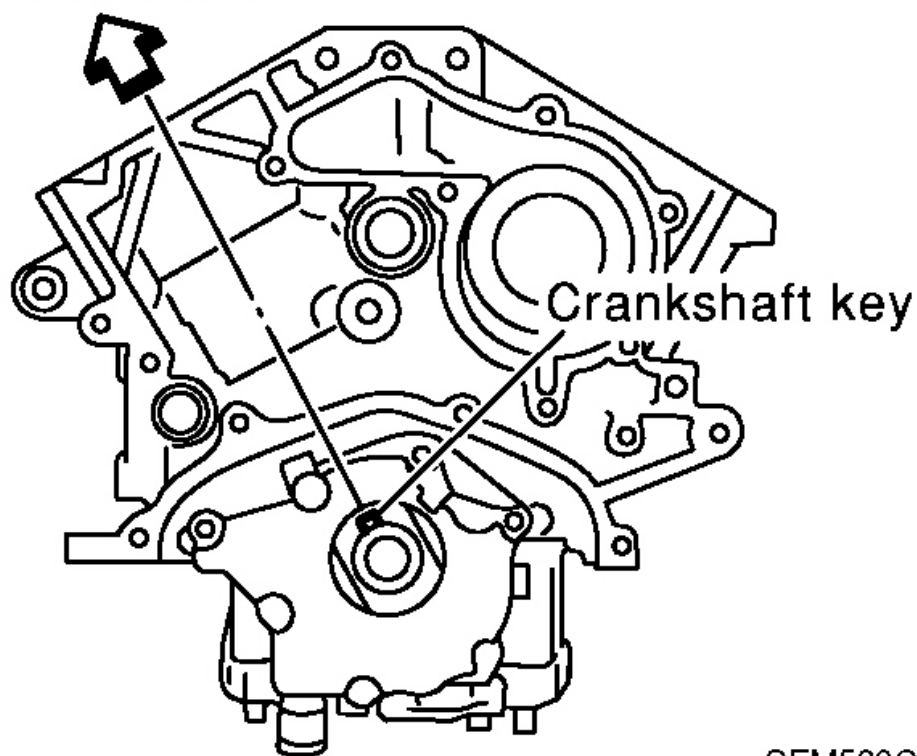
- If it exceeds the limit, replace cylinder head.

INSTALLATION

1. Install new cylinder head gasket.

2. Turn crankshaft until No. 1 piston is set at TDC.
 - Crankshaft key should line up with the right bank cylinder center line as shown in the figure.

Right bank side



SEM532G

Fig. 296: Aligning Crankshaft Key With Right Bank Cylinder Center Line
Courtesy of NISSAN MOTOR CO., U.S.A.

3. Install cylinder head follow the steps below to tighten cylinder head bolts in numerical order as shown in the figure.

CAUTION: If cylinder head bolts re-used, check their outer diameters before installation. Refer to "**CYLINDER HEAD BOLTS OUTER DIAMETER**".

- a. Apply new engine oil to threads and seat surfaces of cylinder head bolts.
- b. Tighten all bolts.

: 98.1 N.m (10 kg-m, 72 ft-lb)

- c. Completely loosen.

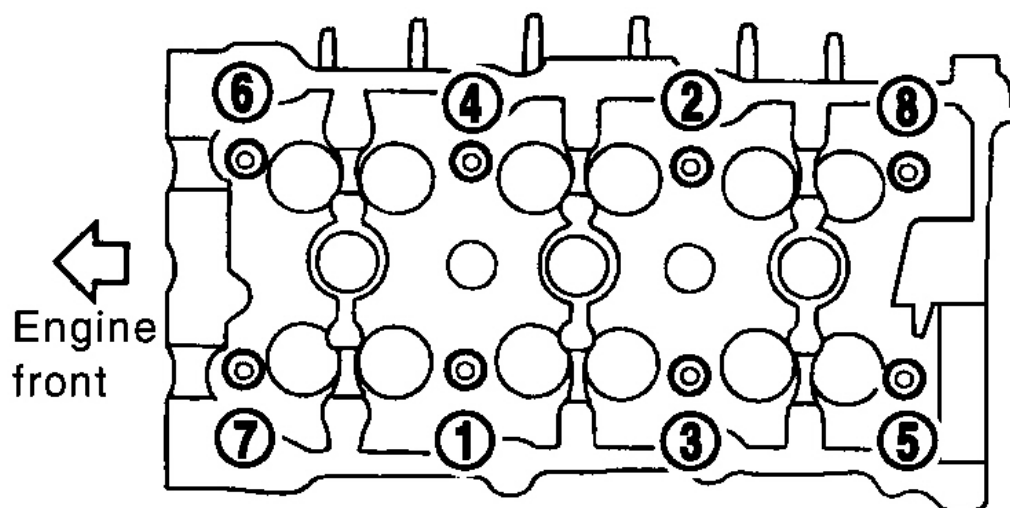
: 0 N.m (0 kg-m, 0 ft-lb)

CAUTION: In step "c", loosen bolts in reverse order of that indicated in the figure.

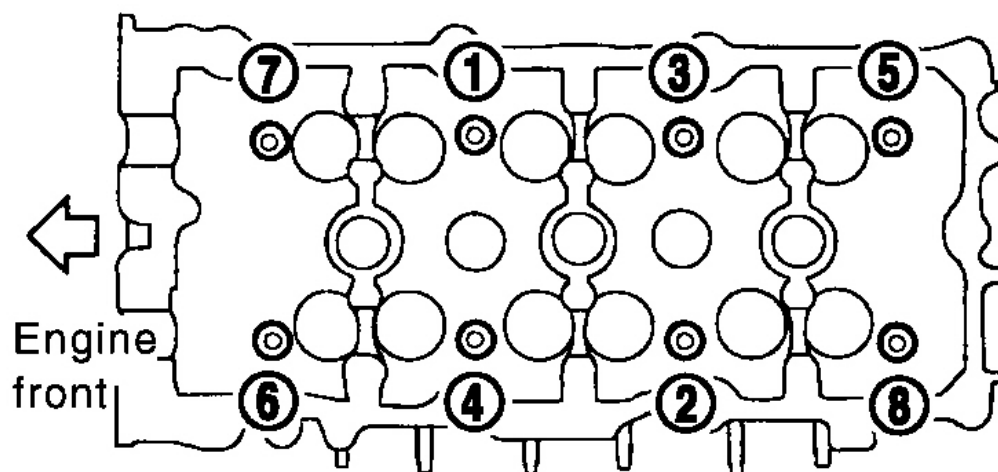
- d. Tighten all bolts.

: 34.3 - 44.1 N.m (3.5 - 4.4 kg-m, 26 - 32 ft-lb)

Right bank



Left bank



PBIC2057E

Fig. 297: Identifying Cylinder Head Bolts Tightening Sequence
Courtesy of NISSAN MOTOR CO., U.S.A.

- e. Turn all bolts 90 to 95 degrees clockwise [target: 90 degrees (angle tightening)].

CAUTION: Check the tightening angle by using angle wrench [SST]. Avoid judgment by visual inspection without tool.

- Check tightening angle indicated on angle wrench indicator plate.
- f. Turn all bolts 90 to 95 degrees clockwise again [target: 90 degrees (angle tightening)].

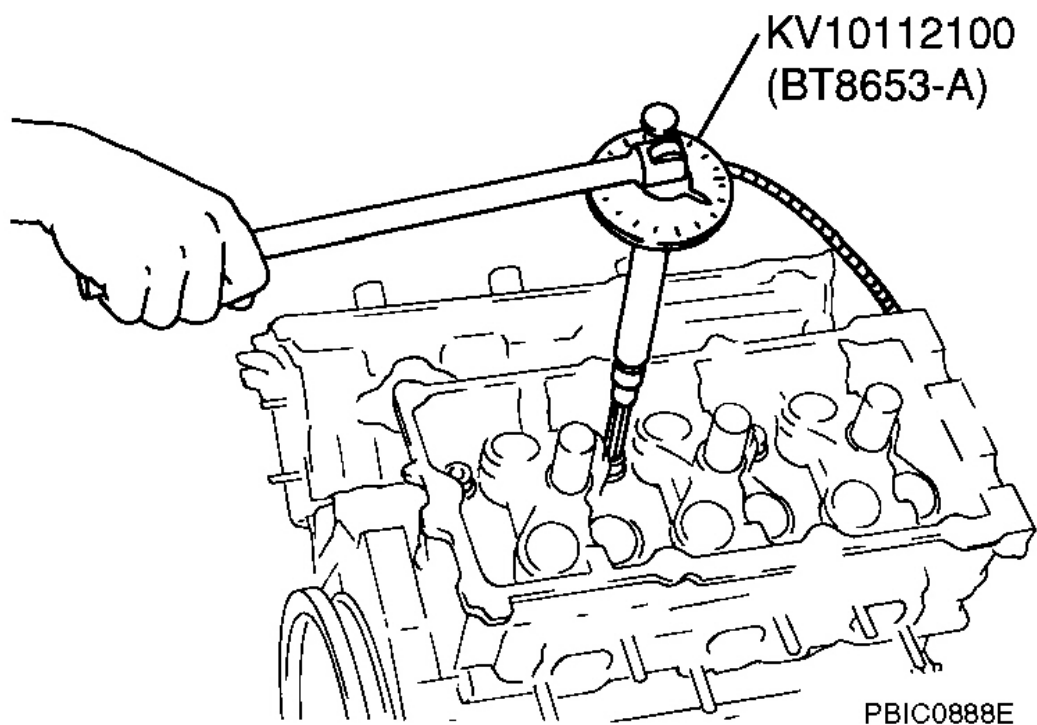


Fig. 298: Checking Cylinder Head Bolts Tightening Angle
Courtesy of NISSAN MOTOR CO., U.S.A.

4. After installing cylinder head, measure the distance between front end faces of cylinder block and cylinder head (left and right banks).

Standard : 14.1 - 14.9 mm (0.555 - 0.587 in)

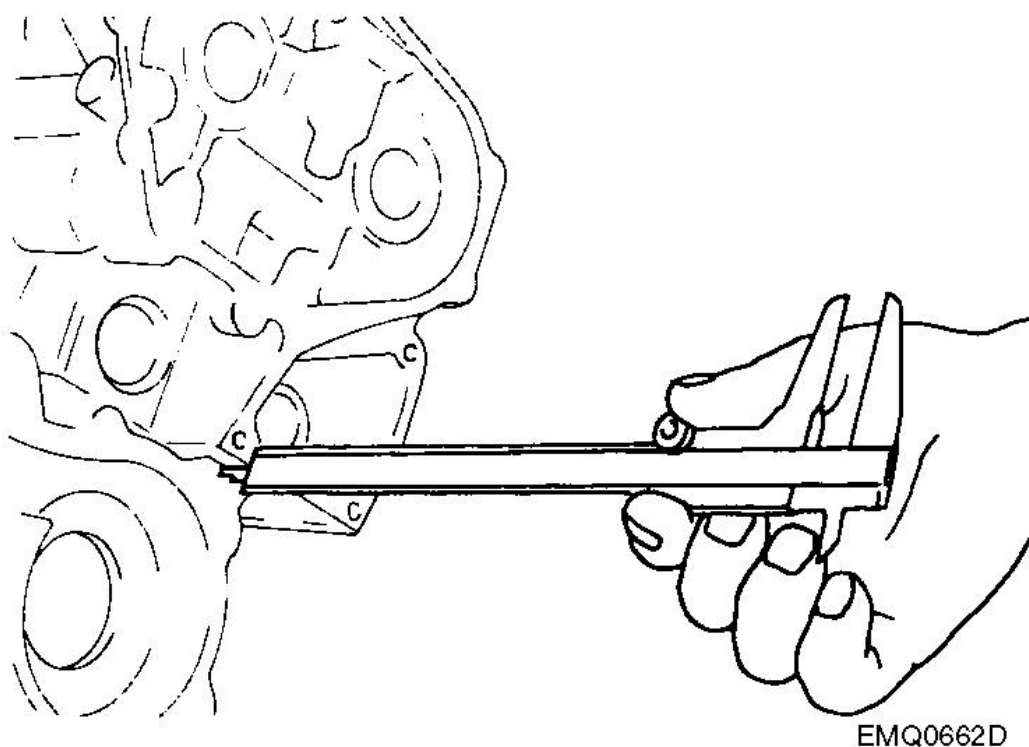


Fig. 299: Measuring Distance Between Front End Faces Of Cylinder Block And Cylinder Head
Courtesy of NISSAN MOTOR CO., U.S.A.

- If measured value is out of the standard, re-install cylinder head.
5. Install in the reverse order of removal after this step.

INSPECTION AFTER INSTALLATION

Inspection for Leaks

The following are procedures for checking fluids leak, lubricates leak and exhaust gases leak.

- 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 "**RECOMMENDED 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.

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.

- Run engine to check for unusual noise and vibration.
- Warm up engine thoroughly to make sure 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.

Summary of the inspection items:

INSPECTION ITEMS SUMMARY

Item	Before starting engine	Engine running	After engine stopped
Engine coolant	Level	Leakage	Level
Engine oil	Level	Leakage	Level
Other oils and fluid ⁽¹⁾	Level	Leakage	Level
Fuel	Leakage	Leakage	Leakage
Exhaust gases	-	Leakage	-
(1) Transmission/transaxle/CVT fluid, power steering fluid, brake fluid, etc.			

COMPONENTS

For GI, go to **GENERAL INFORMATION -- SEDAN** .

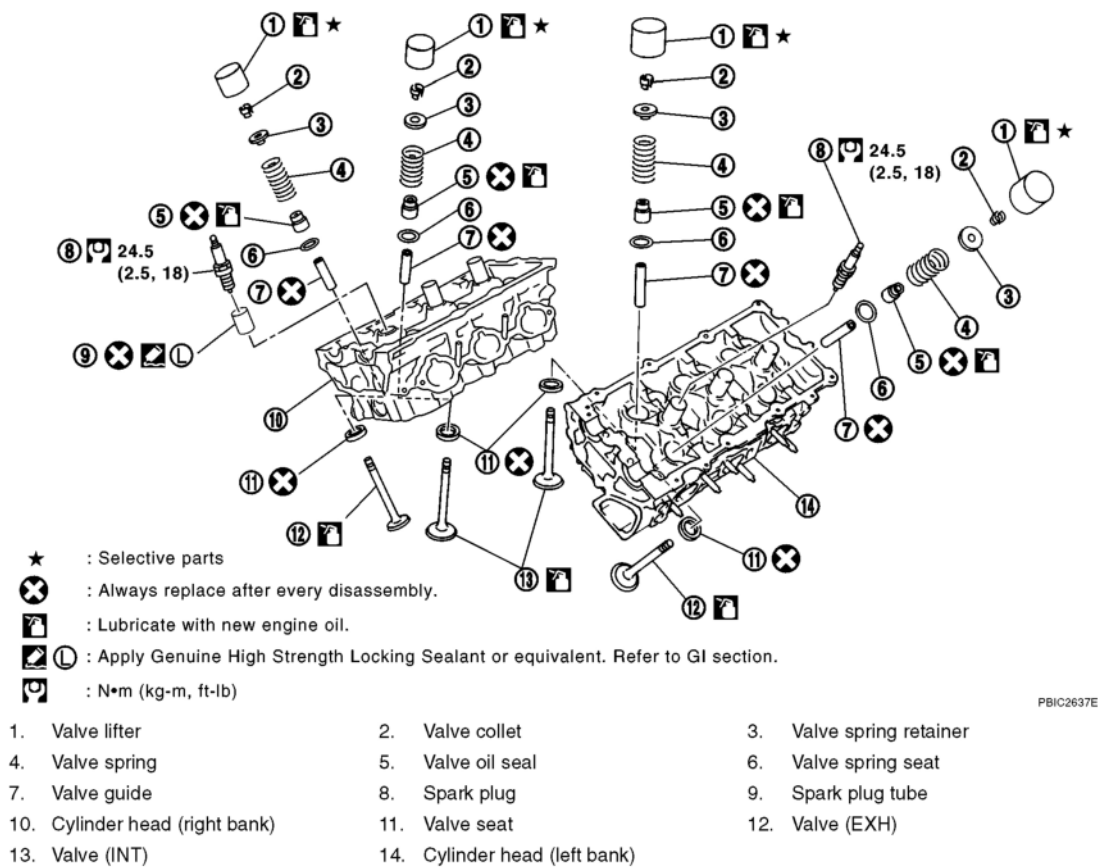


Fig. 300: Identifying Cylinder Head Components With Torque Specifications
 Courtesy of NISSAN MOTOR CO., U.S.A.

DISASSEMBLY AND ASSEMBLY

DISASSEMBLY

1. Remove spark plug with spark plug wrench (commercial service tool).
2. Remove valve lifter.
 - Identify installation positions, and store them without mixing them up.
3. Remove valve collet.
 - Compress valve spring with valve spring compressor, attachment and adapter [SST]. Remove valve collet with magnet hand.

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

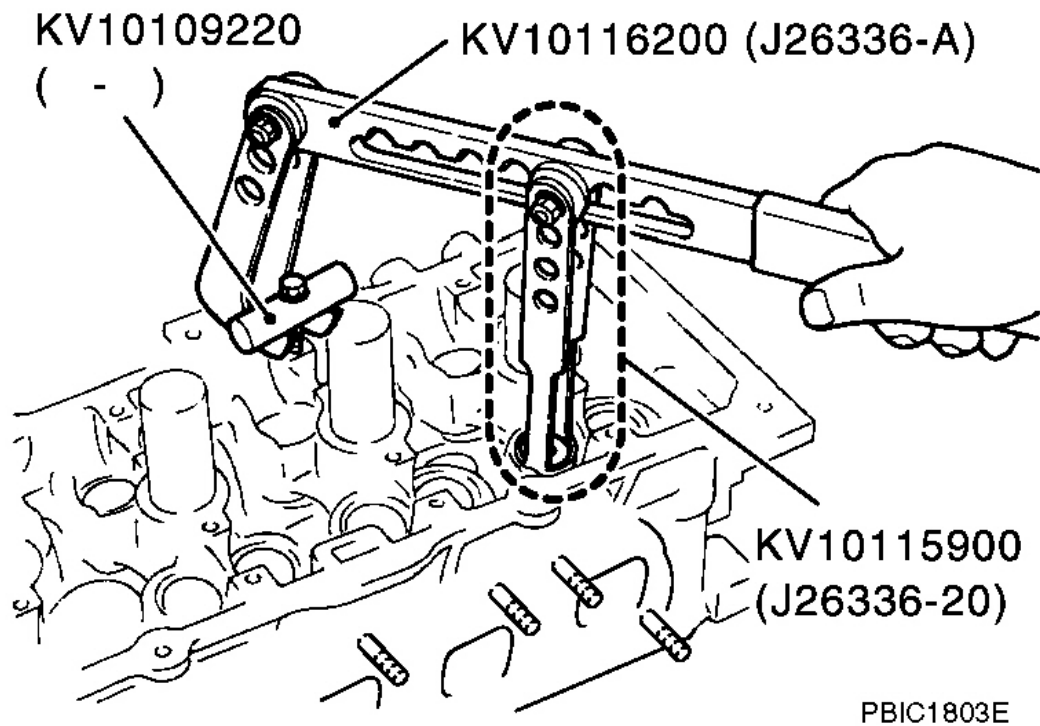


Fig. 301: Removing Valve Collet
Courtesy of NISSAN MOTOR CO., U.S.A.

4. Remove valve spring retainer, valve spring and valve spring seat.
5. Push valve stem to combustion chamber side, and remove valve.
 - Identify installation positions, and store them without mixing them up.
6. Remove valve oil seal using valve oil seal puller [SST].

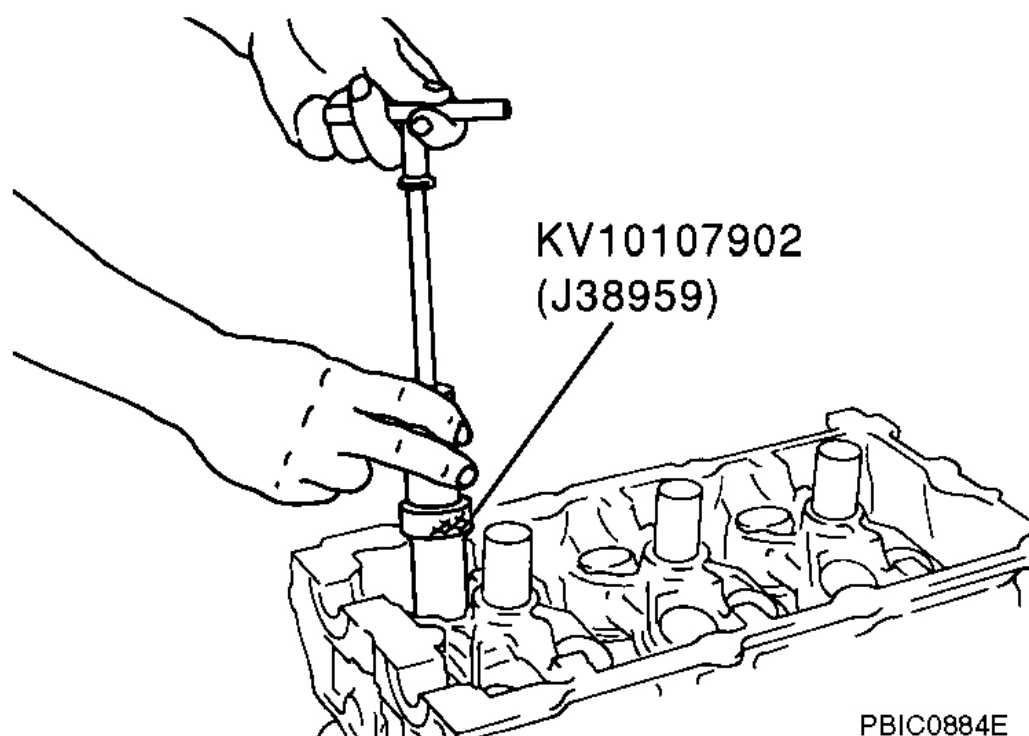


Fig. 302: Removing Valve Oil Seal
Courtesy of NISSAN MOTOR CO., U.S.A.

7. If valve seat must be replaced, refer to "VALVE SEAT REPLACEMENT".
8. If valve guide must be replaced, refer to "VALVE GUIDE REPLACEMENT".
9. Remove spark plug tube, as necessary.

- Using 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. Do not remove it unless absolutely necessary.

ASSEMBLY

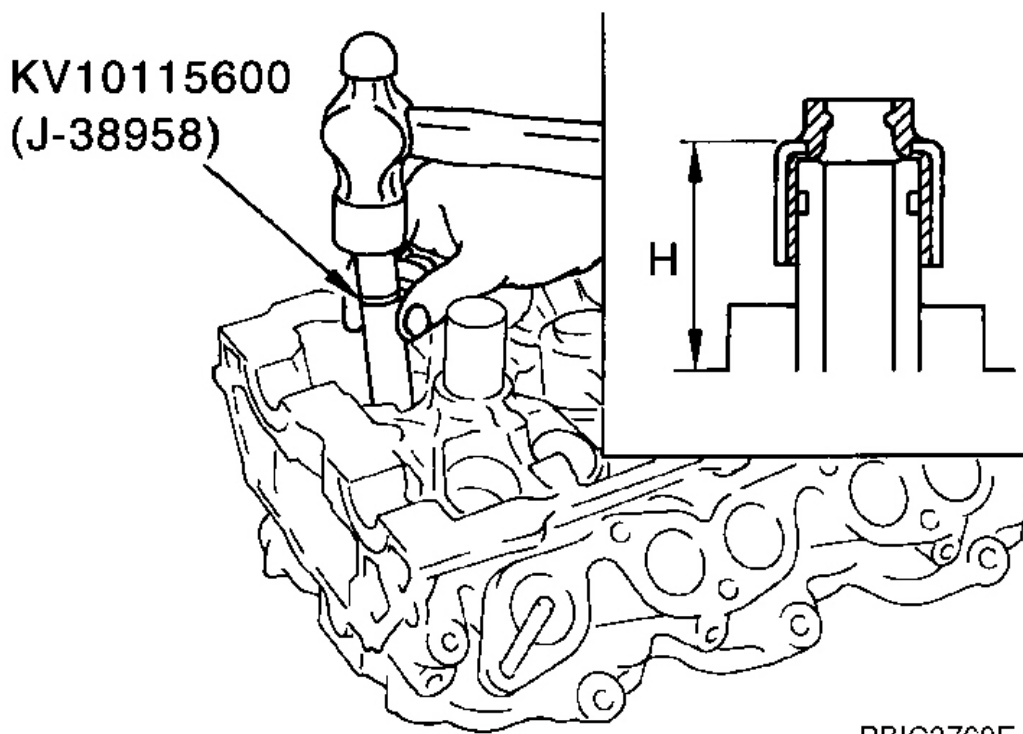
1. When valve guide is removed, install it. Refer to "VALVE GUIDE REPLACEMENT".
2. When valve seat is removed, install it. Refer to "VALVE SEAT REPLACEMENT".
3. Install new valve oil seal.
 - a. Apply new engine oil on valve oil seal joint and seal lip.

- b. Install with valve oil seal drift [SST] to match dimension in the figure.

Height "H" (Without valve spring seat installed)

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

4. Install valve spring seat.
5. Install valve.



PBIC2769E

Fig. 303: Identifying Valve Oil Seal Height
Courtesy of NISSAN MOTOR CO., U.S.A.

NOTE: Larger diameter valves are for intake side.

Paint mark collar

M/T models : Purple

A/T models : Blue

6. Install valve spring (uneven pitch type).
 - Install narrow pitch end (paint mark) to cylinder head side (valve spring seat side).
7. Install valve spring retainer.

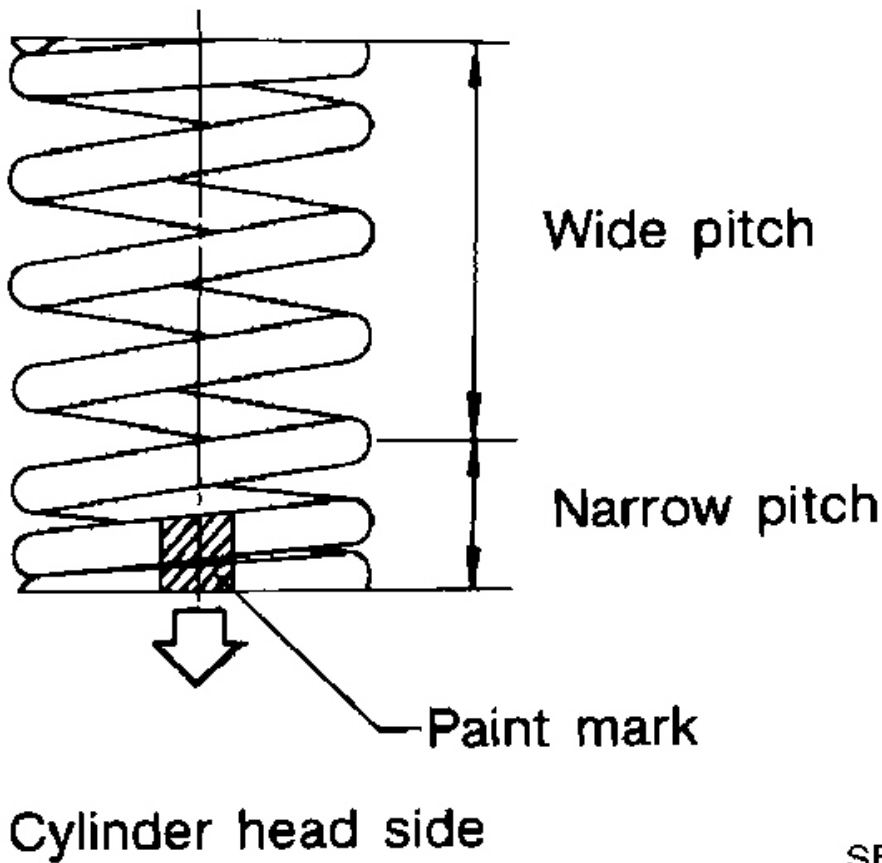


Fig. 304: Identifying Valve Spring Wide And Narrow Pitch Area
Courtesy of NISSAN MOTOR CO., U.S.A.

8. Install valve collet.
 - Compress valve spring with valve spring compressor, attachment and adapter [SST]. Install valve collet with 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.

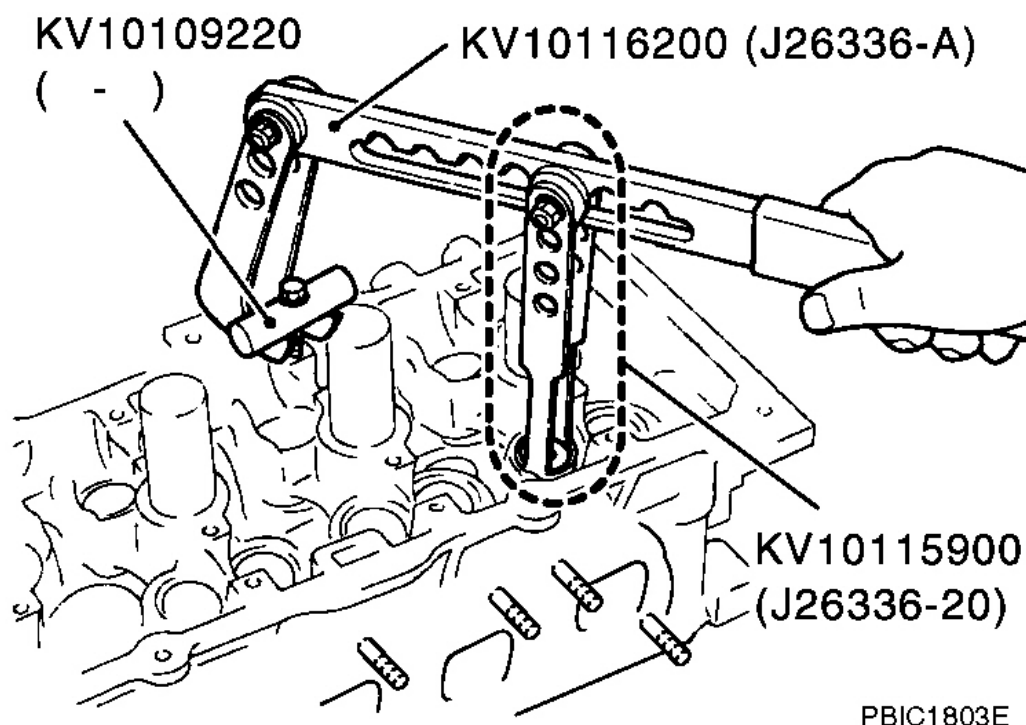


Fig. 305: Installing Valve Collet
 Courtesy of NISSAN MOTOR CO., U.S.A.

9. Install valve lifter.
 - Install it in the original position.
10. Install spark plug tube.
 - Press-fit spark plug tube as follows:
 - a. Remove old high strength locking sealant adhering to cylinder head mounting hole.
 - b. Apply high strength locking sealant to area within approximately 12 mm (0.47 in) from edge of spark plug tube press-fit side.

Use Genuine High Strength Locking Sealant or equivalent. Refer to "RECOMMENDED CHEMICAL PRODUCTS AND SEALANTS" .

- c. Using drift, press-fit spark plug tube so that its height "H" is as specified in the figure.

Standard press-fit height "H" : 38.1 - 39.1 mm (1.500 - 1.539 in)

CAUTION:

- When press-fitting, take care not to deform spark plug tube.
- After press-fitting, wipe off high strength locking sealant

protruding onto cylinder-head upper face.

11. Install spark plug with spark plug wrench (commercial service tool).

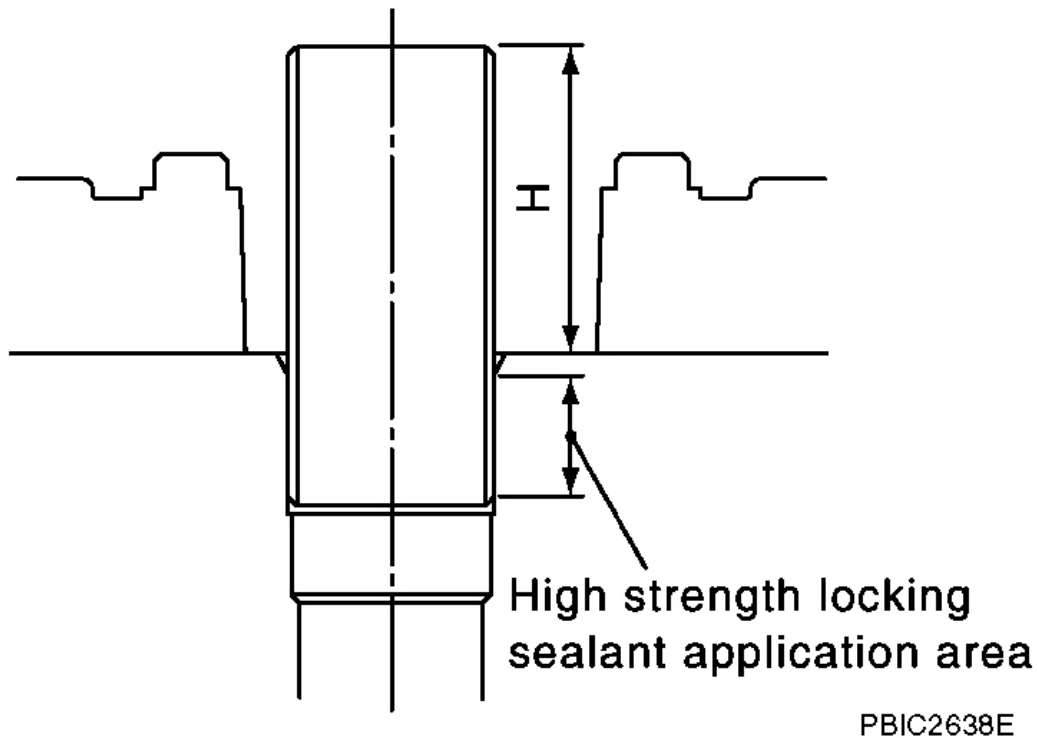


Fig. 306: Identifying Spark Plug Press Fit Height
Courtesy of NISSAN MOTOR CO., U.S.A.

INSPECTION AFTER DISASSEMBLY

VALVE DIMENSIONS

- Check dimensions of each valve. For dimensions, refer to "VALVE DIMENSIONS".
- If dimensions are out of the standard, replace valve.

T (Margin thickness)

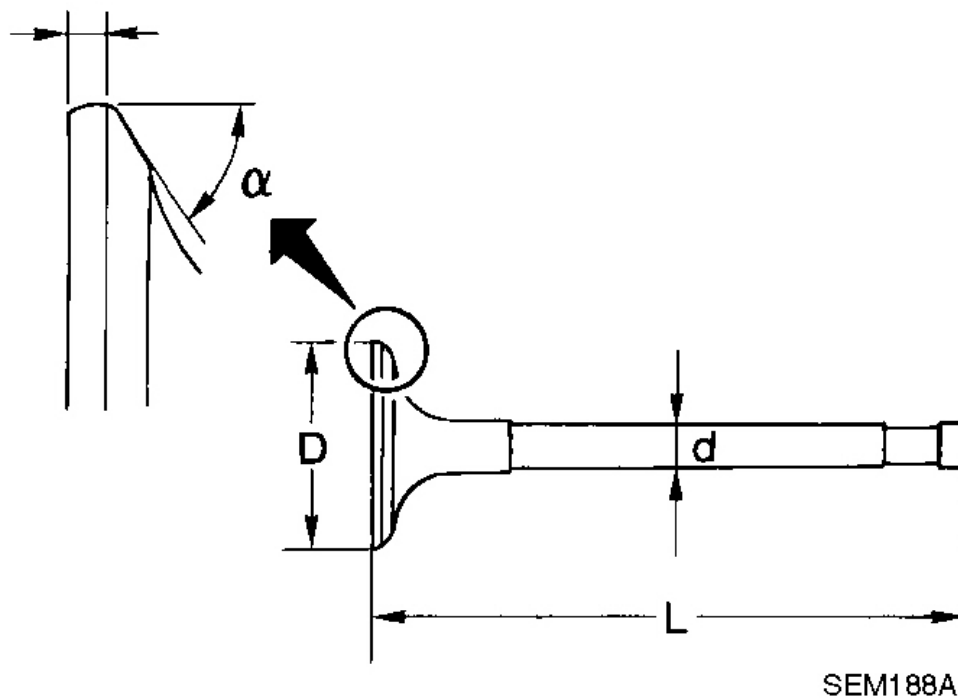


Fig. 307: Checking Valve Dimensions
 Courtesy of NISSAN MOTOR CO., U.S.A.

VALVE GUIDE CLEARANCE

Valve Stem Diameter

Measure the diameter of valve stem with micrometer.

Standard

Intake : 5.965 - 5.980 mm (0.2348 - 0.2354 in)

Exhaust : 5.955 - 5.970 mm (0.2344 - 0.2350 in)

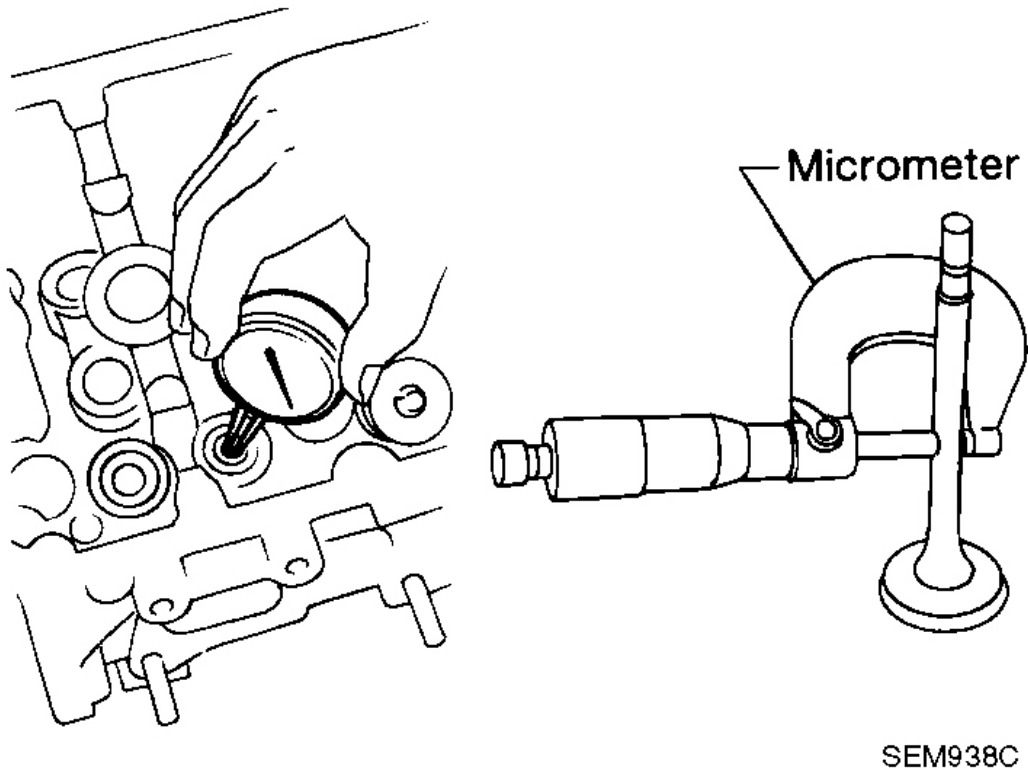


Fig. 308: Checking Valve Stem Diameter
Courtesy of NISSAN MOTOR CO., U.S.A.

Valve Guide Inner Diameter

Measure the inner diameter of valve guide with bore gauge.

Standard

Intake and Exhaust : 6.000 - 6.018 mm (0.2362 - 0.2369 in)

Valve guide clearance:

(Valve guide clearance) = (Valve guide inner diameter) - (Valve stem diameter).

Valve guide Clearance

Standard

Intake : 0.020 - 0.053 mm (0.0008 - 0.0021 in)

Exhaust : 0.030 - 0.063 mm (0.0012 - 0.0025 in)

Limit

Intake : 0.08 mm (0.003 in)

Exhaust : 0.09 mm (0.004 in)

- If it exceeds the limit, replace valve and/or valve guide. When valve guide must be replaced, refer to "**VALVE GUIDE REPLACEMENT**".

VALVE GUIDE REPLACEMENT

When valve guide is removed, replace with oversized [0.2 mm (0.008 in)] valve guide.

1. To remove valve guide, heat cylinder head to 110 to 130°C (230 to 266°F) by soaking in heated oil.

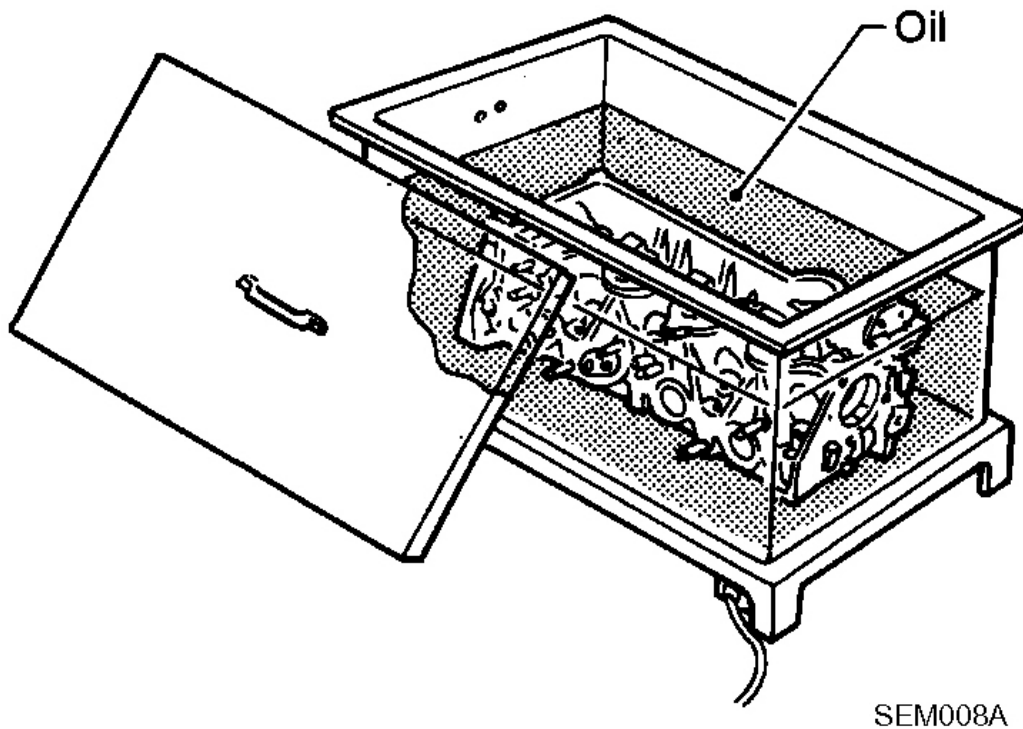


Fig. 309: Heating Cylinder Head In Oil
Courtesy of NISSAN MOTOR CO., U.S.A.

2. Drive out valve guide with a press [under a 20 kN (2 ton, 2.2 US ton, 2.0 Imp ton) pressure] or hammer

and suitable tool.

WARNING: Cylinder head contains heat. When working, wear protective equipment to avoid getting burned.

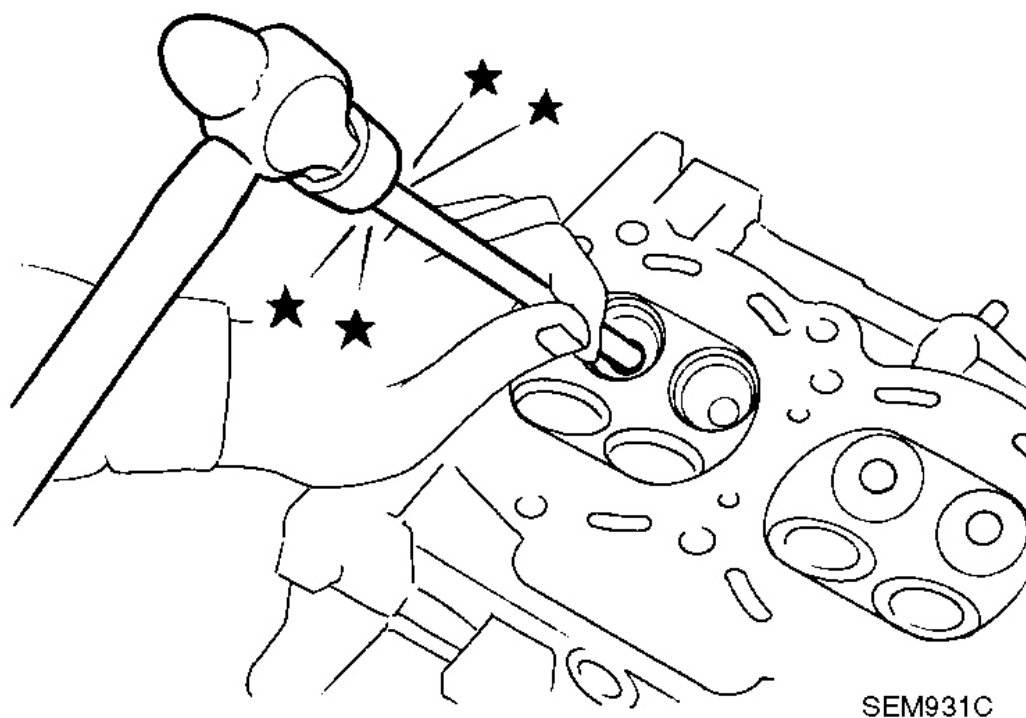


Fig. 310: Removing Valve Guide
Courtesy of NISSAN MOTOR CO., U.S.A.

3. Using valve guide reamer (commercial service tool), ream cylinder head valve guide hole.

Valve guide hole diameter (for service parts):

Intake and exhaust : 10.175 - 10.196 mm (0.4006 - 0.4014 in)

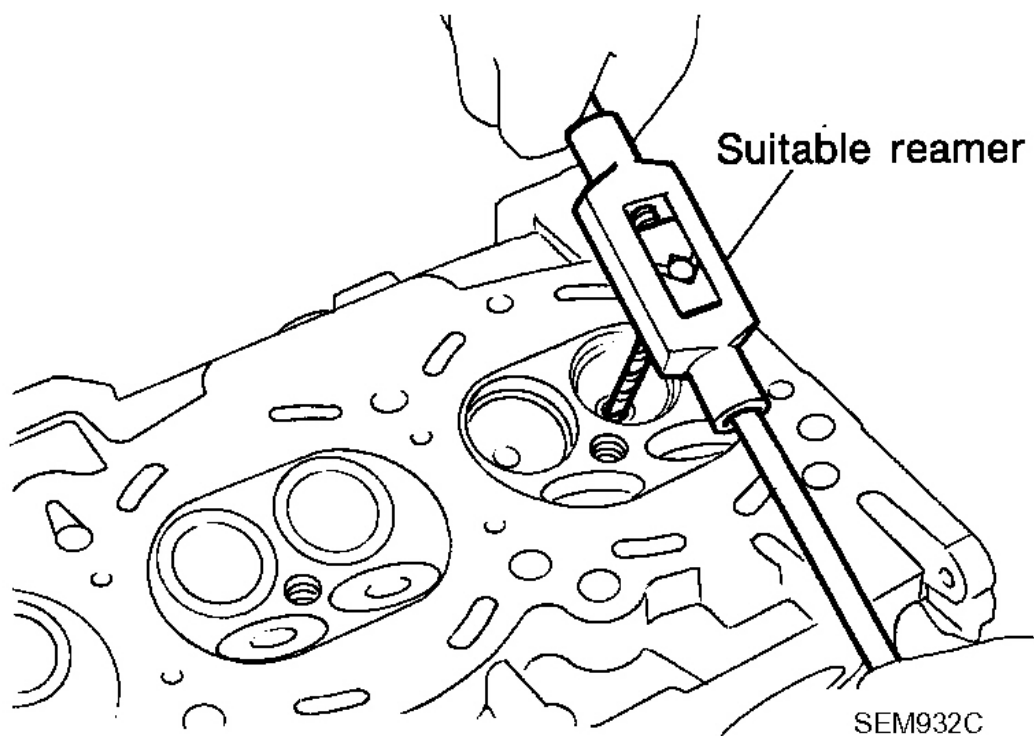


Fig. 311: Reaming Cylinder Head Valve Guide
Courtesy of NISSAN MOTOR CO., U.S.A.

4. Heat cylinder head to 110 to 130°C (230 to 266°F) by soaking in heated oil.

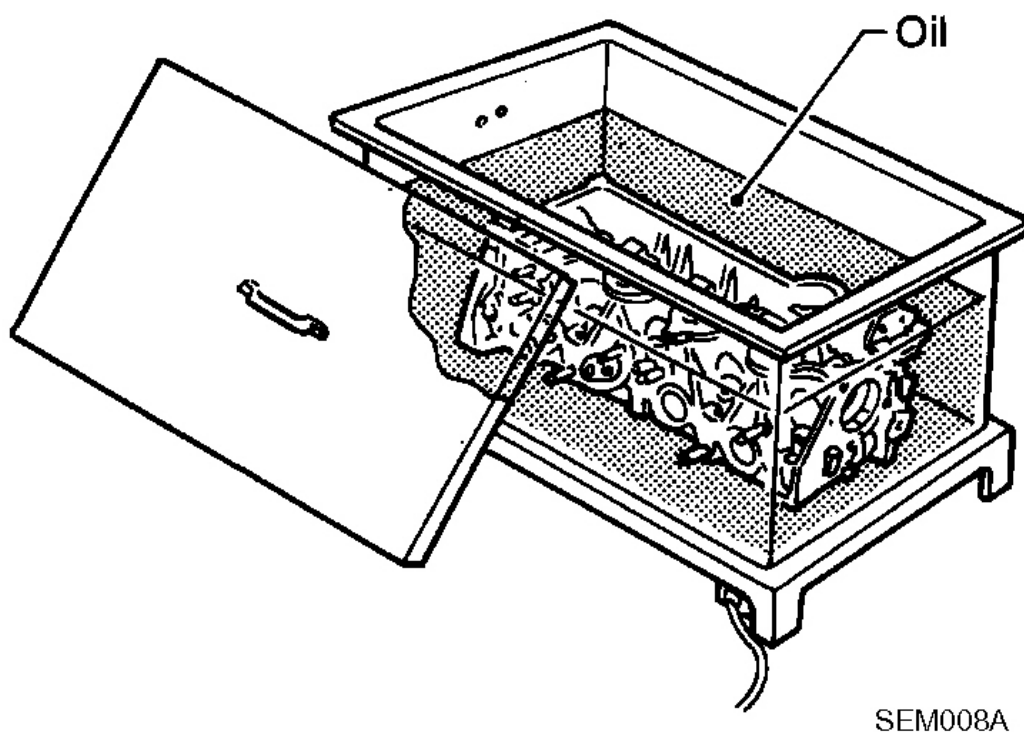
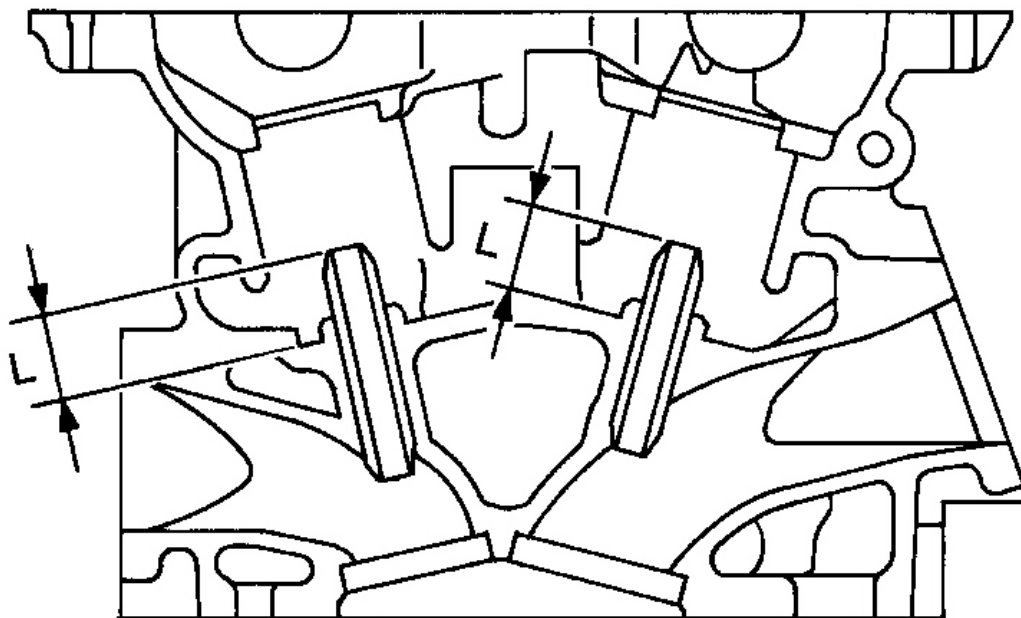


Fig. 312: Heating Cylinder Head In Oil
Courtesy of NISSAN MOTOR CO., U.S.A.

5. Press valve guide from camshaft side to dimensions as in the figure.

Projection "L"

Intake and exhaust : 12.6 - 12.8 mm (0.496 - 0.504 in)



SEM950E

Fig. 313: Checking Valve Guide Installed Height
Courtesy of NISSAN MOTOR CO., U.S.A.

WARNING: Cylinder head contains heat. When working, wear protective equipment to avoid getting burned.

6. Using valve guide reamer (commercial service tool), apply reamer finish to valve guide.

Standard:

Intake and exhaust : 6.000 - 6.018 mm (0.2362 - 0.2369 in)

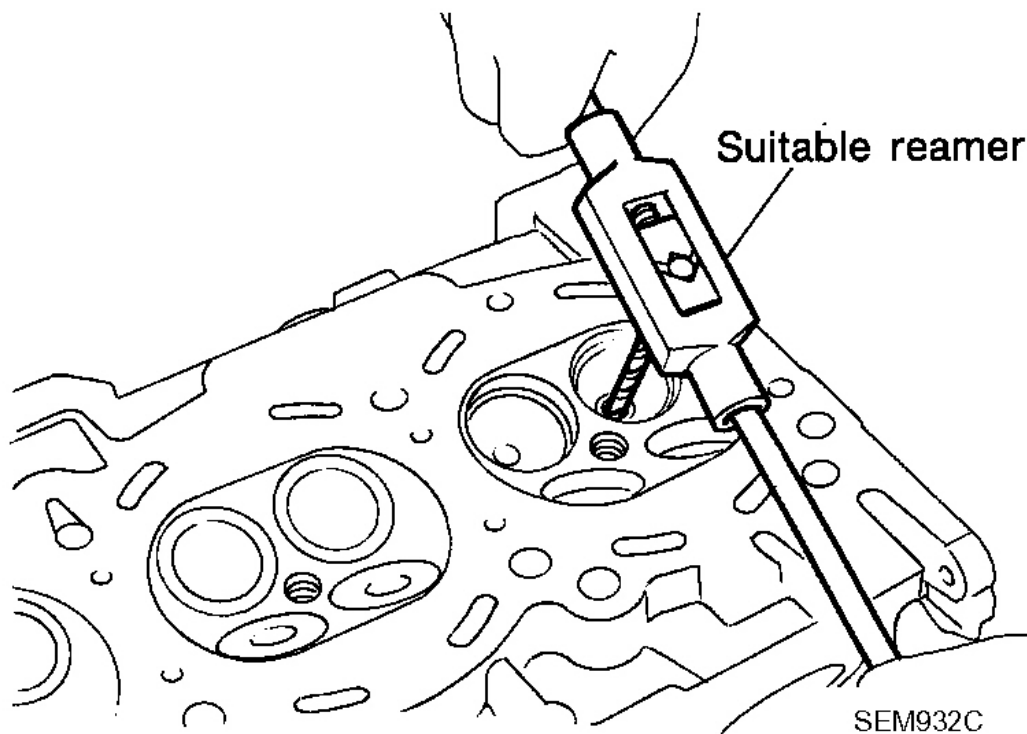


Fig. 314: Reaming Cylinder Head Valve Guide
Courtesy of NISSAN MOTOR CO., U.S.A.

VALVE SEAT CONTACT

- After confirming that the dimensions of valve guides and valves are within 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 conditions even after the re-check, replace valve seat. Refer to "**VALVE SEAT REPLACEMENT**".

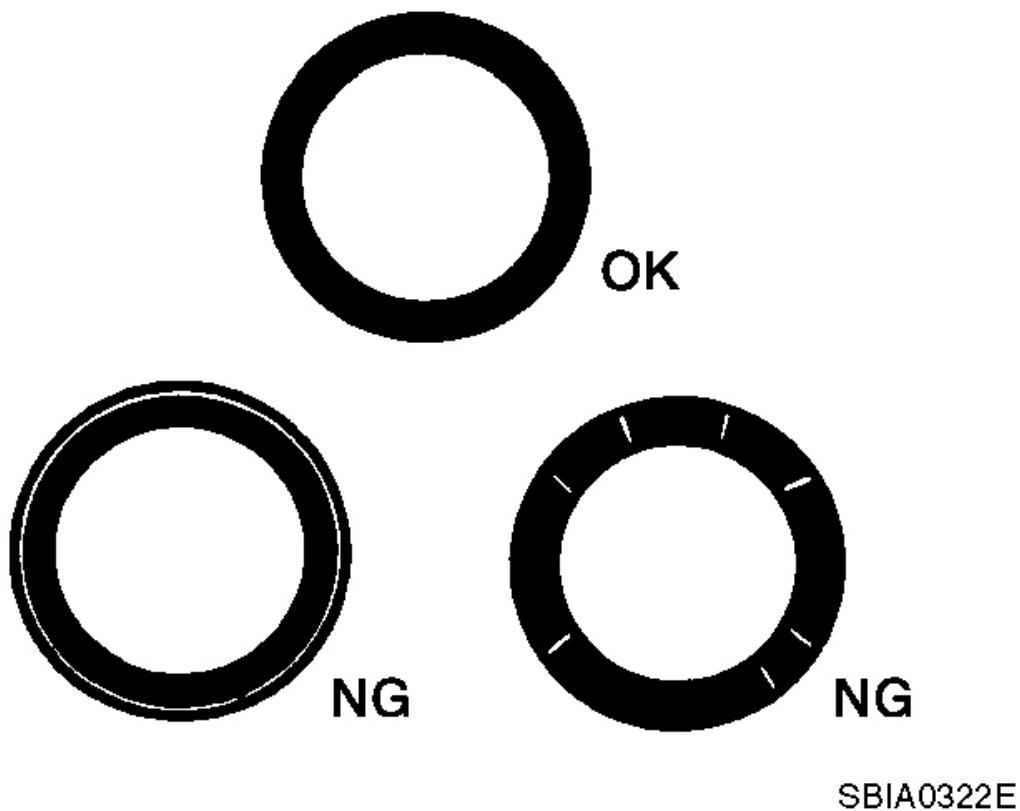


Fig. 315: Identifying OK And NG Valve Fittings
Courtesy of NISSAN MOTOR CO., U.S.A.

VALVE SEAT REPLACEMENT

When valve seat is removed, replace with oversized (0.5 mm, 0.020 in) valve seat.

1. 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.

CAUTION: Prevent to scratch cylinder head by excessive boring.

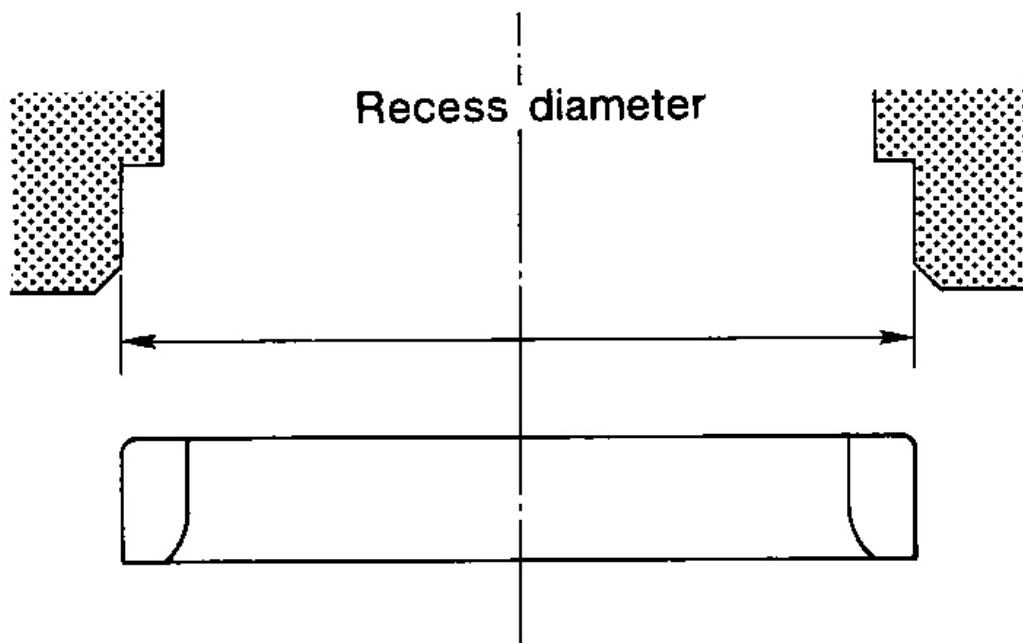
2. Ream cylinder head recess diameter for service valve seat.

Oversize [0.5 mm (0.020 in)]

Intake : 38.500 - 38.516 mm (1.5157 - 1.5164 in)

Exhaust : 32.700 - 32.716 mm (1.2874 - 1.2880 in)

- Be sure to ream in circles concentric to valve guide center. This will enable valve to fit correctly.



SEM795A

Fig. 316: Identifying Cylinder Head Recess Diameter
Courtesy of NISSAN MOTOR CO., U.S.A.

3. Heat cylinder head to 110 to 130°C (230 to 266°F) by soaking in heated oil.

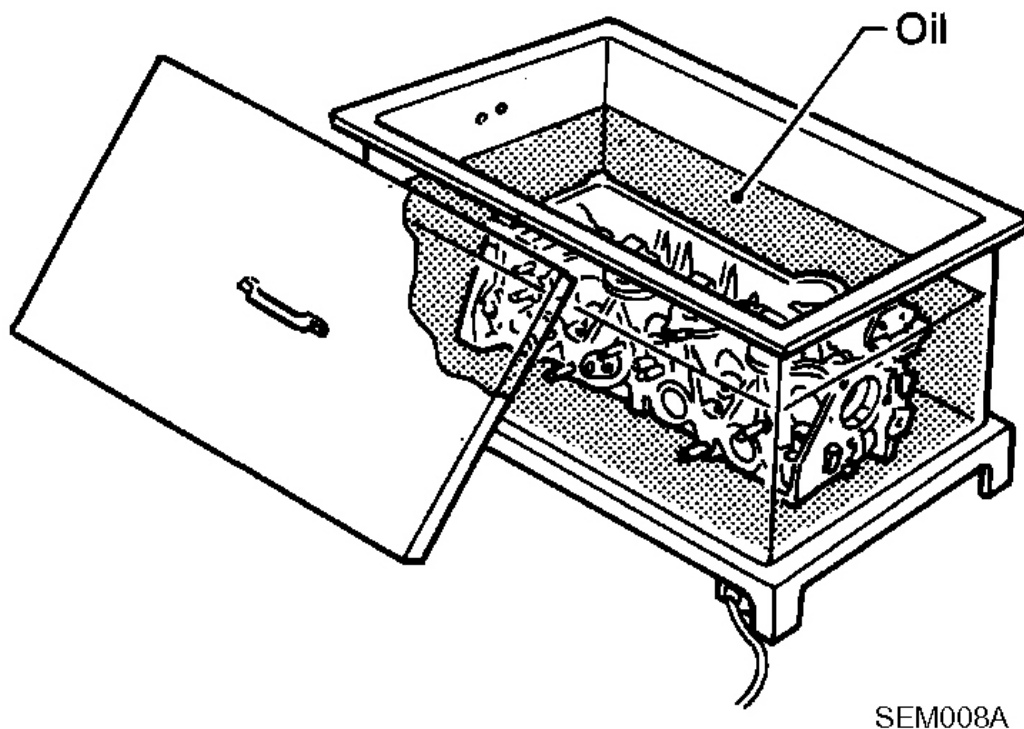


Fig. 317: Heating Cylinder Head In Oil
Courtesy of NISSAN MOTOR CO., U.S.A.

4. Provide valve seats cooled well with dry ice. Force fit valve seat into cylinder head.

WARNING:

- Avoid directly touching cold valve seats.
- Cylinder head contains heat. When working, wear protective equipment to avoid getting burned.

5. Using valve seat cutter set (commercial service tool) or valve seat grinder, finish seat to the specified dimensions. Refer to "VALVE SEAT".

CAUTION: When using 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.

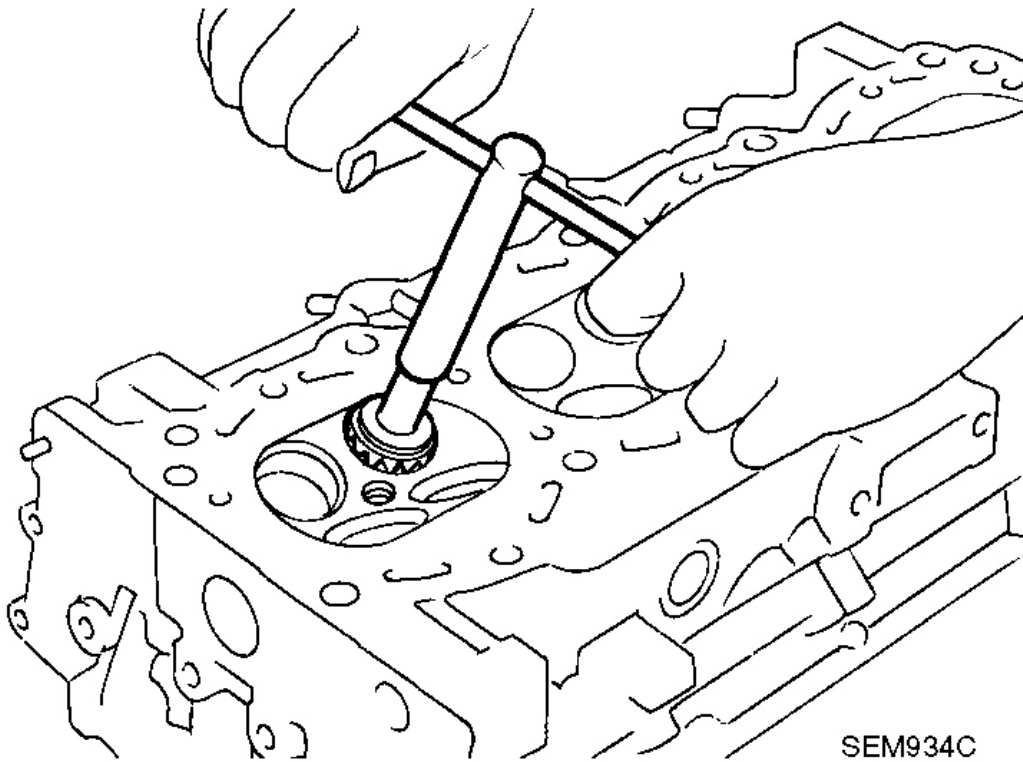


Fig. 318: Grinding Valve Seat
Courtesy of NISSAN MOTOR CO., U.S.A.

6. Using compound, grind to adjust valve fitting.
7. Check again for normal contact.

VALVE SPRING SQUARENESS

- Set try square along the side of valve spring and rotate spring. Measure the maximum clearance between the top face of spring and try square.

Limit:

M/T models : 2.0 mm (0.079 in)

A/T models : 2.1 mm (0.083 in)

- If it exceeds the limit, replace valve spring.

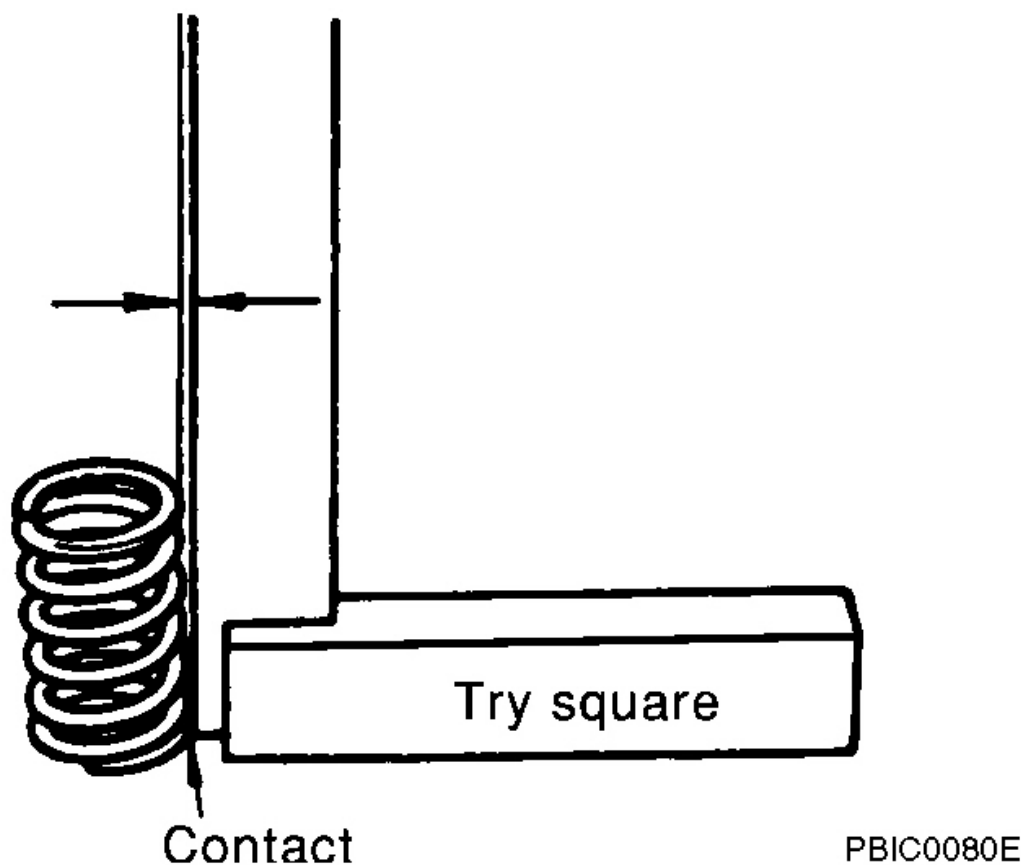
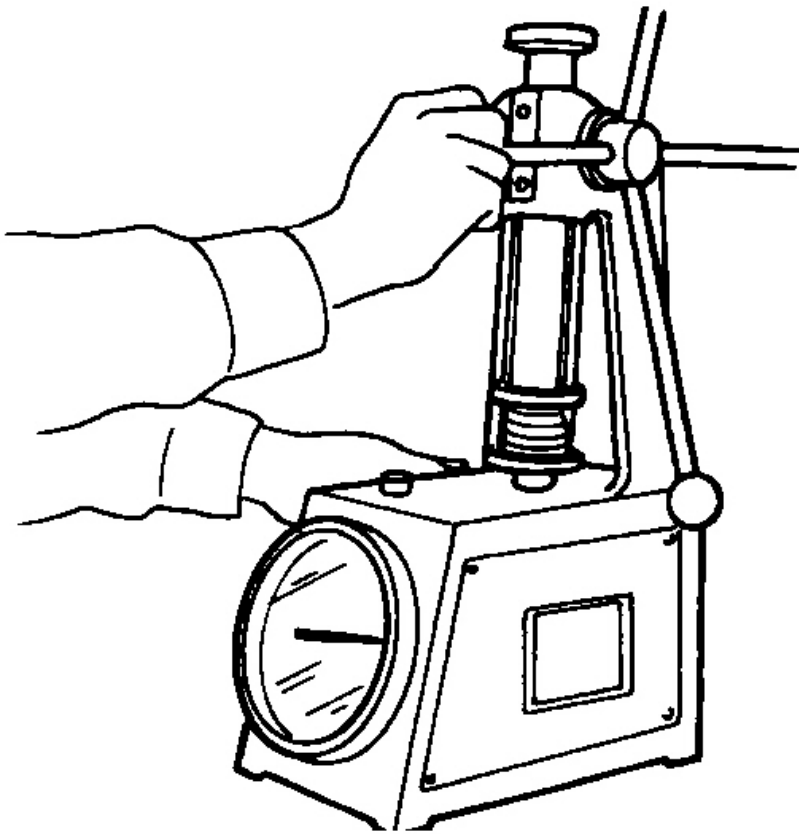


Fig. 319: Checking Valve Spring Squareness
Courtesy of NISSAN MOTOR CO., U.S.A.

VALVE SPRING DIMENSIONS AND VALVE SPRING PRESSURE LOAD

- Check valve spring pressure at specified spring height.



SEM113

Fig. 320: Checking Valve Spring Dimensions And Valve Spring Pressure Load
 Courtesy of NISSAN MOTOR CO., U.S.A.

Standard:

VALVE SPRING DIMENSIONS AND VALVE SPRING PRESSURE LOAD

Items	M/T models	A/T models
Free height	45.43 mm (1.7886 in)	47.07 mm (1.8531 in)
Installation height	37.00 mm (1.4567 in)	37.00 mm (1.4567 in)
Installation load	166 - 188 N (16.9 - 19.2 kg, 37 - 42 lb)	166 - 188 N (16.9 - 19.2 kg, 37 - 42 lb)
Height during valve open	26.8 mm (1.0551 in)	27.2 mm (1.0709 in)
Load with valve open	434 - 490 N (44.3 - 50.0 kg, 97.6 - 110.2 lb)	373 - 421 N (38.0 - 42.9 kg, 84 - 95 lb)
Identification color	Purple	Blue

- If the installation load or load with valve open is out of the standard, replace valve spring.

ENGINE ASSEMBLY

COMPONENTS (2WD MODEL)

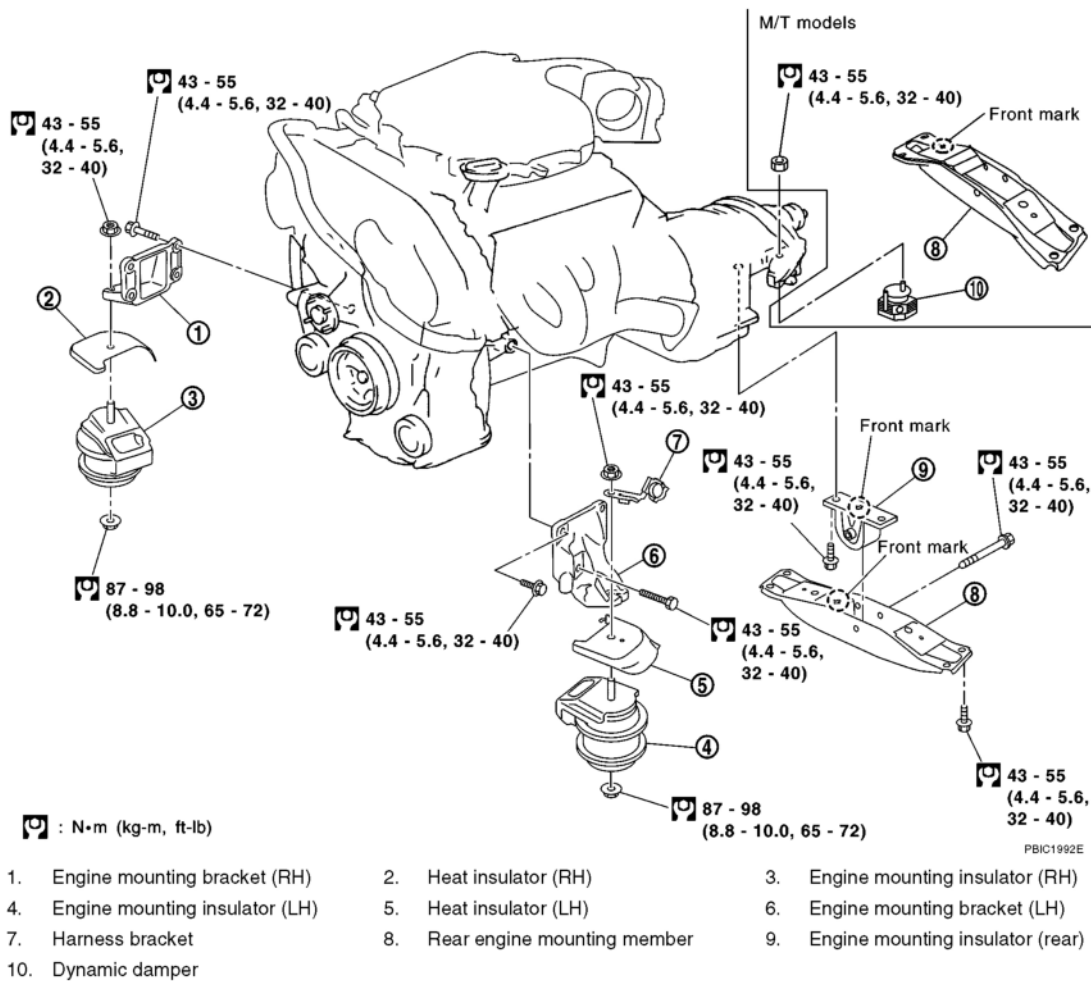


Fig. 321: Identifying Engine Assembly Components With Torque Specifications (2WD Model)
 Courtesy of NISSAN MOTOR CO., U.S.A.

REMOVAL AND INSTALLATION (2WD MODEL)

WARNING:

- Situate vehicle on a flat and solid surface.
- Place chocks at front and back of rear wheels.
- For engine 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.
- Do not start working until exhaust system and engine coolant are cool enough.
- If items or work required are not covered by the engine section, refer to the applicable sections.
- 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 the 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".

REMOVAL**Outline**

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

Preparation

1. Release fuel pressure. Refer to "FUEL PRESSURE RELEASE".
2. Disconnect both battery terminal. Refer to "BATTERY".
3. Remove the following parts:
 - Hood assembly; Refer to "HOOD".
 - Engine cover; Refer to "INTAKE MANIFOLD COLLECTOR".
 - Front wiper arm and cowl top cover; Refer to "COWL TOP".
 - Undercover
 - Drive belts; Refer to "DRIVE BELTS".
 - Front road wheels and tires
4. Drain engine coolant from radiator. Refer to "CHANGING ENGINE COOLANT".
5. Remove air cleaner case and air duct. Refer to "AIR CLEANER AND AIR DUCT".
6. Discharge refrigerant from A/C circuit. Refer to "REMOVAL AND INSTALLATION OF COMPRESSOR".
7. Remove radiator cooling fan assembly. Refer to "COOLING FAN".
8. Remove radiator, reservoir tank and hoses. Refer to "RADIATOR".

Engine Room

1. Disconnect heater hose at engine-side, and fit a plug onto hose end to prevent engine coolant leak.

2. Disconnect ground cable (between vehicle to left cylinder head).
3. Disconnect battery positive cable harness at vehicle side and temporarily fasten it on engine.
4. Disconnect A/C piping from A/C compressor, and temporarily fasten it on vehicle with a rope. Refer to **"REMOVAL AND INSTALLATION OF COMPRESSOR "**.
5. Remove engine room harness connectors as shown in the figure.
6. Disconnect two body ground cables.

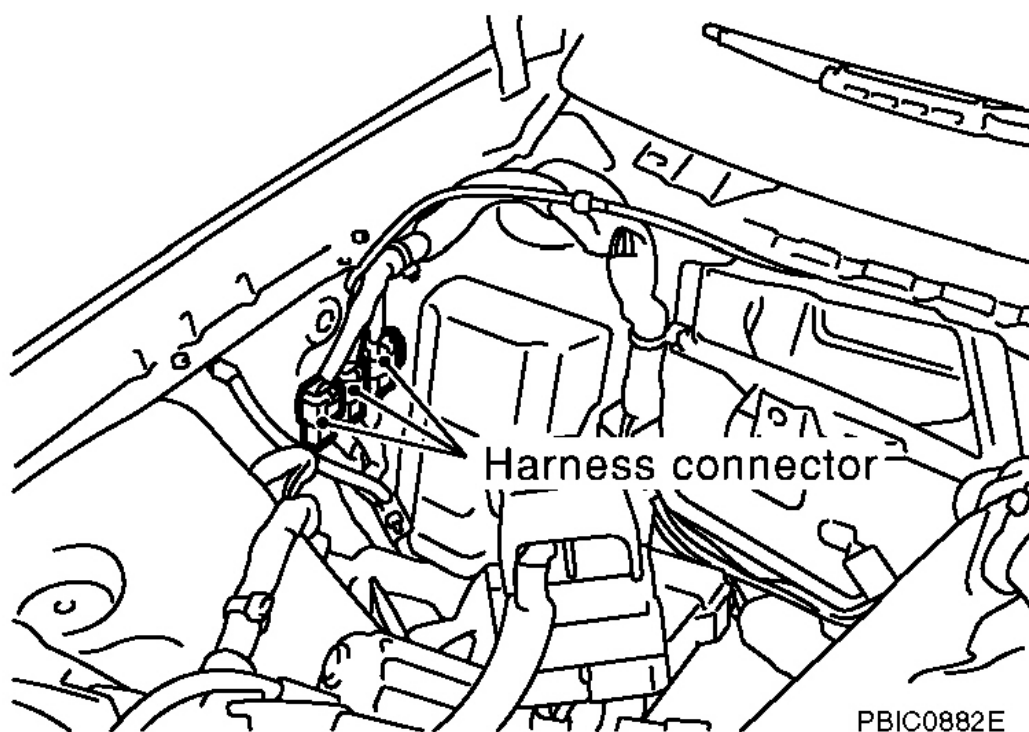


Fig. 322: Identifying Engine Room Harness Connectors
Courtesy of NISSAN MOTOR CO., U.S.A.

7. Disconnect brake booster vacuum hose.
8. Disconnect fuel feed hose (with damper) and EVAP hose. Refer to **"FUEL INJECTOR AND FUEL TUBE"**.

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

9. Remove reservoir tank of power steering oil pump, and piping from vehicle, and temporarily secure them on engine. Refer to **"HYDRAULIC LINE "**

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

Passenger Room Side

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

1. Remove passenger-side front kicking plate, dash side finisher, and glove box. Refer to "**BODY SIDE TRIM**" and "**INSTRUMENT PANEL ASSEMBLY**".
2. Disconnect engine room harness connectors at unit side TCM (A/T models), ECM and other.

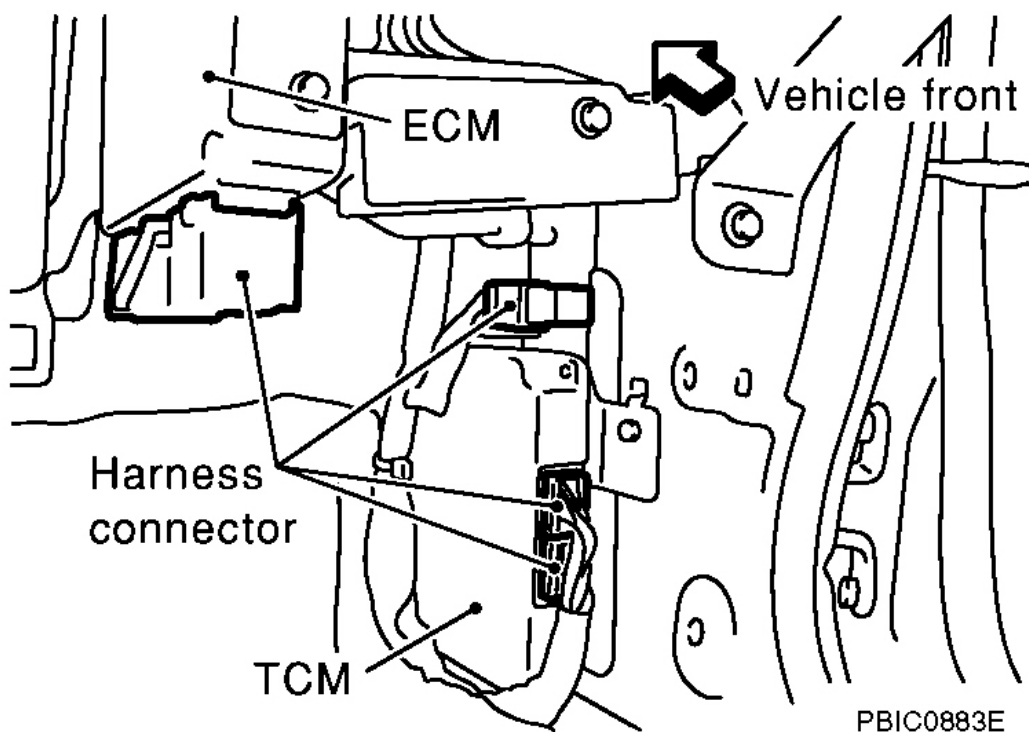


Fig. 323: Identifying Engine Room Harness Connectors (Passenger Room Side)
Courtesy of NISSAN MOTOR CO., U.S.A.

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

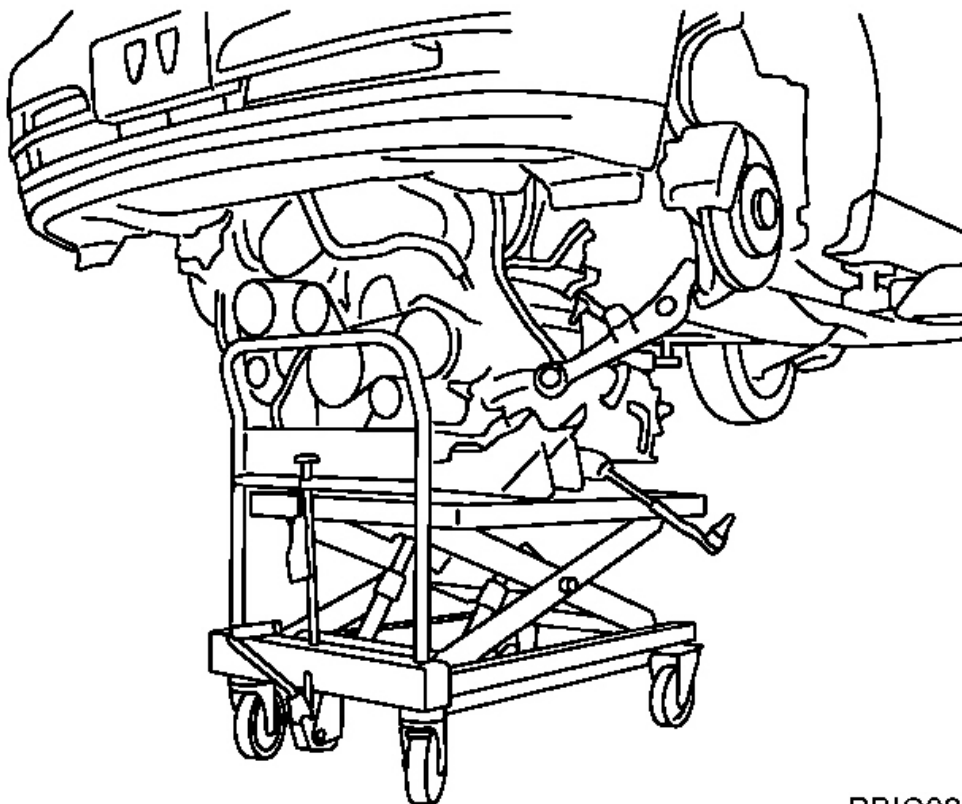
1. Remove exhaust front tube. Refer to "**EXHAUST SYSTEM**".
2. Disconnect steering lower joint at power steering gear assembly side, and release steering lower shaft. Refer to "**STEERING COLUMN**".
3. Remove propeller shaft. Refer to "**REAR PROPELLER SHAFT**".
4. Disengage A/T control rod at control device assembly side. Then, temporarily secure it on transmission, so that it does not sag (A/T models). Refer to "**SHIFT CONTROL SYSTEM**".
5. Disengage shift lever and clutch operating cylinder (M/T models). Refer to "**TRANSMISSION ASSEMBLY**" and "**OPERATING CYLINDER**".
6. Remove rear plate cover from oil pan (upper). Refer to "**OIL PAN AND OIL STRAINER**". Then, remove bolts fixing drive plate to torque converter (A/T models). Refer to "**TRANSMISSION ASSEMBLY**".
7. Remove bolts fixing transmission to lower rear side of oil pan (upper). Refer to "**TRANSMISSION ASSEMBLY**" (M/T models) or "**TRANSMISSION ASSEMBLY**" (A/T models).
8. Remove front stabilizer. Refer to "**STABILIZER BAR**".
9. Remove outer sockets from steering knuckle. Refer to "**POWER STEERING GEAR AND LINKAGE**".
10. Remove lower ends of left and right shock absorber from transverse links. Refer to "**FRONT SUSPENSION ASSEMBLY**".

Removal Work

1. Use a manual lift table caddy (commercial service tool) or equivalently rigid tool such as 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.

2. Remove rear engine mounting member bolts.



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Fig. 324: Supporting Suspension Member And Transmission
Courtesy of NISSAN MOTOR CO., U.S.A.

3. Remove suspension member mounting bolts and nuts. Refer to "**FRONT SUSPENSION ASSEMBLY**".
4. Carefully lower jack, or raise lift to remove engine, transmission and suspension member assembly. When performing work, observe the following caution.

CAUTION:

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

Separation Work

1. Install engine slingers into front of right bank cylinder head and rear of left bank cylinder head.

r bolts:

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

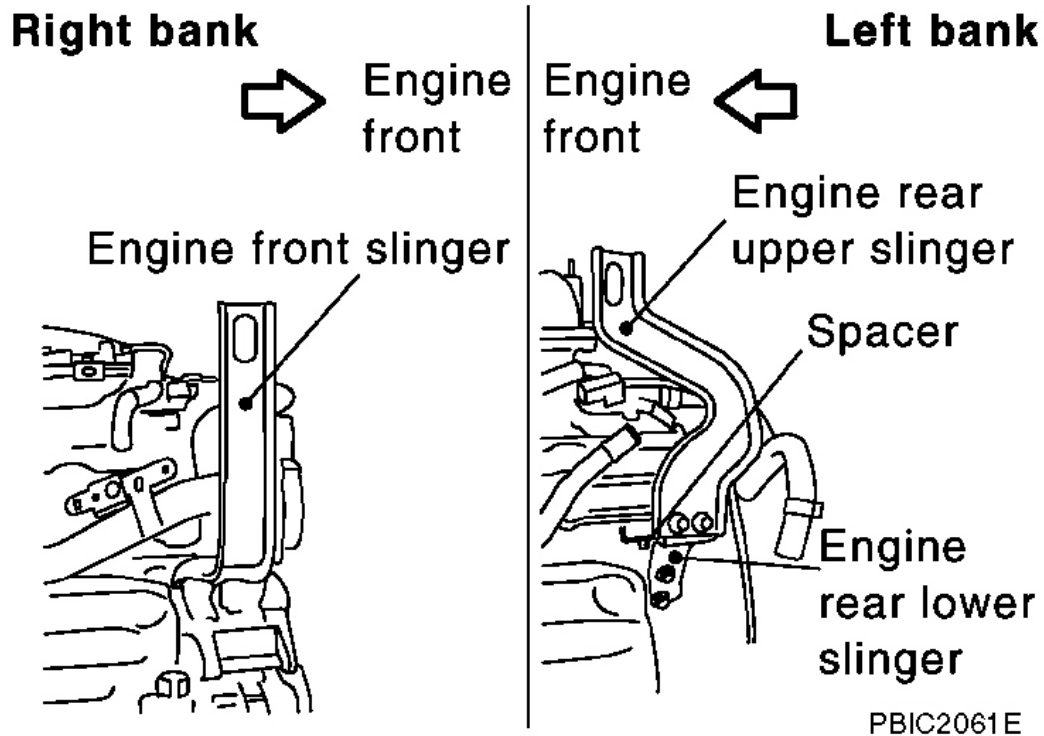
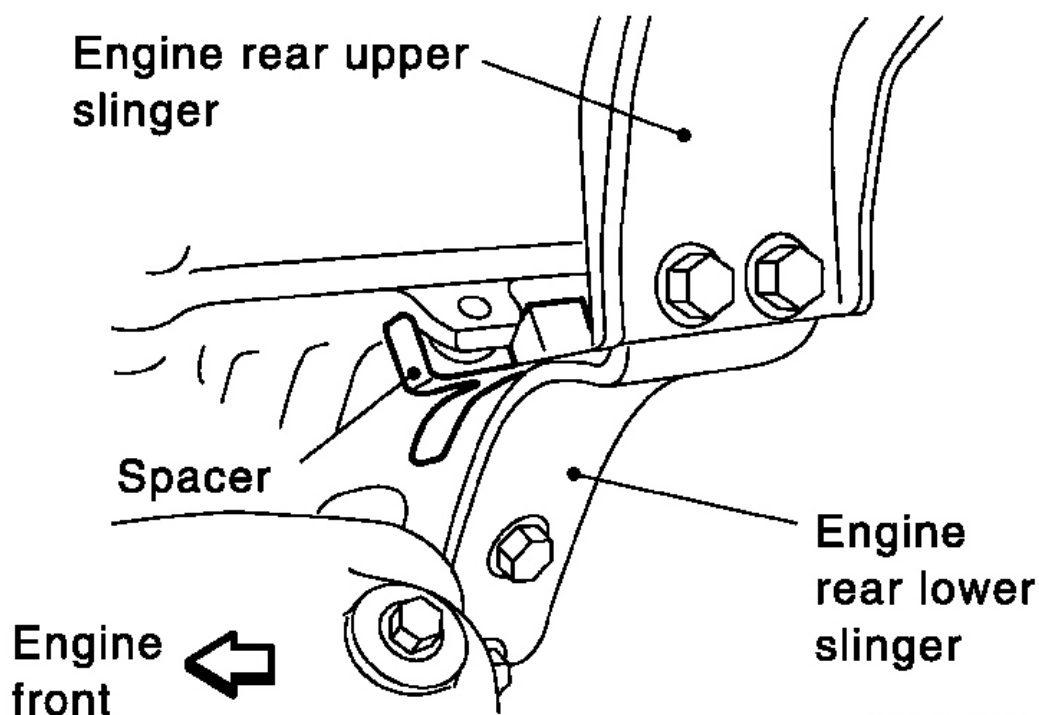


Fig. 325: Identifying Engine Slingers

Courtesy of NISSAN MOTOR CO., U.S.A.

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

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



KBIA1017E

Fig. 326: Inserting Spacer Between Cylinder Head And Engine Rear Lower Slinger
 Courtesy of NISSAN MOTOR CO., U.S.A.

2. Remove power steering oil pump from engine side. Refer to "**POWER STEERING OIL PUMP**".
3. Remove engine mounting insulators (RH and LH) under side nut with power tool.
4. Lift with hoist and separate engine and transmission assembly from suspension member.

CAUTION:

- Before and during this lifting, always check if any harnesses are left connected.
- Avoid damage to and oil/grease smearing or spills onto engine mounting insulator.

5. Remove alternator. Refer to "**CHARGING SYSTEM**".
6. Remove starter motor. Refer to "**STARTING SYSTEM**".
7. Separate engine from transmission. Refer to "**TRANSMISSION ASSEMBLY**" (M/T models) or "**TRANSMISSION ASSEMBLY**" (A/T models).
8. Remove engine mounting insulators (RH and LH) and engine mounting brackets (RH and LH) from engine with power tool.
9. Remove dynamic damper, engine mounting insulator (rear) and rear engine mounting member from

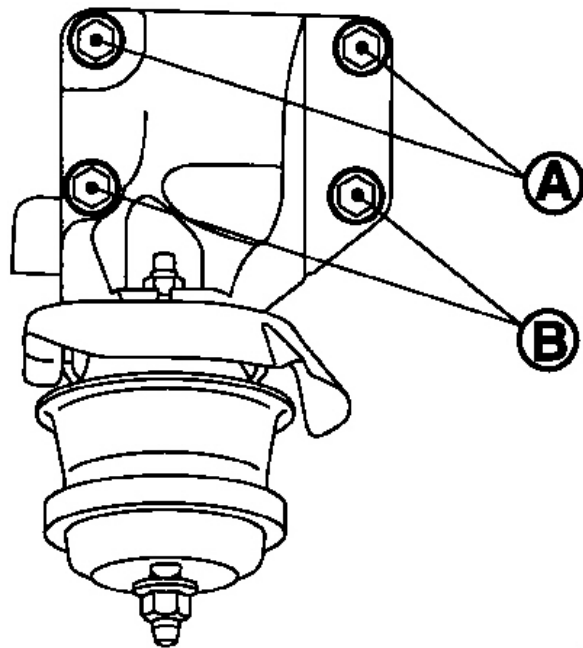
transmission.

INSTALLATION

Note the following, and install in the reverse order of removal.

- 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 "**REMOVAL AND INSTALLATION (2WD MODEL)**".
- When installing engine mounting brackets (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).

Example: Left



PBIC2062E

Fig. 327: Identifying Engine Mounting Brackets Bolts Tightening Sequence
Courtesy of NISSAN MOTOR CO., U.S.A.

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

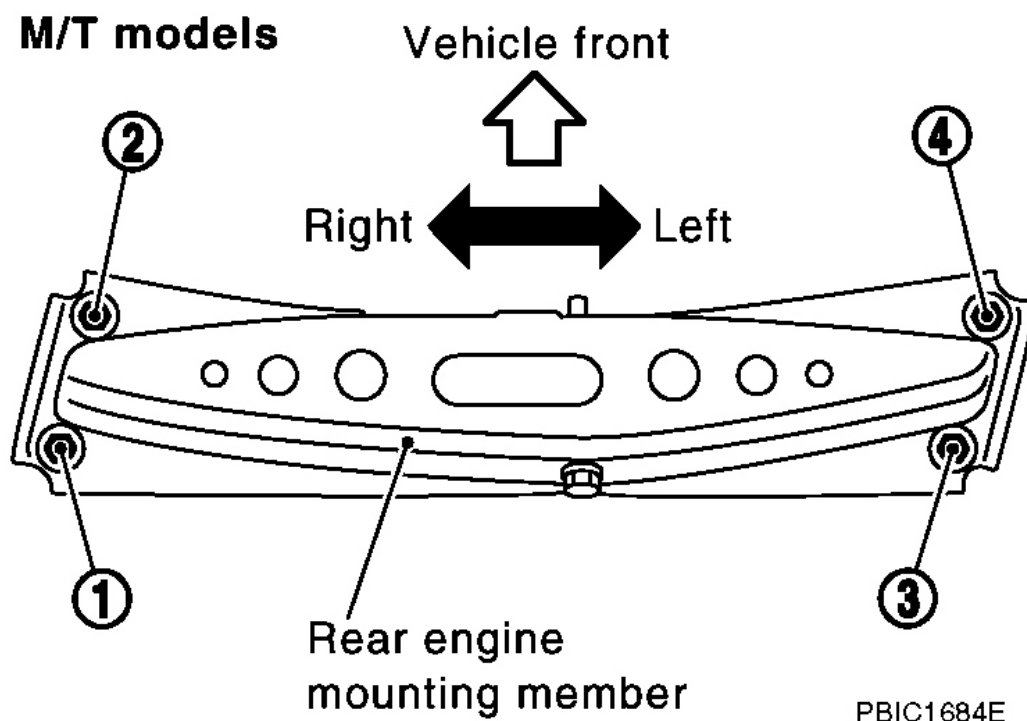


Fig. 328: Identifying Rear Engine Mounting Member Bolts Tightening Sequence (M/T Models)
Courtesy of NISSAN MOTOR CO., U.S.A.

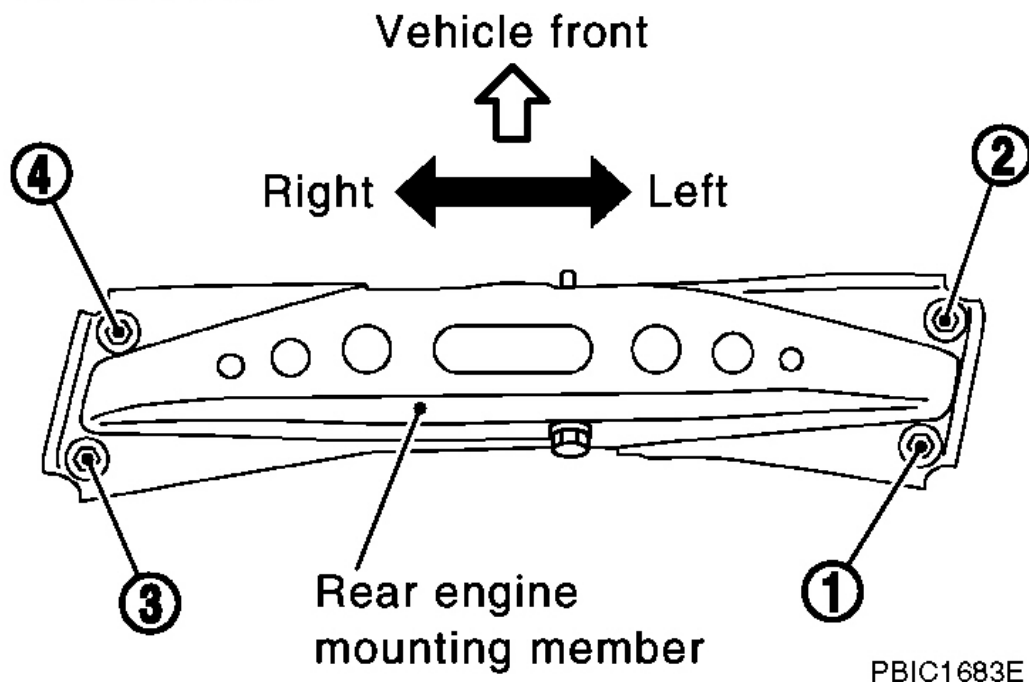
A/T models

Fig. 329: Identifying Rear Engine Mounting Member Bolts Tightening Sequence (A/T Models)
 Courtesy of NISSAN MOTOR CO., U.S.A.

INSPECTION AFTER INSTALLATION**Inspection for Leaks**

The following are procedures for checking fluids leak, lubricates leak and exhaust gases leak.

- 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 "**RECOMMENDED 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 make sure 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.

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- After cooling down engine, again check oil/fluid levels including engine oil and engine coolant. Refill to the specified level, if necessary.

Summary of the inspection items:

INSPECTION ITEMS SUMMARY

Item	Before starting engine	Engine running	After engine stopped
Engine coolant	Level	Leakage	Level
Engine oil	Level	Leakage	Level
Other oils and fluid ⁽¹⁾	Level	Leakage	Level
Fuel	Leakage	Leakage	Leakage
Exhaust gases	-	Leakage	-

(1) Transmission/transaxle/CVT fluid, power steering fluid, brake fluid, etc.

COMPONENTS (AWD MODEL)

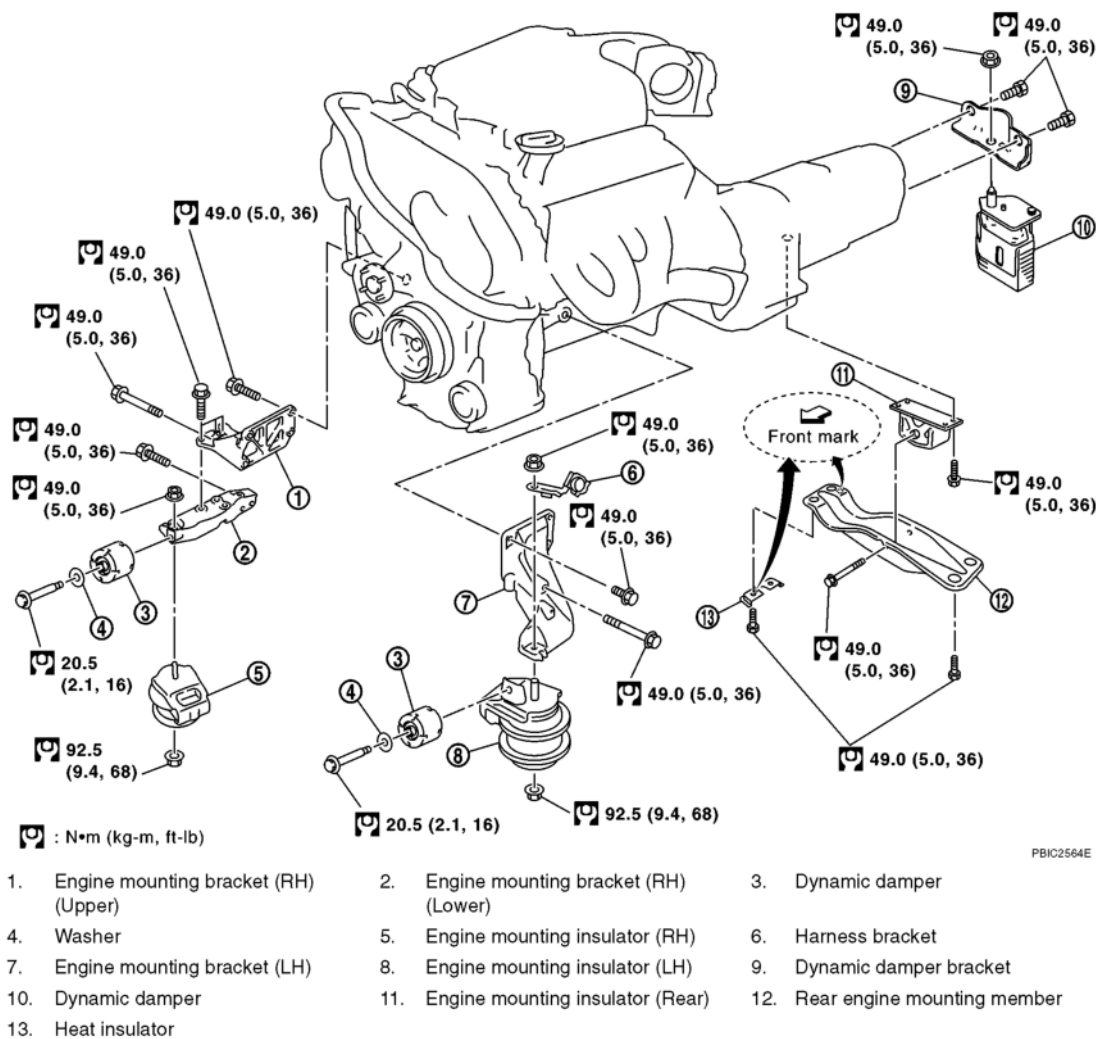


Fig. 330: Identifying Engine Assembly Components With Torque Specifications (AWD Model)
Courtesy of NISSAN MOTOR CO., U.S.A.

REMOVAL AND INSTALLATION (AWD MODEL)

WARNING:

- Situate 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.
- Do not start working until exhaust system and engine coolant are cool enough.

- If items or work required are not covered by the engine section, refer to the applicable sections.
- Always use the support point specified for lifting.
- Use either 2-point 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**".

REMOVAL

Outline

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

Preparation

1. Release fuel pressure. Refer to "**FUEL PRESSURE RELEASE**".
2. Disconnect both battery terminal. Refer to "**BATTERY**".
3. Remove the following parts.
 - Hood assembly; Refer to "**HOOD**".
 - Engine cover; Refer to "**INTAKE MANIFOLD COLLECTOR**".
 - Front wiper arm and cowl top cover; Refer to "**COWL TOP**".
 - Front and rear engine undercover
 - Drive belts; Refer to "**DRIVE BELTS**".
 - Front road wheels and tires
4. Drain engine coolant from radiator. Refer to "**CHANGING ENGINE COOLANT**".
5. Remove air cleaner case and air duct. Refer to "**AIR CLEANER AND AIR DUCT**".
6. Discharge refrigerant from A/C circuit. Refer to "**REMOVAL AND INSTALLATION OF COMPRESSOR**".
7. Remove radiator cooling fan assembly. Refer to "**RADIATOR**".
8. Remove radiator, reservoir tank and hoses. Refer to "**RADIATOR**".

Engine Room

1. Disconnect heater hose at engine-side, and fit a plug onto hose end to prevent engine coolant leak.
2. Disconnect grounding cable (between vehicle to left cylinder head).
3. Disconnect battery positive cable at vehicle side and temporarily fasten it on engine.
4. Disconnect A/C piping from A/C compressor, and temporarily fasten it on vehicle with a rope.
"**REMOVAL AND INSTALLATION OF COMPRESSOR**"

5. Remove engine room harness connectors as shown in the figure.
6. Disconnect two body ground cables.
7. Disconnect brake booster vacuum hose.
8. Disconnect fuel feed hose (with damper) and EVAP hose. Refer to "**FUEL INJECTOR AND FUEL TUBE**".

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

9. Remove reservoir tank of power steering oil pump and piping from vehicle, and temporarily secure them on engine. Refer to "**HYDRAULIC LINE**".

CAUTION: When temporarily securing, keep them upright to avoid a fluid leak.

Passenger Room Side

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

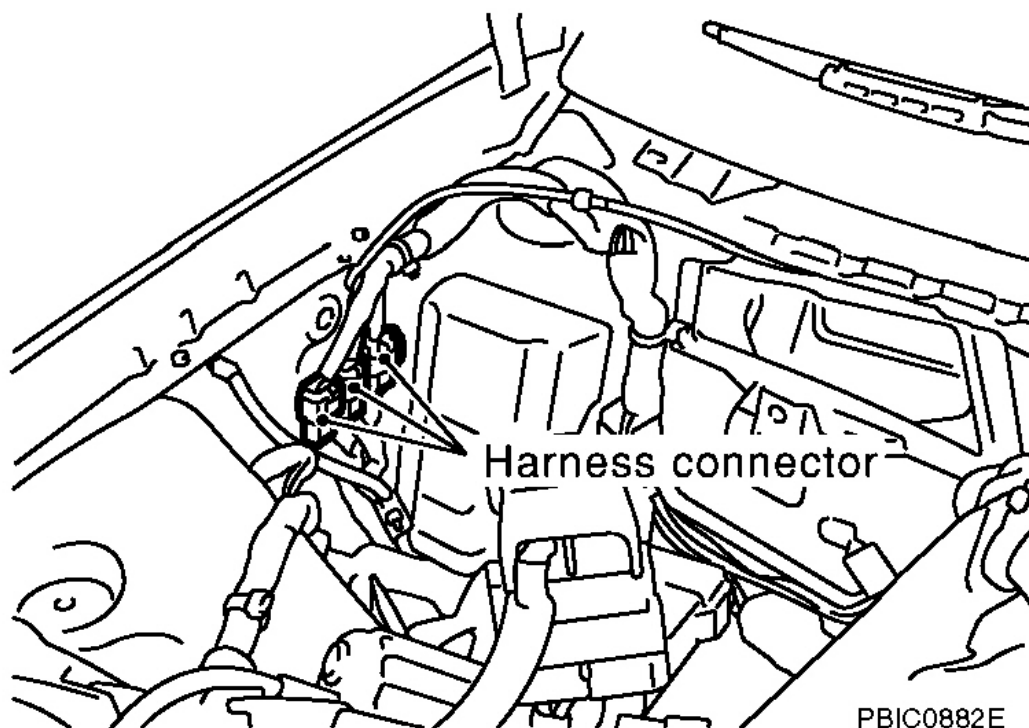


Fig. 331: Disconnecting Engine Room Harness Connectors (Passenger Room Side)
Courtesy of NISSAN MOTOR CO., U.S.A.

1. Remove passenger-side kicking plate, dash side finisher, and glove box. Refer to "**BODY SIDE TRIM** " and "**INSTRUMENT PANEL ASSEMBLY** ".
2. Disconnect engine room harness connectors at unit side TCM, ECM 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.

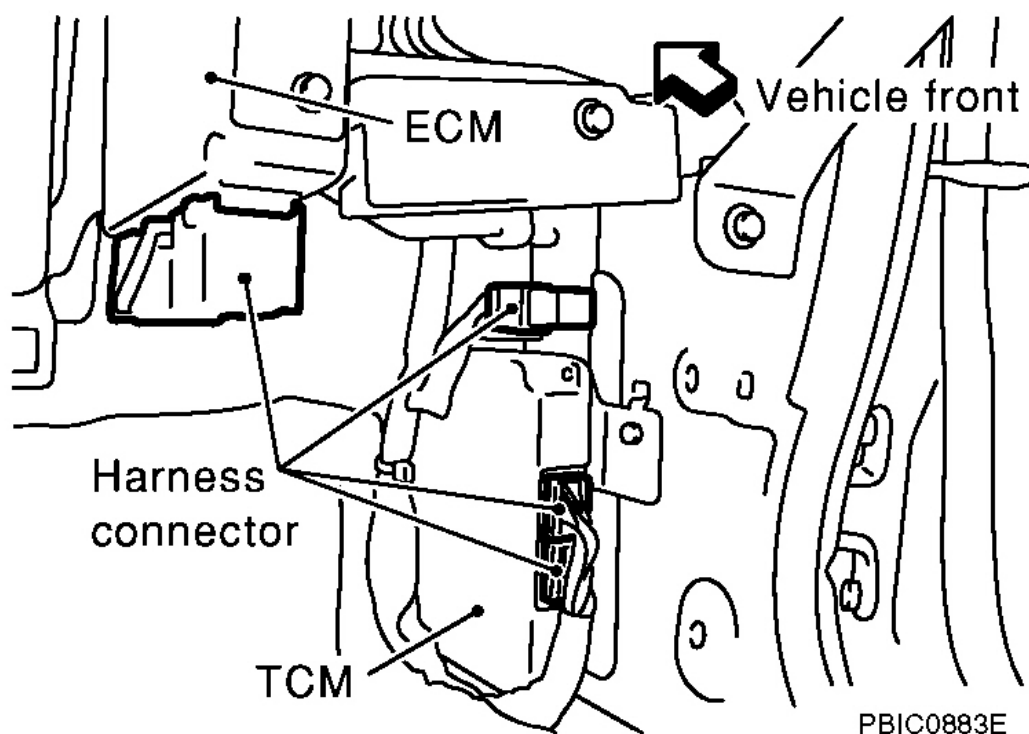


Fig. 332: Identifying Engine Room Harness Connectors At Unit Side TCM, ECM And Other
 Courtesy of NISSAN MOTOR CO., U.S.A.

cle Underbody

1. Remove exhaust front tube. Refer to "**EXHAUST SYSTEM**".
2. Disconnect steering lower joint at power steering gear assembly side, and release steering lower shaft. Refer to "**STEERING COLUMN**".
3. Remove propeller shaft. Refer to "**REAR PROPELLER SHAFT**".
4. Disengage A/T control rod at control device assembly. Then, temporarily secure it on transmission, so that it does not sag. Refer to "**SHIFT CONTROL SYSTEM**".
5. Remove rear plate cover from oil pan (upper). Then, remove bolts fixing drive plate to torque converter. Refer to. "**TRANSMISSION ASSEMBLY**".
6. Remove bolts fixing transmission to lower rear side of oil pan (upper). Refer to. "**TRANSMISSION ASSEMBLY**".
7. Remove LH and RH side outer socket ends from steering knuckle. Refer to "**FRONT SUSPENSION ASSEMBLY**".
8. Remove lower ends of LH and RH side struts from lower arms. Refer to "**FRONT SUSPENSION ASSEMBLY**".
9. Remove LH and RH side lower arms from suspension member. Refer to "**FRONT SUSPENSION**".

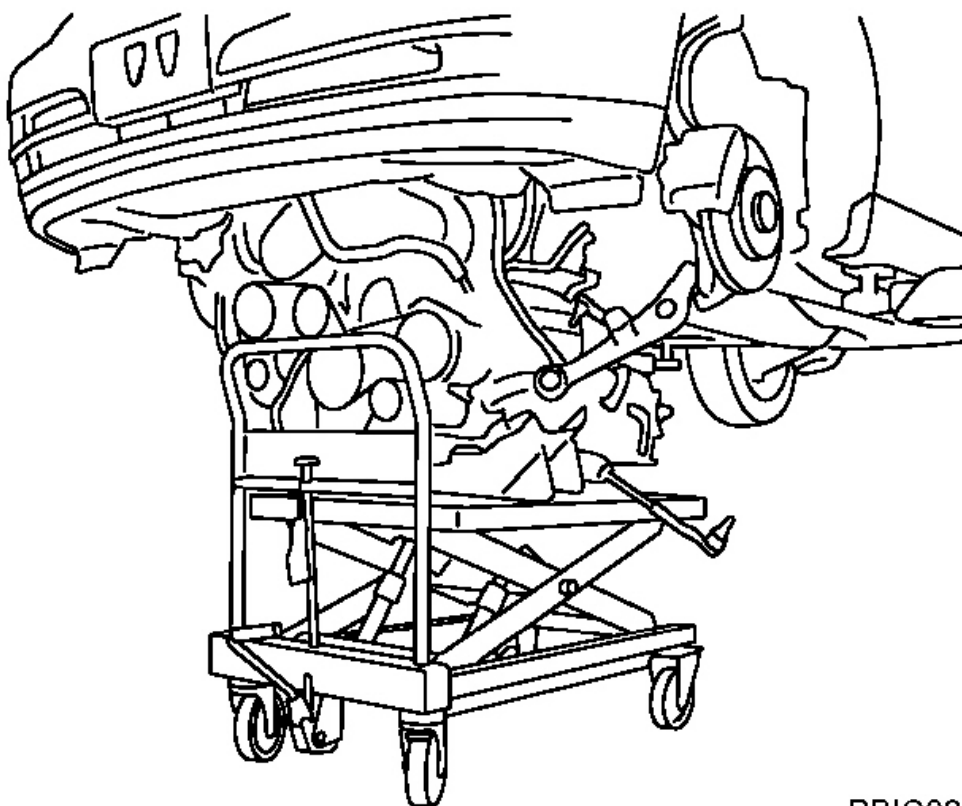
ASSEMBLY "

10. Remove LH and RH side front drive shafts from LH and RH side steering knuckles. Refer to "**FRONT DRIVE SHAFT "**

Removal Work

1. Use a manual lift table caddy (commercial service tool) or 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.



PBIC0804E

Fig. 333: Supporting Bottom Of Suspension Member And Transmission
Courtesy of NISSAN MOTOR CO., U.S.A.

2. Remove rear engine mounting member bolt.
3. Remove suspension member mounting bolt and nut. Refer to "**FRONT SUSPENSION ASSEMBLY "**

4. Carefully lower jack to remove engine, transmission, and suspension member assembly. When performing work, observe the following:

CAUTION:

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

Separation Work

1. Install engine slingers into the front of RH bank cylinder head and the rear of left bank cylinder head.

Slinger bolts:

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

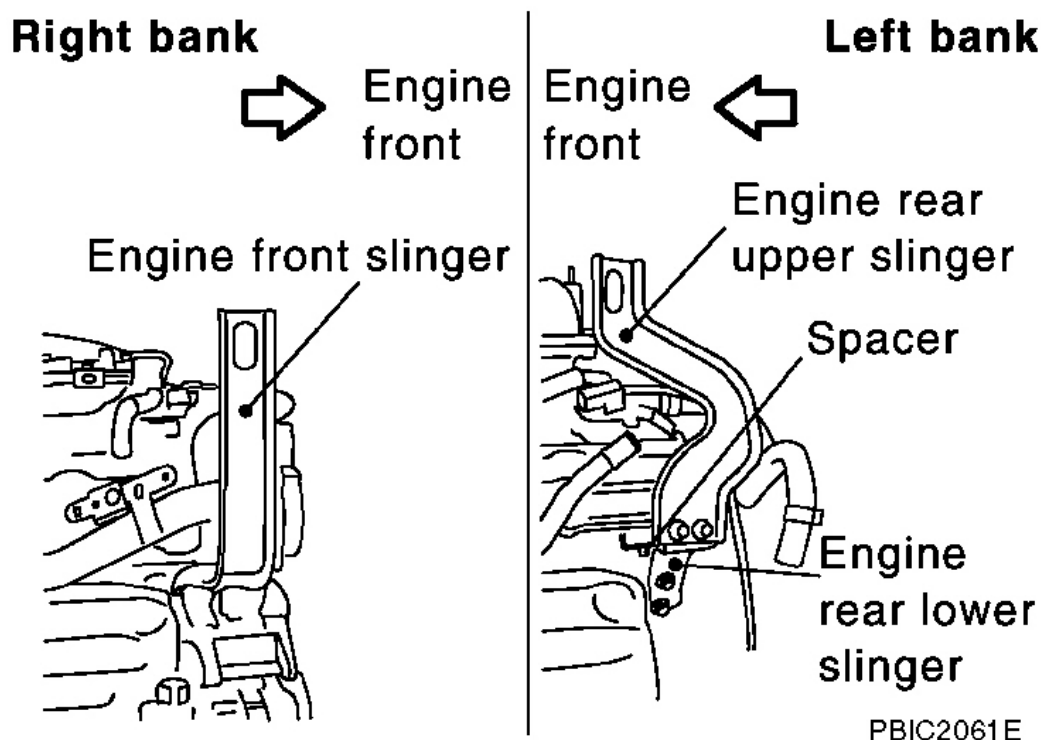
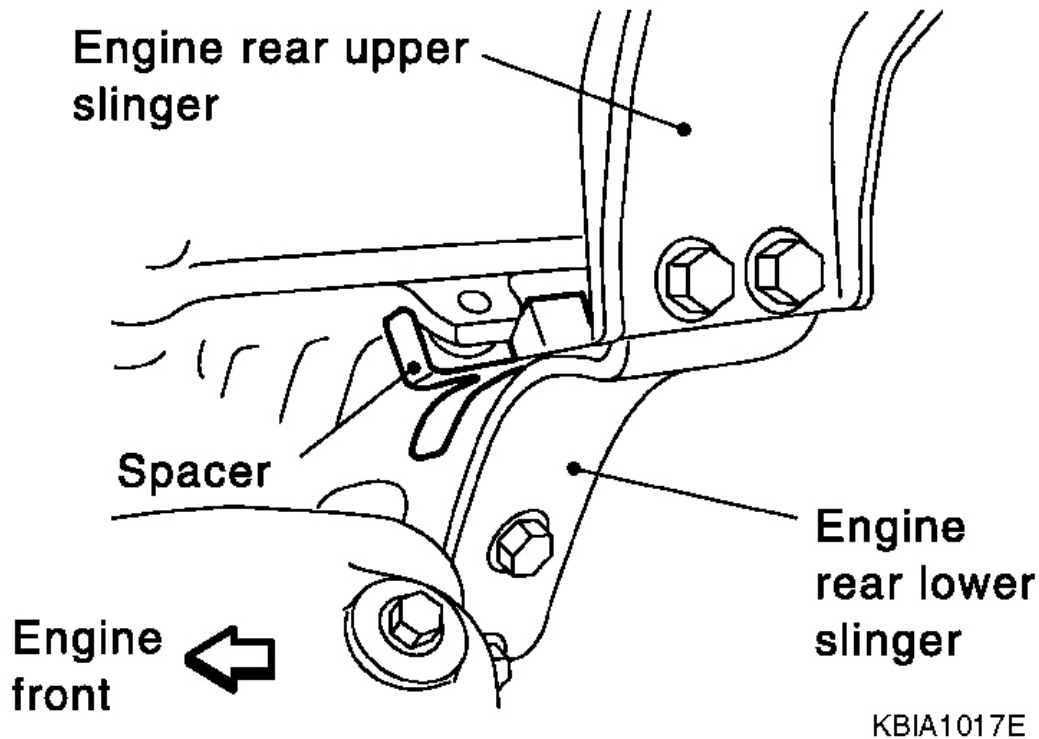


Fig. 334: Identifying Engine Slingers
Courtesy of NISSAN MOTOR CO., U.S.A.

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

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



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Fig. 335: Inserting Spacer Between Cylinder Head And Engine Rear Lower Slinger
Courtesy of NISSAN MOTOR CO., U.S.A.

2. Remove power steering oil pump from engine side. Refer to "**POWER STEERING OIL PUMP**".
3. Remove engine mounting insulator (RH and LH) under side nuts with power tool.
4. Lift with hoist and separate engine and transmission assembly from suspension member.

CAUTION:

- **Before and during this lifting, always check if any harnesses are left connected.**
- **Avoid damage to and oil/grease smearing or spills onto engine mounting insulator.**

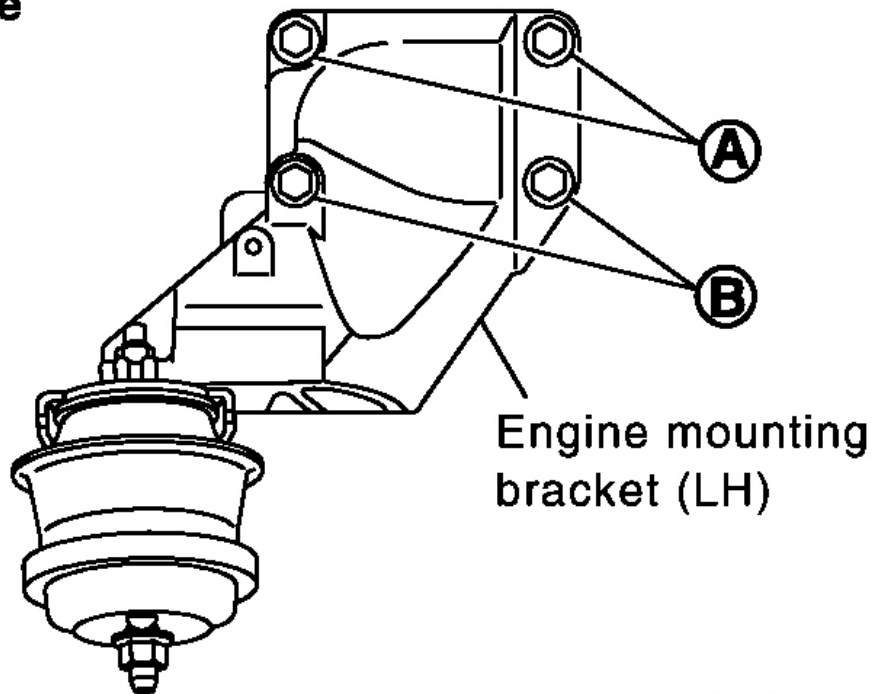
5. Remove front drive shaft (LH and RH). Refer to "**FRONT DRIVE SHAFT**".
6. Remove alternator. Refer to "**CHARGING SYSTEM**".

7. Remove starter motor. Refer to "**STARTING SYSTEM**".
8. Remove front propeller shaft from front final drive assembly side. Refer to "**FRONT PROPELLER SHAFT**".
9. Separate engine from transmission assembly. Refer to "**TRANSMISSION ASSEMBLY**".
10. Remove engine mounting insulator (RH and LH) and engine mounting bracket (RH and LH) from engine with power tool.
11. Remove dynamic damper, engine mounting insulator (rear) and rear engine mounting member from transmission.
12. Remove front final drive assembly from oil pan (upper). Refer to "**FRONT FINAL DRIVE ASSEMBLY**".

INSTALLATION

Note to the following, and install in the reverse order of removal.

- 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 "**REMOVAL AND INSTALLATION (AWD MODEL)**".
- When installing engine mounting bracket (LH and RH side) 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).

LH side

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Fig. 336: Identifying Engine Mounting Bracket (LH) Bolts
Courtesy of NISSAN MOTOR CO., U.S.A.

- Install engine mounting bracket (RH) (Lower).

CAUTION: Tighten mounting bolts to the specified torque with following mounting surfaces touched.

- Engine mounting bracket (RH) (Upper) to engine mounting bracket (RH) (Lower) (shown as C and D in the figure).
- Front final drive assembly to engine mounting bracket (RH) (Lower) (shown as E in figure).

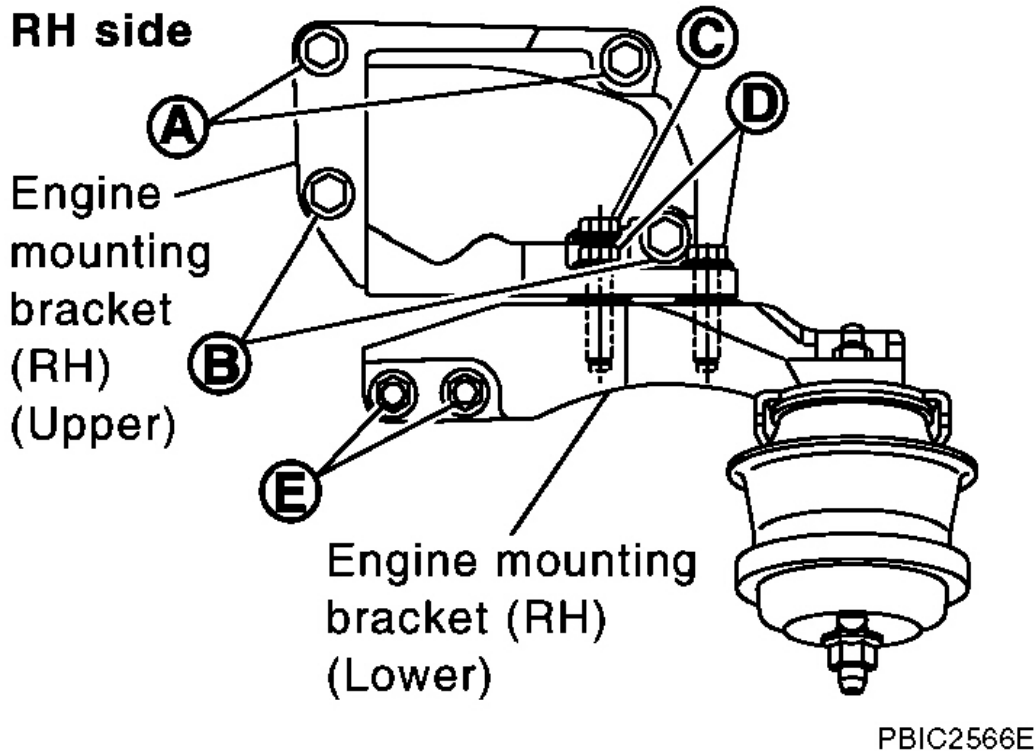


Fig. 337: Identifying Engine Mounting Bracket (RH) (Lower)
 Courtesy of NISSAN MOTOR CO., U.S.A.

INSPECTION AFTER INSTALLATION

Inspection for Leaks

The following are procedures for checking fluids leak, lubricates leak and exhaust gases leak.

- 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 "**RECOMMENDED 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 make sure there is no leakage of fuel, exhaust gases, or any oil/fluids including engine oil and engine coolant.

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2006 ENGINE Engine Mechanical - G35 Sedan

- 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.

Summary of the inspection items:

INSPECTION ITEMS SUMMARY

Item	Before starting engine	Engine running	After engine stopped
Engine coolant	Level	Leakage	Level
Engine oil	Level	Leakage	Level
Other oils and fluid ⁽¹⁾	Level	Leakage	Level
Fuel	Leakage	Leakage	Leakage
Exhaust gases	-	Leakage	-
(1) Transmission/transaxle/CVT fluid, power steering fluid, brake fluid, etc.			

CYLINDER BLOCK

COMPONENTS

For GI, go to **GENERAL INFORMATION -- SEDAN**.



For Canada

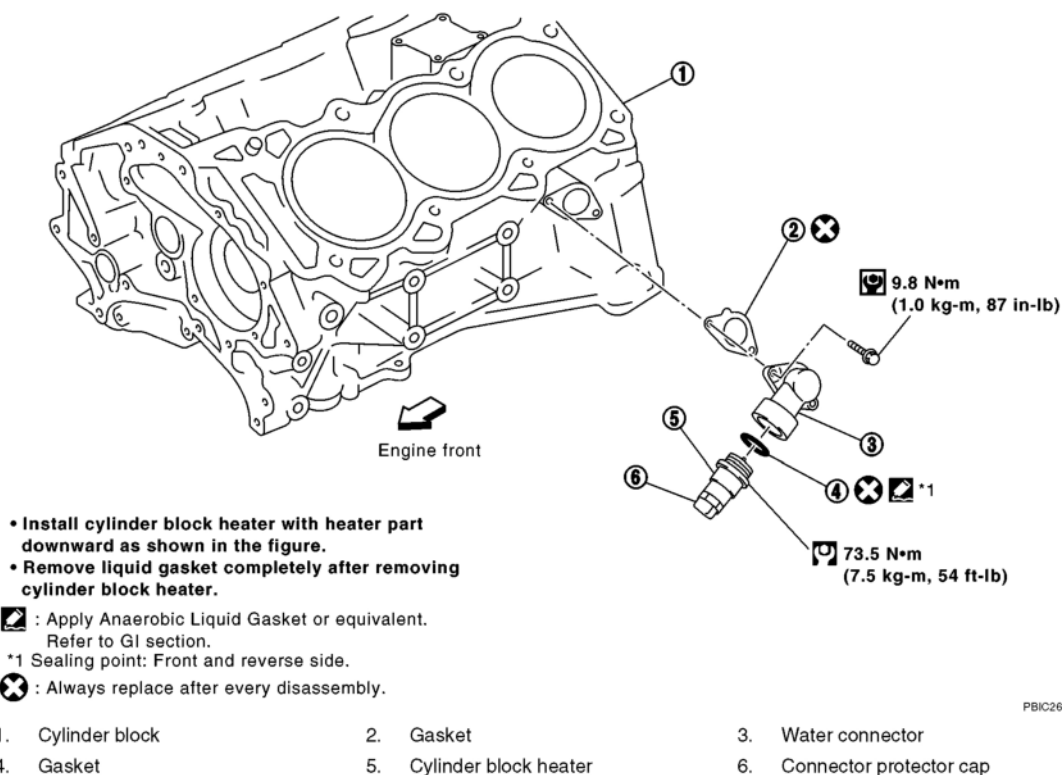


Fig. 339: Identifying Cylinder Block Components With Torque Specifications (Canada)
 Courtesy of NISSAN MOTOR CO., U.S.A.

DISASSEMBLY AND ASSEMBLY

DISASSEMBLY

1. Remove engine assembly from vehicle, and separate suspension member and transmission from engine. Refer to "**ENGINE ASSEMBLY**".
2. Remove engine mounting brackets. Refer to "**ENGINE ASSEMBLY**".
3. Remove exhaust manifold (right bank). Refer to "**EXHAUST MANIFOLD AND THREE WAY CATALYST**".
4. Install engine sub-attachment with engine stand shaft [SST] to right side of cylinder block.
 - Use spacer to engine rear side.

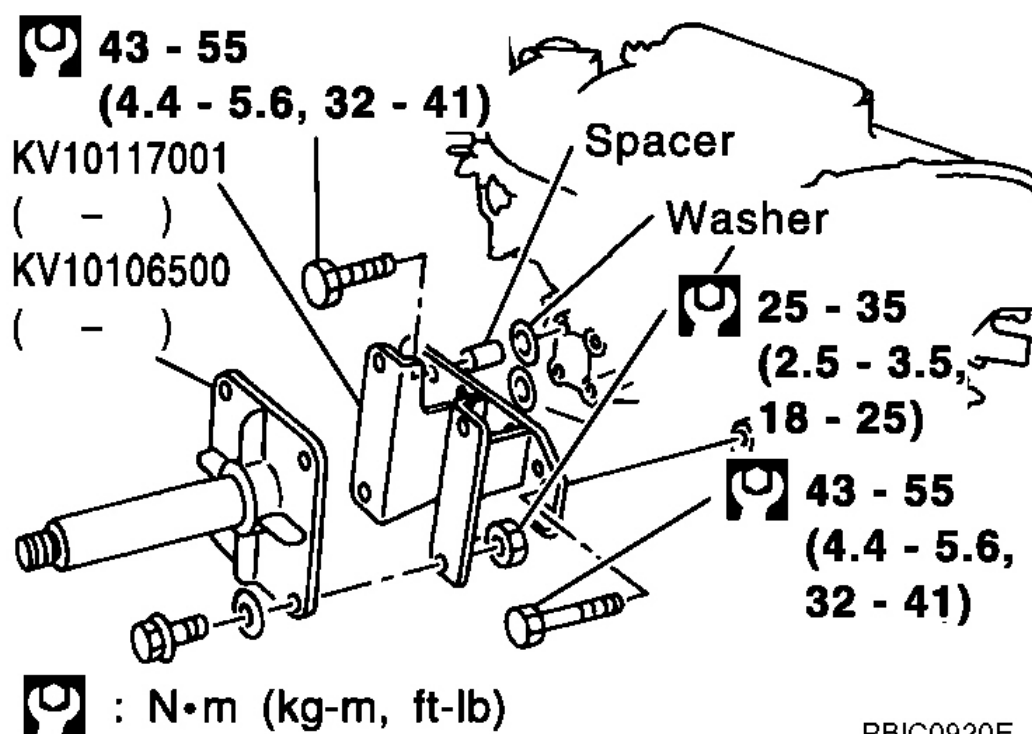
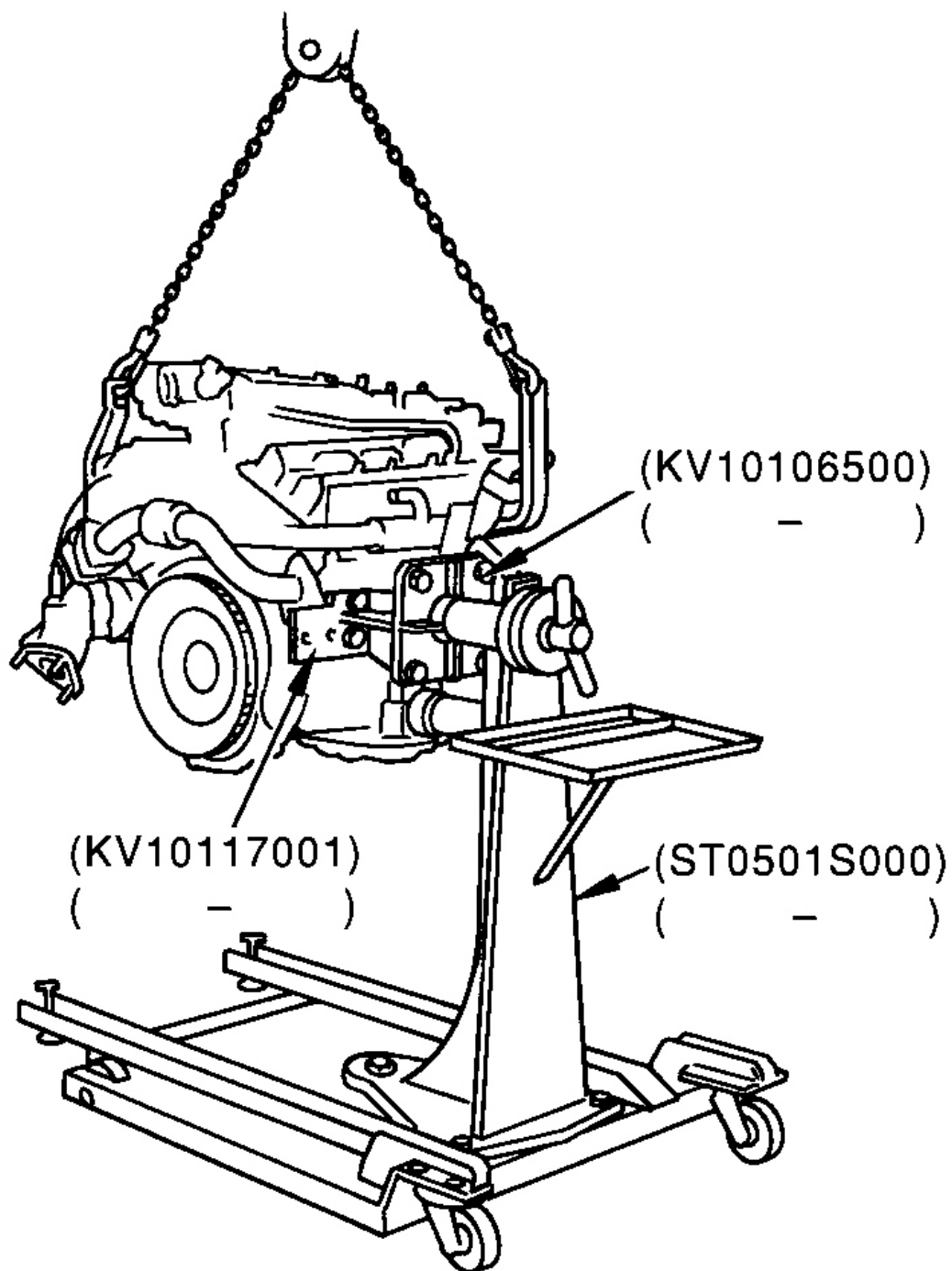


Fig. 340: Identifying Engine Sub-Attachment With Engine Stand Shaft With Torque Specifications
Courtesy of NISSAN MOTOR CO., U.S.A.

5. Lift engine, and mount it onto engine stand [SST].



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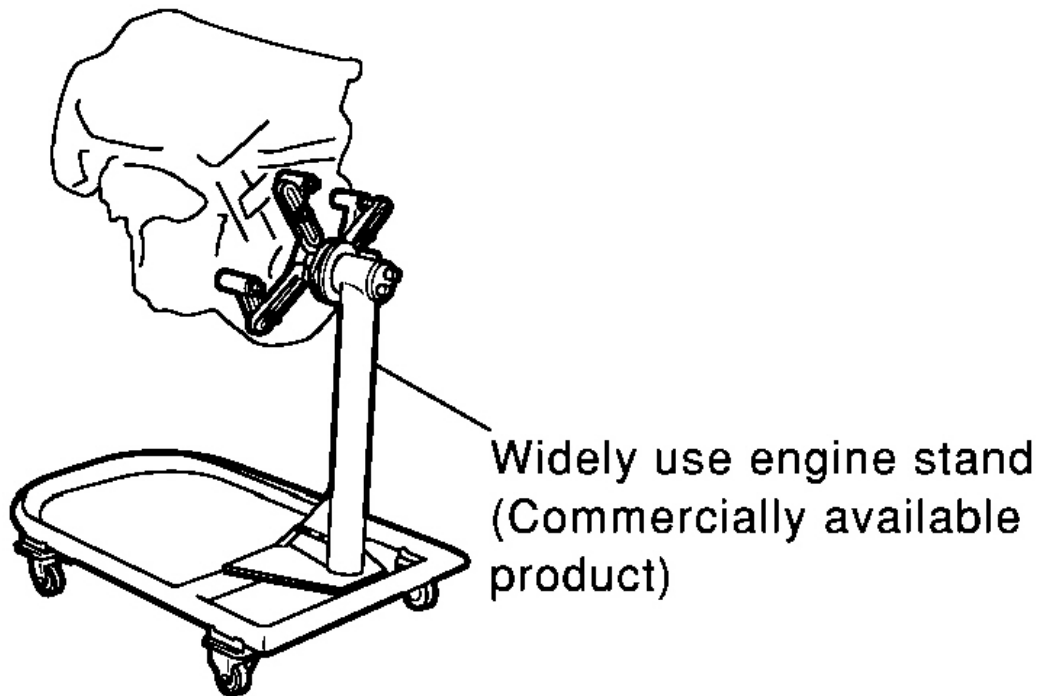
Fig. 341: Lifting Engine, And Mounting It Onto Engine Stand [SST]
Courtesy of NISSAN MOTOR CO., U.S.A.

- A widely use engine stand can be used.

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

NOTE: This example is engine stand for holding at transmission mounting side with flywheel (M/T models) or drive plate (A/T models) removed.

6. Drain engine oil. Refer to "CHANGING ENGINE OIL".

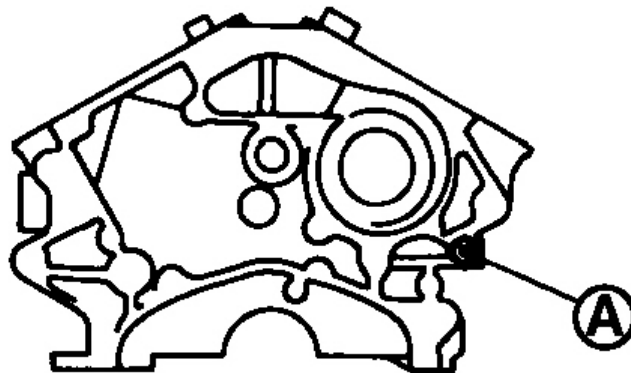


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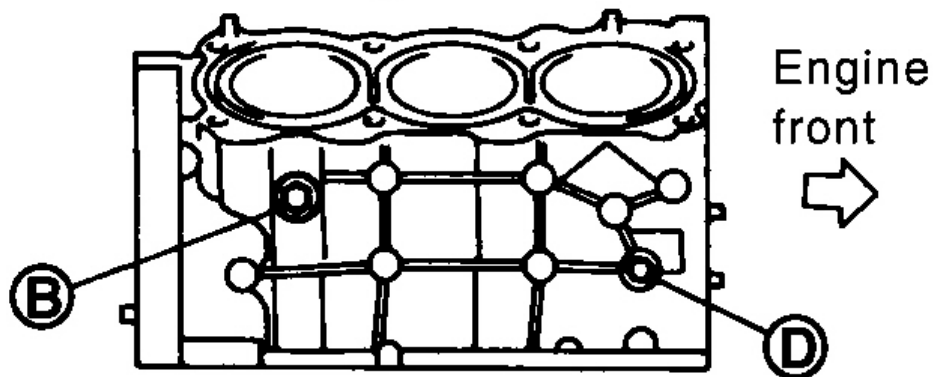
Fig. 342: Identifying Widely Use Engine Stand
Courtesy of NISSAN MOTOR CO., U.S.A.

7. Drain engine coolant by removing water drain plugs from cylinder block both sides at "B" and "C" and cylinder block front side at "A" as shown in the figure.

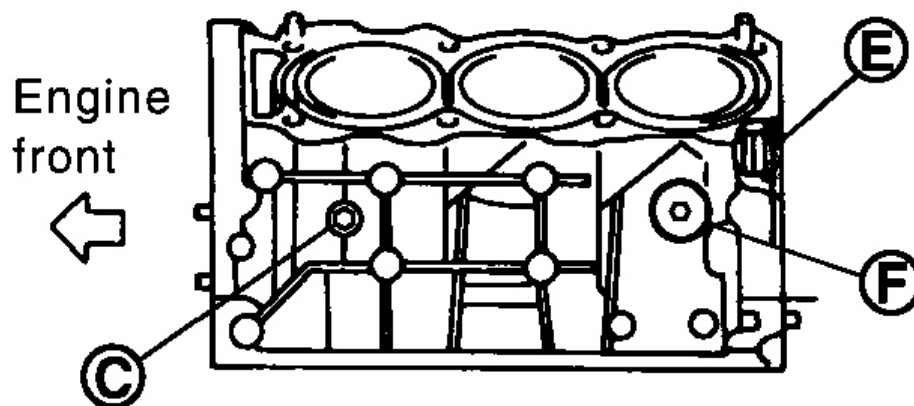
Front side



Right side



Left side and back side



PBIC2610E

Fig. 343: Identifying Drain Plugs Location
Courtesy of NISSAN MOTOR CO., U.S.A.

8. Remove clutch cover and clutch disc (M/T models). Refer to "**CLUTCH DISC, CLUTCH COVER**".
9. Remove flywheel (M/T models) or drive plate (A/T models). Fix crankshaft with ring gear stopper [SST], and remove mounting bolts.
 - Loosen mounting bolts in diagonal order.
 - Use TORX socket (size: T55, commercial service tool) for flywheel mounting bolts.

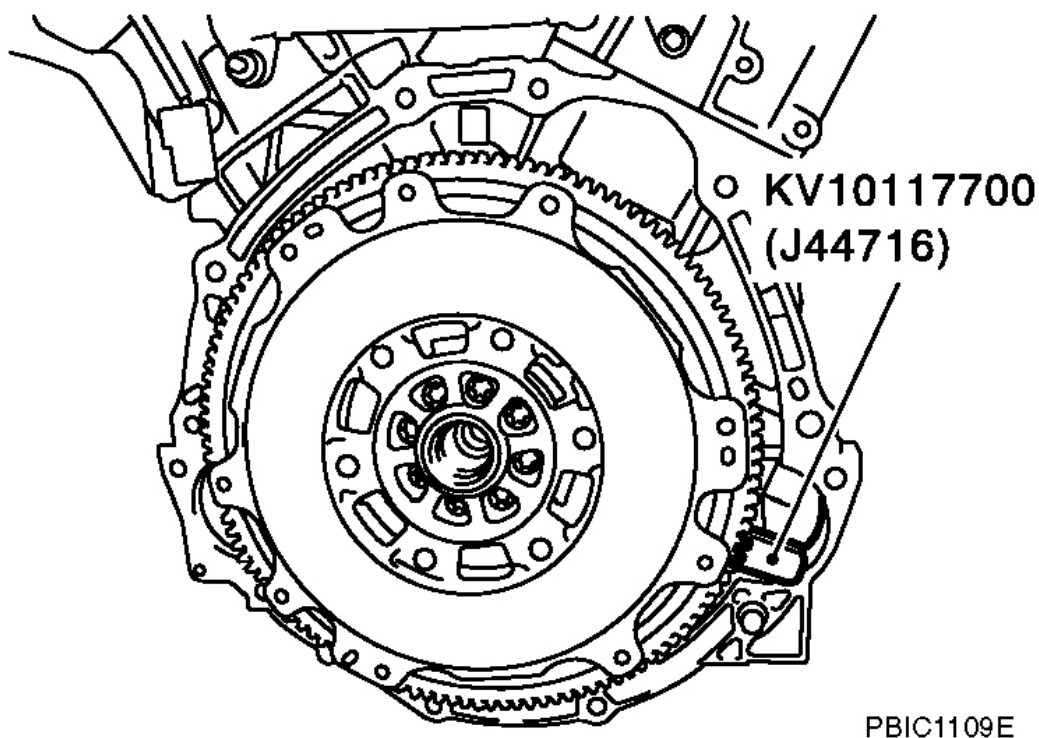
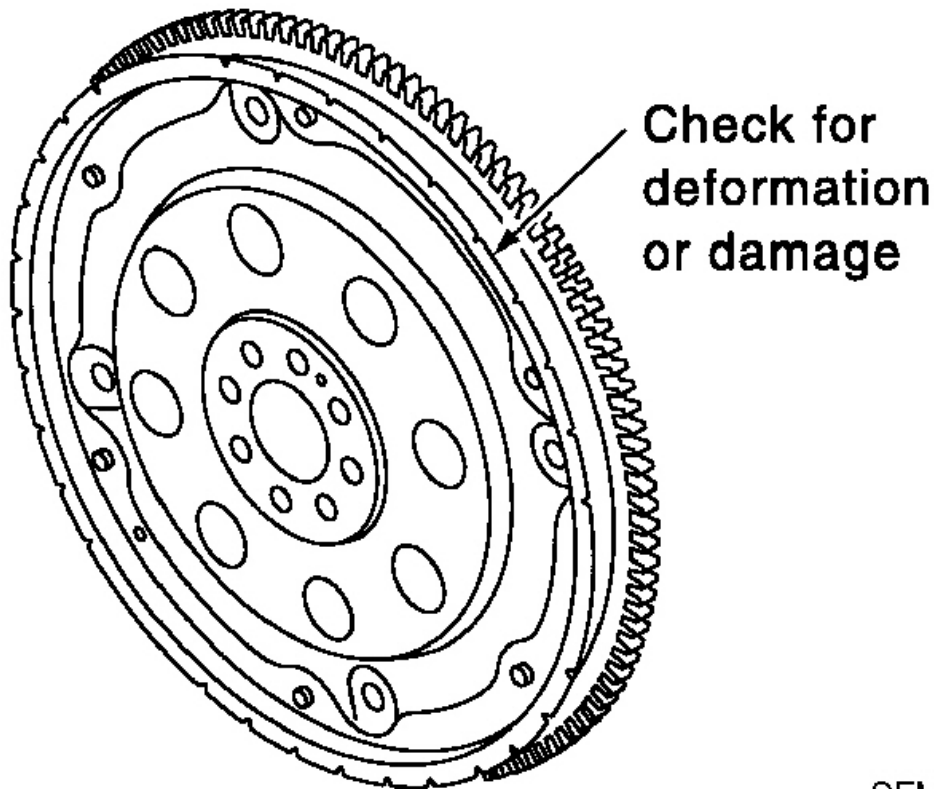


Fig. 344: Fixing Crankshaft With Ring Gear Stopper [SST]
Courtesy of NISSAN MOTOR CO., U.S.A.

CAUTION:

- Do not disassemble flywheel (M/T models) or drive plate (A/T models).
- Never place flywheel (M/T models) or drive plate (A/T models) 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.



SEM760G

Fig. 345: Checking Flywheel

Courtesy of NISSAN MOTOR CO., U.S.A.

10. Remove the following parts:
 - Oil pans (lower and upper); Refer to "**OIL PAN AND OIL STRAINER**".
 - Front and rear timing chain case; Refer to "**TIMING CHAIN**".
 - Cylinder head; Refer to "**CYLINDER HEAD**".
11. Remove knock sensor.

CAUTION: Carefully handle sensor avoiding shocks.

12. Remove pilot bushing (M/T models) or pilot converter (A/T models) using pilot bushing puller [SST] or suitable tool as necessary.

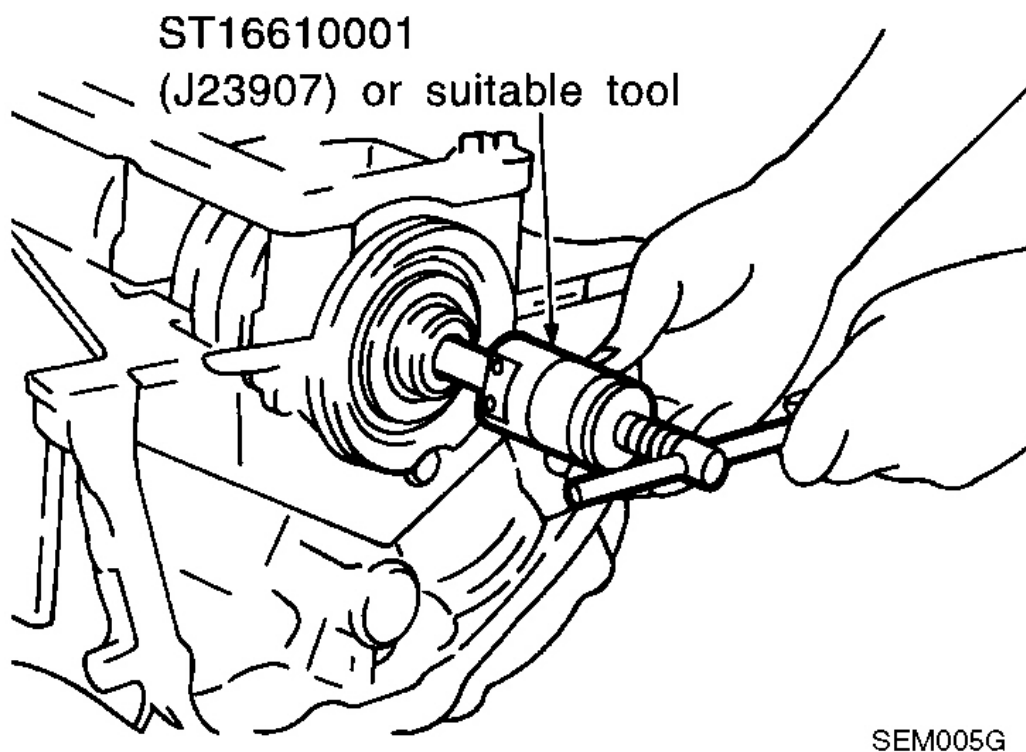


Fig. 346: Removing Pilot Bushing (M/T Models) Or Pilot Converter (A/T Models)
Courtesy of NISSAN MOTOR CO., U.S.A.

13. Remove rear oil seal retainer.
 - Remove by inserting screwdriver between main bearing cap and rear oil seal retainer.

CAUTION: If rear oil seal retainer is removed, replace it with new one.

NOTE: Rear oil seal and retainer from a single part are handled as assembly.

14. Remove baffle plate from main bearing beam.(2WD models)
15. Remove piston and connecting rod assembly as follows:
 - Before removing piston and connecting rod assembly, check the connecting rod side clearance. Refer to "CONNECTING ROD SIDE CLEARANCE".
 - a. Position crankshaft pin corresponding to connecting rod to be removed onto the bottom dead center.
 - b. Remove connecting rod cap.

- c. Using 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.

16. Remove connecting rod bearings from connecting rod and connecting rod cap.

CAUTION: When removing them, note the installation position. Keep them in the correct order.

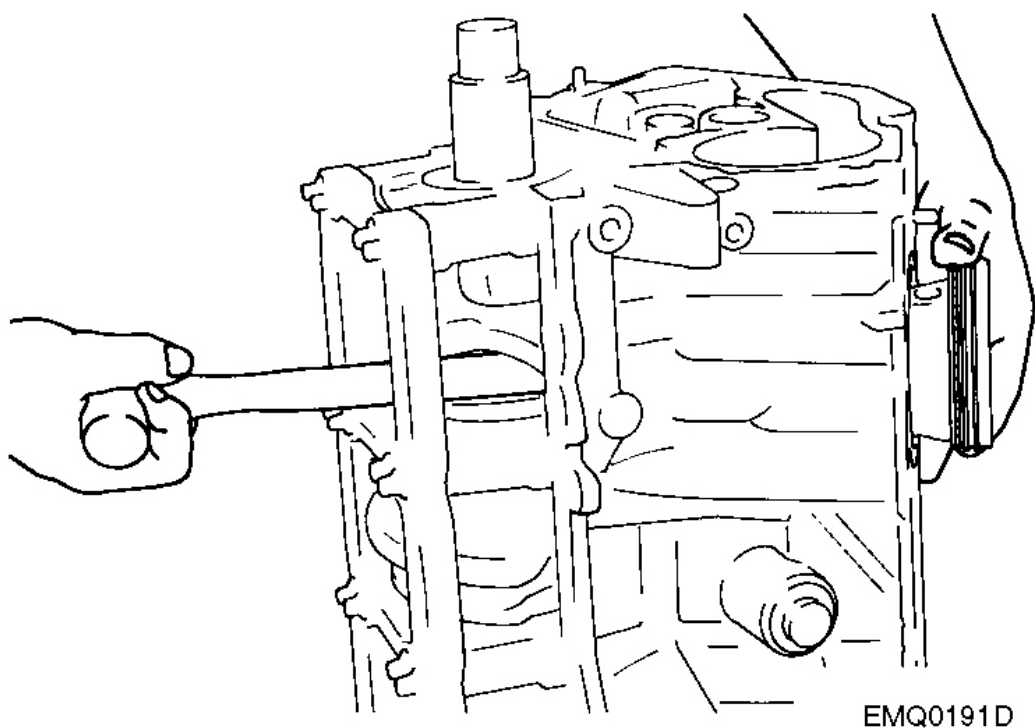


Fig. 347: Removing Piston And Connecting Rod Assembly
Courtesy of NISSAN MOTOR CO., U.S.A.

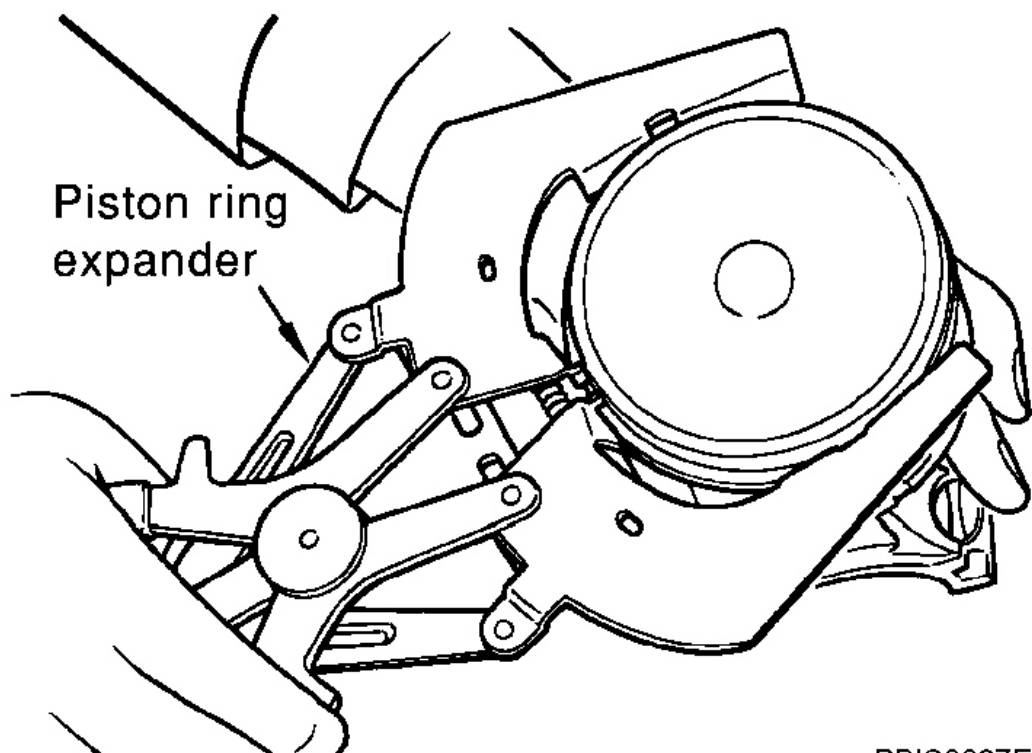
17. Remove piston rings from piston.
- Use piston ring expander (commercial service tool).

CAUTION:

- When removing piston rings, be careful not to damage piston.
- Be careful not to damage piston rings by expanding them

excessively.

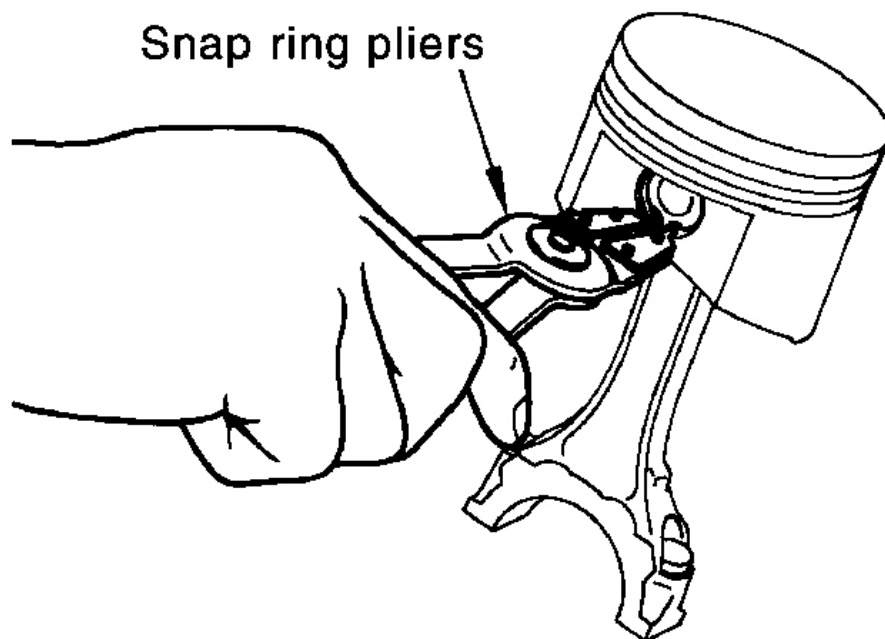
18. Remove piston from connecting rod as follows:



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Fig. 348: Removing Piston Rings Form Piston
Courtesy of NISSAN MOTOR CO., U.S.A.

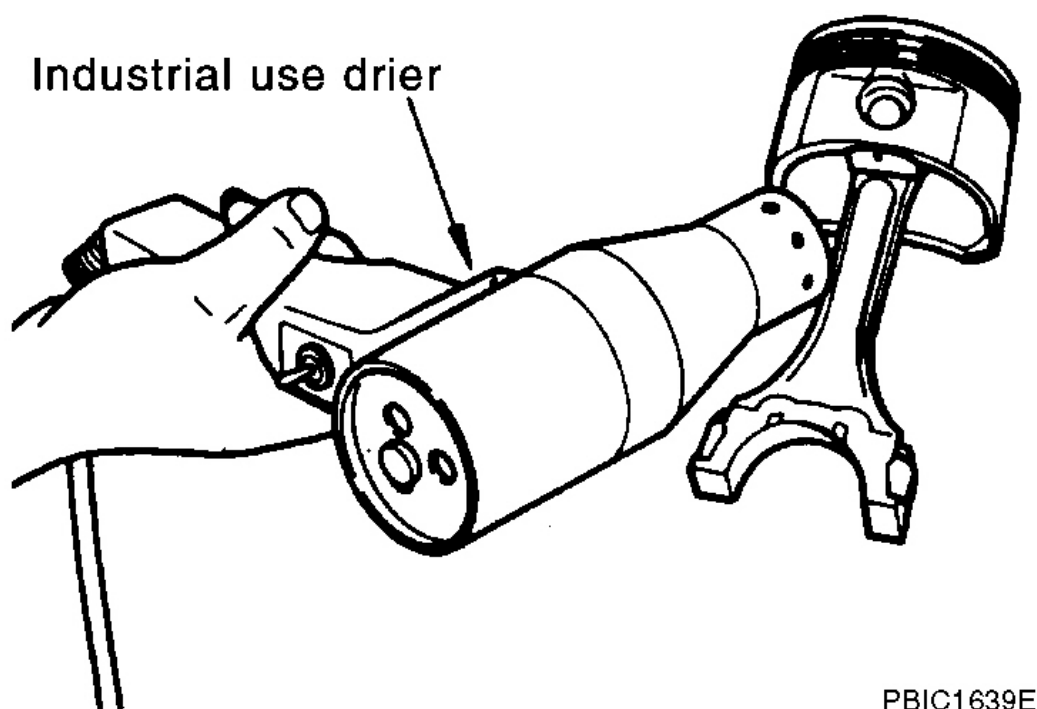
- a. Using snap ring pliers, remove snap ring.



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Fig. 349: Removing Snap Ring
Courtesy of NISSAN MOTOR CO., U.S.A.

- b. Heat piston to 60 to 70°C (140 to 158°F) with industrial use drier or equivalent.



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Fig. 350: Heating Piston

Courtesy of NISSAN MOTOR CO., U.S.A.

- c. Push out piston pin with stick of outer diameter approximately 20 mm (0.79 in).

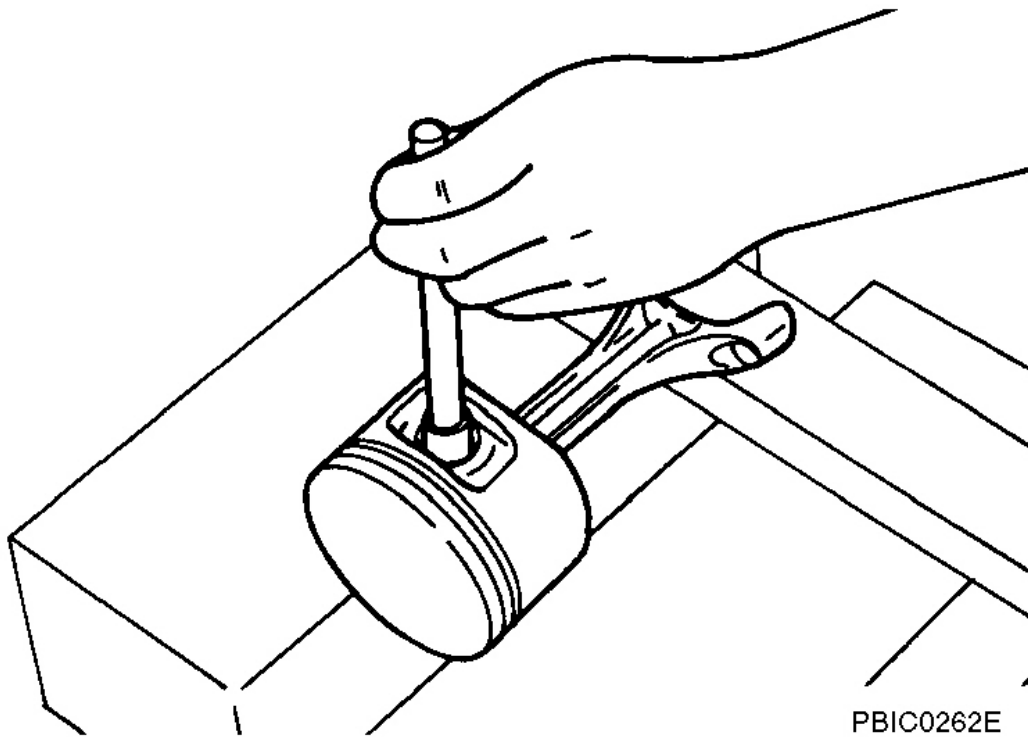


Fig. 351: Removing Piston Pin
Courtesy of NISSAN MOTOR CO., U.S.A.

19. Remove main bearing cap bolts.

NOTE: Use TORX socket (size E14).

- Before loosening main bearing cap bolts, measure the crankshaft end play. Refer to "CRANKSHAFT END PLAY".
- Loosen bolts in reverse order shown in the figure in several different steps.

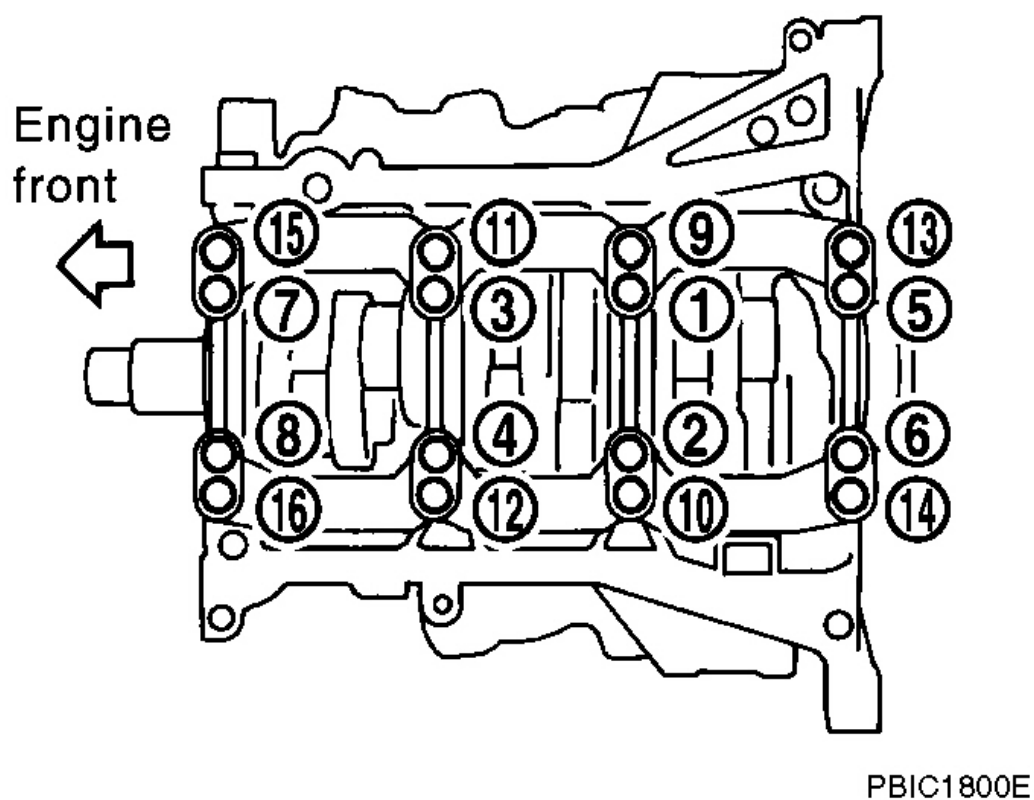


Fig. 352: Identifying Main Bearing Cap Bolts Loosening Sequence
Courtesy of NISSAN MOTOR CO., U.S.A.

20. Remove main bearing beam.

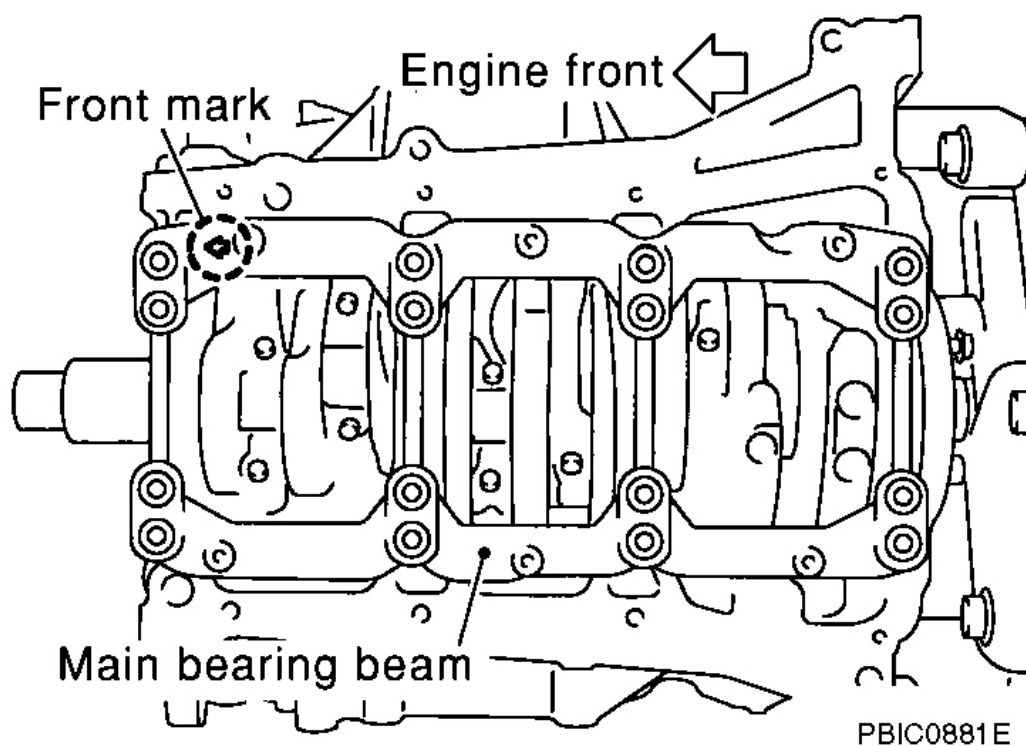


Fig. 353: Identifying Main Bearing Beam
Courtesy of NISSAN MOTOR CO., U.S.A.

21. Remove main bearing caps.

CAUTION: Be careful not to drop main bearing, and to scratch the surface.

- Using main bearing cap bolts, remove main bearing cap while shaking it back-and-forth.

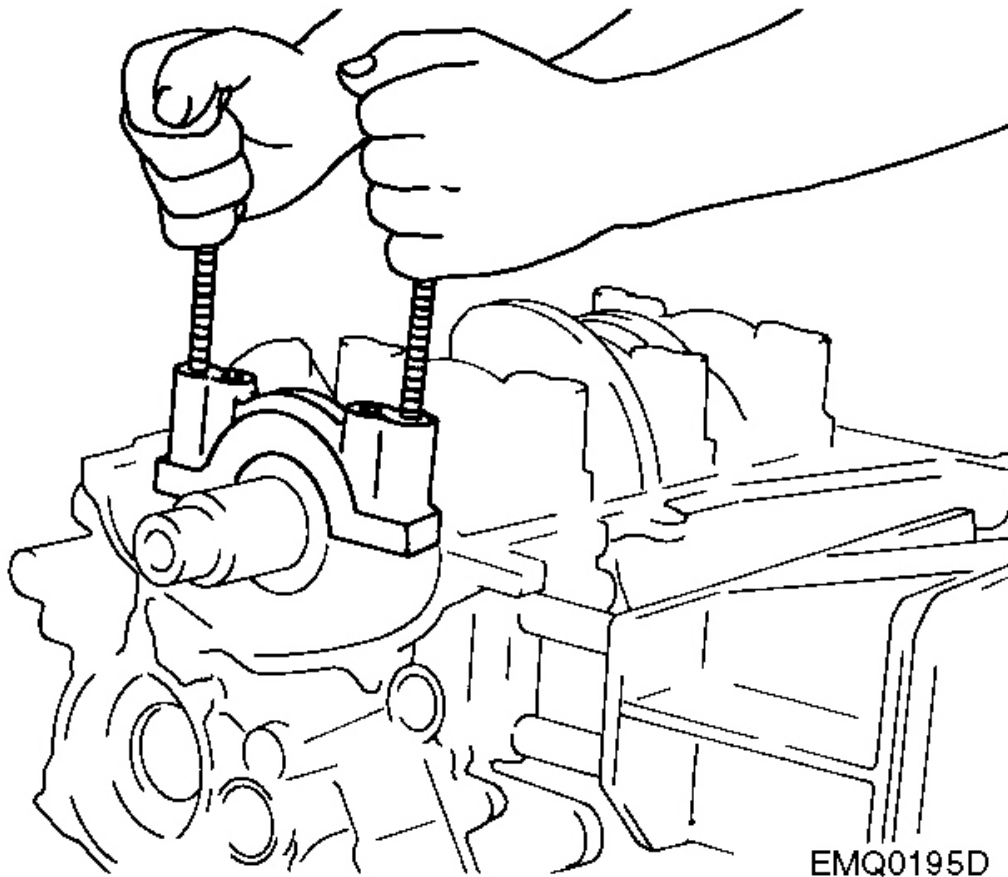


Fig. 354: Removing Main Bearing Caps
Courtesy of NISSAN MOTOR CO., U.S.A.

22. Remove crankshaft.
23. Remove main bearings and thrust bearings from cylinder block and main bearing caps.

CAUTION: Identify installation positions, and store them without mixing them up.

24. Remove oil jet.

ASSEMBLY

1. Fully air-blow engine coolant and engine oil passages in cylinder block, cylinder bore and crankcase to remove any foreign material.

CAUTION: Use goggles to protect your eye.

2. Install each water drain plug to cylinder block as shown in the figure.

- Apply thread sealant to the thread of water drain plugs.

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

- Tighten each water drain plug as specified below.

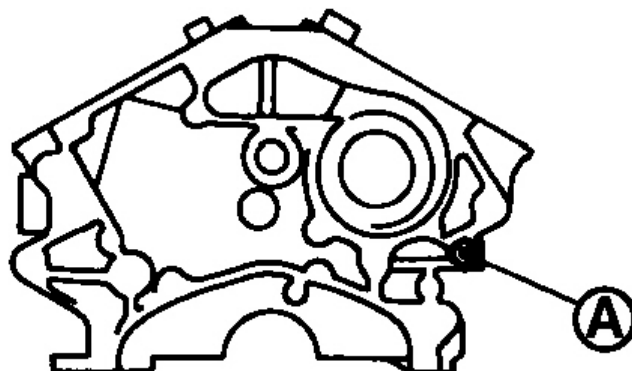
WATER DRAIN PLUG TIGHTENING TORQUE

Part	Gasket	Tightening torque
A	No	9.8 N.m (1.0 kg-m, 87 in-lb)
B	No	19.6 N.m (2.0 kg-m, 14 ft-lb)
C	No	19.6 N.m (2.0 kg-m, 14 ft-lb)

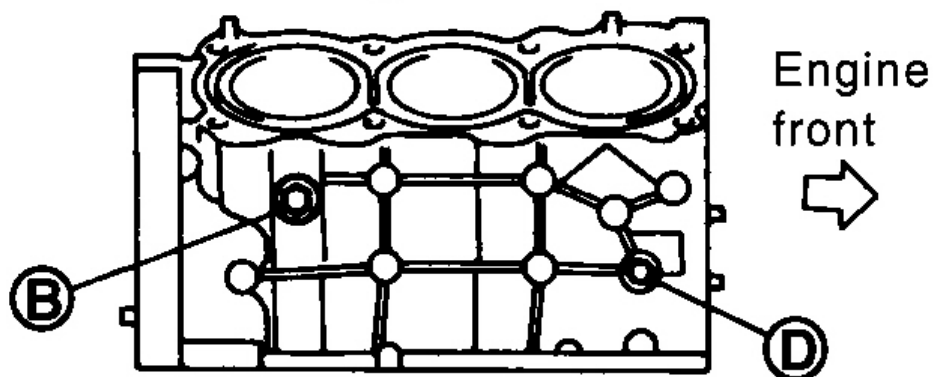
3. Install each plug to cylinder block as shown in the figure if removed.

- Apply thread sealant to the thread of plugs "D" and "E". **Use Genuine High Strength Thread Locking Sealant or equivalent. Refer to "RECOMMENDED CHEMICAL PRODUCTS AND SEALANTS" .**
- Apply thread sealant to the thread of plug "F". **Use Anaerobic Liquid Gasket or equivalent. Refer to "RECOMMENDED CHEMICAL PRODUCTS AND SEALANTS" .**
- Replace washers with new one.
- Tighten each plug as specified below.

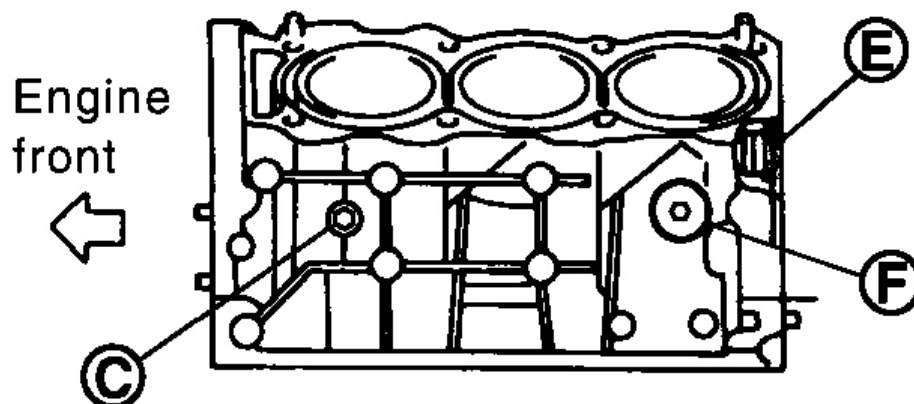
Front side



Right side



Left side and back side



PBIC2610E

Fig. 355: Identifying Water Drain Plugs
Courtesy of NISSAN MOTOR CO., U.S.A.

TIGHTENING TORQUE

Part	Gasket	Tightening torque
D	Yes	12.3 N.m (1.3 kg-m, 9 ft-lb)
E	Yes	62.0 N.m (6.3 kg-m, 46 ft-lb)
F	Yes	62.0 N.m (6.3 kg-m, 46 ft-lb)

4. Install oil jet.
 - Insert oil jet dowel pin into cylinder block dowel pin hole, and tighten mounting bolts.

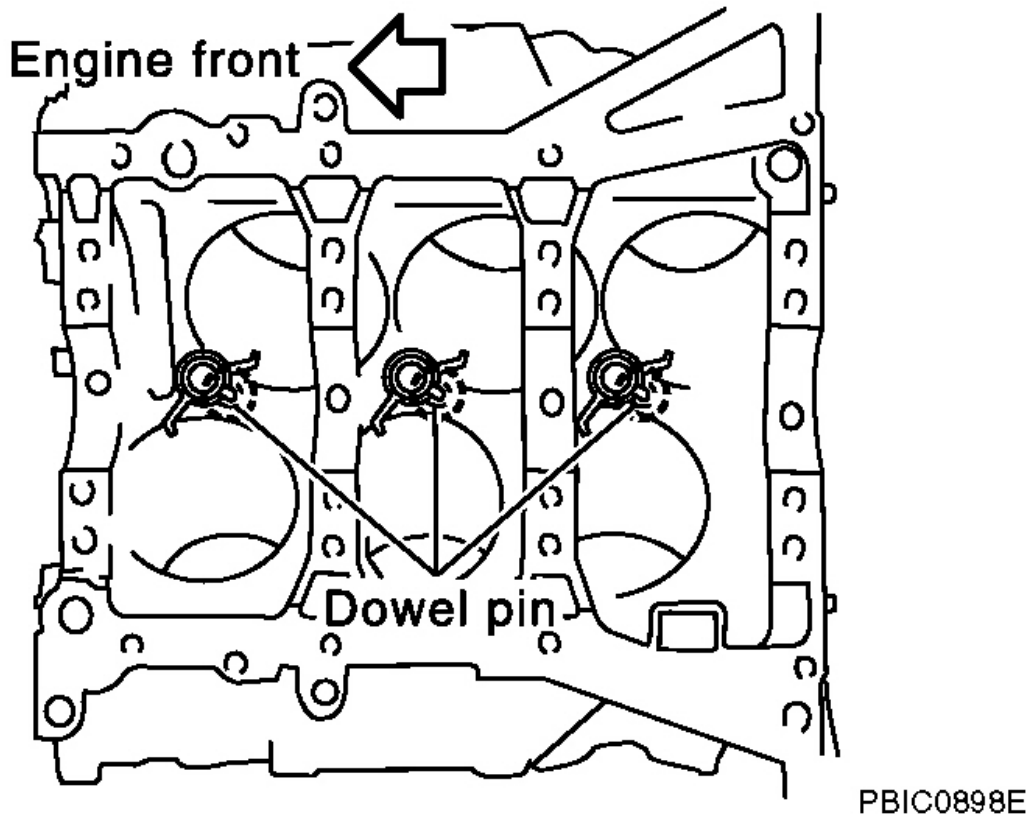
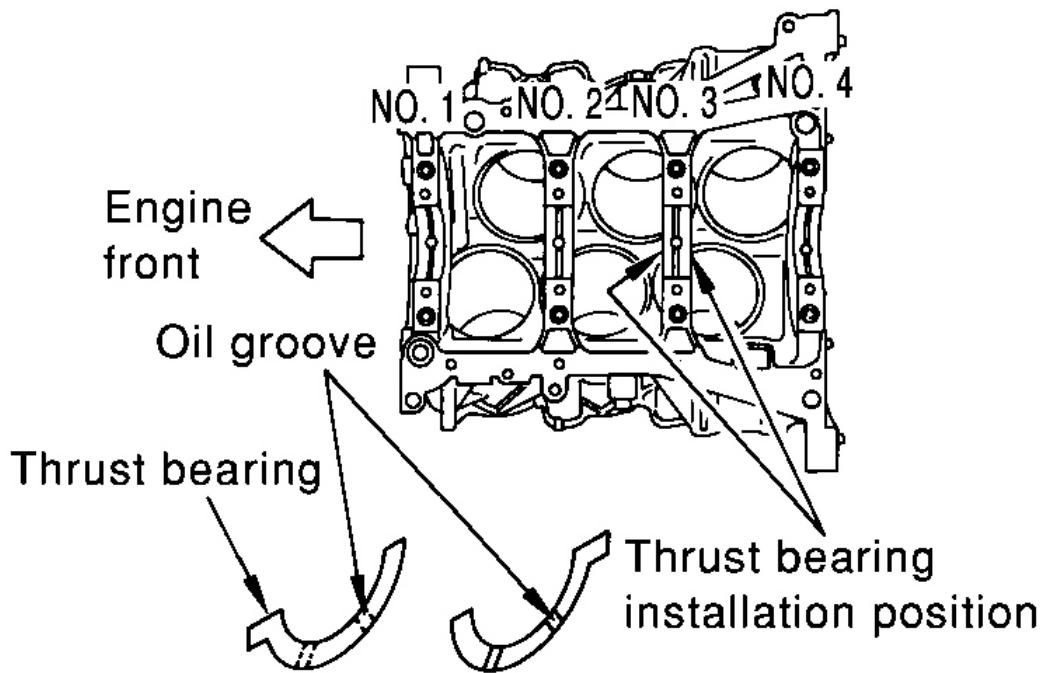


Fig. 356: Inserting Oil Jet Dowel Pin Into Cylinder Block Dowel Pin Hole
Courtesy of NISSAN MOTOR CO., U.S.A.

5. Install main bearings and thrust bearings as follows:
 - a. Remove dust, dirt, and engine oil on bearing mating surfaces of cylinder block and main bearing

caps.

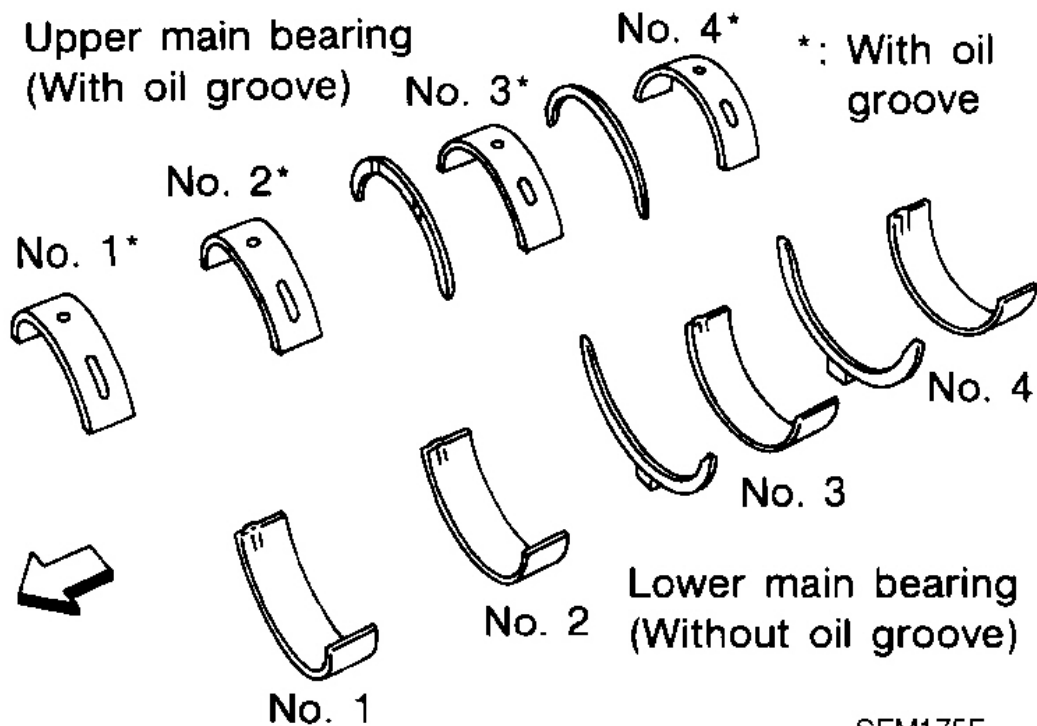
- b. Install thrust bearings to the both sides of the No. 3 journal housing on cylinder block and main bearing cap.
 - Install thrust bearings with the oil groove facing crankshaft arm (outside).
 - Install bearing with a projection on one end on cylinder block, and bearing with a projection at center on cap. Align each projection with mating notch.



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Fig. 357: Identifying Thrust Bearing Installation Position
 Courtesy of NISSAN MOTOR CO., U.S.A.

- c. Install main bearings paying attention to the direction.
 - Main bearing with oil hole and groove goes on cylinder block. The one without them goes on main bearing cap.
 - 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 main bearing caps.
 - Ensure the oil holes on cylinder block and those on the corresponding bearing are aligned.

**Fig. 358: Identifying Main Bearings**

Courtesy of NISSAN MOTOR CO., U.S.A.

6. Install crankshaft to cylinder block.
 - While turning crankshaft by hand, check that it turns smoothly.
7. Install main bearing cap.
 - Main bearing caps are identified by identification mark cast on them. For installation, face front mark to front side.

NOTE: Main bearing cap cannot be replaced as a single part, because it is machined together with cylinder block.

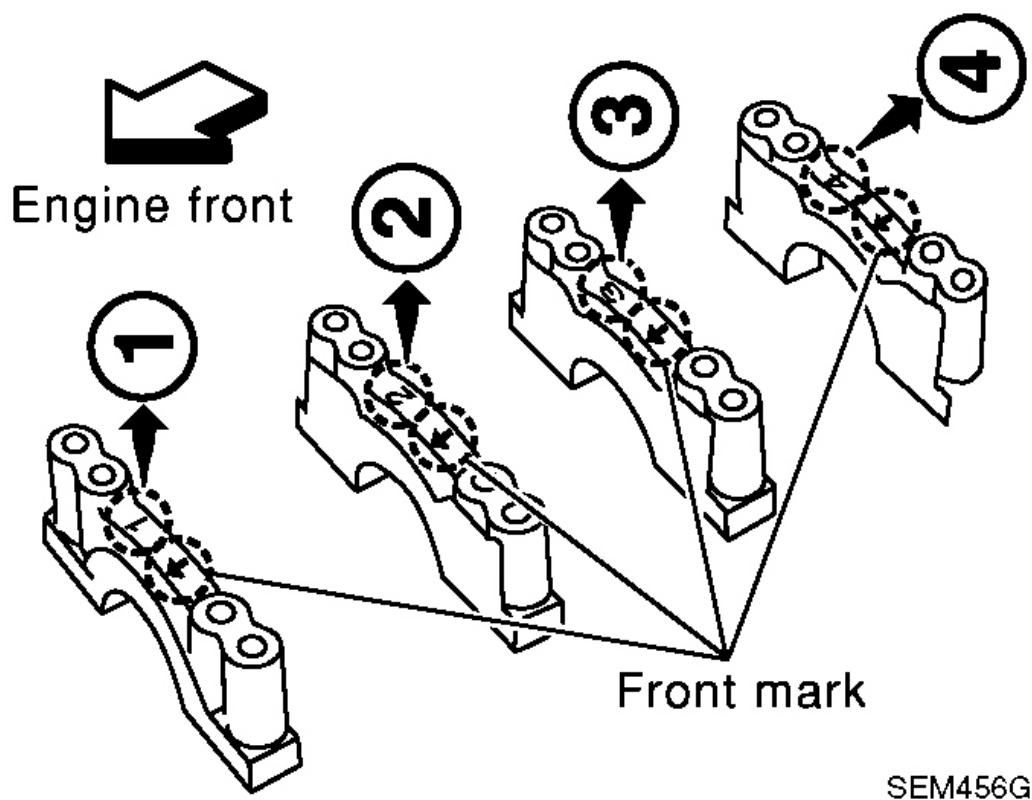


Fig. 359: Identifying Main Bearing Cap Front Marks
Courtesy of NISSAN MOTOR CO., U.S.A.

8. Install main bearing beam.
 - Install main bearing beam with front mark facing downward (oil pan side).
 - Install main bearing beam with front mark facing front of engine.

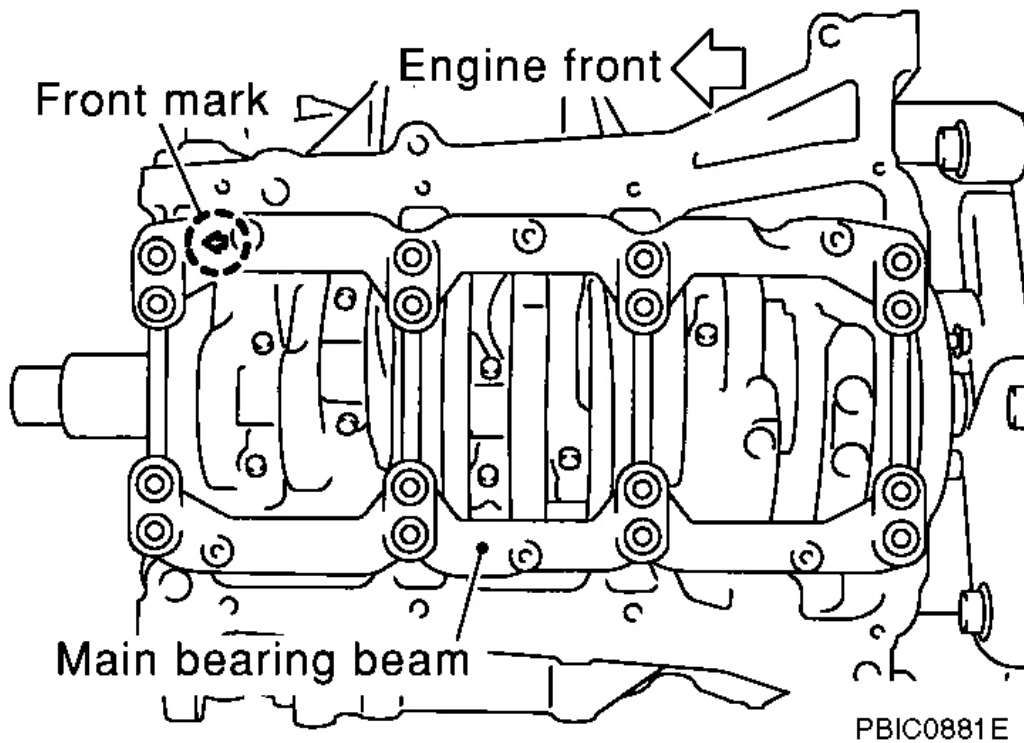


Fig. 360: Identifying Main Bearing Beam
Courtesy of NISSAN MOTOR CO., U.S.A.

9. Inspect outer diameter of main bearing cap bolt. Refer to "**MAIN BEARING CAP BOLT OUTER DIAMETER**".
10. Install main bearing cap bolt as follows:
 - a. Apply new engine oil to threads and seat surfaces of mounting bolts.
 - b. Tighten bolts in numerical order as shown in the figure in several different steps.

: 32.3 - 38.3 N.m (3.3 - 3.9 kg-m, 24 - 28 ft-lb)

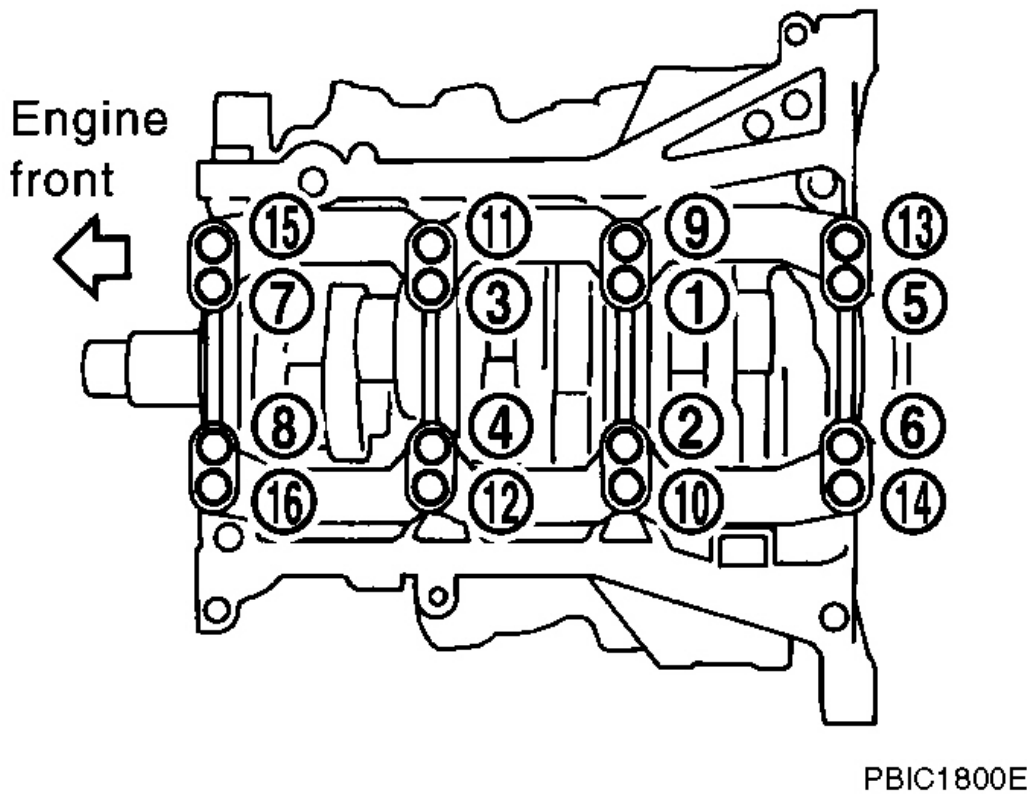


Fig. 361: Identifying Main Bearing Cap Bolt Tightening Sequence
Courtesy of NISSAN MOTOR CO., U.S.A.

- c. Turn all bolts another 90 to 95 degrees clockwise [Target: 90 degrees (Angle tightening)].

CAUTION: Use angle wrench [SST: KV10112100 (BT8653-A)] to check tightening angle. Do not make judgment by visual inspection.

- After installing mounting bolts, make sure that crankshaft can be rotated smoothly by hand.
- Check crankshaft end play. Refer to "CRANKSHAFT END PLAY".

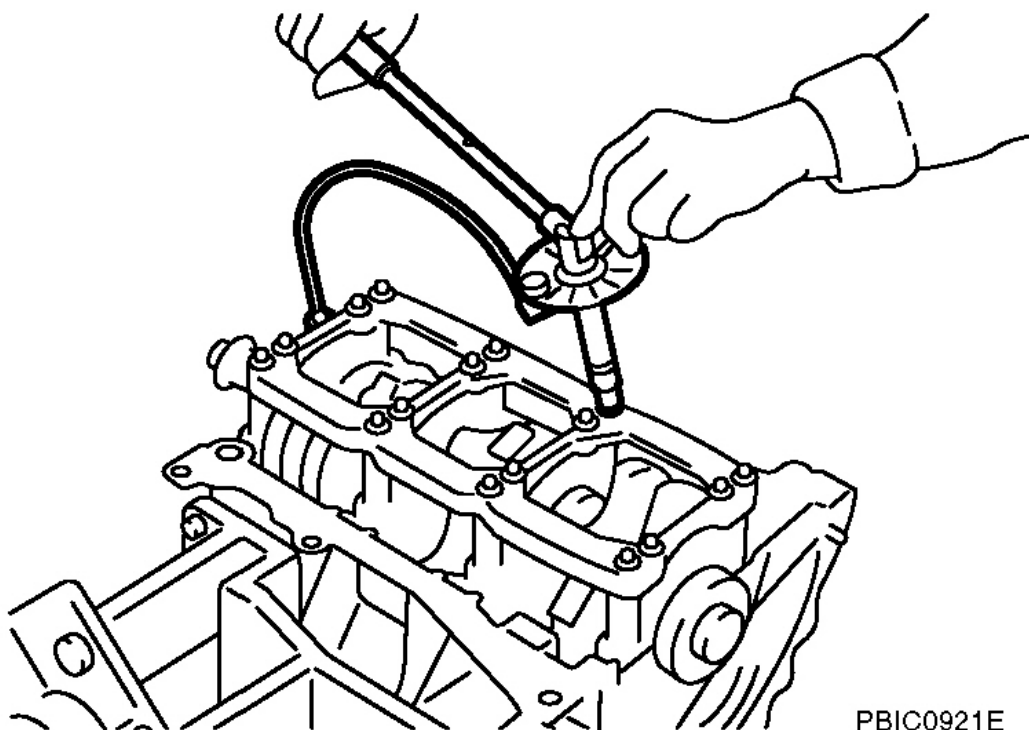


Fig. 362: Checking Tightening Angle
Courtesy of NISSAN MOTOR CO., U.S.A.

11. Install piston to connecting rod as follows:
 - a. Using 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 industrial use drier or similar tool, heat piston until piston pin can be pushed in by hand without excess force [approx. 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.

NOTE: Figure shows the piston A/T models. The front marks of M/T models are 2 punched.

- c. Install new snap ring to the groove of the piston front side.
 - Insert it fully into groove to install.
 - After installing, make sure that connecting rod moves smoothly.

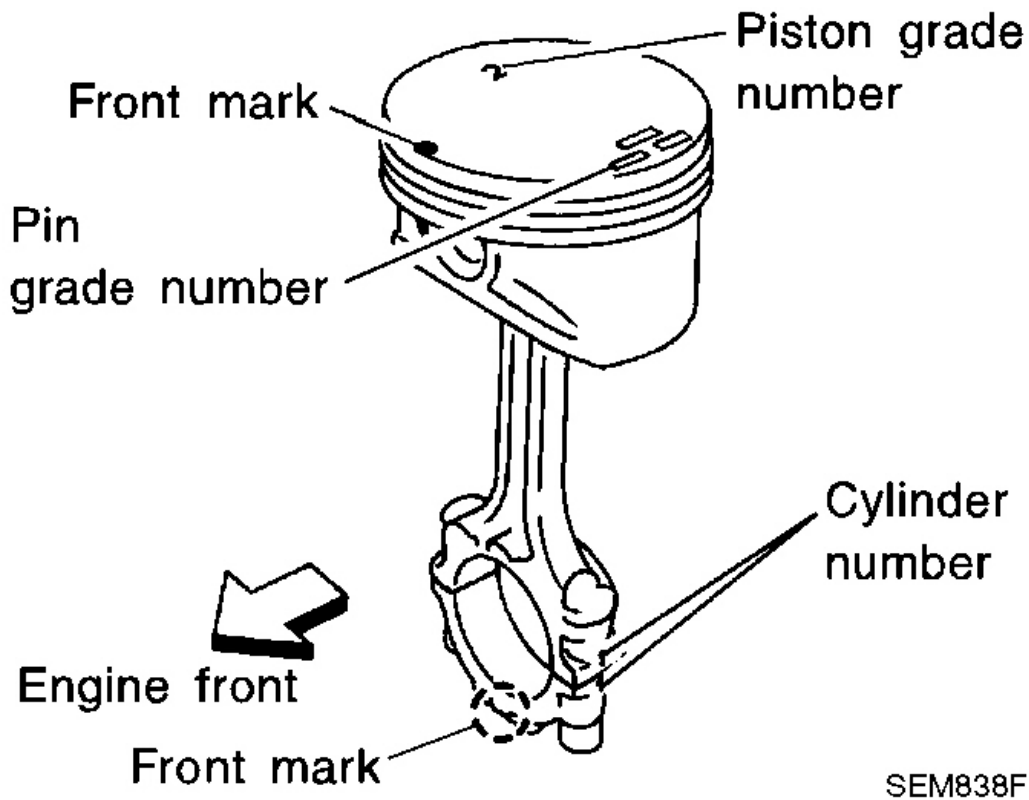
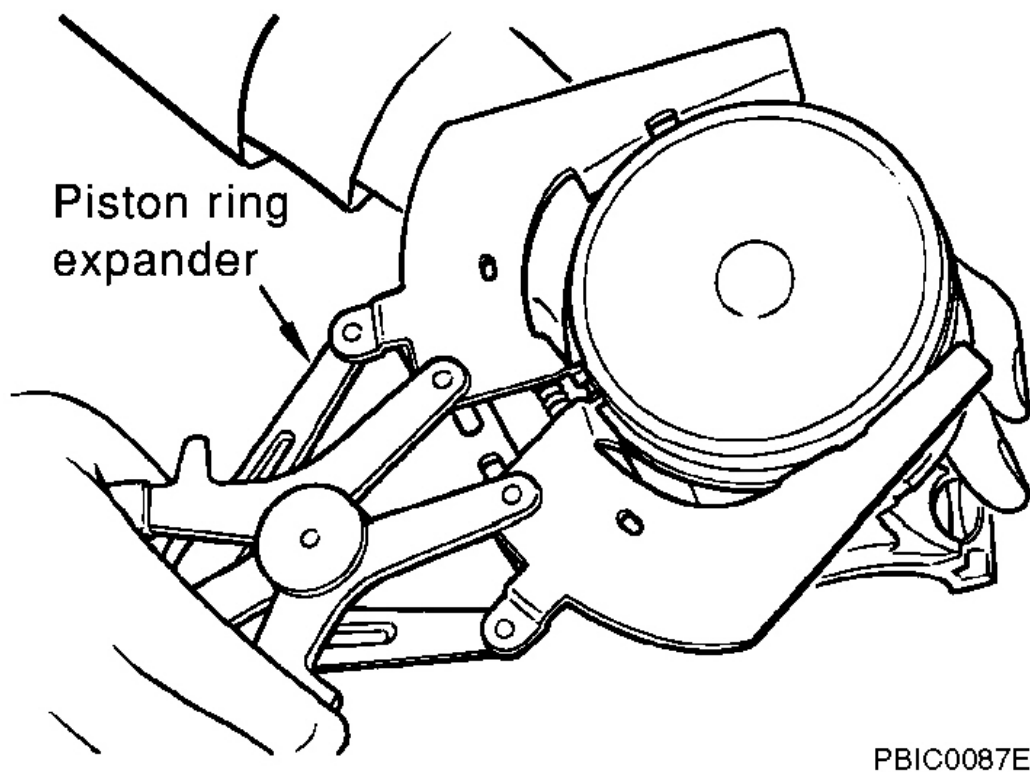


Fig. 363: Identifying Piston And Cylinder Numbers
Courtesy of NISSAN MOTOR CO., U.S.A.

12. Using a piston ring expander (commercial service tool), install piston rings.

CAUTION:

- When installing piston rings, be careful not to damage piston.
- Be careful not to damage piston rings by expending them excessively.



PBIC0087E

Fig. 364: Identifying Piston Rings

Courtesy of NISSAN MOTOR CO., U.S.A.

- If there is stamped mark on ring, mount it with marked side up.

NOTE: If there is no stamp on ring except second ring, no specific orientation is required for installation.

Stamped mark:

M/T models

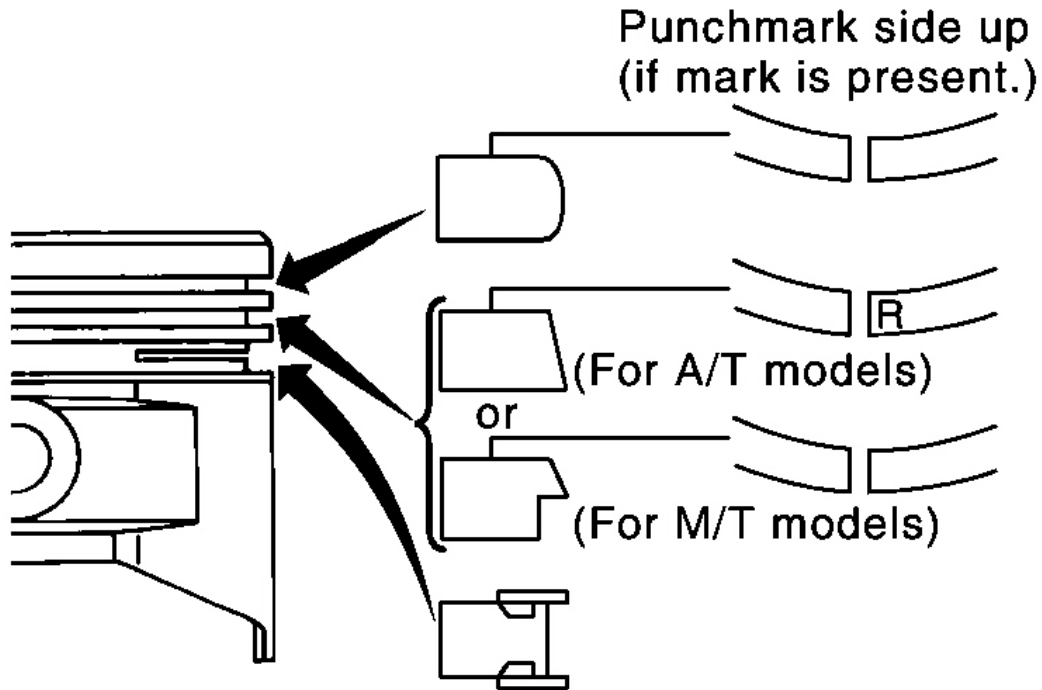
Top ring : -

Second ring : -

A/T models

Top ring : -

Second ring : R



PBIC3595E

Fig. 365: Identifying Piston Rings Stamped Marks
Courtesy of NISSAN MOTOR CO., U.S.A.

- Position each ring with the gap as shown in the figure referring to the piston front mark.
- Check the piston ring side clearance. Refer to "**PISTON RING SIDE CLEARANCE**".

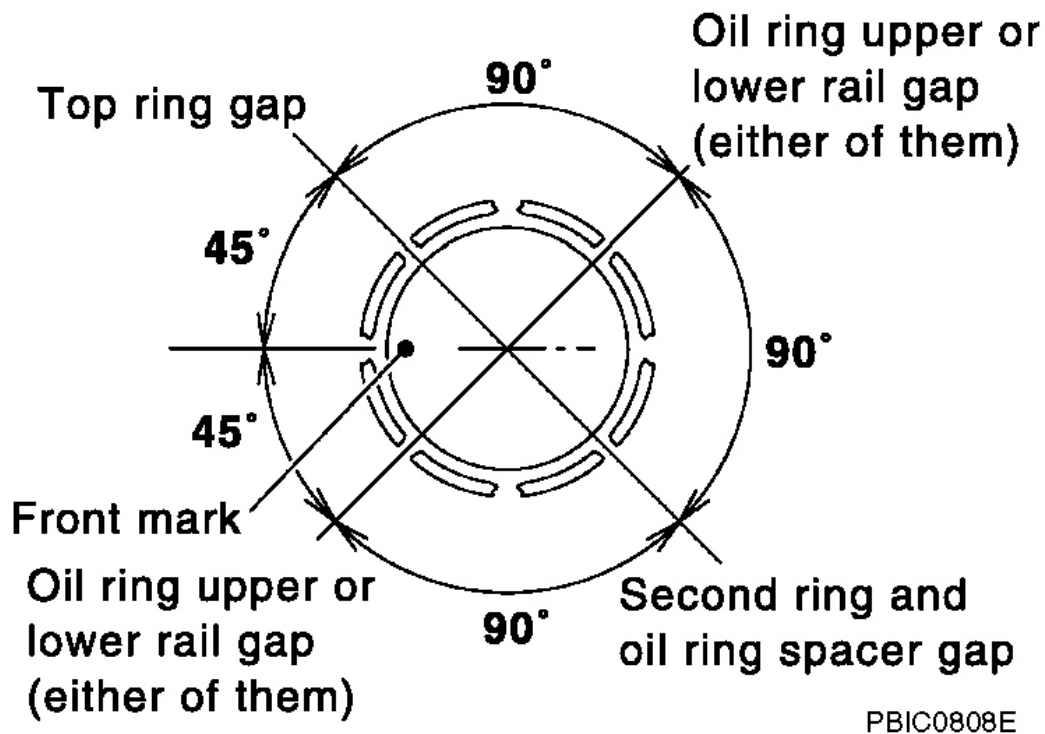
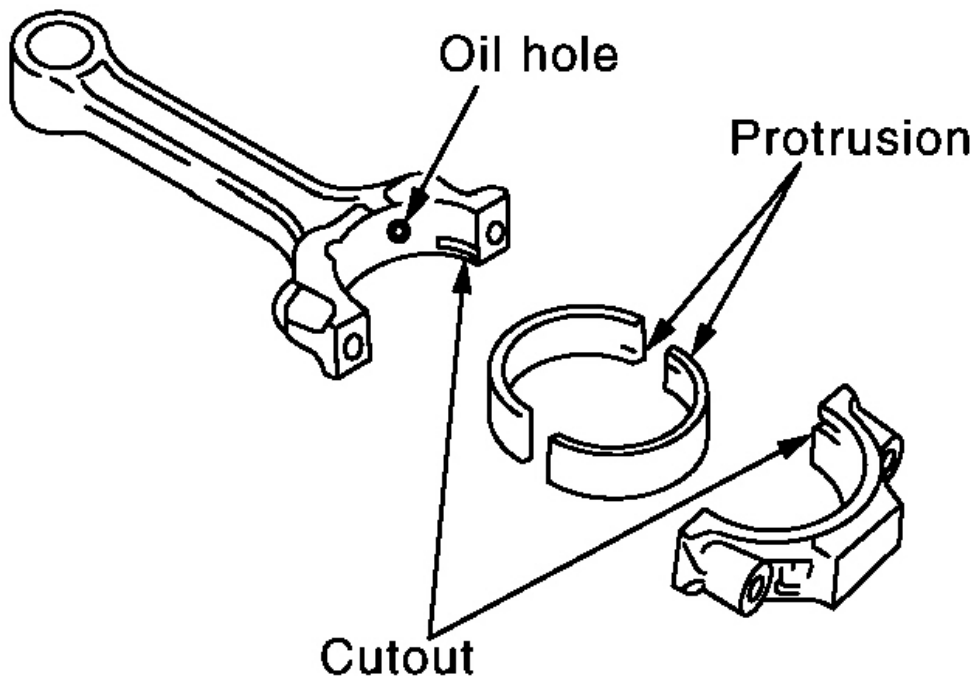


Fig. 366: Identifying Piston Ring Gaps
 Courtesy of NISSAN MOTOR CO., U.S.A.

13. Install connecting rod bearings to connecting rod and connecting rod cap.
 - 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 with cutout of connecting rod and connecting rod cap to install.
 - Ensure the oil hole on connecting rod and that on the corresponding bearing are aligned.



PBIC2067E

Fig. 367: Aligning Connecting Rod Bearing Stopper Protrusion With Cutout
Courtesy of NISSAN MOTOR CO., U.S.A.

14. 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.
 - Match the cylinder position with the cylinder number on connecting rod to install.
 - Be sure that front mark on piston head is facing front of engine.
 - Using piston ring compressor [SST] or suitable tool, install piston with the front mark on the piston head facing the front of engine.

CAUTION: Be careful not to damage the cylinder wall and crankshaft pin, resulting from an interference of the connecting rod big end.

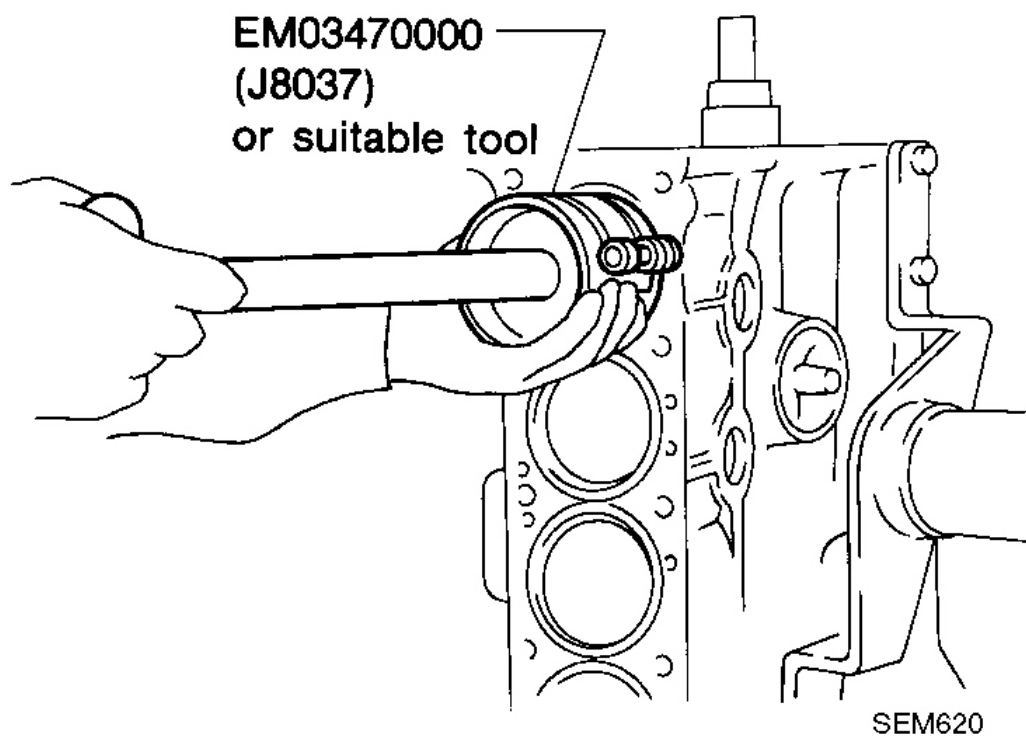


Fig. 368: Installing Piston
Courtesy of NISSAN MOTOR CO., U.S.A.

15. Install connecting rod cap.
 - Match the stamped cylinder number marks on connecting rod with those on connecting rod cap to install.
 - Be sure that front mark on connecting rod cap is facing front of engine.

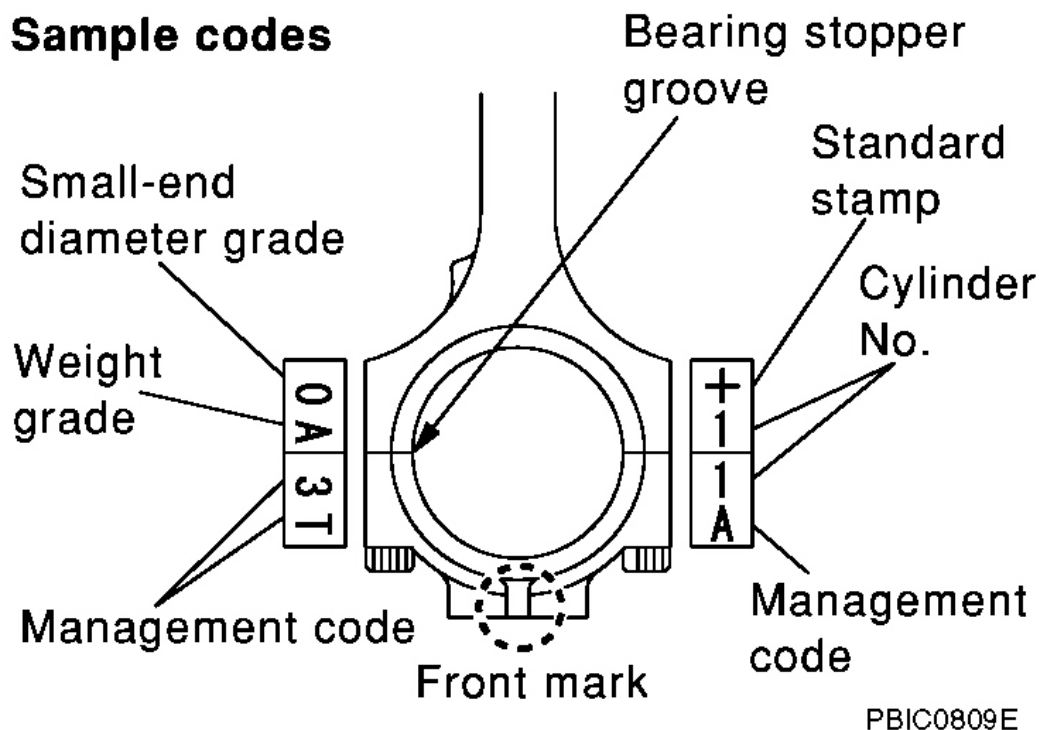


Fig. 369: Matching Stamped Cylinder Number Marks On Connecting Rod With Connecting Rod
 Courtesy of NISSAN MOTOR CO., U.S.A.

16. Tighten connecting rod bolt as follows:

- a. Inspect outer diameter of connecting rod bolt. (A/T models) Refer to "**CONNECTING ROD BOLT OUTER DIAMETER (FOR A/T MODELS)**".

CAUTION: Do not reuse connecting rod bolt for M/T models. Replace it with a new one.

- b. Apply engine oil to the threads and seats of connecting rod bolts.
- c. Tighten bolts.

: 18.6 - 20.6 N.m (1.9 - 2.1 kg-m, 14 - 15 ft-lb)

- d. Then tighten all bolts 90 to 95 degrees clockwise [target: 90 degrees (Angle tightening)].

CAUTION: Always use angle wrench [SST: KV10112100 (BT8653-A)]. Avoid tightening based on visual check alone.

- After tightening bolt, make sure that crankshaft rotates smoothly.
- Check the connecting rod side clearance. Refer to "**CONNECTING ROD SIDE CLEARANCE**".

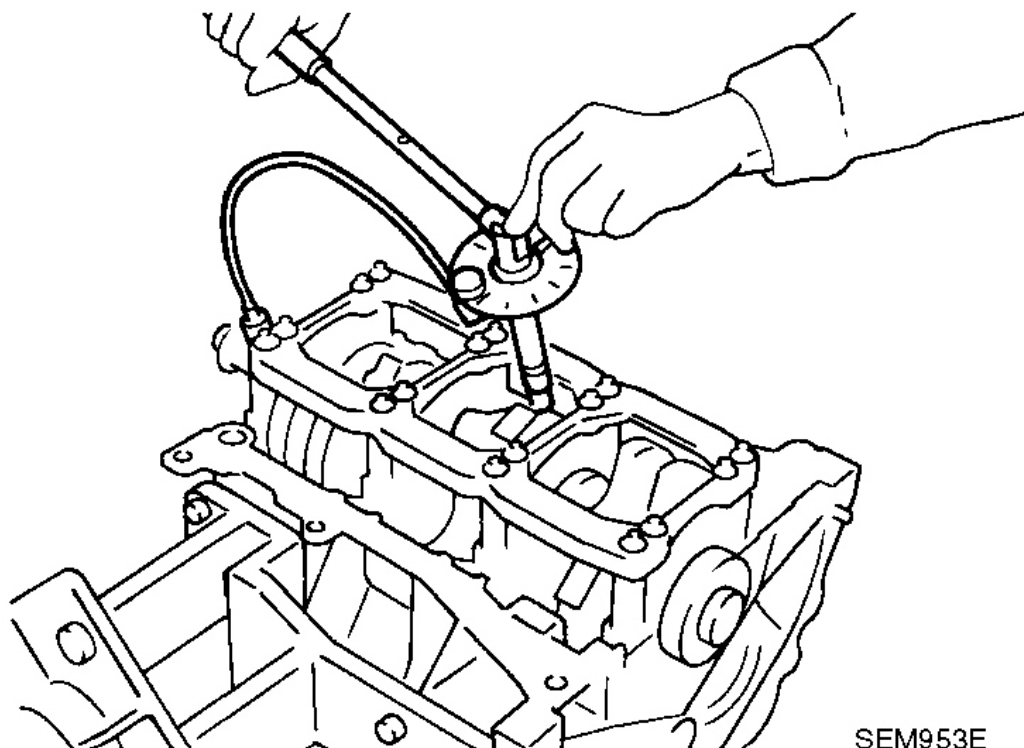


Fig. 370: Checking Tightening Angle
Courtesy of NISSAN MOTOR CO., U.S.A.

17. Install baffle plate to main bearing beam. (2WD models)
 - Install the part shown by the arrow with it facing front of engine.
18. Install new rear oil seal retainer to cylinder block.
 - Apply new engine oil to the oil and dust seal lips.
 - Apply liquid gasket to rear oil seal retainer using tube presser [SST: WS39930000 (-)] as shown in the figure. Use **Genuine RTV Silicone Sealant or equivalent. Refer to "RECOMMENDED CHEMICAL PRODUCTS AND SEALANTS"** .

CAUTION:

- Replace with new parts.
- Attaching should be done within 5 minutes after coating.
- Make sure the garter spring is in position and seal lips not inverted.

For GI, go to GENERAL INFORMATION -- SEDAN .

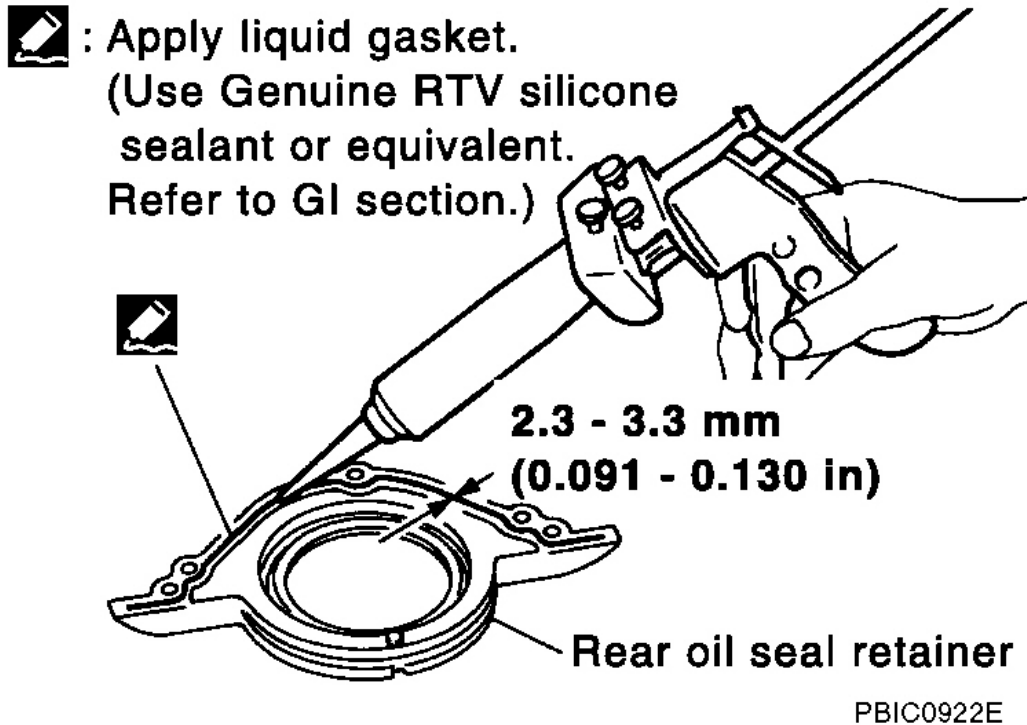


Fig. 371: Applying Liquid Gasket To Rear Oil Seal
Courtesy of NISSAN MOTOR CO., U.S.A.

NOTE: Rear oil seal and retainer from a single part are handled as assembly.

19. Install pilot bushing (M/T models) or pilot converter (A/T models).
 - With drift of the following outer diameter, press-fit as far as it will go.

Pilot bushing : Approx. 17 mm (0.67 in)

Pilot converter : Approx. 33 mm (1.30 in)

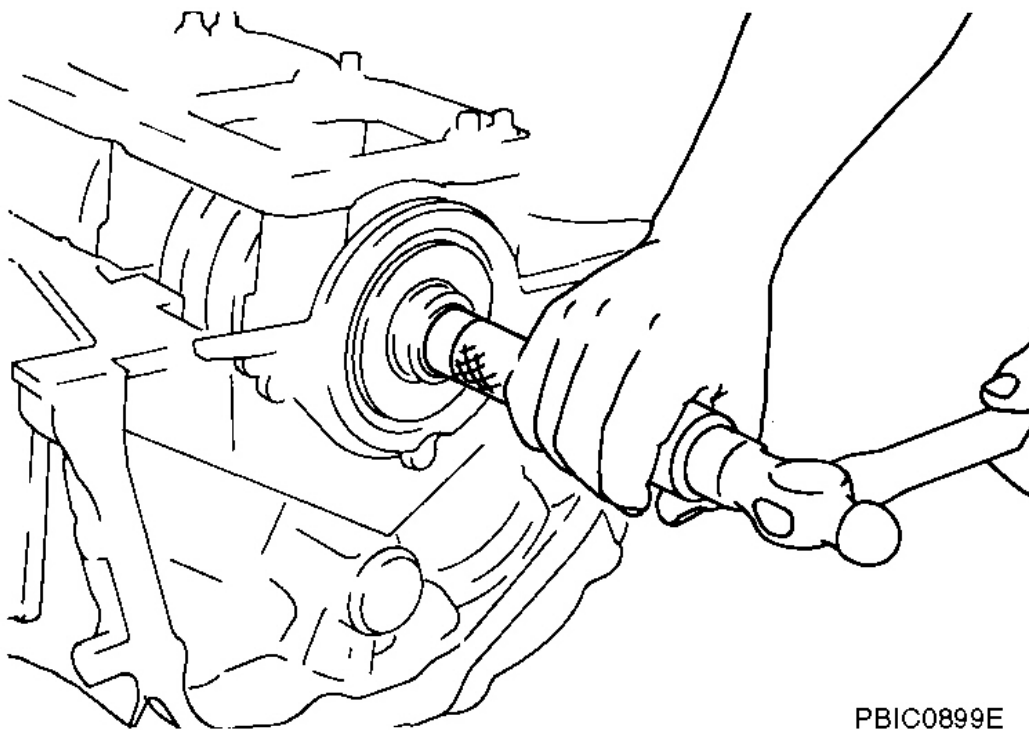
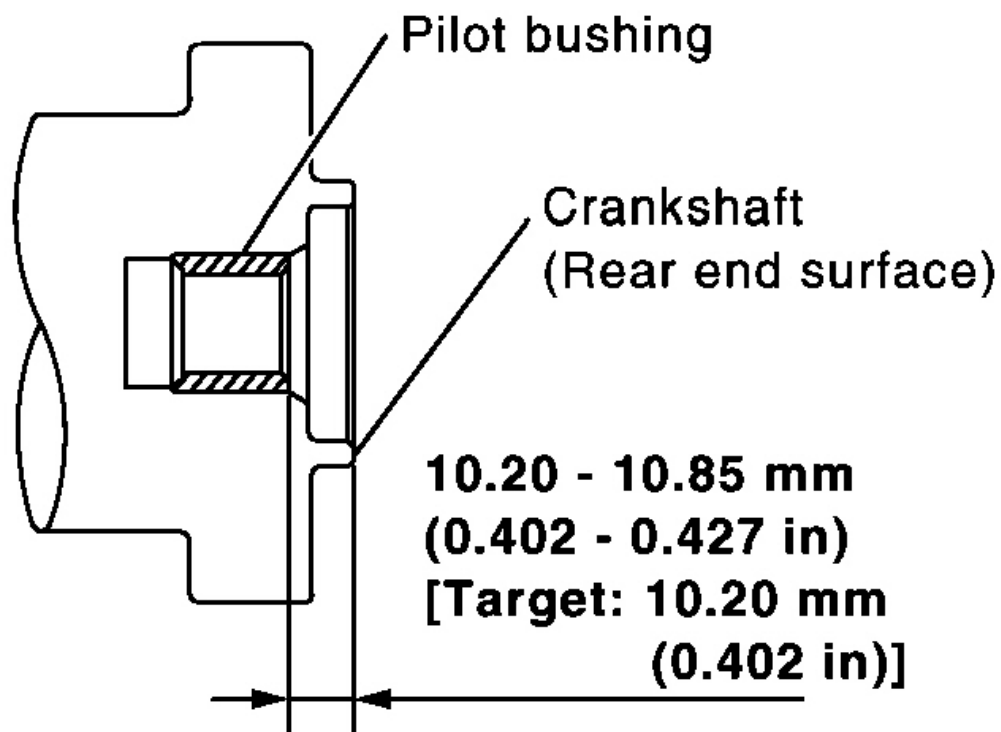


Fig. 372: Installing Pilot Bushing (M/T Models) Or Pilot Converter (A/T Models)
Courtesy of NISSAN MOTOR CO., U.S.A.

- Press-fit pilot bushing as the dimension in the figure. (M/T models)



PBIC2068E

Fig. 373: Identifying Pilot Bushing Fitting Dimensions (M/T)
Courtesy of NISSAN MOTOR CO., U.S.A.

- Press-fit pilot converter with its chamfer facing crankshaft as shown in the figure. (A/T models)

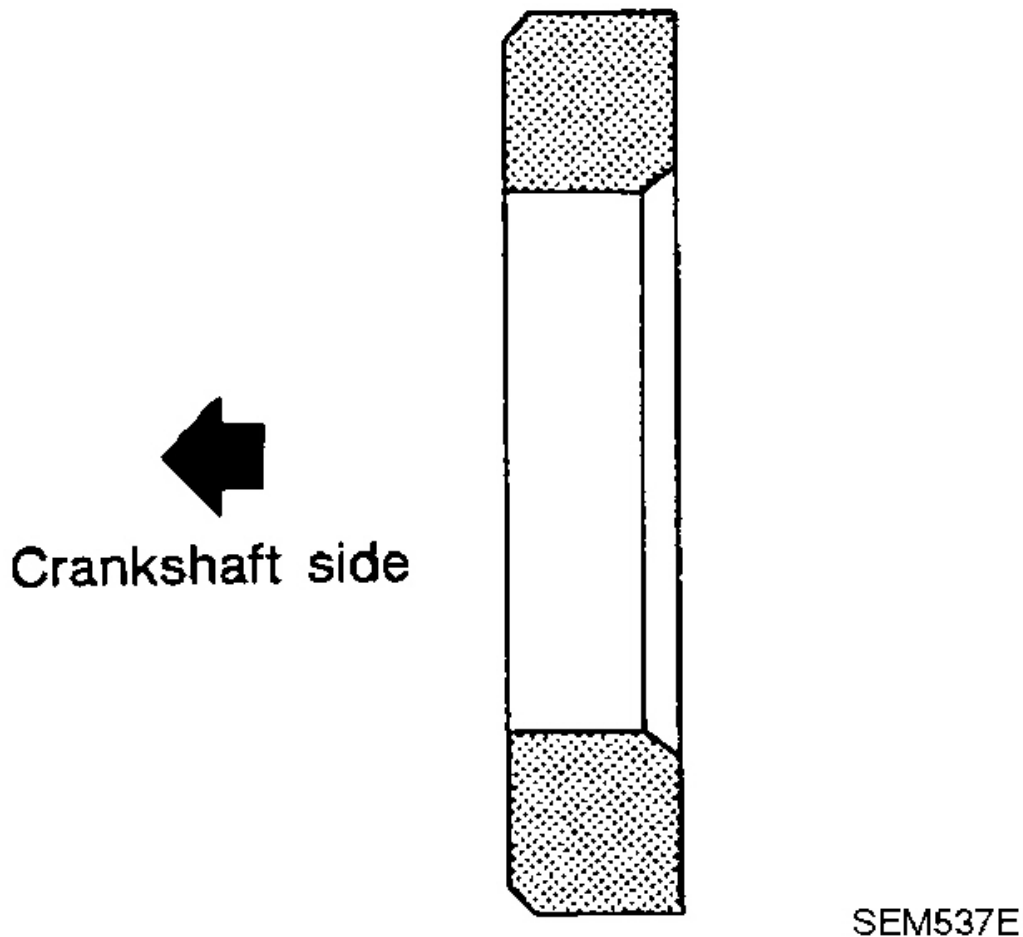


Fig. 374: Identifying Installation Direction Of Pilot Converter
Courtesy of NISSAN MOTOR CO., U.S.A.

20. Install knock sensor.

- Install knock sensor so that connector faces front of engine.
- After installing knock sensor, connect harness connector, and lay it out to rear of engine.

CAUTION:

- Do not tighten mounting bolts while holding connector.
- If any impact by dropping is applied to knock sensor, replace it with new one.

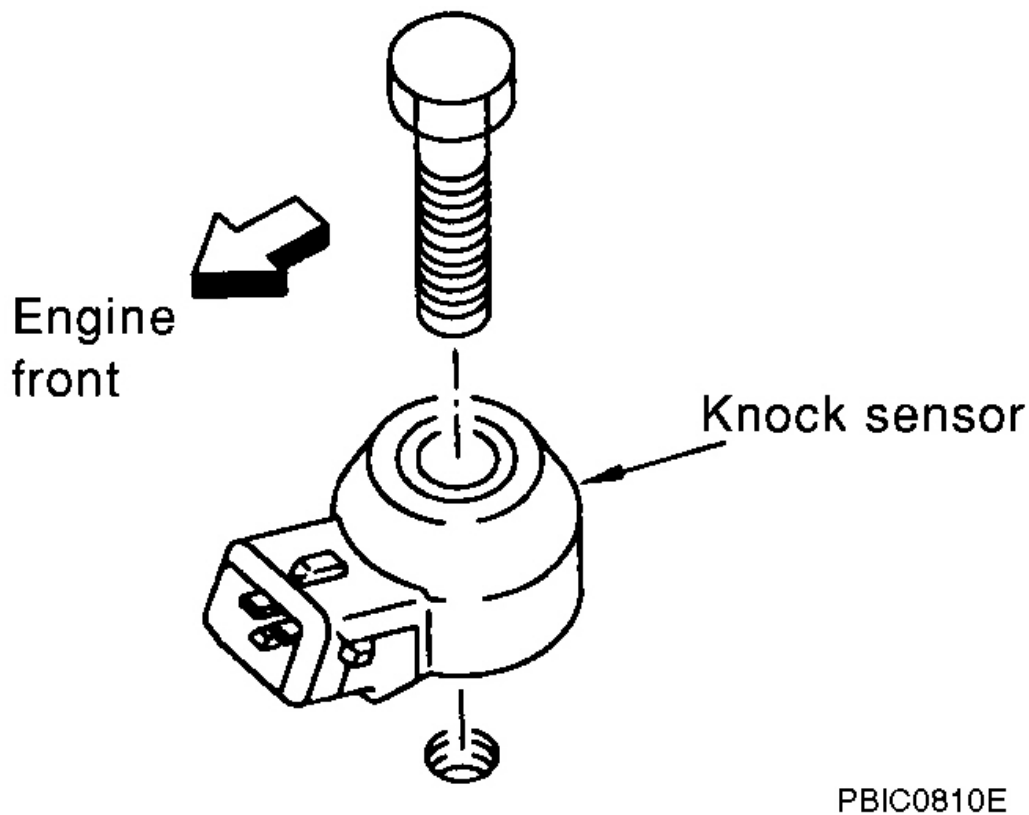


Fig. 375: Identifying Knock Sensor

Courtesy of NISSAN MOTOR CO., U.S.A.

NOTE:

- Make sure that there is no foreign material on the cylinder block mating surface and the back surface of knock sensor.
- Make sure that knock sensor does not interfere with other parts.

21. Note the following, and assemble in the reverse order of disassembly after this step.

Flywheel (M/T models)

- Ensure the dowel pin is installed in the crankshaft.
- When installing flywheel to crankshaft, be sure to correctly align crankshaft side dowel pin and flywheel side dowel pin hole.

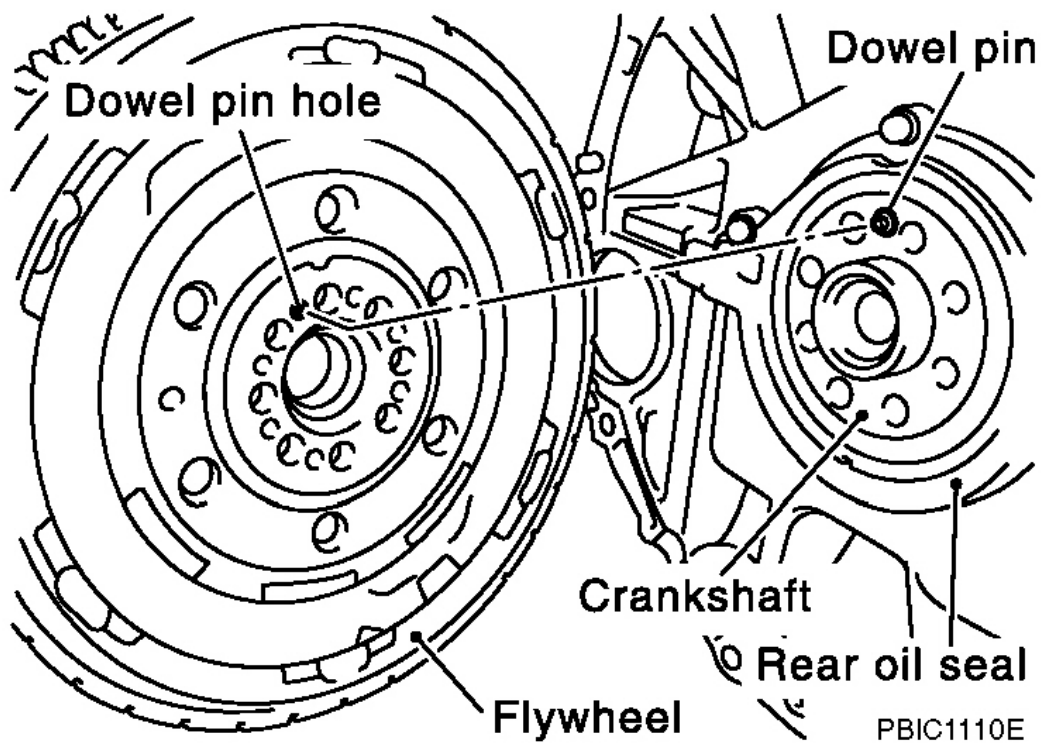


Fig. 376: Aligning Crankshaft Side Dowel Pin And Flywheel Side Dowel Pin Hole
Courtesy of NISSAN MOTOR CO., U.S.A.

- There is a mating mark on the clutch cover side of flywheel. Refer it during installation.

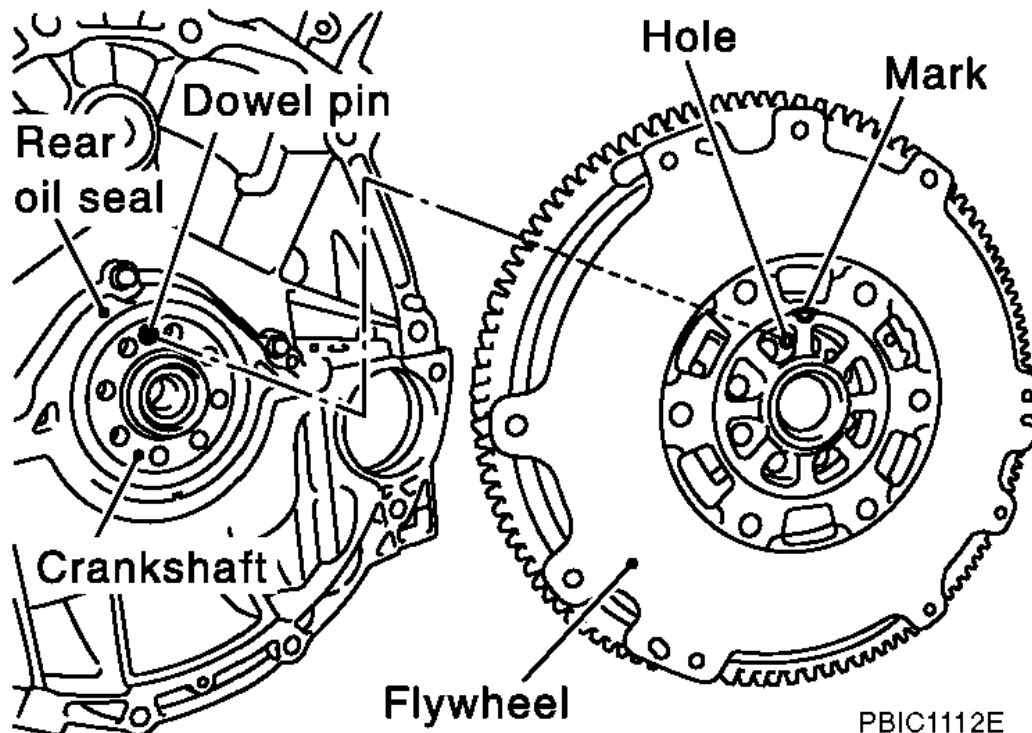
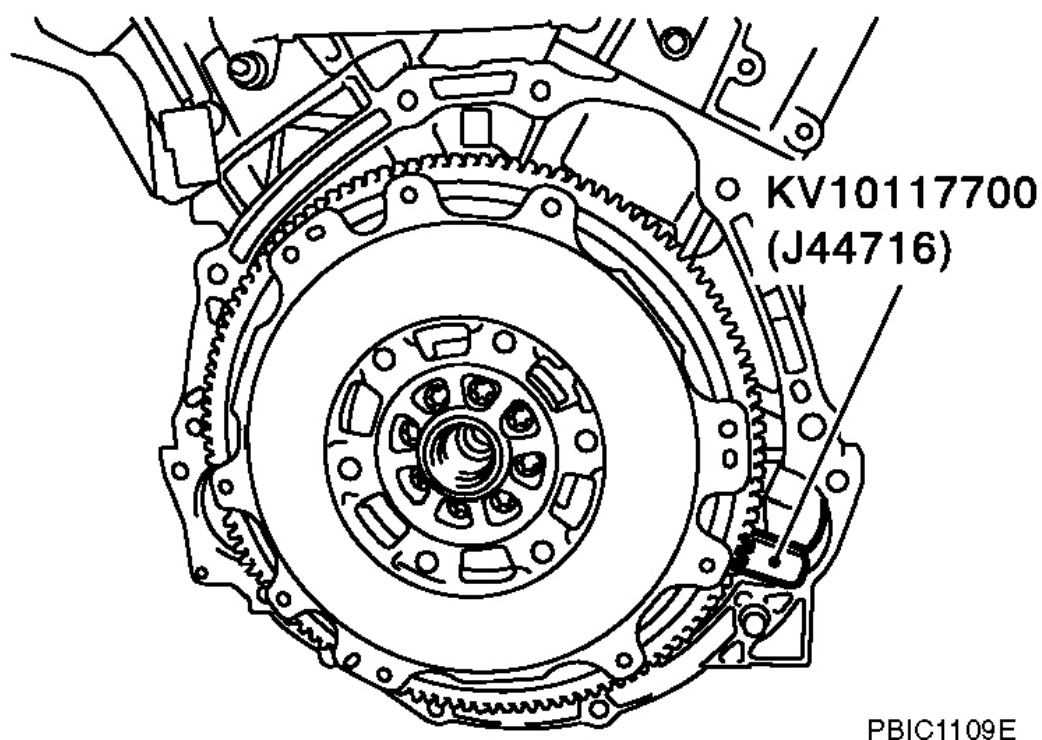


Fig. 377: Identifying Mating Mark On Clutch Cover Side Of Flywheel
Courtesy of NISSAN MOTOR CO., U.S.A.

- Holding ring gear with ring gear stopper [SST], tighten securing bolts with TORX socket (size: T55, commercial service tool).
- Tighten mounting bolts crosswise over several times.

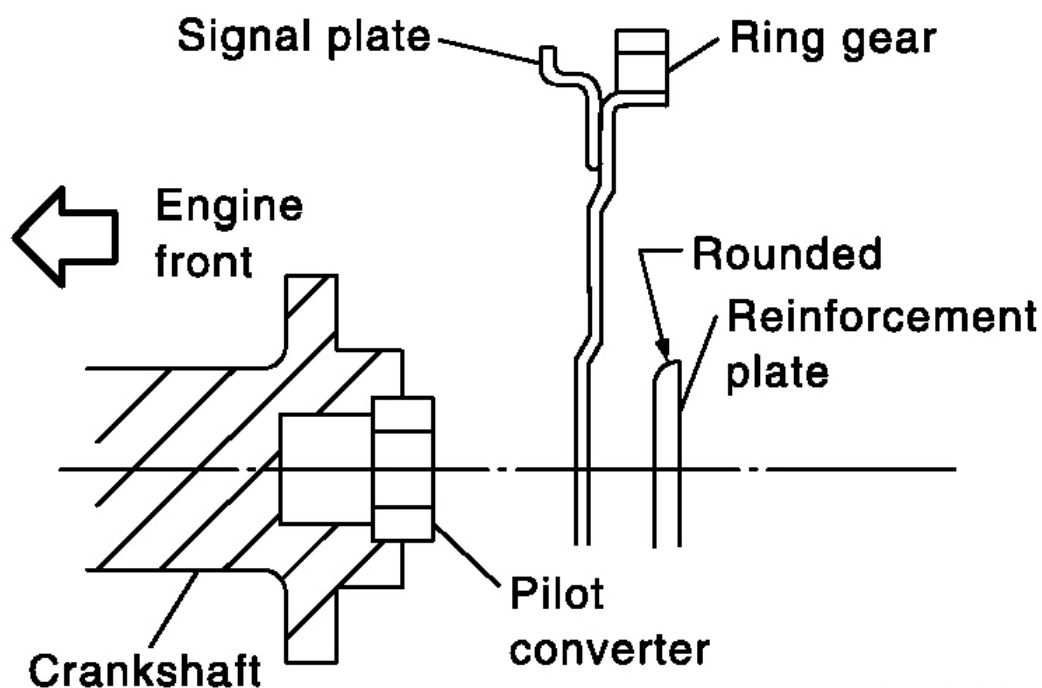


PBIC1109E

Fig. 378: Holding Ring Gear
Courtesy of NISSAN MOTOR CO., U.S.A.

Drive plate (A/T models)

- Install drive plate and reinforcement plate as shown in the figure.
- Holding ring gear with ring gear stopper [SST: KV10117700 (J44716)].
- Tighten mounting bolts crosswise over several times.



PBIC0910E

Fig. 379: Identifying Drive Plate And Reinforcement Plate
 Courtesy of NISSAN MOTOR CO., U.S.A.

HOW TO SELECT PISTON AND BEARING

DESCRIPTION

PISTON AND BEARING SELECTION

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)

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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.

HOW TO SELECT 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.

NOTE: **Piston is available with piston pin as a set for the service part. (Only "0" grade piston pin is available.)**

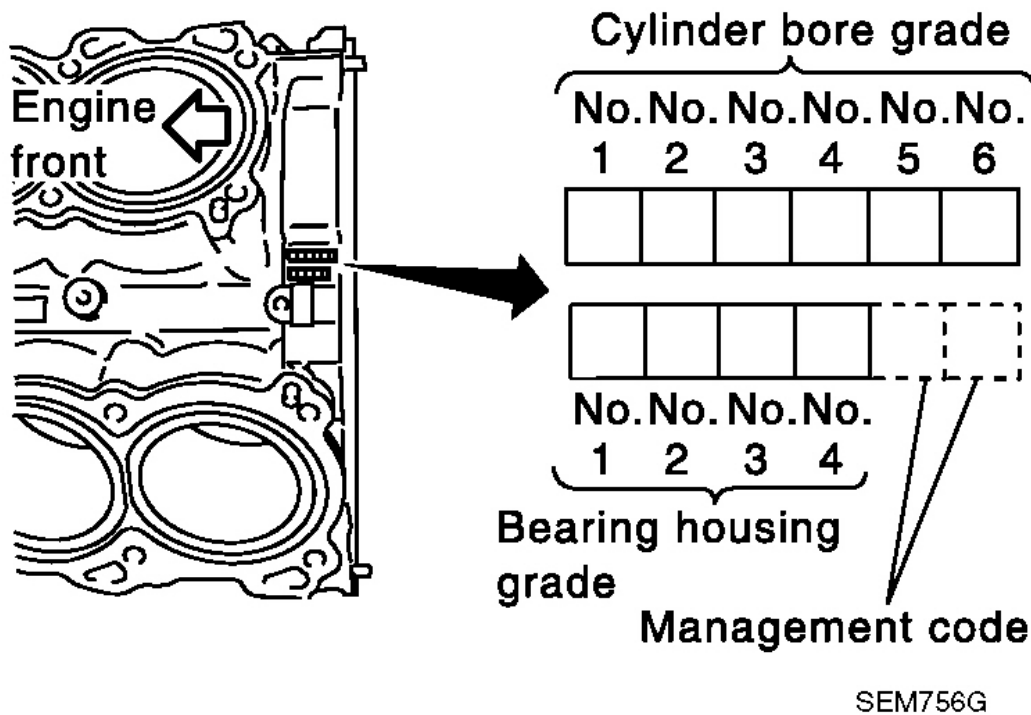
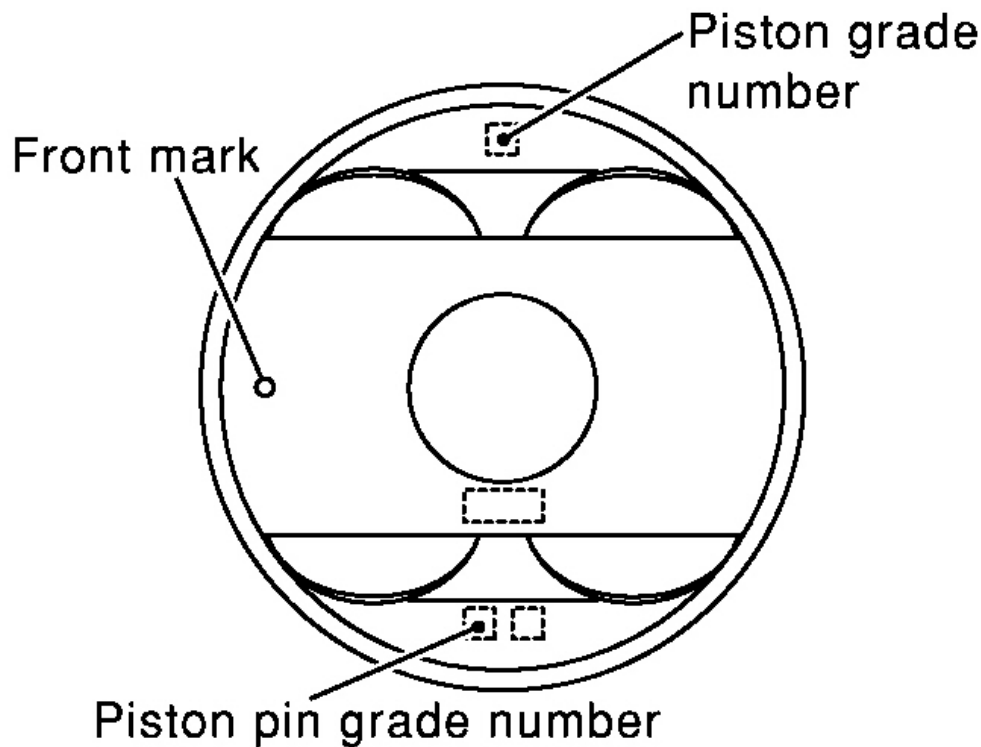


Fig. 380: Identifying Cylinder Bore Grades
 Courtesy of NISSAN MOTOR CO., U.S.A.

When Cylinder Block is Reused

1. Measure the cylinder bore inner diameter. Refer to "**CYLINDER BORE INNER DIAMETER**".
2. Determine the bore grade by comparing the measurement with the values under the cylinder bore inner diameter of the "Piston Selection Table".

NOTE: Figure shows the piston A/T models. The front marks of M/T models are 2 punched.



PBIC0812E

Fig. 381: Identifying Piston Pin And Piston Grade Number
 Courtesy of NISSAN MOTOR CO., U.S.A.

3. Select piston of the same grade.

Piston Selection Table

Unit: mm (in)

PISTON SELECTION

Grade	1	2 (or no mark)	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.
- The 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.

HOW TO SELECT CONNECTING ROD BEARING

When New Connecting Rod and Crankshaft are Used

Check pin diameter grade ("0""1", or "2") on front of crankshaft, and select connecting rod bearing of the same grade.

NOTE: There is no grading for connecting rod big end diameter.

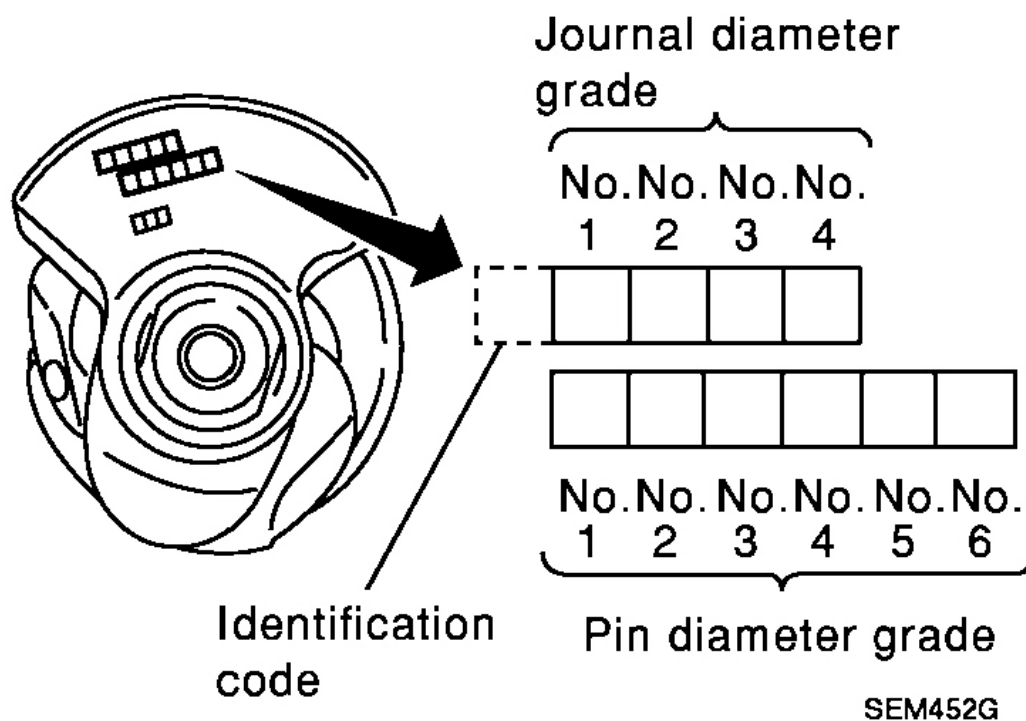


Fig. 382: Identifying Journal Diameter Grade Numbers
Courtesy of NISSAN MOTOR CO., U.S.A.

When Crankshaft and Connecting Rod are Reused

1. Measure the connecting rod big end diameter. Refer to "**CONNECTING ROD BIG END DIAMETER**".
2. Make sure the connecting rod big end diameter is within the standard value.

3. Measure the crankshaft pin journal diameter. Refer to "**CRANKSHAFT PIN JOURNAL DIAMETER**".
4. Determine the grade of crankshaft pin journal 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 BEARING SELECTION

Unit: mm (in)	
Connecting rod big end diameter	55.000 - 55.013 (2.1654 - 2.1659)

CRANKSHAFT PIN JOURNAL DIAMETER

Unit: mm (in)				
Crankshaft pin journal diameter	Grade (Mark)	Dimension (Bearing thickness range)	Bearing grade No.	Color
51.968 - 51.974 (2.0460 - 2.0462)	0	1.500 - 1.503 (0.0591 - 0.0592)	STD 0	Black
51.962 - 51.968 (2.0457 - 2.0460)	1	1.503 - 1.506 (0.0592 - 0.0593)	STD 1	Brown
51.956 - 51.962 (2.0455 - 2.0457)	2	2 1.506 - 1.509 (0.0593 - 0.0594)	STD 2	Green

Undersize Bearings 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 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 [1.5 mm (0.059 in)].

Fillet R (All journals and all crankshaft pins)

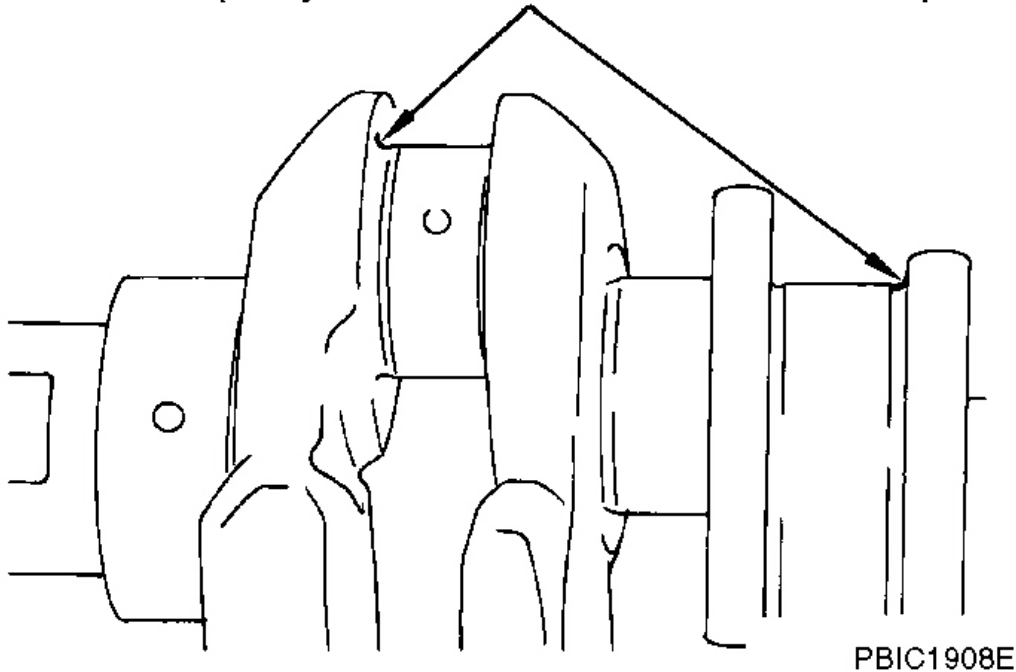


Fig. 383: Identifying Crankshaft
Courtesy of NISSAN MOTOR CO., U.S.A.

Bearing undersize table

BEARING UNDERSIZE

Unit: mm (in)	
Size	Thickness
US 0.25 (0.0098)	1.626 - 1.634 (0.0640 - 0.0643)

HOW TO SELECT 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.

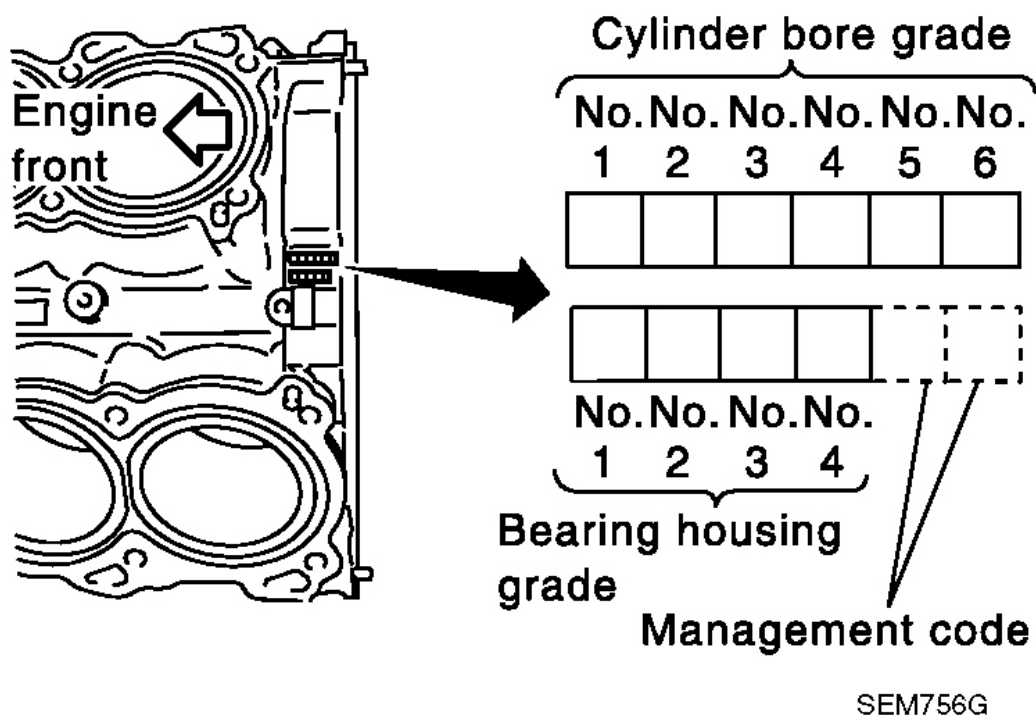


Fig. 384: Identifying Cylinder Bore Grade Numbers

Courtesy of NISSAN MOTOR CO., U.S.A.

- "Main Bearing Selection Table" columns correspond to journal diameter grade on front side of crankshaft.

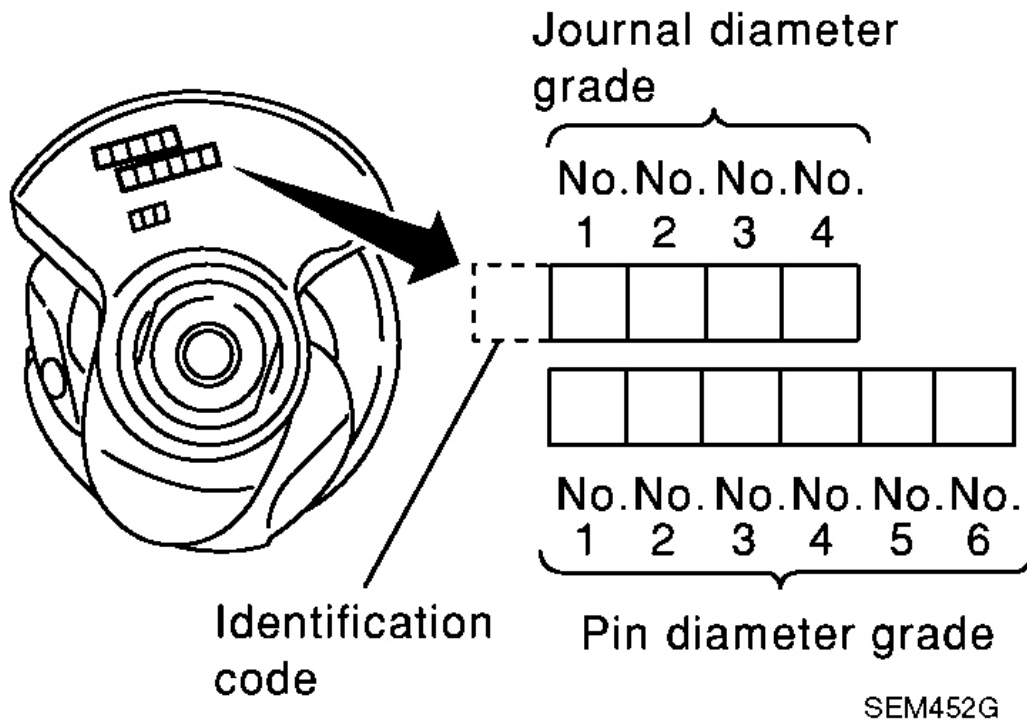


Fig. 385: Identifying Journal Diameter Grade Number
 Courtesy of NISSAN MOTOR CO., U.S.A.

3. Select main bearing grade at the point where selected row and column meet in "Main Bearing Selection Table".

When Cylinder Block and Crankshaft are Reused

1. Measure the cylinder block main bearing housing inner diameter and crankshaft main journal diameter. Refer to "**MAIN BEARING HOUSING INNER DIAMETER**" and "**CRANKSHAFT MAIN JOURNAL DIAMETER**".
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. Select main bearing grade at the point where selected row and column meet in the following selection table.

Main Bearing Selection Table

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Cylinder block main bearing housing inner diameter Unit: mm (in) Crankshaft main journal diameter Unit: mm (in)		Mark		Hole diameter		A	B	C	D	E	F	G	H	J	K	L	M	N	P	R	S	T	U	V	W	X	Y	4	7
		Axle diameter		Hole diameter		63.993 - 63.994 (2.5194 - 2.5194)	63.994 - 63.995 (2.5194 - 2.5195)	63.995 - 63.996 (2.5195 - 2.5195)	63.996 - 63.997 (2.5195 - 2.5196)	63.997 - 63.998 (2.5196 - 2.5196)	63.998 - 63.999 (2.5196 - 2.5196)	63.999 - 64.000 (2.5196 - 2.5197)	64.000 - 64.001 (2.5197 - 2.5197)	64.001 - 64.002 (2.5197 - 2.5198)	64.002 - 64.003 (2.5198 - 2.5198)	64.003 - 64.004 (2.5198 - 2.5198)	64.004 - 64.005 (2.5198 - 2.5199)	64.005 - 64.006 (2.5199 - 2.5199)	64.006 - 64.007 (2.5199 - 2.5200)	64.007 - 64.008 (2.5200 - 2.5200)	64.008 - 64.009 (2.5200 - 2.5200)	64.009 - 64.010 (2.5200 - 2.5201)	64.010 - 64.011 (2.5201 - 2.5201)	64.011 - 64.012 (2.5201 - 2.5202)	64.012 - 64.013 (2.5202 - 2.5202)	64.013 - 64.014 (2.5202 - 2.5202)	64.014 - 64.015 (2.5202 - 2.5203)	64.015 - 64.016 (2.5203 - 2.5203)	64.016 - 64.017 (2.5203 - 2.5203)
Mark	Axle diameter																												
A	59.975 - 59.974 (2.3612 - 2.3612)	0	0	0	0	01	01	01	01	1	1	1	1	12	12	12	12	2	2	2	23	23	23	3	3	3	34	34	34
B	59.974 - 59.973 (2.3612 - 2.3611)	0	0	01	01	01	01	1	1	1	1	1	12	12	12	12	2	2	2	23	23	23	3	3	3	3	34	34	34
C	59.973 - 59.972 (2.3611 - 2.3611)	0	01	01	01	1	1	1	1	1	1	12	12	12	12	2	2	2	23	23	23	3	3	3	3	34	34	34	4
D	59.972 - 59.971 (2.3611 - 2.3611)	01	01	01	1	1	1	1	12	12	12	12	2	2	2	23	23	23	3	3	3	3	3	34	34	34	4	4	4
E	59.971 - 59.970 (2.3611 - 2.3610)	01	01	1	1	1	1	12	12	12	12	2	2	2	23	23	23	3	3	3	3	3	34	34	34	4	4	4	45
F	59.970 - 59.969 (2.3610 - 2.3610)	01	1	1	1	12	12	12	12	2	2	2	23	23	23	3	3	3	34	34	34	3	3	34	34	34	4	4	45
G	59.969 - 59.968 (2.3610 - 2.3609)	1	1	1	12	12	12	2	2	2	2	23	23	23	3	3	3	34	34	34	3	3	34	34	34	4	4	45	45
H	59.968 - 59.967 (2.3609 - 2.3609)	1	1	12	12	12	2	2	2	2	23	23	23	3	3	3	34	34	34	3	3	34	34	34	4	4	45	45	5
J	59.967 - 59.966 (2.3609 - 2.3609)	1	12	12	12	2	2	2	23	23	23	3	3	3	34	34	34	3	3	34	34	34	4	4	4	45	45	5	5
K	59.966 - 59.965 (2.3609 - 2.3608)	12	12	12	2	2	2	23	23	23	3	3	3	34	34	34	3	3	34	34	34	4	4	4	45	45	5	5	5
L	59.965 - 59.964 (2.3608 - 2.3608)	12	12	2	2	2	23	23	23	3	3	3	34	34	34	3	3	34	34	34	4	4	4	45	45	5	5	5	56
M	59.964 - 59.963 (2.3608 - 2.3607)	12	2	2	2	23	23	23	3	3	3	34	34	34	3	3	34	34	34	4	4	4	45	45	5	5	5	56	56
N	59.963 - 59.962 (2.3607 - 2.3607)	2	2	2	23	23	23	3	3	3	3	34	34	34	3	3	34	34	34	4	4	4	45	45	5	5	5	56	56
P	59.962 - 59.961 (2.3607 - 2.3607)	2	2	23	23	23	3	3	3	3	3	34	34	34	3	3	34	34	34	4	4	4	45	45	5	5	5	56	56
R	59.961 - 59.960 (2.3607 - 2.3606)	2	23	23	23	3	3	3	3	34	34	34	3	3	34	34	34	4	4	4	45	45	5	5	5	56	56	56	6
S	59.960 - 59.959 (2.3606 - 2.3606)	23	23	23	3	3	3	34	34	34	3	3	34	34	34	3	3	34	34	34	4	4	4	45	45	5	5	56	56
T	59.959 - 59.958 (2.3606 - 2.3605)	23	23	3	3	3	34	34	34	3	3	34	34	34	3	3	34	34	34	4	4	4	45	45	5	5	56	56	6
U	59.958 - 59.957 (2.3605 - 2.3605)	23	3	3	3	34	34	34	3	3	34	34	34	3	3	34	34	34	4	4	4	45	45	5	5	56	56	6	6
V	59.957 - 59.956 (2.3605 - 2.3605)	3	3	3	34	34	34	3	3	34	34	34	3	3	34	34	34	4	4	4	45	45	5	5	56	56	6	6	67
W	59.956 - 59.955 (2.3605 - 2.3604)	3	3	34	34	34	3	3	34	34	34	3	3	34	34	34	4	4	4	45	45	5	5	56	56	6	6	67	67
X	59.955 - 59.954 (2.3604 - 2.3604)	3	34	34	34	3	3	34	34	34	3	3	34	34	34	4	4	4	45	45	5	5	56	56	6	6	67	67	7
Y	59.954 - 59.953 (2.3604 - 2.3603)	34	34	34	3	3	34	34	3	3	34	34	34	3	3	34	34	34	4	4	4	45	45	5	5	56	56	6	6
4	59.953 - 59.952 (2.3603 - 2.3603)	34	34	4	4	4	45	45	45	5	5	5	56	56	56	6	6	6	67	67	67	6	6	67	67	67	7	7	7
7	59.952 - 59.951 (2.3603 - 2.3603)	34	4	4	4	45	45	45	5	5	5	56	56	56	6	6	6	67	67	67	6	6	67	67	67	7	7	7	7

PBIC1981E

Fig. 386: Main Bearing Selection Chart
Courtesy of NISSAN MOTOR CO., U.S.A.

Main Bearing Grade Table (All Journals)

MAIN BEARING GRADE (ALL JOURNALS)

Grade number	Thickness Unit: mm (in)	Width Unit: mm (in)	Identification color	Remarks
0	2.000 - 2.003 (0.0787 - 0.0789)		Black	
1	2.003 - 2.006 (0.0789 - 0.0790)		Brown	
2	2.006 - 2.009 (0.0790 - 0.0791)		Green	

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3		2.009 - 2.012 (0.0791 - 0.0792)	19.9 - 20.1 (0.783 - 0.791)	Yellow	Grade is the same for upper and lower bearings.
4		2.012 - 2.015 (0.0792 - 0.0793)		Blue	
5		2.015 - 2.018 (0.0793 - 0.0794)		Pink	
6		2.018 - 2.021 (0.0794 - 0.0796)		Purple	
7		2.021 - 2.024 (0.0796 - 0.0797)		White	
01	UPR	2.003 - 2.006 (0.0789 - 0.0790)		Brown	Grade is different for upper and lower bearings.
	LWR	2.000 - 2.003 (0.0787 - 0.0789)		Black	
12	UPR	2.006 - 2.009 (0.0790 - 0.0791)		Green	
	LWR	2.003 - 2.006 (0.0789 - 0.0790)		Brown	
23	UPR	2.009 - 2.012 (0.0791 - 0.0792)		Yellow	
	LWR	2.006 - 2.009 (0.0790 - 0.0791)		Green	
34	UPR	2.012 - 2.015 (0.0792 - 0.0793)		Blue	
	LWR	2.009 - 2.012 (0.0791 - 0.0792)		Yellow	
45	UPR	2.015 - 2.018 (0.0793 - 0.0794)		Pink	
	LWR	2.012 - 2.015 (0.0792 - 0.0793)		Blue	
56	UPR	2.018 - 2.021 (0.0794 - 0.0796)		Purple	
	LWR	2.015 - 2.018 (0.0793 - 0.0794)		Pink	
67	UPR	2.021 - 2.024 (0.0796 - 0.0797)		White	
	LWR	2.018 - 2.021 (0.0794 - 0.0796)		Purple	

Undersize Bearing Usage Guide

- When the specified main bearing oil clearance is not obtained with standard size main bearings, use underside (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 [1.5 mm (0.059 in)].

Fillet R (All journals and all crankshaft pins)

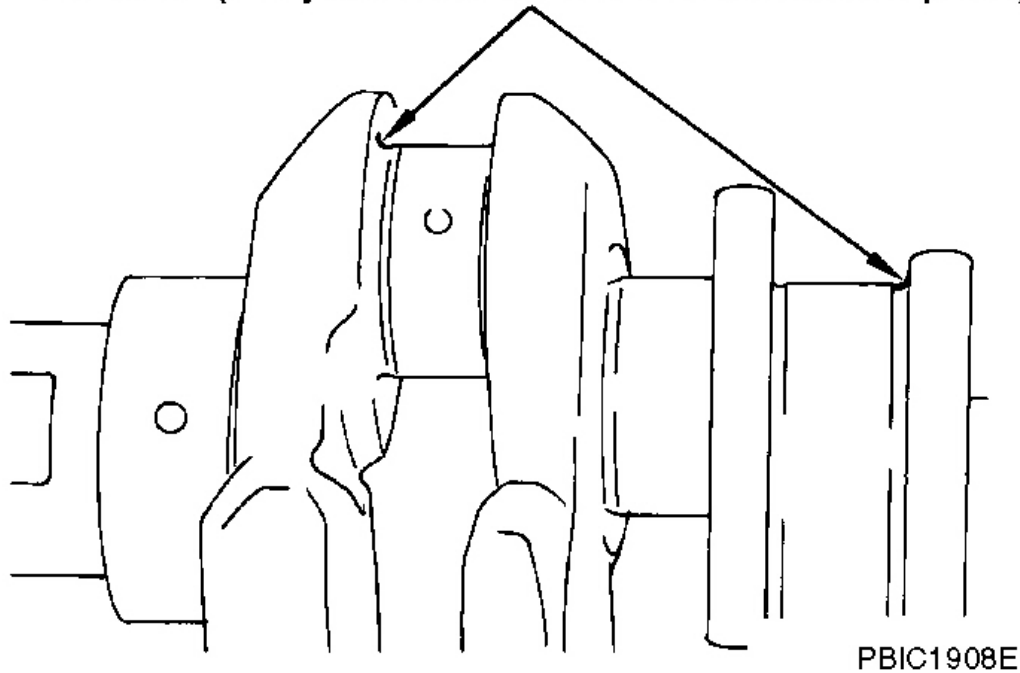


Fig. 387: Identifying Crankshaft Main Journal Fillet R Area
Courtesy of NISSAN MOTOR CO., U.S.A.

Bearing undersize table

BEARING UNDERSIZE

Unit: mm (in)	
Size	Thickness
US 0.25 (0.0098)	2.132 - 2.140 (0.0839 - 0.0843)

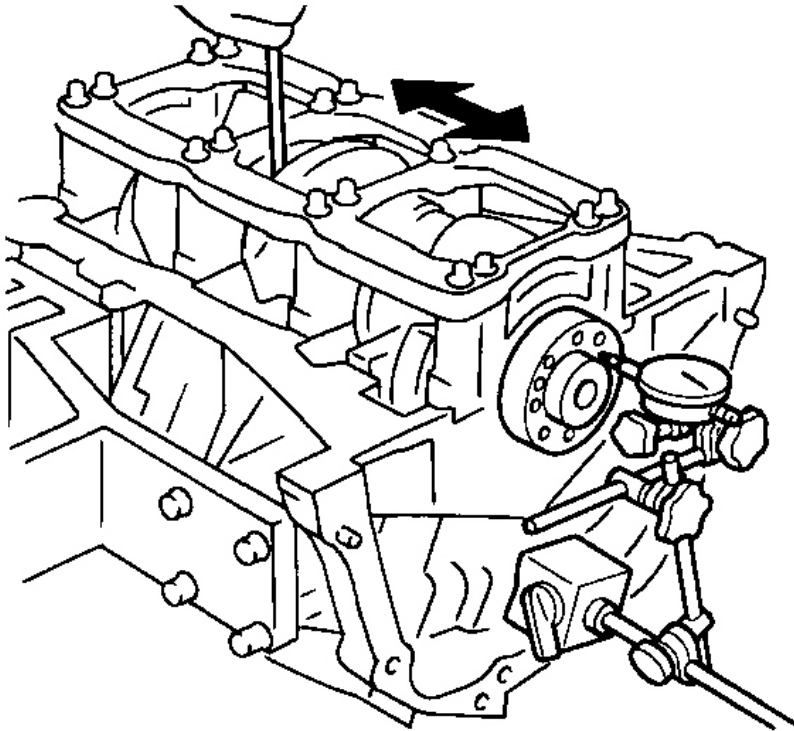
INSPECTION AFTER DISASSEMBLY

CRANKSHAFT END PLAY

- Measure the clearance between thrust bearings and crankshaft arm when crankshaft is moved fully forward or backward with dial gauge.

Standard : 0.10 - 0.25 mm (0.0039 - 0.0098 in)

Limit : 0.30 mm (0.0118 in)



EMQ0196D

Fig. 388: Checking Crankshaft End Play
Courtesy of NISSAN MOTOR CO., U.S.A.

- If the measured value exceeds the limit, replace thrust bearings, and measure again. If it still exceeds the limit, replace crankshaft also.

CONNECTING ROD SIDE CLEARANCE

- Measure the side clearance between connecting rod and crankshaft arm with feeler gauge.

Standard : 0.20 - 0.35 mm (0.0079 - 0.0138 in)

Limit : 0.40 mm (0.0157 in)

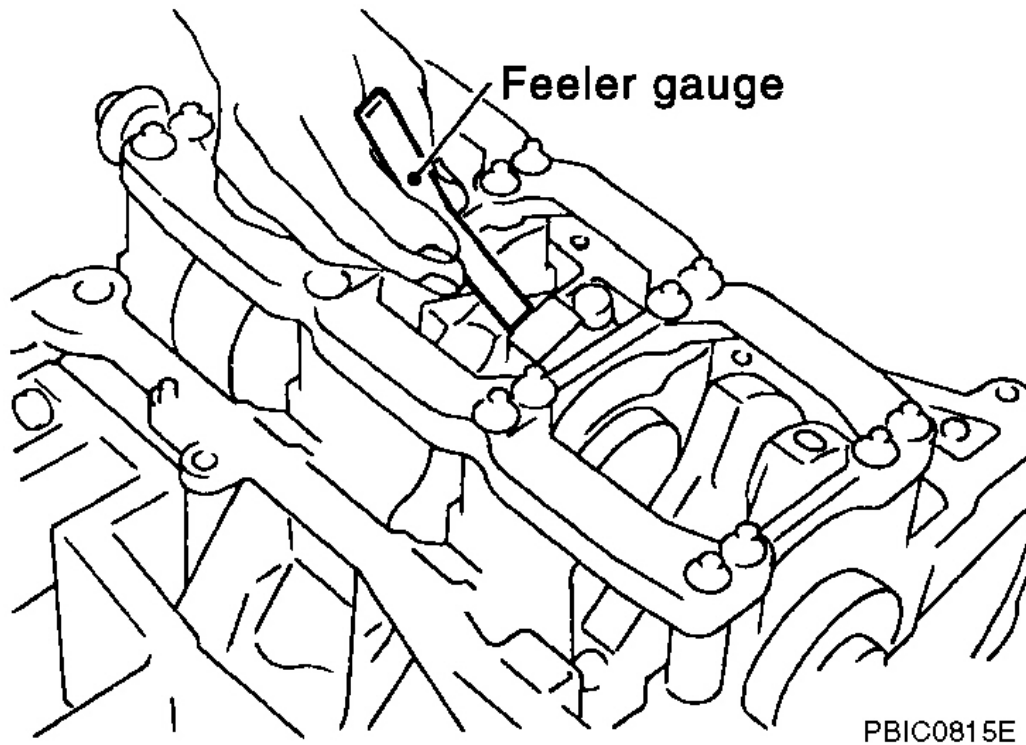


Fig. 389: Checking Connecting Rod Side Clearance

Courtesy of NISSAN MOTOR CO., U.S.A.

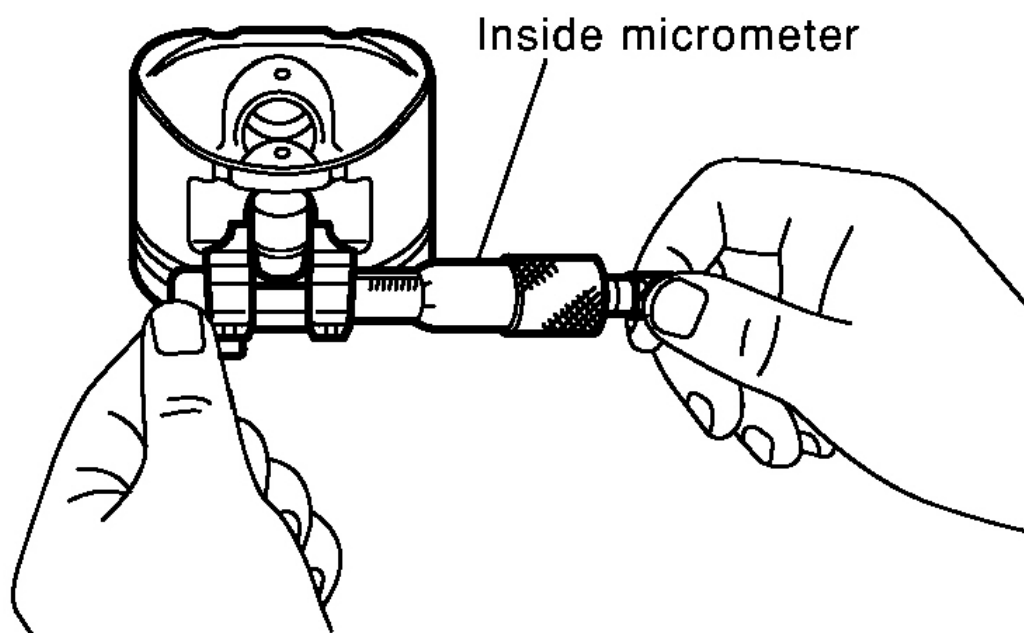
- If the measured value exceeds the limit, replace connecting rod, and measure again. If it still exceeds the limit, replace crankshaft also.

PISTON TO PISTON PIN OIL CLEARANCE

Piston Pin Hole Diameter

Measure the inner diameter of piston pin hole with inside micrometer.

Standard : 21.993 - 22.005 mm (0.8659 - 0.8663 in)



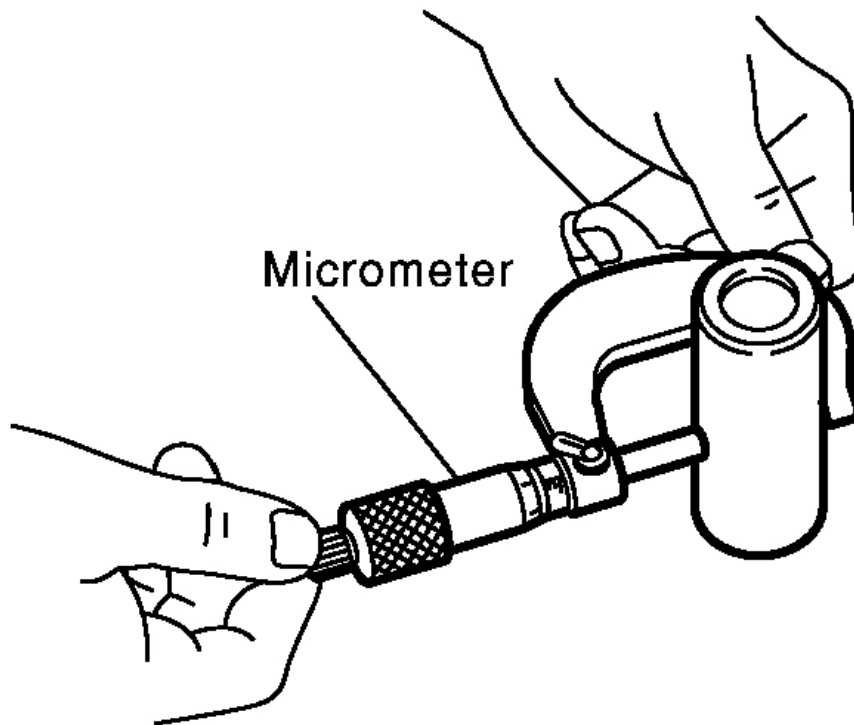
PBIC0116E

Fig. 390: Checking Piston Pin Hole Diameter
Courtesy of NISSAN MOTOR CO., U.S.A.

Piston Pin Outer Diameter

Measure the outer diameter of piston pin with micrometer.

Standard : 21.989 - 22.001 mm (0.8657 - 0.8662 in)



PBIC0117E

Fig. 391: Measuring Outside Diameter Of Piston Pin
Courtesy of NISSAN MOTOR CO., U.S.A.

Piston to Piston Pin Oil Clearance

(Piston to piston pin oil clearance) = (Piston pin hole diameter) - (Piston pin outer diameter)

Standard : 0.002 - 0.006 mm (0.0001 - 0.0002 in)

- If clearance is out of the standard, replace piston and piston pin assembly.
- When replacing piston and piston pin assembly, refer to "**PISTON TO CYLINDER BORE CLEARANCE**".

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.)

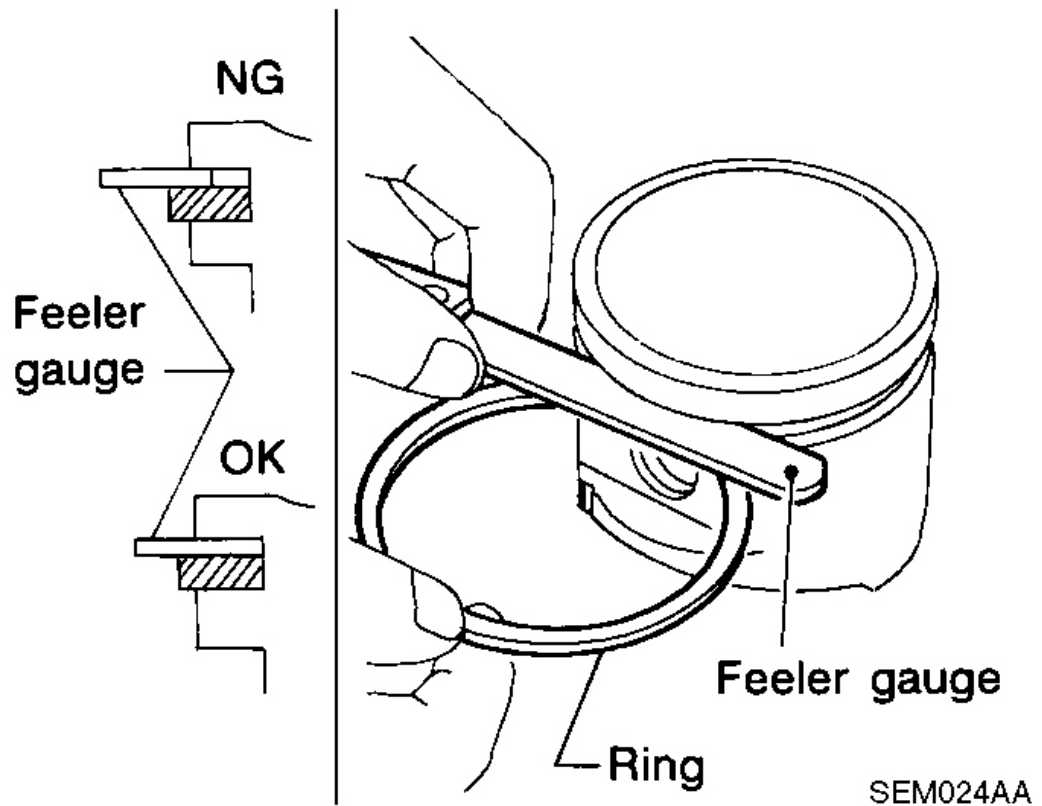


Fig. 392: Checking Piston Ring Side Clearance
Courtesy of NISSAN MOTOR CO., U.S.A.

PISTON RING SIDE CLEARANCE

- Measure the side clearance of piston ring and piston ring groove with feeler gauge.

Standard:

M/T models

Top ring : 0.045 - 0.080 mm (0.0018 - 0.0031 in)

2nd ring : 0.030 - 0.070 mm (0.0012 - 0.0028 in)

Oil ring : 0.065 - 0.135 mm (0.0026 - 0.0053 in)

A/T models

Top ring : 0.045 - 0.080 mm (0.0018 - 0.0031 in)

2nd ring : 0.030 - 0.070 mm (0.0012 - 0.0028 in)

Oil ring : 0.065 - 0.135 mm (0.0026 - 0.0053 in)

Limit:

M/T models

Top ring : 0.11 mm (0.0043 in)

2nd ring : 0.10 mm (0.0039 in)

Oil ring : 0.17 mm (0.0067 in)

A/T models

Top ring : 0.11 mm (0.0043 in)

2nd ring : 0.10 mm (0.0039 in)

Oil ring : -

- 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

- Make sure that cylinder bore inner diameter is within specification. Refer to "**CYLINDER BORE INNER DIAMETER**".
- Lubricate with new engine oil to piston and piston ring, and then insert piston ring until middle of cylinder with piston, and measure the piston ring end gap with feeler gauge.

Standard:

M/T models

Top ring : 0.23 - 0.33 mm (0.0091 - 0.0130 in)

2nd ring : 0.23 - 0.33 mm (0.0091 - 0.0130 in)

Oil ring : 0.20 - 0.50 mm (0.0079 - 0.0197 in)

A/T models

Top ring : 0.23 - 0.33 mm (0.0091 - 0.0130 in)

2nd ring : 0.33 - 0.48 mm (0.0130 - 0.0189 in)

Oil ring : 0.20 - 0.50 mm (0.0079 - 0.0197 in)

Limit:

M/T models

Top ring : 0.54 mm (0.0213 in)

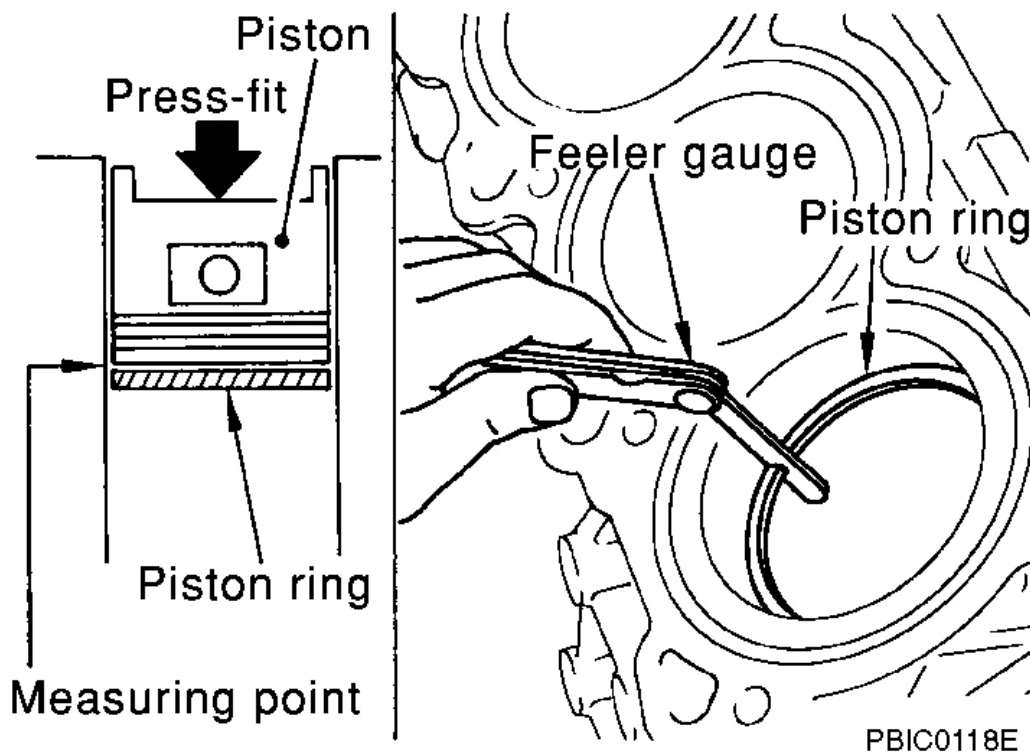


Fig. 393: Checking Piston Ring End Gap
Courtesy of NISSAN MOTOR CO., U.S.A.

2nd ring : 0.53 mm (0.0209 in)

Oil ring : 0.85 mm (0.0335 in)

A/T models

Top ring : 0.54 mm (0.0213 in)

2nd ring : 0.80 mm (0.0315 in)

Oil ring : 0.95 mm (0.0374 in)

- If the measured value exceeds the limit, replace piston ring, and measure again. If it still exceeds the limit, re-bore cylinder and use oversize piston and piston rings.

CONNECTING ROD BEND AND TORSION

- Check with connecting rod aligner.

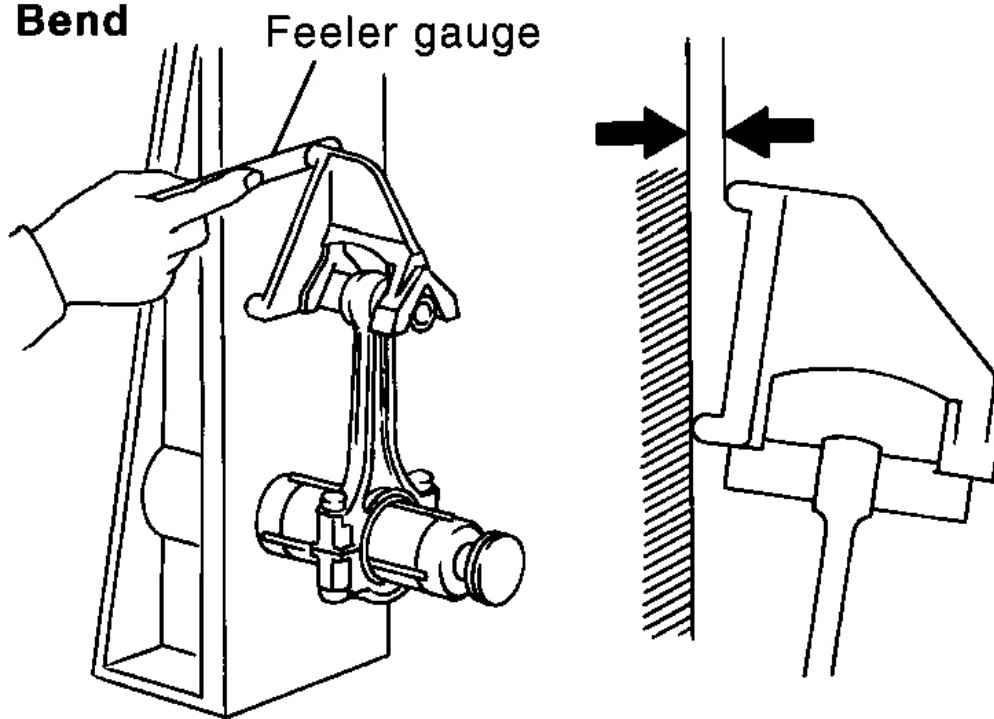
Bend:

Limit: 0.15 mm (0.0059 in) per 100 mm (3.94 in) length

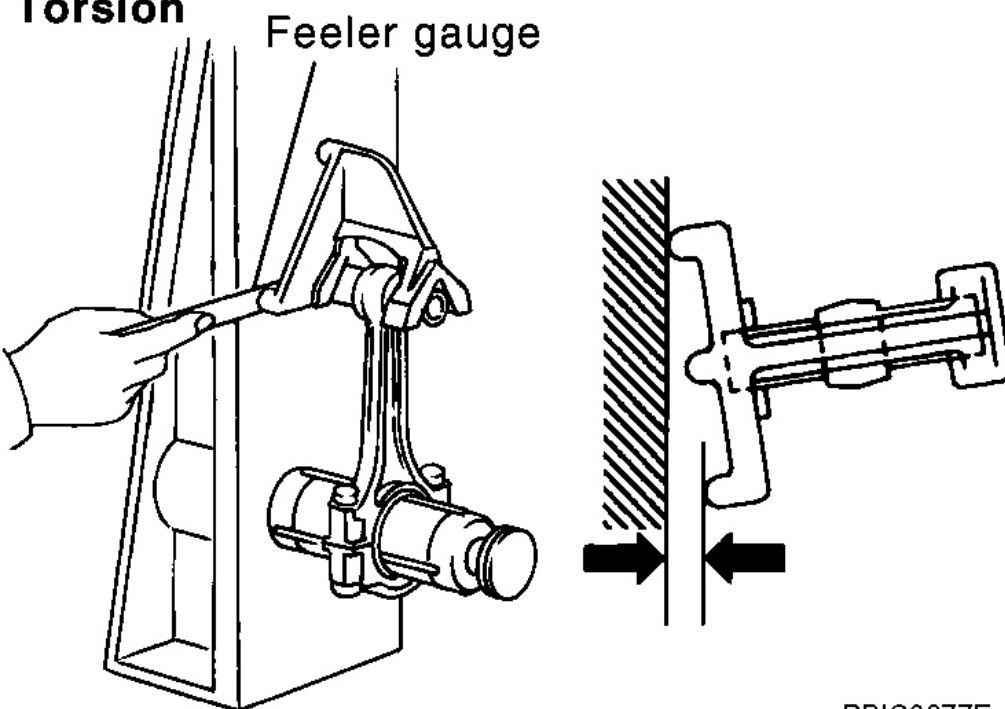
Torsion:

Limit: 0.30 mm (0.0118 in) per 100 mm (3.94 in) length

Bend



Torsion



PBIC2077E

Fig. 394: Checking Connecting Rod Bend And Torsion

Courtesy of NISSAN MOTOR CO., U.S.A.

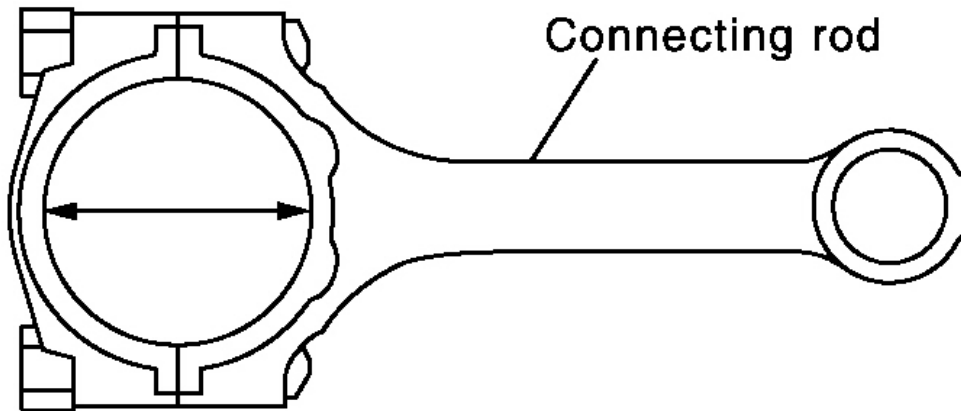
- If it exceeds the limit, replace connecting rod assembly.

CONNECTING ROD BIG END DIAMETER

- Install connecting rod cap without connecting rod bearing installed, and tightening connecting rod bolts to the specified torque. Refer to "**ASSEMBLY**". for the tightening procedure.
- Measure the inner diameter of connecting rod big end with inside micrometer.

Standard : 55.000 - 55.013 mm (2.1654 - 2.1659 in)

- If out of the standard, replace connecting rod assembly.

Example

PBIC1641E

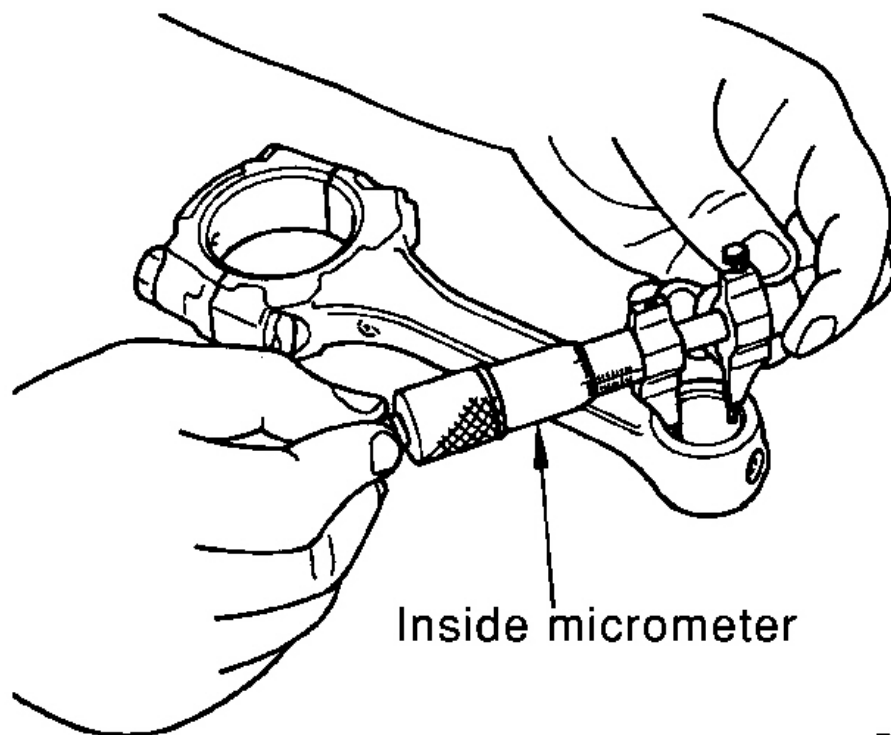
Fig. 395: Checking Connecting Rod Big End Diameter

Courtesy of NISSAN MOTOR CO., U.S.A.

CONNECTING ROD BUSHING OIL CLEARANCE**Connecting Rod Bushing Inner Diameter**

Measure the inner diameter of connecting rod bushing with inside micrometer.

Standard : 22.000 - 22.012 mm (0.8661 - 0.8666 in)



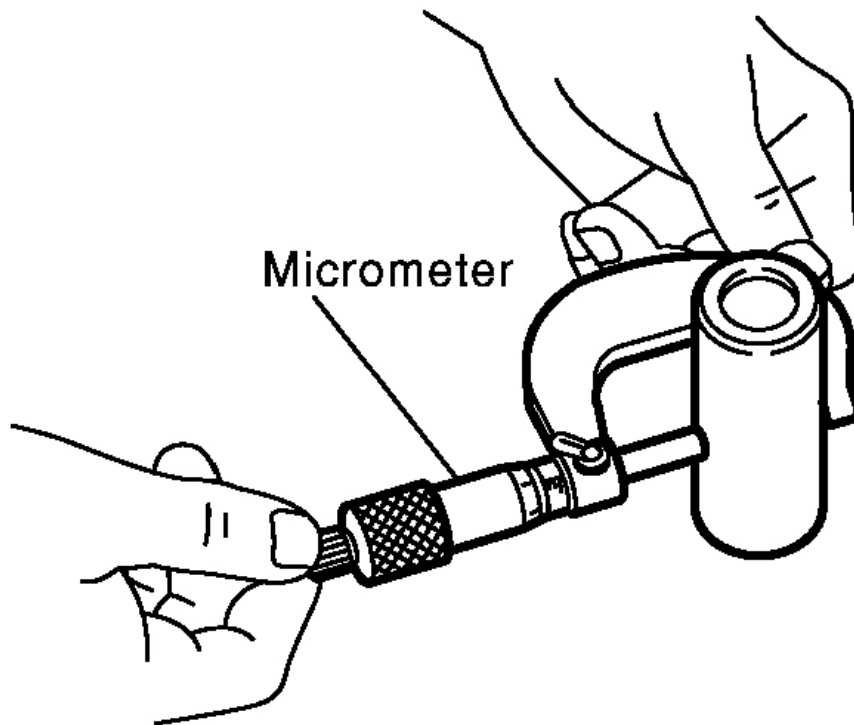
PBIC0120E

Fig. 396: Checking Connecting Rod Bushing Inner Diameter
Courtesy of NISSAN MOTOR CO., U.S.A.

Piston Pin Outer Diameter

Measure the outer diameter of piston pin with micrometer.

Standard : 21.989 - 22.001 mm (0.8657 - 0.8662 in)



PBIC0117E

Fig. 397: Measuring Outside Diameter Of Piston Pin

Courtesy of NISSAN MOTOR CO., U.S.A.

Connecting Rod Bushing Oil Clearance

(Connecting rod bushing oil clearance) = (Connecting rod bushing inner diameter) - (Piston pin outer diameter)

Standard : 0.005 - 0.017 mm (0.0002 - 0.0007 in)

Limit : 0.030 mm (0.0012 in)

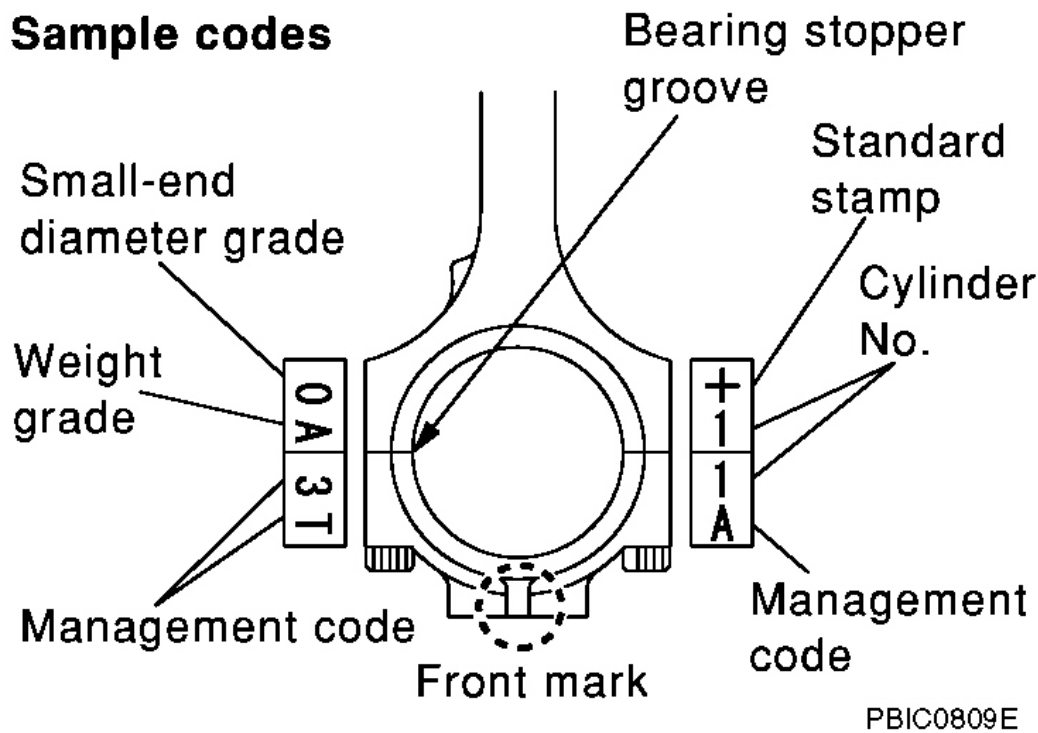
- If the measured value exceeds the limit, replace connecting rod assembly and/or piston and piston pin assembly.
- If replacing piston and piston pin assembly, refer to "**PISTON TO CYLINDER BORE CLEARANCE**".
- If replacing connecting rod assembly, refer to "**CONNECTING ROD BEARING OIL CLEARANCE**" to select connecting rod bearing.

Factory installed parts grading:

- Service parts apply only to grade "0".

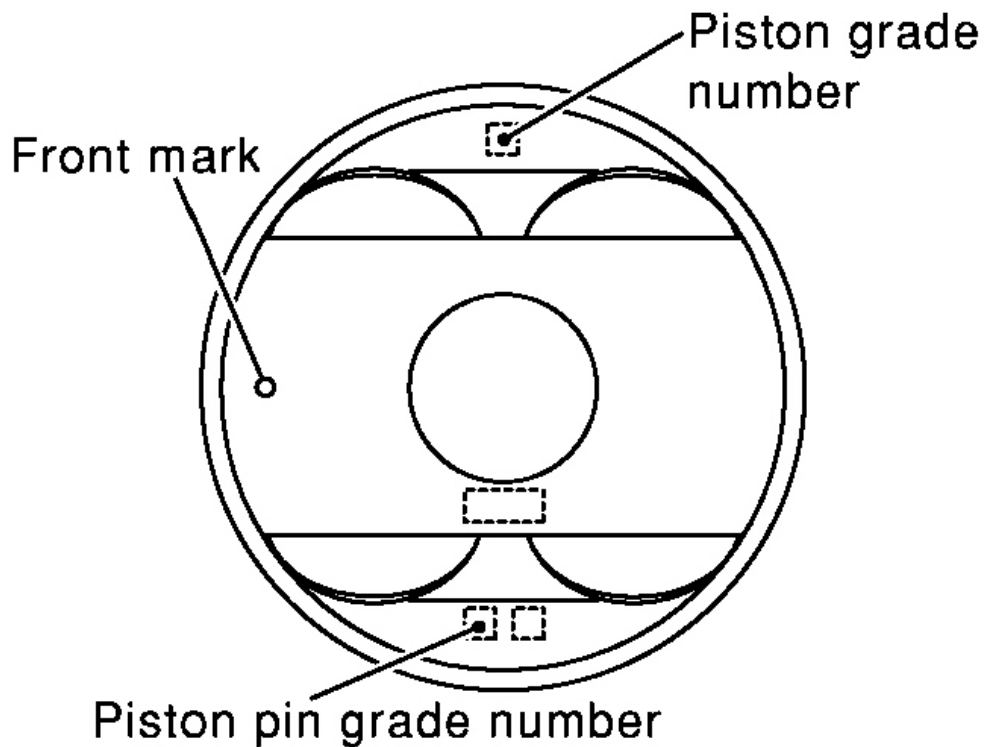
FACTORY INSTALLED PARTS GRADING

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		

Sample codes**Fig. 398: Identifying Sample Codes**

Courtesy of NISSAN MOTOR CO., U.S.A.

NOTE: Figure shows the piston A/T models. The front marks of M/T models are 2 punched.



PBIC0812E

Fig. 399: Identifying Piston And Piston Pin Grade Numbers
Courtesy of NISSAN MOTOR CO., U.S.A.

CYLINDER BLOCK DISTORTION

- Using 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 with straightedge and feeler gauge.

Limit : 0.1 mm (0.004 in)

- If it exceeds the limit, replace cylinder block.

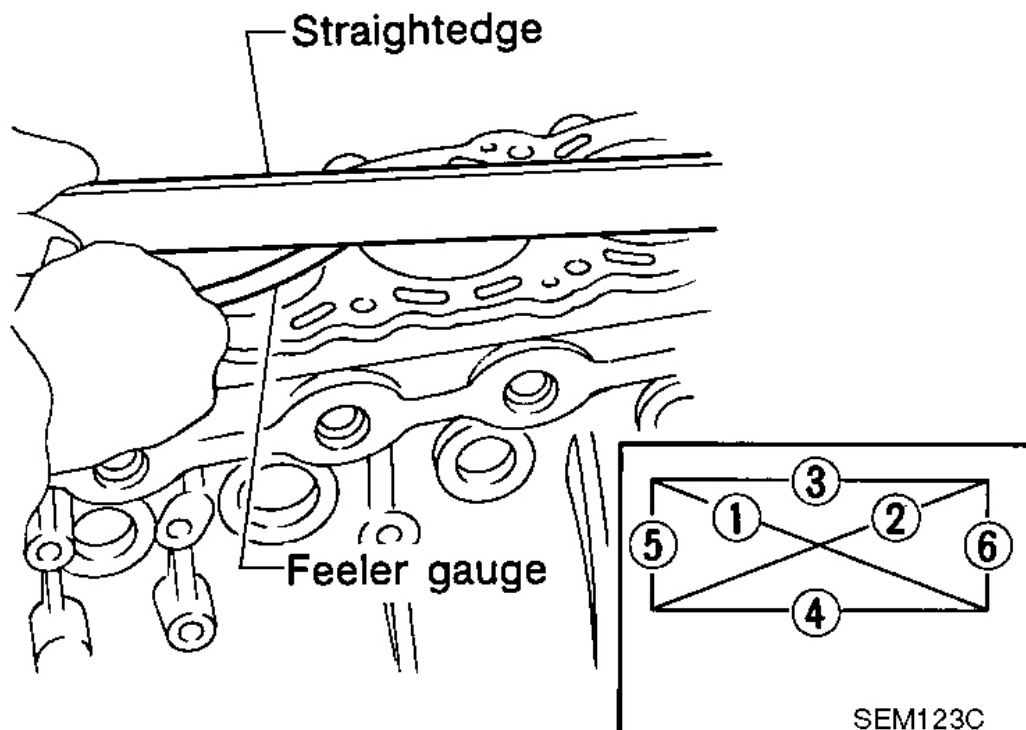
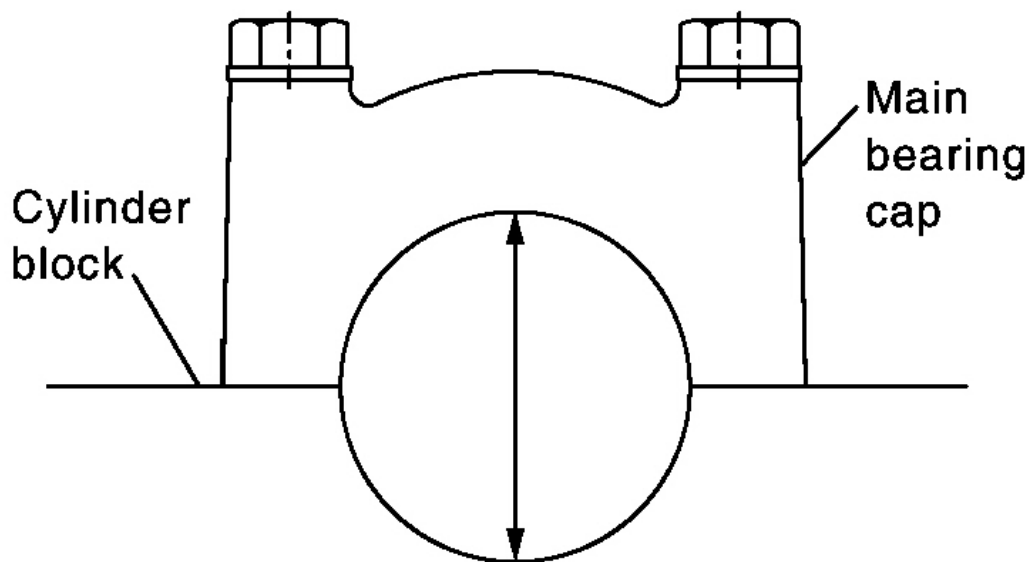


Fig. 400: Checking Cylinder Block Distortion
Courtesy of NISSAN MOTOR CO., U.S.A.

MAIN BEARING HOUSING INNER DIAMETER

- Install main bearing caps and main bearing beam without installing main bearings, and tighten main bearing cap bolts to the specified torque. Refer to "**ASSEMBLY**" for the tightening procedure.
- Measure the inner diameter of main bearing housing with bore gauge.

Example



PBIC1643E

Fig. 401: Checking Main Bearing Housing Inner Diameter
Courtesy of NISSAN MOTOR CO., U.S.A.

Standard : 63.993 - 64.017 mm (2.5194 - 2.5203 in)

- If out of the standard, replace cylinder block and main bearing caps as assembly.

NOTE: **Cylinder block cannot be replaced as single part, because it is machined together with main bearing caps.**

PISTON TO CYLINDER BORE CLEARANCE

Cylinder Bore Inner Diameter

- Using bore gauge, measure the cylinder bore for wear, out-bound and taper at six different points on each cylinder. ("X" and "Y" directions at "A""B" and "C") ("Y" is in longitudinal direction of engine)

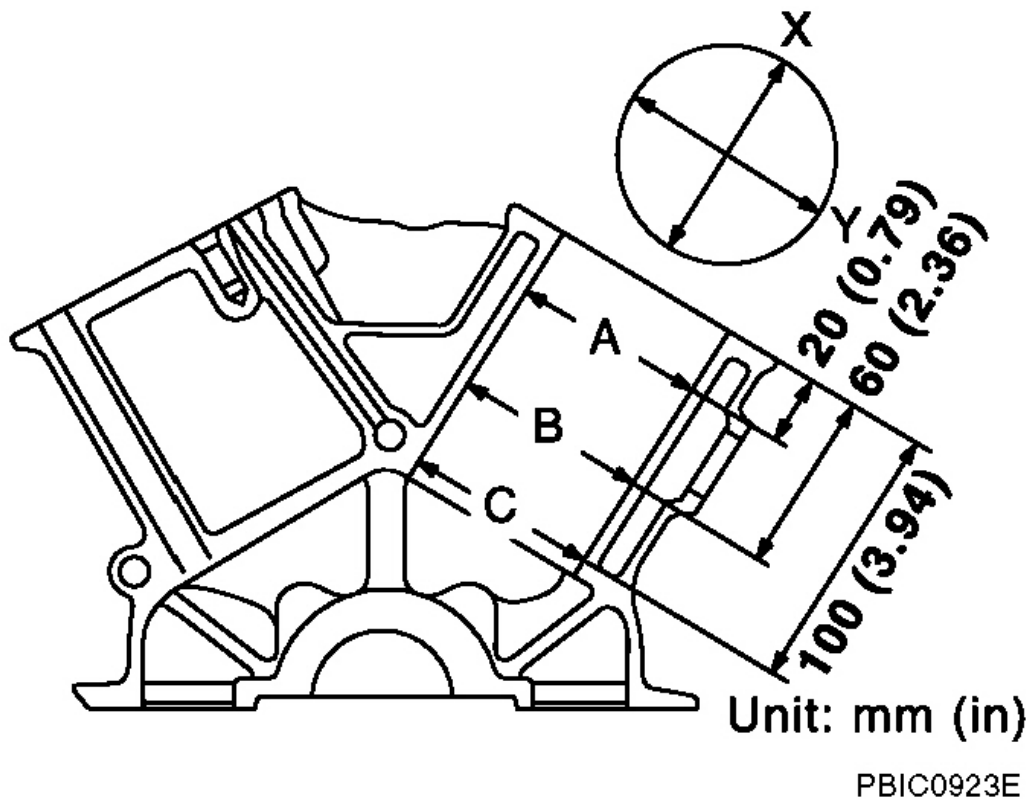


Fig. 402: Checking Cylinder Bore Inner Diameter
 Courtesy of NISSAN MOTOR CO., U.S.A.

Standard inner diameter:

95.500 - 95.530 mm (3.7598 - 3.7610 in)

Wear limit:

0.2 mm (0.008 in)

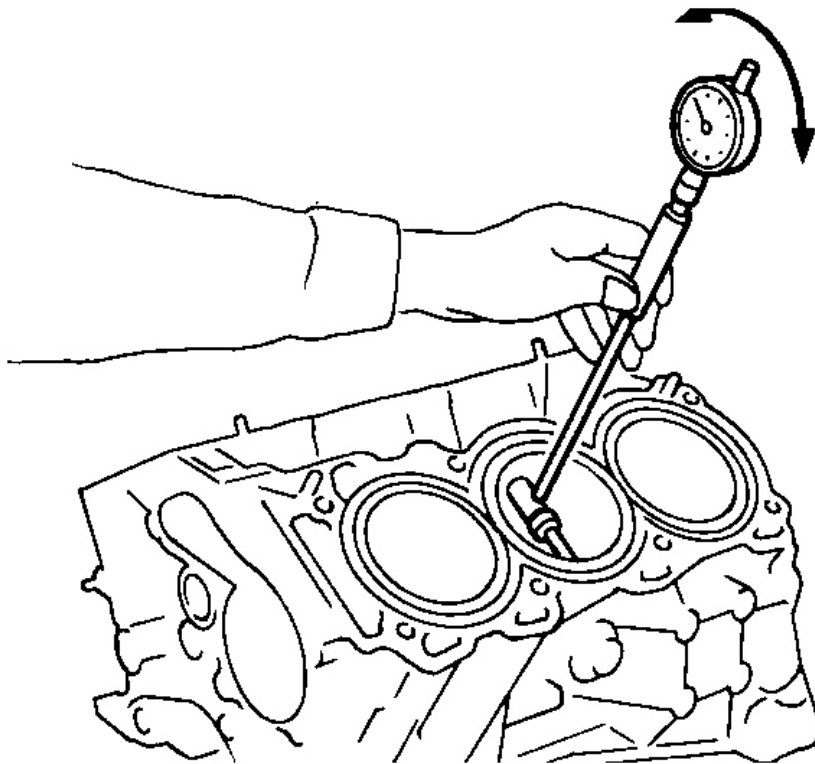
Out-of-round (Difference between "X" and "Y"):

0.015 mm (0.0006 in)

Taper limit (Difference between "A" and "C"):

0.01 mm (0.0004 in)

- If the measured value exceeds the limit, or if there are scratches and/or seizure on the cylinder inner wall, hone or re-bore 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.



SEM843E

Fig. 403: Checking Cylinder Bore Diameter
Courtesy of NISSAN MOTOR CO., U.S.A.

CAUTION: When using oversize piston, use it for all cylinders with oversize piston rings.

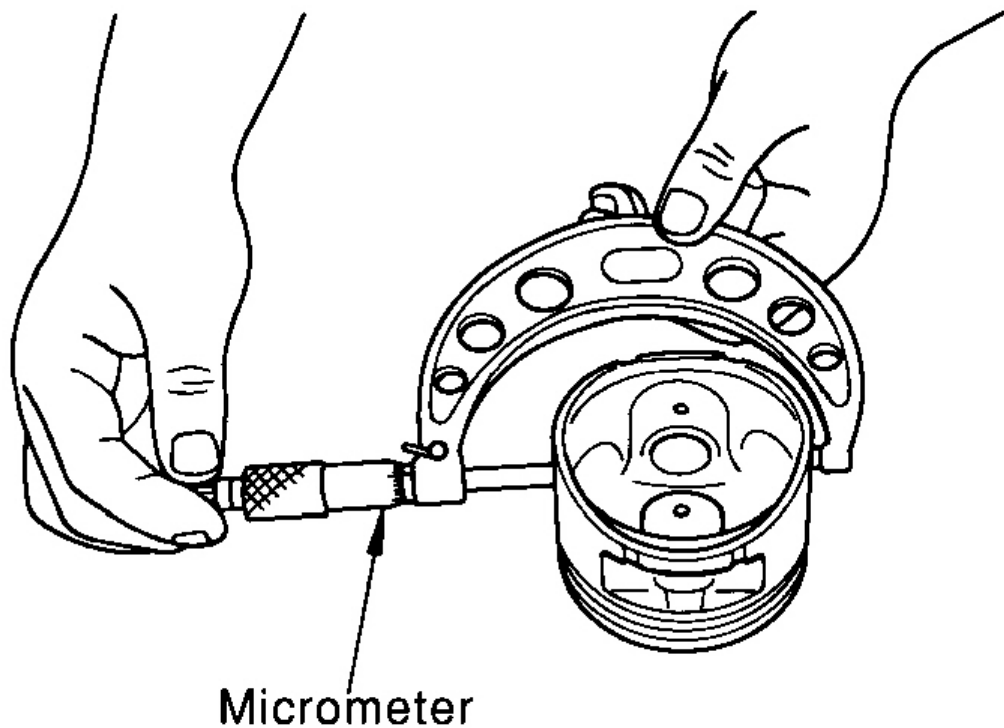
Oversize (OS) : 0.2 mm (0.008 in) SEM843E

Piston Skirt Diameter

Measure the outer diameter of piston skirt with micrometer.

Measure point : Distance from the top 41.0 mm (1.614 in)

Standard : 95.480 - 95.510 mm (3.7590 - 3.7602 in)



PBIC0125E

Fig. 404: Checking Piston Skirt Diameter
Courtesy of NISSAN MOTOR CO., U.S.A.

Piston to Cylinder Bore Clearance

Calculate by piston skirt diameter and cylinder bore inner diameter (direction "Y", position "B").

(Clearance) = (Cylinder bore inner diameter) - (Piston skirt diameter).

Standard : 0.010 - 0.030 mm (0.0004 - 0.0012 in)

Limit : 0.08 mm (0.0031 in)

- If it exceeds the limit, replace piston and piston pin assembly. Refer to "**HOW TO SELECT 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,

Bored diameter

Piston skirt diameter as measured

Piston to cylinder bore clearance (standard value)

Honing allowance 0.02 mm (0.0008 in)

2. Install main bearing caps and main bearing beam, 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 specified piston to cylinder bore clearance.
5. Measure the finished cylinder bore for 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 micrometer.

Standard : 59.951 - 59.975 mm (2.3603 - 2.3612 in) dia.

- If out of the standard, measure the main bearing oil clearance. Then use undersize bearing. Refer to "**MAIN BEARING OIL CLEARANCE**".

CRANKSHAFT PIN JOURNAL DIAMETER

- Measure the outer diameter of crankshaft pin journal with micrometer.

Standard : 51.956 - 51.974 mm (2.0455 - 2.0462 in) dia.

- If out of the standard, measure the connecting rod bearing oil clearance. Then use undersize bearing. Refer to "**CONNECTING ROD BEARING OIL CLEARANCE**".

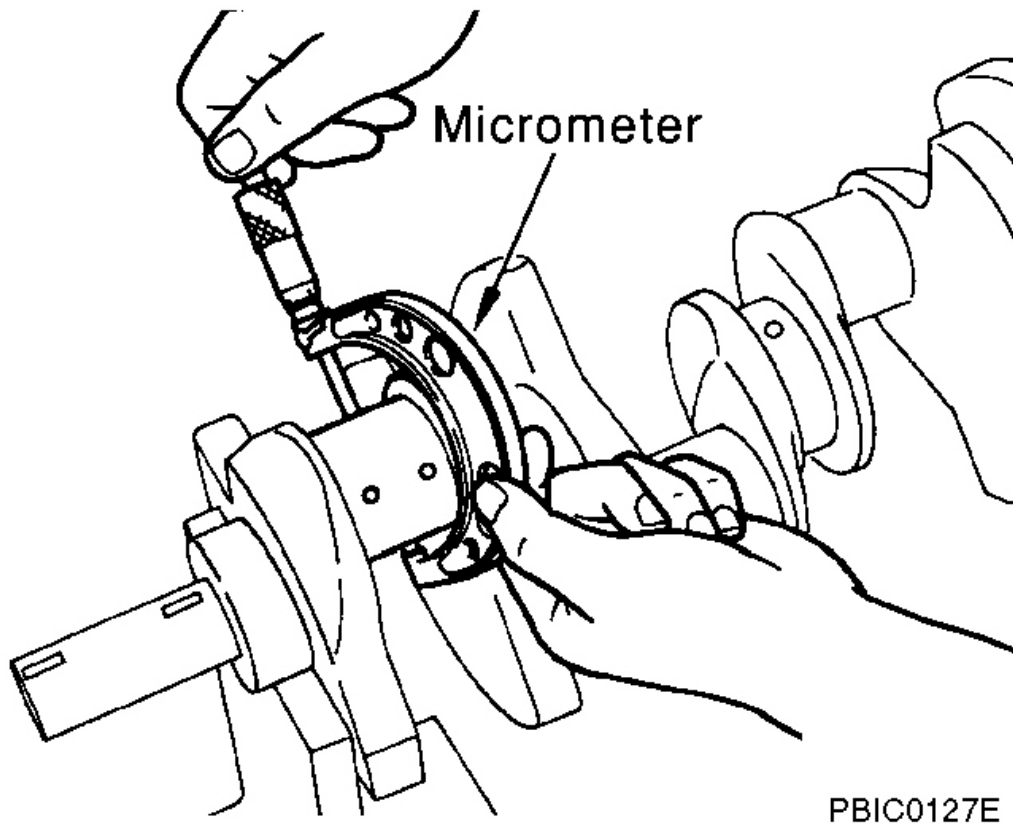


Fig. 405: Checking Crankshaft Pin Journal Diameter
Courtesy of NISSAN MOTOR CO., U.S.A.

CRANKSHAFT OUT-OF-ROUND AND TAPER

- Measure the dimensions at four different points shown in the figure on each main journal and pin journal with micrometer.
- Out-of-round is indicated by the difference in dimensions between "X" and "Y" at "A" and "B".
- Taper is indicated by the difference in dimension between "A" and "B" at "X" and "Y".

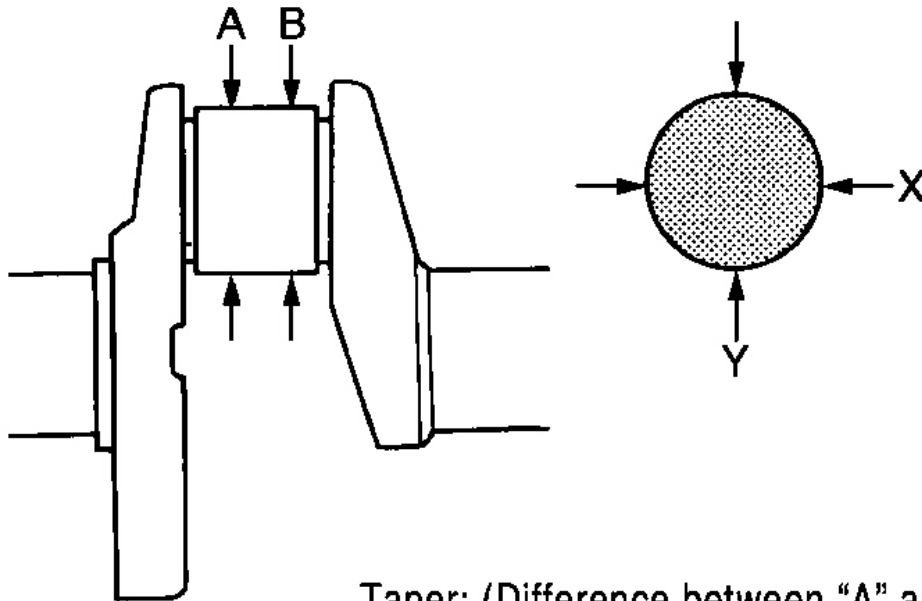
Limit:

Out-of-round (Difference between "X" and "Y") : 0.002 mm (0.0001 in)

Taper (Difference between "A" and "B") : 0.002 mm (0.0001 in)

- 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 OIL CLEARANCE**" and/or "**CONNECTING ROD BEARING OIL CLEARANCE**".



Taper: (Difference between "A" and "B")
 Out-of-round: (Difference between "X" and "Y")

SBIA0535E

Fig. 406: Checking Crankshaft Out-Of-Round And Taper
 Courtesy of NISSAN MOTOR CO., U.S.A.

CRANKSHAFT RUNOUT

- Place V-block on precise flat table, and support the journals on the both end of crankshaft.
- Place dial indicator straight up on the No. 3 journal.
- While rotating crankshaft, read the movement of the pointer on dial indicator. (Total indicator reading)

Standard : Less than 0.05 mm (0.0020 in)

Limit : 0.10 mm (0.0039 in)

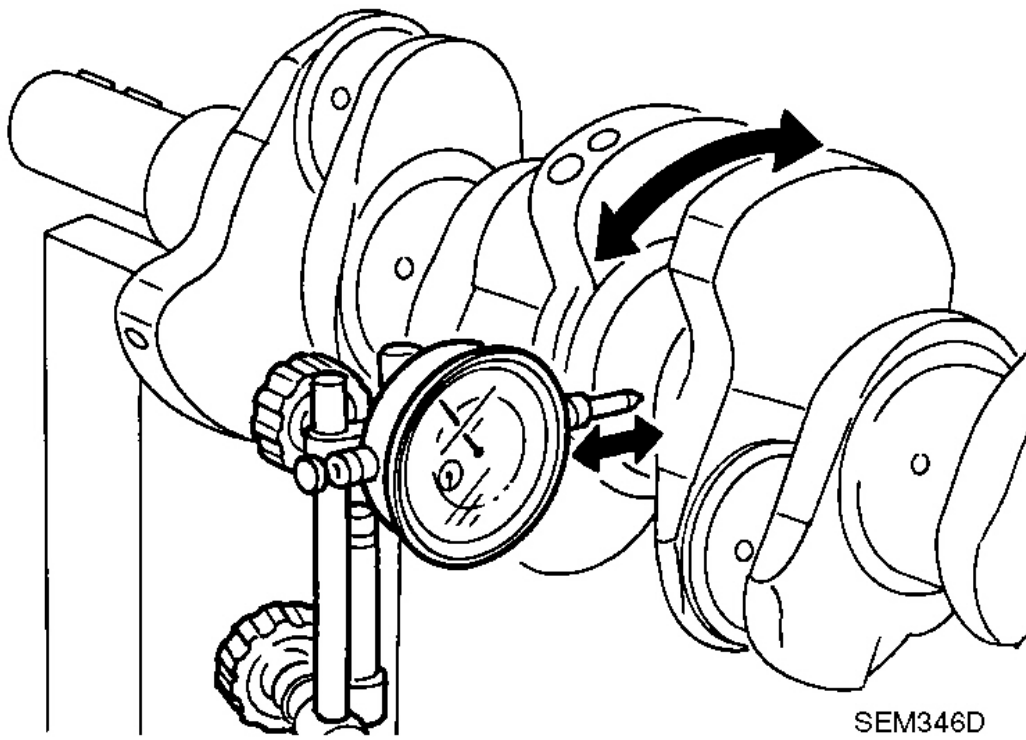


Fig. 407: Checking Crankshaft Runout
Courtesy of NISSAN MOTOR CO., U.S.A.

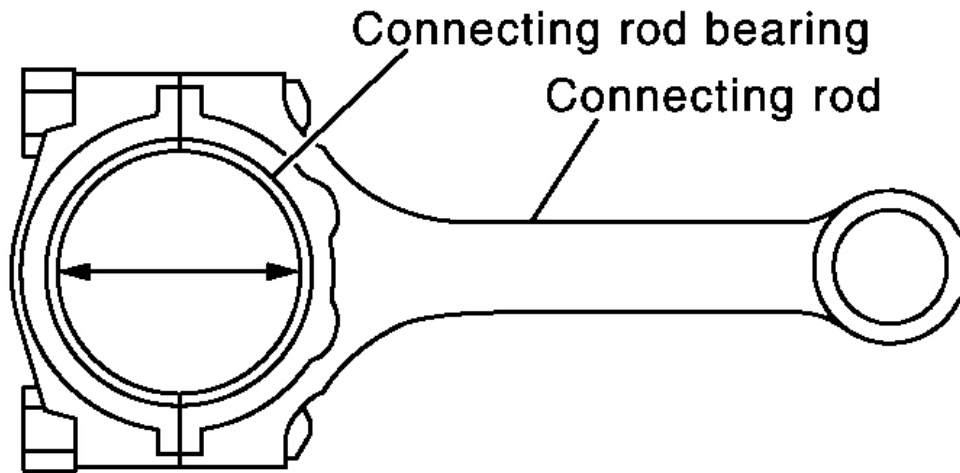
- If it exceeds the limit, replace crankshaft.

CONNECTING ROD BEARING OIL CLEARANCE

Method by Calculation

- Install connecting rod bearings to connecting rod and cap, and tighten connecting rod bolts to the specified torque. Refer to "ASSEMBLY" for the tightening procedure.
- Measure the inner diameter of connecting rod bearing with inside micrometer.

Example



PBIC1642E

Fig. 408: Checking Inner Diameter Of Connecting Rod Bearing
Courtesy of NISSAN MOTOR CO., U.S.A.

(Bearing oil clearance) = (Connecting rod bearing inner diameter) - (Crankshaft pin journal diameter)

Standard : 0.034 - 0.059 mm (0.0013 - 0.0023 in)

(actual clearance)

Limit : 0.070 mm (0.0028 in) PBIC1642E

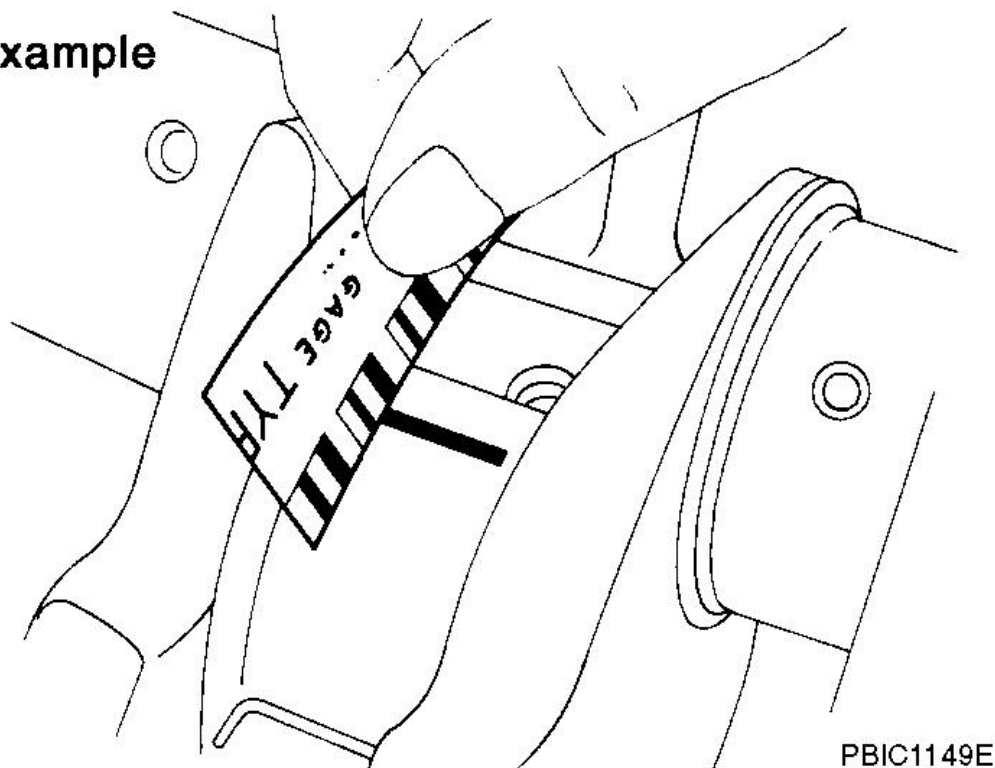
Example

Fig. 409: Checking Connecting Rod Bearing Oil Clearance Using Plastigage
Courtesy of NISSAN MOTOR CO., U.S.A.

- If clearance exceeds the limit, select proper connecting rod bearing according to connecting rod big end diameter and crankshaft pin journal diameter to obtain specified bearing oil clearance. Refer to "**HOW TO SELECT CONNECTING ROD BEARING**".

Method of Using Plastigage

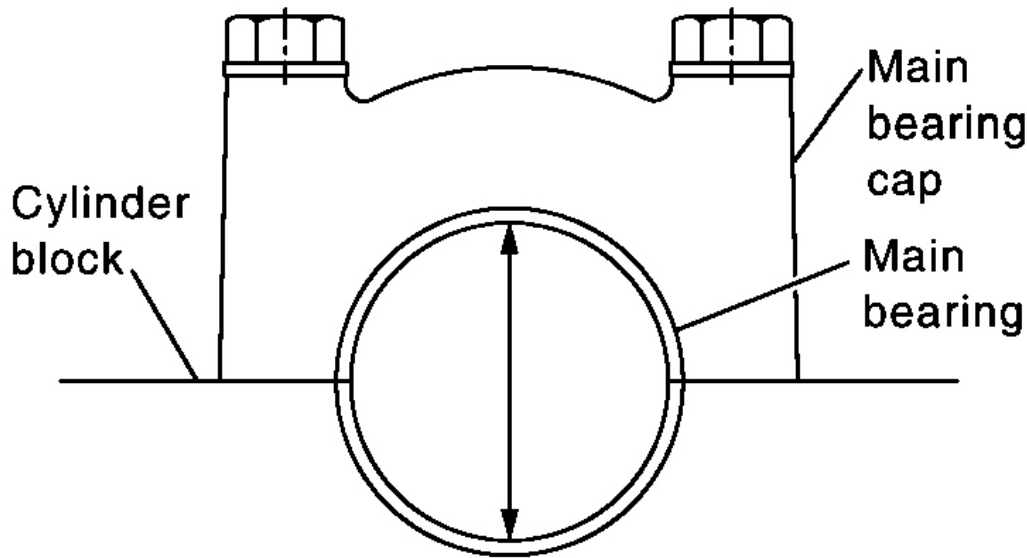
- Remove engine oil and dust on crankshaft pin journal and the surfaces of each bearing completely.
- Cut Plastigage slightly shorter than the bearing width, and place it in crankshaft axial direction, avoiding oil holes.
- Install connecting rod bearings to connecting rod and cap, and tighten connecting rod bolts to the specified torque. Refer to "**ASSEMBLY**" for the tightening procedure.

CAUTION: Do not rotate crankshaft.

- Remove connecting rod cap and bearing, and using scale on 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".

Example



PBIC1644E

Fig. 410: Identifying Main Bearing Inner Diameter
Courtesy of NISSAN MOTOR CO., U.S.A.

MAIN BEARING OIL CLEARANCE

Method by Calculation

- Install main bearings to cylinder block and main bearing caps, and tighten main bearing cap bolts with main bearing beam to the specified torque. Refer to "**ASSEMBLY**" for the tightening procedure.
- Measure the inner diameter of main bearing with bore gauge.

(Bearing oil clearance) = (Main bearing inner diameter) - (Crankshaft main journal diameter)

Standard : 0.035 - 0.045 mm (0.0014 - 0.0018 in)

(actual clearance)

Limit : 0.065 mm (0.0026 in)

- If clearance exceeds the limit, select proper main bearing according to main bearing inner diameter and crankshaft main journal diameter to obtain specified bearing oil clearance. Refer to "**HOW TO SELECT MAIN BEARING**".

Method of Using Plastigage

- Remove engine oil and dust on crankshaft main journal and the surfaces of each bearing completely.
- Cut Plastigage slightly shorter than the bearing width, and place it in crankshaft axial direction, avoiding oil holes.
- Install main bearings to cylinder block and main bearing caps, and tighten main bearing bolts with main bearing beam to the specified torque. Refer to "**ASSEMBLY**" for the tightening procedure.

CAUTION: Do not rotate crankshaft.

- Remove main bearing caps and bearings, and using scale on Plastigage bag, measure the Plastigage width.

Example

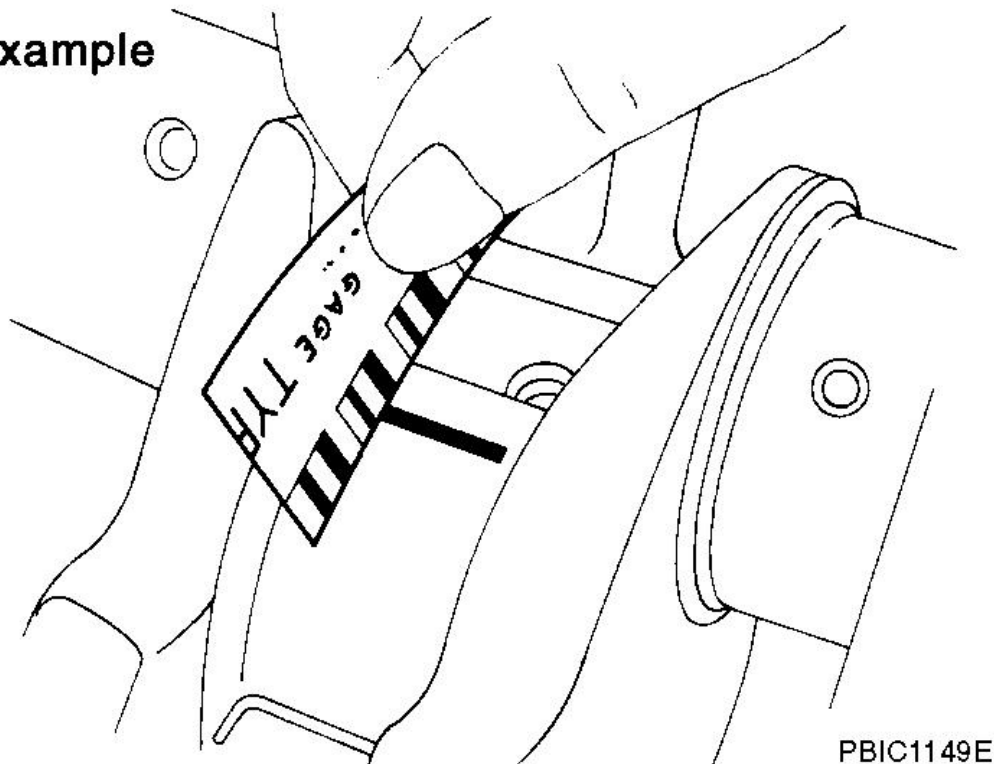


Fig. 411: Measuring Plastigage Width
Courtesy of NISSAN MOTOR CO., U.S.A.

NOTE: The procedure when the measured value exceeds the limit is same as that described in the "Method by Calculation".

CRUSH HEIGHT OF MAIN BEARING

- When main bearing cap is removed after being tightened to the specified torque with main bearings installed, the tip end of bearing must protrude. Refer to "**ASSEMBLY**" for the tightening procedure.

Standard : There must be crush height.

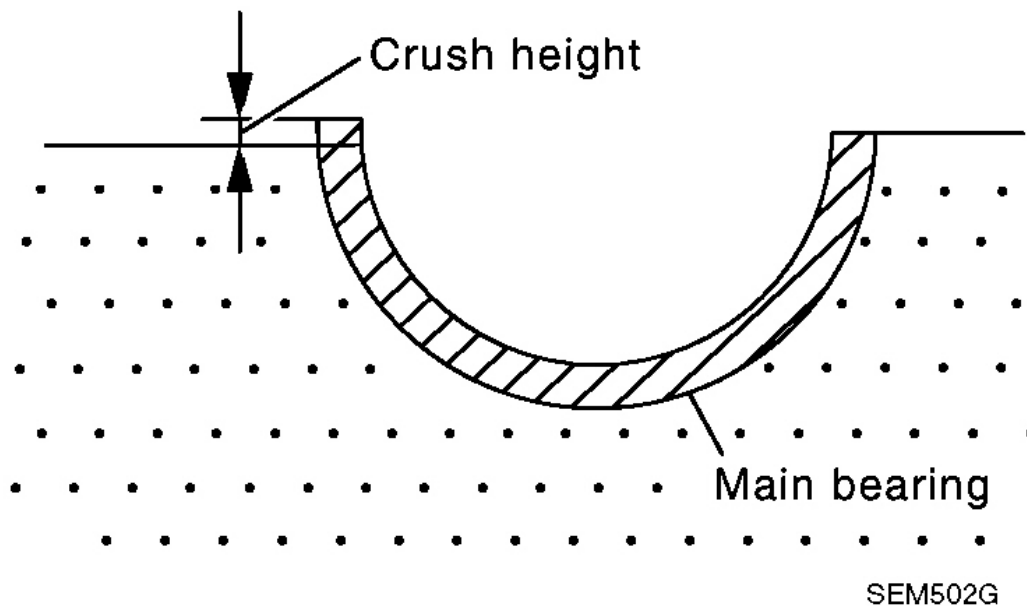


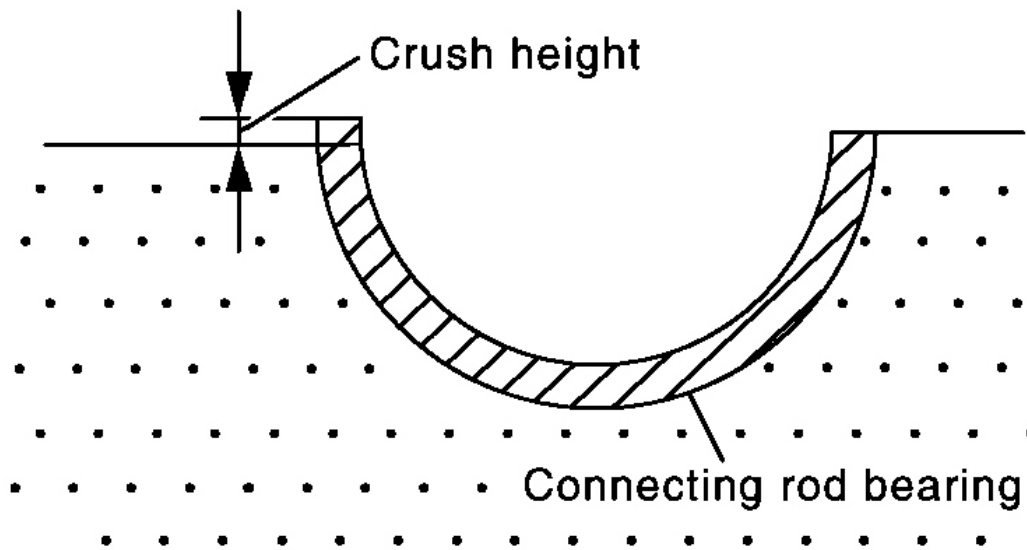
Fig. 412: Identifying Crush Height Of Main Bearing
Courtesy of NISSAN MOTOR CO., U.S.A.

- If the standard is not met, replace main bearings.

CRUSH HEIGHT OF CONNECTING ROD BEARING

- When connecting rod bearing cap is removed after being tightened to the specified torque with connecting rod bearings installed, the tip end of bearing must protrude. Refer to "**ASSEMBLY**" for the tightening procedure.

Standard : There must be crush height.



PBIC1646E

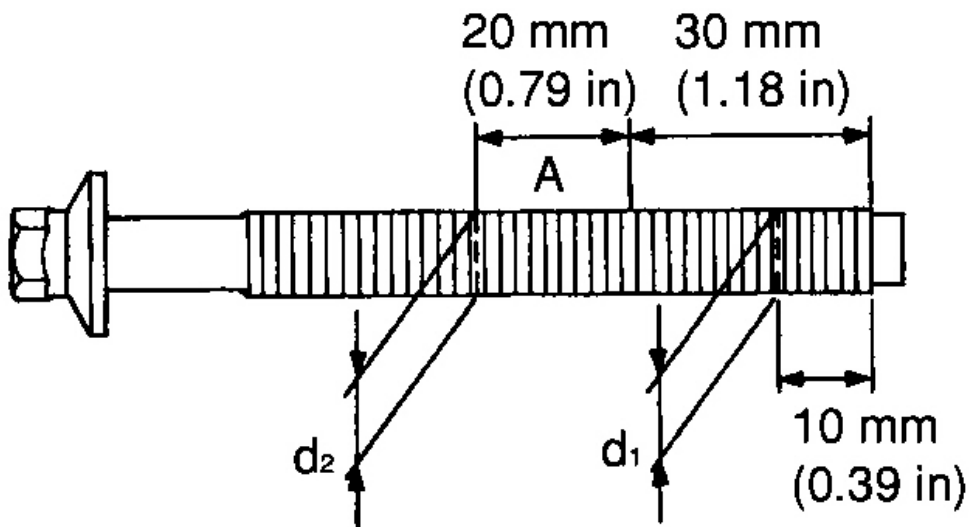
Fig. 413: Identifying Crush Height Of Connecting Rod Bearing
 Courtesy of NISSAN MOTOR CO., U.S.A.

- If the standard is not met, replace connecting rod bearings.

MAIN BEARING CAP BOLT OUTER DIAMETER

- Measure the outer diameters ("d1""d2") at two positions as shown in the figure.
- If reduction appears in "A" range, regard it as "d2 ".

Limit ("d1 " - "d2 ") : 0.11 mm (0.0043 in)



PBIC0911E

Fig. 414: Identifying Main Bearing Cap Bolt Outer Diameter
 Courtesy of NISSAN MOTOR CO., U.S.A.

- If it exceeds the limit (large difference in dimensions), replace main bearing cap bolt with new one.

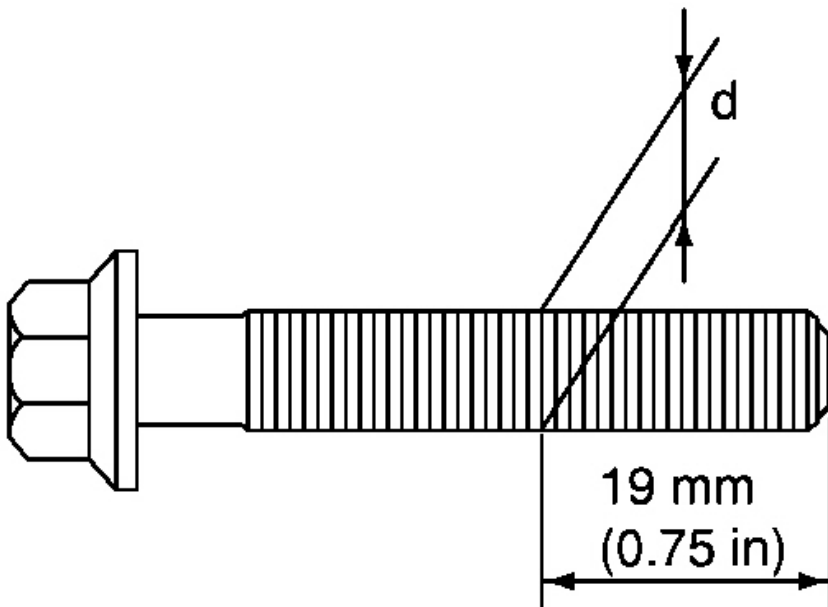
CONNECTING ROD BOLT OUTER DIAMETER (FOR A/T MODELS)

CAUTION: Do not reuse connecting rod bolt for M/T models. Replace it with a new one.

- Measure the outer diameter "d" at position shown in the figure.
- If reduction appears in a position other than "d", regard it as "d".

Standard : 7.90 - 8.00 mm (0.3110 - 0.3150 in)

Limit : 7.75 mm (0.3051 in)



PBIC0912E

Fig. 415: Identifying Connecting Rod Bolt Outer Diameter (For A/T Models)
Courtesy of NISSAN MOTOR CO., U.S.A.

- When "d" exceeds the limit (when it becomes thinner), replace bolt with new one.

FLYWHEEL DEFLECTION

- Measure the deflection of flywheel contact surface to clutch with dial indicator.
- Measure the deflection at 210 mm (8.27 in) dia.

Standard : Less than 0.45 mm (0.0177 in)

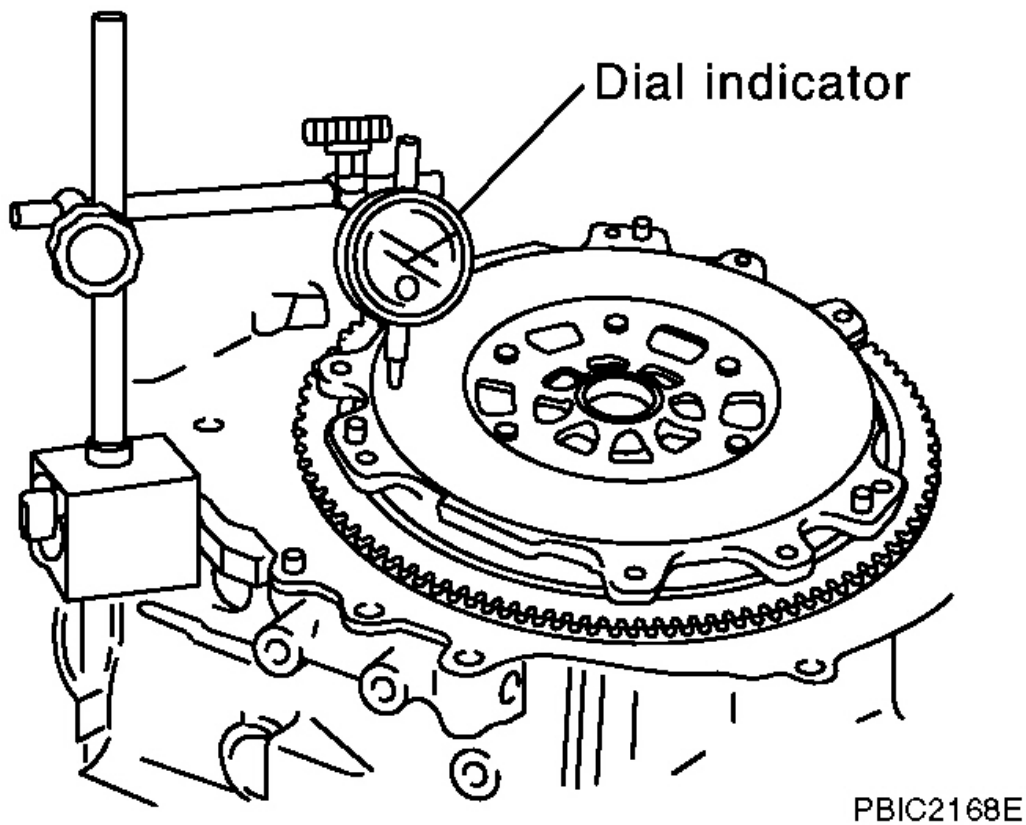


Fig. 416: Checking Flywheel Deflection
Courtesy of NISSAN MOTOR CO., U.S.A.

- If measured value is out of the standard, replace flywheel.

MOVEMENT AMOUNT OF FLYWHEEL

CAUTION: Do not disassembly double mass flywheel.

Movement Amount of Thrust (Fore-and-Aft) Direction

- Measure the movement amount of thrust (fore-and-aft) direction when 100 N (10.2 kg, 22 lb) force is added at the portion of 125 mm (4.92 in) radius from the center of flywheel.

Standard : Less than 1.3 mm (0.051 in)

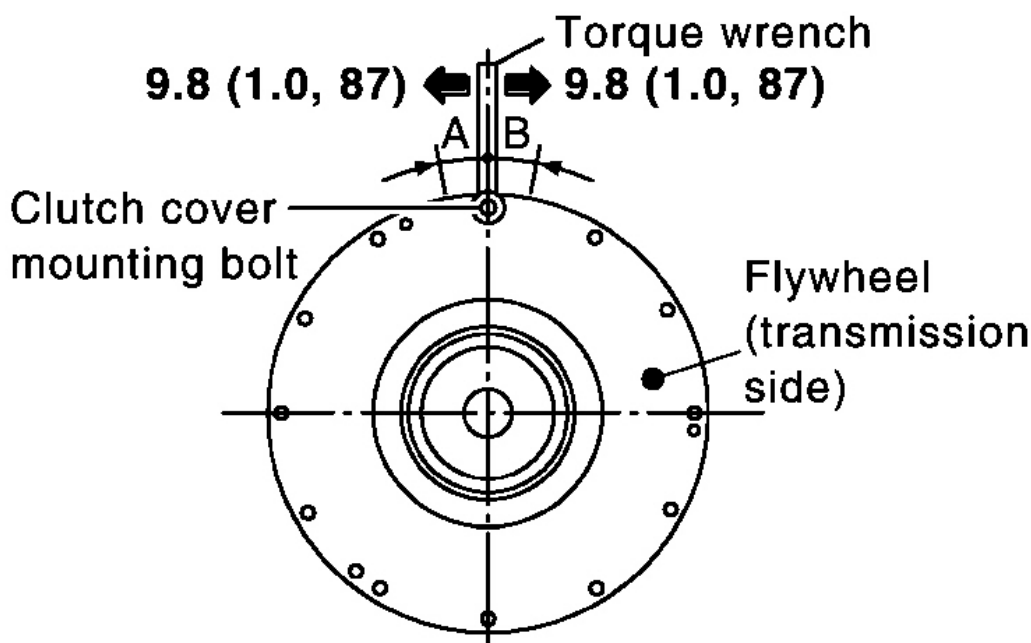
- If measured value is out of the standard, replace flywheel.

Movement Amount of Radial (Rotation) Direction

Check the movement amount of radial (rotation) direction as follows:

1. Install bolt to clutch cover mounting hole, and place a torque wrench on the extended line of the flywheel center line.
 - Tighten bolt at a force of 9.8 N.m (1 kg-m, 87 in-lb) to keep it from loosening.
2. Put a mating mark on circumferences of the two flywheel masses without applying any load (Measurement standard points).
3. Apply a force of 9.8 N.m (1 kg-m, 87 in-lb) in each direction, and mark the movement amount on the mass on the transmission side.
4. Measure the dimensions of movement amounts "A" and "B" on circumference of flywheel on the transmission side.

Standard : Less than 24 mm (0.94 in)



Unit: N•m (kg-m, ft-lb)

PBIC2070E

Fig. 417: Checking Movement Amount Of Radial (Rotation) Direction
 Courtesy of NISSAN MOTOR CO., U.S.A.

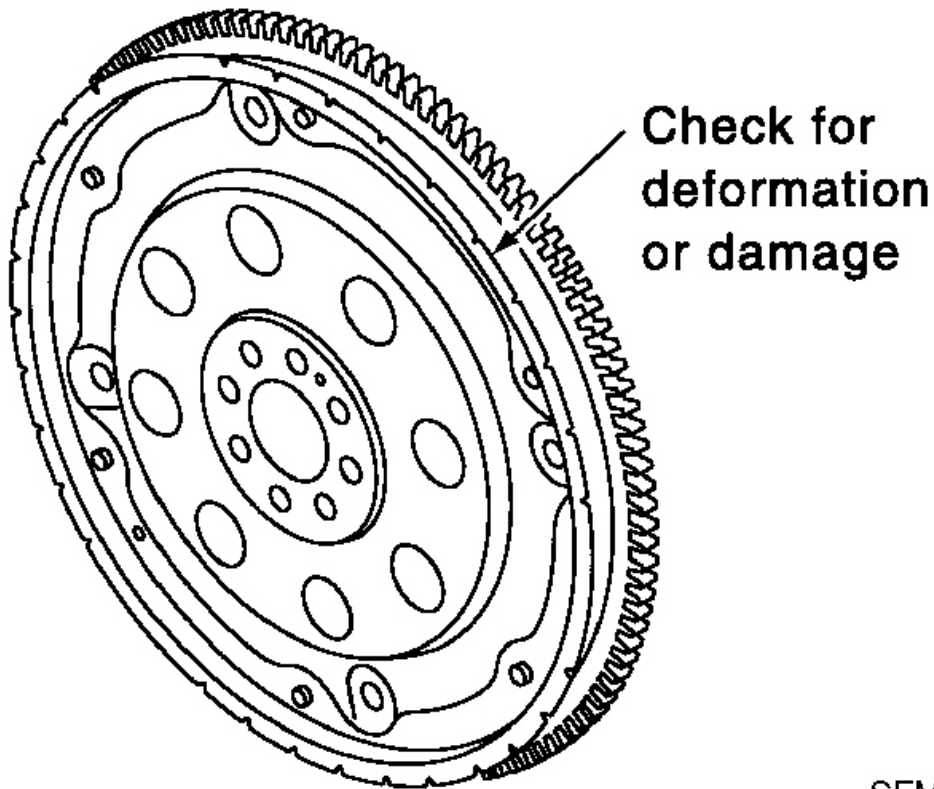
- If measured value is out of the standard, replace flywheel.

DRIVE PLATE (A/T MODELS)

- Check drive plate and signal plate for deformation or damage.

CAUTION:

- Do not disassemble drive plate.
 - Do not 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 anything is found, replace drive plate.



SEM760G

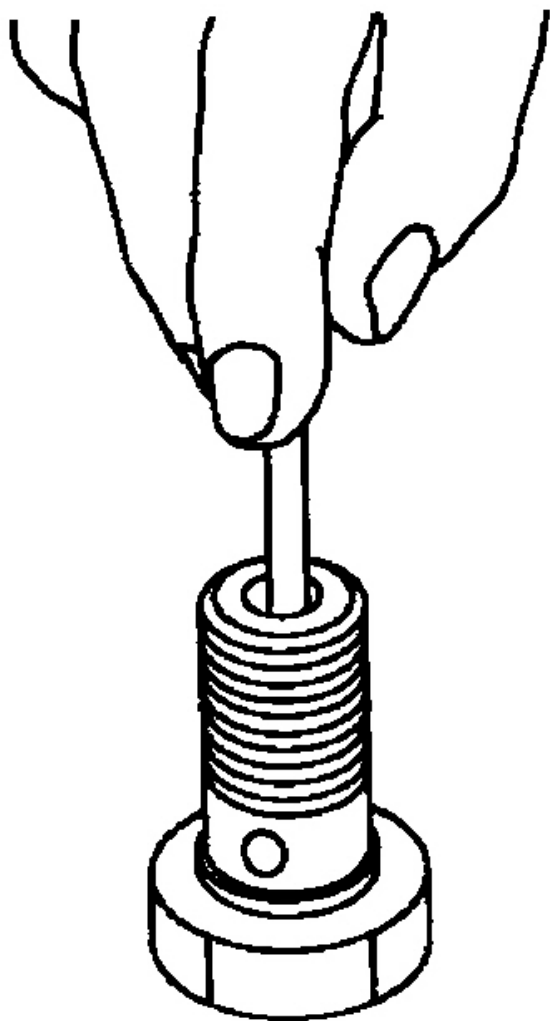
Fig. 418: Checking Drive Plate (A/T Models)
Courtesy of NISSAN MOTOR CO., U.S.A.

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 clean plastic stick, press check valve in oil jet relief valve. Make sure that valve moves smoothly with proper reaction force.
- If it is not satisfied, replace oil jet relief valve.

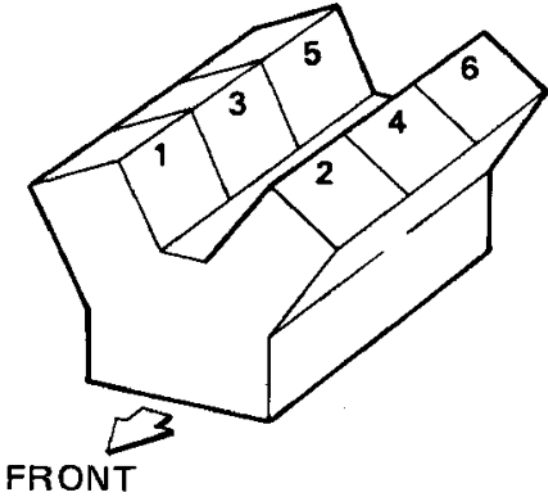


EMU0468D

Fig. 419: Checking Oil Jet Relief Valve

Courtesy of NISSAN MOTOR CO., U.S.A.

SERVICE DATA AND SPECIFICATIONS (SDS)**STANDARD AND LIMIT****GENERAL SPECIFICATIONS****GENERAL SPECIFICATIONS (1 OF 3)**

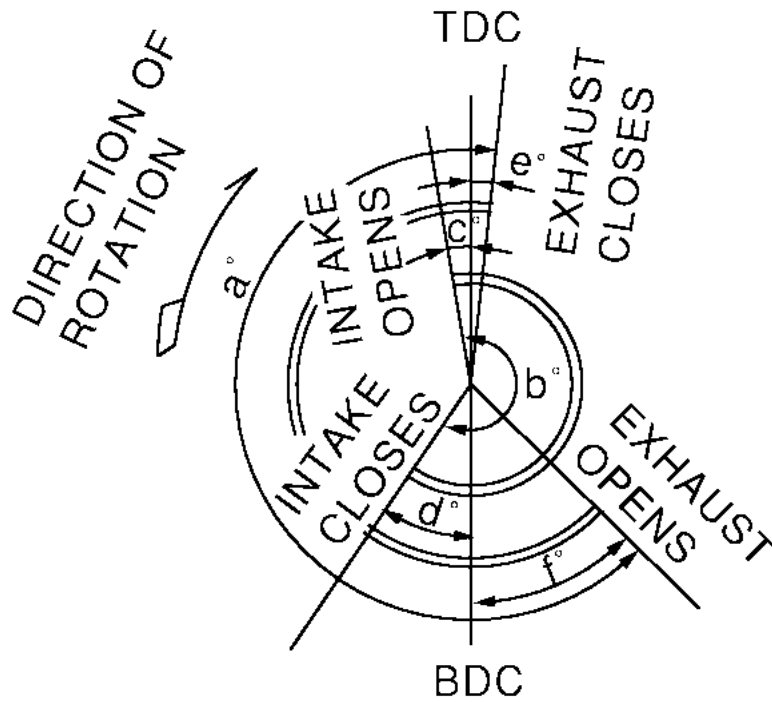
Cylinder arrangement		V-6
Displacement cm ³ (cu in)		3,498 (213.45)
Bore and stroke mm (in)		95.5 x 81.4 (3.76 x 3.205)
Valve arrangement		DOHC
Firing order		1-2-3-4-5-6
Number of piston rings	Compression	2
	Oil	1
Number of main bearings		4
Compression ratio		10.3
Compression pressure, psi)/300 kPa RPM (kg/cm ²)	Standard	1,270 (13.0, 184)
	Minimum	980 (10.0, 142)
	Differential limit between cylinders	100 (1.0, 15)
Cylinder number	 FRONT SEM713A	

GENERAL SPECIFICATIONS (2 OF 3)

2006 Infiniti G35

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Valve timing (Intake valve timing control - "OFF")



PBIC0187E

Unit: degree

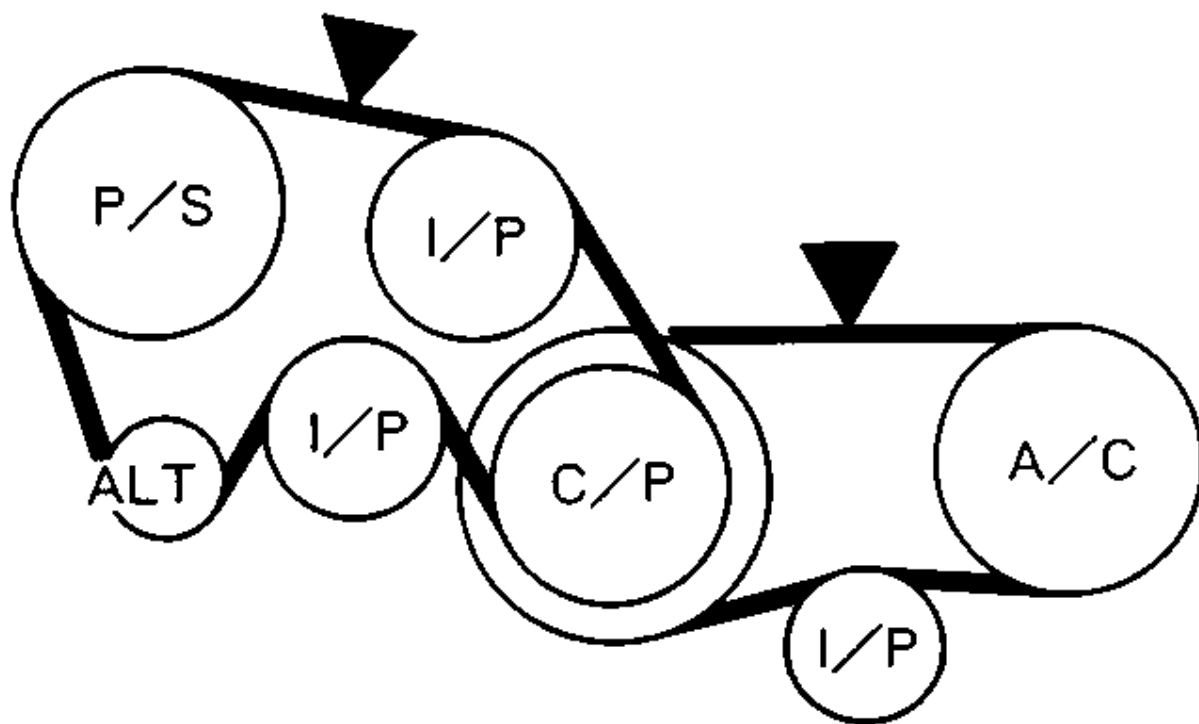
	a	b	c	d	e	f
M/T models	248	248	-2	70	-2	70
A/T models	240	238	-6	64	8	52

DRIVE BELT

DRIVE BELT SPECIFICATIONS

	Deflection adjustment		Unit: mm (in)	Tension adjustment ⁽¹⁾		Unit: N (kg, lb)
	Used belt		New belt	Used belt		New belt
	Limit	After adjustment		Limit	After adjustment	
Alternator and power steering oil pump belt	7 (0.28)	4 - 5 (0.16 - 0.20)	3.5 - 4.5 (0.138 - 0.177)	294 (30, 66)	730 - 818 (74.5 - 83.5, 164 - 184)	838 - 926 (85.5 - 94.5, 188 - 208)
A/C compressor belt	12 (0.47)	9 - 10 (0.35 - 0.39)	8 - 9 (0.31- 0.35)	196 (20, 44)	348 - 436 (35.5 - 44.5, 78 - 98)	470 - 559 (48 - 57, 106 - 126)
Applied pushing force	98 N (10 kg, 22 lb)			-		

SEC.117



KBIA1731J

- (1) If belt tension gauge cannot be installed at check points shown, check drive belt tension at different location on the belt.

INTAKE MANIFOLD COLLECTOR, INTAKE MANIFOLD AND EXHAUST MANIFOLD

INTAKE MANIFOLD COLLECTOR, INTAKE MANIFOLD AND EXHAUST MANIFOLD SPECIFICATIONS

		Unit: mm (in)
Items		Limit
Surface distortion	Intake manifold collector (upper)	0.1 (0.004)
	Intake manifold collector (lower)	0.1 (0.004)
	Intake manifold 0.1	(0.004)

2006 Infiniti G35	
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Exhaust manifold 0.3

(0.012)

SPARK PLUG

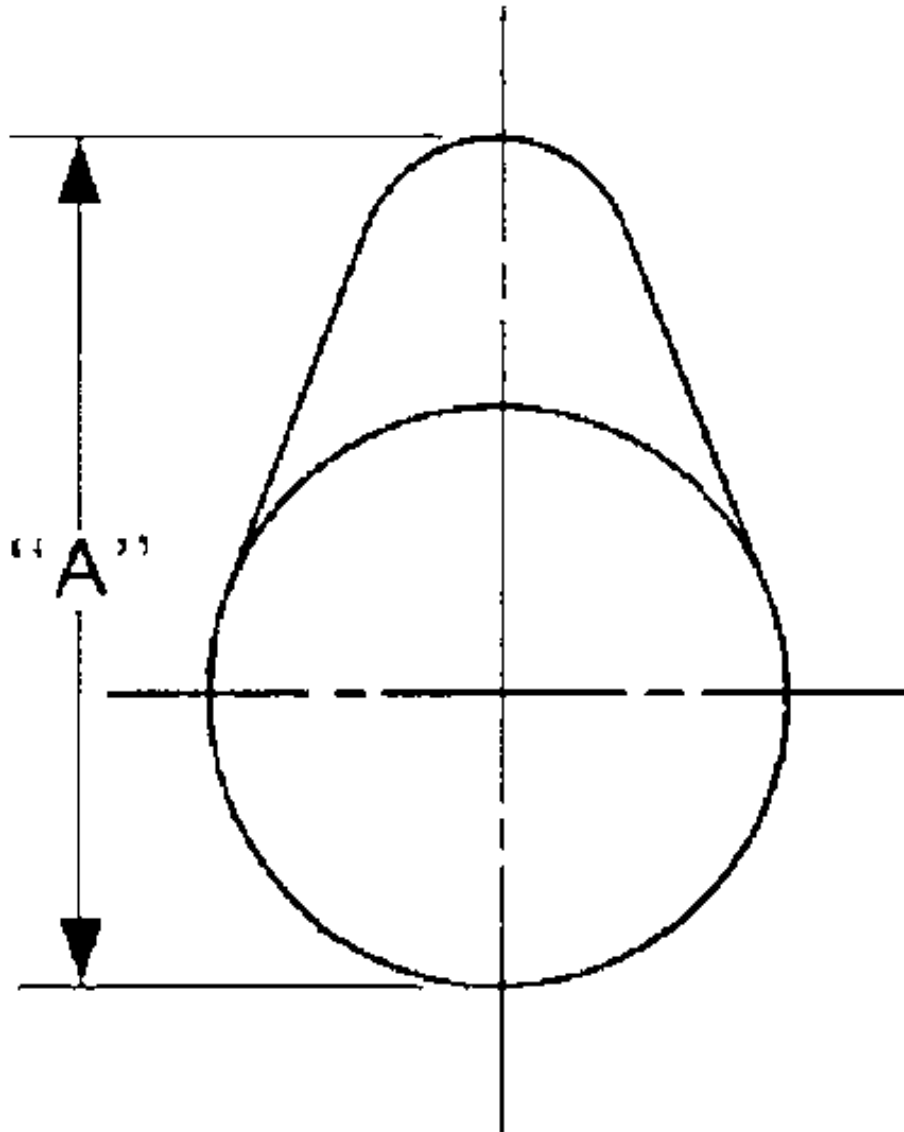
SPARK PLUG SPECIFICATIONS

Make	NGK
Standard type	PLFR5A-11
Hot type	PLFR4A-11
Cold type	PLFR6A-11
Gap (nominal)	1.1 mm (0.043 in)

CAMSHAFT AND CAMSHAFT BEARING

CAMSHAFT AND CAMSHAFT BEARING SPECIFICATIONS

Unit: mm (in)	
Items	Limit



SEM671

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)	
	No. 1	26.000 - 26.021 (1.0236 -	-

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Camshaft bracket inner diameter			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"	M/T models	Intake	45.865 - 46.055 (1.8057 - 1.8132)	0.2 (0.008) ⁽¹⁾ >
		Exhaust	45.875 - 46.065 (1.8061 - 1.8136)	
	A/T models	Intake	44.865 - 45.055 (1.7663 - 1.7738)	
		Exhaust	44.865 - 45.055 (1.7663 - 1.7738)	
Camshaft runout [TIR ⁽²⁾]			Less than 0.02 (0.0008)	0.05 (0.0020)
Camshaft sprocket runout [TIR ⁽²⁾]			-	0.15 (0.0059)

(1) Total indicator reading

(2) Cam wear limit

Valve Lifter**VALVE LIFTER SPECIFICATIONS**

		Unit: mm (in)
Items	Standard	
Valve lifter outer diameter	33.977 - 33.987 (1.3377 - 1.3381)	
Valve lifter hole diameter	34.000 - 34.016 (1.3386 - 1.3392)	
Valve lifter clearance	0.013 - 0.039 (0.0005 - 0.0015)	

Valve Clearance**VALVE CLEARANCE**

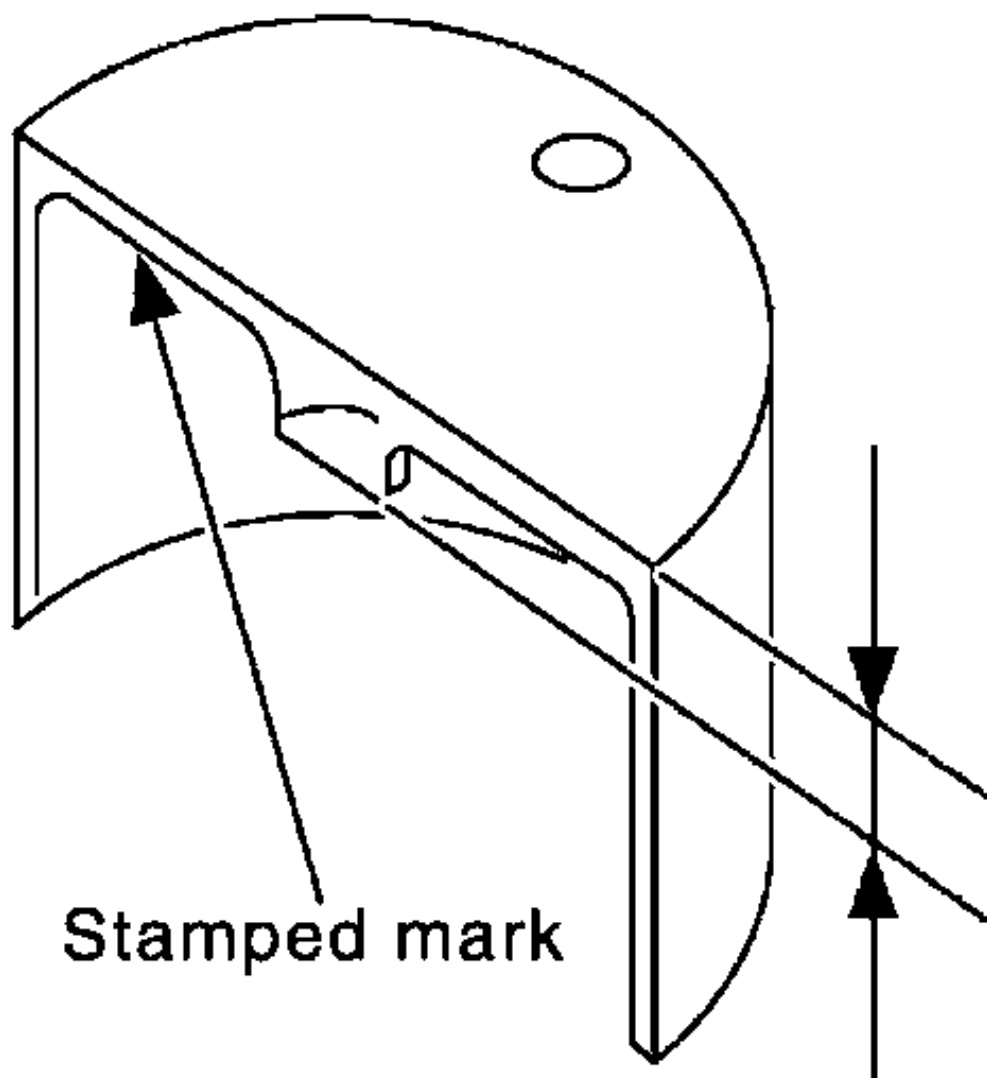
			Unit: mm (in)
Items	Cold	Hot ⁽¹⁾ (reference data)	
Intake	0.26 - 0.34 (0.010 - 0.013)	0.304 - 0.416 (0.012 - 0.016)	
Exhaust	0.29 - 0.37 (0.011 - 0.015)	0.308 - 0.432 (0.012 - 0.017)	
(1) Approximately 80°C (176°F)			

Available Valve Lifter**AVAILABLE VALVE LIFTER**

Unit: mm (in)

Identification (stamped) mark

Thickness



Stamped mark

Valve lifter thickness

SEM758G

788U or 788R

7.88 (0.3102)

790U or 790R

7.90 (0.3110)

792U or 792R

7.92 (0.3118)

794U or 794R

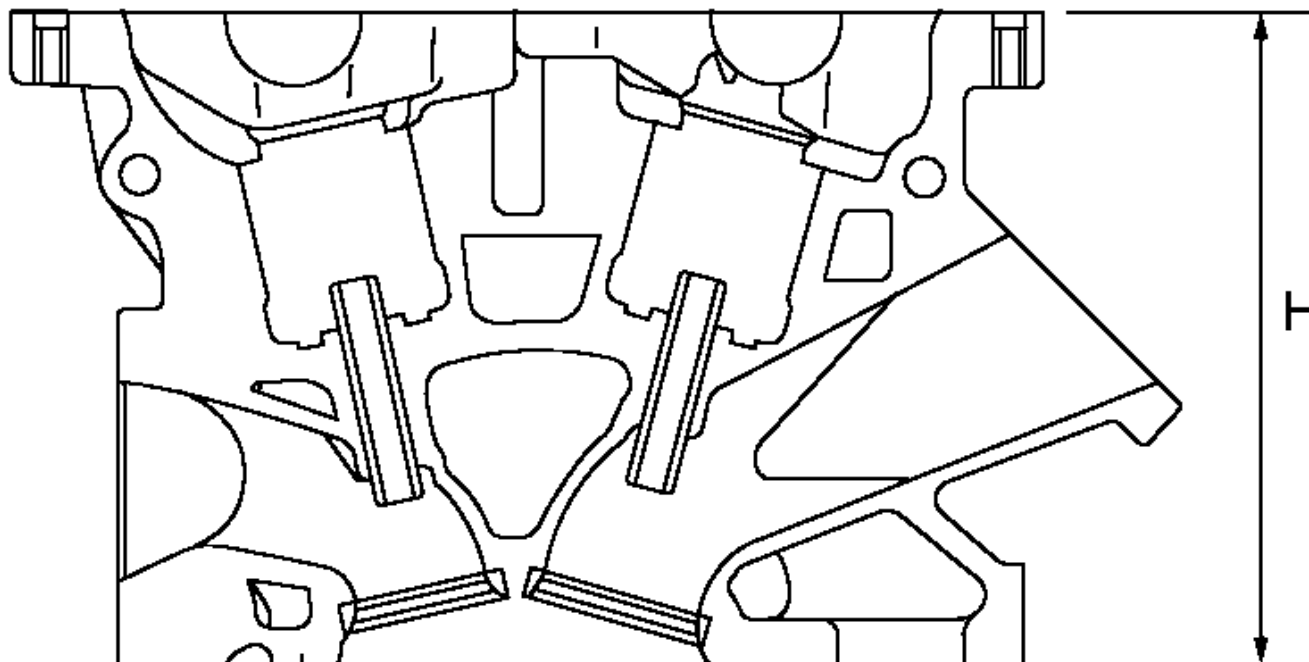
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	7.94 (0.3126)
796U or 796R	7.96 (0.3134)
798U or 798R	7.98 (0.3142)
800U or 800R	8.00 (0.3150)
802U or 802R	8.02 (0.3157)
804U or 804R	8.04 (0.3165)
806U or 806R	8.06 (0.3173)
808U or 808R	8.08 (0.3181)
810U or 810R	8.10 (0.3189)
812U or 812R	8.12 (0.3197)
814U or 814R	8.14 (0.3205)
816U or 816R	8.16 (0.3213)
818U or 818R	8.18 (0.3220)
820U or 820R	8.20 (0.3228)
822U or 822R	8.22 (0.3236)
824U or 824R	8.24 (0.3244)
826U or 826R	8.26 (0.3252)
828U or 828R	8.28 (0.3260)
830U or 830R	8.30 (0.3268)
832U or 832R	8.32 (0.3276)
834U or 834R	8.34 (0.3283)
836U or 836R	8.36 (0.3291)
838U or 838R	8.38 (0.3299)
840U or 840R	8.40 (0.3307)

CYLINDER HEAD**CYLINDER HEAD SPECIFICATIONS**

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 (4.972 - 4.980)	



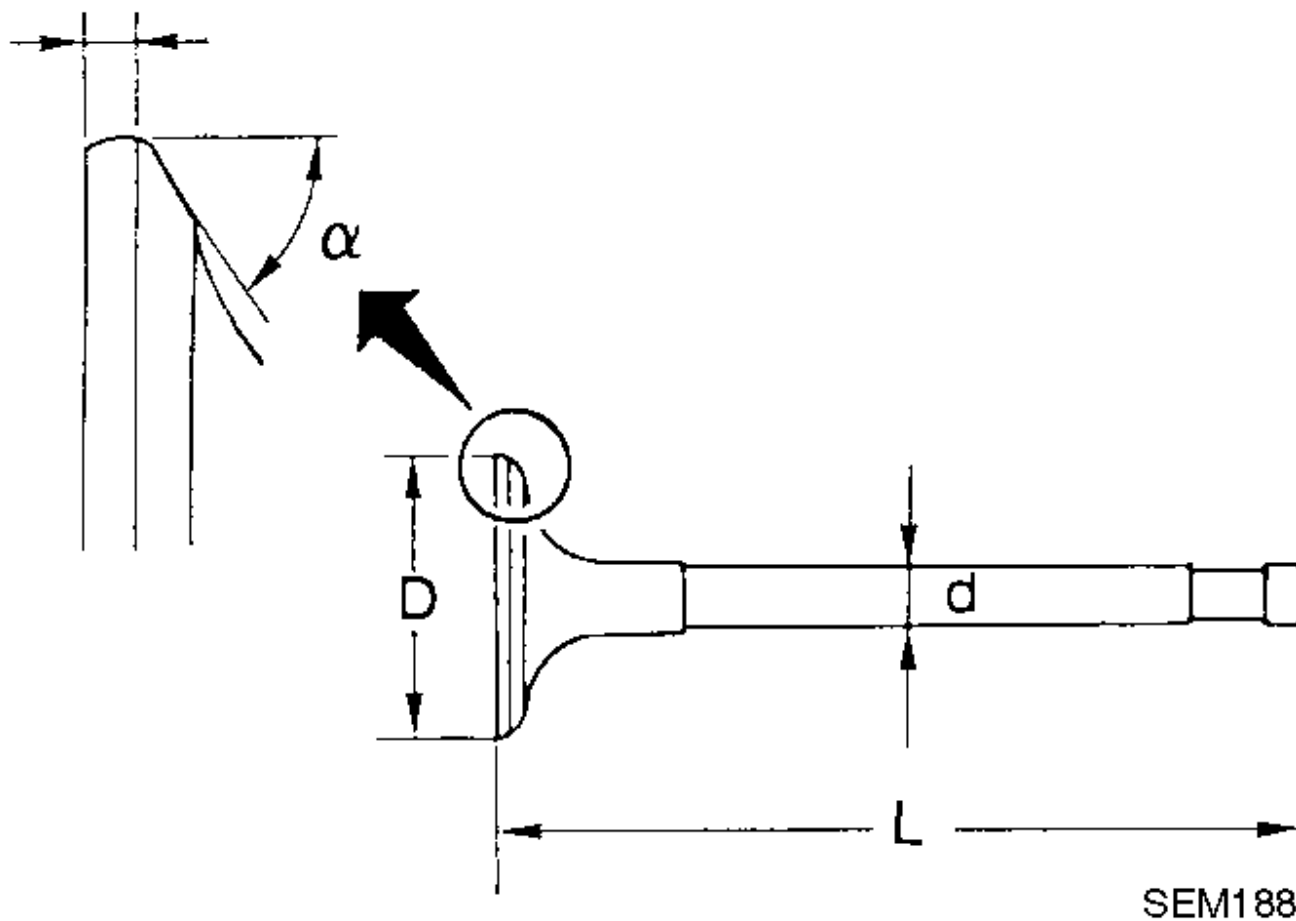
PBIC0924E

Valve Dimensions

VALVE DIMENSIONS

Unit: mm (in)

T (Margin thickness)



SEM188

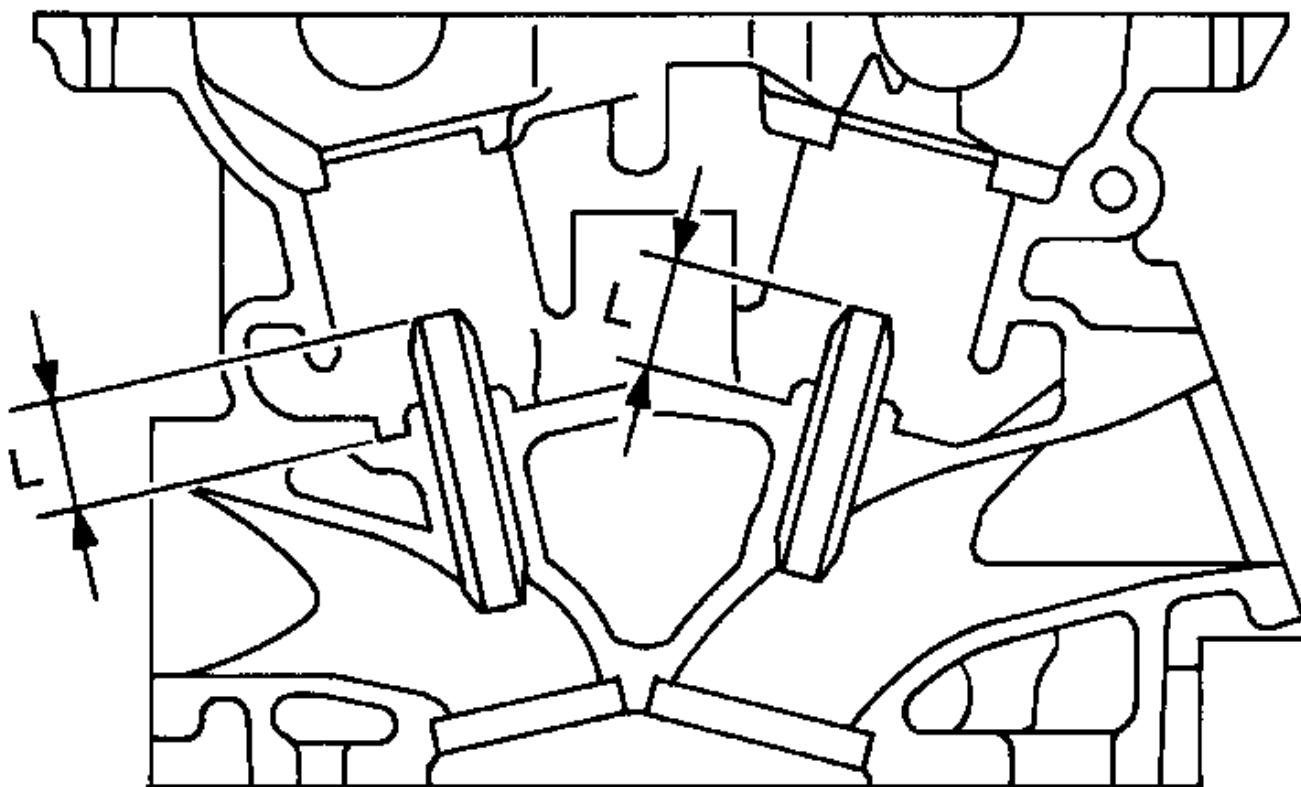
Valve head diameter "D"	Intake	37.0 - 37.3 (1.4567 - 1.4685)
	Exhaust	31.2 - 31.5 (1.228 - 1.240)
Valve length "L"	Intake	96.46 (3.7976)
	Exhaust	93.99 (3.7004)
Valve stem diameter "d"	Intake	5.965 - 5.980 (0.2348 - 0.2354)
	Exhaust	5.955 - 5.970 (0.2344 - 0.2350)
Valve seat angle " "	Intake	45°15' - 45°45'
	Exhaust	
Valve margin "T"	Intake	1.1 (0.043)
	Exhaust	1.3 (0.051)

Valve margin "T" limit	More than 0.5 (0.020)
Valve stem end surface grinding limit	Less than 0.2 (0.008)

Valve Guide

VALVE GUIDE SPECIFICATIONS

Unit: mm (in)



SEM950E

Items		Standard	0.2 (0.008) Oversize (Service)
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)

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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 (0.003)
	Exhaust	0.030 - 0.063 (0.0012 - 0.0025)	0.09 (0.004)
Projection length "L"		12.6 - 12.8 (0.496 - 0.504)	

Valve Seat**VALVE SEAT SPECIFICATIONS**

Unit: mm (in)

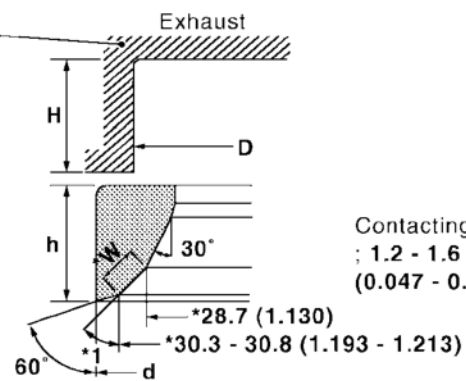
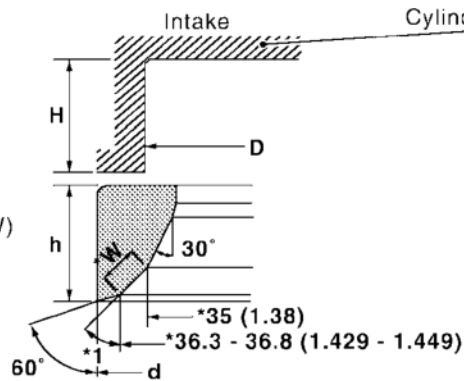
* : Machining data

*1: $44^{\circ}45' \pm 22'$

Contacting width (W)

; 1.0 - 1.4

(0.039 - 0.055)



Contacting width (W)

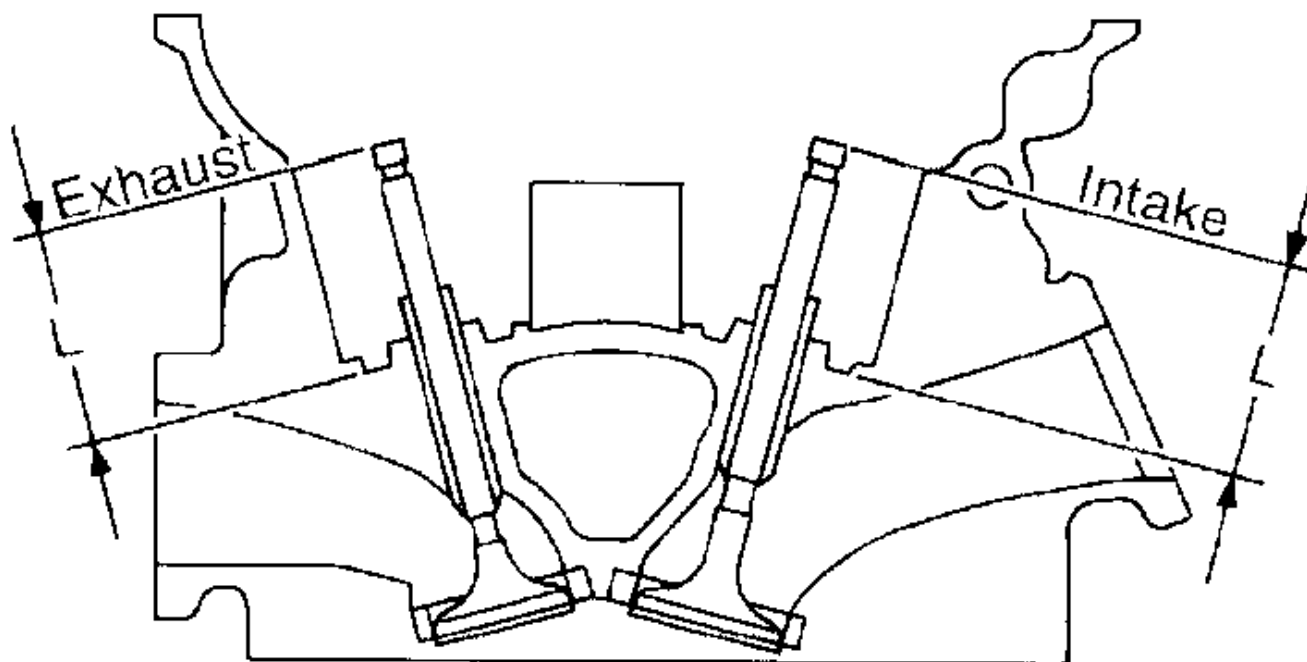
; 1.2 - 1.6

(0.047 - 0.063)

PBIC4181E

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SEM621F

Items		Standard	Oversize [0.5 (0.020)] (Service)
Cylinder head seat recess diameter "D"	Intake	38.000 - 38.016 (1.4961 - 1.4967)	38.500 - 38.516 (1.5157 - 1.5164)
	Exhaust	32.200 - 32.216 (1.2677 - 1.2683)	32.700 - 32.716 (1.2874 - 1.2880)
Valve seat outer diameter "d"	Intake	38.097 - 38.113 (1.4999 - 1.5005)	38.597 - 38.613 (1.5196 - 1.5202)
	Exhaust	32.280 - 32.296 (1.2709 - 1.2715)	32.780 - 32.796 (1.2905 - 1.2912)
Valve seat interference fit	Intake	0.081 - 0.113 (0.0032 - 0.0044)	
	Exhaust	0.064 - 0.096 (0.0025 - 0.0038)	
Items		Standard	Service
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"		5.9 - 6.1 (0.232 - 0.240)	
	Intake	41.07 - 41.67 (1.6169 - 1.6405)	

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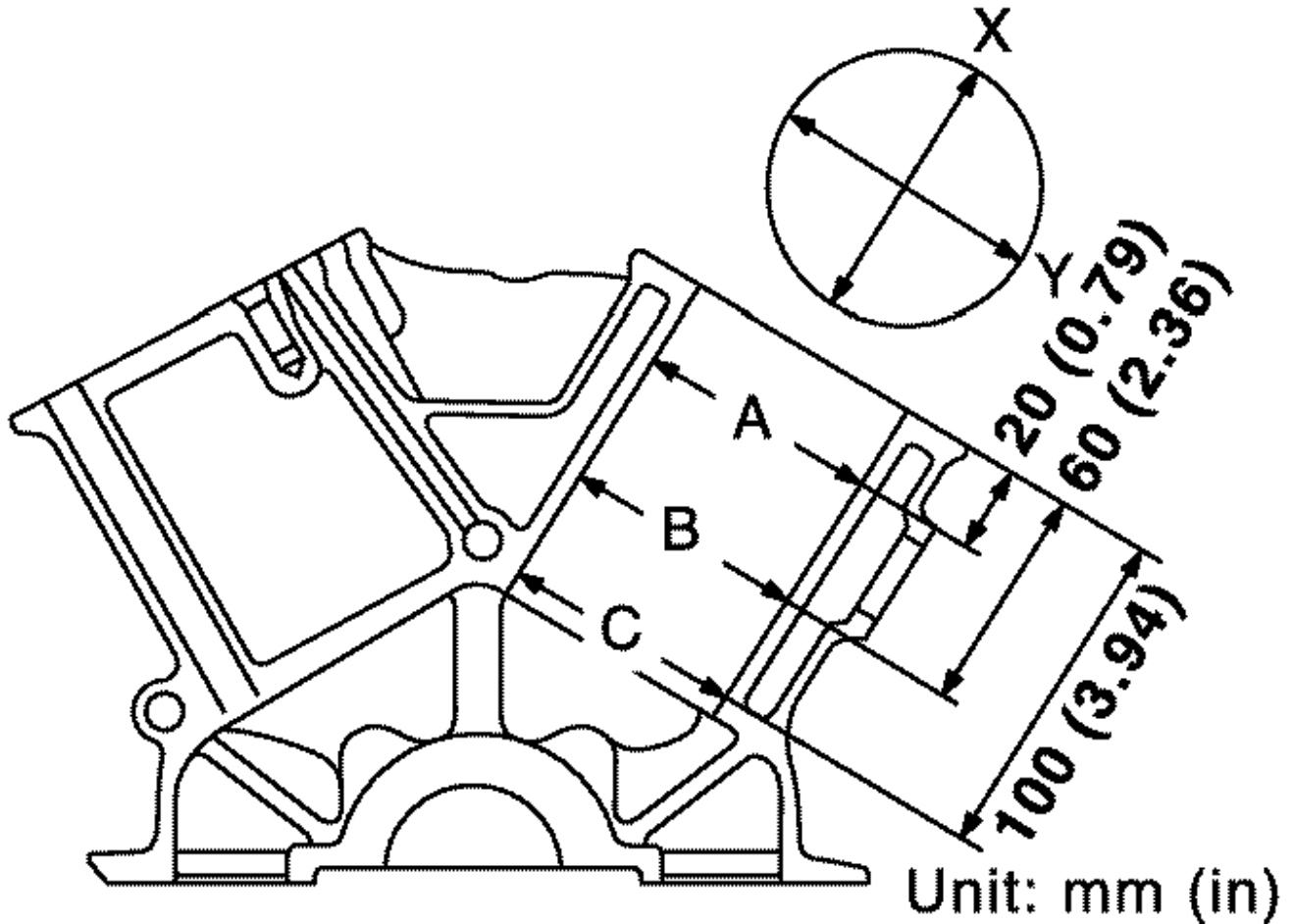
Depth "L"	Exhaust	41.00 - 41.60 (1.6142 - 1.6378)
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Valve Spring**VALVE SPRING SPECIFICATIONS**

Items	M/T models	A/T models
Free height	45.43 mm (1.7886 in)	47.07 mm (1.8531 in)
Installation height	37.00 mm (1.4567 in)	37.00 mm (1.4567 in)
Installation load	166 - 188 N (16.9 - 19.2 kg, 37 - 42 lb)	166 - 188 N (16.9 - 19.2 kg, 37 - 42 lb)
Height during valve open	26.8 mm (1.0551 in)	27.2 mm (1.0709 in)
Load with valve open	434 - 490 N (44.3 - 50.0 kg, 97.6 - 110.2 lb)	373 - 421 N (38.0 - 42.9 kg, 84 - 95 lb)
squareness	2.0 mm(0.079 in)	2.1 mm (0.083 in)

CYLINDER BLOCK**CYLINDER BLOCK SPECIFICATIONS**

Unit: mm (in)



PBIC0923E

Surface flatness		Standard		Less than 0.03 (0.0012)
		Limit		0.1 (0.004)
Main bearing housing inner diameter		Standard		63.993 - 64.017 (2.5194 - 2.5203)
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 (Difference between "X" and "Y")		Limit		0.015 (0.0006)
Taper (Difference between "A" and "C")				0.01 (0.0004)

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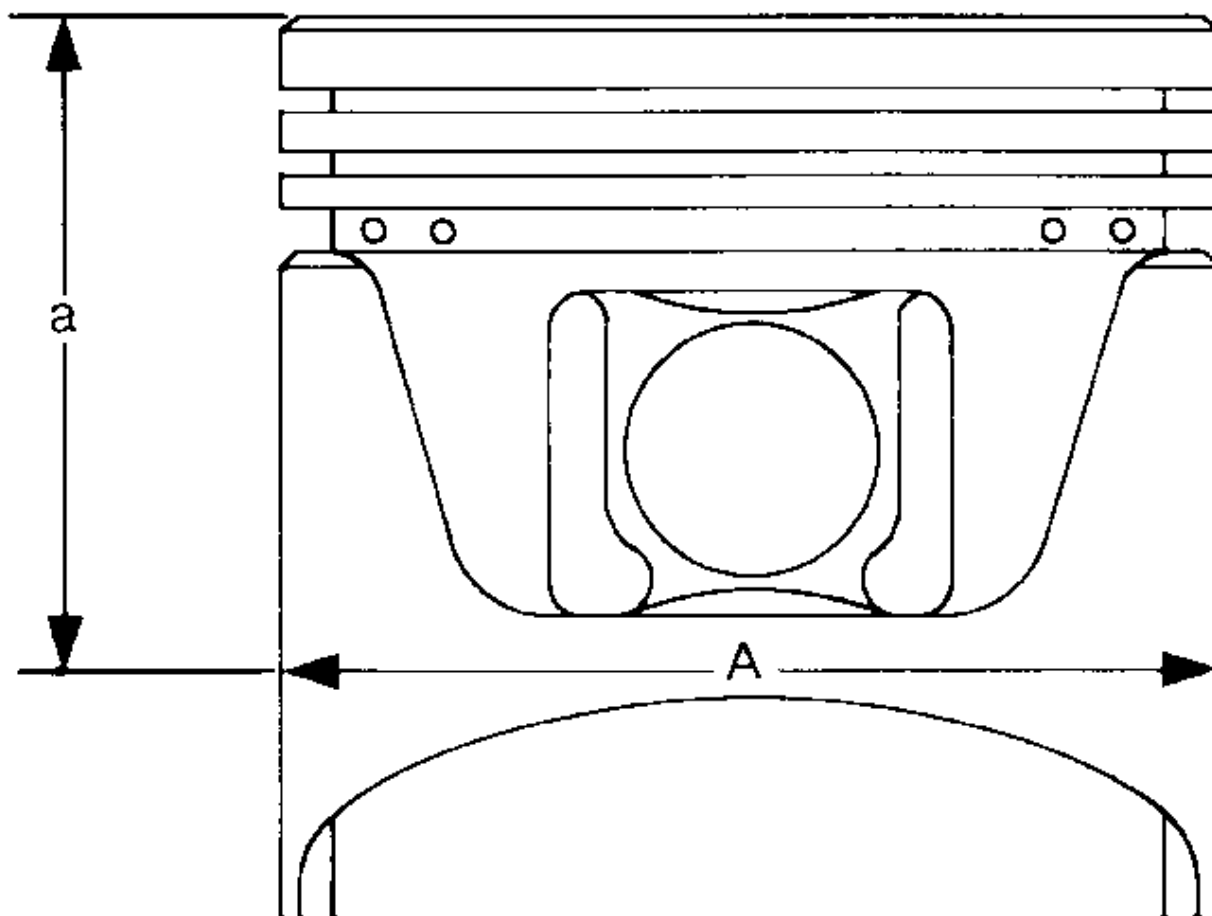
Main bearing housing inner diameter grade (Without bearing)	Grade No. A	63.993 - 63.994 (2.5194 - 2.5194)
	Grade No. B	63.994 - 63.995 (2.5194 - 2.5195)
	Grade No. C	63.995 - 63.996 (2.5195 - 2.5195)
	Grade No. D	63.996 - 63.997 (2.5195 - 2.5196)
	Grade No. E	63.997 - 63.998 (2.5196 - 2.5196)
	Grade No. F	63.998 - 63.999 (2.5196 - 2.5196)
	Grade No. G	63.999 - 64.000 (2.5196 - 2.5197)
	Grade No. H	64.000 - 64.001 (2.5197 - 2.5197)
	Grade No. J	64.001 - 64.002 (2.5197 - 2.5198)
	Grade No. K	64.002 - 64.003 (2.5198 - 2.5198)
	Grade No. L	64.003 - 64.004 (2.5198 - 2.5198)
	Grade No. M	64.004 - 64.005 (2.5198 - 2.5199)
	Grade No. N	64.005 - 64.006 (2.5199 - 2.5199)
	Grade No. P	64.006 - 64.007 (2.5199 - 2.5200)
	Grade No. R	64.007 - 64.008 (2.5200 - 2.5200)
	Grade No. S	64.008 - 64.009 (2.5200 - 2.5200)
	Grade No. T	64.009 - 64.010 (2.5200 - 2.5201)
	Grade No. U	64.010 - 64.011 (2.5201 - 2.5201)
	Grade No. V	64.011 - 64.012 (2.5201 - 2.5202)
	Grade No. W	64.012 - 64.013 (2.5202 - 2.5202)
	Grade No. X	64.013 - 64.014 (2.5202 - 2.5202)
	Grade No. Y	64.014 - 64.015 (2.5202 - 2.5203)
	Grade No. 4	64.015 - 64.016 (2.5203 - 2.5203)
	Grade No. 7	64.016 - 64.017 (2.5203 - 2.5203)
Difference in inner diameter between cylinders	Standard	Less than 0.03 (0.0012)

PISTON, PISTON RING AND PISTON PIN**Available Piston****AVAILABLE PISTON SPECIFICATIONS**

Unit: mm (in)

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SEM882E

Items		Standard	0.20 (0.0079) oversize
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		41.0 (1.614)	-

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Piston pin hole diameter	Grade No. 0	21.993 - 21.999 (0.8659 - 0.8661)	-
	Grade No. 1	21.999 - 22.005 (0.8661 - 0.8663)	-
Piston to cylinder bore clearance		0.010 - 0.030 (0.0004 - 0.0012)	0.08 (0.0031)

Piston Ring**PISTON RING SPECIFICATIONS**

Unit: mm (in)					
Items		Standard		Limit	
		M/T models	A/T models	M/T models	A/T models
Side clearance	Top	0.045 - 0.080 (0.0018 - 0.0031)		0.11 (0.0043)	0.11 (0.0043)
	2nd	0.030 - 0.070 (0.0012 - 0.0028)		0.10 (0.0039)	0.10 (0.0039)
	Oil ring	0.065 - 0.135 (0.0026 - 0.0053)		0.17 (0.0067)	-
End gap	Top	0.23 - 0.33 (0.0091 - 0.0130)	0.23 - 0.33 (0.0091 - 0.0130)	0.54 (0.0213)	0.54 (0.0213)
	2nd	0.23 - 0.33 (0.0091 - 0.0130)	0.33 - 0.48 (0.0130 - 0.0189)	0.53 (0.0209)	0.80 (0.0315)
	Oil (rail ring)	0.20 - 0.50 (0.0079 - 0.0197)	0.20 - 0.50 (0.0079 - 0.0197)	0.85 (0.0335)	0.95 (0.0374)

Piston Pin**PISTON PIN SPECIFICATIONS**

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**CONNECTING ROD SPECIFICATIONS**

Unit: mm (in)		
Items	Standard	Limit
Center distance	144.15 - 144.25 (5.6752 - 5.6791)	-
Bend [per 100 (3.94)]	-	0.15 (0.0059)
Torsion [per 100 (3.94)]	-	0.30 (0.0118)

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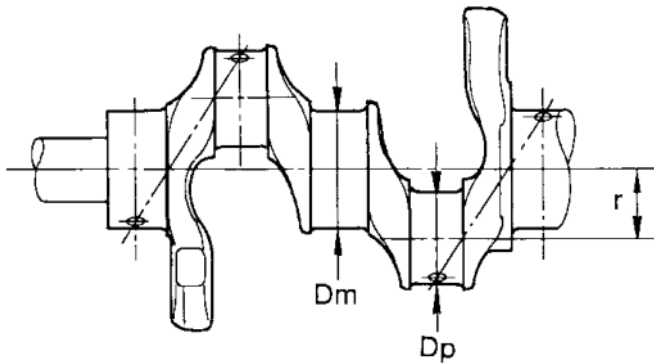
2006 ENGINE Engine Mechanical - G35 Sedan

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)	-
Connecting rod big end diameter (Without bearing)		55.000 - 55.013 (2.1654 - 2.1659)	-
Side clearance		0.20 - 0.35 (0.0079 - 0.0138)	0.40 (0.0157)
(1) After installing in connecting rod			

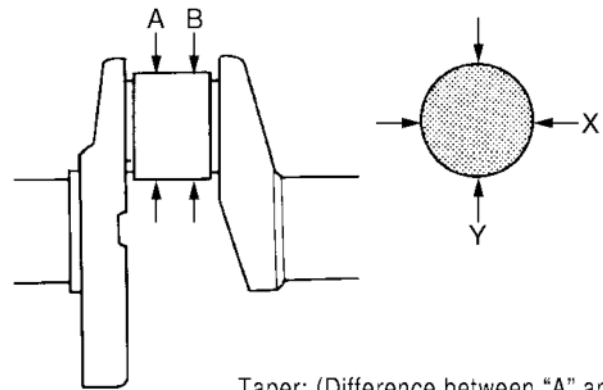
CRANKSHAFT

CRANKSHAFT SPECIFICATIONS

Unit: mm (in)



SEM645



Taper: (Difference between "A" and "B")
Out-of-round: (Difference between "X" and "Y")

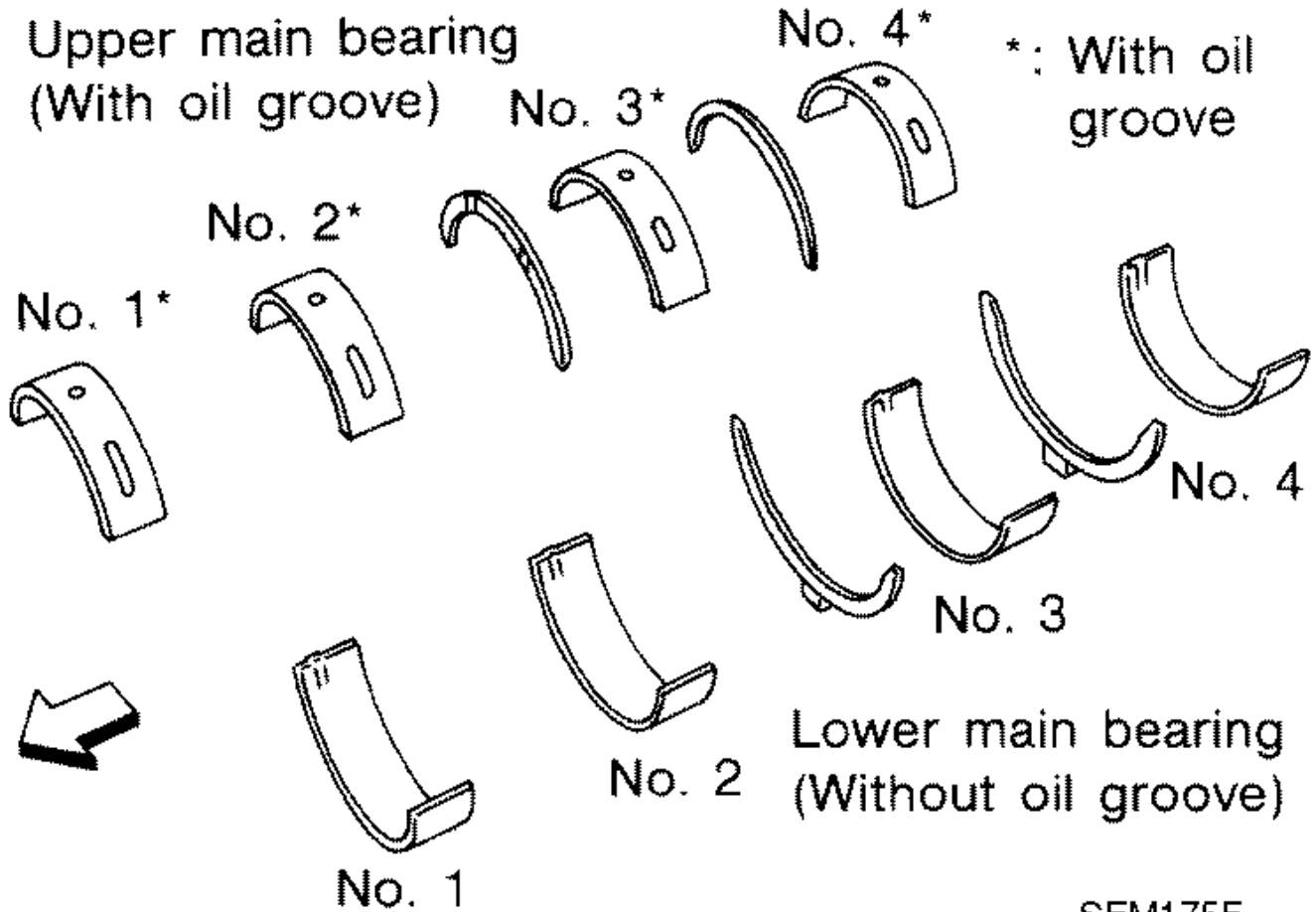
SBIA0535E

Main journal diameter. "DM" grade	Standard	Grade No. A	59.975 - 59.974 (2.3612 - 2.3612)
		Grade No. B	59.974 - 59.973 (2.3612 - 2.3611)
		Grade No. C	59.973 - 59.972 (2.3611 - 2.3611)
		Grade No. D	59.972 - 59.971 (2.3611 - 2.3611)
		Grade No. E	59.971 - 59.970 (2.3611 - 2.3610)
		Grade No. F	59.970 - 59.969 (2.3610 - 2.3610)
		Grade No. G	59.969 - 59.968 (2.3610 - 2.3609)
		Grade No. H	59.968 - 59.967 (2.3609 - 2.3609)
		Grade No. J	59.967 - 59.966 (2.3609 - 2.3609)
		Grade No. K	59.966 - 59.965 (2.3609 - 2.3608)
		Grade No. L	59.965 - 59.964 (2.3608 - 2.3608)
		Grade No. M	59.964 - 59.963 (2.3608 - 2.3607)
		Grade No. N	59.963 - 59.962 (2.3607 - 2.3607)
		Grade No. P	59.962 - 59.961 (2.3607 - 2.3607)
		Grade No. R	59.961 - 59.960 (2.3607 - 2.3606)
		Grade No. S	59.960 - 59.959 (2.3606 - 2.3606)
		Grade No. T	59.959 - 59.958 (2.3606 - 2.3605)

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		Grade No. U	59.958 - 59.957 (2.3605 - 2.3605)
		Grade No. V	59.957 - 59.956 (2.3605 - 2.3605)
		Grade No. W	59.956 - 59.955 (2.3605 - 2.3604)
		Grade No. X	59.955 - 59.954 (2.3604 - 2.3604)
		Grade No. Y	59.954 - 59.953 (2.3604 - 2.3603)
		Grade No. 4	59.953 - 59.952 (2.3603 - 2.3603)
		Grade No. 7	59.952 - 59.951 (2.3603 - 2.3603)
Pin journal diameter. "DP"	Standard	Grade No. 0	51.968 - 51.974 (2.0460 - 2.0462)
		Grade No. 1	51.962 - 51.968 (2.0457 - 2.0460)
		Grade No. 2	51.956 - 51.962 (2.0455 - 2.0457)
Center distance "r"			40.66 - 40.74 (1.6008 - 1.6039)
Taper (Difference between "A" and "B")	Limit		0.002 (0.0001)
Out-of-round (Difference between "X" and "Y")			0.002 (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 SPECIFICATIONS**



Grade number	UPR/LWR	Thickness "T" mm (in)	Width "W" mm (in)	Identification color	Remarks
0	-	2.000 - 2.003 (0.0787 - 0.0789)		Black	Grade is the same for upper and lower bearings.
1	-	2.003 - 2.006 (0.0789 - 0.0790)		Brown	
2	-	2.006 - 2.009 (0.0790 - 0.0791)		Green	
3	-	2.009 - 2.012 (0.0791 - 0.0792)		Yellow	
4	-	2.012 - 2.015 (0.0792 - 0.0793)		Blue	
5	-	2.015 - 2.018 (0.0793)		Pink	

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		- 0.0794)			
6	-	2.018 - 2.021 (0.0794 - 0.0796)		Purple	
7	-	2.021 - 2.024 (0.0796 - 0.0797)		White	
01	UPR	2.003 - 2.006 (0.0789 - 0.0790)		Brown	
	LWR	2.000 - 2.003 (0.0787 - 0.0789)		Black	
12	UPR	2.006 - 2.009 (0.0790 - 0.0791)		Green	
	LWR	2.003 - 2.006 (0.0789 - 0.0790)		Brown	
23	UPR	2.009 - 2.012 (0.0791 - 0.0792)		Yellow	
	LWR	2.006 - 2.009 (0.0790 - 0.0791)	19.9 - 20.1 (0.783 - 0.791)	Green	
34	UPR	2.012 - 2.015 (0.0792 - 0.0793)		Blue	Grade is different for upper and lower bearings.
	LWR	2.009 - 2.012 (0.0791 - 0.0792)		Yellow	
45	UPR	2.015 - 2.018 (0.0793 - 0.0794)		Pink	
	LWR	2.012 - 2.015 (0.0792 - 0.0793)		Blue	
56	UPR	2.018 - 2.021 (0.0794 - 0.0796)		Purple	
	LWR	2.015 - 2.018 (0.0793 - 0.0794)		Pink	
67	UPR	2.021 - 2.024 (0.0796 - 0.0797)		White	
	LWR	2.018 - 2.021 (0.0794 - 0.0796)		Purple	

Undersize

UNDERSIZE MAIN BEARING SPECIFICATIONS

Unit: mm (in)		
Items	Thickness	Main journal diameter "DM"
0.25 (0.0098)	2.132 - 2.140 (0.0839 - 0.0843)	Grind so that bearing clearance is the specified value.

Main Bearing Oil Clearance

MAIN BEARING OIL CLEARANCE

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		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 SPECIFICATIONS**

Grade number	Thickness "T" mm (in)	Identification color (mark)
0	1.500 - 1.503 (0.0591 - 0.0592)	Black
1	1.503 - 1.506 (0.0592 - 0.0593)	Brown
2	1.506 - 1.509 (0.0593 - 0.0594)	Green

Undersize**UNDERSIZE CONNECTING ROD BEARING**

			Unit: mm (in)
Items	Thickness	Crank pin journal diameter "DP"	
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**CONNECTING ROD BEARING OIL CLEARANCE**

		Unit: mm (in)
Items	Standard	Limit
Connecting rod bearing oil clearance	0.034 - 0.059 (0.0013 - 0.0023) ⁽¹⁾	0.070 (0.0028)
(1) Actual clearance		